

SCHEDULED INSPECTIONS

5-29. 300-HOUR INSPECTION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	<p>DATE: _____ W.O. _____</p> <p>FACILITY: _____</p> <p>HELICOPTER S/N: _____</p> <p>REGISTRY NO.: _____</p> <p>TOTAL TIME: _____</p> <p>SIGNATURE: _____</p> <p style="text-align: center;">NOTE</p> <p>Every 300 hours of operation, the 300-hour inspection must be accomplished in conjunction with the 100-hour airframe progressive inspection program or the 100-hour airframe periodic inspection program.</p> <p style="text-align: center;">FORWARD FUSELAGE</p> <p><u>CABIN INTERIOR</u></p> <p>1. Remove cabin overhead upholstery, hat bin, soundproofing blanket, aft vertical tunnel covers, and roll-over bulkhead access panels.</p> <p>2. Remove roof beam access panels.</p> <p>3. Examine flight control tubes inside roof beam for condition and security.</p> <p>4. Examine vertical tunnel, roof beam, and roof shell structure for condition.</p> <p>5. Examine aft passenger seat bulkhead for distortion and/or cracks and indication of screw contact in the area of hat bin attachment nutplates.</p>		

Chapter 25

Chapter 53

Chapter 67

Chapter 53

SCHEDULED INSPECTIONS

5-29. 300-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 96	6. Examine electrical components behind hat bin for condition, security, and cleanliness.		
Chapter 53	7. Examine engine and transmission support structure for cracks, corrosion, or loose fasteners.		
	<div style="text-align: center;">  <p>CAUTION</p> </div> <p>EXERCISE CARE AND USE ADEQUATE SCREW LENGTH WHEN REINSTALLING VERTICAL TUNNEL COVER TO AVOID CONTACT WITH TAIL ROTOR CONTROL TUBE. IT IS RECOMMENDED THAT THE FIFTH SCREW FROM THE TOP AND NUTPLATE, IF INSTALLED, ON LEFT SIDE VERTICAL TUNNEL COVER BE REPLACED WITH A SPEED CLINCH C60207AA-020. WASHER AN960PD10 MAY BE USED AS REQUIRED UNDER SPEED CLINCH HEAD TO ADJUST FOR GRIP LENGTH.</p>		
Chapter 67	8. In the vertical tunnel area, examine the following:		
	a. Flight control system tubes for evidence of chafing with oil line or flex cable.		
	b. Flight control system bellcranks, levers, supports, and walking beams for binding, excessive looseness, and security of attachment.		
Chapter 95	c. Oil lines for leakage, condition, and security.		
Chapter 53	d. Roof beam interface with vertical tunnel for cracks, corrosion, and loose fasteners.		
	e. Vertical tunnel stiffening angles at roof beam interface for cracks, condition, and loose fasteners.		

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5-29. 300-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
<p>Chapter 25 and Chapter 53</p> <p>Chapter 67 and Chapter 76</p> <p>Applicable Service Instruction</p> <p>Chapter 95</p> <p>Chapter 96</p> <p>Chapter 53</p> <p>Chapter 67</p> <p>Chapter 96</p> <p>Chapter 52</p>	<p>9. Remove pilot and copilot seat cushions and panels and examine the following:</p> <ul style="list-style-type: none"> a. Control tubes, N₁ throttle cable, bellcranks, levers, yokes, and supports for bending, excessive looseness, and security of attachment. b. Heater ducts for chafing with controls, if installed. c. Oil lines for leakage and general condition. d. Wiring and electrical components for condition and security. e. Structure for corrosion, cracks, and condition. <p><u>CONTROLS</u></p> <ul style="list-style-type: none"> 1. Verify minimum friction of collective control and readjust as required. Verify minimum friction of copilot collective control stick, if installed. 2. Verify minimum friction of cyclic control and readjust as required. Verify minimum friction of copilot cyclic control stick, if installed. 3. Verify minimum friction of anti-torque control pedals and readjust as required. Verify minimum friction of copilot anti-torque control pedals, if installed. <p><u>ELECTRICAL</u></p> <ul style="list-style-type: none"> 1. Remove battery and recondition in accordance with BHT-ALL-SPM and manufacturer's service manual. <p><u>FUSELAGE</u></p> <ul style="list-style-type: none"> 1. Inspect latches on crew doors for correct adjustment. 2. Inspect latches on passenger doors, and baggage door for correct adjustment. 		

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5-29. 300-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
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Chapter 62	<p><u>MAIN ROTOR SYSTEM</u></p> <ol style="list-style-type: none"> 1. Remove main rotor blade leading edge erosion protection tape, if installed. 2. Examine leading edge of blades for corrosion and erosion. Restore contour as necessary. 3. If applicable, reinstall main rotor blade leading edge erosion protection tape. <p style="text-align: center;">PYLON AREA</p> <p><u>SWASHPLATE ASSEMBLY</u></p>		
Chapter 62	<ol style="list-style-type: none"> 1. Verify and adjust swashplate tilt friction as required. 2. Value must be between 15 to 32 pounds (67 to 142 N). If out of limits, adjust to 15 to 32 pounds (67 to 142 N) and check again. <p><u>HYDRAULIC</u></p>		
Chapter 12, Chapter 29, Chapter 63	<ol style="list-style-type: none"> 1. Remove hydraulic pump and rotor tachometer generator. 2. Examine hydraulic pump splines, transmission oil pump splines, and rotor tachometer and adapter splines for condition and security. 		
Chapter 12	<ol style="list-style-type: none"> 3. Lubricate hydraulic pump driveshaft splines, oil pump splines, and rotor tachometer splines. <p style="text-align: center;">POWER PLANT AREA</p> <p><u>GENERAL</u></p>		
Rolls-Royce 250 Series Operation and Maintenance Manual, 5W2 or 10W2	<ol style="list-style-type: none"> 1. Perform engine inspection per the applicable Rolls-Royce Operation and Maintenance Manual. 		

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5-29. 300-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
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Chapter 95	2. Perform operational check of turbine outlet temperature system.		
Chapter 95 and Chapter 12	3. Examine N ₁ and N ₂ tachometer generator shaft splines and gearbox adapter splines for condition. Clean and lubricate shaft splines.		
Chapter 28	FUEL SYSTEM		
	<u>AIRFRAME FUEL FILTER</u>		
Chapter 28	1. Replace airframe fuel filter element, kit KD651511, element 52-01103-1, or element 7582301, as applicable.		
	2. Inspect filter head as follows:		
	a. Remove outlet port fitting from filter head. Using a 0.020 inch (0.508 mm) wire, pass wire through bleed hole in outlet port side of filter head to ensure that hole is unobstructed (applicable to fuel filter assemblies 306001, 306005, 222-366-621-001, -003, and -101, 52-2889-016, and 52-2889-016A).		
Chapter 28, Rolls-Royce 250 Series Operation and Maintenance Manual 5W2 or 10W2	b. Purge airframe fuel filter and engine fuel system.		
	NOTE		
	When purging airframe fuel filter and the engine fuel system of air, ensure that both fuel boost pumps are ON and motor engine for approximately 15 seconds or until there is no evidence of air coming from fuel supply hose. In addition, depress the airframe fuel filter bypass indicator button during the motoring operation to remove air more rapidly.		
	3. Purge the engine fuel system per the Rolls-Royce engine fuel system purging procedure.		

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BHT-206A-FM-1 , BHT-206B-FM-1 , BHT-206B3-FM-1 Chapter 28	<p>4. During ground run, operate helicopter at 100% N₂ for minimum of 2 minutes to ensure remaining air is purged from fuel filter head and to check for fuel leaks.</p> <p><u>FUEL PUMP</u></p> <p style="text-align: center;">NOTE</p> <p>This inspection is only applicable to helicopters S/N 4 through 3566 prior to incorporation of TB 206-82-75.</p> <p>1. Check engine driven fuel pump filter impending bypass function as follows:</p> <p style="padding-left: 40px;">a. Disconnect the fuel hose from forward end of differential pressure switch and plug the hose.</p> <p style="padding-left: 40px;">b. Turn ON both fuel boost pumps and verify if engine FUEL FILTER caution light illuminates.</p> <p style="padding-left: 40px;">c. If the engine FUEL FILTER caution light illuminates, turn OFF both fuel boost pumps. Remove the plug and reconnect the fuel hose removed in step a.</p> <p style="padding-left: 40px;">d. If the engine FUEL FILTER caution light does not illuminate, troubleshoot and correct impending bypass caution system.</p> <p><u>STARTER GENERATOR</u></p>		
Chapter 71	1. Remove starter generator. Examine mounting pad and clamp for condition.		
Chapter 96	2. Examine commutator for wear. Replace starter generator if not smooth and bright, or if showing excessive wear.		
	3. Inspect brushes for wear.		
Chapter 71	4. Examine cooling duct and retention clamp for condition and security.		

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BHT-206-SRM-1	<p>5. Examine the bearings of the starter generator for smooth rotation. Examine the splines on the starter generator driveshaft and the mating splines on the engine gear shaft for wear. If dry spline starter generator installed, clean splines and lubricate.</p> <p style="text-align: center;">AFT FUSELAGE/TAILBOOM AREA</p> <p><u>AFT FUSELAGE</u></p> <p>1. Visually inspect longeron and engine pan interface for corrosion as follows:</p> <ul style="list-style-type: none"> a. Open access door in overhead baggage compartment. b. Open engine compartment cowl. c. Using bright light and mirror, inspect exposed upper and lower edges of the joints and fastener between aluminum longeron and titanium engine pan. Edge of sealant coating should be visible. No indications of corrosion are acceptable. d. If there is no indication of corrosion and the bonded surface seal is present, replace access panel and close engine compartment cowl door. If corrosion is present or bonded surface seal is not present, refer to the BHT-206-SRM-1 for repair procedures. e. Inspect engine mount attachment structures for cracks and condition. f. Remove fuel shutoff valve access panel. Inspect area for corrosion, cracks, and fuel leaks. Check wiring and plumbing for security and condition. g. Inspect aft passenger rear bulkhead for indication of screw contact or cracks in area of hat bin attachment anchor nuts. <p>2. Inspect aft passenger rear bulkhead for distortion in area of hat bin attachment anchor nuts.</p>		

SCHEDULED INSPECTIONS

5-29. 300-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
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Chapter 65 and Chapter 12 BHT-ALL-SPM, Chapter 6 Chapter 65 Chapter 12 Chapter 65 Chapter 18	<u>DRIVETRAIN</u> 1. Examine forward short shaft (steel) splined adapters for excessive wear and lubricate. <div style="text-align: center;">NOTE</div> Oil cooler blower impeller 206-061-432-031 requires penetrant inspection. Impeller 206-061-432-109 and subsequent do not require penetrant inspection. 2. Using dye penetrant methods, inspect oil cooler blower impeller 206-061-432-031 for cracks. Give particular attention to the mounting flange where individual blades attach. Inspection may be accomplished with impeller installed. <u>TAIL ROTOR DRIVESHAFT</u> 1. Lubricate oil cooler blower and tail rotor driveshaft hanger bearings and check for evidence of overheating. 2. Examine and lubricate aft short shaft (aluminum) and aft tail rotor driveshaft splined adapters. <u>TAIL ROTOR GEARBOX</u> 1. Torque check tail rotor gearbox retaining nuts 50 to 70 inch-pounds (5.6 to 7.9 Nm). <u>TAIL ROTOR HUB AND BLADE ASSEMBLY</u> 1. During ground run, check dynamic balance of tail rotor hub and blade assembly. 2. Adjust as required.		