



Maritime Helicopters

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FLIGHT CREWMEMBER RII REPAIRMEN TRAINING PROGRAM

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FLIGHT CREWMEMBER RII TRAINING PROGRAM

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1 Introduction

The **Flight Crewmember Repairmen RII Training Program Manual** has been prepared in accordance with the current Title 14 CFR §135 and the policies and procedures used at **Maritime Helicopters, Inc. (MHI)**. This manual explains the Flight Crewmember Repairmen RII Training Program in detail. This training program manual contains the policies and procedures MHI uses to determine its training requirements and to develop its flight crewmember RII Repairmen training program. This training program ensures that MHI flight crewmembers have the knowledge and skills capably to perform required limited RII inspections listed in Appendix B. MHI controls this manual in accordance with the procedures outlined in Chapter 3 of this manual. Flight crewmembers are identified, training standards are established, training is provided, and the training program is revised as necessary.

The Chief Inspector has overall administration of the Repairmen RII Training Program. He is the designated Maintenance/RII instructor. The Chief Inspector may delegate instructors but maintains overall responsibility.

A current copy of the Flight Crewmember Repairmen RII Training Program and any revisions made will be provided by electronic copy to the FAA Certificating Holding District Office (CHDO).



2 *Purpose*

The **Flight Crewmember Repairmen RII Training Program Manual** has been prepared to train MHI flight crewmembers to perform limited RII functions for MHI operating under a FAA approved CAMP program §CFR 65.101(a)(3) in remote locations §CFR135.429(d).

Before any MHI crewmembers may exercise RII functions, they must be qualified under an Administrator approved RII training program and possess an FAA Repairmen Certificate.

Repairmen Certificate's are issued by the FAA providing the crewmember meets the eligibility requirements of §CFR 65.101 and have completed formal training acceptable to the Administrator specifically designed to qualify the crewmember for remote area limited RII functions.

NOTE: Crewmembers performing limited RII functions must be employed by MHI. This program is only applicable for MHI CAMP aircraft operating in a remote location. A remote location is defined as operations at or away from any MHI base that does not have an available additional MHI RII trained and qualified inspector that is not the one performing the actual RII task.

A copy of this manual shall be maintained in the aircraft and available to flight crewmember for reference and use of specific RII Task Cards listed in Appendix B.



3 Manual Revisions

The Director of Maintenance oversees the creation and revision of MHI controlled documents. Department Managers and Supervisors may submit suggestions and corrections for incorporation into this manual by contacting the Director of Maintenance. Changes made to this manual will be summarized in the change summary table and indicated throughout the manual by change bars. A vertical bar (change bar) in the right margin indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page. The effected page(s) will also be annotated by updating the revision level and date in the top right hand corner. The list of effected pages will also be updated.

3.1 Manual Revisions and Control

The Director of Maintenance is responsible for the content, currency, completeness, and revisions of this manual. Review of this manual will be conducted annually by the Chief Inspector. Revisions to this manual must be routed for MHI internal and FAA acceptance prior to distribution. This manual cannot be published or distributed to end users prior to formal submission to and acceptance by the FAA.

3.2 Manual Acceptance Process

The Flight Crewmember Repairmen RII Training Program is an FAA accepted manual, no changes or revisions will be made without prior FAA approval.

Upon review and MHI approval, the Director of Maintenance or his/her designee will submit a copy of the proposed revision to the cognizant CHDO assigned Principal Inspector (PI) for review and Administrator acceptance.

If the proposed revision is accepted by the CHDO, the LOEP will be signed and dated (or stamped) and returned to MHI.

If a proposed revision is rejected by the CHDO, the proposed revision will be returned to MHI with an explanation of discrepancies that must be addressed (the CHDO may retain a file copy of the revision at their discretion).

The non-compliant portion(s) of the revision will be addressed by MHI then submitted to the CHDO. This process will be repeated as necessary until FAA acceptance is obtained. As needed, the Director of Maintenance will make contact with the CHDO either by phone, or schedule an in-person meeting to discuss the details of non-compliant portions. This will ensure the MHI Training Program is compliant with applicable FAA guidance materials (i.e. CFR's, FAA Orders, etc).



4 Needs Assessment

A training needs assessment shall be performed to identify MHI's flight crewmember RII training needs and shall be performed by the Chief Inspector or his designee. It is a method for defining areas of study and/or courses/lessons and for identifying training sources and methods available to RII approved flight crewmembers for the areas of study, courses, and/or lessons. The needs assessment is used to measure the effectiveness of the flight crewmembers RII training program and to make changes as necessary.

4.1 General

Flight Crewmembers performing RII inspection functions on the MHI aircraft must be assessed and trained in accordance with the Federal Aviation Administration (FAA) acceptance procedures set forth in this manual. The training program also includes Initial and Recurrent training areas of study for its required flight crewmembers designated RII repairmen.

MHI continuously evaluates its overall training needs. However, MHI will specifically revise the training program when:

4.2 Individual Needs Assessment

MHI flight crewmembers will be assessed against the established requirements and specific needs for the RII tasks required. This will be determined if that an flight crewmember possess the capability to perform RII crewmember repairmen functions.

Whenever MHI hires a new flight crewmember or transfers an flight crewmember to a new job position that requires them to possess a RII Repairmen rating, the Chief Inspector and/or Director of Maintenance will perform a needs assessment process to assess the individual's skill level and qualifications against the requirements for the assigned RII functions or tasks.

MHI flight crewmember's RII Repairmen training file will be stored in the Chief Inspector's office.

During identification of overall training needs, MHI will consider items including, but not limited to the following:

- It identifies additional training needs;
- Changes to its ratings, equipment, or work scope require additional training areas, classes, or lessons;
- Significant changes to industry standards or regulations occur;
- Addition of new model aircraft.
- The tasks associated with each person responsible for performing RII Repairmen inspection tasks;
- The skills, experience, and training of new and/or current flight crewmembers;
- The return of an flight crewmember to RII Repairmen functions after an extended period;
- The introduction to the flight crewmember of new regulations, procedures, equipment, or RII requirements;

4.3 Addition of Aircraft

Whenever MHI is planning to add additional types of aircraft, it will conduct a review of its current RII Repairmen Training Program. The need for additional training will be based on an analysis of



the type aircraft to be added, the capability of flight crewmembers, and the availability of in house training.

Appropriate changes will be made to initial, recurrent, and specialized training areas of study, including existing courses or the addition of new courses, positions, and individuals requiring the training, and when the new training needs to be implemented and completed.



5 COURSE DEFINITION

The Director of Maintenance will develop and revise areas of study, courses, and/or lessons.

5.1 Course/Lesson Development

An area of study will be developed to identify the entire scope of training available for areas of knowledge and skill requirements to perform limited RII Repairmen functions on each MHI model aircraft operating under a CAMP program. It will include the appropriate number and level of courses or lessons to accomplish the defined objective. The areas of study will define the initial and recurrent requirements for the associated courses and lessons.

All Courses/Lessons shall be developed using the following information as a minimum necessary to capture the required knowledge or skill.

- Objectives
- Prerequisites
- Course outline
- Required hours or performance outcome for each topic or lesson
- Training material including handouts, manuals, tools, or equipment to be used
- Training method(s) (i.e. classroom, OJT, etc.)
- Method(s) of evaluation

When the curriculum of a training course/session requires testing, the results will be recorded on the MHI Training Activity Report, Form. A minimum score of 70% is considered passing on all written tests, unless otherwise stated. The test may be administered in one of three following methods:

- Written test;
- Oral test;
- Practical test.

5.2 Initial Training

Initial Training is mandatory for all MHI flight crewmember RII Repairmen personnel. This training mandatory after employment if RII Repairmen functions will be required. Initial Training is documented on Training Activity Report, Form TR-004, and filed in the flight crewmember's training records.

5.3 Recurrent Training

Recurrent Training will be information that supports, expands, or refreshes initial training areas of study, courses/lessons, or other requirements. MHI will review all training and determine the need for any recurrent training session(s). Recurrent training is documented on Training Activity Report, Form TR-004, and filed in the flight crewmember's training records. Recurrent training shall be accomplished annually.



5.4 Specialized Training

Specialized Training is used to provide instructions to address requirements of specific task and/or to provide initial training required for RII critical task. Specialized training will be documented and filed in the flight crewmember's training records. Specialized Training is documented on Training Activity Report, Form TR-004, and filed in the flight crewmember's training records.

5.5 Remedial Training

Remedial Training will be conducted in the event of repeated job tasks/assignment deficiencies at the discretion of the Director of Maintenance and/or the Chief Inspector. Remedial Training will be conducted by a Delegated Training Instructor, Director of Maintenance, Chief Inspector, Lead, or Inspector. Remedial Training will be documented and filed in flight crewmembers' RII training records.



6 SELECTION OF TRAINING METHODS AND SOURCES

Using the information developed during the course definition phase, MHI will evaluate training method(s), source(s), and instructor(s) to determine whether the appropriate and necessary knowledge or skill will be transferred to RII Repairmen.

6.1 Training Methods

The material to be presented, the level of personnel receiving the training, and alternatives available will be used to establish training methods for areas of study and/or courses/lessons. MHI uses various methods to train its flight crewmembers including:

- Formal classroom training;
- On-the-job training (OJT);
- Self-study;
- MHI Web Based;
- Computer-based training (CBT);
- Distance learning;
- External classes and courses;
- Original Equipment Manufacturer training (OEM).

6.2 Training Sources

Sources available for training will be continually monitored to ensure MHI is aware of its alternatives. When a new or revised training need is identified, the available options will be reviewed. This process may include consultation with the FAA and manufacturers.

6.3 Instructor Qualification

Each designated RII Instructor must have:

- A minimum of three years of working experience on that model or,
- A verifiable record of completed formal training on that model or,
- Complete the RII initial training program for that model or,
- Have a thorough understanding of inspection methods and procedures, and
- Successfully completed the Maritime Helicopters Inc. Part 135/RII initial training course and passed the written examination.

6.4 Observation

During the initial presentation of an instructor the MHI Chief Inspector will observe a portion(s) of the class/instruction to determine attributes such as the individual's subject knowledge/expertise, class/student interaction, quality of aids/materials, presentation style, demeanor, etc.



7 TRAINING DOCUMENTATION

7.1 Training Documentation

The Chief Inspector is responsible for establishing the standards for the creation and retention of training records for all MHI flight crewmembers RII Repairmen that perform RII inspection functions.

MHI maintains a hard copy of all training provided. Each hard copy report includes the RII Repairmen name and job function, the needs assessment findings, a list of FAA certifications, other applicable certifications and degrees, MHI qualifications and authorizations (such as Required Inspection Items (RII)), and for each course completed, the total time credited, the date provided, the instructor, the location, and the results of any associated examination.

7.2 Training Records

MHI RII Repairmen training records will be maintained for a period of at least two (2) years.

The Chief Inspector will maintain training records of MHI flight crewmember RII Repairmen who are assigned to perform limited RII inspection functions. These records maintained by MHI are considered official flight crewmember RII Repairmen training records.

Training records will be maintained in hard copy format and a copy placed on the Shared Drive.

MHI will make the training records of RII Repairmen flight crewmember performing RII inspection functions available to the FAA for review upon request. To facilitate this, copies of training records shall be placed on the Shared Drive.

7.3 Training Forms

MHI has developed forms to support the processes and procedures in this manual. Master copies of the training forms are located in the Director of Maintenance office.



8 MHI FLIGHT CREWMEMBER RII REPAIRMEN TRAINING CURRICULUM

MHI Training Curricula has been designed to support the maintenance tasks performed by Flight Crewmember RII Repairmen designated by MHI. All training will include classroom conference utilizing multimedia, publications, computer based training (CBT), hands on and stand up lecture by an approved instructor.

All curricula will be presented on the subject matter being taught. Actual class hours may vary due to the size of the class.

NOTE: Flight Crewmember RII Training is aircraft specific and identified on training records.

Training Syllabus;

8.1 Initial Bell 412 Repairmen RII Flight Crewmember Training - 16 Hours - 2 days (Approx.)

- Duties and responsibilities
- §CFR135.429
- MHI Repairmen Training Manual
- Manufacturer's Maintenance Manual
- Specific Requirements for each RII task
- Proper Aircraft Logbook Entries
- Proper Tagging of Parts
- Web Based Presentation and Testing
- Evaluation

8.2 Recurrent Bell 412 Repairmen RII Flight Crewmember Training - 8 Hours - 1 day (Approx.)

The Bell 412 Recurrent RII Training will be a review of all subjects in the Bell 412 Initial Repairmen RII Flight Crewmember Training Initial Course.

9 APPENDIX A FLIGHT CREWMEMBER RII REPAIRMEN TRAINING FORM

The following form shall be used to document training on each Flight Crewmember Repairmen RII Tasks listed in Appendix B.

BELL 412 HP				
Task Num	Description	Crewmember Initials	RII Trainer Initials	Date
R 01	TAIL ROTOR RIGGING CHECK			
R 02	42° GEARBOX INSTALL			
R 03	90° GEARBOX INSTALL			
R 04	AERODYNAMICALLY ACTUATED ELEVATOR			
R 05	ANTI-TORQUE FRICTION ADJUSTMENT			
R 06	BLADE BOLT TENSION ADJUSTMENT			
R 07	UN-FOLDING MAIN ROTOR BLADES			
R 08	COLLECTIVE MINIMUM FRICTION INSPECTION			
R 09	CYCLIC MINIMUM FRICTION ADJUSTMENT			
R 10	GOVERNOR			
R 11	LOWER SERVO BOLT ALIGNMENT INSPECTION			
R 12	MAIN DRIVE SHAFT			
R 13	MAIN ROTOR PITCH CHANGE LINKS			
R 14	N1 RIGGING			
R 15	N2 RIGGING			
R 16	MAXIMUM NG TOPPING CHECK			
R 17	TAIL ROTOR PITCH CHANGE BEARING INSPECTION			
R 18	TAIL ROTOR REMOVAL/REPLACEMENT			
R 19	TAIL ROTOR HANGER BEARING REPLACEMENT			
R 20	TAIL ROTOR HUB AND BLADE			
R 21	TAIL ROTOR DRIVE SHAFT INSTALL			
R 22	ROTOR BRAKE QUILL			
R 23	TAIL ROTOR RIGGING CHECK			
R 24	TAIL ROTOR COUPLING INSPECTION AND REPACK			
R 25	MAIN ROTOR BLADE INSTALLS			
	RII INSPECTION TRACKING FORM			
	MHI WEB BASED RII INSPECTOR TRAINING MODULE			
	REQUIRED AIRCRAFT LOG BOOK ENTRIES			

COMMENTS:

INSTRUCTOR'S SIGNATURE _____ DATE: _____

CREWMEMBERS SIGNATURE _____ DATE: _____



10 APPENDIX B - FLIGHT CREWMEMBER APPROVED RII REPAIRMEN TASKS

10.1 List of Specific Tasks

TASK NUMBER	DESCRIPTION
R 01	TAIL ROTOR RIGGING CHECK
R 02	42° GEARBOX INSTALL
R 03	90° GEARBOX INSTALL
R 04	AERODYNAMICALLY ACTUATED ELEVATOR
R 05	ANTI-TORQUE FRICTION ADJUSTMENT
R 06	BLADE BOLT TENSION ADJUSTMENT
R 07	UN-FOLDING MAIN ROTOR BLADES
R 08	COLLECTIVE MINIMUM FRICTION INSPECTION
R 09	CYCLIC MINIMUM FRICTION ADJUSTMENT
R 10	GOVERNOR
R 11	LOWER SERVO BOLT ALIGNMENT INSPECTION
R 12	MAIN DRIVE SHAFT
R 13	MAIN ROTOR PITCH CHANGE LINKS
R 14	N1 RIGGING
R 15	N2 RIGGING
R 16	MAXIMUM NG TOPPING CHECK
R 17	TAIL ROTOR PITCH CHANGE BEARING INSPECTION
R 18	TAIL ROTOR REMOVAL/REPLACEMENT
R 19	TAIL ROTOR HANGER BEARING REPLACEMENT
R 20	TAIL ROTOR HUB AND BLADE
R 21	TAIL ROTOR DRIVE SHAFT INSTALL
R 22	ROTOR BRAKE QUILL
R 23	TAIL ROTOR RIGGING CHECK
R 24	TAIL ROTOR COUPLING INSPECTION AND REPACK
R 25	MAIN ROTOR BLADE INSTALLS



10.2 R 01 Tail Rotor Rigging Check

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 01.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 01.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Verify;		
2.7.1	This RII card is not for use on 412EP helicopters		
2.7.2	A POC is required if any adjustment is made to the TR rigging and that it is entered into the aircraft Log Book.		
2.7.3	This card is written assuming you do not have access to hydraulic power cart. Refer to MM if hydraulic cart is used.		
2.7.4	Verify stops on bell crank below Tail Rotor servo are retracted completely prior to start.		
2.7.5	Verify the length of series actuator when centered prior to rigging procedure.		
2.7.6	Refer to Tail Rotor fiction RII task card		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 01.3 INPROCESS INSPECTIONS			
3.1	Verify;		
3.1.1	The rod end thread exposure is within limits on any control rod adjusted.		
3.1.2	Rod end jam nuts are properly torqued on any control rod adjusted.		
3.1.3	Control rods are free to rotate several degrees about the longitudinal axis on any control rod adjusted.		
3.1.4	Control rod between pilot and copilot pedal adjuster is the correct length.		
3.1.5	Clearance between link and bell crank below TRGB.		
3.1.6	Control tube below engine CBOX is adjusted correctly.		
3.1.7	Stops on bell crank below servo are adjusted correctly.		
3.1.8	Clearance between TR blade and flap stop.		
3.1.9	Anti torque magnetic brake arm is installed correctly.		
3.1.10	Force gradient to pilot pedal adjuster is adjusted correctly.		
3.1.11	Clearance of force gradient while moving the pedals stop to stop.		
3.1.12	CMT transducers are adjusted to the correct length.		
R 01.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify the following are installed and secured correctly;		
4.2.1	Force gradient and transducer at the pilots pedal adjuster		
4.2.2	Control tube at copilots pedal adjuster		
4.2.3	Control tube at bell crank below the CBOX		
4.2.4	Link at TRGB		
4.2.5	PC link		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.3 R 02 42° Gearbox Install

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 02.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 02.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Verify;		
2.7.1	A POC has been entered in aircraft Log Book for installation of 42° gearbox.		
2.7.2	A post installation torque check has been entered in aircraft Log Book.		
2.7.3	A leak check has been entered in aircraft Log Book.		
2.7.4	Flex couplings are lubricated.		
2.7.5	Grease is not expired.		
2.7.6	Backlash and absence of binding of input and output quill. Refer to MM		
2.7.7	Oil was flushed if GB was preserved.		



MAINTENANCE ACTION	RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
2.7.8 Shims are bonded to tailboom structure.		
2.8 Refer to Tail Rotor Drive Shaft RII task card for installation of Tail Rotor Drive Shaft.		
R 02.3 INPROCESS INSPECTIONS		
3.1 Verify;		
3.1.1 GB mounting flange gaps with shims.		
3.1.2 Bolt length is correct		
3.1.3 Bolt grip bottom test is CW.		
3.1.4 Washer stack up is correct.		
3.1.5 Proper torque of bolts.		
R 02.4 POST TASK INSPECTIONS		
4.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2 Verify;		
4.2.1 Gear box is properly serviced.		
4.2.2 Correct run in procedure was done during the POC.		
4.2.3 Temp indicators have no indications after POC.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.4 R 03 90° Gearbox Install

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 03.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 03.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Verify;		
2.7.1	POC required for installation of 90° gearbox is entered in aircraft Log Book.		
2.7.2	Post installation torque check is in logbook.		
2.7.3	Leak check is entered in log book.		
2.7.4	Flex couplings are lubricated. (Refer to Paperwork)		
2.7.5	Grease is not expired. (Refer to Paperwork)		
2.7.6	Backlash and absence of binding of input quill. Refer to MM		
2.7.7	Oil was flushed if GB was preserved.		



MAINTENANCE ACTION	RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
2.8 Refer to RII task card for installation of Tail Rotor Drive Shaft.		
R 03.3 INPROCESS INSPECTIONS		
3.1 Verify;		
3.1.1 Mounting flange is free of sealant.		
3.1.2 Correct torque procedure is used.		
3.1.3 Proper torque of bolts.		
3.1.4 Correct thread length of stud through nut.		
3.1.5 Gap between shim and input quill is correct.		
3.1.6 TR pitch change mechanism washer stack up is correct.		
3.1.7 TR pitch change mechanism torque is correct.		
3.1.8 TR pitch change mechanism hardware is safetied.		
R 03.4 POST TASK INSPECTIONS		
4.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2 Verify;		
4.2.1 Gear box is properly serviced.		
4.2.2 Correct run in procedure was done during the POC.		
4.2.3 Temp indicators have no indications after POC.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.5 R 04 Aerodynamically Actuated Elevator

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 04.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 04.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Ensure a POC required for adjustment or installation of elevator is entered in the aircraft Log Book.		
R 04.3 INPROCESS INSPECTIONS			
3.1	Prior to installation of access panel;		
3.1.1	Confirm bolts have been installed and safetied.		
3.1.2	Apply torque strip after bolts have been checked for torque. (this is not required on hardware that contains safety's)		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 04.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Check that elevator moves freely with no binding of spring. Check for excessive play in elevator horn shimming. Bell MM Chapter 67		
4.3	Check access panel bolts for attachment and security.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.6 R 05 Anti-Torque Friction Adjustment

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 05.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 05.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Verify that the Anti-Torque Force Gradient has been disconnected at the pilot side TR pedal assembly.		
R 05.3 INPROCESS INSPECTIONS			
3.1	Verify friction force of 4.25 to 4.75 pounds, measured at TR pedals, when pedals are moved through the neutral position.		
3.2	Ensure full travel of TR Pedals can be achieved without binding or interference after any adjustments.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 05.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Ensure Force Gradient has been re-installed, torqued and safetied.		
4.3	Ensure lower access panel on bottom of aircraft is properly re-installed.		
4.4	A POC Log Book entry is required if an adjustment is made to the Tail Rotor friction.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.7 R 06 Blade Bolt Tension Adjustment

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 06.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 06.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Read the MM section describing the task Specific.		
2.8	Refer to ASB for procedures to this task.		
2.9	Verify part of ASB (25 hr torque check) is in log book.		
R 06.3 INPROCESS INSPECTIONS			
3.1	Verify expandable bolt segments are installed in correct order.		
3.2	Verify bolt tension is adjusted correctly.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 06.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify;		
4.2.1	Bolt is fully seated in Main Rotor head		
4.2.2	Bolt and handle is installed in correct position in Main Rotor head.		
4.2.3	Safety is installed in Main Rotor blade bolt handle.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.8 R 07 Un-Folding Main Rotor Blades

MAINTENANCE ACTION	RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 07.1 GENERAL		
1.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2 Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 07.2 PRIOR TO STARTING TASK		
2.1 Verify any new parts used have correct paperwork.		
2.2 Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3 Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4 Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5 Verify that any new P/N used is compatible with aircraft S/N.		
2.6 Read the MM section describing the task.		
R 07.3 INPROCESS INSPECTIONS		
3.1 None.		
R 07.4 POST TASK INSPECTIONS		
4.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2 Verify;		
4.2.1 Blade bolts are color coded to the Main Rotor blades they are installed in.		
4.2.2 Spring clip is seated over the tension adjustment nut and secured with the safety pin.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
4.2.3	Blade racks are removed. (if used)		
4.2.4	Droop restraint tube, locking pins, spindle pins, and blade locks are removed from top of helicopter. (if used)		
4.3	If droop restraint tube is used confirm Main Rotor Pitch Change links are reinstalled. Verify torque and safety.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.9 R 08 Collective Minimum Friction Inspection

MAINTENANCE ACTION	RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 08.1 GENERAL		
1.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2 Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 08.2 PRIOR TO STARTING TASK		
2.1 Verify any new parts used have correct paperwork.		
2.2 Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3 Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4 Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5 Verify that any new P/N used is compatible with aircraft S/N.		
2.6 Read the MM section describing the task.		
2.7 Check for POC entry in the discrepancy section of the log book for the maintenance task.		
2.8 Confirm the correct section of the MM is being used for the serial number of the AC.		
R 08.3 INPROCESS INSPECTIONS		
3.1 Ensure all collective control bolts are installed and cotter pins and lockwire are installed, where applicable.		
R 08.4 POST TASK INSPECTIONS		
4.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2 Check all access panels for installation and security.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.10 R 09 Cyclic Minimum Friction Inspection

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 09.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 09.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Verify;		
2.7.1	Cyclic Friction Nut on cyclic stick is loosened completely, (Rotated counter-clockwise fully) before friction force measurement is observed.		
2.7.2	Force Trim is turned off.		
R 09.3 INPROCESS INSPECTIONS			
3.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
3.2	Verify;		
3.2.1	Cyclic fore/aft breakout force measurement of .50-1.0 lbs.		
3.2.2	Cyclic lateral cyclic breakout force measurement of .50-1.0 lbs.		
R 09.4 POST TASK INSPECTIONS			
4.1	Verify;		
4.1.1	Friction clamp halves on cyclic stick are equally spaced		
4.1.2	With Force Trim on observe cyclic fore/aft breakout force of 2.25-2.75lbs.		
4.1.3	Force Trim on observe cyclic lateral breakout force of .50-2.00 lbs.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.11 R 10 Governor

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 10.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 10.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	A POC is required for replacement of the governor. Refer to checks after component replacement table in PW MM.		
R 10.3 INPROCESS INSPECTIONS			
3.1	Verify coupling installation in Combining Gearbox.		
R 10.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
4.2	Verify:		
4.2.1	Nuts are torqued.		
4.2.2	Safeties on all air lines.		
4.2.3	Min and Max stops are set correctly.		
4.3	Refer to N2 rigging Task card.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.12 R 11 Lower Servo bolt Alignment Inspection

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 11.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 11.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
R 11.3 INPROCESS INSPECTIONS			
3.1	With lower servo piston rod bolt removed, verify that there are no side loads present on lower piston rod where it aligns with bolt hole. Piston rod must be able to travel freely, up and down without any pressure, forcing, binding, or bending of piston rod in for, aft, left or right direction. If alignment adjustments are made to servo comply with steps 2-4 of this section.		
3.2	Verify:		
3.2.1	Torque Bearing Nut has been torqued 900-1100 inch-pounds		
3.2.2	Torque Jam Nut has been torqued 900-1100 inch-pounds.		
3.2.3	Both Torque Nuts have been properly secured with lockwire to the keyed washer.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 11.4	POST TASK INSEPCTIONS		
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Ensure lower servo bolt has been installed and torqued 95-100 in-lbs.		
4.3	Verify cotter key is installed in lower servo bolt.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.13 R 12 Main Drive Shaft

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 12.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 12.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	POC is required for installation of main drive shaft. Verify entry in log book.		
2.8	Leak check is required for installation of main driveshaft. Verify entry in log book.		
2.9	Verify couplings are lubricated. Refer to paperwork.		
2.10	Verify grease is within expiration date. Refer to paperwork.		
R 12.3 INPROCESS INSPECTIONS			
3.1	Verify;		
3.1.1	Correct torque sequence is used.		
3.1.2	Correct torque is used.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 12.4 POST TASK INSEPCTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify the temp indicators have no indications after POC.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.14 R 13 Main Rotor Pitch change Links

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 13.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 13.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
R 13.3 INPROCESS INSPECTIONS			
3.1	None		
R 13.4 POST TASK INSPECTIONS			
4.1	Verify;		
4.1.1	PC links are installed in correct location.		
4.1.2	PC link rod ends thread minimum engagement is correct.		
4.1.3	Bolt heads are installed in the direction of rotation.		
4.1.4	Correct toque on hardware.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
4.1.5	Bushings are installed in correct locations.		
4.1.6	Rod end anti rotation pin is engaged to bracket.		
4.1.7	Upper rod end is centered in PC link.		
4.1.8	All safeties are in place and correct.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.15 R 14 N1 Rigging

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 14.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book /Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 14.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	An POC is required for adjustment of the throttles.		
R 14.3 INPROCESS INSPECTIONS			
3.1	Verify;		
3.1.1	Control tube rod ends have not exceeded the maximum exposed thread lengths.		
3.1.2	Safeties are installed in all locations.		
3.1.3	Correct torque was used on control tube jam nuts.		
3.1.4	Control tube rod ends are adjusted so both ends are centered on bellcranks allowing the maximum rotation of the control tube.		
3.1.5	Collective flex shaft to gear selector has proper engagement (pilot and copilot. Number one and two throttles).		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
3.1.6	Pilot and co pilot throttles hit the collective lever stops at the same time.		
3.1.7	Number 1 and 2 FCU levers are positioned correctly on the shaft.		
3.1.8	Correct torque on nut of FCU lever if adjusted.		
3.1.9	Correct gap of fuel control interconnect.		
R 14.4 POST TASK INSPECTIONS			
4.1	Verify;		
4.1.1	Smooth operation of the throttles through the entire range.		
4.1.2	Idle speeds are correct.		
4.1.3	Tube clearance in the area of the FCU tubing.		
4.1.4	Throttle cushions are the correct amount.		
4.1.5	Both throttles rotate approx the same degrees from stop to stop.		
4.1.6	FCU stops hit prior to collective lever stops.		
4.1.7	Cushions are equal on full open and full closed positions.		
4.2	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.16 R 15 N2 Rigging

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 15.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 15.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	An POC is required for adjustment of the N2 system.		
R 15.3 INPROCESS INSPECTIONS			
3.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
3.2	Verify;		
3.2.1	Linier actuator wires are connected to proper terminals on engine 1 and engine 2.		
3.2.2	Governor control arms are installed in correct position on engine 1.		
3.2.3	Engine 2 ITT actuator (TB412-93-118) is installed with terminal block facing down.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
3.3	Prior to ground run verify AFCU and MFCU stops make contact. Refer to N1 rigging task card if adjustment is necessary.		
R 15.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify;		
4.2.1	Jam nuts on rod ends are torqued.		
4.2.2	Safeties in bolts and nuts.		
4.2.3	Jam nut on actuator is torqued.		
4.2.4	Rod ends maximum visible threads are within tolerance.		
4.2.5	Control rods are free to rotate several degrees about longitudinal axis.		
4.2.6	Firewall and engine deck boot is secure.		
4.2.7	Hardware securing all bell cranks, governors, and cam box are torqued.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.17 R 16 Maximum NG Topping Check

MAINTENANCE ACTION		REFERENCE	RII REPAIRMENTS INITIALS
R 16.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 16.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Discuss with the technician to determine if the topping check will be done on the ground or in flight. Determine if part power or slave stops will be installed for the check.		
2.8	Confirm the correct section of the MM is being used for the serial number of the AC.		
2.9	Check for POC entry in the discrepancy section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description stating what POC procedure is due. Aircraft TT. Date. Signature. A&P number.		
R 16.3 INPROCESS INSPECTIONS			
3.1	If part power stops or slave stops are installed check that they have been properly secured in the use position.		
3.2	If during the check an adjustment is made to the topping adjustment screw check the interconnect linkage for proper AUTO/MAN gap and proper throttle cushions. Check for engagement of the interconnect linkage nut in the lock. Check for freedom of throttle movement.		



MAINTENANCE ACTION		REFERENCE	RII REPAIRMENTS INITIALS
R 16.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the check. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify the interconnect linkage for proper AUTO/MAN gap and proper throttle cushions. Check for engagement of the interconnect linkage nut in the lock. Check topping screw for proper safety. Check for freedom of throttle movement. Check for clearance of throttle control tubes throughout full travel.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER;



10.18 R 17 Tail Rotor Pitch change Bearing Inspection

MAINTENANCE ACTION	RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 17.1 GENERAL		
1.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2 Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 17.2 PRIOR TO STARTING TASK		
2.1 Verify any new parts used have correct paperwork.		
2.2 Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3 Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4 Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5 Verify that any new P/N used is compatible with aircraft S/N.		
2.6 Read the MM section describing the task.		
2.7 Check for POC entry in the discrepancy section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description stating what POC procedure is due. Aircraft TT. Date. Signature. A&P number.		
R 17.3 INPROCESS INSPECTIONS		
3.1 Inspect pitch change bearing nut for safety prior to reinstallation of the bearing retainer IAW MM.		
R 17.4 POST TASK INSPECTIONS		
4.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2 Confirm retainer is torque, the retainer lock is installed and lock screws are safety IAW MM.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.19 R 18 Tail Rotor Removal/Replacement

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 18.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 18.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	If cylinder is a replacement, ensure that clevis installed in top of piston is adjusted so that the correct distance between bolt hole centerline and top of piston is obtained.		
R 18.3 INPROCESS INSPECTIONS			
3.1	Ensure Trunnion Plates are installed/oriented properly.		
3.2	Verify torque of adjustable clevis locking nut.		
3.3	Verify Spacer is placed over bolt securing lower portion of servo to bellcrank.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 18.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify;		
4.2.1	Torque of nuts		
4.2.2	Safety/cotter keys on nuts.		
4.2.3	All hydraulic lines on Tail Rotor Servo have been installed and torqued properly.		
4.2.4	Torque stripe have been applied to all lines and nuts after ensuring that they are properly torqued		
4.2.5	Hydraulic System has been re-serviced.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.20 R 19 Tail Rotor Hangar Bearing Replacement

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 19.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 19.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Verify;		
2.7.1	Bearing and couplings are lubricated. Refer to paperwork.		
2.7.2	Grease is not expired. Refer to paperwork.		
2.7.3	Leak check is entered in log book		
R 19.3 INPROCESS INSPECTIONS			
3.1	Verify;		
3.1.1	Correct washers are installed between brace and support. (number 1 hanger only)		
3.1.2	Length of bolts. - Refer to MM		
3.1.3	Correct washer stack up under bolt head. - Refer to MM		
3.1.4	Proper torque was used for bolts.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 19.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify;		
4.2.1	Flexible coupling is forward.		
4.2.2	Correct ground run in procedure was complied with.		
4.2.3	Temp indicators for bearing and coupling have no indications after ground run.		
4.3	Refer to RII task card for TR DS install.		



Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.21 R 20 Tail Rotor Hub and Blade

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 20.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 20.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	POC is required for the installation of the TR and Hub assembly.		
2.8	Verify post installation torque check has been entered into aircraft Log Book.		
R 20.3 INPROCESS INSPECTIONS			
3.1	Verify;		
3.1.1	Cone seat is installed correctly.		
3.1.2	TR retention nut is torque correctly and safety.		
3.1.3	Special washer is installed in correct direction in crosshead.		
3.1.4	TR crosshead bearing was greased prior to install.		
3.1.5	TR crosshead bearing nut is torqued and safetied.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
3.1.6	Retainer is torqued.		
3.1.7	Crosshead bearing was not over greased.		
R 20.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify;		
4.2.1	Retainer lock is installed safety and deformed in the correct locations.		
4.2.2	Pitch horn bolts are torqued.		
4.2.3	Pitch horn bolt washers are installed correctly.		
4.2.4	Blade bolts are torqued.		
4.2.5	Pitch link bolts are safety.		
4.2.6	Counterweight nuts are used only once. Verify torque and safety.		
4.2.7	Counterweight links are properly torque and safety.		
4.2.8	Rigging check was performed.		



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This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.22 R 21 Tail Rotor Drive Shaft Install

MAINTENANCE ACTION	RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 21.1 GENERAL		
1.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2 Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 21.2 PRIOR TO STARTING TASK		
2.1 Verify any new parts used have correct paperwork.		
2.2 Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3 Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4 Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5 Verify that any new P/N used is compatible with aircraft S/N.		
2.6 Read the MM section describing the task.		
2.7 POC is required for installation of Tail Rotor Drive Shaft.		
R 21.3 INPROCESS INSPECTIONS		
3.1 Verify clamp halves are a matched set by serial number or weight. Refer to MM		
3.2 Verify correct torque sequence is used on clamp bolts. Refer to MM		
R 21.4 POST TASK INSPECTIONS		
4.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
4.2	Verify;		
4.2.1	Bolt heads are installed in direction of rotation.		
4.2.2	Clamp set is indexed properly. Refer to MM		
4.2.3	Clamp gap. Refer to MM		



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This form shall be attached to the aircraft log book pages.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.23 R 22 Rotor Brake Quill

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 22.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 22.2 PRIOR TO STARTING TASK			
NOTE: This task card assumes the quill is being installed with the rotor disc attached and safetied.			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Ensure a POC entered in logbook.		
2.8	Ensure a leak check entered in logbook.		
R 22.3 INPROCESS INSPECTIONS			
3.1	Verify;		
3.1.1	Packing is installed on quill prior to installation in transmission.		
3.1.2	Correct pinion is installed in Quill. Refer to "caution" in MM		
3.1.3	Bolts holding disc on are torqued. (if disc was removed)		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 22.4 POST TASK INSPECTIONS			
4.1	Verify;		
4.1.1	Leak check is accomplished. (on quill and rotor brake calipers)		
4.1.2	Rotor brake assembly and disk are properly installed, lock wired and sealed.		
4.1.3	Freedom of rotation and backlash.		
4.1.4	Four bolts holding disk on are safetied. (if disk was removed)		
4.1.5	A Torque check has been entered in the aircraft Log Book.		
4.2	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		



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This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.24 R 23 Tail Rotor Rigging Check

MAINTENANCE ACTION	RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 23.1 GENERAL		
1.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2 Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 23.2 PRIOR TO STARTING TASK		
NOTE: This card is written assuming you do not have access to hydraulic power cart. Refer to MM if hydraulic cart is used.		
2.1 Verify any new parts used have correct paperwork.		
2.2 Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3 Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4 Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5 Verify that any new P/N used is compatible with aircraft S/N.		
2.6 Read the MM section describing the task.		
2.7 A POC required entry in aircraft Log Book if any adjustment is made to the Tail Rotor rigging.		
2.8 Verify stops on bell crank below Tail Rotor servo are retracted completely prior to start.		
2.9 Verify the length of series actuator when centered prior to rigging procedure.		
2.10 Refer to Tail Rotor fiction RII task card.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 23.3 INPROCESS INSPECTIONS			
3.1	Verify:		
3.1.1	The rod end thread exposure is within limits on any control rod adjusted		
3.1.2	Rod end jam nuts are properly torqued on any control rod adjusted.		
3.1.3	Control rods are free to rotate several degrees about the longitudinal axis on any control rod adjusted.		
3.1.4	Control rod between pilot and copilot pedal adjuster is the correct length.		
3.1.5	Clearance between link and bell crank below Tail Rotor Gear Box.		
3.1.6	Control tube below engine Combining Gearbox is adjusted correctly.		
3.1.7	Stops on bell crank below servo are adjusted correctly.		
3.1.8	Clearance between TR blade and flap stop.		
3.1.9	Anti torque magnetic brake arm is installed correctly.		
3.1.10	Force gradient to pilot pedal adjuster is adjusted correctly.		
3.1.11	Clearance of force gradient while moving the pedals stop to stop.		
3.1.12	CMT transducers are adjusted to the correct length.		
R 23.4 POST TASK INSPECTIONS			
4.1	Verify bolts are installed, torqued, and safetied at the following locations;		
4.1.1	Force gradient and transducer at the pilots pedal adjuster.		
4.1.2	Control tube at copilots pedal adjuster.		
4.1.3	Control tube at bell crank below the Combining Gearbox.		
4.1.4	Link at Tail Rotor Gear Box.		
4.1.5	Pitch Change link.		
4.1.6	Bolts are installed, torqued, and safetied at any other control tube that may have been disconnected during the rigging process.		



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This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.25 R 24 Tail Rotor Coupling Inspection and Repack

MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 24.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 24.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5	Verify that any new P/N used is compatible with aircraft S/N.		
2.6	Read the MM section describing the task.		
2.7	Leak check is required for repack of TRDS couplings. Verify entry in log book.		
2.8	Verify grease is within expiration date.		
2.9	This task card assumes couplings were greased without removal of gearbox quills.		
R 24.3 INPROCESS INSPECTIONS			
3.1	If seal was removed verify new seal is fully seated in groove.		
3.2	If inner coupling was removed verify correct length coupling was installed for the position the coupling is installed in TRDS system.		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
3.3	Verify;		
3.3.1	Correct amount of grease is used in each coupling.		
3.3.2	Bolt or nut is installed correctly. (if removed)		
3.3.3	Bolt or nut has correct torque. (if removed)		
3.3.4	Bolt or nut has safety. (if removed)		
3.3.5	Correct spring is used for the position the coupling is installed in TRDS system.		
3.3.6	Snap ring is fully seated in groove.		
R 24.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify the temp indicators have no indications after leak check.		
4.3	Refer to Tail Rotor Drive Shaft installation RII task card for installation of the tail rotor driveshafts.		
4.4	Refer to Tail Rotor Drive Shaft hanger RII card for installation of hanger assemblies .(if removed)		



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This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN AUTHORIZATION CARD CERTIFICATE NUMBER; _____



10.26 R 25 Main Rotor Blade Installs

MAINTENANCE ACTION	RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
R 25.1 GENERAL		
1.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2 Check for entry in the discrepancy section of the log book for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 25.2 PRIOR TO STARTING TASK		
2.1 Verify any new parts used have correct paperwork.		
2.2 Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3 Check computer tracking system for any item or inspection that could be affected by the maintenance task.		
2.4 Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.5 Verify that any new P/N used is compatible with aircraft S/N.		
2.6 Read the MM section describing the task.		
2.7 Ensure POC required for the installation of Main Rotor Blades in aircraft Log Book.		
2.8 Mark Main Rotor blade locations for reinstallation prior to removal.		
2.9 Mark Main Rotor blade bolts position for reinstallation. (if removed)		
R 25.3 INPROCESS INSPECTIONS		
3.1 None		
R 25.4 POST TASK INSPECTIONS		
4.1 Verify:		
4.1.1 Blades are installed in correct location.		
4.1.2 Blade bolts are installed in correct locations		



MAINTENANCE ACTION		RII MECHANIC INITIALS	RII REPAIRMENS INITIALS
4.1.3	The correct torque was used on MR blade bolts		
4.1.4	Lock is installed, nut torqued, and safety installed on non-expandable blade bolt.		
4.1.5	Lock is installed on expandable blade bolt and handle engages nut.		



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This form shall be attached to the aircraft log book page.

<u>INITIALS</u>	<u>SIGNATURE</u>	<u>CERTIFICATE TYPE & NUMBER</u>

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMEN AUTHORIZATION CARD CERTIFICATE NUMBER; _____

