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.

Initials	Signature	Certificate Type and Number	
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		

Helicopter Assy. Mfg Ident # 4874 Reference: CSSD-PSE-87-001	Insn ID
Perform corrosion inspection for the areas inspected in accordance with the Corrosion Control Guide.	N A
Discrepancy Log page/WO N/A Why	BU
Ident #: 4805 Reference: Chapter 11	Insp ID
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.	BD
Discrepancy Log page/WO	
Placards and Marking	Insp ID
Examine the placards, decals, and markings on the forward fuselage. Make sure you can read them, they are	ο Λ
applied correctly, and they are in agreement with the applicable configuration of your helicopter.	BD
Discrepancy Log page/WO N/A Why	I
Air Conditioning, Distribution	
Ident #: 4846 Reference: Chapter 21	Insp ID
Examine the ventilation system for condition and security.	RD
Discrepancy Log page/WO N/A Why	
Battery	
Ident #: 4856 Reference: Chapter 96	Insp ID
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.	BP
Discrepancy Log page/WO	
Equipment/Furnishings, General	
Ident #: 4845 Reference: Chapter 25	Insp ID
Examine the seat cushings, seat back, and interior trim for condition and security. Examine the restraints for condition, security, and correct operation.	BD
Discrepancy Log page/WO N/A Why	
Port Fire Bottle	
Ident #: 4848 Reference: Chapter 26	Insp ID
Examine the fire extinguisher and the quick-release for condition and security.	pn
Discrepancy Log page/WO N/A Why	90
Fuel Select/Shutoff Valve	
Ident #: 484 / Reference: Make sure the fuel value switch guard operates correctly	Insp ID
	BD
Discrepancy Log page/WO N/A Why	
Revision: Rev 2	Pag
Date: 8-Feb-06	

Pitot/Static Anti Ice	
Ident #: 4849 Reference: Chapter 90	Insp ID
	B()
Discrepancy Log page/WO N/A Why	
Instrument Panel System	
Ident #: 4844 Reference: BHT-407-FM-1	Insp ID
Inspect instruments for condition and security. Inspect for correct markings.	40
Discrepancy Log page/WO N/A Why	Y
Navigational Data System, General	
Ident #: 4858 Reference: Chapter 97	Insp ID
Examine the antenna(s) on the forward fuselage for condition and security.	PD
Discrepancy Log page/WO N/A Why	DI/
Pitot System	
Ident #: 4857 Reference: Chapter 95	Insp ID
Examine the pitot and the static ports for condition and security. Examine the components as follows:	RD
a. the pitot tube for discoloration and visible obstruction.	DIJ
b. drain the moisture from the pitot and from the static piping installation.	
Discrepancy Log page/WO N/A Why	
Fuselage Structure Section	
Ident #: 4843 Reference:	Insp ID
Examine the cabin floor for condition.	RD
Discrepancy Log page/WO N/A Why	00
Fuselage Structure Section	
Ident #: 4855 Reference: Chapters 52 and 53	Insp ID
Examine the forward fuselage for condition and security. Examine the components as follows:	BD
a. the doors, door hinges and latches.	PD
b. the battery door.	
c. any fluid leaks.	
d. the windows.	
Discrepancy Log page/WO N/A Why	
Rotorcraft Flight Control System, General Ident #: 4851 Reference: Chapter 67	Insp ID
Examine the cyclic and the collective control sticks and pedals for condition and security. Examine the directional control pedals for correct operation.	BO
Discrepancy Log page/WO	
Revision: Port 2	Doco
Date: 8-Feb-06	i age

Ident #: 4832 Reference: Chapter 67 Examine components of airspeed-actuated pedal stop for condition, security and correct operation. Examine components that follow: Imp 10 a. solenoid. b. carn. . b. carn. . release cable. Discrepancy Log page/WO N/A Why Imp 10 Ratorcraft Flight Control System, General Ident #: 4833 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 Reference: Chapter 96 Imp 10 Perform operational check of airspeed-actuated pedal stop system. Imp 10 Discrepancy Log page/WO N/A Why Spi0 Discrepancy Log page/WO N/A Why Imp 10 Biscrepancy Log page/WO N/A Why Spi0 Discrepancy Log page/WO N/A Why Imp 10 Biscrepancy Log page/WO N/A Why Spi0 Discrepancy Log page/WO N/A Why Biscrepancy Log page/WO Spi0 Discrepancy Log page/WO N/A Why Biscrepancy Log page/WO Biscrepancy Log page/WO	Rotorcraft Flight Control System, General	
Examine components of airspeed-actuated pedal stop for condition, security and correct operation. Examine components that follow: a. solenoid. a. solenoid. b. carn. c. release cable. Discrepancy Log page/WO Discrepancy Log page/WO N/A Why Rotorcraft Flight Control System, General Ident #: 4833 Reference: Chapter 67 Image 10 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 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	Ident #: 4852 Reference: Chapter 67	Insp ID
a. solenoid. b. cam. c. release cable. Discrepancy Log page/WO N/A Why Rotocraft 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 Retorcraft 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 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	Examine components of airspeed-actuated pedal stop for condition, security and correct operation. Examine components that follow:	BD
b. cani. c. release cable. Discrepancy Log page/WO N/A Why 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 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 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	a. solenoid.	ł
c. release cable. Discrepancy Log page/WO N/A Why 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 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 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	b. cam.	
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Ident #: 433 Reference: Chapter 07 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 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 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	Rotorcraft Flight Control System, General	
Make sure there is a minimum of friction on the components that follow: Image: Control System, Control Control a. the cyclic. b. the collective. c. the directional control. N/A Why Discrepancy Log page/WO N/A Why Rotorcraft Flight Control System, General Ident #: 4854 Reference: Chapter 96 Perform operational check of airspeed-actuated pedal stop system. Image ID Discrepancy Log page/WO N/A Why 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 Discrepancy Log page/WO N/A Why Image ID	Ident #: 4855 Reference. Chapter 67	
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b. the collective. c. the directional control. Discrepancy Log page/WO Retorcraft 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 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	a. the cyclic.	
c. the directional control. Discrepancy Log page/WO N/A Why Rotorcraft Flight Control System, General Insp ID Ident #: 4854 Reference: Chapter 96 Perform operational check of airspeed-actuated pedal stop system. BOD Discrepancy Log page/WO N/A Why Engine Controls System, General N/A Why Ident #: 4850 Reference: Chapter 76 Make sure the Full Authority Digital Engine Control (FADEC) / Engine Control Unit (ECU) maintenance light BDD System operates correctly. N/A Why	b. the collective.	
Discrepancy Log page/WO N/A Why Rotorcraft Flight Control System, General Ident #: 4854 Reference: Chapter 96 Perform operational check of airspeed-actuated pedal stop system. BD Discrepancy Log page/WO N/A Why Engine Controls System, General Ident #: 4850 Reference: Chapter 76 Ident #: 4850 Reference: Chapter 76 Insp ID Make sure the Full Authority Digital Engine Control (FADEC) / Engine Control Unit (ECU) maintenance light system operates correctly. Discrepancy Log page/WO Discrepancy Log page/WO N/A Why Discrepance light system operates correctly.	c. the directional control.	
Rotorcraft Flight Control System, General Insp ID Ident #: 4854 Reference: Chapter 96 Insp ID Perform operational check of airspeed-actuated pedal stop system. Isop ID Isop ID Discrepancy Log page/WO N/A Why Isop ID Isop ID Engine Controls System, General Ident #: 4850 Reference: Chapter 76 Insp ID Make sure the Full Authority Digital Engine Control (FADEC) / Engine Control Unit (ECU) maintenance light system operates correctly. Isop ID Isop ID Discrepancy Log page/WO N/A Why Isop ID Isop ID	Discrepancy Log page/WO N/A Why	
Ident #: 4854 Reference: Chapter 96 Perform operational check of airspeed-actuated pedal stop system. BD Discrepancy Log page/WO N/A Why Engine Controls System, General Ident #: 4850 Ident #: 4850 Reference: Chapter 76 Make sure the Full Authority Digital Engine Control (FADEC) / Engine Control Unit (ECU) maintenance light BD Discrepancy Log page/WO N/A Why	Rotorcraft Flight Control System, General	
Perform operational check of airspeed-actuated pedal stop system. BD Discrepancy Log page/WO N/A Why Engine Controls System, General Ident #: 4850 Reference: Chapter 76 Make sure the Full Authority Digital Engine Control (FADEC) / Engine Control Unit (ECU) maintenance light BD Discrepancy Log page/WO N/A Why	Ident #: 4854 Reference: Chapter 96	Insp ID
Discrepancy Log page/WO N/A Why Engine Controls System, General Ident #: 4850 Ident #: 4850 Reference: Chapter 76 Make sure the Full Authority Digital Engine Control (FADEC) / Engine Control Unit (ECU) maintenance light Insp ID Discrepancy Log page/WO N/A Why	Perform operational check of airspeed-actuated pedal stop system.	RN
Engine Controls System, General Ident #: 4850 Reference: Chapter 76 Insp ID 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	Discrepancy Log page/WO	DN
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 Discrepancy Log page/WO N/A Why	Engine Controls System, General	
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	Ident #: 4850 Reference: Chapter 76	Insp ID
Discrepancy Log page/WO	Make sure the Full Authority Digital Engine Control (FADEC) / Engine Control Unit (ECU) maintenance light system operates correctly.	BD
	Discrepancy Log page/WO	

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.

Initials	Signature	Certificate Type and Number	
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 12/18/12 N# 4/45 ///T S/N 539.59 TT 952.5 Signature

Engine Mounting System	
Ident #: 4903 Reference:	Insp ID
Inspect the engine mounts for condition and security.	BA
Discrepancy Log page/WO N/A Why	\mathcal{O}_{I}^{j}
Engine Fireseals System	
Ident #: 4906 Reference: 72-50-00, para 5.J.	Insp ID
Inspect the horizontal and vertical firewall shields for cracks.	00
NOTE: CONTINUED SHEET METAL OR TUBE CRACKING MAY BE AN INDICATION OF EXCESSIVE ENGINE, ENGINE ACCESSORY, OR AIRFRAME VIBRATION.	BŊ
Discrepancy Log page/WO	
Engine Systems	
Ident #: 4898 Reference:	Insp ID
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.	BD
Discrepancy Log page/WO N/A Why	
Engine Systems	
Ident #: 4901 Reference:	Insp ID
Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.	BD
Discrepancy Log page/WO	
Turbine Engine Comp/Fan Section	
Ident #: 4899 Reference: 72-30-00, para 4.B.	insp ID
Inspect the compressor impeller leading edges for damage.	12n
Discrepancy Log page/WO N/A Why	
Turbine Engine Comp/Fan Section	
Ident #: 4900 Reference: 72-30-00, para 5.B.	Insp ID
Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.	$\Omega()$
Discrepancy Log page/WO N/A Why	1517
Turking Engine Course/Engine	
Ident #: 4904 Reference:	Insp ID
Inspect compressor scroll for cracks. Pay particular attention to welded areas.	00
Discrepancy Log page/WO N/A Why	BD
Engine Fuel System	
Ident #: 4902 Reference:	Insp ID
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.	BP
Discrepancy Log page/WO	L
Povision: Pay 2	
Revision, RCV 2	Page 2

Engine Ignition System	
Ident #: 4907 Reference: 74-20-02, para 2.	Insp ID
Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.	BD
Discrepancy Log page/WO N/A Why	
Ignitor/Spark Plug	
Ident #: 4908 Reference: 74-20-01, para 2.B.	Insp ID
Perform operational check of igniters.	$\Omega \Omega$
Discrepancy Log page/WO N/A Why	1511
Engine Air Anti Ice System	
Ident #: 4905 Reference:	Insp ID
Inspect the anti-icing valve and solenoid valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.	BD
Discrepancy Log page/WO	
Engine Exhaust System, General	
Ident #: 4909 Reference: 72-00-00, Table 603, Item 4	Insp ID
Without disassembly, visually inspect turbine and exhaust collector supports and the air tubes for cracks, buckling and general condition.	BN
Discrepancy Log page/WO	
Engine Controls System, General	
Ident #: 4988 Reference:	Insp ID
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.	BK
Discrepancy Log page/WO N/A Why	
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.

Initials	Signature	Certificate Type and Number	
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 11.14.2012 N# 445.MT S/N 53959 TT 914.4 Signature		

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Ident #: 4873 Reference: CSSD-PSE-87-001	Insp ID
Perform corrosion inspection for the areas inspected in accordance with the Corrosion Control Guide.	TM
Discrepancy Log page/WO N/A Why	
Placards and Marking	
Ident #: 4804 Reference: Chapter 11	Insp ID
Examine the placards, decais, and markings on the aff top deck. Make sure you can read them, they are applied correctly, and they are in agreement with the applicable configuration of your helicopter.	TM
Discrepancy Log page/WO N/A Why	t
Placards and Marking	
Ident #: 4835 Reference: Chapter 11	Insp ID
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.	TM
Discrepancy Log page/WO	t
Boom Structure Section	
Ident #: 4839 Reference: Chapter 53	Insp ID
CAUTION: ANY CRACK, CORROSION, OR LOOSE OR SHEARED RIVET IS CAUSE FOR IMMEDIATE GROUNDING OF THE HELICOPTER UNTIL THE PROBLEM IS CORRECTED.	TM
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.	
c. the horizontal stabilizer. d. the auxiliary fins.	
 c. the horizontal stabilizer. d. the auxiliary fins. e. the vertical fin. 	
 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. 	
 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 	_
 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 Body/Boom Fairing Section 	
 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 Body/Boom Fairing Section Ident #: 4832 Reference: Chapter 53 	Insp ID
 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 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. 	Insp ID
 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 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
 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 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 Body/Boom Fairing Section 	Insp ID TM
 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 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 Body/Boom Fairing Section Ident #: 4838 Reference: Chapter 53 	Insp ID TM Insp ID
 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 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 Body/Boom Fairing Section Ident #: 4838 Reference: Chapter 53 Examine the tail rotor driveshaft cover and the gearbox cowling for condition and security. 	Insp ID TM Insp ID TM

Tail Rotor Shaft System	
Ident #: 4834 Reference: Chapter 65	Insp ID
Examine the aft short shaft for condition and security. Inspect for loose and working rivets. Examine the disc pack couplings for condition.	TM
Discrepancy Log page/WO N/A Why	
Tail Rotor Shaft System	
Examine the tail rotor driveshaft for condition and security. Examine the components as follows:	msp to
	TM
a. the bearings and the hangers.	J
b. the disc pack couplings.	
c. the driveshaft tube assemblies.	
Discrepancy Log page/WO N/A Why	
Idu Rotor Transmission Section Ident #: 4841 Reference: Chapters 65 and 96	Insp ID
Examine the tail rotor gearbox for condition, leaks, and security. Examine the chip detector of the tail rotor	TAA
gearbox for metal particles. Examine the electrical circuit of the chip detector for continuity.	1001
Discrepancy Log page/WO N/A Why	L
Tail Rotor Control System	
Ident #: 4842 Reference: Chapter 67	Insp ID
Examine the tail rotor pitch control mechanism for condition and security. Examine the components as follows:	TM
a. the boot.	,
b. the pitch links.	
c. the crosshead sliding seal.	
Discrepancy Log page/WO N/A Why	
Engine Oil Cooler	
Ident #: 4833 Reference: Chapters 63, 65, 79 and 96	Insp ID
Examine the engine/transmission oil cooling system for condition, leaks, and security. Examine the components as follows:	MAD
ionows.	10-1
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	
Final Page	

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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 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.

Initials	Signature	Certificate Type and Number	
-7M			

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 11.14.2012 N# 445 MT S/N 53959 TT 914.4 Signature				

Ident #: 4903 Reference: Imp ID Inspect the engine mounts for condition and security. Discrepancy Log page/WO N/A Why 7/11 Discrepancy Log page/WO N/A Why 7/11 7/11 Engine Firescals System Ident #: 4906 Reference: 72-50-00, para 5.1. Imp ID Inspect the borizontal and vertical firewall shields for cracks. NOTE: CONTINUED SHIET METAL OR TUBE CRACKING MAY BE AN INDICATION OF EXCESSIVE 7/11 Discrepancy Log page/WO N/A Why Ident #: 4998 Reference: Imp ID Inspect the engine for obvious loose holts, 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. 7/11 Discrepancy Log page/WO N/A Why 7/11 Engine Systems Ident #: 4901 Reference: Imp ID Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors. 7/11 7/11 Discrepancy Log page/WO N/A Why 7/11 7/11 Inspect the compressor inpeller leading edges for damage. Imp ID 7/11 Discrepancy Log page/WO N/A Why 7/11 7/11 Inspet the compressor, as required, with a chemical wash sol	Engine Mounting System		
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	Discrepancy Log page/WO	N/A Why	11/21
Engine Fuel System	Engine Fuel System		
Ident #: 4902 Reference: Insp ID	Ident #: 4902 Re	eference:	Insp ID
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.	Inspect the engine fuel system for evidence of HMU lever for freedom of operation and full	f leakage. Check condition and security of fittings and tubing. Check travel. Check condition and security of all linkages.	TM
Discrepancy Log page/WO N/A Why	Discrepancy Log page/WO	N/A Why	L .

Revision: Rev 2 Date: 8-Feb-06

Engine Ignition System	
Ident #: 4907 Reference: 74-20-02, para 2.	Insp ID
Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.	TM
Discrepancy Log page/WO	
Ignitor/Spark Plug	·····
Ident #: 4908 Reference: 74-20-01, para 2.B.	Insp ID
Perform operational check of igniters.	
Discrepancy Log page/WO N/A Why	100
Engine Air Anti Ice System	
Ident #: 4905 Reference:	Insp ID
Inspect the anti-icing valve and solenoid valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.	TM
Discrepancy Log page/WO N/A Why	
Engine Exhaust System, General Ident #: 4909 Reference: 72-00-00, Table 603, Item 4	Insp 1D
Without disassembly, visually inspect turbine and exhaust collector supports and the air tubes for cracks, buckling and general condition.	TW
Discrepancy Log page/WO N/A Why	
Engine Controls System, General Ident #: 4988 Reference:	Insp ID
Download FCU using FMC-35A Maintenance Terminal program. Check Engine History Data for faults. Check	insp it?
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.	TM
Discrepancy Log page/WO N/A Why	

Final Page

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FLITESTEP[®] / FLOATSTEP[™] KITS

AA-01162 Revision F

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Inspection Record		
Work Order Number:	LB 39797	
Registration Number:	N 445 MT	
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.

NOTE

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

<u>NOTE</u>

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.

Signature	A & P No.		
Signature	Inspector		
AERONAUTICAL ACCESSORIES			

June 17, 2011

Page 49 of 49

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.

Initials	Signature	Certificate Type and Number	
The			

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. 14. 2012	N# 445 MT		TT 878.8	
Signature _		_Certificate Number		_

Landing Gear, General	
Ident #: 4897 Reference: Chapter 32	Insp ID
Examine the crosstube fairings for condition and security.	
Discrepancy Log page/WO	TM
Main Rotor Blade System	
Ident #: 4893 Reference: Chapter 62	Insp ID
Examine the expandable blade bolts for condition and security.	
Discrepancy Log page/WO N/A Why	Th
Rotor Brake System	·
Ident #: 4894 Reference: Chapter 63	Insp ID
Examine the rotor brake assembly for condition and security.	-
Discrepancy Log page/WO N/A Why	109
Rotorcraft Flight Control System, General	·····
Ident #: 4895 Reference: Chapter 67	Insp ID
Examine the dual controls for condition and security.	
Discrepancy Log page/WO N/A Why Not Installed	TUI
Engine Air Intake System	
Ident #: 4892 Reference: Chapter 71	Insp ID
Examine the particle separator for condition and security	-
Discrepancy Log page/WO N/A Why)//4
Engine Air Intake System	
Ident #: 4896 Reference: Chapter 71	Insp ID
Examine the snow deflector baffles for condition and security.	TIM
Discrepancy Log page/WO N/A Why Not Installed	10

Final Page

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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.

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4. After reviewing the entire checklist for proper completion, the technician completing the inspection shall attach this checklist to the appropriate Inspection Compliance Form.

Initials	Signature	Certificate Type and Number	
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 <u>10/09/12</u> N# <u>445/M</u> T Signature Ce	S/N <u>53 959</u> ertificate Number	. TT 874.9		

Helicopter Assy. Mfg	
Perform corrosion inspection for the areas inspected in accordance with the Corrosion Control Guide.	n sp ID
	151/
Discrepancy Log page/WO	
Placards and Marking	
Ident #: 4803 Reference: Chapter 11	Insp 1D
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.	BD
Discrepancy Log page/WO N/A Why	
Starter/Generator	
Ident #: 4831 Reference: Chapter 71	Insp ID
Remove and examine the starter-generator for condition. Examine the components as follows:	ρn
a. the brushes.	151
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	
Main Rotor Drive System	
Ident #: 4830 Reference: Chapters 63 and 96	Insp ID
Examine the freewheel assembly for condition, leaks, and security. Examine the freewheel chip detector for me particles. Examine the electrical circuit of the chip detectors for continuity.	tal BN
Discrepancy Log page/WO	
Engine to Transmission Coupling System	
Ident #: 4828 Reference: Chapter 63	Insp ID
Examine the engine to transmission driveshaft for condition and security. Examine the components as follows:	RI
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	
Tail Rotor Shaft System	
Ident #: 4829 Reference: Chapter 65	Insp ID
Examine the forward short shaft for condition and security. Examine the disc pack couplings for cracks and gap	ns. 1211
Discrepancy Log page/WO N/A Why	

Engine Cowl System	
Ident #: 4821 Reference: Chapter 53	Insp ID
Examine the engine cowling and the doors for condition and security.	DIA
Discrepancy Log page/WO	BO
Engine Fireseals System	
Examine the firsually for condition and country	
Examine the firewalls for condition and security.	B/
Discrepancy Log page/WO	<i></i>
Engine Fluid Drains Ident #: 4824 Reference: Chapter 53	Insp ID
Examine the engine pan drains. Make sure that they are not clogged.	R/
Discrepancy Log page/WO N/A Why	1/10
Engine Systems Ident #: 4822 Reference: Chapter 71 Examine the engine for condition, leaks, and security. Examine the components as follows:	Insp ID
a the fluid flexible and rigid lines	DP
b. the electrical harness.	
c. the engine mounts, fittings, and legs.	
d. the exhaust stack.	
Discrepancy Log page/WO N/A Why	
Engine Fuel Control System Ident #: 4825 Reference: Chapter 76 Examine the engine controls for condition, correct operation, and security. Examine the components as follows:	Insp ID
	$\mathcal{V}\mathcal{V}$
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	
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	Insp ID
Discrepancy Log page/WO	

EGT/TIT/T4/TOT Indicating System	
Ident #: 4827 Reference: Chapter 95	Insp ID
Do an operational test of the measured gas temperature (MGT) system.	(1)
Discrepancy Log page/WO	17/



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.

Initials	Signature	Certificate Type and Number
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 10/09/12 N# 445 MT S/N 53959 TT 874.9 Signature ______Certificate Number ______

Engine Mounting System	
Ident #: 4903 Reference:	Insp ID
Inspect the engine mounts for condition and security.	2Λ
Discrepancy Log page/WO	DR
Engine Fireseals System	
Ident #: 4906 Reference: 72-50-00, para 5.J.	Insp ID
Inspect the horizontal and vertical firewall shields for cracks.	nA
NOTE: CONTINUED SHEET METAL OR TUBE CRACKING MAY BE AN INDICATION OF EXCESSIVE ENGINE, ENGINE ACCESSORY, OR AIRFRAME VIBRATION.	<i>DV</i>
Discrepancy Log page/WO N/A Why	
Engine Systems	
Ident #: 4898 Reference:	Insp ID
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.	BN
Discrepancy Log page/WO N/A Why	
Euclus Sustant	
Lagine Systems Ident #· 4901 Reference:	Inco ID
Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.	BD
Discrepancy Log page/WO N/A Why	
Turbine Engine Comp/Fan Section	
Ident #: 4899 Reference: 72-30-00, para 4.B.	Insp 1D
Inspect the compressor impeller leading edges for damage.	DN
Discrepancy Log page/WO	B1/
Turbine Engine Comp/Fan Section	
Ident #: 4900 Reference: 72-30-00, para 5.B.	Insp ID
Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.	AD
Discrepancy Log page/WO N/A Why	OP
Turbine Engine Comp/Fan Section	
Ident #: 4904 Reference:	Insp ID
Inspect compressor scroll for cracks. Pay particular attention to welded areas.	nn
Discrepancy Log page/WO N/A Why	BV
Engine Fuel System	
Ident #: 4902 Reference:	Insp 13
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.	BU
Discrepancy Log page/WO N/A Why	L
Revision: Rev 2 Date: 8-Feb-06	Page

Engine Ignition System	
Ident #: 4907 Reference: 74-20-02, para 2.	insp ID
Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.	BD
Discrepancy Log page/WO N/A Why	
Ignitor/Spark Plug	[^{***} · · · · · · · · · · · · · · · · · ·
Ident #: 4908 Reference: 74-20-01, para 2.B.	Insp ID
Perform operational check of igniters.	BI/
Discrepancy Log page/WO N/A Why	pr
Engine Air Anti Ice System	[
Ident #: 4905 Rejerence:	Insp ID
Inspect the anti-icing valve and solenoid valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.	BD
Discrepancy Log page/WO N/A Why	
Engine Exhaust Sustem General	
Lident #• 4909 Reference: 72-00-00 Table 603 Item 4	Inco ID
Without disascembly, viewelly increat turking and exhaust collector supports and the air tukes for creake, hudding	nisp to
and general condition.	BD
Discrepancy Log page/WO N/A Why	
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 1D
Engine Filler	
Remove, inspect, clean and reinstall the oil filter.	Insp ID A
NOTE: If excessive carbon is found in the filter, inspect the scavenge and pressure oil system.	Ŵ
Discrepancy Log page/WO N/A Why	
Fuel Injector Nozzle	
Ident #: 4914 Reference: 73-10-03	Insp ID
Clean and inspect the fuel nozzle.	RN
NOTE: Install fuel nozzle with proper number of spacers.	VP
Discrepancy Log page/WO N/A Why	

Revision: Rev 2 Date: 8-Feb-06

Engine Controls System, General	
Ident #: 4988 Reference:	Insp ID
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.	BO
Discrepancy Log page/WO	
Engine Chip Detector	
Ident #: 4911 Reference: 72-60-00, para 4.B.	Insp ID
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.	BD
Discrepancy Log page/WO	
Engine Oil Distribution System	
Ident #: 4913 Reference: 72-50-00, para 5.E.	Insp ID
Measure and record power turbine support pressure oil nozzle flow from scavenge oil strut. Record and retain flow record.	BD
Flow 6.502	
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.

Initials	Signature	Certificate Type and Number
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 N# 868.5 TTSignature Certificate Number

	Equipment/Furnishings, General	
	Ident #: 4921 Reference:	Insp ID
	Inspect medical pouches for condition and functionability.	RN
L	Discrepancy Log page/WO N/A Why	pr)
	Equipment/Furnishings, General	
	Ident #: 4922 Reference:	Insp ID
	Functionally check all EMS interior lighting.	Rn
	Discrepancy Log page/WO	PP
	Equipment/Furnishings, General	
	Ident #: 4923 Reference:	Insp ID
	Ensure proper restraint of all EMS oxygen bottles and the protection of all regulators.	ND
	Discrepancy Log page/WO N/A Why	Dν
	Equipment/Furnishings, General	
	Ident #: 4924 Reference:	Insn ID
	Inspect isolation curtains for condition and attachment.	DD
	Discrepancy Log page/WO	JSD
	Equipment/Furnishings, General	p
	Ident #: 4925 Reference: Inspect medical floor for condition.	Insp ID
		3D
	Discrepancy Log page/WO N/A Why	
	Equipment/Furnishings, General	
	Ident #: 4926 Reference:	Insp ID
	Inspect all EMS equipment seat belts and inertia reels for fraying and operation.	nn
	Discrepancy Log page/WO	<i>BU</i>
	Equipment/Furnishings, General	
	Ident #: 4927 Reference:	Insp ID
	Perform OPS check of EMS oxygen system to include all outlets, shut-off valves and emergency shut-offs.	ph
	Discrepancy Log page/WO N/A Why	01
	Equipment/Furnishings, General	
	Ident #: 4928 Reference:	Insp ID
	Inspect high pressure EMS oxygen cylinders for hydrostatic test date. NOTE: Notify Records and correct Due List , if required.	BN
	Discrepancy Log page/WO	

Equipment/Furnishings, General	
Ident #: 4929 Reference:	Insp ID
Inspect EMS oxygen cylinder mounts for condition and security.	2Ω
Discrepancy Log page/WO N/A Why	DD
Equipment/Furnishings, General	
Ident #: 4930 Reference:	Insp ID
Inspect all easily accessible components of the high (1800 P.S.I.) and low (50 P.S.I.) EMS oxygen systems.	RID
Discrepancy Log page/WO N/A Why	PW
Equipment/Furnishings, General	
Ident #: 4931 Reference:	Insp ID
Inspect easily accessible EMS air system air hose connectors for security.	RD
Discrepancy Log page/WO N/A Why	UM
Equipment/Furnishings, General	
Ident #: 4932 Reference:	Insp ID
Inspect EMS air regulators, if installed for condition and security.	DD
Discrepancy Log page/WO N/A Why	BD
Equipment/Furnishings, General	
Ident #: 4933 Reference:	Insp ID
Inspect EMS oxygen and air ground service connectors.	BD
Discrepancy Log page/WO N/A Why	
Equipment/Furnishings, General	
Ident #: 4934 Reference:	Insp ID
Check all the easily accessible EMS oxygen system fittings by pressurizing the system. Turn on all cylinders full open then check pressure content guages 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.	BP
Discrepancy Log page/WO	Lance
Equipment/Furnishings, General Ident #: 4935 Reference:	Insp ID
Inspect EMS liquid oxygen mount for wear and proper attachment.	
Discrepancy Log page/WO N/A Why NO LOX	
Equipment/Furnishings, General	
Ident #: 4930 <i>Rejerence</i> :	Insp ID
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.	
,	

Revision: Rev 2 Date: 8-Feb-06

Ident #: 4937 Reference: Inspect EMS oxygen system for required placards. Discrepancy Log page/WO N/A Why Equipment/Furnishings, General Ident #: 4938 Reference: Ensure that the area where the EMS liquid oxygen converter is installed is properly sealed from existing drain Discrepancy Log page/WO Imsp I Discrepancy Log page/WO Imsp I 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 Equipment/Furnishings, General 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 Equipment/Furnishings, General Ident #: 4940 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 Equipment/Furnishings, General Ident #: 4941 Reference: Inspel	> 2 > >
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Ident #: 4939 Reference: Insp I 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 Image: All threads in the systems only. Discrepancy Log page/WO Image: All threads in the systems only. Image: All threads in the systems only. Image: All threads in the systems only. Equipment/Furnishings, General 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. Image: All threads in the systems only. Discrepancy Log page/WO Image: N/A Why Image: All threads in the systems only. Discrepancy Log page/WO Image: N/A Why Image: All threads in the systems only. Discrepancy Log page/WO Image: N/A Why Image: All threads in the systems only. Discrepancy Log page/WO Image: N/A Why Image: All threads in the system system systems only. Insp I 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 guage for proper indication and condition. c. Check the removed in early early the system should be for D in the system of the system should be for D in the system of the syste)
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Discrepancy Log page/WO Image: N/A Why N/A Why N/A Why N/A Why Equipment/Furnishings, General Ident #: 4940 Reference: Imsp I 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. Imsp I Discrepancy Log page/WO N/A Why N/A UO LOX 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 guage for proper indication and condition. c. Check Imsp I)
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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 guage for proper indication and condition. c. Check)
pressure in outlet with pressure guage (pressure should be 50 P.S.I. at each outlet up to full flow).	
Discrepancy Log page/WO	
Equipment/Furnishings, General	
Ident #: 4942 Reference: Insp I)
Inspect all fastners on medical panels for security and condition.	
Discrepancy Log page/WO	
Equipment/Furnishings, General	
Ident #: 4943 Reference: Insp I)
Check all moving EMS equipment for correct functional movement and security of attachment.)
Discrepancy Log page/WO	
Equipment/Furnishings, General	
Clean and lubricate (as required) all maying EMS parts to appa aparation and lasson wash	
Crean and rubitcate (as required) an moving EWIS parts to ease operation and lessen wear.	U
Discrepancy Log page/WO	U

Ident #: 4945 Reference: Imsp ID Functionally check litters and litter locks for proper operation. Discrepancy Log page/WO N/A Why Equipment/Furnishings, General Ident #: 4946 Reference: Imsp ID Ensure that all medical mounts are functioning properly. Discrepancy Log page/WO N/A Why Discrepancy Log page/WO Discrepancy Log page/WO N/A Why Discrepancy Log page/WO N/A Why Equipment/Furnishings, General Ident #: 4947 Reference: Imsp ID Inspect the mounting and security of the inverter. Discrepancy Log page/WO N/A Why Discrepancy Log page/WO Equipment/Furnishings, General Ident #: 4948 Reference: Imsp ID Discrepancy Log page/WO N/A Why Discrepancy Log page/WO N/A Why Equipment/Furnishings, General Ident #: 4948 Reference: Inspect lock the inverter and electrical outlets for proper operation. Discrepancy Log page/WO N/A Why Equipment/Furnishings, General Ident #: 4949 Reference: Imsp ID Discrepancy Log page/WO N/A Why May Discrepancy Log page/WO May	2
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Inspect electrically operated EMS vacuum pump for condition and security of mounting, wiring, and distribution hoses.	
Discrepancy Log page/WO N/A Why	
Equipment/Furnishings, General	
Ident #: 4950 Reference: Insp ID	
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	
Equipment/Furnishings General	
Ident #: 4951 Reference:	
Inspect the EMS suction canister mounting provisions and quick disconnect outlets for condition and security.)
BV	
Discrepancy Log page/WO	
Equipment/Furnishings, General	
Ident #: 7552 Reference. Inspit	า
condition and security.	1
Discrepancy Log page/WO N/A Why	,

Equipment/Furnishings, General	
Ident #: 4953 Reference:	Insp ID
Inspect electrically operated EMS air pump for condition, security of mounting, wiring and distribution hoses.	RD
Discrepancy Log page/WO N/A Why	\mathcal{A}
Equipment/Furnishings, General	[]
Ident #: 4954 Reperence.	Insp ID
It installed, inspect for condition, security and function of the air system "on-off" switch and circuit breaker.	BD
Discrepancy Log page/WO N/A Why	
Fauinment/Furnishinas General	
Ident # 4955 Reference:	Insn ID
Inspect and drain EMS air filter assembly, if installed.	017
	15//
Discrepancy Log page/WO	
Equipment/Furnishings, General	
Ident #: 4956 Reference:	Insp ID
Inspect all easily accessible components of the air system.	RN
Discrepancy Log page/WO N/A Why	.UN
Eauipment/Furnishines. General	
Ident #: 4957 Reference:	Insp ID
Inspect all easily accessible components of the vacuum system.	RD
Discrepancy Log page/WO N/A Why	
Equipment/Furnishings, General	
Ident #: 4958 Reference:	Insp 1D
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.)	BD
Discrepancy Log page/WO N/A Why	
Fauinmant/Furnichings Canaral	
Ident #· 4959 Reference;	Inco ID
Inspect aircraft for proper placards required by EMS equipment installation documentation	
	131)
Discrepancy Log page/WO	
Equipment/Furnishings, General	
Ident #: 4960 Reference:	Insp ID
Inspect LOX indicating system electrical cable assemblies for abrasions and other physical damage.	
Discrepancy Log page/WO	

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 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		

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 69/10/12	N# 445MT	S/N 53959	TT832,9
Signature _		Certificate Number	

Helicopter Assy. Mfg	
Ident #: 4871 Reference: CSSD-PSE-87-001	Insp ID
Perform corrosion inspection for the areas inspected in accordance with the Corrosion Control Guide.	R M
Discrepancy Log page/WO	(DV)
Placards and Marking	
Ident #: 4802 Reference: Chapter 11	Insp ID
Examine the placards, decals, and markings on the forward top deck. Make sure you can read them, they a applied correctly, and they are in agreement with the applicable configuration of your helicopter.	re BN
Discrepancy Log page/WO	· · · · ·
Hydraulic Power System	
Ident #: 4817 Reference: Chapter 29	Insp ID
Examine the hydraulic system for condition, leaks and security. Examine the components as follows:	RIA
a. the hydraulic actuators.	DU
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	
Fuselage Structure Section	
Ident #: 4814 Reference: Chapter 53	Insp ID
Examine the forward top deck for condition and security.	Ph
Discrepancy Log page/WO	121/
Body/Boom Fairing Section	
Ident #: 4812 Reference: Chapter 53	Insp ID
Examine the forward and the transmission cowlings for condition.	RN
Discrepancy Log page/WO N/A Why	VV

Main Rotor Transmission System	· 1
Ident #: 4819 Reference: Chapters 63 and 96	Insp ID
Examine the transmission assembly for damage, leaks, and security. Examine the components as follows:	B//
a. the fluid flexible and rigid lines.	176
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	Insp ID
Examine the tranmission lower and upper (mast bearing) chip detectors for metal particles. Examine the electrical circuit of the chip detectors for continuity.	BN
Discrepancy Log page/WO N/A Why	••
Main Rotor Transmission Mount System Ident #: 4818 Reference: Chapter 63	Insp ID
Examine the pylon assembly for condition and security. Examine the components as follows:	nn
a. the up-stops.	DV
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	Insp ID
Examine the swashplate and support for condition and security. Examine the components as follows:	BD
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	

Revision: Rev 2 Date: 8-Feb-06

Main Rotor Control System Ident #: 4815 Reference: Chapter 67	Insp ID
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:	BIN
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	Insp ID
Examine the air inlet cowling for condition. Examine the components as follows:	$\mathcal{N}\mathcal{I}$
a. the screen/particle separator.	\mathcal{D}
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.

Initials	Signature	Certificate Type and Number
GD		

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 $\underline{59/09/12}$ N# $\underline{44/5/M7}$ S/N $\underline{53959}$ TT $\underline{832.8}$ Signature Certificate Number			

Engine Mounting System	
Ident #: 4903 Reference:	Insp ID
Inspect the engine mounts for condition and security.	RN
Discrepancy Log page/WO N/A Why	DD
Engine Fireseals System	
Ident #: 4906 Reference: 72-50-00, para 5.J.	Insp ID
Inspect the horizontal and vertical firewall shields for cracks.	RN
NOTE: CONTINUED SHEET METAL OR TUBE CRACKING MAY BE AN INDICATION OF EXCESSIVE ENGINE, ENGINE ACCESSORY, OR AIRFRAME VIBRATION.	UN
Discrepancy Log page/WO N/A Why	
Engine Systems	
Ident #: 4898 Reference:	Insp ID
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.	₿Ũ
Discrepancy Log page/WO N/A Why	
Engine Systems	
Ident #: 4901 Reference:	Insp ID
Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.	RIP
Discrepancy Log page/WO N/A Why	hur h
Turbine Engine Comp/Fan Section	
Ident #: 4899 Reference: 72-30-00, para 4.B.	Insp ID
Inspect the compressor impeller leading edges for damage.	RD
Discrepancy Log page/WO N/A Why	Dr
Turbine Engine Comp/Fan Section	
Ident #: 4900 Reference: 72-30-00, para 5.B.	Insp ID
Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.	RN
Discrepancy Log page/WO N/A Why	Ŵ
Turbine Engine Comp/Fan Section	
Ident #: 4904 Reference:	Insp ID
Inspect compressor scroll for cracks. Pay particular attention to welded areas.	Kill
Discrepancy Log page/WO	PP
Engine Fuel System	
Ident #: 4902 Reference:	Insp ID
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.	BN
	1 – - 1 6

Engine Ignition System	
Ident #: 4907 Reference: 74-20-02, para 2.	Insp ID
Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.	BD
Discrepancy Log page/WO N/A Why	1/10
Ignitor/Spark Plug	
Ident #: 4908 Reference: 74-20-01, para 2.B.	Insp ID
Perform operational check of igniters.	00
Discrepancy Log page/WO N/A Why	BD
Engine Air Anti Ice System	
Ident #: 4905 Reference:	Insp ID
Inspect the anti-icing valve and solenoid valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.	BO
Discrepancy Log page/WO N/A Why	
Engine Exhaust System, General	·
Ident #: 4909 Reference: 72-00-00, Table 603, Item 4	Insp ID
Without disassembly, visually inspect turbine and exhaust collector supports and the air tubes for cracks, buckling and general condition.	BD
Discrepancy Log page/WO	
Engine Controls System, General Ident #: 4988 Reference:	Insp 1D
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.	BP
Discrepancy Log page/WO N/A Why	

Final Page

BHT 206A, 206B, 206L, INSTRUCTIONS for CONTINUED AIRWORTHINESS 206L-1, 206L-3, 206L-4,407, TAIL ROTOR PEDAL LOCKOUT KIT Garlick, Arrow Falcon Exporters,

AA-99032 Revision E

BO

206L-1, 206L-3, 206L-4,407, **TAIL** Garlick, Arrow Falcon Exporters, San Joaquin OH-58A, OH-58A+, OH-58C Agusta SpA A109, A109A, A109A II, A109C, A109K2, A109E, A119

Inspection Record

Work Order Number:		
Registration Number:	NYYSMT	
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.
- 2. Verify the Expandable pins are properly positioned in the Bellcrank and Safety Clips are properly latched.
- Verify the Links are fully seated and locked on the Lockout bracket Assembly.

TAIL ROTOR PEDALS ENGAGED

- 1. Inspect Warning Decal for condition and security of attachment.
- 2. Inspect Cable Assembly (Lanyard) for condition and security.
- Verify the Expandable Pins are seated on top of the Links.
- 4. Verify the Safety Clips are properly latched.
- 5. Verify there is no play between the Expandable Pins, Links and Bellcrank.
- 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.

Signature	0	<i>,</i>	A & P No
Signature			Inspector

AERONAUTICAL ACCESSORIES

INSTRUCTIONS for CONTINUED AIRWORTHINESS for FOLDING MAINTENANCE STEP No Revision

Annual Inspection Record

Work Order Number:	
Registration Number:	NYYSMT
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.

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.

- $\underline{\beta}$ 2. Check the folding function of the step.
- $\underline{\beta}$ 3. Inspect the attaching fasteners for security.
- $\underline{\beta}\underline{\beta}$ 4. Check the torque value on the attaching hardware and adjust as required to 50-70 in/lbs. $\underline{\beta}\underline{\beta}$ 5. Inspect Baggage Door Retention Strap for tears or frays and check
- <u>BU</u> 5. Inspect Baggage Door Retention Strap for tears or frays and check attaching fasteners for security.

Signature	A & P No.
Signature	 Inspector

AERONAUTICAL ACCESSORIES, INC.

October 11, 2000

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 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.

Initials	Signature	Certificate Type and Number	
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 <u>08/08/12 N# 445MT</u> S/N <u>53757</u> TT <u>786.3</u> Signature Certificate Number			

Helicopter Assy. Mfg	
Ident #: 4870 Reference: CSSD-PSE-87-001	Insp ID
Perform corrosion inspection for the areas inspected in accordance with the Corrosion Control Guide.	RA
Discrepancy Log page/WO N/A Why	NN
Placards and Marking	Inco ID
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.	BD
Discrepancy Log page/WO N/A Why	-
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.	Insp ID BP
Discrepancy Log page/WO N/A Why	-
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.	Insp ID BD
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	_
Tail Rotor System Ident #: 4809 Reference: Chapter 64 Examine the tail rotor assembly for general condition and security. Examine the components as follows:	Insp ID R ()
a. the retainer nut and the lockwire for damage.	\mathcal{N}
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

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.

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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	
B//			

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 OS/IOS/IC N# M= M= M= S/N S.3.95.9 TT Signature TT 7.8.6.3

Revision: Rev 2 Date: 8-Feb-06

Engine Mounting System	
Ident #: 4903 Reference:	InsplD
Inspect the engine mounts for condition and security.	RN
Discrepancy Log page/WO N/A Why	DN
Engine Fireseals System	
Ident #: 4906 Reference: 72-50-00, para 5.J.	InspID
Inspect the horizontal and vertical firewall shields for cracks.	RD
NOTE: CONTINUED SHEET METAL OR TUBE CRACKING MAY BE AN INDICATION OF EXCESSIVE ENGINE, ENGINE ACCESSORY, OR AIRFRAME VIBRATION.	$\mathcal{N}\mathcal{P}$
Discrepancy Log page/WO	
Engine Systems	
I dent #: 4898 Reference:	InspID
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.	BD
Discrepancy Log page/WO N/A Why	
Engine Systems	
Ident #: 4901 Reference:	InspID
Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.	BP
Discrepancy Log page/WO	
Turbine Engine Comp/Fan Section I dent #: 4899 Reference: 72-30-00, para 4.B.	InspiD
Inspect the compressor impeller leading edges for damage.	BD
Discrepancy Log page/WO	$\mathcal{P}\mathcal{P}$
Turbine Engine Comp/Fan Section Ident #: 4900 Reference: 72-30-00, para 5.B.	InspID
Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.	2D
Discrepancy Log page/WO	PV
Turbine Engine Comp/Fan Section	InsoID
Inspect compressor scroll for cracks. Pay particular attention to welded areas.	RA
Discrepancy Log page/WO N/A Why	
Engine Fuel System Ident #: 4902 Reference:	InspID
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.	BD
Discrepancy Log page/WO	-
Revision: Rev 2	Page

Date: 8-Feb-06

Engine Ignition System	loso 1D
Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.	BD
Discrepancy Log page/WO N/A Why	P 12
Ignitor/Spark Plug Ident #: 4908 Reference: 74-20-01, para 2.B.	Insp I D
Perform operational check of igniters.	(2)
Discrepancy Log page/WO N/A Why	D U
Engine Air Anti Ice System I dent #: 4905 Reference:	InspID
Inspect the anti-icing valve and solenoid valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.	BD
Discrepancy Log page/WO	·
Engine Exhaust System, General Ident #: 4909 Reference: 72-00-00, Table 603, Item 4	InspID
Without disassembly, visually inspect turbine and exhaust collector supports and the air tubes for cracks, buckling and general condition.	BD
Discrepancy Log page/WO	
Engine Controls System, General Ident #: 4988 Reference:	InspID
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.	BN
Discrepancy Log page/WO N/A Why	
Final Page	



BHT-407-MM-1

SCHEDULED INSPECTIONS

5-21. 600 HOUR OR 12 MONTH INSPECTION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER
	DATE: <u>7/24/12</u> w.o FACILITY: <u>Base 218</u> HELICOPTER S/N: <u>53959</u> REGISTRY NO.: <u>N445MT</u> TOTAL TIME: <u>766.4</u> SIGNATURE:	
	FOR HELICOPTERS OPERATED IN CORROSIVE ENVIRONMENT OR EXTREME ENVIRONMENTAL CONDITIONS, THE RECOMMENDED INTERVAL EOR INSPECTION AND LUBRICATION MUST BE	
Chapter 62	REDUCED TO 600 HOURS OR 6 MONTHS.	
	1. Remove main rotor blades from the main rotor hub assembly.	
	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).	
	3. Clean main rotor hub and blades with cleaning compound (C-318). Thoroughly rinse with fresh water and dry with clean cloths.	
	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.	
Chapter 62	5. If installed, examine the expandable blade bolts for condition and security.	
Chapter 12	6. If installed, lubricate the expandable blade bolts.	
	7. Install main rotor blades onto the main rotor hub assembly.	

I

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.

Initials	Signature	Certificate Type and Number	
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# 445 mT S/N 53959 TT 745.9 Signature			

	Helicopter Assy. Mfg	·····
	Ident #: 4875 Reference: CSSD-PSE-87-001	Insp ID
	Perform corrosion inspection for the areas inspected in accordance with the Corrosion Control Guide.	131)
	Discrepancy Log page/WO N/A Why	$\nu \nu$
	Placards and Marking	
	dent #: 4806 Reference: Chapter 11	Insp ID
	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.	BD
	Discrepancy Log page/WO N/A Why	
	Placards and Marking	,
	dent #: 4837 Reference: Chapter 11	Insp ID
	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.	BO
	Discrepancy Log page/WO	~/
	Electrical System, General	
	I dent #: 4862 Reference: Chapter 96	Insp D
	Examine the electrical components, the mounts, and the electrical harness for condition and security.	k/
	Discrepancy Log page/WO N/A Why	
	Hydraulic Power System	
	I dent #: 4867 Reference: Chapter 29	insp ID
	Examine the tail rotor hydraulic system for condition, leaks, and security. Examine the components as follows:	(k)
	a. the pivot bolts of the pilot valve on the actuators for freedom of rotation.	UN
	b. the actuator support.	
ł	Discrepancy Log page/WO N/A Why	
	Landing Gear, General	
	Ident #: 4868 Reference: Chapter 32	insp D
	Examine the landing gear assembly for condition and security. Examine the components as follows:	RD
	a the skid tubes.	VN
	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.	
2	Discrepancy Log page/WO <u>39744</u> N/A Why	

Navigational Data System, General	
I dent #: 4865 Reference: Chapter 97	InspID
Examine the antenna(s) on the aft fuselage for condition and security.	BO
Discrepancy Log page/WO	ΟŅ
Door Warning System	
Do an operational check of the bacage door annunciator circuit	inspit.
	BN
Discrepancy Log page/WO N/A Why	P9
Fuselage Structure Section	
Ident #: 4859 Reference: BHT-LIGHT-SRM and Chapter 52	InspID
CAUTION: ANY CRACK, CORROSION, OR LOOSE OR SHEARED RIVET IS CAUSE FOR IMMEDIATE GROUNDING OF THE HELICOPTER UNTIL THE PROBLEM IS CORRECTED.	BD
Examine the aft fuselage structure for condtion 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	
Fuselage Structure Section]
Ident#: 4860 Reference: BHT-LIGHT-SRM	insp ID
Examine the interior of the structure for condition. Examine the condition of the rivets that attach the comjposite skins to the structure.	SJ/
Discrepancy Log page/WO N/A Why	
Fuselage Structure Section	
Ident #: 4861 Reference: Chapter 53	insp ID
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.	BI/
Discrepancy Log page/WO N/A Why	
Main Rotor Transmission System	1.11.1.2
Ident #: 4863 Here ence: Chapter 53 Examine the transmission oil lines and other drain lines in the aft fuselage for condition and security.	InspID
	BD

Med-Trans Corp Approved Aircraft Inspection Program	Bell Helicopter 407 Airframe Event 6 Inspection
Tail Rotor Control System I dent #: 4864 Reference: Chapter 67 Examine the tail rotor control system in the aft fuselage for condition, security, and correct operation. Discrepancy Log page/WO Discrepancy Log page/WO N/A Why	Inso LD
Final Steps Ident #: 4869 Reference: BHT-407-FM-1 Ground run the aircraft. Make sure there are no oil or fuel leaks.	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.

Initials	Signature	Certificate Type and Number	
BO			
TM			

	FIN	AL 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 <u>07.11.2012</u> Signature	N# 445 MT	S/N 53959 Certificate Number	TT 745,9	

Engine Mounting System	
Ident #: 4903 Reference:	Insp ID
Inspect the engine mounts for condition and security.	an
Discrepancy Log page/WO N/A Why	DV
Engine Fireseals System	
Ident #: 4906 Reference: 72-50-00, para 5.J.	Insp ID
Inspect the horizontal and vertical firewall shields for cracks.	nA
NOTE: CONTINUED SHEET METAL OR TUBE CRACKING MAY BE AN INDICATION OF EXCESSIVE ENGINE, ENGINE ACCESSORY, OR AIRFRAME VIBRATION.	BP
Discrepancy Log page/WO N/A Why	
Engine Systems	
Ident #: 4898 Reference:	Insp ID
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.	BD
Discrepancy Log page/WO N/A Why	- / - ·
Engine Systems	
Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.	Insp ID RD
Discrepancy Log page/WO N/A Why	DP
Turbine Engine Comp/Fan Section	
Ident #: 4899 Reference: 72-30-00, para 4.B.	Insp ID
Inspect the compressor impeller leading edges for damage.	-
Discrepancy Log page/WO	7M
Turbine Engine Comp/Fan Section	
Ident #: 4900 Reference: 72-30-00, para 5.B.	Insp ID
Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.	-100
Discrepancy Log page/WO N/A Why No diet build up	711
Turbine Engine Comp/Fan Section	
Ident #: 4904 Reference:	Insp ID
Inspect compressor scroll for cracks. Pay particular attention to welded areas.	
Discrepancy Log page/WO N/A Why	TM
Engine Fuel System	
Ident #: 4902 Reference:	Insp ID
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.	BD
Discrepancy Log page/WO N/A Why	PU
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Date: 8-Feb-06	

Engine Ignition System	
Ident #: 4907 Reference: 74-20-02, para 2.	Insp ID
Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.	BO
Discrepancy Log page/WO N/A Why	
Ignitor/Spark Plug	
Ident #: 4908 Reference: 74-20-01, para 2.B.	Insp ID
Perform operational check of igniters.	Dh
Discrepancy Log page/WO	DΨ
Engine Air Anti Ice System	
Ident #: 4905 Reference:	Insp ID
Inspect the anti-icing valve and solenoid valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.	BD
Discrepancy Log page/WO N/A Why	
Engine Exhaust System. General	
Ident #: 4909 Reference: 72-00-00, Table 603, Item 4	Insp ID -
Without disassembly, visually inspect turbine and exhaust collector supports and the air tubes for cracks, buckling and general condition.	BD
Discrepancy Log page/WO N/A Why	
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.	Insp ID BP
Discrepancy Log page/WO N/A Why	
Engine Filter	
Ident #: 4912 Reference: 72-60-00, para I.C., 72-00-00, para 8.C., 72-50-00, para 5.E., 5.F	Insp ID
Remove, inspect, clean and reinstall the oil filter.	TAA
NOTE: If excessive carbon is found in the filter, inspect the scavenge and pressure oil system.	1001
Discrepancy Log page/WO N/A Why	
Fuel Injector Nozzle	
Ident #: 4914 Reference: 73-10-03	Insp ID
Clean and inspect the fuel nozzle.	-n/
NOTE: Install fuel nozzle with proper number of spacers.	1001
Discrepancy Log page/WO N/A Why	

	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.	BV
	Discrepancy Log page/WO	
	Engine Chip Detector	
	Ident #: 4911 Reference: 72-60-00, para 4.B.	Insp ID
	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.	TM
	Discrepancy Log page/WO N/A Why	·
	<i>Engine Oil Distribution System</i> Ident #: 4913 Reference: 72-50-00, para 5.E.	Insp 1D
	Measure and record power turbine support pressure oil nozzle flow from scavenge oil strut. Record and retain flow record.	TRY
	Flow	J
	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.	Insp ID
[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	Insp ID BD
[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.	Insp ID BD Insp ID
	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	Insp ID BD Insp ID TM
	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	Insp ID BD Insp ID TM
	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 Discrepancy Log page/WO N/A Why Engine Oil Distribution System Ident #: 4916 Reference: 72-50-00, para 5.G.	Insp ID BD Insp ID TM Insp ID
	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 Discrepancy Log page/WO N/A Why Engine Oil Distribution System Ident #: 4916 Reference: 72-50-00, para 5.G. Clean power turbine suppoort scavenge oil strut. Strut.	Insp ID BD Insp ID TM Insp ID TM
	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 Discrepancy Log page/WO N/A Why Engine Oil Distribution System Ident #: 4916 Reference: 72-50-00, para 5.G. Clean power turbine suppoort scavenge oil strut. NOTE: The flow check must be accomplished after compliance with oil system cleaning.	Insp ID BD Insp ID TM Insp ID TM
	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 N/A Why Ident #: 4915 Reference: 72-30-00, para 5.B. Wash compressor. N/A Why Discrepancy Log page/WO N/A Why Engine Oil Distribution System N/A Why Ident #: 4916 Reference: 72-50-00, para 5.G. Clean power turbine suppoort scavenge oil strut. NOTE: The flow check must be accomplished after compliance with oil system cleaning. Discrepancy Log page/WO N/A Why	Insp ID BD Insp ID TM Insp ID TM
	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 Discrepancy Log page/WO N/A Why Engine Oil Distribution System Ident #: 4916 Reference: 72-50-00, para 5.G. Clean power turbine suppoort scavenge oil strut. NOTE: The flow check must be accomplished after compliance with oil system cleaning. Discrepancy Log page/WO N/A Why Discrepancy Log page/WO N/A Why	Insp ID BD Insp ID TM Insp ID TM
	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 Ident #: 4915 Reference: 72-30-00, para 5.B. Wash compressor. Discrepancy Log page/WO Discrepancy Log page/WO N/A Why Engine Oil Distribution System Ident #: 4916 Ident #: 4916 Reference: 72-50-00, para 5.G. Clean power turbine suppoort scavenge oil strut. NOTE: The flow check must be accomplished after compliance with oil system cleaning. Discrepancy Log page/WO N/A Why Discrepancy Log page/WO N/A Why Clean power turbine suppoort 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 Ident #: 4917 Reference: 72-50-00, para 5.G. Clean power turbine external sump can. Clean power turbine external sump can.	Insp ID BD Insp ID TM Insp ID TM
	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 suppoort 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 Ident #: 4917 Reference: 72-50-00, para 5.G. Clean power turbine suppoort scavenge oil strut. N/A Why Discrepancy Log page/WO N/A Why Engine Oil Distribution System Ident #: 4917 Ident #: 4917 Reference: 72-50-00, para 5.G. Clean power turbine external sump can. Discrepancy Log page/WO Discrepancy Log page/WO N/A Why	Insp ID BD Insp ID TM Insp ID TM Insp ID Insp ID

Revision: Rev 2 Date: 8-Feb-06

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Med-Trans Corp	
Approved Aircraft Inspection	Program

Engine Oil Distribution System Ident #: 4918 Reference: 72-50-00, para 5.F.	Insp ID
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.	TM
Discrepancy Log page/WO	· · · · · · · · · · · · · · · · · · ·
Engine Oil Distribution System Ident #: 4920 Reference: 72-30-00, para 2.A. (1)	
Discrepancy Log page/WO	BV

Final Page

Bell Helicopter 407 Airframe 12 Month 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.

Initials	Signature	Certificate Type and Number	
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 <u>04,27,2012</u> N# <u>44.5 MT</u> S/N <u>53559</u> TT <u>650,1</u> Signature			

Ident #: 4884 Reference: Chapter 96	Insp ID
Examine the electrical harness for condition and security in the locations that follow:	
a. the pedestal.	7/1/1
b. the crew seats.	
c. the vertical tunnel.	
d. the roof beam.	
e. the hat bin area.	
Discrepancy Log page/WO N/A Why	
Electrical System, General	
Ident #: 4987 Reference: Chapter 96	Insp ID
Perform functional test of the entire electrical system using troubleshooting chart.	-710
Discrepancy Log page/WO	711
Fuel System, General	
Ident #: 4886 Reference: Chapters 28 and 96	Insp ID
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.	TM
Discrepancy Log page/WO N/A Why	
Fuselage Structure Section	
Ident #: 4883 Reference: Chapter 53	Insp ID
CAUTION: ANY CRACK, CORROSION, OR LOOSE OR SHEARED RIVET IS CAUSE FOR IMMEDIATE GROUNDING OF THE HELICOPTER UNTIL THE PROBLEM IS CORRECTED.	Thi
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 bat bin	

Ident #: 4887 Reference: Chapters 8, 53, 67 and 96 Examine the following parts on the tailboom for condition and security:	Insp ID
a. the ballast (if installed).	Jun
b the controls	<u> </u>
c the horizontal stabilizer	
Discrepancy Log page/WO	
Rotorcraft Flight Control System, General Ident #: 4877 Reference: Chapter 67	Insp ID
Examine the controls for condition, security and correct operation. Examine them in the locations that follow:	-77/2
a. the pedestal.	////
b. the crew seats.	
c. the tunnel.	
d. the roof beam.	
e the bat hin area	
Discrepancy Log page/WO	
Ident #: 4878 Reference: Chapter 67	Insp ID
Examine the components of the airspeed-actuated pedal stop for condition, security and correct operation. Examine the components that follow:	The
a. the solenoid.	
b. the cam.	
c. the release cable.	
Discrepancy Log page/WO N/A Why	_
Tail Rotor Control System	
Ident #: 4879 Reference: Chapter 67	Insp ID
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).	The
Discrepancy Log page/WO N/A Why	
Tail Rotor Control System	
Ident #: 4880 Reference: Chapter 96	Insp ID
Perform a pedal restrictor control system operational check.	The
Discrepancy Log page/WO N/A Why	

Tail Rotor Control System	
Ident #: 4881 Reference: Chapter 67	Insp ID
Examine all fluid flexible and rigid lines for condition, leaks and security. Examine them in the locations that follow:	TM
a. the vertical tunnel.	
b. the roof beam.	
c. the hat bin area.	
Discrepancy Log page/WO	_
Engine Mounting System	[····
Ident #: 4885 Rejerence. Chapter 55	Insp ID
Examine the forward engine mount attachment points for condition and security.	TM
Discrepancy Log page/WO N/A Why	// .
Engine Controls System, General	
Ident #: 4882 Reference: Chapter 76	Insp ID
Examine the throttle control cable for condition and security. Examine it in the locations that follow:	TM
a. the crew seats.	/.
b. the vertical tunnel.	
c. the roof beam.	
Discrepancy Log page/WO	
Final Page	

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Table 5-3.	Signature	Sheet for	Special	Inspection
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Lag Ваок Раде 036629	DATE: <u>33.0.</u> FACILITY: <u>-</u> HELICOPTER REGISTRY N TOTAL TIME: SIGNATURE:	5.2012 Bas <u>e 218</u> e sin: <u>539</u> o.: <u>N 4</u> 45 <u>59]</u> , 1	_w.o MREn Cit 759 MT	ly, <i>Iown</i>		
COMPONENT		INS	PECTION SCH	EDULE		
HOUR	S AFTER INITIA	L INSTALLAT		·	SIGN	TURE
	AFTER GROUND RUN	1 TO 5 HOURS	10 TO 25 HOURS	100 ±10 HOURS	MECH	OTHER
Main Rotor Hub Mast Nut Torque Check	x	×Д				
Main Rotor Hub Through Bolt Torque Check	x	×Д				
Main Rotor Hub Lower Cone Torque Check	x	×∕₁				
Tail Rotor Gearbox Torque Check			X	300 HR	The	
All Tail Rotor Driveshaft Disc Pack Couplings Torque Check			X			
Tail Rotor Hub Mast Nut Torque Check		X <u>/3</u>				
Engine Mounts Torque Check				x		
Tailboom Attachment Hardware Torque Check		X				
Transmission Top Case Torque Check				x	-	
Swashplate Tilt Friction			XA			
Fuel System	Immediately a	ter maintenand	e or componer	t change <u>∕s</u>		



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

NOTE	S:	
\triangle	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).	
\triangle	Repeat the swashplate tilt friction check every 300 flight hours (specified in progressive inspection).	
<u>/</u> 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 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.

Initials	Signature	Certificate Type and Number	
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 02/28/2012 N# N445MT SIN 53959 TT 588.9 Signature Certificate Number

Landing Gear, General	
Ident #: 4897 Reference: Chapter 32	Insp ID
Examine the crosstube fairings for condition and security.	RD
Discrepancy Log page/WO N/A Why	
Main Rotor Blade System	
Ident #: 4893 Reference: Chapter 62	Insp ID
Examine the expandable blade bolts for condition and security.	00
Discrepancy Log page/WO N/A Why	131
Rotor Brake System	
Ident #: 4894 Reference: Chapter 63	Insp ID
Examine the rotor brake assembly for condition and security.	BD
Discrepancy Log page/WO N/A Why	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Rotorcraft Flight Control System, General	
Ident #: 4895 Reference: Chapter 67	Insp ID
Examine the dual controls for condition and security.	$\rho \rho$
Discrepancy Log page/WO	BP
Engine Air Intake System	
Ident #: 4892 Reference: Chapter 71	Insp ID
Examine the particle separator for condition and security	PN
Discrepancy Log page/WO	61/
Engine Air Intake System	p
Ident #: 4896 Reference: Chapter 71	Insp ID
Examine the snow deflector baffles for condition and security.	PD
	DV
Discrepancy Log page/WO	

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.)	The
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	7744
R	Inckness of the hylon coaling is NOT allowed. Replace as needed.	1601
0. -7	Themove landing gear lannings, in instance, and inspect for condition and socurity	<i>7011</i>
7.	Inspect attachment of crosstude 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	

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BHT 407 INSTRUCTIONS FOR CONTINUED AIRWORTHINESS REPLACEMENT CROSSTUBES for LOW and HIGH SKID GEAR AA-00061 Revision E

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.

<u>NOTE</u>

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.
- 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.

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September 14, 2009

 BHT 407
 INSTRUCTIONS FOR CONTINUED AIRWORTHINESS
 A/

 REPLACEMENT CROSSTUBES for LOW and HIGH SKID GEAR
 Re

AA-00061 Revision E

3.5 CLEANING REQUIREMENTS

NOTE

Use of aggressive and/or abrasive cleaning agents may result in debonding 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.

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

TABLE 3. TORQUE VALUES

4.0 **TROUBLESHOOTING INFORMATION**

TABLE 4.	TROUBLESHOO	DTING
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Problem	Probable Cause	Remedy
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

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