

AIRCRAFT INSPECTION CHECKSHEET		TYPE OF INSP (Daily, Intermediate, etc.) SPECIAL	PAGE NO. 23	NO. OF PAGES 28
AIRCRAFT AND SERIAL NO.		INSPECTION NO.	DATE OF INSPECTION	
AREA NO.	REQUIREMENT EVERY	ITEM	STATUS	RECORDED ON WORK-SHEET
3		100 ($\pm$ 10) HOURS AFTER INSTALLATION OF PILLOW BLOCK RETENTION BOLTS AND NUTS OR INSTALLATION OF A NEW OR OVERHAULED MAIN ROTOR HUB ASSEMBLY Inspect pillow block retention bolts and nuts for security. If slippage has occurred, replace hardware. If slippage has not occurred, retorque nuts to proper torque limits IAW paragraph 5-84, depending on type of hardware installed.		
4 and 5		100 ($\pm$ 10) HOURS AFTER SELF-SEALING AND NONSELF-SEALING HOSES AND/OR HOSE CLAMPS ARE REPLACED OR INSTALLED (NOT APPLICABLE IF MWO 55-1520-228-30-32 HAS BEEN INCORPORATED) Retorque hose clamps. Refer to table 7-3, TM 1-1500-204-23. EVERY 100 HOURS INSPECT THE TAIL BOOM ATTACHMENT FITTINGS ON THE TAILBOOM AND AIRFRAME SIDE FOR CORROSION, CRACKS, AND LOOSE RIVETS. Pay particular attention to the following two locations: a. Lower left tailboom attachment fitting. Look for cracks in rivet area between fitting and intercostal. b. Cracking in AFT fuselage frame in upper right area (1 to 2 o'clock position looking forward). Check mount bolts for torque stripe alignment.		
5		AFTER MAINTENANCE TEST FLIGHT AS A RESULT OF TAILBOOM INSTALLATION RETORQUE TAILBOOM ATTACHMENT BOLTS (375-415 IN-LBS).		
5		100 ($\pm$ 10) HOURS AFTER INSTALLATION OF TAILBOOM RETORQUE TAILBOOM ATTACHMENT BOLTS (375-415 IN-LBS).		
3		20 ($\pm$ 5) HOURS AFTER SERVOACTUATOR INSTALLATION a. Retorque trunnion plate nuts. b. Retorque bearing plate nuts.		
4		150 ($\pm$ 15) HOURS OR EVERY SIX CALENDAR MONTHS, WHICHEVER OCCURS FIRST Remove, disassemble, inspect, and lubricate the engine-to-transmission driveshaft. (Not applicable to P/N 206-040-371-111).		
4		EVERY 300 ($\pm$ 30) HOURS OR 12 CALENDAR MONTHS, WHICHEVER OCCURS FIRST a. Replace fuel pump filter element. Refer to TM 55-2840-231-23 A , or TM 55-2840-241-23 C . b. Clean fuel control filter assembly. Refer to TM 55-2840-231-23 A , or TM 55-2840-241-23 C .		
3		c. Main rotor mast (inside diameter) for corrosion. d. Clean and inspect PC filter assembly. Refer to TM 55-2840-231-23 A , or TM 55-2840-241-23 C . e. Remove and replace airframe mounted fuel filter element. After compliance with MWO 1-1520-228-50-48.		

AIRCRAFT INSPECTION CHECKSHEET		TYPE OF INSP (Daily, Intermediate, etc.) SPECIAL	PAGE NO. 24	NO. OF PAGES 28	
AIRCRAFT AND SERIAL NO.		INSPECTION NO.	DATE OF INSPECTION		
AREA NO.	REQUIREMENT EVERY	ITEM	STATUS	RECORDED ON WORKSHEET	
3		f. Test engine fuel pump bypass valve. Refer to TM 55-2840-231-23 or TM 55-2840-241-23. g. Deleted. h. Bleed (purge) air from entire fuel system in the following sequence: (1) At the airframe mounted fuel filter. After compliance with MWO 1-1520-228-50-48. (2) At the engine fuel pump filter. Refer to TM 55-2840-231-23 or TM 55-2840-241-23. (3) At the engine nozzle. Refer to TM 55-2840-231-23 or TM 55-2840-241-23. i. Deleted. 300 HOURS OR 24 MONTHS, WHICHEVER OCCURS FIRST. Inspection of the compressor halves on T63-A-700 engine. Refer to TM 55-2840-231-23. 600 HOURS AFTER (INITIAL) INSTALLATION OF MAIN ROTOR TENSION/TORSION STRAP ASSEMBLIES NOTE This inspection not required on 206-011-100-131 or -143 main rotor hub assemblies. a. Remove main rotor hub and blade assembly for disassembly INSPECTION. b. Perform complete inspection of straps, fittings, and pins. Refer to text for requirements. c. Deleted. d. Verify records. e. Reassemble using corrosion protection procedures. Refer to text for requirements. NOTE The preceding special inspection shall be accomplished upon accumulation of 600 hours operating time since new, since last overhaul, or since replacement of tension/torsion strap assemblies, whichever is greater. Main rotor hub assemblies may be inspected at the scheduled periodic or phased inspection nearest the 600 hours.			

AIRCRAFT INSPECTION CHECKSHEET		TYPE OF INSP (Daily, Intermediate, etc.) SPECIAL	PAGE NO. 24.1	NO. OF PAGES 28
AIRCRAFT AND SERIAL NO.		INSPECTION NO.	DATE OF INSPECTION	
AREA NO.	REQUIRE-MENT EVERY	ITEM	STATUS	RECORDED ON WORKSHEET
3		EVERY 600 HOURS SINCE LAST INSPECTION, SINCE NEW, OR SINCE MAIN ROTOR HUB ASSEMBLY OVERHAUL Remove main rotor trunnion bearing sleeves and magnetic particle inspect trunnion P/N 206-011-113-1. (This inspection not required on main rotor trunnion P/N 206-011-113-103). NOTE This inspection may be accomplished at the phase (300 hrs) inspection nearest the 600 hours. When time due or trunnion P/N is unknown, accomplish at next scheduled phase. NOTE Records of inspection should be maintained with the component to avoid repeat inspections. The records should indicate when the next inspection is due in terms of operating hours on the component so that the information is not lost when the component is separated from the aircraft. For the main and tail rotor hub, compliance and next time of the inspection will be recorded on DA Form 2408-16 (or in the continuation DA Form 2408-15) in terms of operating time on the component. For the main rotor mast and main drive-shaft which do not normally have a DA Form 2408-16, maintain local records with the component when removed using data from the losing aircraft DA Form 2408-18. When the component is installed on an aircraft, the airframe hours that the next inspection is due will be entered in block 8 of the aircraft DA Form 2408-18. If record of the inspection is available, the special inspection at time of transfer to another aircraft is not required.		
6		Tail rotor blades serial number TLL8000 and below, with operating time of 900 hours or more, shall be removed from service and replaced.		
3		EVERY 1200 HOURS Main rotor mast removed for disassembly and inspection.		
6		Remove tail rotor hub assembly and perform complete disassembly inspection, fluorescent penetrant inspect yoke, trunnion, and bearing housings. Verify records, center trunnion, and balance tail rotor assembly.		

AIRCRAFT INSPECTION CHECKSHEET		TYPE OF INSP (Daily, Intermediate, etc.) SPECIAL	PAGE NO. 24.1 (cont)	NO. OF PAGES 28
AIRCRAFT AND SERIAL NO.		INSPECTION NO.	DATE OF INSPECTION	
AREA NO.	REQUIREMENT EVERY	ITEM	STATUS	RECORDED ON WORK-SHEET
		Swashplates with more than 1200 hrs time must have the support inspected every 50 acft hours. I/A/W OH-58-94-ASAM-10 every fifty hours. a. Raise collective control to gain access to the base of the swashplate support assembly. b. Thoroughly clean the base using solvent PD680. c. Using a 10X magnifying glass, visually inspect the full circumference of the fillet radius where the cylindrical (slider) portion joins the support base. This area is directly below area C in TM 55-1520-228-23, Fig 5-48. Pay particular attention to the aft side of the swashplate and support assembly. d. If no crack is found, lower the collective and return acft to service. e. If crack is suspected, confirm by performing fluorescent penetrant inspection. NOTE The 50 hour inspection criteria is for swashplate and support with "more" than 1200 hours.		

AIRCRAFT INSPECTION CHECKSHEET		TYPE OF INSP (Daily, Intermediate, etc.) SPECIAL	PAGE NO. 25	NO. OF PAGES 28
AIRCRAFT AND SERIAL NO.		INSPECTION NO.	DATE OF INSPECTION	
AREA NO.	REQUIREMENT EVERY	ITEM	STATUS	RECORDED ON WORKSHEET
2		NOTE This inspection applies after MWO 55-1520-228-50-25 has been accomplished. The preceding special inspection shall be accomplished at the scheduled phased inspection nearest the 1200 hours. SIX MONTHS a. Inspect portable fire extinguisher. Refer to TM 1-1500-204-23 series. b. Drain hydraulic reservoir and inspect inside bottom for corrosion. Refer to paragraph 7-56. Inspect drained hydraulic fluid for moisture or contamination. Flush in accordance with paragraph 7-7 if evidence of moisture, or other contamination, or if bottom of reservoir is corroded. c. Inspect and test connector receptacle (ground) in accordance with TM 1-1500-204-23 series. d. Inspect and check refueling receiver for grounding strap and proper ground.		
2		EVERY 12 MONTHS a. Check magnetic standby compass for compensation. Refer to paragraph 8-224. b. Check gyromagnetic compass set (AN/ASN43) for accuracy. Compensate if necessary. Refer to TM 11-6605-202-12. c. Delete. d. Inspect pylon isolation mount (all P/N's) for bonding separation, corrosion, and deterioration of rubber components. (Remove from aircraft.)		
All Areas		12 MONTHS, OR WHENEVER HELICOPTER IS TRANSFERRED, RECEIVED, PLACED IN STORAGE, OR REMOVED FROM STORAGE Check and account for all inventoried property (not required while helicopter is in storage). Refer to TM 1-1500-204-23 series.		

AIRCRAFT INSPECTION CHECKSHEET		TYPE OF INSP (Daily, Intermediate, etc.) SPECIAL	PAGE NO. 26	NO. OF PAGES 28
AIRCRAFT AND SERIAL NO.		INSPECTION NO.	DATE OF INSPECTION	
AREA NO.	REQUIREMENT EVERY	ITEM	STATUS	RECORDED ON WORKSHEET
2		EVERY 12 MONTHS OR NEAREST SCHEDULED INSPECTION ACCOMPLISH THE FOLLOWING: Inspect and test OAT/FAT gage. Refer to TM 1-1500-204-23 series.		
2		EVERY 24 MONTHS OR NEAREST SCHEDULED INSPECTION ACCOMPLISH THE FOLLOWING: a. Perform functional check of pitot-static system and instruments. b. First aid kit inspection. Refer to TM 1-1500-204-23 series.		
All Areas	24 MONTHS	Weigh aircraft and perform weight and balance records check. Refer to paragraph 1-44. LIGHTNING STRIKE INSPECTION a. General requirements when helicopter is struck by lightning: (1) Inspect fuselage interior and exterior, landing gear, rotor system, and static ground wire for burn marks, cracks, pitting, or signs of high temperature stress; to determine lightning entry and exit points. (2) Trace path of lightning strike to extent possible using a magneto-meter. (3) Check magnetic compass for accuracy (degree of inaccuracy may serve as an indicator of severity of strike). (4) Inspect wiring in tunnel areas and exposed areas for burns. (5) Inspect antennas for burns and pitting. (6) Inspect all electrically operated components and lighting systems for damage. (7) Inspect communications and navigation equipment for damage.		

AIRCRAFT INSPECTION CHECKSHEET		TYPE OF INSP (Daily, Intermediate, etc.) SPECIAL	PAGE NO. 27	NO. OF PAGES 28
AIRCRAFT AND SERIAL NO.		INSPECTION NO.	DATE OF INSPECTION	
AREA NO.	REQUIREMENT EVERY	ITEM	STATUS	RECORDED ON WORKSHEET
	(8) If the preceding steps (1) through (7) reveal major damage has occurred, proceed as follows: (9) Bench test all avionics and electrical systems and components. (10) Perform a continuity check on all wiring and cables. (11) Perform a Voltage Standing Wave Ratio (VSWR) check on all antennas, antenna cables, and connectors. (12) Perform specific inspections/replacements as required. (13) Perform a ground run operational check on the aircraft. Functionally check the flight control system, and all avionics, electrical, lighting, communication, and navigation systems. (14) Repair any damage and replace damaged components as required using standard maintenance practices. b. Specific requirements whenever lightning strike is evident on main rotor system. (1) inspect blades for damage such as burns, pitting, skin separation, etc. If damage is evident, locally scrap damaged blade(s). (2) Remove hub assembly and return for overhaul. (3) Replace all bearings (or next higher assembly if required in the fixed and rotating control system located above the servo-cylinders. (4) Remove swashplate assembly, mast assembly and transmission assembly, and return for overhaul. (5) Check driveshafts for residual magnetism. If magnetized or damaged replace driveshafts and remove engine and return for overhaul. c. Specific requirements when lightning strike is evident on tail rotor system. (1) Inspect blades for damage such as burns, pitting, skin separation, etc. If damage is evident, locally scrap damaged blade(s). (2) Tail rotor hub, scrap locally. (3) Remove and condemn pitch change links, and crosshead bearing.			

AIRCRAFT INSPECTION CHECK-SHEET		TYPE OF INSP (Daily, Intermediate, etc.) SPECIAL	PAGE NO. 28	NO. OF PAGES 28	
AIRCRAFT AND SERIAL NO.		INSPECTION NO.	DATE OF INSPECTION		
AREA NO.	REQUIRE-MENT EVERY	ITEM	STATUS	RECORDED ON WORKSHEET	
4		(4) Inspect crosshead and control rod for any indications of aging. Replace if necessary. (5) Remove 90 degree gearbox and return for overhaul. (6) Replace any magnetized tail rotor driveshaft hanger bearings. (7) Check disc assembly, blower assembly, splined adapter, freewheeling assembly, main driveshaft and tail rotor driveshaft couplings for residual magnetism. Replace as necessary. (8) Inspect oil cooler and oil cooler filter assembly for damage. Replace as necessary. (9) If previous drive train items show magnetism, remove transmission and return for overhaul. (10) If freewheeling assembly shows magnetism remove engine assembly and return for overhaul. (11) Inspect engine mounts, support installation, pylon, and mount installation, isolation pylon for damage. Replace if necessary. Whenever operating in heavy sand or dust conditions, or whenever operating aircraft from unprepared surfaces. a. Deleted. b. Inspect particle separator to induction fairing seal and firewall to induction fairing seal for condition. Replace defective seal. c. Inspect engine plenum chamber for freedom from air leaks. EVERY 10 HOURS UNTIL 50 HOURS AFTER COMPLIANCE WITH MWO 1-1520-228-50-48 AND UNTIL ALL CONTAMINANTS HAVE BEEN FLUSHED FROM THE SYSTEM. a. Inspect fuel control filter. Refer to TM 55-2840-231-23 or TM 55-2840-241-23. b. Bleed (purge) air from fuel system at engine nozzle. Refer to TM 55-2840-231-23 or TM 55-2840-241-23.			

AIRCRAFT INSPECTION CHECKSHEET		TYPE OF INSP (Daily, Intermediate, etc.) SPECIAL	PAGE NO. 28.1	NO. OF PAGES 28
AIRCRAFT AND SERIAL NO.		INSPECTION NO.	DATE OF INSPECTION	
AREA NO.	REQUIREMENT EVERY	ITEM	STATUS	RECORDED ON WORKSHEET
	EVERY 25 HOURS UNTIL 50 HOURS AFTER COMPLIANCE WITH MWO 1-1520-228-50-48 AND UNTIL ALL CONTAMINANTS HAVE BEEN FLUSHED FROM FUEL SYSTEM. a. Inspect engine fuel pump filter. Refer to TM 55-2840-231-23 A, or TM 55-2840-241-23 C. b. Test the engine fuel pump bypass valve. Refer to TM 55-2840-231-23 A, or TM 55-2840-241-23 C. c. Bleed (purge) air from entire fuel system in the following sequence: (1) At airframe mounted fuel filter (after compliance with MWO 1-1520-228-50-48). (2) At engine fuel pump filter. Refer to TM 55-2840-231-23 A, or TM 55-2840-241-23 C. (3) At engine nozzle. Refer to TM 55-2840-231-23 A, or TM 55-2840-241-23 C. EVERY 24 MONTHS OR NEAREST SCHEDULED INSPECTION. a. Inspect entire fuel system (sump removed) for contamination and proper operation as follows: (1) Inspect fuel cell interior for damage, deterioration or activation. Refer to paragraph 10-5.1. (2) Inspect fuel shutoff valve for foreign material in fuel path. Refer to paragraph 10-44. (3) Inspect fuel shutoff valve for proper rigging. Refer to paragraph 10-45. (4) Test fuel low level switch. Refer to paragraph 10-26. (5) Test fuel boost pump and fuel pressure switch for proper operation. Refer to paragraphs 9-77 and 9-162. (6) Inspect fuel receiver and lanyard for damage (plastic coating on lanyard can fall into fuel cell). (7) Test fuel filter switch for proper operation. b. If fuel sump contamination is found, clean and inspect fuel system in accordance with TM 55-1520-228-23, Chapter 10. c. Deleted.			

AIRCRAFT INSPECTION CHECKSHEET		TYPE OF INSP (Daily, Intermediate, etc.) SPECIAL	PAGE NO. 28.2	NO. OF PAGES 28
AIRCRAFT AND SERIAL NO.		INSPECTION NO.	DATE OF INSPECTION	
AREA NO.	REQUIREMENT EVERY	ITEM	STATUS	RECORDED ON WORKSHEET
		d. Test and calibrate Fuel Quantity Indicating System. e. Deleted. 10 HOURS AFTER CLEANING FUEL SYSTEM. a. Inspect engine fuel pump filter. Refer to TM 55-2840-231-23 A, or TM 55-2840-241-23 C. b. Inspect engine fuel control filter. Refer to TM 55-2840-231-23 A, or TM 55-2840-241-23 C. WHENEVER WATER OR CONTAMINATION IS PRESENT IN FUEL CELL Inspect complete fuel system and airframe mounted fuel filter (after compliance with MWO 1-1520-228-50-48) for contamination and/or presence of water. BLEEDING OF ENTIRE FUEL SYSTEM REQUIRED. a. Fuel lines have been opened anywhere between boost pump and fuel nozzle. This includes fuel pressure sensing lines as well as main fuel path. b. Engine flameout due to fuel exhaustion. c. Engine has been motored without fuel in tank. d. Engine has been shut down with emergency fuel shutoff. e. When any filter, drain or bleed plug (except sump valve) has been loosened or opened without boost pump ON. ANY TIME ENGINE EXTERNAL SCAVENGE OIL FILTER INDICATOR PIN HAS BEEN ACTUATED (POPPED) (AFTER COMPLIANCE WITH MWO 1-1520-228-50-48). NOTE If filter bypass (red button) is showing, reset indicator, ground run engine, and reinspect. If indicator is not showing after ground run, aircraft may be released for operations. If indicator is showing after ground run, change engine oil and replace scavenge filter element. SWASHPLATE SUPPORT AT 1200 (±150) HOURS AND EVERY 50 (±5) HOURS THEREAFTER. Inspect swashplate support Refer to paragraph 5-148.		