

## Bell Helicopter 407 Airframe Event 5 Inspection

### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

**All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.**

| <i>Initials</i> | <i>Signature</i> | <i>Certificate Type and Number</i> |
|-----------------|------------------|------------------------------------|
| BD              |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |

### FINAL REVIEW

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 12/28/12 N# 445 MT S/N 53959 TT 952.5  
 Signature  Certificate Number

**Helicopter Assy. Mfg**

Ident #: 4874 Reference: CSSD-PSE-87-001

Perform corrosion inspection for the areas inspected in accordance with the Corrosion Control Guide.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Placards and Marking**

Ident #: 4805 Reference: Chapter 11

Examine the placards, decals, and markings in the cabin interior. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Placards and Marking**

Ident #: 4836 Reference: Chapter 11

Examine the placards, decals, and markings on the forward fuselage. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Air Conditioning, Distribution**

Ident #: 4846 Reference: Chapter 21

Examine the ventilation system for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Battery**

Ident #: 4856 Reference: Chapter 96

Examine the battery compartment for condition and security. Examine the vent line. Do an operational test of the battery temperature sensing system. Install a serviceable battery. Examine the Auxiliary Power Unit (APU) receptacle for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4845 Reference: Chapter 25

Examine the seat cushions, seat back, and interior trim for condition and security. Examine the restraints for condition, security, and correct operation.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Port Fire Bottle**

Ident #: 4848 Reference: Chapter 26

Examine the fire extinguisher and the quick-release for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Fuel Select/Shutoff Valve**

Ident #: 4847 Reference:

Make sure the fuel valve switch guard operates correctly.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Pitot/Static Anti Ice**

Ident #: 4849 Reference: Chapter 96

Examine the heating system of the pitot and static ports for correct operation.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Instrument Panel System**

Ident #: 4844 Reference: BHT-407-FM-1

Inspect instruments for condition and security. Inspect for correct markings.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Navigational Data System, General**

Ident #: 4858 Reference: Chapter 97

Examine the antenna(s) on the forward fuselage for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Pitot System**

Ident #: 4857 Reference: Chapter 95

Examine the pitot and the static ports for condition and security. Examine the components as follows:

- a. the pitot tube for discoloration and visible obstruction.
- b. drain the moisture from the pitot and from the static piping installation.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Fuselage Structure Section**

Ident #: 4843 Reference:

Examine the cabin floor for condition.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Fuselage Structure Section**

Ident #: 4855 Reference: Chapters 52 and 53

Examine the forward fuselage for condition and security. Examine the components as follows:

- a. the doors, door hinges and latches.
- b. the battery door.
- c. any fluid leaks.
- d. the windows.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Rotorcraft Flight Control System, General**

Ident #: 4851 Reference: Chapter 67

Examine the cyclic and the collective control sticks and pedals for condition and security. Examine the directional control pedals for correct operation.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Rotorcraft Flight Control System, General**

Ident #: 4852 Reference: Chapter 67

Examine components of airspeed-actuated pedal stop for condition, security and correct operation. Examine components that follow:

- a. solenoid.
- b. cam.
- c. release cable.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Rotorcraft Flight Control System, General**

Ident #: 4853 Reference: Chapter 67

Make sure there is a minimum of friction on the components that follow:

- a. the cyclic.
- b. the collective.
- c. the directional control.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Rotorcraft Flight Control System, General**

Ident #: 4854 Reference: Chapter 96

Perform operational check of airspeed-actuated pedal stop system.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Controls System, General**

Ident #: 4850 Reference: Chapter 76

Make sure the Full Authority Digital Engine Control (FADEC) / Engine Control Unit (ECU) maintenance light system operates correctly.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Final Page**

## Bell Helicopter 407 Engine Event 5 Inspection

### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

**All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.**

| <i>Initials</i> | <i>Signature</i> | <i>Certificate Type and Number</i> |
|-----------------|------------------|------------------------------------|
| BD              |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |

**FINAL REVIEW**

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 12/28/12 N# 445 MT S/N 53959 TT 952.5

Signature [Redacted] Certificate Number [Redacted]

**Engine Mounting System**

Ident #: 4903 Reference:

Inspect the engine mounts for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Fireseals System**

Ident #: 4906 Reference: 72-50-00, para 5.J.

Inspect the horizontal and vertical firewall shields for cracks.

NOTE: CONTINUED SHEET METAL OR TUBE CRACKING MAY BE AN INDICATION OF EXCESSIVE ENGINE, ENGINE ACCESSORY, OR AIRFRAME VIBRATION.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Systems**

Ident #: 4898 Reference:

Inspect the engine for obvious loose bolts, broken or loose connections, security of mounting accessories, and broken or missing safeties. Check accessible areas for obvious damage and evidence of fuel and oil leakage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Systems**

Ident #: 4901 Reference:

Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Turbine Engine Comp/Fan Section**

Ident #: 4899 Reference: 72-30-00, para 4.B.

Inspect the compressor impeller leading edges for damage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Turbine Engine Comp/Fan Section**

Ident #: 4900 Reference: 72-30-00, para 5.B.

Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Turbine Engine Comp/Fan Section**

Ident #: 4904 Reference:

Inspect compressor scroll for cracks. Pay particular attention to welded areas.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Fuel System**

Ident #: 4902 Reference:

Inspect the engine fuel system for evidence of leakage. Check condition and security of fittings and tubing. Check HMU lever for freedom of operation and full travel. Check condition and security of all linkages.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Ignition System**

Ident #: 4907 Reference: 74-20-02, para 2.

Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Ignitor/Spark Plug**

Ident #: 4908 Reference: 74-20-01, para 2.B.

Perform operational check of igniters.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Air Anti Ice System**

Ident #: 4905 Reference:

Inspect the anti-icing valve and solenoid valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Exhaust System, General**

Ident #: 4909 Reference: 72-00-00, Table 603, Item 4

Without disassembly, visually inspect turbine and exhaust collector supports and the air tubes for cracks, buckling and general condition.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Controls System, General**

Ident #: 4988 Reference:

Download ECU using EMC-35A Maintenance Terminal program. Check Engine History Data for faults. Check Fault History for Accumulated and Time Stamped faults. Address any faults found as necessary. Clear faults after maintenance action has been completed. Print out the data from each screen and file for future reference.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Final Page**

## Bell Helicopter 407 Airframe Event 4 Inspection

### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

**All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.**

| <i>Initials</i> | <i>Signature</i> | <i>Certificate Type and Number</i> |
|-----------------|------------------|------------------------------------|
| <i>JM</i>       |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |

### FINAL REVIEW

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 11.16.2012 N# 445MT S/N 53959 TT 914.4  
 Signature [Redacted] Certificate Number [Redacted]



**Helicopter Assy. Mfg**

Ident #: 4873 Reference: CSSD-PSE-87-001

Perform corrosion inspection for the areas inspected in accordance with the Corrosion Control Guide.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Placards and Marking**

Ident #: 4804 Reference: Chapter 11

Examine the placards, decals, and markings on the aft top deck. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Placards and Marking**

Ident #: 4835 Reference: Chapter 11

Examine the placards, decals, and markings on the tailboom assembly. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Boom Structure Section**

Ident #: 4839 Reference: Chapter 53

CAUTION: ANY CRACK, CORROSION, OR LOOSE OR SHEARED RIVET IS CAUSE FOR IMMEDIATE GROUNDING OF THE HELICOPTER UNTIL THE PROBLEM IS CORRECTED.

Examine the tailboom assembly for condition and security. Examine the components as follows:

- a. the tailboom skins for chafing damage or cracks from the tail rotor driveshaft covers and the tail rotor gearbox covers.
- b. the tailboom skins at the horizontal stabilizer for cracks, loose rivets and fasteners.
- c. the horizontal stabilizer.
- d. the auxiliary fins.
- e. the vertical fin.
- f. the tail rotor gearbox support where it attaches to tailboom and at the attachment of the tail rotor gearbox.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Body/Boom Fairing Section**

Ident #: 4832 Reference: Chapter 53

Examine the aft fairing for condition. Examine the aft top deck for condition, leaks and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Body/Boom Fairing Section**

Ident #: 4838 Reference: Chapter 53

Examine the tail rotor driveshaft cover and the gearbox cowling for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Tail Rotor Shaft System**

Ident #: 4834 Reference: Chapter 65

Examine the aft short shaft for condition and security. Inspect for loose and working rivets. Examine the disc pack couplings for condition.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Tail Rotor Shaft System**

Ident #: 4840 Reference: Chapter 65

Examine the tail rotor driveshaft for condition and security. Examine the components as follows:

- a. the bearings and the hangers.
- b. the disc pack couplings.
- c. the driveshaft tube assemblies.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Tail Rotor Transmission Section**

Ident #: 4841 Reference: Chapters 65 and 96

Examine the tail rotor gearbox for condition, leaks, and security. Examine the chip detector of the tail rotor gearbox for metal particles. Examine the electrical circuit of the chip detector for continuity.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Tail Rotor Control System**

Ident #: 4842 Reference: Chapter 67

Examine the tail rotor pitch control mechanism for condition and security. Examine the components as follows:

- a. the boot.
- b. the pitch links.
- c. the crosshead sliding seal.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Engine Oil Cooler**

Ident #: 4833 Reference: Chapters 63, 65, 79 and 96

Examine the engine/transmission oil cooling system for condition, leaks, and security. Examine the components as follows:

- a. the fluid flexible and rigid lines.
- b. the electrical harness.
- c. the oil tank and cooler.
- d. the oil cooler blower assembly.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Final Page**

## Bell Helicopter 407 Engine Event 4 Inspection

### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

**All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.**

| <i>Initials</i> | <i>Signature</i> | <i>Certificate Type and Number</i> |
|-----------------|------------------|------------------------------------|
| <i>TM</i>       |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |

### FINAL REVIEW

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 11.16.2012 N# 445 MT S/N 53959 TT 914.4  
 Signature  Certificate Number

**Engine Mounting System**

Ident #: 4903 Reference:

Inspect the engine mounts for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

|                   |
|-------------------|
| Insp ID<br><br>TM |
|-------------------|

**Engine Fireseals System**

Ident #: 4906 Reference: 72-50-00, para 5.J.

Inspect the horizontal and vertical firewall shields for cracks.

NOTE: CONTINUED SHEET METAL OR TUBE CRACKING MAY BE AN INDICATION OF EXCESSIVE ENGINE, ENGINE ACCESSORY, OR AIRFRAME VIBRATION.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

|                   |
|-------------------|
| Insp ID<br><br>TM |
|-------------------|

**Engine Systems**

Ident #: 4898 Reference:

Inspect the engine for obvious loose bolts, broken or loose connections, security of mounting accessories, and broken or missing safeties. Check accessible areas for obvious damage and evidence of fuel and oil leakage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

|                   |
|-------------------|
| Insp ID<br><br>TM |
|-------------------|

**Engine Systems**

Ident #: 4901 Reference:

Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

|                   |
|-------------------|
| Insp ID<br><br>TM |
|-------------------|

**Turbine Engine Comp/Fan Section**

Ident #: 4899 Reference: 72-30-00, para 4.B.

Inspect the compressor impeller leading edges for damage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

|                   |
|-------------------|
| Insp ID<br><br>TM |
|-------------------|

**Turbine Engine Comp/Fan Section**

Ident #: 4900 Reference: 72-30-00, para 5.B.

Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

|                   |
|-------------------|
| Insp ID<br><br>TM |
|-------------------|

**Turbine Engine Comp/Fan Section**

Ident #: 4904 Reference:

Inspect compressor scroll for cracks. Pay particular attention to welded areas.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

|                   |
|-------------------|
| Insp ID<br><br>TM |
|-------------------|

**Engine Fuel System**

Ident #: 4902 Reference:

Inspect the engine fuel system for evidence of leakage. Check condition and security of fittings and tubing. Check HMU lever for freedom of operation and full travel. Check condition and security of all linkages.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

|                   |
|-------------------|
| Insp ID<br><br>TM |
|-------------------|

**Engine Ignition System**

Ident #: 4907 Reference: 74-20-02, para 2.

Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Ignitor/Spark Plug**

Ident #: 4908 Reference: 74-20-01, para 2.B.

Perform operational check of igniters.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Engine Air Anti Ice System**

Ident #: 4905 Reference:

Inspect the anti-icing valve and solenoid valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Engine Exhaust System, General**

Ident #: 4909 Reference: 72-00-00, Table 603, Item 4

Without disassembly, visually inspect turbine and exhaust collector supports and the air tubes for cracks, buckling and general condition.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Engine Controls System, General**

Ident #: 4988 Reference:

Download ECU using EMC-35A Maintenance Terminal program. Check Engine History Data for faults. Check Fault History for Accumulated and Time Stamped faults. Address any faults found as necessary. Clear faults after maintenance action has been completed. Print out the data from each screen and file for future reference.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Final Page**

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS  
FLITESTEP® / FLOATSTEP™ KITS

**Inspection Record**

Work Order Number: LB 39797  
Registration Number: N445MT  
Serial Number: 53959  
Total Time: 880.3  
Date: 10.17.2012

Inspect the Flitestep® / Floatstep™ Kit for the following conditions in accordance with Section 3.2, 300 Hour / Annual Inspection.

- 1. Inspect the Step Brackets, Clamp Brackets, and Step Assemblies for nicks, scratches, dents, corrosion, or cracks.

TM

**NOTE**

Particular care should be taken to inspect in the areas of the bolts and screws, in the Step Assemblies and Brackets.

**NOTE**

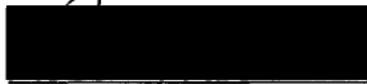
The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), 2) pits in aluminum or steel surfaces, 3) blisters, bulging or flaking of protective coatings.

- 2. Remove safety wire and check the torque values on the attaching fasteners per Table 2. Re-torque fasteners as required. Install new safety wire (.032 diameter) as shown in Figure 6.
- 3. Replace Egress Tool batteries.

TM

TM

Signature



A & P No.



Signature

\_\_\_\_\_

Inspector

\_\_\_\_\_

## Bell Helicopter 407 Airframe Optional Equipment 300 Hour Inspection

### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

**All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.**

| <i>Initials</i> | <i>Signature</i> | <i>Certificate Type and Number</i> |
|-----------------|------------------|------------------------------------|
| <i>JM</i>       |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |

### FINAL REVIEW

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 10.11.2012 N# 445 MT S/N 53959 TT 878.8  
 Signature  Certificate Number

**Landing Gear, General**

Ident #: 4897 Reference: Chapter 32

Examine the crosstube fairings for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

|                   |
|-------------------|
| Insp ID<br><br>TM |
|-------------------|

**Main Rotor Blade System**

Ident #: 4893 Reference: Chapter 62

Examine the expandable blade bolts for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

|                   |
|-------------------|
| Insp ID<br><br>TM |
|-------------------|

**Rotor Brake System**

Ident #: 4894 Reference: Chapter 63

Examine the rotor brake assembly for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

|                   |
|-------------------|
| Insp ID<br><br>TM |
|-------------------|

**Rotorcraft Flight Control System, General**

Ident #: 4895 Reference: Chapter 67

Examine the dual controls for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why Not Installed

|                   |
|-------------------|
| Insp ID<br><br>TM |
|-------------------|

**Engine Air Intake System**

Ident #: 4892 Reference: Chapter 71

Examine the particle separator for condition and security

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

|                   |
|-------------------|
| Insp ID<br><br>TM |
|-------------------|

**Engine Air Intake System**

Ident #: 4896 Reference: Chapter 71

Examine the snow deflector baffles for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why Not Installed

|                   |
|-------------------|
| Insp ID<br><br>TM |
|-------------------|

**Final Page**



### Bell Helicopter 407 Airframe Event 3 Inspection

#### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

**All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.**

| <i>Initials</i> | <i>Signature</i> | <i>Certificate Type and Number</i> |
|-----------------|------------------|------------------------------------|
| BO              | [REDACTED]       | [REDACTED]                         |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |

#### FINAL REVIEW

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 10/09/12 N# 445MT S/N 53959 TT 874.9  
Signature [REDACTED] Certificate Number [REDACTED]

**Helicopter Assy. Mfg**

Ident #: 4872 Reference: CSSD-PSE-87-001

Perform corrosion inspection for the areas inspected in accordance with the Corrosion Control Guide.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Placards and Marking**

Ident #: 4803 Reference: Chapter 11

Examine the placards, decals, and markings in the power plant area. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Starter/Generator**

Ident #: 4831 Reference: Chapter 71

Remove and examine the starter-generator for condition. Examine the components as follows:

- a. the brushes.
- b. the commutator.
- c. the drive spline for cracks, rounding, stripping, or uneven wear.

Examine the duct and the clamp for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Main Rotor Drive System**

Ident #: 4830 Reference: Chapters 63 and 96

Examine the freewheel assembly for condition, leaks, and security. Examine the freewheel chip detector for metal particles. Examine the electrical circuit of the chip detectors for continuity.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine to Transmission Coupling System**

Ident #: 4828 Reference: Chapter 63

Examine the engine to transmission driveshaft for condition and security. Examine the components as follows:

- a. the driveshaft for corrosion, surface damage and cracked spring.
- b. the flexframe and bolts for condition and signs of slippage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Tail Rotor Shaft System**

Ident #: 4829 Reference: Chapter 65

Examine the forward short shaft for condition and security. Examine the disc pack couplings for cracks and gaps.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Cowl System**

Ident #: 4821 Reference: Chapter 53

Examine the engine cowling and the doors for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Fireseals System**

Ident #: 4823 Reference: Chapter 53

Examine the firewalls for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Fluid Drains**

Ident #: 4824 Reference: Chapter 53

Examine the engine pan drains. Make sure that they are not clogged.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Systems**

Ident #: 4822 Reference: Chapter 71

Examine the engine for condition, leaks, and security. Examine the components as follows:

- a. the fluid flexible and rigid lines.
- b. the electrical harness.
- c. the engine mounts, fittings, and legs.
- d. the exhaust stack.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Fuel Control System**

Ident #: 4825 Reference: Chapter 76

Examine the engine controls for condition, correct operation, and security. Examine the components as follows:

- a. the Hydro Mechanical Unit (HMU) "FULL OFF" and "FULL ON" stops.
- b. the linkage for any looseness.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Chip Detector**

Ident #: 4826 Reference: Chapter 96

Examine the engine chip detectors for metal particles. Examine the electrical circuit of the chip detectors for continuity.

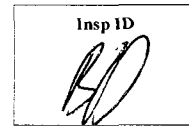
Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**EGT/TIT/T4/TOT Indicating System**

Ident #: 4827    Reference: Chapter 95

Do an operational test of the measured gas temperature (MGT) system.



Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

***Final Page***

## Bell Helicopter 407 Engine Event 3 Inspection

### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

**All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.**

| <i>Initials</i> | <i>Signature</i> | <i>Certificate Type and Number</i> |
|-----------------|------------------|------------------------------------|
| BO              |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |

### FINAL REVIEW

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 10/09/12 N# 445 MT S/N 53959 TT 874.9  
 Signature [Redacted] Certificate Number [Redacted]

**Engine Mounting System**

Ident #: 4903 Reference:

Inspect the engine mounts for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Fireseals System**

Ident #: 4906 Reference: 72-50-00, para 5.J.

Inspect the horizontal and vertical firewall shields for cracks.

NOTE: CONTINUED SHEET METAL OR TUBE CRACKING MAY BE AN INDICATION OF EXCESSIVE ENGINE, ENGINE ACCESSORY, OR AIRFRAME VIBRATION.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Systems**

Ident #: 4898 Reference:

Inspect the engine for obvious loose bolts, broken or loose connections, security of mounting accessories, and broken or missing safeties. Check accessible areas for obvious damage and evidence of fuel and oil leakage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Systems**

Ident #: 4901 Reference:

Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Turbine Engine Comp/Fan Section**

Ident #: 4899 Reference: 72-30-00, para 4.B.

Inspect the compressor impeller leading edges for damage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Turbine Engine Comp/Fan Section**

Ident #: 4900 Reference: 72-30-00, para 5.B.

Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Turbine Engine Comp/Fan Section**

Ident #: 4904 Reference:

Inspect compressor scroll for cracks. Pay particular attention to welded areas.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Fuel System**

Ident #: 4902 Reference:

Inspect the engine fuel system for evidence of leakage. Check condition and security of fittings and tubing. Check HMU lever for freedom of operation and full travel. Check condition and security of all linkages.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Ignition System**

Ident #: 4907 Reference: 74-20-02, para 2.

Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Ignitor/Spark Plug**

Ident #: 4908 Reference: 74-20-01, para 2.B.

Perform operational check of igniters.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Air Anti Ice System**

Ident #: 4905 Reference:

Inspect the anti-icing valve and solenoid valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Exhaust System, General**

Ident #: 4909 Reference: 72-00-00, Table 603, Item 4

Without disassembly, visually inspect turbine and exhaust collector supports and the air tubes for cracks, buckling and general condition.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Turbine Engine Burner Section**

Ident #: 4910 Reference: 72-40-00, para 3.

Inspect and clean the combustion drain valves.

NOTE: Assure the airframe overboard drain lines are clear. Refer to airframe manual for procedures.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Filter**

Ident #: 4912 Reference: 72-60-00, para 1.C., 72-00-00, para 8.C., 72-50-00, para 5.E., 5.F

Remove, inspect, clean and reinstall the oil filter.

NOTE: If excessive carbon is found in the filter, inspect the scavenge and pressure oil system.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Fuel Injector Nozzle**

Ident #: 4914 Reference: 73-10-03

Clean and inspect the fuel nozzle.

NOTE: Install fuel nozzle with proper number of spacers.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Controls System, General**

Ident #: 4988 Reference:

Download ECU using EMC-35A Maintenance Terminal program. Check Engine History Data for faults. Check Fault History for Accumulated and Time Stamped faults. Address any faults found as necessary. Clear faults after maintenance action has been completed. Print out the data from each screen and file for future reference.

Insp ID  
BD

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

**Engine Chip Detector**

Ident #: 4911 Reference: 72-60-00, para 4.B.

Remove, clean, operationally test, and reinstall the magnetic drain plugs. Inspect the locking pins and flanged inserts of the quick disconnect chip detectors for wear.

Insp ID  
BD

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

**Engine Oil Distribution System**

Ident #: 4913 Reference: 72-50-00, para 5.E.

Measure and record power turbine support pressure oil nozzle flow from scavenge oil strut. Record and retain flow record.

Flow 6.502

Insp ID  
BD

Compare with previous flow. Any large deviation could indicate carbon buildup.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

**Final Page**



## Bell Helicopter 407 EMS Equipment Inspection

### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

**All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.**

| <i>Initials</i> | <i>Signature</i> | <i>Certificate Type and Number</i> |
|-----------------|------------------|------------------------------------|
| BD              |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |

### FINAL REVIEW

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 10/04/12 N# 445 MT S/N 53959 TT 868.5  
 Signature [Redacted] Certificate Number [Redacted]

**Equipment/Furnishings, General**

Ident #: 4921 Reference:

Inspect medical pouches for condition and functionality.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4922 Reference:

Functionally check all EMS interior lighting.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4923 Reference:

Ensure proper restraint of all EMS oxygen bottles and the protection of all regulators.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4924 Reference:

Inspect isolation curtains for condition and attachment.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4925 Reference:

Inspect medical floor for condition.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4926 Reference:

Inspect all EMS equipment seat belts and inertia reels for fraying and operation.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4927 Reference:

Perform OPS check of EMS oxygen system to include all outlets, shut-off valves and emergency shut-offs.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4928 Reference:

Inspect high pressure EMS oxygen cylinders for hydrostatic test date. NOTE: Notify Records and correct Due List, if required.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4929 Reference:

Inspect EMS oxygen cylinder mounts for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4930 Reference:

Inspect all easily accessible components of the high (1800 P.S.I.) and low (50 P.S.I.) EMS oxygen systems.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4931 Reference:

Inspect easily accessible EMS air system air hose connectors for security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4932 Reference:

Inspect EMS air regulators, if installed for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4933 Reference:

Inspect EMS oxygen and air ground service connectors.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4934 Reference:

Check all the easily accessible EMS oxygen system fittings by pressurizing the system. Turn on all cylinders full open then check pressure content gauges for any pressure loss. NOTE: If any pressure loss occurs, the system must be leak checked with an approved solution. The system must be repaired before any further use.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4935 Reference:

Inspect EMS liquid oxygen mount for wear and proper attachment.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why NO LOX

Insp ID

**Equipment/Furnishings, General**

Ident #: 4936 Reference:

Inspect drain pan, heat exchange, oxygen converter and brackets for proper security and attachment. Inspect the easily accessible components, plumbing, and valves of the liquid oxygen system for security of attachment. Inspect LOX container for dents, chipped paint, and cleanliness. NOTE: Applies to EMS liquid oxygen system only.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why NO LOX

Insp ID

**Equipment/Furnishings, General**

Ident #: 4937 Reference:

Inspect EMS oxygen system for required placards.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4938 Reference:

Ensure that the area where the EMS liquid oxygen converter is installed is properly sealed from existing drain lines, fuel lines and electrical wires.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why NO LOX

Insp ID

**Equipment/Furnishings, General**

Ident #: 4939 Reference:

Inspect all EMS plumbing for cracks, chaffing, dents and proper clamping. Check fittings, connectors and manifolds for stripped or damaged threads. NOTE: Liquid oxygen systems only.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why NO LOX

Insp ID

**Equipment/Furnishings, General**

Ident #: 4940 Reference:

Inspect fill valve, check valve, vent valve, relief valve, evaporation pressure valve, evaporator coil and liquid oxygen container for proper security, mounting, leakage and condition. NOTE: Liquid oxygen systems only.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why NO LOX

Insp ID

**Equipment/Furnishings, General**

Ident #: 4941 Reference:

Test EMS liquid oxygen system as follows: a. Service the liquid oxygen converter until "full" (unit must be removed from aircraft to service). b. Check the quantity gauge for proper indication and condition. c. Check pressure in outlet with pressure gauge (pressure should be 50 P.S.I. at each outlet up to full flow).

Discrepancy Log page/WO \_\_\_\_\_  N/A Why NO LOX

Insp ID

**Equipment/Furnishings, General**

Ident #: 4942 Reference:

Inspect all fastners on medical panels for security and condition.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4943 Reference:

Check all moving EMS equipment for correct functional movement and security of attachment.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4944 Reference:

Clean and lubricate (as required) all moving EMS parts to ease operation and lessen wear.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4945 Reference:

Functionally check litters and litter locks for proper operation.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4946 Reference:

Ensure that all medical mounts are functioning properly.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4947 Reference:

Inspect the mounting and security of the inverter.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4948 Reference:

Function check the inverter and electrical outlets for proper operation.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4949 Reference:

Inspect electrically operated EMS vacuum pump for condition and security of mounting, wiring, and distribution hoses.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4950 Reference:

If installed, inspect for condition, security and function of the EMS vacuum system "on-off" switch and circuit breaker.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4951 Reference:

Inspect the EMS suction canister mounting provisions and quick disconnect outlets for condition and security. Perform operational check on all EMS vacuum outlets.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4952 Reference:

Inspect & perform operational check on all EMS air outlets. Inspect the EMS air quick disconnect outlets for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4953 Reference:

Inspect electrically operated EMS air pump for condition, security of mounting, wiring and distribution hoses.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4954 Reference:

If installed, inspect for condition, security and function of the air system "on-off" switch and circuit breaker.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4955 Reference:

Inspect and drain EMS air filter assembly, if installed.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4956 Reference:

Inspect all easily accessible components of the air system.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4957 Reference:

Inspect all easily accessible components of the vacuum system.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4958 Reference:

Inspect additional EMS equipment and furnishings installed by Form 337 or STC for condition and security of attachment. (IE: Balloon Pump Mounts, Neonate Unit mounts, etc.)

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4959 Reference:

Inspect aircraft for proper placards required by EMS equipment installation documentation.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Equipment/Furnishings, General**

Ident #: 4960 Reference:

Inspect LOX indicating system electrical cable assemblies for abrasions and other physical damage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why NO LOX

Insp ID

**Final Page**

## Bell Helicopter 407 Airframe Event 2 Inspection

### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

**All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.**

| <i>Initials</i> | <i>Signature</i> | <i>Certificate Type and Number</i> |
|-----------------|------------------|------------------------------------|
| BD              |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |

### FINAL REVIEW

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 09/10/12 N# 445MT S/N 53959 TT 832.9  
 Signature  Certificate Number

**Helicopter Assy. Mfg**

Ident #: 4871 Reference: CSSD-PSE-87-001

Perform corrosion inspection for the areas inspected in accordance with the Corrosion Control Guide.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Placards and Marking**

Ident #: 4802 Reference: Chapter 11

Examine the placards, decals, and markings on the forward top deck. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Hydraulic Power System**

Ident #: 4817 Reference: Chapter 29

Examine the hydraulic system for condition, leaks and security. Examine the components as follows:

- a. the hydraulic actuators.
- b. the fluid flexible and rigid lines.
- c. the filter differential pressure indicator button (two places).
- d. the pivot bolts of the pilot valve on the actuators for freedom of rotation.
- e. the reservoir.
- f. the pump.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Fuselage Structure Section**

Ident #: 4814 Reference: Chapter 53

Examine the forward top deck for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Body/Boom Fairing Section**

Ident #: 4812 Reference: Chapter 53

Examine the forward and the transmission cowlings for condition.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD



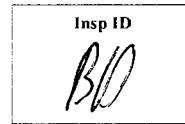
**Main Rotor Transmission System**

Ident #: 4819 Reference: Chapters 63 and 96

Examine the transmission assembly for damage, leaks, and security. Examine the components as follows:

- a. the fluid flexible and rigid lines.
- b. the electrical harness.
- c. the impending bypass valve indicator.
- d. oil pressure system manifold.
- e. the filter manifold.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

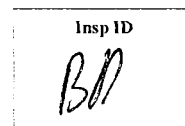


**Main Rotor Transmission Chip Detector**

Ident #: 4820 Reference: Chapters 63 and 96

Examine the transmission lower and upper (mast bearing) chip detectors for metal particles. Examine the electrical circuit of the chip detectors for continuity.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_



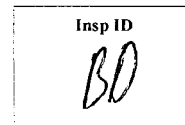
**Main Rotor Transmission Mount System**

Ident #: 4818 Reference: Chapter 63

Examine the pylon assembly for condition and security. Examine the components as follows:

- a. the up-stops.
- b. the beams.
- c. the corner mounts.
- d. the restraint, the restraint fitting.
- e. the restraint stop.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_



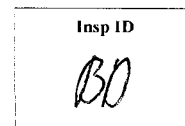
**Rotorcraft Flight Control System, General**

Ident #: 4816 Reference: Chapter 67, para. 67-155

Examine the swashplate and support for condition and security. Examine the components as follows:

- a. the mast for cleanliness.
- b. the seals for signs of too much grease leakage. Grease should not transfer past the seal and onto the uniball.
- c. Rotate the outer ring. Examine the duplex bearing for condition (do this check before you lubricate the duplex bearing).
- d. the pivot sleeve for wear and damage.
- e. the friction of the swashplate.
- f. the collective lever.
- g. the swashplate drive assembly.

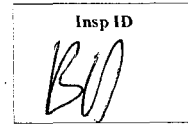
Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_



**Main Rotor Control System**

Ident #: 4815 Reference: Chapter 67

Examine all of the control tubes, bellcranks, and the supports on the forward top deck for condition, security, and correct operation. Examine the components as follows:



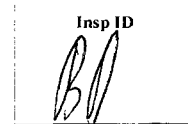
- a. signs of control interference.
- b. the swaged end of the pitch change links (touch-up damaged sealant).
- c. the springs.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

**Engine Air Intake System**

Ident #: 4813 Reference: Chapters 53 and 71

Examine the air inlet cowling for condition. Examine the components as follows:



- a. the screen/particle separator.
- b. the bell mouth.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

**Final Page**

## Bell Helicopter 407 Engine Event 2 Inspection

### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

**All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.**

| <i>Initials</i> | <i>Signature</i> | <i>Certificate Type and Number</i> |
|-----------------|------------------|------------------------------------|
| CP              |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |

**FINAL REVIEW**

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 09/09/12    N# 445MT    S/N 53959    TT 832.8

Signature [Redacted]    Certificate Number [Redacted]

**Engine Mounting System**

Ident #: 4903 Reference:

Inspect the engine mounts for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Fireseals System**

Ident #: 4906 Reference: 72-50-00, para 5.J.

Inspect the horizontal and vertical firewall shields for cracks.

NOTE: CONTINUED SHEET METAL OR TUBE CRACKING MAY BE AN INDICATION OF EXCESSIVE ENGINE, ENGINE ACCESSORY, OR AIRFRAME VIBRATION.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Systems**

Ident #: 4898 Reference:

Inspect the engine for obvious loose bolts, broken or loose connections, security of mounting accessories, and broken or missing safeties. Check accessible areas for obvious damage and evidence of fuel and oil leakage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Systems**

Ident #: 4901 Reference:

Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Turbine Engine Comp/Fan Section**

Ident #: 4899 Reference: 72-30-00, para 4.B.

Inspect the compressor impeller leading edges for damage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Turbine Engine Comp/Fan Section**

Ident #: 4900 Reference: 72-30-00, para 5.B.

Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Turbine Engine Comp/Fan Section**

Ident #: 4904 Reference:

Inspect compressor scroll for cracks. Pay particular attention to welded areas.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Fuel System**

Ident #: 4902 Reference:

Inspect the engine fuel system for evidence of leakage. Check condition and security of fittings and tubing. Check HMU lever for freedom of operation and full travel. Check condition and security of all linkages.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Ignition System**

Ident #: 4907 Reference: 74-20-02, para 2.

Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Ignitor/Spark Plug**

Ident #: 4908 Reference: 74-20-01, para 2.B.

Perform operational check of igniters.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Air Anti Ice System**

Ident #: 4905 Reference:

Inspect the anti-icing valve and solenoid valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Exhaust System, General**

Ident #: 4909 Reference: 72-00-00, Table 603, Item 4

Without disassembly, visually inspect turbine and exhaust collector supports and the air tubes for cracks, buckling and general condition.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Controls System, General**

Ident #: 4988 Reference:

Download ECU using EMC-35A Maintenance Terminal program. Check Engine History Data for faults. Check Fault History for Accumulated and Time Stamped faults. Address any faults found as necessary. Clear faults after maintenance action has been completed. Print out the data from each screen and file for future reference.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Final Page**

## Inspection Record

**Work Order Number:** \_\_\_\_\_  
**Registration Number:** N445MT  
**Serial Number:** 53959  
**Total Time:** 786.3  
**Date:** 08/08/12

Inspect in accordance with Section 4.2 Annual Inspection.

### TAIL ROTOR PEDALS LOCKED OUT

1. Inspect Lockout Bracket Assembly for condition and security of attachment. BD
2. Verify the Expandable pins are properly positioned in the Bellcrank and Safety Clips are properly latched. BD
3. Verify the Links are fully seated and locked on the Lockout bracket Assembly. BD

### TAIL ROTOR PEDALS ENGAGED

1. Inspect Warning Decal for condition and security of attachment. BD
2. Inspect Cable Assembly (Lanyard) for condition and security. BD
3. Verify the Expandable Pins are seated on top of the Links. BD
4. Verify the Safety Clips are properly latched. BD
5. Verify there is no play between the Expandable Pins, Links and Bellcrank. BD
6. Position each Tail Rotor Pedal, one at a time, to the full forward position. Verify there is no Pedal-to-Expandable Pin contact. Verify there is no right Expandable Pin contact with the Control Tube. BD

Signature \_\_\_\_\_

A & P No. \_\_\_\_\_

Signature \_\_\_\_\_

Inspector \_\_\_\_\_

### Annual Inspection Record

Work Order Number: \_\_\_\_\_  
 Registration Number: N445MT  
 Serial Number: 53959  
 Total Time: 786.3  
 Date: 08/08/12


Inspect the FOLDING MAINTENANCE STEP for the following in accordance with Section 3.2 ANNUAL INSPECTION.

- BD 1. Inspect the Folding Maintenance Step for nicks, scratches, dents, corrosion or cracks.

**NOTE**

The indications of corrosion are 1) corrosion deposits (a white or gray powder on aluminum or rust colored deposits on steel), 2) pits in the aluminum or steel surface, 3) blisters, bulging or flaking of protective coatings.

- BD 2. Check the folding function of the step.
- BD 3. Inspect the attaching fasteners for security.
- BD 4. Check the torque value on the attaching hardware and adjust as required to 50-70 in/lbs.
- BD 5. Inspect Baggage Door Retention Strap for tears or frays and check attaching fasteners for security.

Signature  \_\_\_\_\_ A & P No.

Signature \_\_\_\_\_ Inspector

### Bell Helicopter 407 Airframe Event 1 Inspection

#### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.

| Initials | Signature  | Certificate Type and Number |
|----------|------------|-----------------------------|
| BD       | [REDACTED] | [REDACTED]                  |
|          |            |                             |
|          |            |                             |
|          |            |                             |
|          |            |                             |
|          |            |                             |

#### FINAL REVIEW

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 08/08/12 N# 445MT S/N 53959 TT 786.3  
Signature [REDACTED] Certificate Number [REDACTED]



**Helicopter Assy. Mfg**

Ident #: 4870 Reference: CSSD-PSE-87-001

Perform corrosion inspection for the areas inspected in accordance with the Corrosion Control Guide.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Placards and Marking**

Ident #: 4801 Reference: Chapter 11

Examine the placards, decals, and markings on the main rotor system. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Placards and Marking**

Ident #: 4808 Reference: Chapter 11

Examine the placards, decals, and markings of the tail rotor assembly. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Main Rotor System**

Ident #: 4807 Reference: Chapter 62

Examine the main rotor system for condition and security. Examine the components as follows:

- a. The main rotor hub and blades for dirt and obvious damage.
- b. The cover and FRAHM assembly for condition and security. (if installed)
- c. The hub assembly.
- d. The main rotor blades.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Tail Rotor System**

Ident #: 4809 Reference: Chapter 64

Examine the tail rotor assembly for general condition and security. Examine the components as follows:

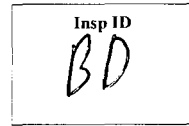
- a. the retainer nut and the lockwire for damage.
- b. the support for damage.
- c. the exposed portion of the yoke for damage.
- d. the counterweights for damage.
- e. the weights and their supports for damage.
- f. the two blades of the tail rotor for damage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Tail Rotor System**

Ident #: 4810    Reference: Chapter 64



Examine the tail rotor yield indicator for damage. If the support yield indicator clearance is decreased discard the support yield indicator and proceed as follows:

- a. discard tail rotor yoke.
- b. inspect tail rotor blades for delamination.
- c. inspect pitch links for condition.
- d. inspect pitch horns for condition.
- e. inspect tailboom for condition in tail rotor blade tip path area.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

***Final Page***

## Bell Helicopter 407 Engine Event 1 Inspection

### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

**All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.**

| <i>Initials</i> | <i>Signature</i> | <i>Certificate Type and Number</i> |
|-----------------|------------------|------------------------------------|
| BSI             |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |

**FINAL REVIEW**

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 08/08/12 N# 445MT S/N 53959 TT 786.3

Signature [REDACTED] Certificate Number [REDACTED]

Engine Mounting System

Ident #: 4903 Reference:

Inspect the engine mounts for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Engine Fireseals System

Ident #: 4906 Reference: 72-50-00, para 5.J.

Inspect the horizontal and vertical firewall shields for cracks.

NOTE: CONTINUED SHEET METAL OR TUBE CRACKING MAY BE AN INDICATION OF EXCESSIVE ENGINE, ENGINE ACCESSORY, OR AIRFRAME VIBRATION.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Engine Systems

Ident #: 4898 Reference:

Inspect the engine for obvious loose bolts, broken or loose connections, security of mounting accessories, and broken or missing safeties. Check accessible areas for obvious damage and evidence of fuel and oil leakage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Engine Systems

Ident #: 4901 Reference:

Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Turbine Engine Comp/Fan Section

Ident #: 4899 Reference: 72-30-00, para 4.B.

Inspect the compressor impeller leading edges for damage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Turbine Engine Comp/Fan Section

Ident #: 4900 Reference: 72-30-00, para 5.B.

Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Turbine Engine Comp/Fan Section

Ident #: 4904 Reference:

Inspect compressor scroll for cracks. Pay particular attention to welded areas.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Engine Fuel System

Ident #: 4902 Reference:

Inspect the engine fuel system for evidence of leakage. Check condition and security of fittings and tubing. Check HMU lever for freedom of operation and full travel. Check condition and security of all linkages.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Engine Ignition System

Ident #: 4907 Reference: 74-20-02, para 2.

Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Ignitor/Spark Plug

Ident #: 4908 Reference: 74-20-01, para 2.B.

Perform operational check of igniters.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Engine Air Anti Ice System

Ident #: 4905 Reference:

Inspect the anti-icing valve and solenoid valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Engine Exhaust System, General

Ident #: 4909 Reference: 72-00-00, Table 603, Item 4

Without disassembly, visually inspect turbine and exhaust collector supports and the air tubes for cracks, buckling and general condition.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Engine Controls System, General

Ident #: 4988 Reference:

Download ECU using EMC-35A Maintenance Terminal program. Check Engine History Data for faults. Check Fault History for Accumulated and Time Stamped faults. Address any faults found as necessary. Clear faults after maintenance action has been completed. Print out the data from each screen and file for future reference.


Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Final Page

**SCHEDULED INSPECTIONS**

**5-21. 600 HOUR OR 12 MONTH INSPECTION**

| DATA REFERENCE  | INSPECTION TASK DESCRIPTION   | INITIAL<br>MECH OTHER |  |
|---|---|-----------------------|--|
| <p>Chapter 62</p> <p>Chapter 62</p> <p>Chapter 12</p> | <p>DATE: <u>7/24/12</u> W.O. _____</p> <p>FACILITY: <u>Base 218</u></p> <p>HELICOPTER S/N: <u>53959</u></p> <p>REGISTRY NO.: <u>N445MT</u></p> <p>TOTAL TIME: <u>766.4</u></p> <p>SIGNATURE: _____</p> <div style="text-align: center;">  <p>FOR HELICOPTERS OPERATED IN CORROSIVE ENVIRONMENT OR EXTREME ENVIRONMENTAL CONDITIONS, THE RECOMMENDED INTERVAL FOR INSPECTION AND LUBRICATION MUST BE REDUCED TO 600 HOURS OR 6 MONTHS.</p> <p><b><u>MAIN ROTOR HUB AND BLADE</u></b></p> <ol style="list-style-type: none"> <li>1. Remove main rotor blades from the main rotor hub assembly.</li> <li>2. Remove oil and grease from the main rotor hub, blades, and blade bolts with clean cloths (C-516) dampened with aliphatic naphtha (C-305) or drycleaning solvent (C-304).</li> <li>3. Clean main rotor hub and blades with cleaning compound (C-318). Thoroughly rinse with fresh water and dry with clean cloths.</li> <li>4. Examine main rotor hub and blades for evidence of corrosion. Pay particular attention to the surface around the blade bolt bushings installed in the grip tangs.</li> <li>5. If installed, examine the expandable blade bolts for condition and security.</li> <li>6. If installed, lubricate the expandable blade bolts.</li> <li>7. Install main rotor blades onto the main rotor hub assembly.</li> </ol> </div> |                       |  |

## Bell Helicopter 407 Airframe Event 6 Inspection

### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

**All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.**

| <i>Initials</i> | <i>Signature</i> | <i>Certificate Type and Number</i> |
|-----------------|------------------|------------------------------------|
| BD              |                  |                                    |
| TM              |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |

### FINAL REVIEW

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 07.11.2012 N# 445MT S/N 53959 TT 745.9  
 Signature [Redacted] Certificate Number [Redacted]

Helicopter Assy. Mfg

Ident #: 4875 Reference: CSSD-PSE-87-001

Perform corrosion inspection for the areas inspected in accordance with the Corrosion Control Guide.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Placards and Marking

Ident #: 4806 Reference: Chapter 11

Examine the placards, decals, and markings on the aft fuselage. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Placards and Marking

Ident #: 4837 Reference: Chapter 11

Examine the placards, decals, and markings on the landing gear. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Electrical System, General

Ident #: 4862 Reference: Chapter 96

Examine the electrical components, the mounts, and the electrical harness for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Hydraulic Power System

Ident #: 4867 Reference: Chapter 29

Examine the tail rotor hydraulic system for condition, leaks, and security. Examine the components as follows:

- a. the pivot bolts of the pilot valve on the actuators for freedom of rotation.
- b. the actuator support.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Landing Gear, General

Ident #: 4868 Reference: Chapter 32

Examine the landing gear assembly for condition and security. Examine the components as follows:

- a. the skid tubes.
- b. the skid saddles.
- c. the skid shoes.
- d. the retaining strap and rubber cushions.
- e. the rocking beam.
- f. the crosstubes.
- g. the attachment fittings.

Discrepancy Log page/WO 39744  N/A Why \_\_\_\_\_

Insp ID  
BD



Navigational Data System, General

Ident #: 4865 Reference: Chapter 97

Examine the antenna(s) on the aft fuselage for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Door Warning System

Ident #: 4866 Reference: Chapter 96

Do an operational check of the baggage door annunciator circuit.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Fuselage Structure Section

Ident #: 4859 Reference: BHT-LIGHT-SRM and Chapter 52

CAUTION: ANY CRACK, CORROSION, OR LOOSE OR SHEARED RIVET IS CAUSE FOR IMMEDIATE GROUNDING OF THE HELICOPTER UNTIL THE PROBLEM IS CORRECTED.

Examine the aft fuselage structure for condition and security. Examine the components as follows:

- a. the upper longeron.
- b. all engine mounts and sway bar attachment points.
- c. the mid fuselage longeron.
- d. the floor of the baggage compartment.
- e. the wall of the baggage compartment.
- f. the baggage compartment door.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Fuselage Structure Section

Ident #: 4860 Reference: BHT-LIGHT-SRM

Examine the interior of the structure for condition. Examine the condition of the rivets that attach the composite skins to the structure.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Fuselage Structure Section

Ident #: 4861 Reference: Chapter 53

Examine the tailboom attachment fittings, on the fuselage and on the tailboom, for condition and security. Pay particular attention to the upper left hand fitting.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Main Rotor Transmission System

Ident #: 4863 Reference: Chapter 63

Examine the transmission oil lines and other drain lines in the aft fuselage for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

Tail Rotor Control System

Ident #: 4864 Reference: Chapter 67

Examine the tail rotor control system in the aft fuselage for condition, security, and correct operation.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
*BD*

Final Steps

Ident #: 4869 Reference: BHT-407-FM-1

Ground run the aircraft. Make sure there are no oil or fuel leaks.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
*TM*

Final Page

## Bell Helicopter 407 Engine Event 6 Inspection

### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

**All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.**

| <i>Initials</i> | <i>Signature</i> | <i>Certificate Type and Number</i> |
|-----------------|------------------|------------------------------------|
| BO              |                  |                                    |
| TM              |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |

### FINAL REVIEW

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 07.11.2012 N# 445MT S/N 53959 TT 745.9  
 Signature [Redacted] Certificate Number [Redacted]

**Engine Mounting System**

Ident #: 4903 Reference:

Inspect the engine mounts for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Fireseals System**

Ident #: 4906 Reference: 72-50-00, para 5.J.

Inspect the horizontal and vertical firewall shields for cracks.

NOTE: CONTINUED SHEET METAL OR TUBE CRACKING MAY BE AN INDICATION OF EXCESSIVE ENGINE, ENGINE ACCESSORY, OR AIRFRAME VIBRATION.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Systems**

Ident #: 4898 Reference:

Inspect the engine for obvious loose bolts, broken or loose connections, security of mounting accessories, and broken or missing safeties. Check accessible areas for obvious damage and evidence of fuel and oil leakage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Systems**

Ident #: 4901 Reference:

Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Turbine Engine Comp/Fan Section**

Ident #: 4899 Reference: 72-30-00, para 4.B.

Inspect the compressor impeller leading edges for damage.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Turbine Engine Comp/Fan Section**

Ident #: 4900 Reference: 72-30-00, para 5.B.

Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why No dirt build up

Insp ID  
TM

**Turbine Engine Comp/Fan Section**

Ident #: 4904 Reference:

Inspect compressor scroll for cracks. Pay particular attention to welded areas.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Engine Fuel System**

Ident #: 4902 Reference:

Inspect the engine fuel system for evidence of leakage. Check condition and security of fittings and tubing. Check HMU lever for freedom of operation and full travel. Check condition and security of all linkages.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Ignition System**

Ident #: 4907 Reference: 74-20-02, para 2.

Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Ignitor/Spark Plug**

Ident #: 4908 Reference: 74-20-01, para 2.B.

Perform operational check of igniters.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Air Anti Ice System**

Ident #: 4905 Reference:

Inspect the anti-icing valve and solenoid valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Exhaust System, General**

Ident #: 4909 Reference: 72-00-00, Table 603, Item 4

Without disassembly, visually inspect turbine and exhaust collector supports and the air tubes for cracks, buckling and general condition.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Turbine Engine Burner Section**

Ident #: 4910 Reference: 72-40-00, para 3.

Inspect and clean the combustion drain valves.

NOTE: Assure the airframe overboard drain lines are clear. Refer to airframe manual for procedures.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Filter**

Ident #: 4912 Reference: 72-60-00, para 1.C., 72-00-00, para 8.C., 72-50-00, para 5.E., 5.F

Remove, inspect, clean and reinstall the oil filter.

NOTE: If excessive carbon is found in the filter, inspect the scavenge and pressure oil system.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Fuel Injector Nozzle**

Ident #: 4914 Reference: 73-10-03

Clean and inspect the fuel nozzle.

NOTE: Install fuel nozzle with proper number of spacers.

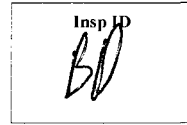
Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Engine Controls System, General**

Ident #: 4988 Reference:

Download ECU using EMC-35A Maintenance Terminal program. Check Engine History Data for faults. Check Fault History for Accumulated and Time Stamped faults. Address any faults found as necessary. Clear faults after maintenance action has been completed. Print out the data from each screen and file for future reference.

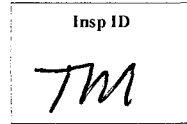


Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

**Engine Chip Detector**

Ident #: 4911 Reference: 72-60-00, para 4.B.

Remove, clean, operationally test, and reinstall the magnetic drain plugs. Inspect the locking pins and flanged inserts of the quick disconnect chip detectors for wear.



Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

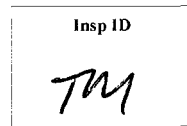
**Engine Oil Distribution System**

Ident #: 4913 Reference: 72-50-00, para 5.E.

Measure and record power turbine support pressure oil nozzle flow from scavenge oil strut. Record and retain flow record.

Flow \_\_\_\_\_

Compare with previous flow. Any large deviation could indicate carbon buildup.

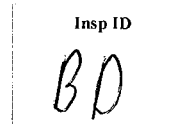


Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

**Engine Mounting System**

Ident #: 4919 Reference: 72-00-00, para 1.A. (3), Engine-Inspection/Check

Inspect rear engine mount for security and excessive bearing wear.

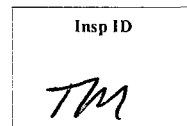


Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

**Turbine Engine Comp/Fan Section**

Ident #: 4915 Reference: 72-30-00, para 5.B.

Wash compressor.



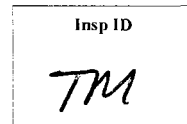
Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

**Engine Oil Distribution System**

Ident #: 4916 Reference: 72-50-00, para 5.G.

Clean power turbine support scavenge oil strut.

NOTE: The flow check must be accomplished after compliance with oil system cleaning.

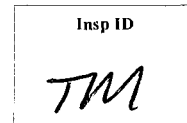


Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

**Engine Oil Distribution System**

Ident #: 4917 Reference: 72-50-00, para 5.G.

Clean power turbine external sump can.

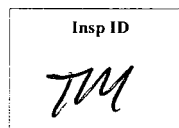


Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

**Engine Oil Distribution System**

Ident #: 4918 Reference: 72-50-00, para 5.F.

Clean pressure oil fitting & screen assembly. Clean power turbine pressure oil nozzle. CAUTION: EXTREME CARE SHOULD BE EXERCISED TO PREVENT TWISTING OF OIL NOZZLE DURING REMOVAL. DO NOT ATTEMPT TO STRAIGHTEN OR REUSE IF TWISTED.

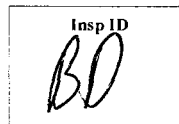


Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

**Engine Oil Distribution System**

Ident #: 4920 Reference: 72-30-00, para 2.A. (1)

Clean No. 1 bearing oil pressure reducer.



Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

**Final Page**





**Electrical System, General**

Ident #: 4884 Reference: Chapter 96

Examine the electrical harness for condition and security in the locations that follow:

- a. the pedestal.
- b. the crew seats.
- c. the vertical tunnel.
- d. the roof beam.
- e. the hat bin area.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Electrical System, General**

Ident #: 4987 Reference: Chapter 96

Perform functional test of the entire electrical system using troubleshooting chart.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Fuel System, General**

Ident #: 4886 Reference: Chapters 28 and 96

Examine the operation of the low fuel warning system in the main fuel tank. Examine the operation of the check valves for the forward fuel cell transfer pumps. Examine the fuel system shutoff valve and components for condition, leaks and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Fuselage Structure Section**

Ident #: 4883 Reference: Chapter 53

CAUTION: ANY CRACK, CORROSION, OR LOOSE OR SHEARED RIVET IS CAUSE FOR IMMEDIATE GROUNDING OF THE HELICOPTER UNTIL THE PROBLEM IS CORRECTED.

Examine the structure for condition in the locations that follow:

- a. the pedestal.
- b. the crew seats.
- c. the vertical tunnel.
- d. the roof beam.
- e. the hat bin.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
TM

**Boom Structure Section**

Ident #: 4887 Reference: Chapters 8, 53, 67 and 96

Examine the following parts on the tailboom for condition and security:

- a. the ballast (if installed).
- b. the controls.
- c. the horizontal stabilizer.
- d. the electrical harness.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
*JM*

**Rotorcraft Flight Control System, General**

Ident #: 4877 Reference: Chapter 67

Examine the controls for condition, security and correct operation. Examine them in the locations that follow:

- a. the pedestal.
- b. the crew seats.
- c. the tunnel.
- d. the roof beam.
- e. the hat bin area.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
*JM*

**Tail Rotor Control System**

Ident #: 4878 Reference: Chapter 67

Examine the components of the airspeed-actuated pedal stop for condition, security and correct operation. Examine the components that follow:

- a. the solenoid.
- b. the cam.
- c. the release cable.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
*JM*

**Tail Rotor Control System**

Ident #: 4879 Reference: Chapter 67

Operate the manual cable release mechanism for the cam. Examine for correct operation and that friction is within the limits specified. Safety the cable release handle with lockwire (C-554).

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
*JM*

**Tail Rotor Control System**

Ident #: 4880 Reference: Chapter 96

Perform a pedal restrictor control system operational check.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
*JM*

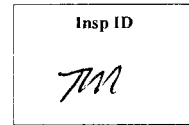
**Tail Rotor Control System**

Ident #: 4881 Reference: Chapter 67

Examine all fluid flexible and rigid lines for condition, leaks and security. Examine them in the locations that follow:

- a. the vertical tunnel.
- b. the roof beam.
- c. the hat bin area.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

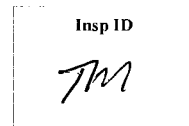


**Engine Mounting System**

Ident #: 4885 Reference: Chapter 53

Examine the forward engine mount attachment points for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_



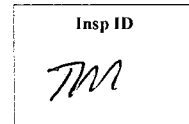
**Engine Controls System, General**

Ident #: 4882 Reference: Chapter 76

Examine the throttle control cable for condition and security. Examine it in the locations that follow:

- a. the crew seats.
- b. the vertical tunnel.
- c. the roof beam.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_



**Final Page**

Table 5-3. Signature Sheet for Special Inspection

Log Book Page  
036629

DATE: 23.05.2012 W.O. \_\_\_\_\_

FACILITY: Base 218 Mason City, Iowa

HELICOPTER S/N: 53959

REGISTRY NO.: N445MT

TOTAL TIME: 591.1

SIGNATURE: \_\_\_\_\_

| COMPONENT  | INSPECTION SCHEDULE  |                |                |               | SIGNATURE |       |
|--|--|----------------|----------------|---------------|-----------|-------|
|  | HOURS AFTER INITIAL INSTALLATION                               |                |                |               | MECH      | OTHER |
|  | AFTER GROUND RUN   | 1 TO 5 HOURS   | 10 TO 25 HOURS | 100 ±10 HOURS |           |       |
| Main Rotor Hub Mast Nut Torque Check                       | X  | X <sub>1</sub> |                |               |           |       |
| Main Rotor Hub Through Bolt Torque Check                   | X  | X <sub>1</sub> |                |               |           |       |
| Main Rotor Hub Lower Cone Torque Check                     | X  | X <sub>1</sub> |                |               |           |       |
| Tail Rotor Gearbox Torque Check                            |  |                | X <sub>2</sub> | 300 HR        | JMA       |       |
| All Tail Rotor Driveshaft Disc Pack Couplings Torque Check |  |                | X <sub>2</sub> |               |           |       |
| Tail Rotor Hub Mast Nut Torque Check                       |  | X <sub>3</sub> |                |               |           |       |
| Engine Mounts Torque Check                                 |  |                |                | X             |           |       |
| Tailboom Attachment Hardware Torque Check                  |  | X <sub>3</sub> |                |               |           |       |
| Transmission Top Case Torque Check                         |  |                |                | X             |           |       |
| Swashplate Tilt Friction                                   |  |                | X <sub>4</sub> |               |           |       |
| Fuel System  | Immediately after maintenance or component change <sub>5</sub> |                |                |               |           |       |

**Table 5-3. Signature Sheet for Special Inspection (Cont)**

**NOTES:**

- 1 Torque check must be repeated every 1 to 5 hours until torque is stabilized.
- 2 Torque check must be repeated every 10 to 25 hours until the torque is stabilized. After the torque has stabilized, repeat the torque check every 300 flight hours (specified in progressive inspection).
- 3 Torque check must be repeated every 1 to 5 hours until torque is stabilized. After the torque has stabilized, repeat the torque check every 300 flight hours (specified in progressive inspection).
- 4 Repeat the swashplate tilt friction check every 300 flight hours (specified in progressive inspection).
- 5 Complete fuel system operational check immediately after fuel system maintenance or component change (Chapter 28).

## Bell Helicopter 407 Airframe Optional Equipment 300 Hour Inspection

### Checklist Instructions

1. The "Insp ID" block corresponding to each task must be initialed to indicate compliance by the individual performing the task.
2. If a discrepancy is found during an inspection task, the "Discrepancy" block must be checked. Enter all discrepancies found (and corrective actions taken) in the Aircraft Logbook. Repair Stations may use a discrepancy list of it's own design and control. If the "Discrepancy" block is checked, enter the Aircraft Logbook page or Work Order Number (repair stations only may use a work order) where the discrepancy is entered, in the blank provided next to the "Discrepancy" block.
3. If a task on the inspection form is not applicable to the aircraft, engine, or optional equipment installed, the "N/A" block must be checked and the reason why entered in the blank. Example: By P/N, By S/N, Not Installed. Previously complied with or P/C/W is not acceptable. The "Insp ID" block must be initialed by the person that determined the task was not applicable.
4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

**All technicians that have initialed the inspection checklist(s) attached to this form must initial, sign and enter the appropriate certificate type and number in the spaces provided below.**

| <i>Initials</i> | <i>Signature</i> | <i>Certificate Type and Number</i> |
|-----------------|------------------|------------------------------------|
| <i>BD</i>       |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |
|                 |                  |                                    |

### FINAL REVIEW

Inspection forms have been reviewed and are complete. All discrepancies have been listed in the Aircraft Logbook or Work Order in compliance with FAR 43.11 (b).

Inspection approval or disapproval entry has been made in the Daily Maintenance Record in accordance with FAR 43.11(a).

Date 02/28/2012 N# N445MT S/N 53959 TT 588.9  
 Signature [REDACTED] Certificate Number [REDACTED]

**Landing Gear, General**

Ident #: 4897 Reference: Chapter 32

Examine the crosstube fairings for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Main Rotor Blade System**

Ident #: 4893 Reference: Chapter 62

Examine the expandable blade bolts for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Rotor Brake System**

Ident #: 4894 Reference: Chapter 63

Examine the rotor brake assembly for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Rotorcraft Flight Control System, General**

Ident #: 4895 Reference: Chapter 67

Examine the dual controls for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Air Intake System**

Ident #: 4892 Reference: Chapter 71

Examine the particle separator for condition and security

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Engine Air Intake System**

Ident #: 4896 Reference: Chapter 71

Examine the snow deflector baffles for condition and security.

Discrepancy Log page/WO \_\_\_\_\_  N/A Why \_\_\_\_\_

Insp ID  
BD

**Final Page**

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS  
REPLACEMENT CROSSTUBES for LOW and HIGH SKID GEAR

**300 Hour / Annual Inspection Record**

Work Order Number: \_\_\_\_\_  
Registration Number: N445MT  
Serial Number: 53959  
Total Time: 549.1  
Date: 01.17.2012

Inspection intervals shall be performed every 300 hours and/or annually, whichever comes first. Inspection may be incorporated into progressive maintenance programs, as appropriate.



**NOTE**

Removal of Replacement Crosstubes from helicopter is not required for inspection. If any damage is noted during the inspection, refer to Section 3.4 Repair or Section 4.0 Troubleshooting Information.

**NOTE**

The indications of corrosion are 1) corrosion deposits (a white or gray colored deposit/powder on aluminum; or amber or brown colored deposits/powder on steel), 2) pits in the aluminum or steel surface, 3) blisters, bulging, or flaking of protective coatings.

- 1. Inspect crosstube for corrosion or damage (scratches, nicks, dents, and cracks). Refer to the zones shown in Figures 1 and 2 and Tables 7 and 8. TM
- 2. Inspect abrasion strips, forward crosstubes, for de-bonding. Replace as needed. (See section 5.4.) TM
- 3. Inspect attachment of crosstubes to helicopter fittings and straps for security. TM
- 4. Inspect Clamp Assemblies on crosstube for condition and security.
- 5. Inspect T-Bolt Band Clamps on forward crosstube for condition and security. Retorque fastener as needed, per Table 3. [Delamination of nylon coating is NOT allowed. Damage (scratches, nicks, dents), completely through or exceeding the thickness of the nylon coating is NOT allowed. Replace as needed.] TM
- 6. Remove landing gear fairings, if installed, and inspect for condition. N/A
- 7. Inspect attachment of crosstube to skid saddles for condition and security. TM
- 8. Only one repair per zone (L/H, R/H) is permissible. Crosstube components exceeding the limits shown in Table 2 must be replaced. TM
- 9. Check the torque values on the screws per Table 3. Retorque fasteners as required. TM
- 10. Check all sealant and paint for condition and touch up any damaged sealant or paint. TM

Signature  A & P No. 

Signature \_\_\_\_\_ A & P No. \_\_\_\_\_



**3.0 MAINTENANCE INSTRUCTIONS****3.1 300 HOUR / ANNUAL INSPECTION**

Inspection intervals shall be performed every 300 hours and/or annually, whichever comes first. Inspection may be incorporated into progressive maintenance programs, as appropriate.

**NOTE**

Removal of Replacement Crosstubes from helicopter is not required for inspection. If any damage is noted during the inspection, refer to Section 3.4 Repair or Section 4.0 Troubleshooting Information.

**NOTE**

The indications of corrosion are 1) corrosion deposits (a white or gray colored deposit/powder on aluminum; or amber or brown colored deposits/powder on steel), 2) pits in the aluminum or steel surface, 3) blisters, bulging, or flaking of protective coatings.

1. Inspect crosstube for corrosion or damage (scratches, nicks, dents, and cracks). Refer to the zones shown in Figures 1 and 2 and Tables 7 and 8.
2. Inspect abrasion strips, forward crosstubes, for de-bonding. Replace as needed. (See section 5.4.)
3. Inspect attachment of crosstubes to helicopter fittings and straps for security.
4. Inspect Clamp Assemblies on crosstube for condition and security.
5. Inspect T-Bolt Band Clamps on forward crosstube for condition and security. Retorque fastener as needed, per Table 3. Delamination of nylon coating is NOT allowed. Damage (scratches, nicks, dents), completely through or exceeding the thickness of the nylon coating is NOT allowed. Replace as needed.
6. Remove landing gear fairings, if installed, and inspect for condition.
7. Inspect attachment of crosstube to skid saddles for condition and security.
8. Only one repair per zone (L/H, R/H) is permissible. Crosstube components exceeding the limits shown in Table 2 must be replaced.
9. Check the torque values on the screws per Table 3. Retorque fasteners as required.
10. Check all sealant and paint for condition and touch up any damaged sealant or paint.
11. Utilize the Inspection Record provided in Appendix A to document inspection completion.

**3.5 CLEANING REQUIREMENTS****NOTE**

Use of aggressive and/or abrasive cleaning agents may result in de-bonding of abrasion strips (P/N 601-033-123).

Any dirt, sand, or debris should be cleaned from the Replacement Crosstubes using a mild, nonabrasive soap. Wipe surface dry with a nonabrasive cloth or paper before cleaning agent evaporates.

**3.6 ADJUSTMENTS**

Adjustments of the Replacement Crosstubes are not required. Apply the following torque to all fasteners noted during component or fastener replacement (torque all fasteners in accordance with Table 3):

1. Torque the fasteners attaching the Saddles to the Crosstubes (5/16 Fastener Size) in accordance with Table 3.
2. Torque the fasteners attaching the T-Bolt Clamps (1/4 Fastener Size) in accordance with Table 3.

**TABLE 3. TORQUE VALUES**

| <b>Fastener Size</b> | <b>Torque (In-Lbs)</b> |
|----------------------|------------------------|
| 1/4                  | 40-50                  |
| 5/16                 | 100-140                |

**4.0 TROUBLESHOOTING INFORMATION****TABLE 4. TROUBLESHOOTING**

| <b>Problem</b>   | <b>Probable Cause</b>   | <b>Remedy</b>  |
|--|---|--|
| Landing Gear/Crosstube is loose or has excessive vibration | Attachment components or fasteners loose, damaged, or missing | Check security of crosstube attachment components. Check torque on all fasteners according to Table 3      |
|  | Crosstube is damaged allowing movement                        | Check Crosstube for cracks or other damage in accordance with Table 2. Repair or replace parts as required |
| Aircraft does not sit level                                | Forward or Aft Crosstube is spread                            | Perform Crosstube Hard Landing Inspection per Section 3.2. Replace Components as required                  |