



Hillcrest Aircraft Company
[REDACTED]
Lewiston, Idaho
FAA Repair Station GFLR237E

Pylon Whirl Inspect

BHT 206BIII S/N 4277 N6181A Date: 11-03-2016

- Inspect support 206-031-510 for damage. (Pic #2)
 - o Support was found to be damaged beyond repair and requires replacement.
- Inspect Drag Pin for damage and security of attachment. (Pic #3-5)
 - o Drag Pin was found to be heavily damaged and attaching hardware sheared off from Main Rotor Gearbox. The Drag Pin requires Magnetic Particle Inspection to determine airworthiness and the Main Rotor Gearbox Drag Pin attachment point requires repair.
- Inspect Isolation Mount for damage caused by contact with the Main Rotor Driveshaft. (Pic #6-9)
 - o The Main Rotor Driveshaft made hard contact with the Isolation Mount and as a result the Isolation Mount and Main Rotor Driveshaft were damaged beyond repairable limits and will require replacement.
 - o As a result of the damage to the Main Rotor Driveshaft the Freewheeling Assembly is required to be overhauled.
- Inspect Main Rotor Pitch Links for contact with the Cowling. (Pic #10-12)
 - o Both Main Rotor Pitch Links made contact with the cowling and as a result the Cowling will require repair, both Pitch Links require overhaul, the Swashplate Assembly requires overhaul and the Swashplate Drive Assembly requires overhaul.
- Inspect Swashplate for contact of Inner Ring to the Sleeve. (Pic #13-14)
 - o The Inner ring made contact with the Sleeve and as a result the Sleeve is unserviceable and will require replacement; this finding also requires that the Swashplate be overhauled.
- Inspect the Mast for contact with the upper inside diameter of the Swashplate Support. (Pic #15-17)
 - o The Mast made hard contact with the Support; the Support is consider unserviceable and requires replacement. The Mast requires tear down and a complete visual inspect and a Total Indicated Run-Out performed.
- Inspect all Flight Controls from the Hydraulic Servos to the Swashplate for damage.
 - o No damage was noted on the Flight Controls from the Hydraulic Servos to the Swashplate.



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-Continued-

- Inspect Nr Tach Generator for contact with the Transmission Deck or the Left-Hand Cyclic Bellcrank Support. (Pic #18-20)
 - o No damage to the deck from contact with the Nr Tach noted. Left-Hand Cyclic Bellcrank Support has damage from contact with the Nr Tach Generator and requires Fluorescent Dye Penetrant Inspect.
 - o Tech Generator found to be damaged beyond repair and requires replacement.
 - o Hydraulic Pump requires further inspection for hidden damage.
 - o During the inspection of the Transmission Deck it was noted that there was damage to the deck from contact with the Main Rotor lower chip detector and will require repair. (Pic #21-22)
- Inspect Mast for severe contact with the Main Rotor Hub Static Stops. (Pic #23)
 - o Mast has signs of hard contact with the Main Rotor Hub Static Stops; the Mast requires tear down and a complete visual inspect and a Total Indicated Run-Out performed. The Mast assembly and Main Rotor Transmission assembly will also require Overhaul.
- Inspect Main Rotor Blades for damage, voids, delamination or deformation.
 - o Inspection completed; no defects noted on Main Rotor Blades.
- Inspect aft Fuselage for wrinkles, waviness, distortion and loose fasteners.
 - o Inspection completed; no defects noted on aft Fuselage.
- Verify fit of Tailboom Access Door.
 - o Verified fit of the Tailboom Access Door; no defects noted.
- Inspect Tailboom, Vertical Fin, Stinger and Horizontal Stabilizer for distortion, compression, wrinkles or other damage.
 - o Inspected Tailboom, Vertical Fin, Stinger and Horizontal Stabilizer; no defects noted.
- Inspect Tail Rotor Gearbox and perform a torque check of the Gearbox attachment nuts.
 - o Inspection and torque check completed; no defects noted.



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-Continued-

- Inspect the Tail Rotor Hub and Blade Assembly for damage; inspect the Bumper, Static Stop and Yoke for damage.
 - o Inspection completed; no damage noted.
- Inspect Landing Gear Crosstubes, Crosstube attachment and attachment areas on the Skid Tubes and airframe for damage.
 - o Inspection completed; no defects noted.

Pylon Whirl Inspection complete.

Kelly B. Bean

[REDACTED] _____ FAA Repair Station GFLR237E Date: 11-03-2016

Picture Gallery



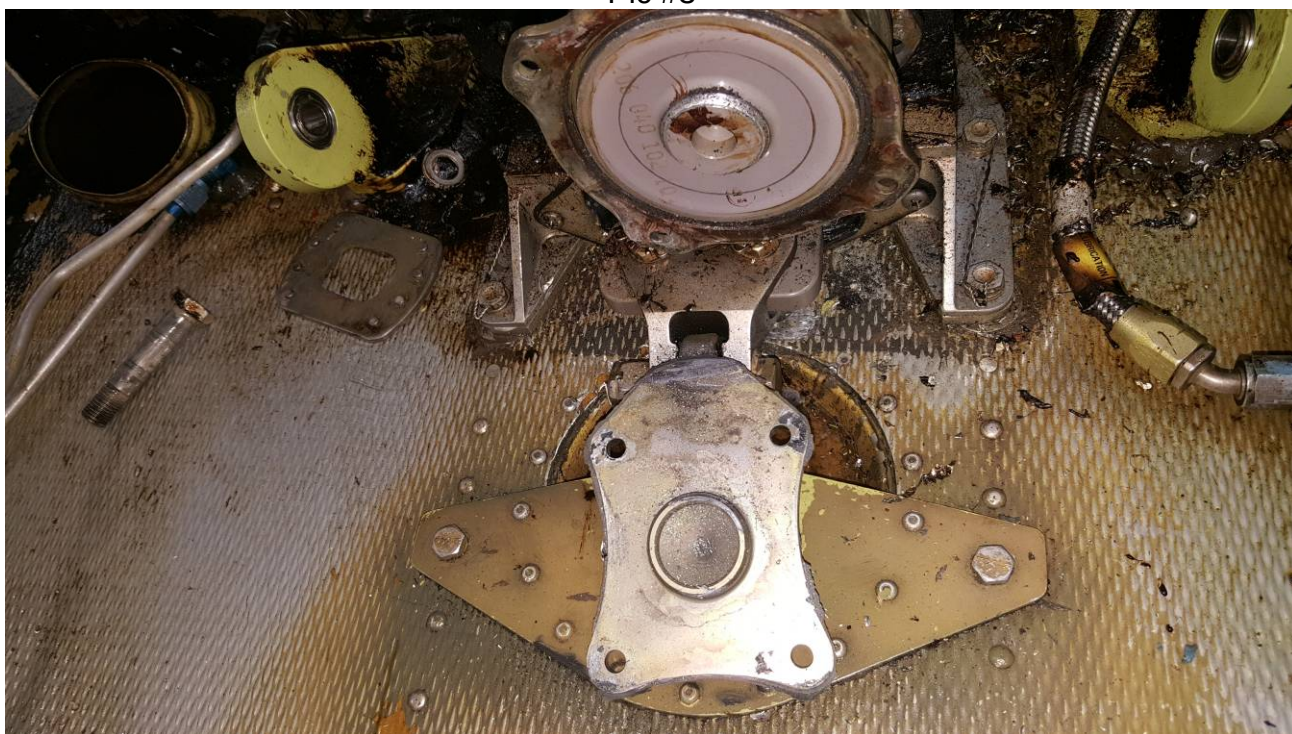
Pic #1



Pic #2



Pic #3



Pic #4



Pic#5



Pic #6



Pic #7



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Pic #8



Pic #9



Pic #10



Pic #11



Pic #12



Pic #13



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Pic #14



Pic #15



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Pic #16



Pic #17



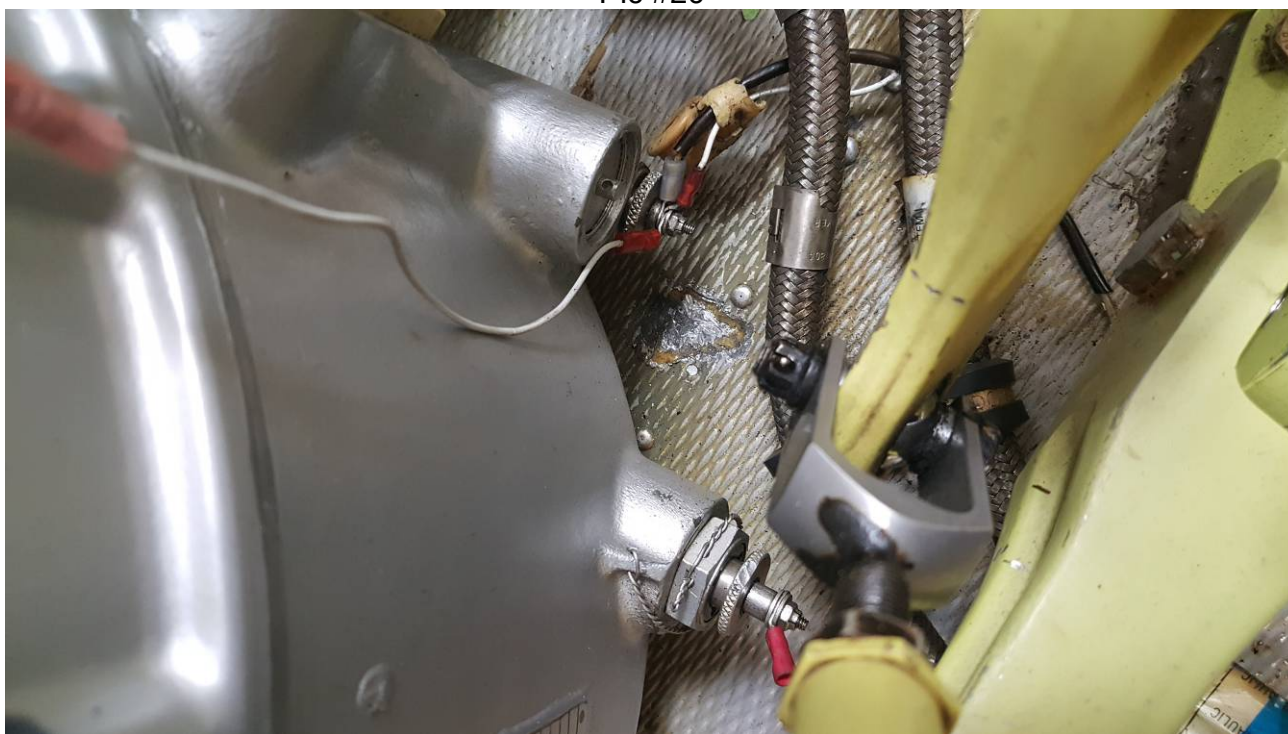
Pic #18



Pic #19



Pic #20



Pic #21



Pic #22



Pic #23