BHT-214B-MM-1

Bell MODEL 214B SERIES

MAINTENANCE MANUAL

VOLUME 1

GENERAL INFORMATION

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January 2007

CHAPTER 4 — AIRWORTHINESS LIMITATIONS SCHEDULE

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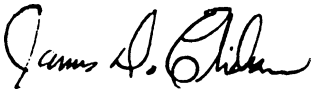
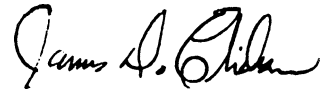
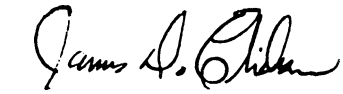
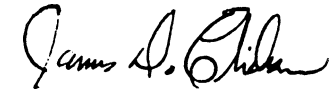
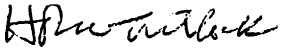
11	22 February 1980	
12	22 January 1981	Chapter 4 not affected
13	22 June 1981	
14	17 August 1981	Chapter 4 not affected
15	20 November 1981	Chapter 4 not affected
16	16 September 1982	
17 – 19	7 January 1983	Chapter 4 not affected
20	9 November 1982	
21	15 June 1984	
22	2 November 1984	
23	7 February 1985	
24	19 February 1985	
25 – 26	25 February 1987	Chapter 4 not affected
Reissue	11 March 1991	
1	26 May 1995	
2 – 3	26 August 1996	Chapter 4 not affected

REVISION NO.	DATE OF SIGNATURE	FAA/ODA* SIGNATURE
4	20 February 2002	
5	20 May 2009	
6	5 May 2011	*

AIRWORTHINESS LIMITATIONS SCHEDULE

4-1. AIRWORTHINESS LIMITATIONS SCHEDULE

The Airworthiness Limitations Schedule is FAA approved and specifies maintenance required under paragraphs 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

WARNING

ALL REPAIR AND OVERHAUL PROCEDURES LIVES PUBLISHED BY BELL HELICOPTER TEXTRON, INCLUDING COMPONENT RETIREMENT LIVES, ARE BASED SOLELY ON THE USE OF BELL APPROVED PARTS AND PROCESSES. IF PARTS OR PROCESSES DEVELOPED OR APPROVED BY PARTIES OTHER THAN BELL HELICOPTER ARE USED, THEN THE DATA PUBLISHED OR OTHERWISE SUPPLIED BY BELL HELICOPTER ARE NOT APPLICABLE. THE USER IS WARNED TO NOT RELY ON BELL HELICOPTER DATA FOR PARTS AND PROCESSES NOT APPROVED BY BELL HELICOPTER. ALL APPLICABLE INSPECTIONS AND REPAIR METHODS MUST BE OBTAINED FROM THE SUPPLIER OF THE PARTS OR PROCESSES NOT APPROVED BY BELL HELICOPTER. BELL HELICOPTER IS NOT RESPONSIBLE FOR PARTS OR PROCESSES OTHER THAN THOSE WHICH IT HAS ITSELF DEVELOPED OR APPROVED.

The mandatory airworthiness limitations schedule (Table 4-1) summarizes the mandatory maximum life, in hours, years or by Retirement Index Number (RIN) of components with a limited airworthiness life. Parts that are not on the schedule have an unlimited airworthiness life.

Refer to the engine manufacturer's publications for the airworthiness limitations schedule of the engine and components (Honeywell T5508D Series manuals).

NOTE

The airworthiness life or inspection interval for any part number contained in this schedule applies to all the successive dash numbers for that component unless it is otherwise specified.

WARNING

SOME PARTS ARE INSTALLED AS ORIGINAL EQUIPMENT ON BOTH MILITARY AND COMMERCIAL HELICOPTERS AND MAY HAVE A LOWER AIRWORTHINESS LIFE AND/OR OVERHAUL SCHEDULE WHEN USED ON A MILITARY HELICOPTER. IN ADDITION, CIRCUMSTANCES SURROUNDING THEIR USE MAY CALL FOR OPERATION OF THE MILITARY HELICOPTER OUTSIDE OF THE APPROVED COMMERCIAL FLIGHT ENVELOPE. CONSEQUENTLY, PARTS THAT HAVE BEEN USED ON MILITARY HELICOPTERS SHOULD NOT BE USED ON COMMERCIAL HELICOPTERS.

CAUTION

AIRWORTHINESS LIFE OF SOME KIT COMPONENTS MAY NOT BE COVERED IN THIS SCHEDULE. REFER TO APPLICABLE SERVICE INSTRUCTION (SI) OR MAINTENANCE MANUAL SUPPLEMENT (MMS) FOR KIT COMPONENTS SCHEDULE.

NOTE

The airworthiness life given or the failure to give an airworthiness life to a component does not constitute a warranty of any kind. The only warranty applicable to the helicopter or any component is the warranty included in the Purchase Agreement for the helicopter or the component.

The airworthiness lives given to the components and assemblies are determined by experience, tests, and the judgement of Bell Helicopter Textron engineers. The airworthiness lives and inspection intervals cannot be changed without the approval of the FAA.

Prior to disposing of unsalvageable helicopter parts and materials, caution should be exercised to ensure that the parts and materials are disposed of in a manner that does not allow them to be returned for service. Refer to FAA Advisory Circular 21-38 for guidance on the disposal of unsalvageable aircraft parts and materials.

Table 4-1. Airworthiness Limitations Schedule

NOMENCLATURE	PART NUMBER △1	AIRWORTHINESS LIFE YEARS/HOURS/RIN
	MAIN ROTOR CONTROL	
Blade Assembly (Metal)	214-015-001-005	△2 3600 hours
Blade Assembly (Comp)	214-018-402-001	Unlimited
Blade Assembly (Comp)	214-015-500-105	Unlimited
Grip Assembly	214-010-104-009, -113, -117	△4 1250 hours
Grip Assembly	214-010-104-121	△5 5000 hours
Spindle Assembly	214-010-103-001	△12 △18 400 hours
Spindle Assembly	214-010-103-003	△18 5000 hours
Yoke Assembly	214-010-105-001	△6 3750 hours
Yoke Assembly	214-010-105-117	△6 5000 hours
Pillow Block Bearing Bolts (4)	20-057-12-48D	△8 17,000 RIN
Drag Brace Barrel	214-010-120-109	5000 hours
Drag Brace Clevis	214-010-121-107	5000 hours
Retention Strap Fitting	214-010-115-001	△4 △5 2500 hours
Retention Strap Fitting	214-010-185-101, -107	△4 △5 2500 hours
Retention Strap Fitting	214-010-189-103	△4 2500 hours
Retention Strap	214-010-116-001	△15 1200 hours
Retention Strap	214-010-179-001	△7 1200 hours or 24 months
Retention Strap	214-010-179-003	△7 1250 hours or 24 months
Retention Strap Pin	214-010-117-001	2500 hours
Trunnion	214-010-106-001	△16 300 hours
Trunnion	214-010-226-001	△16 300 hours
Trunnion	214-010-230-101	△3 △8 120,000 RIN
Spindle Bolt	EWB26-10-H90	△13 1200 hours
	ROTATING CONTROLS	
Pitch Link Assembly	214-010-410-001, -011, -129	5000 hours

Table 4-1. Airworthiness Limitations Schedule (Cont)

NOMENCLATURE	PART NUMBER (1)	AIRWORTHINESS LIFE YEARS/HOURS/RIN
	ROTATING CONTROLS (CONT)	
Scissors Assembly	214-010-406-005	2500 hours
Scissors Assembly	214-010-406-009	5000 hours
Drive Link Assembly	214-010-408-001	5000 hours
Drive Link Assembly	214-010-408-005	5000 hours
Outer Ring, Swashplate	214-010-403-015, -019	5000 hours
	FIXED CONTROLS	
Collective Lever Assembly	214-010-474-001, -105	5000 hours
Collective Sleeve	214-010-411-001, -111	(14) 5000 hours
Idler Link	214-010-409-005	1250 hours
Idler Link	214-010-509-101	10,000 hours
Inner Ring, Swashplate	214-010-402-005	5000 hours
Support, Swashplate	214-010-404-005	2500 hours
Support, Swashplate	214-010-404-111	5000 hours
Rod End Bearings	214-001-051-001, -003, -007, -009, -013	15,000 hours
	ELEVATOR CONTROLS	
Elevator Horn Assembly	214-001-920-001, -007, -101	2500
	TAIL ROTOR HUB AND BLADE	
Blade Assembly	214-015-750-005, -109, -113	2500 hours
Grip Plate Set	214-010-770-001	5000 hours
Yoke Assembly	214-010-702-001, -105, -107	5000 hours
Yoke Assembly	214-011-802-105	5000 hours
	NODAL PYLON	
Restraint, Fore and Aft	214-030-612-005	1500 hours
Restraint, Lateral	214-030-613-007	1500 hours
Transmission Spindle	214-030-606-005	(8) (19) 1250 hours or 20,000 RIN
	TRANSMISSION	
Main Rotor Mast Assembly	214-040-090-105, -117	(3) (10) 5000
Upper Planetary Carrier	214-040-077-007, -101	(8) 120,000 RIN
Spider	214-040-080-001, -101	(8) 80,000 RIN
Spider	214-040-357-101	(8) 400,000 RIN

Table 4-1. Airworthiness Limitations Schedule (Cont)

NOMENCLATURE	PART NUMBER △1	AIRWORTHINESS LIFE YEARS/HOURS/RIN
TRANSMISSION (CONT)		
Rotor Brake Quill Duplex Bearing	204-040-424-001	600 hours
POWER PLANT RELATED SYSTEMS		
Bipod Assembly	214-060-108-005	10,000 hours
Tripod Assembly	214-060-107-005	10,000 hours
Aft Strut	214-060-118-001	10,000 hours
Sprag Clutch	214-040-808-001	300 hours
Sprag Clutch (Borg Warner)	X139223	△11 600 hours
CONTROL SYSTEM BOLTS △9		
Pitch Horn to Universal (2 Reqd)	20-057-10-44H	1250 hours
Universal to Pitch Link Clevis (2 Reqd)	50-047-10-29	1250 hours
Pitch Link Rod End to Scissors (2 Reqd)	50-047-10-55	1250 hours
Scissors to Scissors Hub (2 Reqd)	50-047-12-130	1250 hours
Scissors to Drive Link (2 Reqd)	50-047-10-96	1250 hours
Cyclic Actuators to Inner Ring (2 Reqd)	50-047-8-41	1250 hours
Collective Actuator to Collective Lever (1 Reqd)	50-047-8-40	1250 hours
Swashplate Support to Idler Link (1 Reqd)	20-057-10-118D	1250 hours
FIRE PROTECTION		
Fire Extinguisher Cartridge	13083-45	△17 6 years
RESCUE HOIST		
Cable Cutter Cartridge	300078-1	△17 5 years
Cable Cutter Cartridge	42277-231	△17 5 years
Cable Cutter Cartridge	42315-281	△17 5 years

NOTES:

△1 Airworthiness limitation for part number listed applies to all successive dash numbers for that component unless otherwise specified.

Table 4-1. Airworthiness Limitations Schedule (Cont)

NOTES (CONT):

△2 The following 214-015-001-005 and -011 main rotor blade serial numbers have a 1800-hour service life. All other blade serial numbers have a 3600-hour life if TB 214-78-9 is accomplished.

A2-01179	A2-01360	A2-01457	A2-01824
A2-01180	A2-01375	A2-01464	
A2-01187	A2-01377	A2-01525	
A2-01309	A2-01381	A2-01666	

△3 The 214-010-230-010 trunnion replaces the 214-010-106-001 and 214-010-226-001 trunnions and shall only be used with 214-040-090-105 and subsequent mast assembly.

△4 Life of grip is 1250 hours when installed with the 214-010-115-001 outboard strap fitting (ASB 214-83-25). These grips may be flown an additional 1250 hours (total of 2500 hours) if a 214-010-185-101, -107 or 214-010-189-103 fitting is installed at or prior to 1250 flight hours.

△5 Use 214-010-189-103 or 214-010-185-107 outboard strap fitting only.

△6 ASB 214-87-37 dated 4-9-87 reduced the life of the 214-010-105-001 yoke assembly from 5000 to 3750 hours and imposed a 1200-hour straightness inspection. A new 214-010-105-117 yoke assembly was made available to the customer with an airspeed restriction. With the restriction, a 5000-hour life is assigned to the -117 yoke assembly.

△7 ASB 214-80-10 dated 5-13-80 required that all tension-torsion straps must be retired after 24 months calendar time in service. In this application, calendar time in service begins when new straps are installed in main rotor hub and blade assembly and are subjected to powered rotation.

△8 Each component with a retirement life sensitive to “Torque Events” will be assigned a maximum Retirement Index Number (RIN). This RIN corresponds to the maximum allowed fatigue damage resulting from lifts and takeoffs. A new component will begin with a RIN of zero and will increase as lifts and takeoffs are performed. Record the number of lifts and takeoffs and increase the accumulated RIN accordingly. When the maximum RIN is reached, remove component from service. Certain components may be assigned a life in hours in addition to the RIN.

Record lifts or takeoffs and increase the accumulated RIN as follows:
During normal operation, increase the RIN by 1 for each lift or takeoff performed.
During logging operation, increase the RIN by 2 for each lift or takeoff performed.

△9 Inspect control system bolts every 24 months (Chapter 5).

△10 Perform magnetic particle inspection of mast every 2500 hour overhaul (Chapter 5).

△11 Freewheel clutch assemblies 214-040-021-103 and -105 contain clutch 214-040-866-101, which may be equipped with either Sprag Clutch, X139223 (Borg Warner) or CL-42055 (Form Sprag).

△12 The life of the 214-040-103-001 spindle was reduced from 5000 to 400 hours by ASB 214-76-5 dated 10-29-76.

△13 ASB 214-81-17 dated 3-25-81 reduced the life of the EWB26-10-H90 bolt to 1200 hours. The FAA issued AD 81-12-03 establishing a 1200-hour replacement time for this bolt.

△14 ASB 214-86-33 replaces the -001 sleeve with the improved -111 sleeve.

△15 The life of the 214-010-116-001 retention strap is 1200 hours based on ASB 214-78-5 dated 4-19-78.

Table 4-1. Airworthiness Limitations Schedule (Cont)

NOTES (CONT):

16 ASB 214-79-7 dated 4-26-79 reduced the life of the 214-010-106-001 and 214-010-226-001 trunnions from 4800 to 300 hours.

17 For components flagged with this note, life is from date of manufacture, any combination of storage and in-service use.

18 Visual inspection required of all 214-010-103 main rotor spindles at each tension/torsion strap change per ASB 214-83-21.

19 Reference ASB 214-08-70.

CHAPTER 5 — INSPECTIONS

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INSPECTIONS

5-1. GENERAL

This chapter contains the time limit intervals and the requirements for the Scheduled Inspection, Special Inspection, Conditional Inspection, and for the Component Overhaul Schedule.

These inspection requirements constitute an approved inspection program for the Bell Helicopter Textron Model 214B Series helicopters.

WARNING

FAILURE TO CORRECT CONDITIONS SUCH AS, BUT NOT LIMITED TO, CORROSION, EROSION, MECHANICAL DAMAGE, OR OBVIOUS WEAR FOUND DURING A SCHEDULED INSPECTION COULD SERIOUSLY AFFECT THE AIRWORTHINESS OF THE HELICOPTER.

The inspection intervals given in this chapter are the maximum permitted. Do not exceed these intervals. The owner/operator is responsible for increasing the scope and the frequency of the inspections as necessary. Make sure the helicopter is maintained safely during all unusual local changes, such as environmental conditions, helicopter use, etc. You can request changes to the requirements in this chapter through the local aviation authority.

The inspection intervals and the Component Overhaul Schedule given in this chapter are applicable only to Bell Helicopter Textron approved parts.

NOTE

The time period given for the overhaul of a component (or the failure to give a time period for the overhaul of a component) does not constitute a warranty of any kind. The only warranty applicable to the helicopter or any component is the warranty included in the Purchase Agreement for the helicopter or the component.

The Time Between Overhaul (TBO) and the inspection periods are determined through experience, tests, Lead-The-Fleet (LTF), or any other special programs and the judgement of Bell Helicopter Textron engineers. They are subject to change only by Bell Helicopter Textron or an approved airworthiness authority.

Changes to TBO will be introduced by either revision to the Maintenance Manual Chapter 5 or a Technical Bulletin.

Every calendar and hourly inspection is a thorough visual inspection to determine the airworthiness of the helicopter and the components. Qualified persons must do the inspections in accordance with quality standard aircraft practices and the applicable maintenance manuals. Bell Helicopter Textron considers that it is mandatory to obey all the applicable Alert Service Bulletins (ASB) and the Airworthiness Directives (AD).

Component operating time records are necessary for components that have scheduled maintenance procedures which are different from those of the airframe. It is the owner/operator's responsibility to keep the Historical Service Records for the applicable component and to do the necessary maintenance procedures.

Before each inspection, remove or open the necessary cowlings, fairing, inspection doors, and panels.

5-2. ITEMS NOT COVERED IN THE INSPECTION

This manual does not include the specific inspection intervals for some components such as the compass calibration and the pitot static test. These specific inspection intervals are given by your government regulatory authority. Refer to their requirements for these specific inspections.

The owner/operator of the helicopter is responsible for the maintenance done on the helicopter. It is the owner/operator's responsibility to:

1. Establish, maintain and review the log books for discrepancies.

2. Make sure the Alert Service Bulletins (ASB), the Airworthiness Directives (AD), and the special

inspections are done when they are required to be done.

3. Make sure the scheduled inspections, the special inspections, and the required tests for all of the installed kits are complied with.

4. Make sure all parts and components for which Historical Service Records are required have documented traceability to their original installation in the helicopter.

5. Make sure all limited life parts that have completed their published operating limits are replaced.

6. Make sure all of the components that have completed their published overhaul periods are overhauled.

7. Make sure all of the maintenance that is done on the helicopter is done by an approved maintenance organization.

The maintenance organization/person doing the maintenance is responsible for the quality of the maintenance done.

The owner/operator may choose to ask the maintenance organization/person doing the maintenance to perform the tasks listed by prior arrangement through a separate formal agreement.

5-3. CRASH DAMAGE

Because of the many possible combinations that can result from crash damage, it is not possible to include the specific repair tasks in this category. The helicopter mechanic must make an analysis of the crash damage for each situation. Do the repair in accordance with the degree of damage to the specific part and the applicable repair procedures in this manual. Call Bell Helicopter Textron Product Support Engineering with your analysis of the crash damage.

5-4. TYPES OF INSPECTIONS

1. The maintenance procedures may include scheduled inspections, special inspections, conditional inspections, component interim inspections, and component overhaul inspections.

a. Scheduled inspections must occur at specified operating intervals. The intervals may be in operating time (hours), cycles, torque events (RIN), calendar (days, months, years) or other assigned units. This makes sure that the helicopter is airworthy.

b. Special inspections are of a temporary nature or of a special interval that is not consistent with the scheduled inspections.

c. Conditional inspections do not occur at a specified time. A conditional inspection is the result of known or suspected unusual event, known or suspected malfunctions, or defects.

d. An interim inspection occurs between overhauls.

e. The component overhaul schedule gives the elapsed operating time at which a component must be removed, disassembled, examined for condition, and overhauled, in accordance with data approved by Bell Helicopter Textron.

2. Lubrication and servicing requirements are in addition to those stated in this chapter (Chapter 12).

3. For corrosion control refer to the Corrosion Control Guide, CSSD-PSE-87-001 and the BHT-ALL-SPM.

4. For the T5508D engine, refer to the manufacturer's Maintenance Manual for the scheduled inspection, special inspection, conditional inspection, and component overhaul schedule.

5. For the common Bell Helicopter Textron approved optional equipment that is integrated into this maintenance manual, refer to this chapter for the scheduled inspection, conditional inspection, component interim inspection, and component overhaul inspection.

6. For all other Bell Helicopter Textron approved equipment, refer to the applicable Service Instruction (SI) for the scheduled inspection, special inspection, conditional inspection, component interim inspection, and component overhaul inspection.

7. For the inspection requirements for optional equipment approved under Supplement Type Approval/Certificate (STA/STC), refer to the applicable STA/STC documentation. Maintenance and inspection

of these items are the responsibility of the owner/ operator.

5-5. DEFINITIONS

- Examine — Look carefully to find the condition of the component. Find how that condition relates to a specific standard.

- Condition — The state of an item compared to a known standard.

- Security — The presence of attaching parts that are properly tightened or appear to be, and the presence of properly installed (as required) locking devices such as lockwire, cotter pins, or other.

- Standard — A specified rule or measure that you use to find the condition of a component.

- Damage — Physical deterioration of a component.

- Discard — Reject a component that has damage that cannot be repaired. To permanently remove from service.

- Inspection — A procedure that includes checking, inspecting, and examining a system or a component.

- Non scheduled inspection — An inspection that has not been scheduled.

- Periodic inspection — An inspection which is repeated at equal time intervals.

- Maintenance — The servicing and/or the repair of a helicopter, a system, or a component that keeps it serviceable.

- Preventive maintenance — To do small maintenance action(s) on a regular basis to prevent non scheduled maintenance.

- Operating time — Actual flight or calendar time that must be recorded in the Historical Service Records or in the helicopter logs. The operating time is specified as:

  - Time in service (flight time) — The measured time which starts the moment the helicopter leaves the ground and continues until it touches the ground at the next point of landing. The time when the helicopter is on the ground, with the engine and the rotor turning, is not included.

  - Calendar time — The elapsed time starts on the day the inspection is completed, the component is installed, or the rotor is turned for the first time and ends on the last day of the month that the time limit expires. Calendar time is continuous. Calendar time does not stop when you remove a component, put the helicopter in storage, etc.

- Lead-the-Fleet (LTF) Program — This is a program to validate the performance of an approved product improvement or a change to a maintenance interval. The engineering aspects of this change are approved. The program is closely monitored by Bell Helicopter Textron in an operational environment with selected operators.

- Special Programs — These are approved programs that may be initiated under certain special conditions to meet specific requirements. These programs will be clearly defined through a plan and the engineering and maintenance aspects will be approved by the regulatory authorities.

5-6. INSPECTION AND OVERHAUL TOLERANCE

WARNING

DO NOT APPLY THESE TOLERANCES TO PARTS WITH A LIMITED AIRWORTHINESS LIFE (CHAPTER 4).

The Bell Helicopter Textron approved tolerance for scheduled inspections, special inspections, interim inspections, and overhaul intervals, unless otherwise stated, is 10% or up to a maximum of 100 hours operating time/30 days calendar time, whichever is less. The tolerances are established for maintenance scheduling convenience only.

Scheduled inspections, special inspections, interim inspections, or overhaul intervals required beyond the stated tolerances must be approved by Product Support Engineering.

NOTE

The following is only applicable for those operators whose governing aviation authority requires to specifically approve the inspection and overhaul tolerance.

If approval of the inspection and overhaul tolerance is required by the applicable governing aviation authority, this is the responsibility of the owner/operator.

Refer to the T5508D Maintenance Manual for inspection and overhaul tolerances.

SCHEDULED INSPECTIONS

5-7. SCHEDULED INSPECTIONS

WARNING

FAILURE TO CORRECT CONDITIONS SUCH AS, BUT NOT LIMITED TO, CORROSION, EROSION, MECHANICAL DAMAGE, OR OBVIOUS WEAR FOUND DURING A SCHEDULED INSPECTION COULD SERIOUSLY AFFECT THE AIRWORTHINESS OF THE HELICOPTER.

Scheduled inspections include the airframe and the component inspections. The scheduled airframe inspection intervals are related to the airframe operating time. The scheduled component inspection intervals are related to the component operating time.

Inspect the helicopter daily, each 25 hours, 100 hours, and each 300 hours/12 months.

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____		
	FACILITY: _____		
	HELICOPTER S/N: _____		
	REGISTRY NO.: _____		
	TOTAL TIME:_____		
	SIGNATURE:_____		
	NOTE Accomplish the following checks daily before flight operation.		
	GENERAL		
	1. Each listed inspection item or maintenance function is to be performed in accordance with the referenced Maintenance Manual or BHT-214B-CR&O chapter specified.		
	2. Refer to engine manufacturer's Maintenance Manual for engine inspection requirements.		
	PRELIMINARY REQUIREMENTS		
Chapter 4	**1.** Replace all finite life components that have completed published operating limitations.		
Chapter 5	**2.** Overhaul all components that have completed published overhaul periods.		
Chapter 12	**3.** Lubricate and service helicopter as required.		
Chapter 5	**4.** Review Special Inspections and perform special inspections as required.		
Service Instruction (SI)	**5.** Comply with all inspections and test requirements of all installed kits.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	6. Check helicopter records for recorded discrepancies. **7.** Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection. **8.** Record all work accomplished during inspection in the helicopter maintenance record. **AFTER COMPLETION OF INSPECTION** Reinstall all panels, fairings, and cowlings removed during inspection.		
Chapter 25	**CREW/PASSENGER SEATS** **1.** Visually inspect crew seats for condition, security, and operation. **2.** Visually inspect crew seat restraints for condition, security, and operation. **3.** Visually inspect passenger seats for condition and security. **4.** Visually inspect passenger seat restraints for condition and security.		
Chapter 25	**MISCELLANEOUS FURNISHINGS** Visually inspect miscellaneous furnishings (map and data case, first aid kit, and emergency equipment) for condition and security.		
Chapter 25	**CARGO HOOK AND SUSPENSION ASSEMBLY** **1.** Visually inspect for condition and security. **2.** Electrical connections and cable entries for proper sealing. **3.** Operational check of manual release.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Chapter 32	**LANDING GEAR SYSTEM** — General Visual Inspection **1.** Forward crosstube assembly and retention caps for condition and security of attachment. **2.** Aft crosstube assembly and retention caps for condition and security of attachment. **3.** Skid tubes and skid shoes for condition and security of attachment.		
Chapter 28	**FUEL SYSTEM** Visually inspect fuel samples for contamination.		
Chapter 52 Chapter 56	**DOORS, WINDOW, AND EMERGENCY EXIT** — General Visual Inspection **1.** Visually inspect nose door for obvious damage, security of attachment, proper latching, and seal for condition. **2.** Cabin door cover plates of escape panel handles or push out window seals and retainers for condition **3.** Visually inspect crew door emergency release pins for security. **4.** Visually inspect crew and cabin doors for condition, security, and freedom of operation.		
Chapter 53	**FUSELAGE** — General Visual Inspection **1.** Fuselage exterior for condition and damage to protective finish. **2.** Fuselage underside for evidence of fuel and hydraulic fluid leakage.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Chapter 53 Chapter 71	**3.** All cowlings and fairings for condition and security, missing fasteners, cracks, and proper operation of latches.		
Chapter 71	**4.** Inlet bellmouth screen for damage and security.		
Chapter 95	**5.** Pitot tube(s) and static ports for obstruction and damage.		
Chapter 65	**MAIN ROTOR BLADES** — Detail Visual Inspection Main rotor blades for condition, cracks, and voids.		
Chapter 65	**MAIN ROTOR HUB** — Detailed Visual Inspection **1.** Main rotor hub assembly (grips, drag braces, trunnion, static stops, and mast nut lock) for condition and security. **2.** Hub assembly for proper oil level and leaks.		
BHT-214B-CR&O-1 Chapter 65	**3.** Elastomeric flapping bearings for voids, rubber squeeze-out or sheeting and security. **4.** Drag brace torque stripes for slippage.		
Chapter 65	**PYLON** — Detailed Visual Inspection **1.** Swashplate, scissors and sleeve, and connecting linkage for security and visible damage. Pay particular attention to the collective sleeve and swashplate support area for rubbing on the mast radius. **2.** Friction collet and boot for security and condition.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Chapter 66	**MAIN ROTOR MAST** — Detailed Visual Inspection **1.** Mast assembly for security, corrosion, and mechanical damage. Pay particular attention to area contacted by main rotor static stops. **2.** Inspect lower area for evidence of oil leaks at mast bearing sleeve and seal.		
Chapter 66 Chapter 72	**TRANSMISSION AND REDUCTION GEARBOX** — General Visual Inspection **1.** External oil filters bypass indication. **2.** Proper oil levels; filler caps secure. **3.** Gearbox cases for damage, condition, and evidence of leaking. **4.** Accessories for condition, damage, and security of attachment. **5.** External oil lines and hoses for condition, damage, chafing, and leaks. **6.** Transmission mounting spindles for condition and cracks. **7.** Transmission tail rotor quill coupling for evidence of grease leaking.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT.		
	8. Inspect temperature indicators TEMP-PLATES installed on tail rotor quill coupling for evidence of overheating indication, deterioration, debonding, or excessive discoloration of the epoxy overcoating. Refer to BHT-214B-CR&O-1 Manual for inspection criteria.		
Chapter 66	**9.** Inspect nodal beam, stop fittings, stops, and restraints for cracks, wear, and evidence of stops bottoming on fuselage stop fittings. Check elastomeric bearings for deterioration, weights, and weight arms for security and interference.		
Chapter 66	**ROTOR BRAKE QUILL AND DISC ASSEMBLY** — Detailed Visual Inspection **1.** Rotor brake quill for condition, damage, and leaking. **2.** Rotor brake for condition, damage, and leaking. **3.** Rotor brake disc for evidence of warpage.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Chapter 66	**ENGINE-TO-TRANSMISSION (MAIN) DRIVESHAFT** **WARNING** CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. **1.** Visually inspect main driveshaft forward and aft couplings, seals, and surrounding area for grease leakage, damage, corrosion, security, and evidence of overheat as indicated by TEMP-PLATES or coupling discoloration. Cause of any discoloration shall be determined and corrected prior to next flight. **2.** Overheat TEMP-PLATES for condition and security and excessive discoloration of epoxy overcoating. **3.** For main driveshaft 214-040-006-005 only, in addition to step 1 and step 2, rotate at least one complete 360° revolution and visually inspect couplings 214-040-658-003 and 214-040-659-003 for cracks originating in, or adjacent to, the two notches on couplings (pay particular attention to area opposite the coupling flange) that are located 180° apart and serve to keep the plates 214-040-689 and 214-040-691 stationary. Also, check the land area of both couplings, directly adjacent to the notches and forming outer diameter of respective couplings at the point, for signs of cracks from the areas just outside the first raised band to shaft end of couplings.		
Chapter 29	**HYDRAULIC SYSTEMS** — General Visual Inspection **1.** Hydraulic system 1 and 2 filter bypass indicator buttons — not extended.		
Chapter 29 Chapter 27	**2.** Collective and cyclic servo actuators and control tubes for leaks, damage, and security.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Chapter 29	**3.** Hydraulic system 1 and 2 pumps for leaks, damage, and security.		
	4. Hydraulic system 1 and 2 reservoirs for proper fluid level.		
	5. Hydraulic system 1 and 2 lines, hoses, and fittings for leaks, damage, chafing, kinking, and security.		
Chapter 71	**ENGINE COMPARTMENT**		
	1. Engine oil for proper level and filler cap secure.		
Maintenance Manual T5508D	**2.** Fuel selector set to type of fuel being used.		
Chapter 28 Chapter 71	**3.** Fuel and oil hoses and lines for security, leaks, condition, and chafing.		
	4. Engine mounts for security and evidence of cracks in the engine deck at the mounts.		
	5. Engine fuel line clearance from tail rotor driveshaft tunnel.		
	FIRE PROTECTION		
Chapter 26	**1.** Engine fire extinguisher for proper charge.		
	OIL COOLER BLOWER COMPARTMENT		
Chapter 53	**1.** Tailboom attach bolts visually for security and visible area of fittings for cracks.		
Chapter 29	**2.** Tail rotor hydraulic actuator and lines for condition, chafing, and leaks.		
Chapter 79	**3.** Blower assembly for condition, security, and obstructions.		
	4. Blower fan for freedom of rotation and bearing end play.		
Chapter 53	**TAILBOOM**		
	1. Inspect tailboom and vertical fin exterior structure for general condition.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	2. Inspect driveshaft and intermediate gearbox covers for damage and security. **3.** Tail skid for deformation and security of attachment.		
Chapter 66	**TAIL ROTOR DRIVESHAFT** **WARNING** CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. **1.** Hanger assembly bearings and surrounding areas for grease leakage, condition, security, and overheating. Visual overheat indicator stripes for discoloration (color change from green to brown). Discoloration of bearing (blue to blue/black in color) or multicolor appearance of hanger that darkens adjacent to bearing, is evidence of overheating. Brown color of bearing shield is normal and is not evidence of overheating. **NOTE** Inspection of No. 1 driveshaft limited to portions readily visible without shaft removal. **2.** Driveshaft sections for cracks, rivet failure, distortion, dents, corrosion, and for damage to finish. **3.** Disc pack couplings for separation, deflection, distortion, and correct installation of bolts and special washers.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	WARNING CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. **4.** Tail rotor driveshaft coupling at number one hanger bearing assembly for grease leaking and temperature indicators TEMP-PLATES for evidence of overheating indication, deterioration, debonding, or excessive discoloration of epoxy overcoating. Refer to BHT-214-CR&O-1, Chapter 65 for inspection criteria.		
Chapter 66	**INTERMEDIATE GEARBOX** — Detailed Visual Inspection **1.** Gearbox assembly for security, oil level, and leaks. **2.** Cracks in case at lugs. **3.** Cooling fan for damage. **4.** Pre TB 214-81-37, pay particular attention to shims and mount bolts for evidence of looseness. **5.** Support fittings for loose or missing fasteners. **WARNING** CAUSE OF ANY DISCOLORATION SHALL BE DETERMINED AND CORRECTED PRIOR TO NEXT FLIGHT. **6.** Output quill flex coupling for grease leakage, corrosion, and evidence of overheat as indicated by TEMP-PLATES, or coupling discoloration.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	7. Overheat TEMP-PLATES for condition and security and excessive discoloration of epoxy overcoating.		
Chapter 66	**TAIL ROTOR GEARBOX**		
	— Detailed Visual Inspection		
	1. Security, oil level, and leaks.		
	2. Case cracks at lugs.		
Chapter 65	**TAIL ROTOR HUB AND BLADE ASSEMBLY**		
	— Detailed Visual Inspection		
	1. Tail rotor blades for tip erosion, damage, condition, security, and cleanliness. (Clean blades are required to maintain enhanced visibility for safety.)		
	2. Tail rotor hub for security and general condition.		
	3. Rotating controls for visible damage, bearings for condition, and crosshead for excessive play.		
	4. Exposed tail rotor control bellcranks for security and bearings for condition.		
Chapter 96	**BATTERY SYSTEM**		
	— General Visual Inspection		
	1. Battery and external connections for condition and security.		
	2. Battery vent and drain tubes for obstruction and security.		
	ELECTRICAL — POWER ON		
	1. Annunciator panel lights for illumination.		
	2. Fire warning press to test.		
	3. Interior lights for proper operation; spare bulbs available.		

SCHEDULED INSPECTIONS

5-8. DAILY INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	4. All exterior lights for proper operation.		
	5. Fuel quantity indicator checked with test switch.		
	6. Main and standby inverter checked.		
	7. N_2 governor RPM actuator functionally checked.		
	8. Cargo hook for electrical release.		

SCHEDULED INSPECTIONS

5-9. 25-HOUR INSPECTION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____		
	FACILITY: _____		
	HELICOPTER S/N: _____		
	REGISTRY NO.: _____		
	TOTAL TIME:_____		
	SIGNATURE:_____		
	NOTE Accomplish the following checks each 25 hours of flight operation.		
	GENERAL		
	1. Each listed inspection item or maintenance function is to be performed in accordance with the referenced Maintenance Manual or BHT-214B-CR&O-1 Manual chapter specified.		
	2. Refer to engine manufacturer's Maintenance Manual for engine inspection requirements.		
	PRELIMINARY REQUIREMENTS		
Chapter 4	**1.** Replace all finite life components that have completed published operating limitations.		
Chapter 5	**2.** Overhaul all components that have completed published overhaul periods.		
Chapter 12	**3.** Lubricate and service helicopter as required.		
Chapter 5	**4.** Review Special Inspections and perform special inspections as required.		
Service Instruction (SI)	**5.** Comply with all inspections and test requirements of all installed kits.		

SCHEDULED INSPECTIONS

5-9. 25-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	6. Check helicopter records for recorded discrepancies. **7.** Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection. **8.** Record all work accomplished during inspection in the helicopter maintenance record. **AFTER COMPLETION OF INSPECTION** Reinstall all panels, fairings, and cowlings removed during inspection. **FUSELAGE** — Detailed Visual Inspection		
Chapter 26	**1.** Portable fire extinguishers for proper charge, condition, and mounting.		
Chapter 53	**2.** Cabin roof interior for cracks in roof frames, especially in area of nodal beam support structure, loose or missing fasteners.		
Chapter 66	**3.** Transmission fore and aft and lateral restraints for excessive bearing wear and elastomer debond.		
Chapter 53	**4.** Pylon inspection/structural panels for loose or missing fasteners; rear bulkheads for damage. **5.** Door posts forward and aft for damage or cracks; loose or missing fasteners. **6.** Exterior portion of roof panels for loose or missing fasteners and cracks, especially in area of nodal beam support structure. **7.** Upper intake plenum for damage, security, and loose or missing fasteners; lower intake plenum for damage and security.		

SCHEDULED INSPECTIONS

5-9. 25-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	MAIN ROTOR BLADES		
Chapter 65	Metal main rotor blades 214-015-001 only, if BIS has been deactivated or removed. Inspect for cracks and other damage.		
	MAIN ROTOR HUB		
Chapter 65	Inspect the main rotor hub assembly and installation with particular attention to the spindle to yoke attachment lugs for cracks and bushing condition.		
	MAIN ROTOR CONTROLS		
Chapter 65	Inspect collective hub and lower hub nut slippage mark for evidence of movement. If movement is evident, perform 500-hour scissors and sleeve special inspection.		
	TAIL ROTOR HUB AND BLADE ASSEMBLY		
Chapter 65	Inspect flapping stop 214-011-809-109 for indications of excessive tail rotor yoke bending.		

SCHEDULED INSPECTIONS

5-10. 100-HOUR INSPECTION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____		
	FACILITY: _____		
	HELICOPTER S/N: _____		
	REGISTRY NO.: _____		
	TOTAL TIME:_____		
	SIGNATURE:_____		
	NOTE Accomplish the following checks each 100 hours of flight operation.		
	GENERAL		
	1. Each listed inspection item or maintenance function is to be performed in accordance with the referenced Maintenance Manual or BHT-214B-CR&O-1 Manual chapter specified.		
	2. Refer to engine manufacturer's Maintenance Manual for engine inspection requirements.		
	PRELIMINARY REQUIREMENTS		
Chapter 4	**1.** Replace all finite life components that have completed published operating limitations.		
Chapter 5	**2.** Overhaul all components that have completed published overhaul periods.		
Chapter 12	**3.** Lubricate and service helicopter as required.		
	4. Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present the part must be removed and replaced prior to returning helicopter to service.		

SCHEDULED INSPECTIONS

5-10. 100-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Chapter 5	**5.** Accomplish complete daily and 25-hour scheduled inspections.		
	6. Review Special Inspections and perform special inspections as required.		
Service Instruction (SI)	**7.** Comply with all inspections and test requirements of all installed kits.		
	8. Check helicopter records for recorded discrepancies.		
	9. Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection.		
	10. Record all work accomplished during inspection in the helicopter maintenance record.		
Corrosion Control Guide, CSSD-PSE-87-001	**11.** When operating in severe humidity/corrosion climatic conditions, perform corrosion inspection in accordance with medium helicopter Corrosion Control Guide.		
	AFTER COMPLETION OF INSPECTION		
	1. Reinstall all panels, fairings, and cowlings removed during inspection.		
	2. Carry out a ground run and leak check prior to releasing the helicopter back to service.		
Chapter 25	**CREW/PASSENGER SEATS**		
	Crew seat tracks cleaned and lubricated.		
Chapter 25	**MISCELLANEOUS FURNISHINGS**		
	Check all safety equipment for inspection due dates.		
Chapter 25	**CARGO HOOK AND SUSPENSION ASSEMBLY**		
	1. Attachment bolt for radial play. If play is found, remove suspension assembly and inspect bolt and bushing for wear and corrosion.		

SCHEDULED INSPECTIONS

5-10. 100-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	2. Cargo beam attachment bolts for proper torque.		
	3. Cargo beam fitting fasteners for evidence of looseness.		
Chapter 32	**LANDING GEAR SYSTEM**		
	— General Visual Inspection		
	1. Fuselage supports for wear, damage, and security of attachment.		
	2. Crosstubes for evidence of excessive spread.		
Chapter 52	**DOORS, WINDOWS, AND EMERGENCY EXITS**		
	1. Crew and passenger doors structure for corrosion, damage, distortion, and positive locking mechanisms. Seals for adherence, tears, separations, and deterioration.		
	2. Crew doors emergency jettison mechanism for condition and security.		
	3. Passenger door hinges, rollers, and sliders for damage, condition, and security.		
Chapter 56	**4.** Windshields and windows for cracks, crazing, distortion, and cleanliness.		
Chapter 30	**5.** Windshield wiper blades for deterioration and general condition; arm for proper tension.		
	FUSELAGE		
Chapter 53	— Detailed Visual Inspection		
	1. Forward cabin upper longerons at the windshield intersections for cracks on formed splice.		
	2. Door tracks for condition, cracks, and working fasteners.		
	3. Nodal beam supporting structure for condition, cracks, loose or missing fasteners/rivets.		

SCHEDULED INSPECTIONS

5-10. 100-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	4. Cabin interior and exterior for general damage/corrosion.		
	5. All compartments for evidence of water entrapment and corrosion.		
	6. Ensure all drain holes/lines are open.		
Chapter 96	**7.** Navigation lights for condition and security.		
	8. Anti-collision lights for condition and security.		
Chapter 65	**MAIN ROTOR HUB**		
	Main rotor grip magnetic plugs for metal particles.		
	PYLON		
	— Detailed Visual Inspection		
BHT-214B-CR&O-1 Chapter 65	**1.** Visually inspect main rotor pitch change links for corrosion or other damage. Using a 3X magnifying glass, inspect for cracks at the rod end and adapter attachment (swaged) areas.		
Chapter 65	**2.** Inspect drive plate and collective hub bearing for wear or other damage.		
	3. Collective friction collet for required friction and swashplate for required tilt friction.		
	4. Main rotor flight control actuators for required friction on ball mounts.		
Chapter 27	**5.** Roof accessible elevator controls for security and visible damage. Check for excessive play and wear to bearings and bushings.		
Chapter 66	**6.** Inspect transmission chip detectors for debris. If metallic particles are found, determine cause and correct. Clean detectors and test circuits.		
Chapter 72	**7.** Reduction gearbox:		
	a. Change oil and filter.		

SCHEDULED INSPECTIONS

5-10. 100-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	b. Inspect chip detector for debris. If metallic particles are found, determine cause and correct. Clean detector and test circuits.		
Chapter 71	**ENGINE COMPARTMENT**		
	1. Engine bypass air ducts for damage, seals for security and condition.		
Chapter 26 Chapter 96	**2.** Engine fire detector elements, fire extinguisher container, manifold, and wiring for condition and security; manifold discharge holes for obstruction.		
Chapter 71	**3.** Check all bolts on engine bipod and tripod mounts at engine deck for minimum torque. If bolts rotate, inspect underlying main beam support for cracks around bolt attachment holes.		
	4. Inspect engine mounts for:		
	a. Condition and working rivets.		
	b. Radial and axial play of bearings.		
	c. Cracks in the supports under engine deck, left and right side at FS 193.5.		
Chapter 26 Chapter 96	**FIRE PROTECTION**		
	Operational check engine fire extinguishing system circuit.		
Chapter 53	**TAILBOOM**		
	— Detailed Visual Inspection		
	1. Internal structure of tailboom for cracks, particularly at bulkhead attachments to longerons and J-stringers.		
	2. Ensure all drain holes are open.		

SCHEDULED INSPECTIONS

5-10. 100-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Chapter 53	**3.** Vertical fin: **a.** Open driveshaft cover and visually inspect left and right side forward spar caps for cracks and loose or missing fasteners. **b.** Perform a close visual inspection of the left and right side fin panels in area of forward and aft spar caps for cracks and loose or missing fasteners. **c.** Inspect structure at base of vertical fin, especially around tail skid attach points, for damage and loose fasteners. **4.** Check tail rotor and elevator flight control tube wear sleeves for wear and general condition. **5.** Inspect elevator horns for cracks and security.		
Chapter 66	**TAIL ROTOR DRIVESHAFT** Check for proper clearance between No. 1 tail rotor driveshaft and firewall tunnel. Visually check driveshaft for evidence of contact with the tunnel		
Chapter 66	**INTERMEDIATE GEARBOX** **1.** Change oil. **2.** Inspect chip detector for debris. If metallic particles are found, determine and correct cause. **3.** Clean chip detector. **4.** Test chip detector electrical circuit. **5.** Check temperature and pressure switch electrical connections for security. **6.** Mounting bolts for proper torque. **7.** Filler cap for clogged vent.		

SCHEDULED INSPECTIONS

5-10. 100-HOUR INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Chapter 66	**TAIL ROTOR GEARBOX** **1.** Change oil. **2.** Inspect chip detector for debris. If metallic particles are found, determine and correct cause. **3.** Clean chip detector. **4.** Test chip detector electrical circuit. **5.** Check temperature and pressure switch electrical connections for security. **6.** Mounting stud nuts for proper torque. **7.** Filler cap for clogged vent.		
Chapter 65	**8.** Inspect tail rotor controls at gearbox for: **a.** Evidence of spline wear. **b.** Pitch change and counter weight links for condition and bearing wear. **c.** Crosshead bearing condition.		
Chapter 65	**TAIL ROTOR HUB AND BLADE ASSEMBLY** Inspect blades for damage and condition and clean to maintain improved visibility.		
	ELECTRICAL — POWER ON **1.** Fuel shutoff valve for proper operation. **2.** Operational check of fuel control emergency system solenoid valve on initial ground run-up following completion of 100-hour inspection.		

SCHEDULED INSPECTIONS

5-11. 300-HOUR/12-MONTH INSPECTION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____		
	FACILITY: _____		
	HELICOPTER S/N: _____		
	REGISTRY NO.: _____		
	TOTAL TIME:_____		
	SIGNATURE:_____		
	NOTE Accomplish the following checks each 300 hours of flight operation or after 12 calendar months, whichever comes first.		
	GENERAL		
	1. Each listed inspection item or maintenance function is to be performed in accordance with the referenced Maintenance Manual or BHT-214B-CR&O-1 Manual chapter specified.		
	2. Refer to engine manufacturer's Maintenance Manual for engine inspection requirements.		
	PRELIMINARY REQUIREMENTS		
Chapter 4	**1.** Replace all finite life components that have completed published operating limitations.		
Chapter 5	**2.** Overhaul all components that have completed published overhaul periods.		
Chapter 12	**3.** Lubricate and service helicopter as required.		
Chapter 5	**4.** Accomplish complete 100-hour scheduled inspection.		
	5. Review Special Inspections and perform special inspections as required.		

SCHEDULED INSPECTIONS

5-11. 300-HOUR/12-MONTH INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Service Instruction (SI)	**6.** Comply with all inspections and test requirements of all installed kits. **7.** Check helicopter records for recorded discrepancies. **8.** Remove all panels, fairings, and cowlings required to satisfactorily carry out the inspection. **9.** Record all work accomplished during inspection in the helicopter maintenance record. **10.** Examine all inspection windows and sight glasses for cracking, crazing, and discoloration. If any of these conditions are present, the part must be removed and replaced prior to returning helicopter to service. **NOTE** The following is to be performed every 12 months. **11.** Inspect all fuel system, oil system, and hydraulic system filler caps for proper functioning and sealing. Make sure the sealing O-rings within the filler caps are in good condition. Repair or replace the filler caps or replace sealing O-rings as required. **AFTER COMPLETION OF INSPECTION** **1.** Reinstall all panels, fairings, and cowlings removed during inspection. **2.** Carry out a ground run and leak check prior to releasing the helicopter back to service. **LANDING GEAR SYSTEMS**		
Chapter 32 Chapter 53	Inspect landing gear structural supports for cracks, loose fasteners, and general condition and crosstube bearing caps for looseness.		

SCHEDULED INSPECTIONS

5-11. 300-HOUR/12-MONTH INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Chapter 52	**DOORS, WINDOWS, EMERGENCY EXIT** **NOTE** The following inspections (step 1 and step 2) are for helicopters equipped with escape panels that may be identified by a rotating handle installed below the passenger door windows. The handle is labeled EMERGENCY RELEASE PULL COVER TURN LEFT AND PUSH. **1.** Inspect passenger door emergency egress panel pins and mechanisms for wear, corrosion, operation, and security. **2.** Perform operational check of passenger door escape panels. **3.** Perform operational check of crew door jettison mechanism. **FUSELAGE** — Detailed Visual Inspection		
Chapter 53	**1.** Nose exterior for visible damage.		
Chapter 52 Chapter 95 Chapter 96	**2.** Nose compartment interior for cleanliness, equipment for visible damage, security and loose connections. Access doors for secure latching and hinge condition.		
Chapter 27	**3.** Pedal adjustment for condition and freedom of operation and security.		
Chapter 52	**4.** Remove floor panels and open all other floor inspection plates and access panels:		
Chapter 53	**a.** Inspect structure for cracks, buckling, corrosion, or other damage.		
Chapter 28	**b.** Inspect fuel cells for condition, security, and evidence of leaks.		
Chapter 96	**c.** Inspect wiring for condition and security.		

SCHEDULED INSPECTIONS

5-11. 300-HOUR/12-MONTH INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Chapter 27	**d.** Inspect flight control linkages for condition, security, and wear.		
	e. SCAS actuators for leaks.		
	f. Pilot collective control friction liners for wear and collective control for proper minimum friction load.		
	g. Directional control friction clamp for condition and required friction.		
Chapter 21	**h.** Heat ducts, valves, and lines for condition and security.		
Chapter 53	**5.** Inspect floor panels for damage and seat receptacles and cargo tie-down rings for damage.		
Chapter 21	**6.** Cabin ventilators for obstructions and condition, loose or missing access plates, stencils and decals for legibility.		
Chapter 52	**7.** Open access doors and inspection panels in fuselage behind cabin and below engine deck:		
Chapter 53	**a.** Inspect structure for cracks, buckling, or corrosion, paying particular attention to engine mount support structure.		
Chapter 96	**b.** All accessible wiring for condition and evidence of chafing.		
Chapter 52 Chapter 53	**8.** Open lower cabin inspection plates and access doors to inspect structure for cracks, buckling, corrosion, or other damage.		
Chapter 53	**9.** Inspect lower cabin external surfaces for cracks, buckles, wrinkles, and missing or loose fasteners, particularly in crosstube attaching area and cargo hook bumper area.		
	NOTE The following is to be performed every 300 hours (not required every 12 months).		
	10. Clean hydraulic module filters.		

SCHEDULED INSPECTIONS

5-11. 300-HOUR/12-MONTH INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	TAILBOOM		
Chapter 27	**1.** Elevator control tubes and linkages for condition and security; elevator horn for proper friction.		
Chapter 52 Chapter 53	**2.** Remove inspection panels and access doors on vertical fin and inspect forward and aft spar assemblies for cracks, corrosion, and loose or missing fasteners.		
	TRANSMISSION AND REDUCTION GEARBOX		
	NOTE The following four tasks are to be performed every 300 hours (not required every 12 months).		
Chapter 66	**1.** Change transmission and reduction gearbox filters and oil.		
	2. Clean and inspect transmission internal oil filter.		
	3. Remove and clean transmission oil pump screen.		
Chapter 72	**4.** Retorque reduction gearbox output seal nut.		
	ENGINE COMPARTMENT		
Chapter 53	**1.** Engine service decks for cracks or voids and loose or missing fasteners, particularly in the engine mount attachment areas.		
Chapter 71	**2.** Engine mounts and fittings for worn or elongated bolt holes.		
Chapter 71	**3.** Engine firewalls and seals for condition and security.		
	OIL COOLER COMPARTMENT		
Chapter 66	**1.** Oil coolers for leaks and condition. Inspect bleed air lines for rubbing and chafing of protective shroud clamps; duct blower, screen, and bleed air lines for condition.		
Chapter 21	**2.** Bleed air heater and connections for condition and security.		
Chapter 53	**3.** Tailboom attach bolts for proper torque.		

SCHEDULED INSPECTIONS

5-11. 300-HOUR/12-MONTH INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	4. Directional SCAS actuator for leaks and all linkages for condition, wear, and security.		
	TAIL ROTOR DRIVESHAFT		
Chapter 66	Disc pack coupling attaching bolts for proper torque.		
	INSTRUMENTS AND ELECTRICAL		
Chapter 95 Chapter 96	**1.** All piping and wiring behind instrument panel for loose connections and chafing.		
Chapter 95	**2.** Instrument range markings for accuracy and legibility, all gauge lenses for cracks, looseness, and slippage.		
	NOTE The following is to be performed every 300 hours (not required every 12 months).		
Chapter 71	**3.** Remove starter generator and inspect: **a.** Brushes for wear (must have 1/2 of brush life remaining and shall indicate 100% surface seating) and freedom of movement in brush holder. **b.** Brush leads for deterioration or chafing; all electrical connections for security. **c.** Commutator for evidence of arcing and presence of oil or metal particles. **d.** Shaft splines for wear.		
	NOTE The following three tasks are to be performed every 12 months (not required every 300 hours).		
Chapter 95	**4.** Calibrate pilot and copilot compass systems and standby magnetic compass.		
	5. Drain pitot-static system of any accumulated moisture.		

SCHEDULED INSPECTIONS

5-11. 300-HOUR/12-MONTH INSPECTION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	6. Perform operational check of pitot-static system.		

SPECIAL INSPECTIONS

5-12. SPECIAL INSPECTIONS

Perform the applicable special inspection of the helicopter:

- After first flight or a maximum of 5 hours following installation
- Between 5 and 10 hours of flight following installation
- Between 5 and 25 hours following installation
- Between 10 and 25 hours following installation or adjustment
- Each 25 hours of cargo hook load time
- Each 50 hours of component operation or 30 days, or each 15 days in salt laden atmosphere
- Each 50 hours of component operation
- Each 100 hours of cargo hook load time
- Each 200 hours of component operation
- Each 300 hours or 12 months, whichever occurs first
- Each 500 hours of component operation
- Each 500 hours of component operation or 6 months, whichever occurs first
- Each 500 hours of component operation or 12 months, whichever occurs first
- Each 600 hours of component operation
- Each 600 hours of component operation or 6 months, whichever occurs first
- Each 600 hours of component operation or 12 months, whichever occurs first
- Each 1200 hours of component operation
- Each 1200 hours of component operation following modification
- Each 1250 hours of component operation
- Each 24 months
- Each tension-torsion strap change

SPECIAL INSPECTIONS

5-13. AFTER FIRST FLIGHT OR A MAXIMUM OF 5 HOURS FOLLOWING INSTALLATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Torque check is the term used when the specified torque or standard torque plus tare torque is applied to a fastener in a tightening direction. The specified or standard torque plus tare torque would have to be previously recorded. However, if the specified or standard torque and tare were not recorded, use the minimum specified or standard torque, plus the tare torque listed in the BHT-ALL-SPM. If any confusion exists or a clarification is desired, contact Product Support Engineering. **NOTE** Accomplish after the first flight or a maximum of 5 hours following installation. **TAIL ROTOR GEARBOX**		
Chapter 65	Torque check tail rotor gearbox attaching nuts 200 to 230 inch-pounds. Using 0.005-inch shim stock, check that no gap exists between gearbox mounting pads and fin casting.		

SPECIAL INSPECTIONS

5-14. BETWEEN 5 AND 10 HOURS OF FLIGHT FOLLOWING INSTALLATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Torque check is the term used when the specified torque or standard torque plus tare torque is applied to a fastener in a tightening direction. The specified or standard torque plus tare torque would have to be previously recorded. However, if the specified or standard torque and tare were not recorded, use the minimum specified or standard torque, plus the tare torque listed in the BHT-ALL-SPM. If any confusion exists or a clarification is desired, contact Product Support Engineering. **NOTE** Accomplish between 5 and 10 hours following installation. **MAIN ROTOR ASSEMBLY**		
Chapter 65	**1.** Torque check main rotor hub retaining nut 800 to 1000 foot-pounds.		
BHT-214B-CR&O-1 Chapter 65	**2.** Torque check tension-torsion strap fitting bolts 60 inch-pounds.		

SPECIAL INSPECTIONS

5-14. BETWEEN 5 AND 10 HOURS OF FLIGHT FOLLOWING INSTALLATION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Chapter 65	**SWASHPLATE ASSEMBLY** Check swashplate for required tilt friction 45 to 55 pounds force.		
Chapter 65	**TAIL ROTOR INSTALLATION** Torque check tail rotor retaining nut 135 foot-pounds.		

SPECIAL INSPECTIONS

5-15. BETWEEN 5 AND 25 HOURS FOLLOWING INSTALLATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Torque check is the term used when the specified torque or standard torque plus tare torque is applied to a fastener in a tightening direction. The specified or standard torque plus tare torque would have to be previously recorded. However, if the specified or standard torque and tare were not recorded, use the minimum specified or standard torque, plus the tare torque listed in the BHT-ALL-SPM. If any confusion exists or a clarification is desired, contact Product Support Engineering. **NOTE** Accomplish between 5 and 25 hours following installation.		
BHT-214-CR&O-1 Chapter 65	**SCISSORS AND SLEEVE ASSEMBLY** Torque check collective hub lower nut 400 to 500 foot-pounds.		

SPECIAL INSPECTIONS

5-15A. BETWEEN 10 AND 25 HOURS FOLLOWING INSTALLATION OR ADJUSTMENT

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Torque check is the term used when the specified torque or standard torque plus tare torque is applied to a fastener in a tightening direction. The specified or standard torque plus tare torque would have to be previously recorded. However, if the specified or standard torque and tare were not recorded, use the minimum specified or standard torque, plus the tare torque listed in the BHT-ALL-SPM. If any confusion exists or a clarification is desired, contact Product Support Engineering. **NOTE** Accomplish between 10 and 25 hours following installation or adjustment.		
Chapter 65	**DRAG BRACE ASSEMBLY (214-010-191-101)** Torque check drag brace assembly nut.		

SPECIAL INSPECTIONS

5-16. EACH 25 HOURS OF CARGO HOOK LOAD TIME

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish each 25 hours of cargo hook load time.		
BHT-214-SI-11	**CARGO HOOK INSTALLATION** Calibrate cargo hook loadmeter.		

SPECIAL INSPECTIONS

5-17. EACH 50 HOURS OF COMPONENT OPERATION OR 30 DAYS, OR EACH 15 DAYS IN SALT LADEN ATMOSPHERE

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** The following applies to metal main rotor blade 214-015-001. **1.** Wash upper and lower blade surfaces with a mild cleaning compound (C-318). Rinse thoroughly and wipe dry. **2.** Inspect upper and lower surfaces for condition and damage, paying particular attention to the leading edge abrasion strip scarf joint and scarf joint cover area, for crack indications or evidence of delamination in the abrasion strips or cover. **NOTE** If blades are waxed, do not use siliconized-type wax as it will penetrate the paint finish and prevent adherence of paint during subsequent refinishing. **3.** Apply a light coat of preservative oil (C-125) to surfaces of blade, including areas between main rotor hub grip tangs.		

SPECIAL INSPECTIONS

5-18. EACH 50 HOURS OF COMPONENT OPERATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish each 50 hours of component operation.		
Chapter 65	**MAIN ROTOR BLADES 214-018-402 AND 214-015-500** **1.** Wash upper and lower blade surfaces with a mild cleaning compound (C-318). Rinse thoroughly and wipe dry. **2.** Inspect upper and lower surfaces for scratches, nicks, dents, corrosion, erosion of leading edge, and evidence of bond failure. **NOTE** If blades are waxed, do not use siliconized-type wax as it will penetrate the paint finish and prevent adherence of paint during subsequent refinishing. Waxing is not required for blades finished with polyurethane paint. **3.** Apply a coat of wax.		

SPECIAL INSPECTIONS

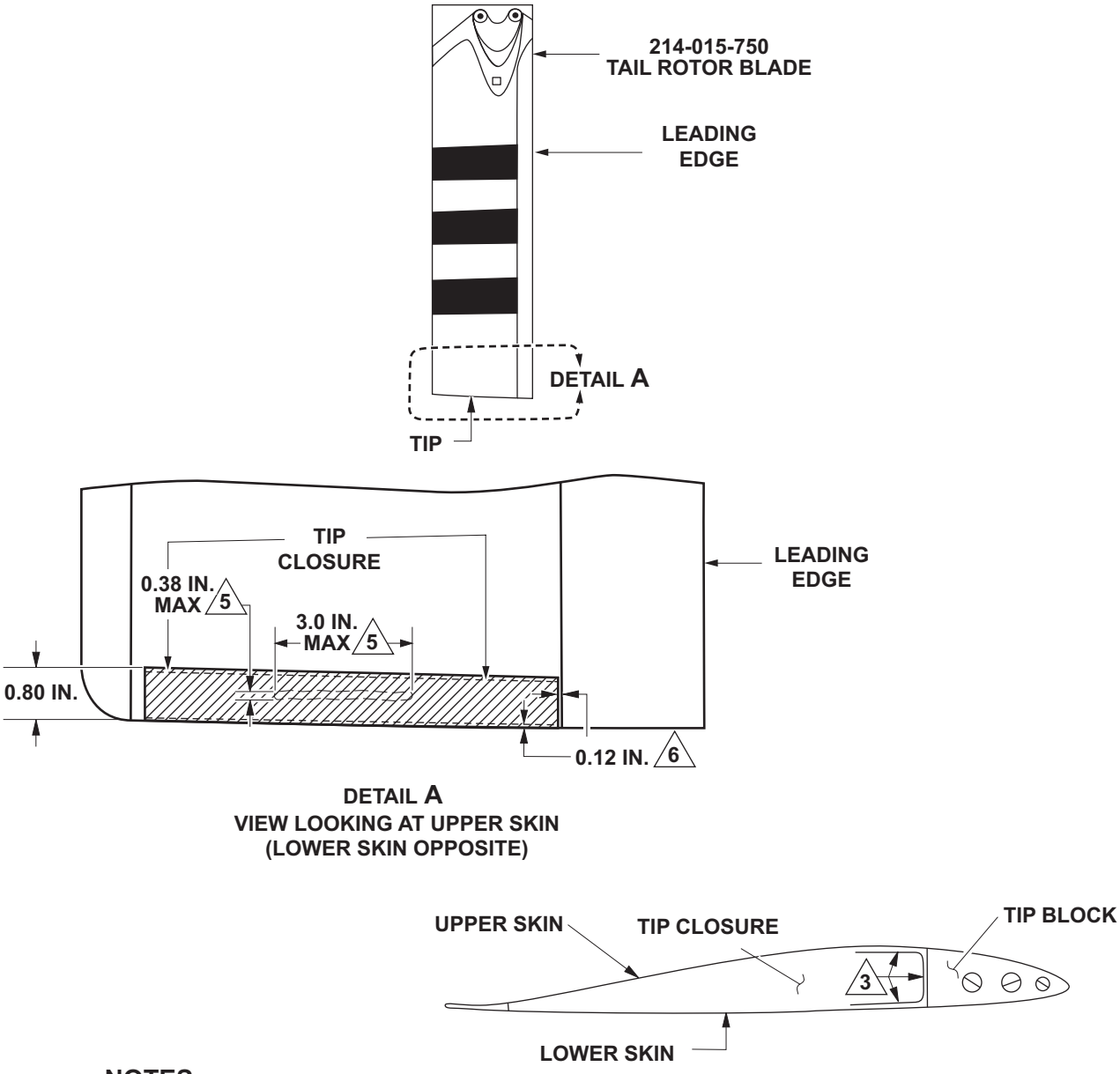
5-18. EACH 50 HOURS OF COMPONENT OPERATION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Chapter 65	**TAIL ROTOR BLADES 214-015-750-005, -109, -113** — Detailed Visual Inspection **NOTE** Blades S/N A-3032 and prior or any serial number with prefix of ATR or A3 must be inspected each 50 hours of operation until retired from service. **1.** Using suitable material, clean the tip closure and the skin area at the tip of each blade in the area to be inspected (Figure 5-1). **a.** Visually inspect for cracks or voids in the tip closure to skin and in the tip closure to tip block bond lines. Cracks or visible edge voids are cause for removal of the blade. **b.** Tap inspect for voids between the upper and lower skins and the tip closure along the length and width of the closure: **(1)** Tap using a large coin (20 mm diameter minimum) with a tapping frequency of 3 to 6 taps per second, making sure that the entire area shown in Figure 5-1 is inspected. **(2)** Areas that are well bonded will distribute the tapping sound to the entire structure. Any voided areas will isolate the tapping sound locally to the void area; the sound will not seem loud. **(3)** Map any void areas to determine size. **c.** Voids between the skin and tip closure that are 0.38 inch spanwise width by 3.0 inches chordwise length, and smaller, are acceptable as long as they are not within 0.012 inch of the skin edge. Voids larger than those noted or within 0.012 inch of the skin edge are cause for removal of the blade. Voids within 1 inch of each other shall be considered as one void. **2.** Contact Product Support Engineering for disposition of blades removed from service as previously noted.		

SPECIAL INSPECTIONS

5-18. EACH 50 HOURS OF COMPONENT OPERATION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Chapter 96	**NICKEL CADMIUM BATTERY** — Detailed Inspection **1.** Remove battery, inspect, and service.		



NOTES

1. Figure not to scale.
2. All dimensions are in inches.
3. Inspect for cracks and voids at bond lines.
4. Tap inspection area upper and lower skin.
5. Maximum allowable void dimensions. Voids within 1.0 inch of each other shall be considered as one void.
6. Voids may not be within 0.12 inch of skin edge.

214B_MM_05_0001

Figure 5-1. Tail Rotor Blade Tip — Inspection

SPECIAL INSPECTIONS

5-19. EACH 100 HOURS OF CARGO HOOK LOAD TIME

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish each 100 hours of cargo hook load time. **CARGO HOOK SUSPENSION ASSEMBLY AND LOAD BEAM**		
BHT-214B-CR&O-1 Chapter 25	**1.** Inspect spindle bushings and attachment bolts for wear. Combined allowable wear is 0.005 inch maximum depth over 1/4 of the circumference of the bushing bore or bolt shank. Replace if wear limits are exceeded. **2.** Inspect the following for galling: yoke, spindle, lift beam fitting bushings, and spindle trunnion attach bolt surface. Replace if galling is found.		

SPECIAL INSPECTIONS

5-20. EACH 200 HOURS OF COMPONENT OPERATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish each 200 hours of component operation.		
Chapter 65	**TAIL ROTOR COUNTERWEIGHT BELLCRANK BEARINGS** — Inspect Inspect tail rotor counterweight bellcrank bearings.		

SPECIAL INSPECTIONS

5-21. EACH 300 HOURS OR 12 MONTHS, WHICHEVER OCCURS FIRST

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____ W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish each 300 hours or 12 months, whichever occurs first.		
BHT-214B-CR&O-1 Chapter 66	**MAIN DRIVESHAFT** **1.** Remove driveshaft. **2.** Visually inspect. **3.** Lubricate couplings and internal splines.		

SPECIAL INSPECTIONS

5-22. EACH 500 HOURS OF COMPONENT OPERATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Torque check is the term used when the specified torque or standard torque plus tare torque is applied to a fastener in a tightening direction. The specified or standard torque plus tare torque would have to be previously recorded. However, if the specified or standard torque and tare were not recorded, use the minimum specified or standard torque, plus the tare torque listed in the BHT-ALL-SPM. If any confusion exists or a clarification is desired, contact Product Support Engineering. **NOTE** Accomplish each 500 hours of component operation.		
Chapter 65	**SCISSORS AND SLEEVE ASSEMBLY** **NOTE** This inspection applies to locking plate 214-010-569-101. Locking plates 214-010-231-101 and 214-010-232-101 are no longer authorized for installation (ASB 214-86-36). Remove collective hub lower nut locking plate and screws, inspect, and torque check lower nut.		

SPECIAL INSPECTIONS

5-23. EACH 500 HOURS OF COMPONENT OPERATION OR 6 MONTHS, WHICHEVER OCCURS FIRST

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____**		
	NOTE Accomplish each 500 hours of component operation or 6 months, whichever occurs first.		
BHT-214-SI-22	**METAL MAIN ROTOR BLADE (214-015-001) WITH AN ACTIVE BLADE INSPECTION SYSTEM (BIS) INSTALLED** **1.** Test detector unit. **2.** Perform continuity check on blade conductor circuits. **3.** Remove BIS battery and discard. **4.** Perform battery condition check on replacement battery prior to installation.		

SPECIAL INSPECTIONS

5-24. EACH 500 HOURS OF COMPONENT OPERATION OR 12 MONTHS, WHICHEVER OCCURS FIRST

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish each 500 hours of component operation or 12 months, whichever occurs first. **DRAG BRACE ASSEMBLY (214-010-113-107)**		
Chapter 65	Disassemble and perform a corrosion inspection of the barrel, nuts, and clevis threads.		

SPECIAL INSPECTIONS

5-25. EACH 600 HOURS OF COMPONENT OPERATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____		
	FACILITY: _____		
	HELICOPTER S/N: _____		
	REGISTRY NO.: _____		
	TOTAL TIME:_____		
	SIGNATURE:_____		
	NOTE Accomplish each 600 hours of component operation.		
Chapter 65	**FIBERGLASS MAIN ROTOR BLADE (214-015-500 OR 214-018-402)** Tap inspect main rotor blade upper and lower surfaces for voids using tapping hammer (T-75449-1, 2, or equivalent).		
BHT-214B-CR&O-1 Chapter 66	**ROTOR BRAKE QUILL ASSEMBLY (214-040-022)** **1.** Remove, disassemble, and visually inspect for wear or damage. **2.** Replace duplex bearing 204-040-424 before reassembly (Chapter 4).		

SPECIAL INSPECTIONS

5-26. EACH 600 HOURS OF COMPONENT OPERATION OR 6 MONTHS, WHICHEVER OCCURS FIRST

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish each 600 hours of component operation or 6 months, whichever occurs first.		
BHT-214B-CR&O-1 Chapter 65	**SPINDLE BOLT (214-010-183-101)** **1.** Remove hub and blade assembly. **2.** Support blades in their approximate alignment and precone angle. **3.** Remove each spindle bolt one at a time: **a.** Visually inspect bolt for mechanical and corrosion damage. **b.** Magnetic particle inspect bolt. **c.** Inspect bushings in yoke and spindle for mechanical or corrosion damage or evidence of looseness.		

SPECIAL INSPECTIONS

5-26A. EACH 600 HOURS OR 12 MONTHS, WHICHEVER OCCURS FIRST

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____		
	FACILITY: _____		
	HELICOPTER S/N: _____		
	REGISTRY NO.: _____		
	TOTAL TIME:_____		
	SIGNATURE:_____		
	NOTE Accomplish each 600 hours or 12 months, whichever occurs first.		
BHT-214B-CR&O-1 Chapter 66	**TRANSMISSION TAIL ROTOR OUTPUT COUPLING** **1.** Remove coupling assembly. **2.** Visually inspect. **3.** Lubricate coupling and internal splines.		
BHT-214B-CR&O-1 Chapter 66	**TAIL ROTOR DRIVESHAFT HANGER COUPLING (ENGINE DECK MOUNTED)** **1.** Disassemble coupling assembly. **2.** Visually inspect. **3.** Lubricate coupling and internal splines		
BHT-214B-CR&O-1 Chapter 66	**INTERMEDIATE GEARBOX ASSEMBLY OUTPUT COUPLING** **1.** Disassemble coupling. **2.** Visually inspect. **3.** Lubricate coupling and internal splines.		

SPECIAL INSPECTIONS

5-27. EACH 1200 HOURS OF COMPONENT OPERATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish each 1200 hours of component operation. **MAIN ROTOR HUB** — Inspect		
BHT-214B-CR&O-1 Chapter 65	Inspect yoke assembly for straightness.		

SPECIAL INSPECTIONS

5-28. EACH 1200 HOURS OF COMPONENT OPERATION FOLLOWING MODIFICATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____**		
	NOTE Accomplish each 1200 hours of component operation following modification.		
Chapter 65	**MAIN ROTOR BLADES (METAL) (214-015-001)** — Detailed Inspection		
	NOTE This inspection applies to metal blades previously inspected and modified by Bell Helicopter Textron (BHT) to either DCB 87 BFT or 214-515-001-101 (Mod B). Main rotor blades field inspected and modified by BHT will be identified on the modification data plate with DCB 87 BFT. Main rotor blades inspected and modified by BHT at Fort Worth, Texas, will be identified on the modification data plate with 214-515-001-101 (Mod B). **1.** Remove main rotor blade(s). **2.** Return to a BHT authorized blade repair facility for detailed inspection.		

SPECIAL INSPECTIONS

5-29. EACH 1250 HOURS OF COMPONENT OPERATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Torque check is the term used when the specified torque or standard torque plus tare torque is applied to a fastener in a tightening direction. The specified or standard torque plus tare torque would have to be previously recorded. However, if the specified or standard torque and tare were not recorded, use the minimum specified or standard torque, plus the tare torque listed in the BHT-ALL-SPM. If any confusion exists or a clarification is desired, contact Product Support Engineering. **NOTE** Accomplish each 1250 hours of component operation.		
BHT-214B-CR&O-1 Chapter 65	**MAIN ROTOR HUB** **1.** Inspect mast nut 214-010-162 for cracks by magnetic particle inspection. **2.** Remove yoke pins 214-010-129-001 and inspect for corrosion and general condition.		

SPECIAL INSPECTIONS

5-29. EACH 1250 HOURS OF COMPONENT OPERATION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
Chapter 66	**MAIN ROTOR MAST**		
BHT-214B-CR&O-1 Chapter 66	**1.** Remove mast assembly and torque check the nuts 214-040-093 and 214-040-095. **2.** If torque of the nut 214-040-093 is 800 foot-pounds or less and/or torque of the nut 214-040-095 is 175 foot-pounds or less: **a.** Remove mast bearing and inspect bearing for condition. **b.** Inspect mast sleeve and mast journal for fretting. **3.** If torques are equal to or greater than those previously specified, retorque to highest allowable torque.		
BHT-214B-CR&O-1 Chapter 66	**TRANSMISSION** **1.** Inspect for general condition, paying particular attention to the transmission mounting spindles for cracks. **2.** Remove main rotor, rotating controls, and mast. **3.** While viewing though the mast mounting port and filler cap neck, rotate the upper planetary assembly through 360° and inspect planetary for corrosion and general condition. **4.** Remove adapter 214-040-190 from the tail rotor drive quill: **a.** Torque check the nut 214-040-195. **b.** If low, torque 250 to 300 foot-pounds. **5.** Remove all oil jets, air maze screens, and replaceable filter element and inspect for metal particles.		
BHT-214B-CR&O-1 Chapter 66	**INTERMEDIATE GEARBOX** **1.** Remove and inspect as follows: **a.** Dye penetrant inspect aft right mounting lug for cracks.		

SPECIAL INSPECTIONS

5-29. EACH 1250 HOURS OF COMPONENT OPERATION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	b. Torque check nut 214-040-195 on input and output quills. If low, torque 250 to 300 foot-pounds.		
Chapter 66	**TAIL ROTOR GEARBOX**		
	1. Visually inspect for general condition.		
	2. Remove inspection cover and check tooth pattern.		
	3. Remove all sealant around faying edges of the gearbox and fin casting.		
	a. Torque check attaching stud nuts 200 to 230 inch-pounds. If low, torque to specified range.		
	b. Using a 0.005-inch feeler gauge, check for uniform contact between gearbox and fin casting with no gaps.		
	c. If gap is found:		
	(1) Remove gearbox.		
	(2) Clean gearbox and fin casting faying surfaces.		
	(3) Inspect gearbox and casting for conditions preventing uniform contact and correct prior to reinstalling gearbox.		
	(4) Apply brush coat of epoxy polyamide primer (C-204) to faying surfaces of gearbox and casting and install gearbox while primer is wet.		
BHT-ALL-SPM, Chapter 6	**TAIL ROTOR CROSSHEAD (214-010-706)**		
	Fluorescent penetrant inspect crosshead for cracks or crack indications. None allowed.		

SPECIAL INSPECTIONS

5-30. EACH 24 MONTHS

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish each 24 months.		
Chapter 65 BHT-214B-CR&O-1 Chapter 65	**FLIGHT CONTROL SYSTEM BOLTS** **NOTE** Refer to Chapter 4 for retirement life of rotating control bolts. **1.** Remove the following flight control bolts: Bolt Part Number — Location and Quantity 20-057-10-44H — Main rotor pitch horn to pitch link universal (2) 20-057-10-118D — Swashplate support to idler link (1) 50-047-8-40 — Collective actuator to collective levers (1) 50-047-8-41 — Cyclic actuator to swashplate inner ring (2) 50-047-10-29 — Pitch link universal to pitch link clevis (2) 50-047-10-55 — Pitch link rod end to scissors (2) 50-047-10-96 — Scissors to drive link (2) 50-047-12-130 — Scissors to scissors hub (2)		

SPECIAL INSPECTIONS

5-30. EACH 24 MONTHS (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	2. Clean bolts with cloth dampened with MEK (C-309). **3.** Inspect bolts for thread damage, shank wear, and corrosion. Replace any bolt that has damaged threads, detectable shank wear, or exhibits corrosion pitting. **NOTE** Corrosion preventative compound on bolt threads will affect bolt torque. Do not allow the corrosion preventative compound to contact bolt threads prior to torquing the bolt. **4.** Apply corrosion preventive compound (C-104) to shanks of bolts only and install bolts. **5.** After bolts have been installed and nuts torqued and safetied, coat head of bolt, nuts, and lockwire with corrosion preventive compound (C-101). **NOTE** Operations in extreme environmental conditions, which erodes the Grade 1 corrosion preventative compound, may warrant periodic touch-up of control bolts external surfaces. Prior to touch-up, visually check exposed surfaces of hardware for evidence of corrosion and fretting. Remove, clean, and inspect bolts as conditions warrant.		

SPECIAL INSPECTIONS

5-31. EACH TENSION-TORSION STRAP CHANGE

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish at each tension-torsion strap change.		
BHT-214B-CR&O-1 Chapter 65	**MAIN ROTOR HUB** **1.** Gain access to inboard radius of spindle. **2.** Remove sealant and paint from spindle radius. **3.** With a 3X magnifying glass, visually inspect spindle radius for mechanical or corrosion damage or cracks. **4.** Refinish spindle radius prior to reassembly of hub.		

CONDITIONAL INSPECTIONS

5-32. CONDITIONAL INSPECTIONS

1. Perform the applicable conditional inspection of the helicopter after:

- Hard landing
- Sudden stoppage
- Overspeed
- Overtorque
- Compressor stall or surge
- Lightning strike
- Hub subjected to excessive flapping during low or zero RPM

2. If the overhaul evaluation is specified, complete both the conditional inspection and normal inspection procedures (as applicable) for that component listed in BHT-214B-CR&O-1 Manual.

3. If the applicable conditional inspection does not provide complete information on a specific type of incident or if any doubt exists as to the serviceability of the helicopter or related components, contact Product Support Engineering.

CONDITIONAL INSPECTIONS

5-33. AFTER HARD LANDING

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish after hard landing. **NOTE** Components removed shall be evaluated as an interrelated group. Removal records accompanying each component shall cross-reference the part and serial numbers of other components removed for accident/incident evaluation. Hard landing is defined as any accident or incident in which ground impact of the helicopter causes severe pitching of the main rotor to the extent the main rotor has hard contact between the mast and static stop, the spindle or stops on the main transmission case yield or crack, the nodal beam support structure yields or cracks, or the landing gear support structure yields or cracks. This definition is not intended to include sudden stoppage. If a hard landing has occurred, the following steps shall be complied with:		
BHT-214B-MM-1	**1.** Inspect tail rotor flapping stop for indications of excessive tail rotor yoke bending as noted in BHT-214B-MM-1.		

CONDITIONAL INSPECTIONS

5-33. AFTER HARD LANDING (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	2. Inspect main and tail rotor blades for evidence of strike damage. If blade strike damage exists, perform sudden stoppage inspection. **3.** Visually check the underside of the fuselage and tailboom for ground contact damage. **4.** Accomplish skid landing gear deflection check. **a.** If deflection check is within allowable limits, dye penetrant inspect crosstubes for cracks in area between fittings and bearing caps. **b.** If crosstubes have yielded, remove landing gear and inspect airframe supporting structure for yielding or other damage. **c.** If supporting structure is not damaged, replace damaged landing gear components. **5.** Inspect mast for evidence of hard rotor hub contact sufficient to yield or deform mast. **6.** If no damage other than yielded landing gear crosstubes has been found at this point, it can reasonably be decided that a true hard landing did not occur. Complete a 25-hour inspection and return helicopter to flight status, provided no further evidence of damage is found. **7.** If a a hard landing has occurred, step a through step n shall be complied with.		
BHT-214B-CR&O-1	**a.** Remove and perform a conditional inspection of the following components: **NOTE** If there is any yielding or deformation in area contacted by main rotor hub or any other obvious damage, the mast is unserviceable and nonrepairable. **(1)** Mast assembly.		

CONDITIONAL INSPECTIONS

5-33. AFTER HARD LANDING (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	(2) Transmission. **(3)** Main driveshaft. **b.** Hub assembly. **(1)** The main rotor flexure may be inspected in the following manner without removing the hub from the helicopter. **(a)** Untie the main rotor such that the blades are free to flap. **(b)** Place a 6-inch straight edge across the bottom surface of the flexure. **(c)** Measure the resulting gap between bottom of flexure and straight edge with a feeler gauge on both flexures. If the difference between the two measurements is unequal in excess of 0.003 inch across each flexure, or between the two flexures, the hub should be removed and returned to an overhaul facility for evaluation. **(d)** If requirements of step (c) are not exceeded, the hub may re reused without further rotor flexure inspection. **(2)** Inspect the static stops for yielding. **NOTE** The following procedure should be used to determine the distance from concave surface of yoke to concave surface of static stop. If distance is less than 0.025 inch, static stop has yielded excessively and must be replaced. Modeling clay, wax, or any other material that will be a suitable impression may be used. **(a)** Press small amount of modeling clay against yoke to static stop intersection to form an impression in clay. **(b)** Carefully remove clay and inspect offset with a 0.025-inch gauge.		

CONDITIONAL INSPECTIONS

5-33. AFTER HARD LANDING (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	(c) If offset is less than 0.025 inch, static stop must be replaced. **(d)** Repeat procedure to inspect static stop on opposite side of yoke. **c.** Perform a thorough visual inspection of the following components. If inspection does not reveal any discrepancies or obvious damage to components, they may be retained in service. Replace damaged component. **(1)** Main rotor blades. **(2)** Tail rotor blades. **(3)** Tail rotor hub. **(4)** Intermediate gearbox. **(5)** Tail rotor gearbox. **(6)** Tail rotor driveshafts. **(7)** Tail rotor driveshaft hangers. **(8)** Swashplate and support assembly. **(9)** Scissors and sleeve assembly. **(10)** Nodal beam assembly. **d.** Check all cowling and doors for proper fit and alignment. Remove cowling and inspect all attachment fittings. **NOTE** If significant damage has been found in any area of the airframe, inspection shall be expanded in those areas until it extends beyond the zone of damage. **e.** Install serviceable mast, transmission assembly, and main driveshaft assembly. Reinstall removed main rotor controls.		

CONDITIONAL INSPECTIONS

5-33. AFTER HARD LANDING (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	f. Inspect engine mounts for yielding or other damage of tubes, rod ends, and attaching parts. Inspect trunnions and airframe attachment fittings by magnetic particle method. **g.** Inspect engine firewalls for evidence of warping, crushing, cracks, or other damage. **h.** Make a complete inspection of area where tailboom is attached to forward fuselage section. This includes both sets of attachment fittings and the longerons, beam caps, skins, webs, bulkhead flanges, and other structural members. Check torque on attachment bolts to determine if yielding has occurred. **i.** Inspect tailboom internally and externally for cracks, distortion, and loose rivets. Check tail skid and mounting area for damage or distortion. **j.** Inspect the flight control system for bent or damaged tubes, bellcranks, and supports. Check bearings for condition, paying particular attention to rotating controls. Inspect hydraulic and SCAS actuators for obvious damage and leakage. Check flight control system for freedom of movement and correct rigging. **k.** Pressurize hydraulic system and check for leaks, interference, binding, and satisfactory operation. **l.** Inspect fuel, oil, and pneumatic system for damage. Make engine ground run and visually check fuel, oil, and pneumatic lines for leaks. **m.** Inspect power plant in accordance with the manufacturer's Maintenance Manual. **n.** If no significant damage has been found, no further inspection is necessary.		

CONDITIONAL INSPECTIONS

5-34. AFTER SUDDEN STOPPAGE

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish after sudden stoppage. **AFTER SUDDEN STOPPAGE — POWER ON OR OFF** Sudden stoppage is defined as any rapid deceleration of the drive system whether caused by seizure within the helicopter transmission or by contact of the main or tail rotor blades with the ground, water, snow, dense vegetation, or other object of sufficient inertia to cause rapid deceleration. Tail rotor blade damage, when caused by striking some object sufficient to require blade replacement, is considered sudden stoppage. When sudden stoppage occurs, inspect helicopter and replace components as follows: **NOTE** Components removed for evaluation following a sudden stoppage shall be evaluated as an interrelated group. Removal records accompanying each component shall cross-reference the part and serial numbers of other drive system components removed for evaluation. **1.** Perform a sudden stoppage inspection as follows:		

CONDITIONAL INSPECTIONS

5-34. AFTER SUDDEN STOPPAGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	NOTE If sudden stoppage inspection is the result of a tail rotor strike, comply with step h through step m.		
BHT-214B-CR&O-1	**a.** Main rotor blades. **(1)** Visually inspect both main rotor blades for evidence of damage. Check closely for wrinkles or damaged skin. **(2)** If a blade is damaged, forward blade to an authorized overhaul facility. Make an entry in component record to show that reason for removal is sudden stoppage. Undamaged blade may be retained in service. **(3)** If no evidence of damage is found on either blade, both blades may be retained in service. **b.** Main rotor hub. **(1)** If main rotor blades were not damaged, the main rotor hub may be retained in service. **(2)** If main rotor blades incurred damage, perform a conditional inspection on main rotor hub assembly in accordance with the BHT-214B-CR&O-1 Manual. Make an entry in component record to show that reason for removal is sudden stoppage. **c.** Main rotor controls. **(1)** If one or more of the following discrepancies in step (a) through step (d) are found, the swashplate assembly and scissors and sleeve assembly shall be removed and a conditional inspection shall be performed in accordance with BHT-214B-CR&O-1 Manual. **(a)** Severe main rotor blade damage. **(b)** Pitch horn failure. **(c)** Control tube buckled or broken.		

CONDITIONAL INSPECTIONS

5-34. AFTER SUDDEN STOPPAGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	(d) Transmission mounting spindles or stops broken.		
	(2) If no condition exists as listed in preceding step c, substep (1), perform a close visual inspection and if no evidence of damage is found, the swashplate assembly and scissors and sleeve assembly may be retained in service.		
BHT-214B-MM-1	**(3)** Replace all bolts in rotating controls. Discard removed bolts.		
	d. Main driveshaft.		
	(1) Remove and visually inspect main driveshaft. If evidence of yielding or deformation is noted, scrap the driveshaft assembly.		
	(2) If no visual evidence of damage is detected, perform a conditional inspection in accordance with BHT-214B-CR&O-1 Manual. Make an entry in component record to show that reason for removal is sudden stoppage.		
	e. Transmission mast assembly and nodal beam assembly.		
	(1) If mast has evidence of torsional yielding the mast and transmission shall be considered unserviceable and replaced.		
BHT-214B-CR&O-1	**(2)** If mast does not have torsional yielding and transmission has no obvious damage that would render it nonrepairable, then transmission and mast shall have a conditional inspection performed in accordance with BHT-214B-CR&O-1 Manual. Make an entry in component record to show that reason for removal is sudden stoppage.		
	(3) Remove the nodal beam assemblies and perform an inspection in accordance with BHT-214B-MM-1.		
	f. Speed reducer gearbox.		

CONDITIONAL INSPECTIONS

5-34. AFTER SUDDEN STOPPAGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	(1) Remove and visually inspect speed reducer gearbox. If evidence of yielding or damage exists to the output or input adapters, the gearbox shall be considered unserviceable and scrapped. **(2)** If gearbox does not exhibit torsional yielding and the gearbox has no other obvious damage that would render it nonrepairable, then the gearbox shall have a conditional inspection performed in accordance with BHT-214B-CR&O-1 Manual. Make an entry to component record to show that reason for removal was sudden stoppage. **(3)** Reinstall or replace, as applicable, all removed components with like serviceable components. **g.** Tail rotor driveshaft hangers. **(1)** If a tail rotor driveshaft has been damaged by main rotor strike or other circumstances, the hangers to which the damaged shaft was attached shall be considered unserviceable and scrapped. If a tail rotor driveshaft fails as a result of torsional load then all hangers and shafts shall be considered unserviceable and scrapped. **(2)** If inspection reveals no condition as listed in step (1), and there is no obvious damage that would render hanger assemblies unserviceable, the hanger assemblies shall have a conditional inspection performed in accordance with BHT-214B-CR&O-1 Manual. Make an entry in component record to show that reason for removal is sudden stoppage. **h.** Tail rotor driveshafts.		
BHT-214B-MM-1	**(1)** Remove tail rotor driveshafts and inspect for following conditions. If one or more of the conditions listed in step (a) through step (e) are noted, then all driveshaft and bearing hangers shall be considered unserviceable and replaced. **(a)** Adapter flanges for distortion. **(b)** Evidence of overload. **(c)** Cracks.		

CONDITIONAL INSPECTIONS

5-34. AFTER SUDDEN STOPPAGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	(d) Loose or sheared rivets. **(e)** Scratches in excess of limits in Chapter 66. **(2)** If inspection reveals no condition as listed in step (a) through step (e) exists, then perform a detailed inspection in accordance with Chapter 66. Make an entry in component record to show that reason for removal is sudden stoppage. **i.** Tail rotor hub and blade assembly. **(1)** If sudden stoppage originated at tail rotor blades, the tail rotor hub and blade assembly shall be considered unserviceable and shall be scrapped. Inspect tail rotor flapping stop for yielding as noted in Chapter 66 for the 25-hour inspection.		
BHT-214B-MM-1	**(2)** If sudden stoppage originated at main rotor or transmission, the tail rotor hub and blade assembly may remain in service provided there is no visible external damage and the tail rotor flapping stop does not indicate excessive yoke bending as noted in Chapter 65 for the25-hour inspection. If visible damage is noted on tail rotor hub and blade assembly, remove tail rotor hub and blade assembly and perform conditional inspection in accordance with BHT-214B-CR&O-1 Manual. Make an entry in component record to show that reason for removal is sudden stoppage. **j.** Tail rotor rotating controls. **(1)** Perform a close visual inspection of the tail rotor rotating controls. If no evidence of damage is found, the tail rotor rotating control may remain in service. Replace all tail rotor rotating control bolts. If damage to the tail rotor rotating controls is found, perform an overhaul of the tail rotor rotating controls. Make an entry in component record to show that reason for removal was sudden stoppage.		

CONDITIONAL INSPECTIONS

5-34. AFTER SUDDEN STOPPAGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	k. Tail rotor gearbox. **(1)** Remove tail rotor gearbox. Check for cracks, sheared or bent attaching studs, and evidence of case distortion. If any of these conditions are noted, the gearbox is unserviceable and shall be scrapped. **(2)** If inspection reveals no condition as listed in step (1), then perform a conditional inspection in accordance with BHT-214B-CR&O-1 Manual. Make an entry in component record to show that reason for removal is sudden stoppage. **l.** Intermediate gearbox. **(1)** Remove immediate gearbox. Check for cracks, case distortion, or broken lugs. If any of these conditions are noted, the gearbox is unserviceable and shall be scrapped. **(2)** If inspection reveals no condition as listed in step (1), then perform a conditional inspection in accordance with BHT-214B-CR&O-1 Manual. Make an entry in component record to show that reason for removal is sudden stoppage. **m.** Transmission sump case. **NOTE** If no evidence of damage was found in step g, step h, step k, or step l, then omit the following step (1) through step (3). **(1)** If damage was found on bearing hangers, tail rotor driveshaft, intermediate gearbox, or tail rotor gearbox, then remove inspection cover from side of tail rotor output case. **(2)** Inspect tail rotor output gears for unusual load patterns on sides of teeth. If no damage is found, install cover and transmission can be retained in service. **(3)** If tail rotor output gears reveal discrepancies, remove transmission and perform a conditional inspection in accordance with BHT-214B-CR&O-1 Manual. Make an entry in component record to show that reason for removal is sudden stoppage.		

CONDITIONAL INSPECTIONS

5-35. AFTER OVERSPEED

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish after overspeed. **AFTER OVERSPEED** Rotor overspeed is defined as any incident in which 105% main rotor speed is exceeded. Refer to engine manufacturer's Maintenance Manual for engine overspeed limits and inspection requirements. Components removed for evaluation following an overspeed shall be evaluated as an interrelated group. Removal records accompanying each component shall cross-reference the part and serial numbers of other drive system components removed for evaluation. **1.** Perform the following inspection if main rotor overspeed exceeds 105%, but not more than 115%:		
BHT-214B-MM-1	**a.** Perform a thorough visual inspection of the following components. If no damage is found, no further inspection is required. If damaged parts are found, proceed to step 3. **(1)** Main transmission **(2)** Main driveshaft **(3)** Speed reducer gearbox		

CONDITIONAL INSPECTIONS

5-35. AFTER OVERSPEED (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	(4) Tail rotor driveshafts **2.** Perform the following inspections if main rotor overspeed exceeds 115%, but is less than 120%:		
BHT-214B-CR&O-1	**a.** Remove and perform conditional inspection on the following components: **(1)** Main transmission **(2)** Main driveshaft **(3)** Speed reducer gearbox		
BHT-214B-MM-1	**b.** Perform a thorough visual inspection of the following components. If no damage is found, no further inspection is required. If damaged parts are found, proceed to step 3. **(1)** Main rotor hub and blades **(2)** Main rotor mast **(3)** Scissors and sleeve **(4)** Swashplate **(5)** Tail rotor driveshafts **(6)** Tail rotor driveshaft hangers **(7)** Intermediate gearbox **(8)** Tail rotor gearbox **(9)** Tail rotor hub and blades **c.** Install serviceable main transmission, main driveshaft, and speed reducer gearbox.		

CONDITIONAL INSPECTIONS

5-35. AFTER OVERSPEED (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	3. Perform the following inspections if main rotor overspeed exceeds 120%:		
BHT-214B-CR&O-1	**a.** Remove and perform conditional inspection on the following components: **(1)** Main rotor mast **(2)** Main transmission **(3)** Main driveshaft **(4)** Speed reducer gearbox **(5)** Tail rotor driveshafts **(6)** Tail rotor driveshaft hangers **(7)** Intermediate gearbox **(8)** Tail rotor gearbox **(9)** Main rotor hub		
BHT-214B-CR&O-1	**b.** Inspect blade retention and drag brace bolts in accordance with BHT-214B-CR&O-1 Manual.		
	c. Inspect main rotor blades as follows: **(1)** Inspect main rotor skin for wrinkles and deformation. **(2)** Inspect blades for bond separation. Perform visual and tap inspection. **(3)** Inspect blade retention bolt hole bushing and drag brace bolt hole bushing for elongation (BHT-214B-CR&O-1, Chapter 65). **(4)** If no discrepancies are found in inspections outlined in step (1) through step (3), the main rotor blades can be retained in service.		

CONDITIONAL INSPECTIONS

5-35. AFTER OVERSPEED (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	(5) If discrepancies are found in step (1) through step (3), return both blades to an authorized blade repair station. Make an entry in component record to show that reason for removal is overspeed; indicate percent and duration if known.		
BHT-214B-MM-1	**d.** Remove tail rotor blades from tail rotor hub.		
	e. Inspect tail rotor blades as follows:		
	(1) Perform visual and tap inspection.		
	(2) If bond separation anywhere on the blade exists, scrap blade.		
	(3) If any movement of the tip or root end balance weights has occurred, scrap blade.		
	(4) If retention bushings show evidence of looseness, scrap blade.		
	(5) If blade skins are wrinkled or deformed, scrap both blades.		
	(6) If blades pass inspection requirements and no other discrepancies exist, blades are acceptable for service.		
BHT-214B-MM-1	**f.** Perform a thorough visual inspection of the following components. If no damage is found, the components may be retained in service. Replace damaged components.		
	(1) Scissors and sleeve		
	(2) Swashplate		
	(3) Tail rotor hub		
	g. Install the following serviceable components:		
	(1) Main rotor mast		
	(2) Main transmission		
	(3) Main driveshaft		

CONDITIONAL INSPECTIONS

5-35. AFTER OVERSPEED (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	(4) Speed reducer gearbox **(5)** Tail rotor driveshafts **(6)** Tail rotor driveshaft hangers **(7)** Intermediate gearbox **(8)** Tail rotor gearbox		
BHT-214B-CR&O-1	**h.** Reassemble main rotor hub and blades, balance, and install. **i.** Reassemble tail rotor hub and blades, balance, and install.		

CONDITIONAL INSPECTIONS

5-36. AFTER OVERTORQUE

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish after overtorque. **AFTER OVERTORQUE** Overtorque is defined as any incident in which torsional loads are introduced into the helicopter dynamic system in excess of established limits (100% torque). Verify that log book entry has been made of the amount and duration of overtorque. Components removed shall be evaluated as an interrelated group. Removal records accompanying each component shall cross-reference the part and serial numbers of other drive systems components removed for accident/incident evaluation. **1.** Refer to engine manufacturer's Maintenance Manual for engine overtorque inspection limits. **2.** When overtorque has exceeded 100%, but did not exceed 110%, perform step a, step b, or step c, as applicable. **a.** Not in excess of 5 seconds duration. **(1)** No inspections required. **(2)** Each fifth occurrence, refer to step b.		

CONDITIONAL INSPECTIONS

5-36. AFTER OVERTORQUE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	b. Not in excess of 5 seconds duration but at each fifth occurrence.		
BHT-214B-MM-1	**(1)** Perform following inspections within 1 hour flight time after occurrence.		
	(a) Inspect transmission and speed reducer gearbox chip detectors.		
	(b) Inspect transmission internal oil filter and finger screen.		
	(c) If no metal particles indicating failure are found, return helicopter to normal service. If metal particles indicating failure are found, perform the following steps:		
	i. Remove transmission and/or speed reducer gearbox for overhaul evaluation. Make entry in component record that reason for removal was overtorque.		
	ii. Remove all transmission and/or speed reducer gearbox oil system lines; flush and reinstall.		
	iii. Remove oil cooler. Tag oil cooler “metal particle contaminated” and return to an authorized repair facility for overhaul. Install serviceable oil cooler.		
	iv. Remove and replace oil filter elements.		
	c. In excess of 5-second duration.		
	(1) Perform inspections as outlined in step 2, substep b.		
	3. When overtorque exceeds 110% but does not exceed 120%:		
	a. Inspect main transmission and speed reducer gearbox chip detectors.		
	b. Inspect main transmission internal filter and finger screen.		

CONDITIONAL INSPECTIONS

5-36. AFTER OVERTORQUE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	c. If chip detectors and internal filter appear normal, and there is no evidence of internal failure, operate the transmission for 5 hours, then check chip detectors and internal filter. If chip detector and filter inspection does not reveal metal particles, the transmission is satisfactory for service. If metal particles are found or if there is an evidence of internal failure, remove the speed reducer gearbox and/or transmission for overhaul evaluation. Clean oil lines, replace oil cooler, replace external oil filter element, and make record entries. **d.** If metal particles indicating internal failure are found, remove the speed reducer gearbox and/or transmission for overhaul. Make entry in component record that reason for removal was overtorque. Remove all transmission system oil lines and oil cooler. Tag oil cooler “metal particle contaminated” and return to an authorized repair facility. **e.** Perform a thorough visual inspection of the following components. If no visible damage is found, the components may be retained in service. Replace damaged components. **(1)** Main rotor blades **(2)** Tail rotor blades **(3)** Tail rotor hub **(4)** Intermediate gearbox **(5)** Tail rotor gearbox **(6)** Tail rotor driveshafts **(7)** Driveshaft hanger assemblies **(8)** Swashplate **(9)** Scissors and sleeve assembly **(10)** Main driveshaft **(11)** Mast		

CONDITIONAL INSPECTIONS

5-36. AFTER OVERTORQUE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	4. When overtorque exceeds 120%: **a.** Remove and perform an overhaul inspection of the following components. Make an entry in component record to show reason for removal was overtorque. Install serviceable components. **(1)** Main rotor blades **(2)** Main rotor hub assembly **(3)** Mast assembly **(4)** Main driveshaft **(5)** Transmission assembly **(6)** Speed reducer gearbox **b.** Perform a thorough visual inspection of the following components. If no visible damage is found, the components may be retained in service. Replace damaged components. **(1)** Tail rotor blades **(2)** Tail rotor hub **(3)** Intermediate gearbox **(4)** Tail rotor gearbox **(5)** Tail rotor driveshafts **(6)** Tail rotor driveshaft hangers **(7)** Swashplate **(8)** Scissors and sleeve assembly.		

CONDITIONAL INSPECTIONS

5-37. AFTER COMPRESSOR STALL OR SURGE

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish after compressor stall or surge. **AFTER COMPRESSOR STALL OR SURGE** Engine compressor stall or surge is characterized by a sharp rumble or a series of loud sharp reports, severe engine vibration, and a rapid rise in Exhaust Gas Temperature (EGT), depending on severity of surge. When a surge has been reported, progressively perform step 1 through step 6, as dictated by discrepant conditions. **NOTE** Discuss circumstances of reported compressor stall with pilot. Determine N_G speed at which reported stall occurred. Check helicopter and engine logs for pertinent history. Components removed for evaluation following a compressor stall or surge shall be evaluated as an interrelated group. Removal records accompanying each component shall cross-reference the part and serial numbers of other drive system components removed for evaluation. Compressor stall may cause severe torsional loading of the tail rotor drive system resulting in distortion of the vertical fin, or damage to other drivetrain components.		

CONDITIONAL INSPECTIONS

5-37. AFTER COMPRESSOR STALL OR SURGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	1. Power plant. **a.** Examine inlet screen for blockage. **b.** Inspect engine compressor for salt, dust, oil, or other contaminants. If contaminants are found, clean and perform a power check in accordance with engine manufacturer's Maintenance Manual. **c.** Inspect for foreign object damage to visible compressor blades. **d.** If compressor stall or surge occurred during acceleration, refer to engine manufacturer's Maintenance Manual for inspection procedures. **e.** Perform test on pneumatic sense lines. Refer to engine manufacturer's Maintenance Manual for test procedures. **f.** If step a through step c do not reveal cause of surge, perform a hot end inspection in accordance with engine manufacturer's Maintenance Manual for hot end inspection procedures. **g.** If step a through step f fail to reveal a discrepancy and engine continues to stall, remove and return engine to manufacturer for inspection. The clutch assembly associated with any such engine must be removed and returned to Bell Helicopter Textron for inspection. **2.** Power train. **a.** If compressor stall occurs at any altitude or N_1 speed, comply with the following steps: **b.** Remove magnetic chip detectors from transmission, intermediate gearbox, tail rotor gearbox, and combining gearbox. Inspect for metal particles.		
BHT-214B-MM-1			

CONDITIONAL INSPECTIONS

5-37. AFTER COMPRESSOR STALL OR SURGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	c. If no evidence of damage is found on tailboom pylon and no indication of metal particles are found on chip detectors, clean chip detectors and reinstall. Return helicopter to flight status and repeat chip detector inspection in 5 to 10 hours. If positive indication of damage is found on tailboom pylon or metal chips are found on chip detectors on initial or 5 to 10 hour inspection, comply with step d through step g. **d.** Inspect all tail rotor driveshafts for buckling and attaching bolts for security. If no buckling is evident, proceed to step e. If this inspection shows evidence of shaft buckling, replace the following: **(1)** Tail rotor driveshaft and attach bolts. **(2)** Flexible disc couplings and attach bolts. **(3)** Intermediate gearbox and tail rotor gearbox. Overhaul both gearboxes. **(4)** Tail rotor hub and blade assembly. Overhaul hub and blade assembly. **(5)** Freewheel clutch assembly. Return removed clutch assembly to an authorized facility for inspection and repair. **e.** Inspect intermediate gearbox and tail rotor gearbox mounting lugs for cracks. If no cracks are found, remove cover from left side of intermediate gearbox and plug from top forward side of tail rotor gearbox (BHT-214B-CR&O-1). Inspect gear teeth of pinions and gears using a high-intensity light source. If there is no evidence of scuffing, scoring, or other mechanical damage that would render gearbox unserviceable, install plug and cover. Retorque gearbox attachment hardware and return to service. If gear teeth show evidence of scuffing or scoring or if either gearbox has sustained other damage, remove the damaged gearbox and accomplish step f and step g.		

CONDITIONAL INSPECTIONS

5-37. AFTER COMPRESSOR STALL OR SURGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	f. If intermediate gearbox or tail rotor gearbox was removed for evidence of scuffing or scoring of gear teeth, remove input quills of respective gearboxes and inspect gear teeth of pinion and gear using a 10X magnifying glass. If during this inspection no scuffing or scoring is found, reassemble gearbox and install for further use. If gear teeth are scuffed, scored, or if gearbox was removed for other damage that would render the gearbox unserviceable, it must be replaced with a like, serviceable item. **g.** Remove transmission tail rotor drive gear inspection port cover, which is located above internal oil filter, and inspect gear teeth of pinion and gear using a high intensity light source. If no evidence of scuffing or scoring is found and there is no other damage that would render transmission unserviceable, install inspection port cover and return the transmission to service. If evidence of scuffing or scoring is found, remove transmission tail rotor output quill and inspect gear teeth, using a 10X magnifying glass. If no scuffing or scoring is found, install quill and return transmission to service. If gear teeth are scuffed or scored or if there is other damage that would render transmission unserviceable, transmission must be replaced with a like, serviceable item and step h will have to be complied with. **h.** Perform a conditional inspection in accordance with BHT-214B-CR&O-1 Manual. Make an entry in component record to show that reason for removal is compressor stall or surge. If the transmission is replaced, the following components must be considered unserviceable and scrapped. Also, step 3 through step 6 must be complied with. **(1)** Tail rotor bearing hanger assemblies. **(2)** Forward tail rotor driveshaft coupling. **(3)** Tail rotor driveshaft flexible disc assemblies. **(4)** Tail rotor driveshafts.		
BHT-214B-MM-1	**3.** Perform a close visual inspection of all rotating controls and replace as necessary.		

CONDITIONAL INSPECTIONS

5-37. AFTER COMPRESSOR STALL OR SURGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	4. Tail rotor hub and blade. **a.** Perform a close visual inspection of the tail rotor hub and blade. **b.** Remove tail rotor trunnion bolts and inspect for deformation (shear offset). **c.** If any discrepancies are noted, remove and replace tail rotor hub and blade assembly. Return hub and blade assembly for overhaul. **d.** Perform a conditional inspection in accordance with BHT-214B-CR&O-1 Manual. Make an entry in component record to show that reason for removal is compressor stall or surge. **5.** Main rotor hub and blade. **a.** Perform a close visual inspection of the main rotor hub and blade. **b.** Remove inboard and outboard drag brace bolts and inspect for deformation (shear offset). **c.** Remove main rotor trunnion bearing to yoke attachment bolts and check for deformation (shear offset). **d.** Inspect main rotor trunnion bearings for looseness within bearing housing. **e.** If any discrepancies are noted, remove and replace main rotor hub and blade assembly. **f.** Perform a conditional inspection in accordance with BHT-214B-CR&O-1 Manual. Make an entry in component record to show that reason for removal is compressor stall or surge.		

CONDITIONAL INSPECTIONS

5-37. AFTER COMPRESSOR STALL OR SURGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
BHT-214B-MM-1	**6.** Airframe. **a.** Check tailboom pylon (fin) and vertical fin for evidence of damaged panels, skin panels, and/or structure and rivets for looseness and/or sheared heads. If inspection shows no indications of damage, return helicopter to flight status. If evidence of damage is found, comply with step b through step e. **b.** Remove skin from tailboom fin adjacent to tail rotor gearbox mounting. Inspect all support structures in this area and repair as required. Install new skin. **c.** Make close visual inspection of complete tailboom structure for distortion, buckles, skin cracks, and sheared or loose rivets, paying particular attention to tail boom attachment points and adjacent fuselage to tail boom structure and intermediate gearbox support structure. **d.** Make close visual inspection of main pylon support and engine mount attachment structure for distortion buckles, cracks, sheared or loose rivets, etc. **e.** If discrepancies found during inspection in step b through step d cannot be repaired by standard procedures, replace discrepant assembly.		

CONDITIONAL INSPECTIONS

5-38. AFTER LIGHTNING STRIKE

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____** **NOTE** Accomplish after lightning strike. **AFTER LIGHTNING STRIKE** When the helicopter is suspected of having a lightning strike, the following instructions apply. **NOTE** Lightning damage may appear as burn marks, heat discoloration, arc marks, or small weld marks. Honeycomb and composite materials may exhibit debonds. **NOTE** Components removed from a helicopter for evaluation following a lightning strike shall be evaluated as an interrelated group. Removal records accompanying each component shall cross-reference the part and serial numbers of other drive system components removed for evaluation.		

CONDITIONAL INSPECTIONS

5-38. AFTER LIGHTNING STRIKE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
BHT-214B-CR&O-1	**1.** Perform the following inspections: **a.** Visually inspect all external surfaces of the helicopter with particular attention to main rotor blades and hub, the transmission and mast assembly, combining gearbox, tail rotor blades and hub, tail rotor gearbox, intermediate gearbox, vertical fin, and airframe. **b.** Check electrical instruments and avionics systems. **c.** Replace defective and/or damaged parts. **2.** If visual indications of damage are present, proceed as follows: **a.** Remove main rotor blades and visually inspect. **(1)** Metal main rotor blades 214-015-001. If blades show any of the following indications, scrap blades. **(a)** Inspect blades for signs of burns. Burn marks can be very minute. **(b)** Inspect blades for debond in all bonded areas. **(2)** Fiberglass main rotor blades 214-015-500. If blades show any of the following indications, forward to a Bell Helicopter Textron approved facility for a detailed inspection. State suspected lightning strike as the reason for removal. **(a)** Inspect for indications of burns paying particular attention to inboard and outboard abrasion strip splice joint, trim tabs, bolt holes, and surrounding area; area of buried metal components near tip and tip cap. **(b)** General tap inspection for voids, particularly in the bonded joints. **b.** Inspect main rotor hub assembly. **(1)** Remove main rotor hub grips.		

CONDITIONAL INSPECTIONS

5-38. AFTER LIGHTNING STRIKE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	(a) Visually inspect bearings for signs of electrical arcing or burning. **(b)** Check bearings for smooth rotation. **(2)** If no indications are found, reassemble main rotor hub. **NOTE** If signs of electrical arcing or burning are found in the transmission, mast, speed reducer gearbox, tail rotor gearbox, or intermediate gearbox, disassemble the affected component as necessary to determine full extent of damage (paying particular attention to bearings). Replace only those parts exhibiting damage. **c.** Inspect transmission and mast assembly. **(1)** Remove main rotor mast assembly and visually inspect the balls in the upper mast bearings for signs of electrical arcing or burning. Rotate bearing during inspection so that all the surface of each ball may be observed. Check bearing for smooth rotation. Visually inspect the lower bearing race and driving spline on the mast for signs of arcing or burning. **(2)** If no indications are found, reassemble transmission and mast assembly and return to limited service. After 5 hours remove the chip detectors and filter and inspect for chips. If no indications are found, return transmission to full service. **d.** Inspect speed reducer gearbox assembly. **(1)** Remove the main driveshaft and inspect gearbox driveshaft adapter flange and connection to engine for evidence of electrical arcing or burning. **(2)** If no indications are found, reinstall the main driveshaft and return to limited service. After 5 hours, remove the chip detectors, and oil filters, and inspect for chips. If no indications are found, return gearbox to full service.		
BHT-214B-MM-1			

CONDITIONAL INSPECTIONS

5-38. AFTER LIGHTNING STRIKE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	e. Inspect tail rotor gearbox assembly. **(1)** Remove output quill assembly from tail rotor gearbox. Visually inspect gear teeth for signs of electrical arcing or burning. Rotate tail rotor mast to check for smooth rotation of bearings. **(2)** If no indications of damage are found, and if bearings rotate smoothly, reassemble gearbox and return it to limited service. After 5 hours, remove chip detector and inspect for chips. If no indications are found, return gearbox to full service. **f.** Inspect intermediate gearbox assembly.		
BHT-214B-CR&O-1	**(1)** Remove output quill assembly from intermediate gearbox. Visually inspect gear teeth for signs of electrical arcing or burning. Rotate quills to check for smooth rotation of bearings. **(2)** If no indications of damage are found, and if bearings rotate smoothly, reassemble gearbox and return it to limited service. After 5 hours, remove chip detector and inspect for chips. If no indications are found, return gearbox to full service. **g.** Inspect all rotating controls for indication of arcing or burning. Replace affected parts. **(1)** Replace bearings that do not rotate smoothly.		
BHT-214B-MM-1	**(2)** If evidence of arcing or burning is found or bearings do not rotate smoothly, remove swashplate assembly and scissors and sleeve and/or tail rotor crosshead assembly for overhaul. Report lightning strike as reason for removal. **(3)** Replace main and tail rotor pitch links and tail rotor counterweight links with attaching hardware that indicate arcing or burning.		

CONDITIONAL INSPECTIONS

5-38. AFTER LIGHTNING STRIKE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	h. Tail rotor installation. **(1)** Remove rail rotor hub and blades and inspect for indications of electrical arcing or burning. Disassemble as necessary to determine full extent of damage and replace only those parts exhibiting damage. Damaged tail rotor blades are not repairable. **(2)** Inspect tail rotor retaining nut, flapping stop, and counterweight link support for signs of arcing or burns, paying particular attention to splined and threaded areas.		

CONDITIONAL INSPECTIONS

5-39. HUB SUBJECTED TO EXCESSIVE FLAPPING DURING LOW OR ZERO RPM

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	INITIAL OTHER
	DATE: _____W.O. _____ **FACILITY: _____** **HELICOPTER S/N: _____** **REGISTRY NO.: _____** **TOTAL TIME:_____** **SIGNATURE:_____**		
BHT-214B-CR&O-1	Inspect main rotor yoke flexure for straightness.		

COMPONENT OVERHAUL SCHEDULE

5-40. COMPONENT OVERHAUL SCHEDULE

The Component Overhaul Schedule (Table 5-1) provides the time interval between overhaul for each applicable helicopter component.

WARNING

DO NOT APPLY TOLERANCES TO PARTS WITH A LIMITED AIRWORTHINESS LIFE (CHAPTER 4).

WARNING

DO NOT EXCEED RETIREMENT LIFE FOR CRITICAL COMPONENTS. REFER TO AIRWORTHINESS LIMITATIONS SCHEDULE (CHAPTER 4).

SOME PARTS INSTALLED AS ORIGINAL EQUIPMENT ON MILITARY HELICOPTERS MAY HAVE A LOWER AIRWORTHINESS LIFE AND/OR OVERHAUL SCHEDULE THAN WHEN USED ON A COMMERCIAL HELICOPTER. CONSEQUENTLY, PARTS THAT HAVE BEEN USED ON MILITARY HELICOPTERS SHOULD NOT BE USED ON COMMERCIAL HELICOPTERS.

CAUTION

OVERHAUL SCHEDULE FOR SOME KIT COMPONENTS AND/OR PARTS IS NOT COVERED IN THIS SCHEDULE. REFER TO THE APPLICABLE SERVICE INSTRUCTION FOR KIT COMPONENTS SCHEDULE.

NOTE

Refer to paragraph 5-6 for information on overhaul tolerance.

NOTE

Neither assignment of a time period for overhaul of a component or failure to assign a time period for overhaul of a component constitutes a warranty of any kind. The only warranty applicable to the helicopter and any component is that warranty included in the Purchase Agreement for the helicopter or component.

The overhaul interval specified for any given part number contained in this Component Overhaul Schedule applies to all successive dash numbers for that item unless otherwise specified.

Table 5-1. Component Overhaul Schedule

NOMENCLATURE	PART NUMBER (1)	OVERHAUL INTERVAL
MAIN ROTOR HUB		
Hub Assembly	214-010-100-015	(8) 1200 hours
Hub Assembly	214-010-100-029	(8) 2500 hours
MAIN ROTOR CONTROLS		
Swashplate and Support Assembly	214-010-400-007	(3) 1200 hours
Swashplate and Support Assembly	214-010-400-111 (4)	2500 hours
Scissors and Sleeve Assembly	214-010-401	(2) 1250 hours
TAIL ROTOR HUB AND BLADE		
Hub Assembly	214-011-801-111	2500 hours
POWER TRAIN		
Transmission Assembly (Includes all quills except rotor brake quill)	214-040-002	(10) 2500 hours
Mast Assembly	214-040-003	(10) 2500 hours
Main Driveshaft	214-040-006	2500 hours
Rotor Brake Quill	214-040-022	(6) 2400 hours
Rotor Brake Quill	214-040-358-101	2500 hours
Rotor Brake Quill	209-040-173	2500 hours
Intermediate Gearbox Assembly	214-040-009	(10) 2500 hours
Tail Rotor Gearbox Assembly	214-040-011	(10) 2500 hours
Freewheel Clutch Assembly	214-040-021-001	300 hours
Freewheel Clutch Assembly	214-040-021-103	(5) 1800 hours
Tail Rotor Driveshaft Hanger Assembly	214-040-600	(7) 2500 hours
Transmission/Tail Rotor Driveshaft Coupling	214-040-630-001	2500 hours
Speed Reducer Gearbox Assembly	214-040-005	1800 hours

Table 5-1. Component Overhaul Schedule (Cont)

NOMENCLATURE	PART NUMBER (1)	OVERHAUL INTERVAL
	HYDRAULIC SYSTEM	
Dual Power Actuator (Collective and Cyclic)	214-076-146	3600 hours
	UTILITY	
Cargo Suspension Assembly	214-070-920-003	(9) 3 years

NOTES:

(1) The operating time specified for overhaul of any given part number listed applies to all successive dash numbers to that component, unless otherwise specified.

(2) Increased to 2500 hours after removal of hub assembly 214-010-405-001, spacer 214-010-412-001, and bearing set 214-010-431-003 and installation of hub assembly 214-010-405-005 and bearing set 214-010-482-001.

(3) Increased to 2500 hours after removal of support assembly 214-010-404-005, idler link assembly 214-010-409-005, lever assembly 214-010-474-001 (Qty 2), bearing race 214-010-450-003 (Qty 2), washer 214-010-464-001 (Qty 2), and washer 140-007-49-47-4 (Qty 2) and installation of support assembly 214-010-404-111, idler link assembly 214-010-509-101, lever assembly 214-010-474-105 (Qty 2), washer 214-010-464-105 (Qty 2), and washer 140-007-41S47D5 (Qty 2).

(4) The swashplate and support assembly 214-010-400-111 is required for helicopters that have fiberglass blades.

(5) Freewheel clutch assemblies 214-040-021-103 and -105 contain clutch assembly 214-040-866-101, which may be equipped with either sprag clutch X139223 (Borg Warner) or CL-42055 (Formsprag). Replace X139223 at 600 hours (Chapter 4) and replace CL-42055 at overhaul.

(6) Overhaul schedule of rotor brake quill 214-040-022 is 2400 hours, however the bearing 204-040-424 (when used) in rotor brake quill shall be replaced each 600 hours. Refer to BHT-214-SI-9 for service instructions.

(7) Replace bearing at overhaul.

(8) Special inspection required at 1200 hours of component operation.

(9) Overhaul interval begins on installation after last overhaul and runs continuously regardless of number of times the assembly may be removed and reinstalled.

(10) Special inspection required at 1250 hours of component operation.