

ARROW FALCON EXPORTERS INC.

Title: INSPECTION GUIDE MODELS OH-58A, A+ AND C HELICOPTERS
 Document No. AF55-1520-228-231G
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Registration Number: _____ Serial Number: _____ TSN: _____ HR. MTR: _____
 Date: _____ Inspector Name: _____ Initials: _____ Certificate No.: _____ Mechanics Name: _____

Chapter 3

SCHEDULED INSPECTIONS

NOTE

Refer to applicable OH-58 Lubrication Chart and review aircraft, aircraft engines, appliances, forms and records for any recorded discrepancies and for any applicable Airworthiness Directives or Department of Defense Safety of Flight Messages.

SECTION I	NOSE AREA	25 HRS	50 HRS	100 HRS	ANNUAL	COMMENTS
1.1	Inspect nose section exterior for visible damage to include windshields, for cracks and security; composite structure for dents, holes, debonding, pitot tube for cracks.					
1.2	Check pitot tube and static ports for obstructions, cleanliness, and pitot static drains for damage. Check pitot and static drains for damage.					
1.3	Inspect landing/search lights, brackets, terminals and wiring for condition and security. Check optional equipment for condition and security.					
1.4	Inspect vent system drain for obstructions, condition.					
1.5	Check windshields, windows and chin bubbles for cracks or damage and cleanliness.					

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	safeties properly installed on jettison handles. Check hinges and condition of weather stripping.	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
Section II	Cabin & Landing Gear Area (Rt. Side) (cont.)					
2.3.A	Inspect crew area floor for punctures, cracks, bonding separation and cleanliness.					
2.4	Check cabin and nose section interior for cleanliness, proper stowage of equipment, loose connections and visible damage.					
2.5	Inspect anti-torque pedals for freedom of operation and security.					
2.6	Check current compass correction card.					
2.7	Inspect instrument panel and instruments for security, condition and range markings for appearance, legibility and condition.					
2.8	Inspect Outside Air Temperature (OAT) indicator for condition and security.					
2.9	Check fuel valve handle for binding and condition. Check full range of travel, leave in "ON" position.					
2.9.A	Inspect fuel shut-off valve internally for foreign objects to ensure fuel path is not restricted.					
2.10	Inspect overhead console for condition and security.					
2.10.A	Remove access panel on center console (Right Side) and inspect ballast for security if installed.					
2.10.B	Inspect throttle cable assembly for binding and security.					
2.10.C	Inspect heater air ducts for cracks, cuts, tears and security.					
2.10.D	Inspect visible wiring, insulation, tubing and retaining clamps for general condition and security.					

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Section I	Nose Area (cont.)	25 Hrs	50 Hrs	100 Hrs	ANNUAL	COMMENTS
	Check WSPS windshield deflector, upper and lower cutters for damage and security. Check breakaway tip for looseness.					
Section II	CABIN AND LANDING GEAR AREA (RIGHT SIDE)					
2.1	Check cabin exterior for loose rivets and damage.					
2.1	Inspect lower fuselage skins for cracks, punctures and loose or missing rivets; paint and decals for chipping or peeling condition.					
2.1	Inspect lower fuselage structure for cracks, corrosion, or bonding separation.					
2.1	Inspect fuel for water or other contamination. Drain fuel sump (use a sample jar) through the sump drain.					
2.1	Inspect fuel sump for condition, security, loose connection and evidence of leaks.					
2.1	Inspect landing gear strap assemblies for wear, cracks, alignment and security.					
2.1	Inspect cross tubes for excessive deflection.					
2.2	Inspect antennas for condition and security.					
2.2	Check radio headsets, microphones, leads, plugs and jacks for operation and general condition and security; radio switches and knobs for condition and security.					
2.3	Check crew and cabin doors for positive latching and operation. Inspect door posts for cracks and					

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2.11	Inspect utility light and heater control for condition, security and mounting.					
Section II	Cabin & Landing Gear Area (Rt. Side) (cont.)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
2.12	Check collective and power controls for freedom of operation, boots for condition and throttle set screw.					
2.12	Collective stick friction checked using spring scale. See TM55-1520-228-23, Para. 11-20C.					
2.12	Inspect all collective stick jackshaft support for damage.					
2.12	Inspect collective stick friction adjuster for damage and proper operation.					
2.12	Inspect collective jackshaft for damage, corrosion and security; bearings for binding or excessive wear.					
2.12	Inspect cyclic stick friction adjuster for damage and proper operation.					
2.13	Inspect cyclic control for freedom of operation, boots and grips for condition and security of electrical connectors.					
2.13	Inspect cyclic torque tubes for cracks, distortion, corrosion and security; bearings for binding or excessive wear.					
2.13	Inspect cyclic pivot assembly for damage, corrosion and security; bearings for binding or excessive wear.					

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Section II	Cabin & Landing Gear Area (Rt. Side) (cont.)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
2	Inspect shoulder harness, seat belts, seat backs and bottoms for condition, security and proper installation. Inspect and check inertia reels for damage, security, and positive locking. Check seat belt mounting hinges and brackets for cracks. Check retarder springs for proper operation. Check armor plates for cracks, delamination and security, if installed.					
2	Inspect seat bottom for security, damage and condition of webbing and date of installation. Seat back cushions for cleanliness and condition.					
2	Inspect soundproofing for condition, security and cleanliness.					
2.1	Inspect flight control push-pull tubes for chafing, corrosion and security; bearings for binding or excessive wear. Inspect cap angles (four long corner extrusion support angles) for buckling and bending, (access center post).					
2.1	Inspect collective link assembly for damage and security; bearings for binding and excessive wear, (access center post).					
2.1	Inspect flight control bellcranks for damage, condition of bearings and security, (access center post).					
2.1	Inspect throttle control cable assembly for condition and security, (access center post).					
2.1	Inspect heater air ducts for cracks, cuts and security.					

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Section II	Cabin & Landing Gear Area (Rt. Side) (cont.)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
2.14.P	Inspect fuel cells. Perform the following inspections with the fuel cell installed in the aircraft. Inspect cell for blisters, foreign objects and deterioration. Check for evidence of leaking by removing the access panel in the passenger compartment. If fuel cells must be removed reference TM55-1520-228-23. Retorque bolts on access cover after inspection is completed.					
2	Inspect voltage regulator setting.					
2	Check ventilating system controls for operation. Inspect air ducts for general condition and security and drains for obstructions.					
2	Check fire extinguisher for designated location, inspection tag and seal.					
2	Inspect first aid kits, for security and completeness of contents. See TM55-1500-204-25/1.					
2	Inspect passenger seat backs, cushions and retainer loops for condition, security and proper installation. Inspect and check sound-proofing for condition, security and cleanliness.					
2	Inspect aft electrical equipment shelf for unauthorized or foreign objects, cleanliness and security of components.					

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Section II	Cabin & Landing Gear Area (Rt. Side) (cont.)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
2.14.H	Inspect the visible portion of the four pylon supports on the upper cabin roof beam, including their straps (.80 - .090 thick), which are riveted to the underside of the supports and cabin structure, for cracks. (remove insulation blankets and structural panels).					
2	Inspect tail rotor control push-pull tubes for chafing, corrosion and security; bearings for binding or excessive wear.					
2	Inspect tail rotor control bellcranks for damage, condition or bearings and security.					
2	Inspect throttle control cable assembly for condition and security.					
2	Inspect heat control cable for condition and security.					
2	Inspect heater and oil cooler air ducts for cracks, cuts, tears and security.					
2.1	Inspect fuselage structure for cracks, corrosion and damage.					
2.1	Inspect aft electrical equipment shelf for unauthorized or foreign objects, cleanliness and security of components; wires for chafing and security.					

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SECTION III	ENGINE AREA (RIGHT SIDE)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
3.1	Inspect induction fairing for proper seal at firewall and particle separator.					
3.1.A	Perform engine inspection as specified in Allison Engine Company Publication 10W2 (A720) or 5W2 (A700).					
3.2	Inspect engine air intake ducts and plenum for obstructions or damage. Inspect air induction fairing for seal security, conditions, and bond voids along the seals complete length. Inspect sand and dust separator for damage and particle ejection opening for freedom of obstructions. Inspect compressor for nicks and erosion.					
3.3	Inspect engine cowling and fairing for damage and security of fasteners and hinges.					
3.3.A	Inspect particle separator to induction fairing for fit and sealing. Firewall to induction fairing for fit and sealing.					
3.3.B	Perform Engine Compressor Wash. Refer to Allison 10W2 (A720) or 5W2 (A700) Series Operation and Maintenance Manual, Section III.					
3.3.C	Inspect engine and oil cooler decks for cracks, punctures and loose or missing rivets; paint for chipped or peeling condition.					
3.3.D	Inspect engine area structure for cracks, corrosion and loose or missing rivets.					

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Section III	Engine Area (Right Side) (cont.)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
3.3.E	Inspect longeron and engine pan interface as follows:					
	a. Remove access panel from access hole through canted web.					
	b. Open engine compartment cowl.					
	c. Use bright light and mirror to expose upper and lower edges of the joints and fastener between the aluminum longeron and titanium engine pan. The edge of the Proseal 890 faying surface coating should be visible.					
	CAUTION No indications of corrosion such as corrosion pits, blisters or surface stains by corrosion material from joint should be detected.					
3.4	Check anti-collision light for condition and security.					
3.4.A	Check nuts attaching engine mounts to engine mount fittings for security and cotter pin installation. Torque nuts on bolts.					
3.4.B	Inspect engine and accessible areas for fuel or oil leaks.					

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Section III	Engine Area (Right Side) (cont.)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
	Inspect engine mounts and fittings for cracks, damage and security.					
	Inspect engine chip detectors circuit for continuity by shorting out chip detector to check warning light operation.					
	Remove chip detector on freewheeling assembly and check for metal particles and reinstall.					
	Inspect fuel control linkage for damage and security.					
	Inspect bleed air elbows (2) for damage.					
	Inspect bleed air lines for chafing, leakage and security of connections.					
	Check compressor bleed valve for condition and security.					
	Perform engine fuel system pneumatic leak check including around governor diaphragm, in accordance with Allison Operations and Maintenance Manual 10W23 (A720) or 5W2 (A700).					
	Inspect engine accessories and connections for damage, corrosion and security.					
	Inspect exhaust stack and clamps for condition, corrosion and cracks and engine combustion chamber housing, turbine support and exhaust ducts for cracks, dents, burned or buckled areas.					
	Check starter generator and exhaust duct for condition, security and obstructions.					

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Section III	Engine Area (Right Side) (cont.)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
3.11	Inspect engine to transmission driveshaft for condition and evidence of grease leakage and overheating. If engine to transmission driveshaft P/N 206-040-371-111 is used, inspect for damage and fastener security.					
	Remove and inspect dry spline starter generator for wear of starter-generator shaft, mating drive spline gear and bearings. If no damage is found, lubricate starter-generator shaft splines and install starter-generator.					
	Starter-generator removed and brushes checked for wear and freedom of movement. Brush leads for deterioration and chafing. Commutator for arcing, presence of oil or metal particles. Electrical connections for security. Screen for security of attachment.					
	Inspect starter drive spline, wet, for excessive wear.					
	Inspect main rotor drive shaft 206-040-371 for damage and fastener security.					
	AFT FUSELAGE AREA (RIGHT SIDE)					
	Check fuel filler cap for proper locking, condition of seal and lanyard.					
	Inspect rubber pad below fuel receiver for debonding.					

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4.3	Inspect battery and fuel vents for condition and security, proper positioning and obstructions.					
Section	Aft Fuselage Area (Right Side) (Cont.)	25 HRS	50 HRS	100 HRS	ANNUAL	COMMENTS
4.4	Check air ducts for condition and security.					
4.5	Inspect aft fuselage skin for cracks, punctures and loose or missing rivets; paint and decals for chipped or peeling condition.					
Section	AFT FAIRING AND OIL COOLER (RIGHT SIDE)	25 HRS	50 HRS	100 HRS	ANNUAL	COMMENTS
5.1	Inspect engine oil tank for condition and security and oil level. Inspect oil lines for leaks and damage.					
5.2	Inspect oil filler access door for condition, marking and placard, and security.					
5.3	Inspect engine scavenge oil filter for security, leaks and indication of bypass, (if installed).					
Section VI	TAIL BOOM AREA	25 HRS	50 HRS	100 HRS	ANNUAL	COMMENTS
6.1	Inspect tail boom exterior and driveshaft cover for visible damage and condition of fasteners.					
6.2	Inspect long tail rotor drive shaft and bearings for evidence of overheat, splined adapters for freedom of movement and slippage marks.					
	NOTE Do not wipe grease from seal area (not required after compliance with MWO 55-1520-228-30-23).					

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Section VI	Tail Boom Area (cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
6.3	Inspect segmented driveshaft for condition and security, coupling disc for distortion, cracks and security. Check splined adapter for freedom of movement and bearing and driveshaft for evidence of overheating.					
	NOTE Do not wipe grease from seal area (not required after compliance with MWO 55-1520-228-50-25).					
6.3	Inspect tail rotor driveshaft bonded fittings for security.					
6.4	Inspect horizontal stabilizer and navigational lights for condition and security.					
6.4	Visually inspect tailboom attachment fittings as follows: A. Open access door on tight side of aft fuselage and inspect tailboom forward bulkhead for cracks. Give special attention to tailboom attach fittings and bolts, and to fasteners between fittings and intercostals. Particular attention must be given to inspection of upper left fittings; all bolts for mis-aligned torque stripes. B. Any crack, corrosion, loose or sheared rivets is cause for immediate					

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	condition or bearings and security.					
Section VI	Tail Boom Area (cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
6.9.B	Inspect tail rotor pitch links for corrosion and security; bearings for binding or excessive wear.					
6.9.C	Inspect tail rotor pitch horn for damage and security, pitch horn link stud for security and bearing for smooth operation.					
6.9.D	Inspect non-rotating control linkage at tail rotor gearbox for damage and security; bearings for binding or worn condition; control tube and bushing for alignment of vent holes.					
6.9.E	Inspect pitch change tube (exposed portion) for damage, corrosion and security; boot for cuts, tears and security.					
6.9.F	Inspect pitch change tube (exposed portion) for damage, corrosion and security; boots for cuts, tears and security.					
6.10	Inspect all self-locking nuts on the hub and blade assembly for cracks and security.					

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	corrective maintenance.					
Section VI	Tail Boom Area (cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
6.4.B	Inspect tail rotor control push-pull tubes for chafing, corrosion and security; bearings for binding or excessive wear.					
6.4	Inspect tail rotor control tubes located under engine for security, condition or binding.					
6.5	Inspect vertical stabilizer, tail skid, tail light and support and antenna leads for damage and security.					
6.6	Inspect ballast installation for security and condition.					
6.7	Inspect tail rotor controls for damage and security of attachment bolts.					
	NOTE Suspected crack will be confirmed by penetrant inspection.					
6.8	Inspect tail rotor gearbox for security, oil level and vent for obstruction. Inspect sight glass for damage or stains that might give a false indication of oil level. Inspect tail rotor gearbox casing and support rivets for cracks, damage or evidence of working rivets.					
6.9	Inspect tail rotor hub and blade assembly for security and damage. Check blades for cleanliness.					
	WARNING Tail rotor blades P/N 206-010-750 are not authorized for use.					
6.9	Inspect tail rotor control bellcranks for damage,					

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Section VI	Tail Boom Area (cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
6.11	Following check not required after compliance with MWO 55-1520-228-50-25. Inspect tail rotor blades for cracks on both sides in the area approximately 7 inches outboard from the butt end and 1.5 inches aft of the leading edge.					
	WARNING If cracks are revealed blade must be removed prior to further flight.					
	NOTE Tail rotor Blades SN# TLL-8000 and below require 10 power magnification for this check and careful inspection for corrosion and deterioration of clear coating on the areas left clear for this inspection.					
6.12	Inspect tail rotor blade tip blocks for cracks, debonding and loose, missing or corroded rivets.					
6.12.A	Inspect tail rotor blade bearings for binding and excessive wear.					
Section VII	AFT FAIRING AND OIL COOLER AREA (LEFT SIDE)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
7.1	Inspect engine oil tank for damage, access door for security.					

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Section VII	Aft Fairing and Oil Cooler Area (Left Side) (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
7.2	Inspect oil cooler blower, ducts and driveshaft for damage, cracks and foreign material.					
7.3	Inspect aft fairing assembly for damage.					
Section VIII	AVIONICS AND AFT FUSELAGE AREA (LEFT SIDE)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
8.1	Inspect avionics compartment for security of items and door for condition and operation.					
8.2	Inspect antennas for damage, debonding and security.					
8.3	Check battery for leakage and security. Check foam pad for condition and security.					
8.4	Inspect external power receptacle for condition and security.					
8.5	Inspect fuselage for signs of damage, cracks and general condition.					
8.6	Check lower anti-collision light for condition and security.					
8.7	Inspect voltage regulator and associated components for condition and security. Inspect wiring for chafing, condition, security, and proper connection. Inspect terminals for security and corrosion.					
8.7.A	Check lead acid battery electrolyte for proper level. Check vent tube for obstructions and condition.					
8.8	Check nickel cadmium (nicad) battery in					

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Section IX	Engine Area (Left Side) (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
9.13	Inspect engine mounts and engine mount fittings for cracks, damage and security.					
9.14	Inspect airframe mounted fuel filter for condition, leaks and security. Check for element time change (300 hrs.) Using 0.020 inch wire, pass wire through the outlet bleed port to check for clogging. Replace with new filter element.					
9.15	Inspect N2 bellcrank for damage, condition of bearings and security.					
9.16	Inspect power control cable assembly for wear, binding and security.					
9.17	Inspect rigid connecting links and bellcrank for corrosion, cracks and security; bearings for binding or excessive wear.					
9.18	Inspect fuel control (N1) lever bolt hole for elongation, upper bolt holes on rigid connecting link (that connects to fuel control lever) for elongation. Inspect bolt on fuel control lever and on fuel control bellcrank to engine deck bracket for fretting, corrosion and wear.					
9.19	Inspect exhaust collector support for cracks.					
9.20	Inspect engine combustion chamber housing, turbine support assembly and exhaust ducts for cracks, dents, burned or buckled areas.					
9.21	Igniter plug removed, checked and cleaned.					
NOTE						

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accordance with manufacturer's instructions.

SECTION IX	ENGINE AREA (LEFT SIDE)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
9.1	Inspect engine cowling and fairing for damage, security and condition of fasteners.					
9.2	Inspect engine mounts and fittings for cracks and security.					
9.3	Check airframe mounted fuel filter for leaks and security.					
9.4	Inspect engine accessories and connections for damage and security.					
9.5	Check linear actuator, linkage and electrical lead for condition and security.					
9.6	Inspect exhaust stack and clamps for condition, corrosion and cracks and engine combustion chamber housing, turbine support and exhaust ducts for cracks, dents, burned or buckled areas.					
9.7	Check drain valve for leakage, security and evidence of contact with driveshaft.					
9.8	Check fuel nozzle and lines for leaks, condition and security.					
9.9	Inspect forward tail rotor driveshaft for corrosion, freedom of movement on the splined adapters and cleanliness.					
9.10	Inspect particle separator for damage.					
9.11	Inspect engine air inlet air bellmouth for damage, obstructions and plenum area for loose or foreign objects.					
9.12	Inspect engine compressor inlet guide vanes for excessive erosion and nicks.					

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Do not remove igniter plug while fuel nozzle is removed.

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9.22	Inspect turbine outlet temperature thermocouple for chafing, worn insulation and security.					
9.23	Turbine outlet temperature system checked using Barfield Model TT1000A or equivalent.					
9.23.A	Inspect exhaust clamps as follows: a. Remove both right and left-hand exhaust stack clamps, by removing nuts on "T" bolts. b. Inspect both sides of each clamp for any evidence of cracking around rivets, particularly at the gaps between the V band sections.					
NOTE Cracks will begin at the edge of the rivet and run radially to the edge of the next rivet. Look for cracks or corrosion tracks that indicate an imminent crack. Any clamp that displays evidence of cracking shall be condemned and replaced. Clamps that exhibit surface corrosion only, may be reinstalled on exhaust stacks after clean-up.						
9.24	Inspect engine cowl assembly for cracks, punctures and loose or missing fasteners; latches for proper operation.					
9.25	Inspect aft fairing assembly for cracks, punctures					

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or loose or missing fasteners.						
Section IX	Engine Area (Left Side) (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
9.26	Inspect drive coupling disc assemblies for distortion, cracks and security.					
9.27	Inspect boot for damage and security.					
9.27	Inspect forward transmission fairing for cracks, punctures and missing or stripped fasteners.					
9.28	Inspect transmission cowling doors for cracks, dents and alignment; hinges and fasteners for wear and proper operation.					
SEC	TRANSMISSION AND PYLON AREA	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.1	Inspect main rotor hub assembly for leakage, damage, security and proper oil level.					
10.1	Inspect sight glass for damage and stains, which might give false oil level indication on oil filled head.					
10.2	Check pillow blocks for condition and security of mounting hardware and slippage marks.					
CAUTION						
If slippage has occurred, replace hardware.						
10.3	Inspect static stops for damage and security.					
10.3	Inspect main rotor pitch horns for corrosion, cracks and security; trunnion bearings for binding or excessive wear.					

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tubes						
Section X	Transmission and Pylon Area (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.6 A	Inspect swashplate as follows: TM55-1520-228-23, Para. 5-155/156					
	a. Disconnect main rotor pitch links and idler (drive) link from outer ring and boot from outer cap. Inspect main rotor pitch links with a three-power magnifying glass for damage, corrosion and cracks (pay particular attention to swaged ends at jamnut or insert faying surface, and evidence of wear in pitch horn trunnion bearings).					
	b. Inspect swashplate sleeve pivot bearing slot side walls and Teflon sleeve and bolts assembly for condition and security.					
	c. Rotate outer ring checking duplex bearings for condition. Bearings must be smooth with no evidence of roughness, binding or looseness.					
	d. Inspect boot for evidence of deterioration.					
	e. Clean swashplate and purge lubricate duplex bearings.					
	f. Connect and secure boot, idler (drive)					

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Section X	Transmission and Pylon Area (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.4	Inspect main rotor yoke assembly for cracks and evidence of corrosion between the pillow block bores and the lower flange on inboard surfaces. Wipe clean the yoke web section and outer surfaces.					
NOTE						
If inspection by flashlight reveals indication of a crack, validate by fluorescent penetrant. If crack is confirmed remove hub assembly for evaluation.						
10.5	Inspect main rotor pillow block retention bolts and nuts for security. Replace nuts and bolts if slippage marks have moved. If slippage has not occurred, retorque nuts to proper torque limits IAW Arrow Falcon Exporters Inc., Instructions for Continued Airworthiness Report AF5132.					
10.6	Inspect main rotor blades for cleanliness, damage, condition, corrosion and security. Check for condition of protective coating.					
10.7	Inspect main rotor blades for corrosion, specifically in the area of the inertia weight retention screw holes; tip cap fairing for condition and security.					
10.8	Inspect visible areas of the mast for damage.					
NOTE						
Assure swashplate is level for inspection of outer ring self-aligning bearings for main rotor push-pull						

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link and pitch links.						
Section X	Transmission and Pylon Area (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.6 B	Inspect swashplate uniball for specified friction.					
10.6 C	Inspect swashplate and collar set linkage for axial, radial and accumulative wear. Inspect bushings for cracks and damage. Refer to TM55-1520-228-23, Para. 5-164.					
10.6	Check swashplate duplex bearing for smoothness by disconnecting idler link and rotor pitch link (do not allow rotor blades and grips to rotate on the yoke), free lower end of boot, and rotate outer ring in both directions.					
10.7	Inspect swashplate, lever and sleeve, and connecting linkage for security and damage. Check swashplate support base drain holes are open and free of foreign matter. Inspect swashplate support for evidence of damage.					
10.7	Inspect main rotor system flight control bolts.					
10.8	Check cyclic and collective control linkage for security and condition. Check security of attachment bolts by attempting to turn nuts with fingers.					
CAUTION						
Do not remove rotor pin						
10.8 A	Inspect collective lever (at transmission) for cracks, corrosion and security; bearings for binding or excessive wear.					
10.8 B	Inspect flight control bellcranks for damage, condition of bearings for security.					

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Section X	Transmission and Pylon Area (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.9	Inspect main rotor pitch links for damage and security of attachment tubes for corrosion and cracks.					
	NOTE Pay particular attention to swaged ends at the jam nut.					
10.10	Inspect hydraulic system components and lines for security, chaffing, leaks, damage and reservoir for oil level. Check collective actuator bellcrank cover for missing rubber flipper or bond failure. Check for proper security of reservoir cap and pin assembly.					
10.11	Inspect hydraulic filter element for indication of filter by pass.					
10.12	Check power turbine governor (N2) linkage for freedom of operation, condition and security.					
10.12	Inspect N2 push-pull rod for damage, binding, worn bearings and security.					
10.13	Check hydraulic pump, rotor tech generator for condition and security. Inspect mounting flanges for cracks.					

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Section X	Transmission and Pylon Area (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.14	Inspect transmission oil cooler ducting, filter head and filter for damage, condition and security.					
10.15	Inspect pylon isolation mount, cover, drag pin assembly and cabin roof for damage and condition.					
10.15	Inspect restraint and mount spherical bearings for excessive axial and radial wear, obvious damage and security.					
10.16	Visually inspect clevis area and mount for cracks or other damage. Inspect entire area for loose, broken or missing hardware.					
10.17	Check area under drag pin for oil or water. Inspect transmission deck area for dents, cracks, holes and overall condition.					
10.18	Inspect pylon support links for cracks, condition and security of hardware.					
10.19	Inspect main transmission case assembly and all electrical connections for damage, condition and security. Check transmission fluid level and service if required. Inspect sight glass for condition and leakage.					
10.20	Inspect particle separator intake and swirl tubes for damage and security.					
10.21	Check security of engine cleaning tube and cap assembly.					
10.22	Inspect cowling and cabin roof mounted antennas and connections for serviceability and security.					
10.23	Inspect fuel filter for leaks and security of attachment.					

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Section X	Transmission and Pylon Area (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.13.A	Inspect hydraulic servo actuator support assembly for cracks, corrosion, security and damage. Inspect hydraulic actuator support as follows: a. Using a five-power magnifying glass, visually inspect the two forward webs of the support assembly for cracks. All cracks reported in the support assembly have originated in the top edge of the forward web. b. If a crack is found, remove and replace the support assembly. Notify Arrow Falcon Exporters Inc. concerning any assembly found cracked. Arrow Falcon Exporters Inc. 2081 S. Wildcat Way Porterville, California 93257					
10.13.B	Inspect hydraulic system servo actuators for excessive leakage and security.					
10.13.C	Inspect exposed portion of hydraulic piston rods wiped clean and lightly lubricated using a soft cloth moistened with preservative hydraulic fluid.					
10.14	Inspect cyclic and collective actuator head link pivot bolts for freedom of rotation and security. Inspect actuators and flexible lines for leakage and					

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Section X	Transmission and Pylon Area (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.24	Wipe up oil spillage and clean area using cloth dampened with dry cleaning solvent. Wipe dry with clean cloth. Visually examine clevis area and mount for cracks, nicks, scratches and loose or missing screws, bolts and cotter pins.					
10.25	Inspect drag pin assembly on transmission for proper engagement with static stop on cabin roof. Check damage and foreign objects in well of static stop and spherical bearing for wear.					
10.26	Inspect transmission deck area for dents, cracks, holes and overall condition.					
10.27	Inspect firewalls for cracks, distortion and missing rivets.					
10.28	Inspect pylon support links for cracks, condition (visual) and security of hardware.					
10.29	Inspect transmission input quill seal for leakage.					
10.30	Inspect electrical wiring for damage, security and correct mounting.					
SEC XI	CABIN AND LANDING GEAR AREA (LEFT SIDE)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
11.1	Inspect landing gear for condition of skid tubes, cross tubes attachment fittings and skid shoes for damage or evidence of hard landing and security.					
11.1	Inspect landing gear strap assemblies for wear, cracks, alignment and security.					
11.2	Check crew and cabin doors for positive latching and operation, vents and hinges for operation and					

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Section XI	security.	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
	Cabin and Landing Gear Area (Left Side)					
11.3	Inspect seats for damage and security. Inspect cushions for cleanliness and proper installation. Inspect armor plates for cracks, delamination and security if installed.					
11.4	Check crew and cabin door jettison handles for proper operation and safeties.					
11.5	Inspect pilot/copilot seat frames for cracks, distortion and security. Seat and seat back covers for tears and other damage. Installation must be legible, correct and within limits.					
11.6	Remove fuel cell access panel, check fuel cell for debris, water or contamination.					
11.7	Inspect structure for debonding, loose rivets and damage.					
SEC XII	LUBRICATION (ALL AREAS)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
12.1	Service in accordance with TM 55-1520-228-23, applicable to daily and 25 hour requirements.					
SEC XIII	ELECTRICAL POWER ON	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
13.1	Check pitot heater for proper operation.					
13.2	Check all panel mounted warning, caution and segmented panel lights illuminate properly.					

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Section XIII	Electrical Power On (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
13.3	Check operation of all cockpit and cabin lighting.					
	WARNING Assure defog blower motors are free of debris prior to checking operation.					
13.4	Operate defogging blower motors for a minimum of 15 seconds for proper function check.					
13.5	Operate all exterior lights and check for illumination. Check all switches and circuit breakers for proper operation.					
13.6	Check airframe fuel filter bypass warning system for proper operation.					
SEC XIV	AVIONICS	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
14.1	Perform avionics inspections and check, and/or test avionics in accordance with manufacturer's instructions.					
14.2	Check removable radio units for condition and security.					
14.3	Check radio equipment for cleanliness from dust and foreign material.					
14.4	Check torque meter for accuracy during run-up.					
SEC XV	POWER OFF	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
15.1	Check all fixed equipment is refitted and properly					

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15.2	secured. Check all tools, rags, and foreign objects are removed from aircraft.					
Section	Power Off (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
15.3	Check all inspection doors and access panels are properly closed or installed.					
SECTION XVI	POST MAINTENANCE CHECK	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
16.1	Perform maintenance check in accordance with TM55-1520-228MTF					

PARA 1. (cont)

B. Scheduled Inspections

Scheduled inspections are made at periodic intervals in an effort to prevent engine malfunction and serve in the role of preventative maintenance for the engine. The component to be inspected, the nature of the inspection, and the elapsed time after which the inspection is to be performed are given in the Inspection Checksheet, Table 602. The inspection times are hours of engine operation.

Table 602 Scheduled Inspections				
Inspection Checksheet				
Owner <u>TR: Rotun</u>		Date <u>12/27/2022</u>		
A/C Make/Model <u>BAT 0458AT</u>		S/N	Reg No	TSN
Engine S/N <u>CAE-405882</u>		TSN <u>1869.3</u>	TSO	<u>—</u>
This inspection checksheet is to be used when performing scheduled inspections. This form may be locally reproduced and/or expanded to reflect the aircraft operating environment. Keep the completed sheets as a permanent part of the aircraft engine records. Detailed information regarding each inspection item is contained in the referenced Operation and Maintenance Manual paragraphs. CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.				
Item	Inspection/Maintenance Action	REF PARA	✓	Initial
<u>100 Hour Inspection</u>				
1	Inspect the entire engine for loose or missing bolts, broken or loose connections, security of mounting accessory and broken or missing lockwire. Check accessible areas for obvious damage and evidence of fuel or oil leakage.	N/A	✓	
2	Inspect all "B" nuts for application and alignment of torque paint. If missing, loosen "B" nut, retighten, and apply torque paint.	PARA 9.B., 72-00-00, Engine-Servicing	✓	
3	Check mounting and support bolts to be sure they are tight, lockwired and in good condition. Check security of screws and rivets. Remove all foreign material which might be drawn into the compressor inlet.	N/A	✓	
4	Check accessible fuel system components, lines, and connections for security, damage or leakage. Accomplish with the boost pump on, if available. Remove, visually inspect and clean if visual condition dictates.	PARA 2., 73-00-00	✓	

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Table 602 (cont) Scheduled Inspections				
Item	Inspection/Maintenance Action	REF PARA	✓	Initial
<u>100 Hour Inspection (cont)</u>				
5	Inspect P _c filter for proper clamping.	73-20-06	✓	
6	Until CEB-A-1233 is complied with, inspect P _c filter assembly as follows: Without disassembly or removal of the P _c filter assembly from the mounting bracket, inspect using a 10x magnification glass and a bright light to detect any signs of cracks, paying particular attention to both of the end fittings at their junction with the end walls. If cracks are detected, remove assembly and comply with CEB-A-1233.	N/A	✓	
7	Remove the Scroll-to-P _c Filter Tube Assembly at both ends and inspect for cracks using 10x power glass. Pay particular attention to the flared ends of the tube for cracks, and to the areas beneath the floating ferrules for fretting damage. Tubes found to contain cracks and/or excessive fretting damage are to be replaced by new parts of the same part number as removed.	N/A	✓	
NOTE: Excessive fretting is present when the ferrule has chafed the tube sufficiently to wear a step in the tube that can be felt with a thumbnail or other inspection aid.				
8	With the Scroll-to-P _c Tube Assembly still removed and using a 10x power glass, inspect the elbow in the compressor scroll for distress/cracks/proper alignment. No cracks are permissible.	N/A	✓	
9	Check fuel control and power turbine governor linkage for freedom of operation, full travel and proper rigging. Check security of linkage for loose or worn linkage and linkage bolts.	PARA 3.C., 73-20-02, 3.B., 73-20-03, 3.C., 73-20-04 and PARA 2.C., 73-20-01	✓	
10	Inspect compressor inlet guide vanes and visible blades and vanes for foreign object damage.	N/A	✓	
11	Clean compressor with chemical wash solution as required if operating in a smoggy area, conditions with airborne pollutants or with water alcohol.	PARA 6., 72-30-00	✓	
12	Visually inspect the water-alcohol nozzles for build-up of contaminants which could restrict flow or alter the spray pattern. Ultrasonic clean nozzles if equipment is available.	N/A	✓	
13	Clean the 200 mesh screen (if equipped with water-alcohol injection kit).	N/A	✓	

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Table 602 (cont)
Scheduled Inspections

Item	Inspection/Maintenance Action	REF PARA	✓	Initial
	<u>100 Hour Inspection (cont)</u>			
14	Inspect the compressor scroll for cracks or breaks at the anti-ice air valve and customer bleed port. If cracks or breaks are detected, check engine for possible vibration causes.	PARA 1.D.(2), this section	✓	
15	Inspect for discharge air tube inserts that are cocked or backing out of the scroll. If cocked or loose inserts are detected, check engine for possible vibration causes.	PARA 1 D. (2), this Section.	✓	
16	Check compressor discharge air tubes for damage or deterioration.	PARA 4.A., 72-40-00	✓	
17	Check anti-ice valve for security, worn parts and proper operation. Valve need not be removed or disassembled unless a problem is detected.	PARA 4., 75-10-01	✓	
18	Inspect compressor mount inserts, bolts and nuts for looseness, fretting or oil leakage. Replace or retighten as required. Check engine for possible vibration causes.	PARA 4.D., 72-60-00 and PARA 1.D.(2), this section	✓	
19	Inspect the turbine support assemblies and engine exhaust ducts for condition of welded joints, for cracks and buckling. Check exhaust duct clamps for proper installation, condition and torque.	PARA 8.A., 72-50-00	✓	
20	Wet spline starter-generator gearshafts, new production or those replaced in accordance with the Rolls-Royce Commercial Engine Bulletin 250-C20 CEB-1082, do not need periodic inspection and lubrication. Clean and inspect any other starter-generator gearshaft. Clean the female splines of the starter-generator gearshafts and the male splines of the starter-generator with mineral spirits and a soft brush. Inspect splines. Refer to Starter-generator Gearshaft Female Spline Inspection paragraph.	PARA 4.B., 72-60-00	✓	
	Inspect the starter-generator brushes for wear in accordance with the Aircraft Manual at the same time the spline inspection is made.	N/A	✓	
	Lubricate acceptable splines with grease, Aeroshell No. 22, or equivalent. Before reinstallation of the starter-generator, make sure torsional damper members of the starter-generator driveshaft are in hard contact with each other.	N/A	✓	

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Table 602 (cont)
Scheduled Inspections

Item	Inspection/Maintenance Action	REF PARA	✓	Initial
	<u>100 Hour Inspection (cont)</u>			
21	Lubrication system inspection		✓	
	NOTE: Maximum interval between oil change is 100 hours or six months, whichever occurs first. This hour limit can be extended to 200 hours for those items indicated by an asterisk (*) if an external oil filter of a type that has a valid STC (Supplemental Type Certificate) is installed on the engine. The calendar limit can be extended to 12 months for those items indicated by an asterisk (*) and if an approved high stability oil (Third Generation) is used.			
	*a. Drain oil system.	PARA 11.C., 72-00-00, Engine-Servicing	✓	
	b. Remove, inspect and clean the oil filter. Note any accumulation of metal chips, debris or carbon particles. Conduct further inspection of the lube system and/or engine gear train/bearings if metal chips or debris are found. See Items 21a, 21e, 38, 39 and 40 below if carbon particles are found.	PARA 1.C., 72-60-00	✓	
	NOTE: Follow STC manufacturer's recommendations regarding replacement/cleaning of external oil filter elements. Inspect removed elements for any accumulations of metal chips, debris or carbon particles. It may prove helpful to cut apart disposable (paper) filler elements to facilitate this inspection. If chips, debris or carbon particles are found, proceed with additional inspection/maintenance as outlined in item 21b. above.			
	*c. Inspect and clean turbine pressure oil check valve.	PARA 7.K., 72-50-00	✓	
	NOTE: Check Valve P/N 23074872 and subsequent part numbers are not applicable to this inspection (these valves are considered "ON CONDITION").			
	*d. Turbine pressure oil tube screen assembly. Detach clamp; then disconnect the power turbine pressure oil tube at the connector (tee). Loosen the tube coupling nut at the fireshield elbow only enough to allow sufficient movement of the tube to enable removal of the screen. At assembly, tighten connector coupling nut to 200-250 lb in. (23-28 N·m). Tighten fireshield elbow coupling nut to 80-120 lb in. (9-14 N·m). Tighten clamp nut to 35-40 lb in. (3.9-4.5 N·m).	N/A	✓	
	*e. Measure oil flow from the scavenge passage of the external sump and from the scavenge passage of the power turbine support. It is recommended that the external sump is not removed for this check.	PARA 7.D., 72-50-00	✓	
	NOTE: This step must be performed before draining oil or after the oil system has been refilled.			

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Table 602 (cont)
Scheduled Inspections

Item	Inspection/Maintenance Action	REF PARA	✓	Initial
	<u>100 Hour Inspection (cont)</u>			
	f. Inspect magnetic chip detector plugs.	PARA 11.G., 72-00-00, Engine- Servicing	✓	
	g. Inspect quick disconnect magnetic chip detector plugs and flanged inserts for wear, if installed.	PARA 11.G., 72-00-00, Engine- Servicing	✓	
	*h. Refill oil system.	PARA 11.C., 72-00-00, Engine- Servicing	✓	
21.A	Remove, inspect and clean the fuel nozzle. If no air-frame mounted fuel filter is installed, inspect the fuel nozzle filter.	73-10-03	✓	
	NOTE: Operators may find it necessary to inspect and clean the fuel nozzle more often depending on past experience or operating conditions.			
22	Inspect the start counter for proper operation, increase in count, and for loose, chafed, frayed or broken wires and loose connectors.	PARA 1., 74-20-03	✓	
23	Check the condition of the bleed valve gasket, without removing bleed valve. Replace gasket if air leaks (blowouts) can be detected.	PARA 2., 75-10-02	✓	
24	Inspect the outer combustion case for condition. Inspect the weld joints of and in the brazed screen reinforcement in the armpit area.	PARA 2.B., 72-40-00	✓	
25	Clean the burner drain valve.	PARA 3., 72-40-00	✓	
26	Inspect the ignition lead for burning, chafing, or cracking of conduit and loose connectors and broken lock-wire.	PARA 2., 74-20-02	✓	
27	On engines with CECO fuel system, clean or replace the high pressure fuel filter.	PARA 2., 73-10-05	✓	
28	On engines with CECO fuel systems, visually inspect the bleed hole at the low point in the scroll-to-governor P _o tube for any obstruction. If the hole is not completely open, remove any contamination which could obstruct drainage of moisture from the tube using a piece of lockwire.	N/A	✓	
29	Review engine records for compliance with all mandatory bulletins, inspections and airworthiness directives.	N/A	✓	
30	Review engine records for time limited parts components, accessory or modules.	N/A	✓	
31	Enter component changes, inspection compliance, etc., in log book as required.	N/A	✓	

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Table 602 (cont)
Scheduled Inspections

Item	Inspection/Maintenance Action	REF PARA	✓	Initial
	<u>200 Hour Inspection</u>		✓	
	In addition to the 100 hour inspection items, perform the following:			
	WARNING: MANDATORY COMPLIANCE DATE FOR ROLLS-ROYCE COMMERCIAL ENGINE BULLETIN 250-C20 CEB-1051 WAS AUGUST 30, 1980.			
32	Perform fuel pump backlash inspection on Sundstrand dual element pump P/N 6854292, 6857548, 6877719, 6856250, 6876803.	250-CSL-1007		
	<u>300 Hour Inspection</u>			
	In addition to the 100 hour and applicable 200 hour inspection items, do the following:			
	CAUTION: INSPECTION FREQUENCY SHALL BE BASED ON THE NATURE OF THE EROSION AND/OR CORROSIVE ENVIRONMENT. THE OPERATING ENVIRONMENT MAY DICTATE A MORE FREQUENT INSPECTION INTERVAL WHEN OPERATING IN A CORROSIVE AND/OR EROSION ENVIRONMENT FOR NON-COATED COMPRESSOR WHEELS, THE INSPECTION SHALL NOT EXCEED 300 HOURS OR 6 MONTHS. FOR COATED COMPRESSOR WHEELS, INSPECTION SHALL NOT EXCEED 300 HOURS OR 12 MONTHS. IF ANY PARENT METAL IS EXPOSED DUE TO CORROSION AND/OR EROSION, THE INSPECTION REQUIREMENT SHALL REVERT BACK TO 300 HOURS OR 6 MONTHS.			
33	Inspect the compressor case when operating in an erosive and/or corrosive environment.	PARA 1.D.(9), this Section	✓	
	CAUTION: AIRCRAFT INSTALLED-ENGINE FUEL-PUMP FILTER DIFFERENTIAL PRESSURE WARNING SYSTEMS AND/OR OPERATING EXPERIENCE MAY DICTATE REPLACEMENT AT A LESSER TIME INTERVAL. IN NO INSTANCE SHOULD THE 300 HR REPLACEMENT INTERVAL BE EXCEEDED.			
34	Replace the fuel filter element. This filter is a throw-away item. It is not cleanable. Before discarding filter, inspect for signs of contaminants. If any are found, inspect the entire fuel system and clean if necessary.	PARA 2.C., 73-10-01	✓	
	CAUTION: WHEN THERE IS EVIDENCE THAT THE FUEL PUMP FILTER HAS BEEN BYPASSED, THE GAS PRODUCER FUEL CONTROL INLET FILTER, THE FUEL NOZZLE FILTER, THE GOVERNOR FILTER AND THE HIGH PRESSURE FUEL FILTER, IF APPLICABLE, MUST BE CLEANED. (REFER TO SPECIAL INSPECTIONS, 72-00-00, TABLE 604) IF ANY CONTAMINATION IS FOUND IN THE FUEL NOZZLE FILTER, THIS WILL REQUIRE THAT THE FUEL CONTROL BE SENT TO AN AUTHORIZED REPAIR FACILITY FOR INTERNAL CLEANING. REFERENCE MUST ALSO BE MADE TO THE AIRFRAME MAINTENANCE MANUAL FOR FUEL SYSTEM MAINTENANCE FOLLOWING FUEL CONTAMINATION.			
	CAUTION: PURGE AIR FROM THE FUEL SYSTEM.			
35	Do a fuel pump bypass valve operation check when a fuel filter is replaced. NOTE: Applicable to Sundstrand/Pesco and Argo-Tech/TRW manufactured pumps only.	PARA 3.A., 73-10-01	✓	

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Table 602 (cont)
Scheduled Inspections

Item	Inspection/Maintenance Action	REF PARA	✓	Initial
<u>300 Hour Inspection (cont)</u>				
36	Remove, clean and inspect engine P _c filter every 300 hours or earlier as engine performance dictates.	PARA 3., 73-20-06	✓	
37	Inspect and clean the No. 1 bearing oil pressure reducer.	PARA 3., 72-30-00	✓	
38	Visually inspect external sump. Clean internal carbonous deposits and build up from sump or replace if necessary.	PARA 7. E., 72-50-00	✓	
39	Inspect scavenge oil strut in the power turbine support. Clean carbonous deposits from strut.	PARA 7.E., 72-50-00	✓	
40	Inspect No. 6 and 7 bearing pressure oil nozzle. Clean internal carbonous deposits from nozzle.	PARA 7.G., 72-50-00	✓	
41	Inspect the thermocouple assembly.	PARA 2.B., 77-20-01	✓	
41A	Remove and disassemble fuel nozzle. Clean and inspect fuel nozzle filter assembly. Assemble and install fuel nozzle.	73-10-03	✓	
<u>500 Hour/1 Year Inspection</u>				
42	Inspect all uncoated and coated P/N 6846278 and 6871338 power turbine outer couplings nuts for corrosion.	250-C20 CSL-1060		
NOTE: Compliance with Rolls-Royce Commercial Engine Bulletin 250-C20 CEB-1120 and/or 250-C20 CEB-1158 removes this inspection requirement.				
<u>600 Hour Inspection</u>				
43	Check the fuel pump driveshaft on Sundstrand single element pumps for spline wear.	N/A		
NOTE: This inspection is not required for Agro-Tech (TRW) fuel pumps or Sundstrand fuel pumps P/N 23003114 and subsequent.				
44	Do the scavenge oil filter impending bypass functional test per Facet Service Bulletin No. 090589 (Ref. Rolls-Royce 250 CSL 1164) for aircraft equipped with this type of external scavenge filter system. Follow the Facet instructions and time intervals, or follow this recommended inspection interval each 600 hours.	N/A		
45	Replace the fuel control filter assembly. Bendix fuel controls P/N 2524552-4 or 2524552-6 (less-5) and prior unless 250-C20 CEB-1089 has been accomplished.	PARA 4.A., 73-20-02, 4.A., 73-20-03		

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Table 602 (cont)
Scheduled Inspections

Item	Inspection/Maintenance Action	REF PARA	✓	Initial
<u>1000 Hour Inspection</u>				
46	Inspect Py port on Bendix power turbine governor per 250 CEB-A-1281. The governor must be removed from the engine to perform this inspection.	N/A		
NOTE: If CEB-A-1289 or CEB 1330 have been accomplished, this inspection is not required.				
<u>1500 Hour Inspection</u>				
47	Clean and Inspect the Fuel Control Strainer Assembly. Replace as necessary. NOTE: The Fuel Control Strainer Assembly must be replaced on any Fuel Control unit that has not had 250-C20 CEB-1089 accomplished.	PARA 4.A., 73-20-02, 4.A., 73-20-03		
48	Deleted			
<u>1750 Hour Inspection</u>				
49	Inspect the compressor case. Inspection frequency shall be as made necessary by operating environment. In erosive environment, inspect case at least every 300 hours. In any environment do not exceed 1750 hours without case inspection.	PARA 1.D., this section and PARA 5., 72-30-00		
50	Heavy Maintenance Inspection (HMI). Heavy maintenance inspection shall consist of gas producer turbine wheels replacement and inspection of assembled components per Rolls-Royce published documents. It is the responsibility of the operator to assure that the total time and cycle life limits of specific parts listed in Section 05-10-00, Airworthiness Limitations, are not exceeded.	N/A		
<u>As Required Inspection</u>				
51	Clean the bleed valve after each 10 hr of water-alcohol augmentation operation or after consumption of each 750 gallons (2840 liters) of water-alcohol mixture.	PARA 2.C., 75-10-02		

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14Registration Number: 45184 Serial Number: 4184-3
Date: 5-31-97 Inspector Name: Initials: TSN: HR, MTR: Certificate No.: Mechanics Name:

Chapter 3

SCHEDULED INSPECTIONS

NOTE

Refer to applicable OH-58 Lubrication Chart and review aircraft, aircraft engines, appliances, forms and records for any recorded discrepancies and for any applicable Airworthiness Directives or Department of Defense Safety of Flight Messages.

SECTION I	NOSE AREA	25 HRS	50 HRS	100 HRS	ANNUAL	COMMENTS
1.1	Inspect nose section exterior for visible damage to include windshields, for cracks and security; composite structure for dents, holes, debonding, pitot tube for cracks.					
1.2	Check pitot tube and static ports for obstructions, cleanliness, and pitot static drains for damage. Check pitot and static drains for damage.					
1.3	Inspect landing/search lights, brackets, terminals and wiring for condition and security. Check optional equipment for condition and security.					
1.4	Inspect vent system drain for obstructions, condition.					
1.5	Check windshields, windows and chin bubbles for cracks or damage and cleanliness.					

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Section I	Nose Area (cont.)	25 Hrs	50 Hrs	100 Hrs	ANNUAL	COMMENTS
	Check WSPS windshield deflector, upper and lower cutters for damage and security. Check breakaway tip for looseness.					

SECTION II	CABIN AND LANDING GEAR AREA (RIGHT SIDE)	25 Hrs	50 Hrs	100 Hrs	ANNUAL	COMMENTS
2.1	Check cabin exterior for loose rivets and damage.					
2.1	Inspect lower fuselage skins for cracks, punctures and loose or missing rivets; paint and decals for chipping or peeling condition.					
2.1	Inspect lower fuselage structure for cracks, corrosion, or bonding separation.					
2.1A	Inspect fuel for water or other contamination. Drain fuel sump (use a sample jar) through the sump drain.					
2.1B	Inspect fuel sump for condition, security, loose connection and evidence of leaks.					
2.1B	Inspect landing gear strap assemblies for wear, cracks, alignment and security.					
2.1F	Inspect cross tubes for excessive deflection.					
2.2	Inspect antennas for condition and security.					
2.2A	Check radio headsets, microphones, leads, plugs and jacks for operation and general condition and security; radio switches and knobs for condition and security.					
2.3	Check crew and cabin doors for positive latching and operation. Inspect door posts for cracks and					

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	safeties properly installed on jettison handles. Check hinges and condition of weather stripping.					
Section II	Cabin & Landing Gear Area (RL Side) (cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
2.3A	Inspect crew area floor for punctures, cracks, bonding separation and cleanliness.					
2.4	Check cabin and nose section interior for cleanliness, proper stowage of equipment, loose connections and visible damage.					
2.5	Inspect anti-torque pedals for freedom of operation and security.					
2.6	Check current compass correction card.					
2.7	Inspect instrument panel and instruments for security, condition and range markings for appearance, legibility and condition.					
2.8	Inspect Outside Air Temperature (OAT) indicator for condition and security.					
2.9	Check fuel valve handle for binding and condition. Check full range of travel, leave in "ON" position.					
2.9	Inspect fuel shut-off valve internally for foreign objects to ensure fuel path is not restricted.					
2.10	Inspect overhead console for condition and security.					
2.10	Remove access panel on center console (Right Side) and inspect ballast for security if installed.					
2.10	Inspect throttle cable assembly for binding and security.					
2.10	Inspect heater air ducts for cracks, cuts, tears and security.					
2.10	Inspect visible wiring, insulation, tubing and retaining clamps for general condition and security.					

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2.11	Inspect utility light and heater control for condition, security and mounting.					
Section II	Cabin & Landing Gear Area (RL Side) (cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
2.12	Check collective and power controls for freedom of operation, boots for condition and throttle set screw.					
2.12A	Collective stick friction checked using spring scale. See TM55-1520-228-23, Para. 11-20C.					
2.12B	Inspect all collective stick jackshaft support for damage.					
2.12C	Inspect collective stick friction adjuster for damage and proper operation.					
2.12D	Inspect collective jackshaft for damage, corrosion and security; bearings for binding or excessive wear.					
2.12E	Inspect cyclic stick friction adjuster for damage and proper operation.					
2.13	Inspect cyclic control for freedom of operation, boots and grips for condition and security of electrical connectors.					
2.13A	Inspect cyclic torque tubes for cracks, distortion, corrosion and security; bearings for binding or excessive wear.					
2.13B	Inspect cyclic pivot assembly for damage, corrosion and security; bearings for binding or excessive wear.					

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Section II	Cabin & Landing Gear Area (RL Side) (cont.)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
2.14	Inspect shoulder harness, seat belts, seat backs and bottoms for condition, security and proper installation. Inspect and check inertia reels for damage, security, and positive locking. Check seat belt mounting hinges and brackets for cracks. Check retarder springs for proper operation. Check armor plates for cracks, delamination and security, if installed.					
2.14	Inspect seat bottom for security, damage and condition of webbing and date of installation. Seat back cushions for cleanliness and condition.					
2.14	Inspect soundproofing for condition, security and cleanliness.					
2.14	Inspect flight control push-pull tubes for chafing, corrosion and security; bearings for binding or excessive wear. Inspect cap angles (four long corner extrusion support angles) for buckling and bending. (access center post).					
2.14	Inspect collective link assembly for damage and security; bearings for binding and excessive wear. (access center post).					
2.14	Inspect flight control bellcranks for damage, condition of bearings and security. (access center post).					
2.14	Inspect throttle control cable assembly for condition and security. (access center post).					
2.14	Inspect heater air ducts for cracks, cuts and security.					

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Section II	Cabin & Landing Gear Area (RL Side) (cont.)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
2.14.H	Inspect the visible portion of the four pylon supports on the upper cabin roof beam, including their straps (.80 - .090 thick), which are riveted to the underside of the supports and cabin structure, for cracks. (remove insulation blankets and structural panels).					
2.14	Inspect tail rotor control push-pull tubes for chafing, corrosion and security; bearings for binding or excessive wear.					
2.14	Inspect tail rotor control bellcranks for damage, condition or bearings and security.					
2.14.J	Inspect throttle control cable assembly for condition and security.					
2.14.I	Inspect heat control cable for condition and security.					
2.14.K	Inspect heater and oil cooler air ducts for cracks, cuts, tears and security.					
2.14.N	Inspect fuselage structure for cracks, corrosion and damage.					
2.14.O	Inspect aft electrical equipment shelf for unauthorized or foreign objects, cleanliness and security of components; wires for chafing and security.					

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Section II	Cabin & Landing Gear Area (RL Side) (cont.)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
2.14.P	Inspect fuel cells. Perform the following inspections with the fuel cell installed in the aircraft. Inspect cell for blisters, foreign objects and deterioration. Check for evidence of leaking by removing the access panel in the passenger compartment. If fuel cells must be removed reference TM55-1520-228-23. Retorque bolts on access cover after inspection is completed.					
2.14.Q	Inspect voltage regulator setting.					
2.14.R	Check ventilating system controls for operation. Inspect air ducts for general condition and security and drains for obstructions.					
2.15	Check fire extinguisher for designated location, inspection tag and seal.					
2.16	Inspect first aid kits, for security and completeness of contents. See TM55-1500-204-25/1.					
2.17	Inspect passenger seat backs, cushions and retainer loops for condition, security and proper installation. Inspect and check sound-proofing for condition, security and cleanliness.					
2.18	Inspect aft electrical equipment shelf for unauthorized or foreign objects, cleanliness and security of components.					

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SECTION III	ENGINE AREA (RIGHT SIDE)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
3.1	Inspect induction fairing for proper seal at firewall and particle separator.					
3.1.A	Perform engine inspection as specified in Allison Engine Company Publication 10W2 (A720) or 5W2 (A700).					
3.2	Inspect engine air intake ducts and plenum for obstructions or damage. Inspect air induction fairing for seal security, conditions, and bond voids along the seals complete length. Inspect sand and dust separator for damage and particle ejection opening for freedom of obstructions. Inspect compressor for nicks and erosion.					
3.3	Inspect engine cowling and fairing for damage and security of fasteners and hinges.					
3.3.A	Inspect particle separator to induction fairing for fit and sealing. Firewall to induction fairing for fit and sealing.					
3.3.B	Perform Engine Compressor Wash. Refer to Allison 10W2 (A720) or 5W2 (A700) Series Operation and Maintenance Manual, Section III.					
3.3.C	Inspect engine and oil cooler decks for cracks, punctures and loose or missing rivets; paint for chipped or peeling condition.					
3.3.D	Inspect engine area structure for cracks, corrosion and loose or missing rivets.					

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Section III	Engine Area (Right Side) (cont.)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
3.3.E	Inspect longeron and engine pan interface as follows: a. Remove access panel from access hole through canted web. b. Open engine compartment cowling. c. Use bright light and mirror to expose upper and lower edges of the joints and fastener between the aluminum longeron and titanium engine pan. The edge of the Proseal 890 faying surface coating should be visible.					
	CAUTION No indications of corrosion such as corrosion pits, blisters or surface stains by corrosion material from joint should be detected.					
3.4	Check anti-collision light for condition and security.					
3.4	Check nuts attaching engine mounts to engine mount fittings for security and cotter pin installation. Torque nuts on bolts.					
3.4	Inspect engine and accessible areas for fuel or oil leaks.					

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Section III	Engine Area (Right Side) (cont.)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
3.5.A	Inspect engine mounts and fittings for cracks, damage and security.					
3.5.A	Inspect engine chip detectors circuit for continuity by shorting out chip detector to check warning light operation.					
3.5.B	Remove chip detector on freewheeling assembly and check for metal particles and reinstall.					
3.6	Inspect fuel control linkage for damage and security.					
3.6.A	Inspect bleed air elbows (2) for damage.					
3.6.B	Inspect bleed air lines for chafing, leakage and security of connections.					
3.7	Check compressor bleed valve for condition and security.					
3.8.A	Perform engine fuel system pneumatic leak check including around governor diaphragm, in accordance with Allison Operations and Maintenance Manual 10W23 (A720) or 5W2 (A700).					
3.8	Inspect engine accessories and connections for damage, corrosion and security.					
3.9	Inspect exhaust stack and clamps for condition, corrosion and cracks and engine combustion chamber housing, turbine support and exhaust ducts for cracks, dents, burned or buckled areas.					
3.10	Check starter generator and exhaust duct for condition, security and obstructions.					

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Section III	Engine Area (Right Side) (cont.)	25 Hrs.	50 Hrs.	100 Hrs.	Annual	Comments
3.11	Inspect engine to transmission driveshaft for condition and evidence of grease leakage and overheating. If engine to transmission driveshaft P/N 206-040-371-111 is used, inspect for damage and fastener security.					
3.12	Remove and inspect dry spline starter generator for wear of starter-generator shaft, mating drive spline gear and bearings. If no damage is found, lubricate starter-generator shaft splines and install starter-generator.					
3.13	Starter-generator removed and brushes checked for wear and freedom of movement. Brush leads for deterioration and chafing. Commutator for arcing, presence of oil or metal particles. Electrical connections for security. Screen for security of attachment.					
3.14	Inspect starter drive spline, wet, for excessive wear.					
3.15	Inspect main rotor drive shaft 206-040-371 for damage and fastener security.					
SECTION IV	AFT FUSELAGE AREA (RIGHT SIDE)	25 HRS	50 HRS	100 HRS	ANNUAL	COMMENTS
4.1	Check fuel filler cap for proper locking, condition of seal and lanyard.					
4.2	Inspect rubber pad below fuel receiver for debonding.					

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	Inspect battery and fuel vents for condition and security, proper positioning and obstructions.	25 HRS	50 HRS	100 HRS	ANNUAL	COMMENTS
Section IV	Aft Fuselage Area (Right Side) (Cont.)	25 HRS	50 HRS	100 HRS	ANNUAL	COMMENTS
4.4	Check air ducts for condition and security.					
4.5	Inspect aft fuselage skin for cracks, punctures and loose or missing rivets; paint and decals for chipped or peeling condition.					
SECTION V	AFT FAIRING AND OIL COOLER (RIGHT SIDE)	25 HRS	50 HRS	100 HRS	ANNUAL	COMMENTS
5.1	Inspect engine oil tank for condition and security and oil level. Inspect oil lines for leaks and damage.					
5.2	Inspect oil filler access door for condition, marking and placard, and security.					
5.3	Inspect engine scavenge oil filter for security, leaks and indication of bypass, (if installed).					
SECTION VI	TAIL BOOM AREA	25 HRS	50 HRS	100 HRS	ANNUAL	COMMENTS
6.1	Inspect tail boom exterior and driveshaft cover for visible damage and condition of fasteners.					
6.2	Inspect long tail rotor drive shaft and bearings for evidence of overheating, splined adapters for freedom of movement and slippage marks.					
	NOTE Do not wipe grease from seal area (not required after compliance with MWO 55-1520-228-50-25).					

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Section VI	Tail Boom Area (cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
6.3	Inspect segmented driveshaft for condition and security, coupling disc for distortion, cracks and security. Check splined adapter for freedom of movement and bearing and driveshaft for evidence of overheating.					
	NOTE Do not wipe grease from seal area (not required after compliance with MWO 55-1520-228-50-25).					
6.3.A	Inspect tail rotor driveshaft bonded fittings for security.					
6.4	Inspect horizontal stabilizer and navigational lights for condition and security.					
6.4.A	Visually inspect tailboom attachment fittings as follows: A. Open access door on tight side of aft fuselage and inspect tailboom forward bulkhead for cracks. Give special attention to tailboom attach fittings and bolts, and to fasteners between fittings and intercostals. Particular attention must be given to inspection of upper left fittings; all bolts for mis-aligned torque stripes. B. Any crack, corrosion, loose or sheared rivets is cause for immediate					

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Section VI	Tail Boom Area (cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
	corrective maintenance.					
6.4.B	Inspect tail rotor control push-pull tubes for chafing, corrosion and security; bearings for binding or excessive wear.					
6.4.C	Inspect tail rotor control tubes located under engine for security, condition or binding.					
6.5	Inspect vertical stabilizer, tail skid, tail light and support and antenna leads for damage and security.					
6.6	Inspect ballast installation for security and condition.					
6.7	Inspect tail rotor controls for damage and security of attachment bolts.					
	NOTE Suspected crack will be confirmed by penetrant inspection.					
6.8	Inspect tail rotor gearbox for security, oil level and vent for obstruction. Inspect sight glass for damage or stains that might give a false indication of oil level. Inspect tail rotor gearbox casing and support rivets for cracks, damage or evidence of working rivets.					
6.9	Inspect tail rotor hub and blade assembly for security and damage. Check blades for cleanliness.					
	WARNING Tail rotor blades P/N 206-010-750 are not authorized for use.					

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Section VI	Tail Boom Area (cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
	condition or bearings and security.					
6.9.B	Inspect tail rotor pitch links for corrosion and security; bearings for binding or excessive wear.					
6.9.C	Inspect tail rotor pitch horn for damage and security, pitch horn link stud for security and bearing for smooth operation.					
6.9.D	Inspect non-rotating control linkage at tail rotor gearbox for damage and security; bearings for binding or worn condition; control tube and bushing for alignment of vent holes.					
6.9.E	Inspect pitch change tube (exposed portion) for damage, corrosion and security; boot for cuts, tears and security.					
6.9.F	Inspect pitch change tube (exposed portion) for damage, corrosion and security; boots for cuts, tears and security.					
6.10	Inspect all self-locking nuts on the hub and blade assembly for cracks and security.					

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Section VI	Tail Boom Area (cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
6.11	Following check not required after compliance with MWO 55-1520-228-50-25. Inspect tail rotor blades for cracks on both sides in the area approximately 7 inches outboard from the butt end and 1.5 inches aft of the leading edge.					
	WARNING If cracks are revealed blade must be removed prior to further flight.					
	NOTE Tail rotor Blades SN# TLL-8000 and below require 10 power magnification for this check and careful inspection for corrosion and deterioration of clear coating on the areas left clear for this inspection.					
6.12	Inspect tail rotor blade tip blocks for cracks, debonding and loose, missing or corroded rivets.					
6.12.A	Inspect tail rotor blade bearings for binding and excessive wear.					
SECTION VII	AFT FAIRING AND OIL COOLER AREA (LEFT SIDE)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
7.1	Inspect engine oil tank for damage, access door for security.					

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Section VII	Aft Firing and Oil Cooler Area (Left Side) (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
	Inspect oil cooler blower, ducts and driveshaft for damage, cracks and foreign material.					
	Inspect aft firing assembly for damage.					
Section VIII	AVIONICS AND AFT FUSELAGE AREA (LEFT SIDE)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
8.1	Inspect avionics compartment for security of items and door for condition and operation.					
8.2	Inspect antennas for damage, debonding and security.					
8.3	Check battery for leakage and security. Check foam pad for condition and security.					
8.4	Inspect external power receptacle for condition and security.					
8.5	Inspect fuselage for signs of damage, cracks and general condition.					
8.6	Check lower anti-collision light for condition and security.					
8.7	Inspect voltage regulator and associated components for condition and security. Inspect wiring for chafing, condition, security, and proper connection. Inspect terminals for security and corrosion.					
8.8	Check lead acid battery electrolyte for proper level. Check vent tube for obstructions and condition.					
8.9	Check nickel cadmium (nicad) battery in					

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accordance with manufacturer's instructions.						
Section IX	ENGINE AREA (LEFT SIDE)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
	Inspect engine cowling and fairing for damage, security and condition of fasteners.					
	Inspect engine mounts and fittings for cracks and security.					
	Check airframe mounted fuel filter for leaks and security.					
	Inspect engine accessories and connections for damage and security.					
	Check linear actuator, linkage and electrical lead for condition and security.					
	Inspect exhaust stack and clamps for condition, corrosion and cracks and engine combustion chamber housing, turbine support and exhaust ducts for cracks, dents, burned or buckled areas.					
	Check drain valve for leakage, security and evidence of contact with driveshaft.					
	Check fuel nozzle and lines for leaks, condition and security.					
	Inspect forward tail rotor driveshaft for corrosion, freedom of movement on the splined adapters and cleanliness.					
	Inspect particle separator for damage.					
	Inspect engine air inlet air bellmouth for damage, obstructions and plenum area for loose or foreign objects.					
	Inspect engine compressor inlet guide vanes for excessive erosion and risks.					

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Section IX	Engine Area (Left Side) (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
	Inspect engine mounts and engine mount fittings for cracks, damage and security.					
	Inspect airframe mounted fuel filter for condition, leaks and security. Check for element time change (300 hrs.) Using 0.020 inch wire, pass wire through the outlet bleed port to check for clogging. Replace with new filter element.					
	Inspect N2 bellcrank for damage, condition of bearings and security.					
	Inspect power control cable assembly for wear, binding and security.					
	Inspect rigid connecting links and bellcrank for corrosion, cracks and security; bearings for binding or excessive wear.					
	Inspect fuel control (N1) lever bolt hole for elongation, upper bolt holes on rigid connecting link (that connects to fuel control lever) for elongation. Inspect bolt on fuel control lever and on fuel control bellcrank to engine deck bracket for fretting, corrosion and wear.					
	Inspect exhaust collector support for cracks.					
	Inspect engine combustion chamber housing, turbine support assembly and exhaust ducts for cracks, dents, burned or buckled areas.					
	Igniter plug removed, checked and cleaned.					
NOTE						

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Do not remove igniter plug while fuel nozzle is removed.

Section IX	Engine Area (Left Side) (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
	Inspect turbine outlet temperature thermocouple for chafing, worn insulation and security.					
	Turbine outlet temperature system checked using Barfield Model TT1000A or equivalent.					
	Inspect exhaust clamps as follows: a. Remove both right and left-hand exhaust stack clamps, by removing nuts on "T" bolts. b. Inspect both sides of each clamp for any evidence of cracking around rivets, particularly at the gaps between the V band sections.					
NOTE Cracks will begin at the edge of the rivet and run radially to the edge of the next rivet. Look for cracks or corrosion tracks that indicate an imminent crack. Any clamp that displays evidence of cracking shall be condemned and replaced. Clamps that exhibit surface corrosion only, may be reinstalled on exhaust stacks after clean-up.						
	Inspect engine cowl assembly for cracks, punctures and loose or missing fasteners; latches for proper operation.					
	Inspect aft fairing assembly for cracks, punctures					

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or loose or missing fasteners.

Section X	Engine Area (Left Side) (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
	Inspect drive coupling disc assemblies for distortion, cracks and security.					
	Inspect boot for damage and security.					
	Inspect forward transmission housing for cracks, punctures and missing or stripped fasteners.					
	Inspect transmission cowling doors for cracks, dents and alignment; hinges and fasteners for wear and proper operation.					

SECTION X	TRANSMISSION AND PYLON AREA	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.1	Inspect main rotor hub assembly for linkage, damage, security and proper oil level.					
10.1.A	Inspect sight glass for damage and status, which might give false oil level indication on oil filled head.					
10.2	Check pillow blocks for condition and security of mounting hardware and slippage marks.					
	CAUTION If slippage has occurred, replace hardware.					
10.3	Inspect static stops for damage and security.					
10.3.A	Inspect main rotor pitch horns for corrosion, cracks and security; trunnion bearings for binding or excessive wear.					

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Section X	Transmission and Pylon Area (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.4	Inspect main rotor yoke assembly for cracks and evidence of corrosion between the pillow block bases and the lower flange on inboard surfaces. Wipe clean the yoke web section and outer surfaces.					
	NOTE If inspection by flashlight reveals indication of a crack, validate by fluorescent penetrant. If crack is confirmed remove hub assembly for evaluation.					
	Inspect main rotor pillow block retention bolts and nuts for security. Replace nuts and bolts if slippage marks have moved. If slippage has not occurred, retorque nuts to proper torque limits IAW Arrow Falcon Exporters Inc., Instructions for Continued Airworthiness Report AF5122.					
	Inspect main rotor blades for cleanliness, damage, condition, corrosion and security. Check for condition of protective coating.					
	Inspect main rotor blades for corrosion, specifically in the area of the inertia weight retention screw holes; tip cap fairing for condition and security.					
	Inspect visible areas of the mast for damage.					
	NOTE Assess swashplate is level for inspection of outer ring and pinion bearings for main rotor push-pull					

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Section X	Transmission and Pylon Area (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.6.A	Inspect swashplate as follows: TM55-1520-228-23, Para. 5-155/156					
	a. Disconnect main rotor pitch links and idler (drive) link from outer ring and boot from outer cap. Inspect main rotor pitch links with a three-power magnifying glass for damage, corrosion and cracks (pay particular attention to swaged ends at jamnut or insert facing surface, and evidence of wear in pitch horn trunnion bearings).					
	b. Inspect swashplate sleeve pivot bearing slot side walls and Teflon sleeve and bolts assembly for condition and security.					
	c. Rotate outer ring checking duplex bearings for condition. Bearings must be smooth with no evidence of roughness, binding or looseness.					
	d. Inspect boot for evidence of deterioration.					
	e. Clean swashplate and purge lubricate duplex bearings.					
	f. Connect and secure boot, idler (drive)					

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Section X	Transmission and Pylon Area (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.6.B	Inspect swashplate uniball for specified friction.					
10.6.C	Inspect swashplate and collar set linkage for axial, radial and accumulative wear. Inspect bushings for cracks and damage. Refer to TM55-1520-228-23, Para. 5-164.					
10.6.D	Check swashplate duplex bearing for smoothness by disconnecting idler link and rotor pitch link (do not allow rotor blades and grips to rotate on the yoke), free lower end of boot, and rotate outer ring in both directions.					
10.7	Inspect swashplate, lever and sleeve, and connecting linkage for security and damage. Check swashplate support base drain holes are open and free of foreign matter. Inspect swashplate support for evidence of damage.					
10.7.A	Inspect main rotor system flight control bolts.					
10.8	Check cyclic and collective control linkage for security and condition. Check security of attachment bolts by attempting to turn nuts with fingers.					
	CAUTION Do not remove cotter pin					
10.8.A	Inspect collective lever (at transmission) for cracks, corrosion and security; bearings for binding or excessive wear.					
10.9	Inspect flight control bellcranks for damage, condition of bearings for security.					

Section X	Transmission and Pylon Area (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.9	Inspect main rotor pitch links for damage and security of attachment tubes for corrosion and cracks. NOTE: Pay particular attention to swaged ends at the jam nut.					
10.10	Inspect hydraulic system components and lines for security, chaffing, leaks, damage and reservoir for oil level. Check collective actuator bellcrank cover for missing rubber flipper or bond failure. Check for proper security of reservoir cap and pin assembly.					
10.11	Inspect hydraulic filter element for indication of filter by pass.					
10.12	Check power turbine governor (N2) linkage for freedom of operation, condition and security.					
10.12	Inspect N2 push-pull rod for damage, binding, worn bearings and security.					
10.13	Check hydraulic pump, rotor tech generator for condition and security. Inspect mounting flanges for cracks.					

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Section X	Transmission and Pylon Area (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.13.A	Inspect hydraulic servo actuator support assembly for cracks, corrosion, security and damage. Inspect hydraulic actuator support as follows: a. Using a five-power magnifying glass, visually inspect the two forward webs of the support assembly for cracks. All cracks reported in the support assembly have originated in the top edge of the forward web. b. If a crack is found, remove and replace the support assembly. Notify Arrow Falcon Exporters Inc. concerning any assembly found cracked. Arrow Falcon Exporters Inc. 2081 S. Wildcat Way Porterville, California 93257					
10.1	Inspect hydraulic system servo actuators for excessive leakage and security.					
10.1	Inspect exposed portion of hydraulic piston rods wiped clean and lightly lubricated using a soft cloth moistened with preservative hydraulic fluid.					
10.13	Inspect cyclic and collective actuator head link pivot bolts for freedom of rotation and security. Inspect actuators and flexible lines for leakage and					

Section X	Transmission and Pylon Area (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.1	Inspect transmission oil cooler ducting, filter head and filter for damage, condition and security.					
10.1	Inspect pylon isolation mount, cover, drag pin assembly and cabin roof for damage and condition.					
10.1	Inspect restraint and mount spherical bearings for excessive axial and radial wear, obvious damage and security.					
10.1	Visually inspect clevis area and mount for cracks or other damage. Inspect entire area for loose, broken or missing hardware.					
10.1	Check area under drag pin for oil or water. Inspect transmission deck area for dents, cracks, holes and overall condition.					
10.1	Inspect pylon support links for cracks, condition and security of hardware.					
10.1	Inspect main transmission case assembly and all electrical connections for damage, condition and security. Check transmission fluid level and service if required. Inspect sight glass for condition and leakage.					
10.1	Inspect particle separator intake and swirl tubes for damage and security.					
10.1	Check security of engine cleaning tube and cap assembly.					
10.1	Inspect cowling and cabin roof mounted antennas and connections for serviceability and security.					
10.1	Inspect fuel filter for leaks and security of attachment.					

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Section X	Transmission and Pylon Area (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
10.24	Wipe up oil spillage and clean area using cloth dampened with dry cleaning solvent. Wipe dry with clean cloth. Visually examine clevis area and mount for cracks, nicks, scratches and loose or missing screws, bolts and cotter pins.					
10.1	Inspect drag pin assembly on transmission for proper engagement with static stop on cabin roof. Check damage and foreign objects in well of static stop and spherical bearing for wear.					
10.1	Inspect transmission deck area for dents, cracks, holes and overall condition.					
10.1	Inspect firewalls for cracks, distortion and missing rivets.					
10.1	Inspect pylon support links for cracks, condition (visual) and security of hardware.					
10.1	Inspect transmission input quill seal for leakage.					
10.1	Inspect electrical wiring for damage, security and correct mounting.					

Section X	CABIN AND LANDING GEAR AREA (LEFT SIDE)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
11.1	Inspect landing gear for condition of skid tubes, cross tubes attachment fittings and skid shoes for damage or evidence of hard landing and security.					
11.1	Inspect landing gear strap assemblies for wear, cracks, alignment and security.					
11.1	Check crew and cabin doors for positive latching and operation, vents and hinges for operation and					

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Section XI	security.	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
	Cabin and Landing Gear Area (Left Side)					
11.3	Inspect seats for damage and security. Inspect cushions for cleanliness and proper installation. Inspect armor plates for cracks, delamination and security if installed.					
11	Check crew and cabin door jettison handles for proper operation and safeties.					
11	Inspect pilot/copilot seat frames for cracks, distortion, and security. Seat and seat back covers for tears and other damage. Installation must be legible, correct and within limits.					
11	Remove fuel cell access panel, check fuel cell for debris, water or contamination.					
11	Inspect structure for debonding, loose rivets and damage.					

SECTION XII	LUBRICATION (ALL AREAS)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
12.1	Service in accordance with TM 55-1520-228-23, applicable to daily and 25 hour requirements.					

SECTION XIII	ELECTRICAL POWER ON	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
13.1	Check pilot heater for proper operation.					
13.2	Check all panel mounted warning, caution and segmented panel lights illuminate properly.					

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Section XIII	Electrical Power On (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
13.3	Check operation of all cockpit and cabin lighting.					
	WARNING: Assure defog blower motors are free of debris prior to checking operation.					
13.4	Operate defogging blower motors for a minimum of 15 seconds for proper function check.					
13.5	Operate all exterior lights and check for illumination. Check all switches and circuit breakers for proper operation.					
13.6	Check airframe fuel filter bypass warning system for proper operation.					

SECTION XIV	AVIONICS	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
14.1	Perform avionics inspections and check, and/or test avionics in accordance with manufacturer's instructions.					
14.2	Check communications radio units for condition and security.					
14.3	Check radio equipment for cleanliness from dust and foreign material.					
14.4	Check weapon meter for security during run up.					

SECTION XV	POWER OFF	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
15.1	Check all fixed equipment is secured and properly					

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15.2	Check all tools, rags, and foreign objects are removed from aircraft.					
15.3	Power Off (Cont.)	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
15.3	Check all inspection doors and access panels are properly closed or installed.					
SECTION XV	POST MAINTENANCE CHECK	25 Hrs	50 Hrs	100 Hrs	Annual	Comments
16.	Perform maintenance check in accordance with TM55-1520-228MTP					