CONTINUED AIRWORTHINESS
100–HOUR OR ANNUAL INSPECTION CHECKLIST

1. 100–Hour or Annual Inspection

This check sheet is designed to be used when performing 100–Hour or Annual inspections as defined under FAR, Part 43, Appendix D. This checklist, when completed, should be kept as a permanent part of the helicopter's records. Adherence to Maintenance Manual information is required, and the manual should be consulted when using the checklist.

NOTE:

- The Chap/Sect column of the following table is for reference unless a specific inspection requirement is called out. If there is only two numbers in the column, it refers to the Chapter. If there is three numbers, it refers to the Section the inspection is found.
- Refer to applicable Rolls–Royce engine inspection check list for required engine maintenance.

Table 1. 100–Hour or Annual Inspection Hobbs 5715.8

Registration No. N369AW Serial No. 4701170

Helicopter Hours 21918.0 Torque Events 27302 K

Model	369D Requirement	Chap/Sect	Initial
	GENERAL		
ALL	Thoroughly clean helicopter and engine prior to start of inspection.	20	
ALL	Remove trim panels, covers and access panels as necessary.	52–50–00	
ALL	Ensure all placards and markings are installed.	11–00–00	
ALL	Ensure compliance with component mandatory retirement schedule.	04–00–00	
ALL	Calculate and record TE's or RIN's, of all affected components, in Table 2.	04–00–00	
ALL	Ensure compliance with component overhaul schedule.	05–10–00	
ALL	Ensure compliance with all applicable airworthiness directives, service bulletins and special inspections.	N/A	
ALL	Review aircraft maintenance records for recorded discrepancies and correct discrepancies as applicable.	N/A	
ALL	Refer to related manufacturer's publications for detailed requirements on inspection of engine, starter/generator, battery and all installed STC equipment.	01–00–00	
	EXTERIOR		
ALL	* Air intake for cleanliness and foreign matter. * Visible portion of engine compressor inlet for foreign object damage.	71	
CAUTION:	Ensure that compressor cover is installed to prevent FOD.		
ALL	Engine air plenum chamber for: * Damage and cleanliness. * Wear and security of internal components. * Particle separator mounting structure for cracks or damage.	71 53	

Table 1. 100–Hour or Annual Inspection (Cont.)

Registration No. _____ Serial No. _____			
Helicopter Hours 2198.0 Torque Events _____			
Model	**Requirement**	**Chap/Sect**	**Initial**
ALL	Fuselage upper surfaces for: * Damage and condition. * Mast base drain holes clean and free of debris (blow air thru holes to ensure no clogging). * Engine air inlet fairing free from damage. No delamination noted. Bypass door operationally checked. Seals free from damage. * Engine air bypass door operationally checked. Seals free from damage. Cable system checked for smooth operation. * Engine access doors for proper operation of latches and closure, distortion, damage, cracks and security.	52 53 71 52	[redacted]
ALL	Fuselage for: * Damage and condition. * Compartment fresh air vents in doors and front of canopy for easy of operation and security. * Fuel cell vent fairings free of obstructions and obvious damage. * Pilot's and passenger/cargo compartment doors for condition of door glass, vents and proper operation of latching and locking mechanisms. * Door hinges and pins for play or wear. Ensure door pin locking tab is engaged with slot in frame. * No evidence of oil leakage around fuselage drain holes.	52 53	
369D/E/FF	Sta. 142.0 tail rotor control bellcrank support for cracking or damage, use bright light and mirror (Ref. Upper Fuselage and Tailboom Control Linkage Inspection).	67–20–10	
500/600N	Anti–torque fan inlet for: * Screen for cleanliness and damage. * Attaching hardware for security. N/A By Type [redacted] * Interior of fan inlet for cleanliness and damage. * Driveshaft cover for damage.	53	
ALL	* Check for no gap between tailboom and fuselage at attach points. * Check tailboom skin around stabilizer fittings for cracks. * Tailboom attachment–to–fuselage for security, evidence of corrosion or cracks, loose rivets or buckling.	53	

Table 1. 100-Hour or Annual Inspection (Cont.)

Registration No. N368AW Serial No. _____

Helicopter Hours 2198.0 Torque Events _____

Model	Requirement	Chap/Sect	Initial
500/600N	* Thruster cones and tip cap (500N only) for damage and security. Inspect for wear between thruster cones and tailboom at points of contact. * Using a flashlight and 10X magnifying glass, inspect horizontal stabilizer mounting brackets for cracks (pay particular attention to the forward inboard legs) (Ref. Tailboom Inspection). * Using a bright flashlight, inspect fore and aft radii of the lower portion of the three upper slot bridges for cracks, illuminate area under the flap. The flap may be raised slightly, using finger pressure only, to aid in checking this area (Ref. Tailboom Inspection). * Using a bright light and 10X magnifying glass, inspect the four tailboom attachment lugs for cracks and fiber damage. Pay particular attention to area on top of the lug from the radius block to 2 inches aft (Ref. Tailboom Inspection). * Tailboom closeout fairings for security of attachment hardware. Inspect for damage and chafing between closeout fairing and tailboom.	53-40-30 53-50-30	[redacted]
369D/E/FF	Horizontal stabilizer for: * Skin damage and loose rivets. * Tip plates for damage. Check for secure attachments (Ref. Horizontal Stabilizer and Tip Plates Inspection).	53-50-10	
500/600N	Horizontal stabilizer for: * Skin damage and loose rivets. * Mounting fittings for cracks and security. * Stabilizer attach bolts for security.	53	
369D/E/FF	Vertical stabilizer for: * Damage to leading and trailing edges and damaged stressed side panels (no repair of side panels permitted). * Mounting fittings for cracks and security. * Tail skid for obvious damage and security (Ref. Vertical Stabilizer Inspection).	53-50-10	
500/600N	Vertical stabilizers for: * Damage to leading or trailing edges and damaged side panels. * Cracks in skin, no cracks permitted (pay particular attention to areas around mounting bolts). * Stabilizer attach bolts for security. * Stabilizer mount bushings for wear, security and correct installation. * Excess play in control linkage, bearings and security of attaching hardware.	53	

Table 1. 100-Hour or Annual Inspection (Cont.)

Registration No._____ Serial No._____

Helicopter Hours 2198.0 Torque Events_____

Model	Requirement	Chap/Sect	Initial
	LANDING GEAR		
ALL	Landing gear skid tubes and fairings for: * Wear and damage in excess of permissible limits. * Upper fairing fillets for freedom of movement and general condition. * Strut attachment points for security and pivot (swivel) bearings for excessive play. * Landing gear dampers for correct extension, security of attachment and for signs of fluid leakage. Pivot bearings for excessive play. * Passenger steps for security and damage.	32	
369D/E/FF 500N	Remove landing gear fairing fillets and visually inspect landing gear strut assemblies for cracks and damage.		
369D/E/FF 500N	For aircraft 369D: 001 & subs, 369E: 0001 thru 0528, 369FF: 0001 thru 0114 and 500N: 001 thru 077: Remove plug button from inboard of fairing assembly. Using a bright light and 10X magnifying glass, inspect rivet hole in underside of strut for cracks. If crack is found, strut must be scrapped.		
	CABIN		
ALL	Compartment heat and anti-icing valve controls for: * Easy and correct operation and rigging. * Heating system heat diffusers for security.	21	
ALL	* Seat belts for condition and security. * Inertia reels for condition and proper extension/retraction.	25	
ALL	Pilot/copilot controls for: * Wear, looseness and general condition of control rods and rod end bearings. * Quick-release pins for condition. * Cyclic, collective and anti-torque controls for free movement. * Cyclic trim actuators for security. * Collective torque tube, support bracket and bungee support bracket for evidence of cracks, gouges or other visible damage in attach lug and bungee support bracket attach areas; gaps between bracket and cradle cap of collective torque tube (use bright light and mirror). * N_1 power controls for obvious damage. * Check for minimum cyclic friction adjustment (resistance to turning spring with fingers). * Flight control system one-way lock (Uniloc) for oil leakage, condition and security. Fluid reservoir 1/2 – 3/4 full; replenish if low.	67 76	

Table 1. 100-Hour or Annual Inspection (Cont.)

Registration No. N309AW Serial No. _____

Helicopter Hours 2198.0 Torque Events _____

Model	Requirement	Chap/Sect	Initial
NOTE: With main rotor blades stationary, some friction drag is felt in the cyclic. The collective also has some drag, plus resistance of the collective bungee spring. Heavy drag is an indication of droop stop deformation caused by droop stop pounding.			
ALL	Engine N_1 and N_2 (N/A 600N) power controls for: * Free movement, full travel, security, obvious damage and proper rigging. * Pilot's and copilot's throttle rigging checks at **FULL**, **GROUND IDLE** and **CUTOFF** positions.	76	
	MAIN ROTOR		
ALL	Main rotor mixer control push-pull rods, links, scissors and bellcranks for excessive bearing play, bent rods or links, worn bushings and cracked bellcranks or brackets; all rodends centered.	62 67	
ALL	Main rotor pitch control rod assemblies, upper and lower rod end bearing for evidence of axial play and for any extrusion, displacement or damage to the bearing teflon liner. Check that all rodends are centered and security of lockwire (Ref. Pitch Control Rod Inspection).	62-30-00 62-30-60	
ALL	Swashplate for evidence of galling or corrosion of spherical bearing, and seals for deterioration and evidence of grease leakage. Upper and lower dust boots free from damage and security. Swashplate interrupters and magnetic pick-up secure.	62	
ALL	Main rotor hub retention strap assemblies for breaks or cracks in strap pack laminations. Check visible portions of both lead and lag legs of pack in each pitch housing (Ref. Main Rotor Strap Pack Lamination Inspection). Refer to 04-00-00 for strap pack lamination airworthiness requirements.	62-20-00 62-20-60	
ALL	Outboard ends of main rotor hub retention strap assemblies for gaps between pack laminates (Ref. Main Rotor Strap Pack Lamination Inspection).	62-20-00 62-20-60	
ALL	* Main rotor hub feathering bearings for excessive wear (Ref. Main Rotor Hub Inspection). * Main rotor droop stop ring for corrosion, dents and scratches. * Main rotor droop stop striker plate rollers for play and excessive wear. * Main rotor droop stop follower attachment pins for proper installation. * Main rotor droop stop plunger for corrosion, dents and scratches.	62-20-00 62-20-60	
ALL	Main rotor blade damper assemblies for obvious damage, security and excessive play in blade and pitch housing bearings, bonding of elastomeric material and corrosion (Ref. Main Rotor Damper and Attachments Inspection).	62-20-00 62-20-60	
ALL	Using bright light and 5X magnifying glass, inspect all main rotor hub assembly lead-lag links for corrosion, discoloration, pitting, intergranular cracks or stress corrosion cracks. Any discoloration or pitting is evidence of more than superficial corrosion, and the main rotor hub must be removed for replacement of lead-lag links (Ref. Main Rotor Hub Inspection).	62-20-00 62-20-60	

Table 1. 100-Hour or Annual Inspection (Cont.)

Registration No. _____ Serial No. _____

Helicopter Hours 2198.0 Torque Events _____

Model	Requirement	Chap/Sect	Initial
ALL	Main rotor hub bearings for roughness by rotating main rotor assembly several times by hand and listening for unusual noise (Ref. Main Rotor Hub Inspection).	62-20-00 62-20-60	
NOTE: Do not confuse with normal no-load transmission and overrunning clutch noise.			
ALL	Main rotor blade and damper attach pins tight and levers properly locked.	62	
ALL	Entire trailing edge and tabs for nicks, scratches and cracks generating from trailing edge (Ref. Main Rotor Blade Inspection).	62-10-00	
WARNING: **Using a bright light and 5X to 10X magnifying glass, inspect root f attach lugs and doublers for cracks and security.**			
ALL	Inspect main rotor blade root fittings, attach lug and lead-lag link attach lug every 100 hours in accordance with Main Rotor Blade Upper and Lower Root Fitting, Attach Lug and Lead-Lag Link Attach Lug Inspection (100 Hour). Pay particular attention to the lower side of the root fitting.	62-10-00	
ALL	Using a bright light and 10X magnifying glass, inspect main rotor blade abrasion strips for security of bonding on lower and upper surfaces, and by tapping at bond lines. Any blisters, bubbling or lifting of abrasion strip indicates a void (Ref. Main Rotor Blade Inspection).	62-10-00	
ALL	Tip area of main rotor blades for evidence of corrosion; pay particular attention to mating area of blade skin-to-tip weight interface; verify integrity of sealant coating (Ref. Main Rotor Blade Forward Tip Cap Inspection and Corrosion Protection).	62-10-00	
ALL	Drain holes in main rotor blade aft tip cap and vent holes in lower skin for clogging. Main rotor tip caps for security and evidence of corrosion.	62	
369D/E/FF 500N	Main rotor hub fairing for cracks, damage and security.	62	
	DRIVE TRAIN		
ALL	Main transmission lubrication and cooling system for: * Main transmission case and cooling installation for evidence of leakage and security of attachment. * Oil cooler blower, mount, ducting and hardware for security and damage. * Oil lines for chafing damage. * Clamps attached to oil lines for evidence of cushion wear or deterioration (if noted, remove clamp and inspect tube under clamp for chafing damage). * Pressure switch for security and deterioration; wiring for chafing.	63	
369D/E/FF 500N	Tach generator for security and deterioration; wiring for chafing.	63	
ALL	Rotor brake for: * Pucks and disc for wear and general condition. * Hydraulic lines for security and leaks. * Master cylinder for leaks. * Air in system (spongy feel at brake actuating handle when force is applied).	63	

NA kit not installed.

Table 1. 100–Hour or Annual Inspection (Cont.)

Registration No. N369AW Serial No. _____

Helicopter Hours 21918.0 Torque Events _____

Model	Requirement	Chap/Sect	Initial
ALL	Overrunning clutch for: * Evidence of oil leakage. * Proper operation: turn rotor in forward direction by hand – engine must decouple; turn rotor in reverse direction – engine must rotate (listen for turbine noise during reverse rotation). Rotor brake disc should not drag.	63	
NOTE: Normal seal drag may be sufficient to rotate engine at low rpm.			
369D/E/FF 500N	For aircraft equipped with 369A5350 overrunning clutch, regrease clutch splines.	63	
ALL	Engine–to–main transmission drive shaft couplings and shaft for condition and security of attachment. Bendix couplings only: inspect shaft coupling diaphragms for scratches, nicks or cracks (Ref. Main Transmission Drive Shaft Inspection (Bendix)).	63–10–00	
500/600N	* Main transmission–to–fan transmission drive shaft for dents, bulkhead chafing and obvious damage. * Inter–Connect drive shaft for dents and obvious damage. N/A By Type Aircraft * Free movement of control rod thru interconnect drive shaft.	63	
369D/E	Bendix couplings only: Check tail rotor blade tip movement in excess of 0.75 inch, without main rotor blade movement, when tail rotor blades are rocked back and forth in plane of rotation. N/A Kamatics Installed	63	
369D/E/FF	Tail rotor drive shaft for: * Evidence of buckling, dents, bulkhead chafing and obvious damage. * Align aft coupling index stripe with corresponding tail rotor transmission stripe and verify that bulkhead–to–drive shaft index stripes align (Ref. Tail Rotor Drive Shaft Twist Inspection).	63–15–10	
ANTI–TORQUE			
Tail Rotor System			
369D/E/FF	Tail rotor transmission for: * Corrosion, excessive oil leakage, cracks and other damage. * Check torque of mounting nuts (also tailboom extension hardware on 369FF helicopters) (Ref. Tail Rotor Transmission Installation).	63–25–10	
369D/E/FF	Tail rotor and pitch control assembly for: * Binding and unusual sounds (teeter blades to check for binding). * Control rod, pitch control links, hub and drive fork for play or damage. * Boots for installation and deterioration. * Retaining nut and lockwasher secure (no broken tangs noted and nut has not rotated, visual inspection of torque stripe). * Pitch control for evidence of seal rotation or loss of grease.	64	

Table 1. 100-Hour or Annual Inspection (Cont.)

Registration No._____ Serial No._____

Helicopter Hours 21918.0 Torque Events_____

Model	Requirement	Chap/Sect	Initial
369D/E/FF	Drive fork for; * Elastomeric bearing elements for bond failure. * Apply teetering force by hand (stop-to-stop) to rotor blades and inspect elastomers for radial-molded ridges on each bearing face. Discontinuity in molded ridges indicates bearing failure. There should by no apparent motion between the cage and fork, observed motion indicates bond failure.	64	
NOTE: Light swelling, pock marks and crumbs are surface conditions and do not indicate bearing failure.			
369D/E	If equipped with conical-type teetering bearings, torque check teeter bolt. * Conical bearings for axial or radial play (no play allowed). N/A Type Rotor Installed	64	
369D/E/FF	Tail rotor blades for: * Evidence of damage, including leading edges, trailing edges, skin. * Open vent and drain holes. * Loose or damaged tip caps. * Rivets securing tip cap for installation and condition. * Abrasion strips free of damage, no excessive erosion noted and no separation in bond around edges or at tip end of blade (Ref. Tail Rotor Blade Inspection). * While holding hub stationary, check tail rotor blade pitch bearings for lead-lag play in excess of 0.250 inch (6.35 mm) at blade tip. If excess play is found, remove blades, replace pitch bearings and inspect hub-to-pitch bearing contact surface of hub (Ref. COM).	64-10-00	
369D/E/FF	Perform Tail Rotor Balance.	18	
	NOTAR® Anti-Torque System		
500/600N	* Rotate rotor system and check for unusual noises. * Fan assembly for cleanliness and damage. * Fan blades for excessive play. * Fan seal for cleanliness, cracks, damage and corrosion. N/A By Type Acft. * Check gap between fan blades and tip seal. * Check gap between fan blades and hub.	64	
NOTE: If any of these gaps for any blade exceeds the average gap of the other blades by more than 0 (2.54 mm), remove and inspect the tension-torsion strap for that blade.			
500/600N	Perform Fan Blade Inspection (100-Hour).	64-25-30	
500/600N	Fan Transmission for corrosion, excessive oil leakage, cracks, damage and security on mounting frame. Drain line for cracks and security.	63	

Table 1. 100–Hour or Annual Inspection (Cont.)

Registration No. N369AW Serial No. _____
Helicopter Hours 21918.0 Torque Events _____

Model	Requirement	Chap/Sect	Initial
500/600N	Remove rotating cone and tip cap (500N) and inspect: * Cables, cable ends and pulleys for condition and security. Perform Forward and Center Cable Assembly Inspection and Sector Assembly and Control Cable Inspection. * Aft cable ends and turnbuckles for condition and security. Evidence of corrosion pitting requires replacement. * Rotating cone control tubes and cables for freedom of movement and unusual sounds. Reinstall rotating cone and tip cap (500N).	67 N/A By Type Acft.	
	ELECTRICAL		
	NOTE: When possible, use auxiliary power source, not battery, during **POWER ON** inspection.		
ALL	**XMSN OIL TEMP, FUEL FILTER** and **CHIPS** warning lights; electrical circuits for continuity to lamps by connecting jumper wire from each sender or chip detector terminal stud to an unpainted grounding surface; check each light for illumination (Ref. Caution/Warning System Operational Check).	95–00–00	
ALL	Push **PRESS TO TEST** switch: all caution and warning lights **ON**; depress instrument light rheostat knob; verify **CAUTION** lights dim.	95	
369D/E/FF 500N	Conduct operational check of automatic reignition system; igniter noise heard and reignition indicator light functions. Reset as required.	PFM	
	CAUTION: Do not leave landing light **ON** for more that one minute during next check; lamp will overhe lamp life will be shortened.		
ALL	Exterior lighting (landing, position and anti–collision lights) for proper operation; all switches **OFF** after check.	96	
	WARNING: Do not leave pitot heater ON for more than one minute during next check; severe bu personnel may result.		
ALL	**PITOT HTR** switch **ON** for a few seconds. Heated pitot tube will feel warm to the touch; turn switch to **OFF** after check. N/A Kit not Installed	95	
600N	Apply power to aircraft and disconnect CIT sensor (Ref. CIT (Compressor Inlet Temperature) Sensor Replacement); Verify ECU FAIL light illuminates. Re–connect CIT sensor.	76–00–00	
ALL	Clean battery and inspect for: * Connector pins for evidence of corrosion. * Leakage (if battery is leaking (wet), remove and replace battery). * Battery case for cracks in support flanges. * Dc wiring for chafing caused by wiring rubbing against battery case. * Deep cycle charge (recondition) battery every 100 hours or on conditional basis at operator's discretion.	96	
ALL	Functionally check and inspect all installed avionics, auxiliary or optional systems and equipment. Do not actuate hoist guillotine or emergency floats.	97	

Table 1. 100-Hour or Annual Inspection (Cont.)

Registration No._____ Serial No._____
Helicopter Hours 2198.0 Torque Events_____

Model	Requirement	Chap/Sect	Initial
	ENGINE COMPARTMENT		
ALL	Exhaust stack(s) and exhaust supports for cracks, defects and improper attachment.	78	
ALL	Engine compartment plumbing and electrical relay installation on left or right side oleo (landing gear damper) support fitting for good condition and security of mounting. Diodes for broken terminals and wires. Diode bracket for security and corrosion.	96	
ALL	Entire engine for: * Loose bolts; loose or broken connections. * Accessories for security and broken or missing lockwire. * Fuel and oil lines for chafing and kinking. * Fuel drain line valve for leakage. * Oil cooler and cooler deflector for security and obvious damage. * Accessible areas for obvious damage; evidence of fuel and oil leaks. * Engine mounts for cracks and play in mounting hardware at engine and airframe (retorque any loose mounting bolts). * Fuel control and compressor exterior for condition and security.	71 75 76	
369D/E/FF 500N	RPM governor lever control rod (replace if aluminum).	76-10-00	
369D/E/FF 500N	Clean and lubricate drive splines of starter-generator drive shaft, and female splines in engine accessory gear case on dry spline installations.	96	
369D/E/FF 500N	Anti-ice air tubes and compressor scroll for cracks or breaks at the anti-ice air valve and bleed port. If cracks exist, check engine for possible vibration causes (Ref. Engine Anti-icing System and applicable Allison Engine Operation and Maintenance Manual).	75-10-00	
	AFTER INSPECTION		
ALL	Touch-up all damaged paint and exterior markings, as necessary.	20	
ALL	Ensure all fluid levels are correct; service as required.	12	
ALL	Perform operational check of particle separator filter (Ref. Scavenge Air Operational Check).	71-10-10	

Table 1. 100-Hour or Annual Inspection (Cont.)

Registration No. N369AW	Serial No.		
Helicopter Hours 2915.0	Torque Events		
Model	**Requirement**	**Chap/Sect**	**Initial**
ALL	Install or close all stressed panels, covers and trim panels removed or opened for inspection. Check closure, fit and security. All loose equipment for proper stowage.	52-50-00	[redacted]

CAUTION: Helicopter must not be flown unless controls access panel and fuel cell access panels in cargo compartment are securely installed. These are stressed panels.

POST INSPECTION RUN UP

See applicable Pilot's Flight Manual for cockpit check and engine starting procedures. For troubleshooting procedures, refer to applicable section of this manual.

100-HOUR OR ANNUAL INSPECTION CERTIFICATION

It is certified that this helicopter has been thoroughly inspected as required by FAR, found to be airworthy, and appropriate entries made in the helicopter log book. It is further certified that the helicopter conforms to FAA specifications, that all FAA Airworthiness Directives and Manufacturer's Service Notices and Maintenance Manual data have been complied with, and the helicopter records are in proper order

Signature [redacted]

Rating Type or Certificate No. [redacted]

Date 10-19-12

2. Retirement Index Numbers Attachment

Table 2 is to be used for calculating and recording the Retirement Index Number (RIN) or Torque Events (TE) of components that are affected by Torque Events (TE).

This record of RINs/TE's should be kept as a permanent record.

Refer to Section 04-00-00 for components requiring calculation of RIN's/TE's and information pertaining to calculation of RIN's/TE's.

Component must be scrapped when it reaches 1,000,000 RIN's or maximum TE's (Ref. Sec. 04-00-00).

Table 2. Permanent Record of Retirement Index Numbers/Torque Events

Component	Part No.	Serial No.	Hours	TE's	RIN's	Signature

PARA 1. (cont)

B. Scheduled Inspections

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

3736.0

Hobbs 5715.8

Table 602

Scheduled Inspections

Inspection Checksheet

Owner Hauser Field Aviation Date 10/19/12

A/C Make/Model 369D S/N 47011TD Reg No N269AW TSN 21918.0

Engine S/N CAE8887190 TSN 12427.6 TSO N/A

This inspection checksheet is to be used when performing scheduled inspections. This form may be locally reproduced and/or expanded to reflect the aircraft operating environment. Keep the completed sheets as a permanent part of the aircraft engine records. Detailed information regarding each inspection item is contained in the referenced Operation and Maintenance Manual paragraphs.

CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.

Item	Inspection/Maintenance Action	REF PARA	✓	Initial
	100 Hour Inspection			
1	Inspect the entire engine for loose or missing bolts, broken or loose connections, security of mounting accessory and broken or missing lockwire. Check accessible areas for obvious damage and evidence of fuel or oil leakage.	N/A	✓	[redacted]
2	Inspect all "B" nuts for application and alignment of torque paint. If missing, loosen "B" nut, retighten, and apply torque paint.	PARA 9.B., 72-00-00, Engine-Servicing	✓	
3	Check mounting and support bolts to be sure they are tight, lockwired and in good condition. Check security of screws and rivets. Remove all foreign material which might be drawn into the compressor inlet.	N/A	✓	
4	Check accessible fuel system components, lines, and connections for security, damage or leakage. Accomplish with the boost pump on, if available. Remove, visually inspect and clean if visual condition dictates.	PARA 2., 73-00-00	✓	

1J369AW 7/10/12 A/F T.T. 21753.0 ENG T.T. 12262.6

Table 602 (cont)
Scheduled Inspections

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

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ENG T.T. 12262.6

Table 602 (cont)
Scheduled Inspections

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

HAVERFIELD AVIATION, INC.
1750 EMMITSBURG RD.
GETTYSBURG, PA. 17325

Daily Flight and Maintenance Log

ircraft Model: Hughes 369D **Aircraft Registration No. N369AW** **Aircraft Serial No. 470117D**

Todays Date	Pilot's Signature		Hobbs Meter	Airframe Total Time	Hook Time	Torque Events	Start Cycles		Engine Time (Twin Star)	
11/15	[redacted]	Start	5788.9	21991.1		36	Eng 1	Eng 2	Eng 1	Eng 2
Signature certifies preflight inspection		Today								
& all daily AD's / DN's are completed		Total								

AD / DN / SB Compliance	AFTT	Signature	Certificate Type / #
AD 88-17-09R1	21991.1	[redacted]	Com [redacted]
SB 369D-173R1	21991.1	[redacted]	Com [redacted]

	#1	#2	POWER CHECK
TQ			Chart TOT
PA			
OAT			Difference
TOT			
N1			

Todays Date	Pilot's Signature		Hobbs Meter	Airframe Total Time	Hook Time	Torque Events	Start Cycles		Engine Time (Twin Star)	
		Start					Eng 1	Eng 2	Eng 1	Eng 2
Signature certifies preflight inspection		Today								
& all daily AD's / DN's are completed		Total								

AD / DN / SB Compliance	AFTT	Signature	Certificate Type / #

	#1	#2	POWER CHECK
TQ			Chart TOT
PA			
OAT			Difference
TOT			
N1			

Todays Date	Pilot's Signature		Hobbs Meter	Airframe Total Time	Hook Time	Torque Events	Start Cycles		Engine Time (Twin Star)	
		Start					Eng 1	Eng 2	Eng 1	Eng 2
Signature certifies preflight inspection		Today								
all daily AD's / DN's are completed		Total								

D / DN / SB Compliance	AFTT	Signature	Certificate Type / #

	#1	#2	POWER CHECK
TQ			Chart TOT
PA			
OAT			Difference
TOT			
N1			

Todays Date	Pilot's Signature		Hobbs Meter	Airframe Total Time	Hook Time	Torque Events	Start Cycles		Engine Time (Twin Star)	
		Start					Eng 1	Eng 2	Eng 1	Eng 2
Signature certifies preflight inspection		Today								
& all daily AD's / DN's are completed		Total								

AD / DN / SB Compliance	AFTT	Signature	Certificate Type / #

	#1	#2	POWER CHECK
TQ			Chart TOT
PA			
OAT			Difference
TOT			
N1			

Todays Date	Pilot's Signature		Hobbs Meter	Airframe Total Time	Hook Time	Torque Events	Start Cycles		Engine Time (Twin Star)	
		Start					Eng 1	Eng 2	Eng 1	Eng 2
Signature certifies preflight inspection		Today								
& all daily AD's / DN's are completed		Total								

AD / DN / SB Compliance	AFTT	Signature	Certificate Type / #

	#1	#2	POWER CHECK
TQ			Chart TOT
PA			
OAT			Difference
TOT			
N1			

MD 500 Platform Certifications

Installed cargo rack/work platform I/A/W STC SH1861SO manual and QCI-140 or installed Airborne work station STC SR01614NY-D and Report IC00769 as amended (see W&B dated located in RFM). Aircraft is approved for Return to Service.

Date	Hobbs	Signature	Certificate Type & #

Removed cargo rack/work platform I/A/W STC SH1861SO manual and QCI-140 or installed Airborne work station STC SR01614NY-D and Report IC00769 as amended (see W&B dated located in RFM). Aircraft is approved for Return to Service.

Date	Hobbs	Signature	Certificate Type & #

HAVERFIELD AVIATION, INC.
1750 EMMITSBURG RD.
GETTYSBURG, PA. 17325

Daily Flight and Maintenance Log

Aircraft Model: Hughes 369D **Aircraft Registration No. N369AW** **Aircraft Serial No. 470117D**

[redacted]

Todays Date	Pilot's Signature		Hobbs Meter	Airframe Total Time	Hook Time	Torque Events	Start Cycles Eng 1	Start Cycles Eng 2	Engine Time (Twin Star) Eng 1	Engine Time (Twin Star) Eng 2
11/13	[redacted]	Start	5282.7	21984.9		20				
Signature certifies preflight inspection & all daily AD's / DN's are completed		Today	1.0	1.0		1	1			
		Total	5283.7	21985.9		21				

AD / DN / SB Compliance	AFTT	Signature	Certificate Type / #
AD 88-17-09R1	21984.9	[redacted]	Com [redacted]
SB 369D-173R1	21984.9		Com [redacted]

POWER CHECK	#1	#2	Chart TOT
TQ	87.2		
PA	2000		755
OAT	2		Difference
TOT	720		-15
N1	97		

Todays Date	Pilot's Signature		Hobbs Meter	Airframe Total Time	Hook Time	Torque Events	Start Cycles Eng 1	Start Cycles Eng 2	Engine Time (Twin Star) Eng 1	Engine Time (Twin Star) Eng 2
11/14	[redacted]	Start	5283.2	21985.9		21				
Signature certifies preflight inspection & all daily AD's / DN's are completed		Today	5.2	5.2		15	6			
		Total	5288.9	21991.1		36				

AD / DN / SB Compliance	AFTT	Signature	Certificate Type / #
AD 88-17-09R1	21985.9	[redacted]	Com [redacted]
SB 369D-173R1	21985.9		Com [redacted]

POWER CHECK	#1	#2	Chart TOT
TQ			
PA			
OAT			Difference
TOT			
N1			

MD 500 Platform Certifications

Installed cargo rack/work platform I/A/W STC SH1861SO manual and QCI-140 or Installed Airborne work station STC SR01614NY-D and Report IC00769 as amended (see W&B dated _____ located in RFM). Aircraft is approved for Return to Service.

Date	Hobbs	Signature	Certificate Type & #

Removed cargo rack/work platform I/A/W STC SH1861SO manual and QCI-140 or Installed Airborne work station STC SR01614NY-D and Report IC00769 as amended (see W&B dated _____ located in RFM). Aircraft is approved for Return to Service.

Date	Hobbs	Signature	Certificate Type & #

WEIGHT AND BALANCE ACTUAL WEIGHT RECORD

Haverfield Aviation, Inc

1750 Emmitsburg Rd Gettysburg, PA. 17325

Aircraft	N369AW
Aircraft S/N	470117D

Make	MDHC
Model	369D

Date Weighed	8/7/09
Date Modified	8/7/09

Jack Points	Scale	Tare	Net	FS	Longitudinal Moment	BL	Lateral Moment
FWD R/H	860	2	858.00	96.9	83140.2	25.6	21964.8
FWD L/H	882	2	880.00	96.9	85272.0	-25.6	-22528.0
AFT R/H	190	0	190.00	197.2	37468.0		0.0
AFT L/H	0	0	0.00	0	0.0		0.0
		Empty Weight Total	1928.00	106.784336	205880.2	-0.2921162	-563.2

	LONGITUDINAL			LATERAL	
Empty Weight Configuration	Weight	Arm	Moment	Arm	Moment
Empty Weight before adjustments	1928.0	106.78	205880.2	-0.29	-563.2
Fuel 62 gallons@6.8gal/lb	-422.0	97.70	-41229.4	0.00	0.0
0	0.0	0.00	0.0	0.00	0.0
0	0.0	0.00	0.0	0.00	0.0
0	0.0	0.00	0.0	0.00	0.0
0	0.0	0.00	0.0	0.00	0.0
	0.0	0.00	0.0	0.00	0.0
	0.0	0.00	0.0	0.00	0.0
	0.0	0.00	0.0	0.00	0.0
Gross Weight C.G.	1506.0	109.33	164650.8	-0.37	-563.2

MOST FORWARD C.G.		LONGITUDINAL			LATERAL	
Empty weight as of:	8/7/09	1506.0	109.33	164650.8	-0.37	-563.2
Pilot		170.0	73.50	12495.0	-13.00	-2210.0
Copilot		170.0	73.50	12495.0	13.00	2210.0
Critical fuel quantity (FWD)		40.0	91.60	3664.0	0.00	0.0
				0.0		0.0
				0.0		0.0
Gross Weight FWD C.G.		1886.0	102.49	193304.8	-0.30	-563.2

MOST AFT C.G.		LONGITUDINAL			LATERAL	
Empty weight as of:	8/7/09	1506.0	109.33	164650.8	-0.37	-563.2
Pilot		170.0	73.50	12495.0	-13.00	-2210.0
Passenger R/H AFT		170.0	105.00	17850.0	12.00	2040.0
Passenger L/H AFT		170.0	105.00	17850.0	-12.10	-2057.0
Fuel 62 Gallons JP-5 @ 6.8 Lbs per gallon		420.5	97.70	41082.9	0.00	0.0
				0.0	0.00	0.0
Gross Weight AFT C.G.		2436.5	104.22	253928.7	-1.15	-2790.2

signature: [redacted] cert#: [redacted]

Form HFWB2