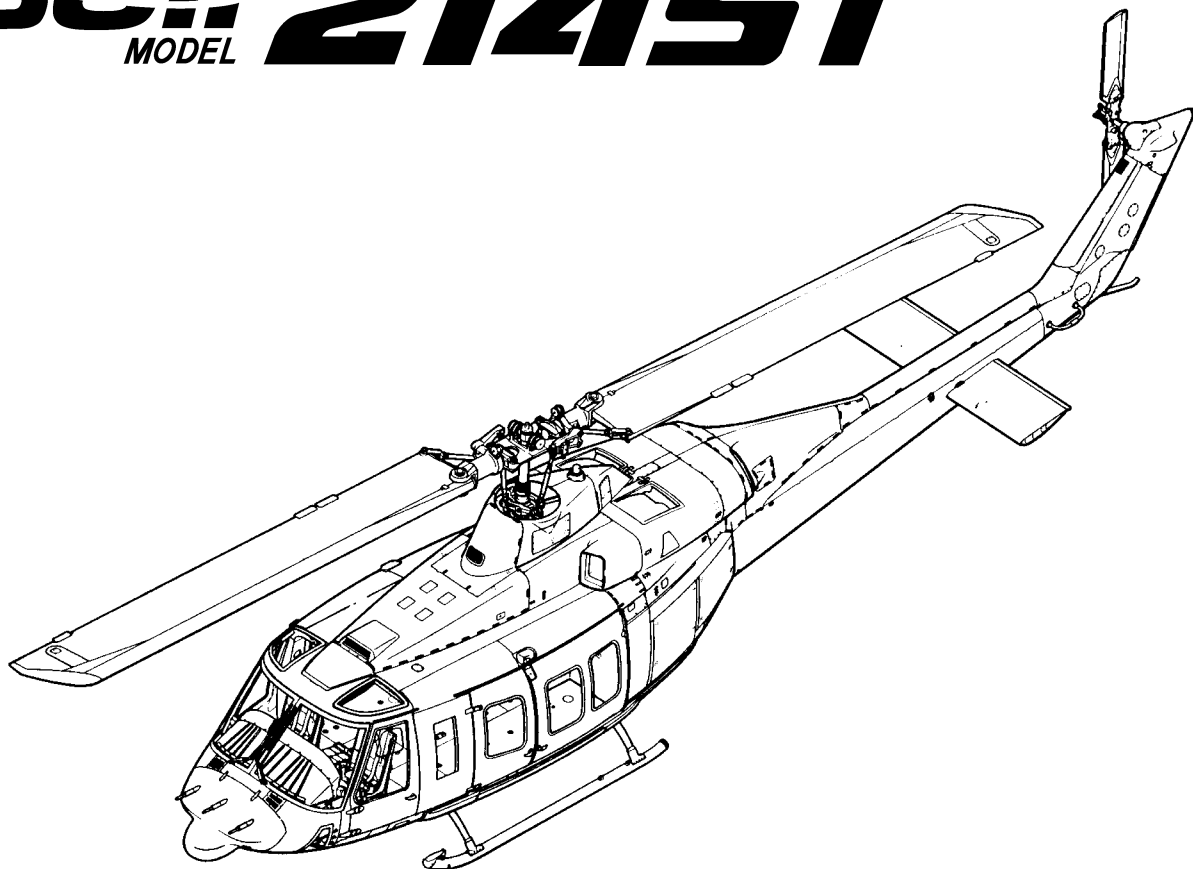


Bell **214ST** MODEL



MAINTENANCE MANUAL **VOLUME 1** **GENERAL INFORMATION**

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Have you found something wrong with this manual — an error, an inconsistency, unclear instructions, etc.? Although we strive for accuracy and clarity, we may make errors on occasion. If we do and you discover it, we would appreciate your telling us about it so that we can change whatever is incorrect or unclear. Please be as specific as possible.

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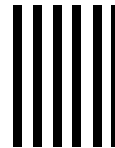
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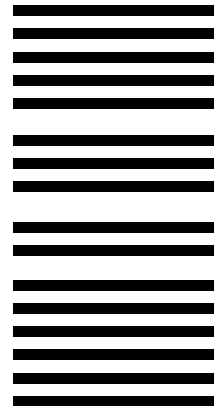
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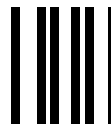
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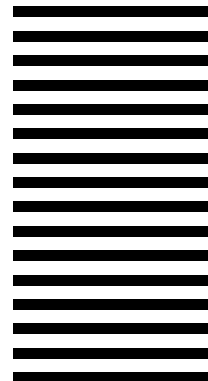
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SPARE PARTS WARRANTY

ONE YEAR/1,000 HOURS PRORATED

WARRANTY AND REMEDY: Seller warrants each new helicopter part or helicopter part reconditioned by seller to be free from defect in material and workmanship under normal use and service and if installed on Bell model helicopters. Seller's sole obligation under this warranty is limited to replacement or repair of parts which are determined to Seller's reasonable satisfaction to have been defective with 1,000 hours of operation or one (1) year after installation, whichever occurs first and reimbursement of reasonable freight charges. After 200 hours of use, there will be a prorated charge to the Purchaser for replacement parts (prorating the hours of total use against the then applicable part life or 2,000 hours, whichever is the lesser). Defective parts must be reported in writing to the Seller's Warranty Administration within 90 days of being found defective. Replacement of parts may be with either new or reconditioned parts, at Seller's election. Warranty adjustment is contingent upon the Purchaser complying with the Warranty Remedies as described in the Commercial Warranty Information brochure and the Seller's Warranty Administration disposition instructions for defective parts. Failure to comply with all of the terms of this paragraph may, at Seller's sole option, void this warranty.

NOTE: Parts, components and assemblies of all new helicopters may have been restored or reworked due to marks, blemishes, dents or other irregularities during the manufacturing process. Such restoration and/or rework is permitted under Seller's approved manufacturing and engineering processes and guidelines. The restoration and/or rework so completed does not render such items defective in material or workmanship.

THIS WARRANTY IS GIVEN AND ACCEPTED IN PLACE OF (i) ALL OTHER WARRANTIES OR CONDITIONS, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OR CONDITIONS OF MERCHANT ABILITY AND FITNESS FOR A PARTICULAR PURPOSE AND (ii) ANY OBLIGATION, LIABILITY, RIGHT, CLAIM OR REMEDY IN CONTRACTOR IN TORT (DELICT), INCLUDING PRODUCT LIABILITIES BASED UPON STRICT LIABILITY, NEGLIGENCE, OR IMPLIED WARRANTY IN LAW.

This warranty is the only warranty made by Seller. The Purchaser's sole remedy for a breach of this warranty or any defect in a part is the repair or replacement of helicopter parts and reimbursement of reasonable freight charges as provided herein. Seller excludes liability, whether as a result of a breach of contract or warranty, negligence or strict product liability, for incidental or consequential damages, including without limitation, damage to the helicopter or other property, costs and expenses resulting from required changes or modifications to helicopter components and assemblies, changes in retirement lives and overhaul periods, local customs fees and taxes, and costs or expenses for commercial losses or lost profits due to loss of use or grounding of helicopters or otherwise.

Seller makes no warranty and disclaims all liability in contract or in tort (delict), including, without limitation, negligence and strict tort (delictual) liability, with respect to work performed by third parties at Purchaser's request and with respect to engines, engine accessories, batteries, radios, and avionics, except Seller assigns each manufacturer's warranty to Purchaser to the extent such manufacturer's warranty exists and is assignable.

This warranty shall not apply to any helicopter part which has been repaired or altered outside Seller's factory in any way so as, in Seller's judgment, to affect its stability, safety or reliability, or which has been subject to misuse, negligence or accident, or which has been installed in any aircraft which has been destroyed unless that helicopter has been rebuilt by Bell. A list of destroyed aircraft is obtainable from Bell Product Support. Repairs and alterations which use or incorporate parts and components other than genuine Bell parts or parts approved by Bell for direct acquisition from sources other than Bell itself are not warranted by Bell, and this warranty shall be void to the extent that such repairs and alterations, in Seller's sole judgment, affect the stability, safety or reliability of the helicopter or any part thereof, or damage genuine Bell or Bell-approved parts. No person, corporation or organization, including Bell Customer Service Facilities, is authorized by Seller to assume for it any other liability in connection with the sale of its helicopters and parts.

NO STATEMENT, WHETHER WRITTEN OR ORAL, MADE BY ANY PERSON, CORPORATION OR ORGANIZATION, INCLUDING BELL CUSTOMER SERVICE FACILITIES MAY BE TAKEN AS A WARRANTY NOR WILL IT BIND SELLER.

Seller makes no warranty and disclaims all liability with respect to components or parts damaged by, or worn due to, corrosion. Seller makes no warranty and disclaims all liability for consumables (wear items) which are defined as items required for normal and routine maintenance or replaced at scheduled intervals shorter than the warranty period. "Consumables" include but are not limited to engine and hydraulic oil, oil filters, packings and o-rings, anti-corrosion and/or sealing compounds, brush plating material, nuts, bolts, washers, screws, fluids, compounds, and standard aircraft hardware that is readily available to aircraft operators from sources other than Seller.

All legal actions based upon claims or disputes pertaining to or involving this warranty including, but not limited to, Seller's denial of any claim or portion thereof under this warranty, must be filed in the courts of general jurisdiction of Tarrant County, Texas or in the United States District Court for the Northern District of Texas, Ft. Worth Division located in Ft. Worth, Tarrant County, Texas. In the event that Purchaser files such an action in either of the court systems identified above, and a final judgment in Seller's favor is rendered by such court, then Purchaser shall indemnify Seller for all costs, expenses and attorneys' fees incurred by Seller in defense of such claims. In the event Purchaser files such a legal action in a court other than those specified, and Seller successfully obtains dismissal of that action or transfer thereof to the above described court systems, then Purchaser shall indemnify Seller for all costs, expenses and attorneys' fees incurred by Seller in obtaining such dismissal or transfer.

January 2007

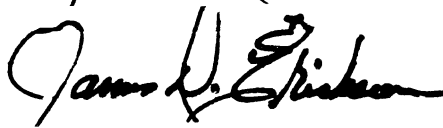
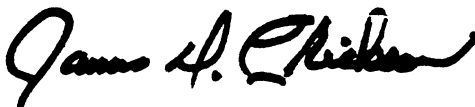
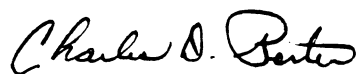
CHAPTER 4 — AIRWORTHINESS LIMITATIONS SCHEDULE**TABLE OF CONTENTS**

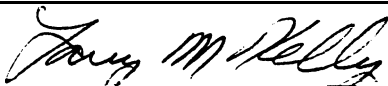
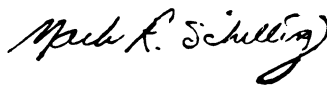
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AIRWORTHINESS LIMITATIONS SCHEDULE			
4-1	Airworthiness Limitations Schedule	4-00-00	5

TABLES

Table Number	Title	Page Number
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FAA Form 101-100

REVISION NO.	DATE OF SIGNATURE	FAA/ODA* SIGNATURE
Basic Manual	4 January 1982	
1	30 June 1982	
2	30 August 1982	
3	15 October 1982	Chapter 4 not affected
4	1 December 1982	
5 – 8		Chapter 4 not affected
9	29 July 1983	
10 – 14		Chapter 4 not affected
15	25 January 1984	
16	4 May 1984	Chapter 4 not affected
17	15 June 1984	
18	15 January 1985	
19	28 May 1985	Not required – Temporary Revision 85-53 previously signed
20	3 September 1985	Chapter 4 not affected
21	15 April 1986	
22	14 May 1987	

REVISION NO.	DATE OF SIGNATURE	FAA/ODA* SIGNATURE
23	5 February 1988	
24	7 June 1988	
25	12 January 1990	
Reissue	26 May 1995	
1	17 May 1996	Chapter 4 not affected
2	3 September 1996	Chapter 4 not affected
3	2 May 1997	Chapter 4 not affected
4	20 June 1997	
5	14 May 2003	Chapter 4 not affected
6	20 May 2009	
7	5 May 2011	* 
8 – 11		Chapter 4 not affected
12	20 April 2015	
13	10 MAY 2018	
14	2 OCT 2018	

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.

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ALL REPAIR AND OVERHAUL PROCEDURES LIVES PUBLISHED BY BELL HELICOPTER TEXTRON, INCLUDING COMPONENT RETIREMENT LIFE, 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 engines and components (General Electric CT7-2A 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 	AIRWORTHINESS LIFE
MAIN ROTOR HUB AND BLADE ASSEMBLY		
Blade Assembly	214-015-300-105	22,500 hours
Yoke	214-010-105-001	 2500 hours
Yoke	214-010-105-111	 2500 hours or 10 years in-service, whichever occurs first
Bolt – Yoke/Spindle	214-010-183-101	 1250 hours
Bolt – Yoke/Spindle	214-010-261-101	1250 hours
Bolt – Yoke/Spindle	214-010-262-103	2500 hours
Trunnion	214-010-230-101	  120,000 RIN
Spindle	214-010-103-003	1250 hours
Spindle	214-010-103-115	5000 hours
Grip Assembly	214-010-104-113	 2500 hours
Grip Assembly	214-010-104-121	5000 hours
Barrel, Drag Brace	214-010-192-101	10,000 hours
Barrel, Drag Brace	214-010-120-107	 2500 hours
Clevis, Drag Brace	214-010-121-105	 2500 hours
Clevis, Drag Brace	214-010-193-101	10,000 hours
Strap Fitting	214-010-115-001	2500 hours
Strap Fitting	214-010-185-107	2500 hours
Strap Fitting	214-010-189-103	2500 hours
Strap	214-010-179-003	  1250 hours or 24 months, whichever occurs first
Pin	214-010-117-001	2500 hours
Pillow Block Bearing Bolts	20-057-12-48D	  17,000 RIN
Pillow Block Bearing Bolts	20-057-12-50D	  17,000 RIN

Table 4-1. Airworthiness Limitations Schedule (Cont)

NOMENCLATURE	PART NUMBER 	AIRWORTHINESS LIFE
MAIN ROTOR CONTROLS		
Pitch Link Assembly	214-010-410-011	5000 hours
Pitch Link Assembly	214-010-490-103	10,000 hours
Scissors Assembly	214-010-506-105	10,000 hours
Scissors Hub Assembly	214-010-505-101	10,000 hours
Scissors Hub Assembly	214-010-505-109	 10,000 hours
Swashplate Outer Ring	214-010-503-105	5000 hours
Collective Lever Assembly	214-010-474-109	1250 hours
Collective Lever Assembly	214-010-492-105	15,000 hours
Collective Lever Assembly	214-010-250-101	15,000 hours
Collective Sleeve	214-010-411-001	5000 hours
Collective Idler Link	214-010-558-101	10,000 hours
Swashplate Inner Ring	214-010-402-113	5000 hours
Swashplate Support	214-010-504-101	15,000 hours
Drive Link Assembly	214-010-536-101	10,000 hours
Housing	214-010-538-101	10,000 hours
Hydraulic Actuator	214-076-161-101	 10,000 hours
Trunnion	214-010-539-101	10,000 hours
Rod End Bearing	214-001-051-007	15,000 hours
TAIL ROTOR HUB AND BLADES		
Blade Assembly	214-015-700-103	2500 hours
Blade Assembly	214-015-700-111	4000 hours
Blade Assembly	214-015-700-115	4000 hours
Grip Plate Set	214-010-822-101	15,000 hours
Yoke Assembly	214-010-702-107	5000 hours
Yoke Assembly	214-011-802-101	5000 hours
ELEVATOR AND CONTROLS		
Elevator Spar	214-021-101-111	7500 hours
Elevator Assembly	214-021-100-103	12500 hours
Elevator Assembly	214-021-100-104	12500 hours
Elevator Assembly	214-021-100-105	12500 hours
Elevator Assembly	214-021-100-106	12500 hours
DRIVE SYSTEM		

Table 4-1. Airworthiness Limitations Schedule (Cont)

NOMENCLATURE	PART NUMBER 	AIRWORTHINESS LIFE
Main Rotor Mast	214-040-090-109	  140,000 RIN
Tail Rotor Mast	214-040-404-101	5000 hours
ROTOR BRAKE QUILL		
Quill Bearing	204-040-424-103	600 hours
NODALIZED PYLON		
Transmission Spindle	214-030-606-103	   2500 hours or 50000 RIN
Fore-and-aft Restraint	214-031-612-111	500 hours
Fore-and-aft Restraint	214-031-612-115	On Condition
Fore-and-aft Restraint	214-031-612-701	500 hours
TRANSMISSION		
Upper Planetary Carrier	214-040-077-007	  120,000 RIN
Lower Planetary Spider	214-040-080-101	  80,000 RIN
Lower Planetary Spider	214-040-357-101	  400,000 RIN
POWER PLANT		
Engine	CT7-2A	Refer to GE Publication for retirement life of engine and components
LANDING GEAR		
Beam Assembly (Left)	214-052-102-101	15,000 hours
Beam Assembly (Right)	214-052-102-102	15,000 hours
Beam Assembly (Left)	214-052-102-103	15,000 hours
Beam Assembly (Right)	214-052-102-104	15,000 hours
Beam Assembly (Left)	214-052-102-105	15,000 hours
Beam Assembly (Right)	214-052-102-106	15,000 hours
EMERGENCY FLOAT SYSTEM		
Hose Assembly	70-072V000A166	 6 years
Hose Assembly	70-072W000B124	 6 years
Hose Assembly	70-072W000C216	 6 years
Hose Assembly	70-072X000C196	 6 years
Hose Assembly	70-072Y000A124	 6 years
Hose Assembly	70-072Z000A236	 6 years
Hose Assembly	70-072Z000D202	 6 years
EMERGENCY FLOAT SYSTEM (CONT)		

Table 4-1. Airworthiness Limitations Schedule (Cont)

NOMENCLATURE	PART NUMBER 	AIRWORTHINESS LIFE
Hose Assembly	214-073-934-101	 6 years
Hose Assembly	70-072Z000E380	 6 years
FLOTATION SYSTEM		
Float Reservoir	222-325-021-101	 15 years
Float Reservoir	222-025-875-101	 15 years
LIFE RAFT SYSTEM		
Ejection Cylinder	6400-001	 15 years
Ejection Cylinder	44000-1	 20 years
FIRE PROTECTION		
Fire Extinguisher Cartridge	13083-5	 6 years
RESCUE HOIST		
Cable Cutter Cartridge	300078-1	 5 years
Cable Cutter Cartridge	42277-231	 5 years
Cable Cutter Cartridge	42315-281	 5 years

NOTES:

-  Airworthiness limitation for part number listed applies to all successive dash numbers for that component unless otherwise specified. Dash numbers are defined as the last three numeric digits in a typical twelve-digit Bell part number (xxx-xxx-xxx-xxx). Suffixes (letters following the dash number) are for reference only.
-  For reference only: Inactivated by ASB 214ST-85-32.
-  RIN (Retirement Index Number) is the retirement life based on fatigue damage from normal helicopter lifts and takeoffs. New components will begin with an accumulated RIN of zero that will be increased as lifts and takeoffs are performed. Operators must record the number of lifts and takeoffs and increase the accumulated RIN accordingly. When the maximum RIN or retirement flight hours is reached, whichever occurs first, the component will be removed from service.
-  Each takeoff or lift counts as 2 RIN. If logging, increase RIN count to 4.
-  The 214-010-104-113, -117 grip assembly retirement life is 1250 hours when used with 214-010-115-001 strap fitting. The 214-010-104-113, -117 grip assembly retirement life is 2500 hours when used with 214-010-189-103 strap fitting, 214-010-190-101 liner, and 214-010-188-101 shim, and may remain in service for 2500 hours if the -115 -001 strap fitting was replaced with the -189 -103 strap fitting prior to 1250 hours.
-  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 installed in main rotor hub and blade assembly are subjected to powered rotation.
-  At each tension-torsion strap replacement, remove scissors and sleeve driveplate and inspect splines for wear using 0.1728 inch (4.389 mm) diameter pins (Chapter 62).

Table 4-1. Airworthiness Limitations Schedule (Cont)

NOTES: (CONT)

-  Requires nut P/N 214-010-417-103.
 -  Each takeoff or lift counts as 1 RIN. If logging, increase RIN count to 2.
 -  For components flagged with this note, retirement life begins on initial installation and runs continuously regardless of the number of times the hoses may be removed and reinstalled.
 -  For reference only: Inactivated by ASB 214ST-88-47.
 -  The 214-010-105-001 M/R yoke life is reduced to 2500 hours per AD 86-12-06.
 -  For components flagged with this note, life is from date of manufacture, any combination of storage and in-service use.
 -  For components flagged with this note, life begins at manufacture date/first hydrostatic test date as marked on reservoir/cylinder.
 -  For components flagged with this note, in-service life begins the day the component is entered into service. In-service life only remains in effect while the component is installed on the helicopter.
 -  Per TB 214ST-98-158, the 10,000 hour life only applies against the lower barrel 41002418, 41005233, or 41005043 details. All other parts of the 214-076-161-101 servo assembly are unlimited life providing a 10,000 hour Time Between Overhaul (TBO) is maintained, reference Chapter 5 Component Overhaul Schedule.
 -  Reference AD 2013-19-05.
-

CHAPTER 5 — INSPECTIONS

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INSPECTIONS

5-1. GENERAL

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

These inspection requirements constitute an approved inspection program designed and recommended by Bell Helicopter Textron for Model 214ST Series helicopters. They can be utilized by registered owners or operators who desire to develop a progressive inspection system to be used as part of the complete maintenance program. A written request for approval to use the progressive inspection system shall be submitted to the governing civil aviation authority having jurisdiction over the area in which the owner or operator is located. Relief from their requirements in this chapter can be requested through the local aviation authority.

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 the 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 that 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), Airworthiness Directives (AD), and special inspections are done when they are required to be done.
3. Make sure the scheduled inspections, special inspections, and 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 CT7-2A 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 that 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 that 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 CT7-2A Maintenance Manual for inspection and overhaul tolerances.

5-7. MAINTENANCE ZONES

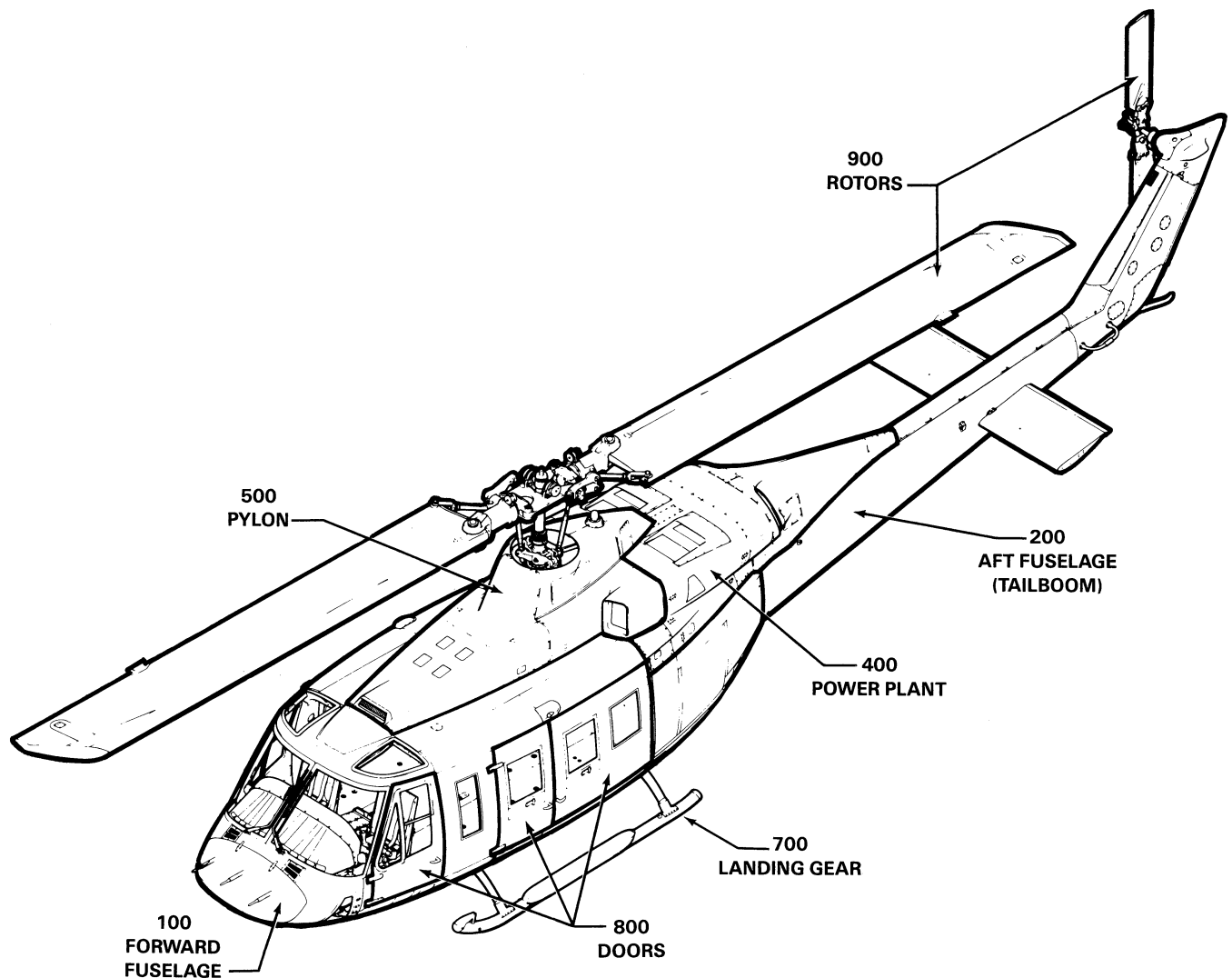
[Figure 5-1](#) and [Figure 5-2](#) provide the location of various maintenance and structural significant items to facilitate maintenance planning for the 214ST helicopter for owners or operators who desire to develop a progressive inspection system. These locations are depicted as zones.

1. Major zones.

Major zones are designated by a three digit number (100, 200, etc.).

2. Sub-major zones.

These zones are subdivisions of major zones (110, 120, etc.). Zones that are a subdivision of sub-major zones are designated (111, 112, 113, etc.).



MAJOR ZONES

- 100 FORWARD FUSELAGE
- 200 AFT FUSELAGE (TAILBOOM)
- 400 POWER PLANT
- 500 PYLON
- 700 LANDING GEAR
- 800 DOORS
- 900 ROTORS

214ST-M-5-1

Figure 5-1. Major Zones

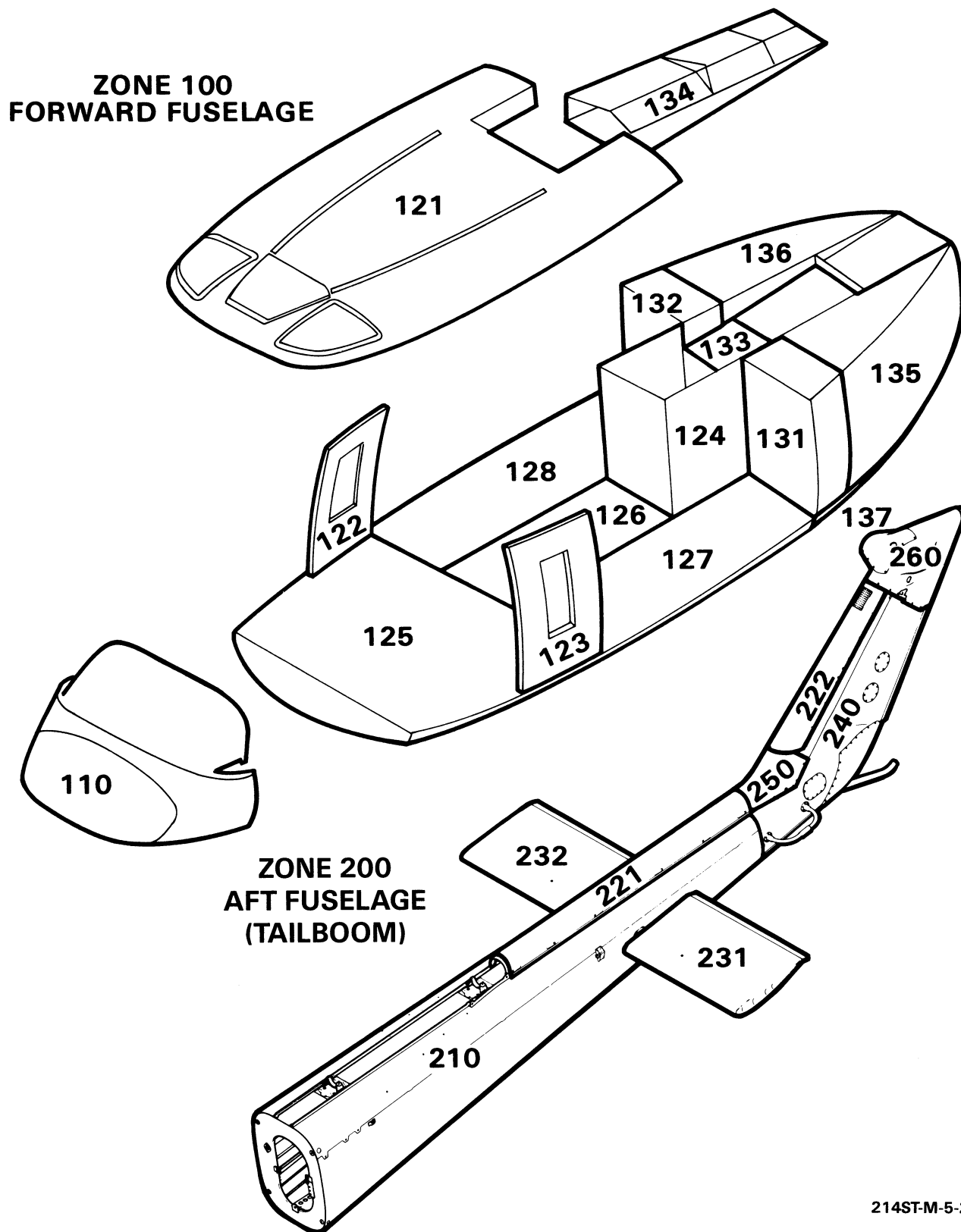
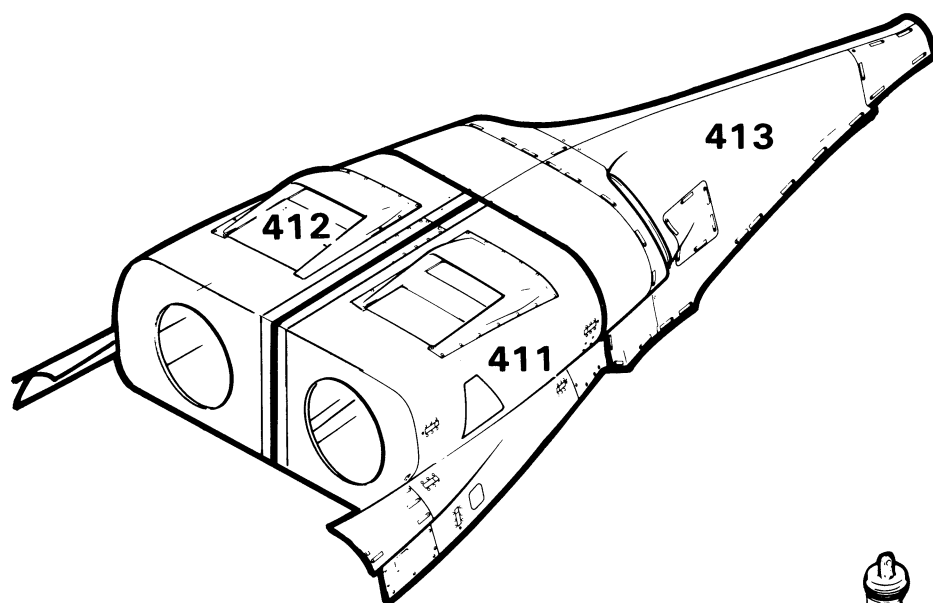
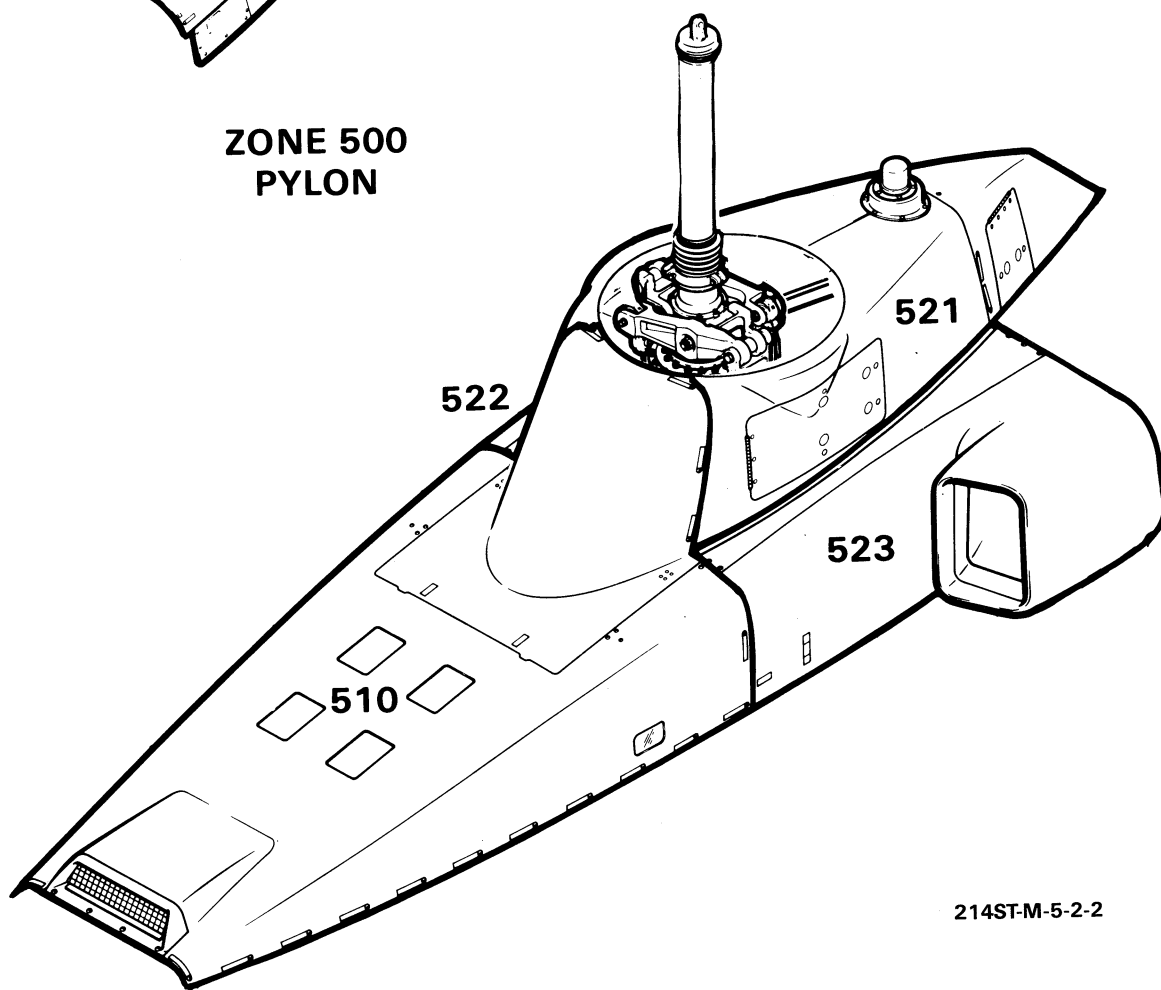


Figure 5-2. Sub-major Zones (Sheet 1 of 4)

**ZONE 400
POWER PLANT**



**ZONE 500
PYLON**



214ST-M-5-2-2

Figure 5-2. Sub-major Zones (Sheet 2 of 4)

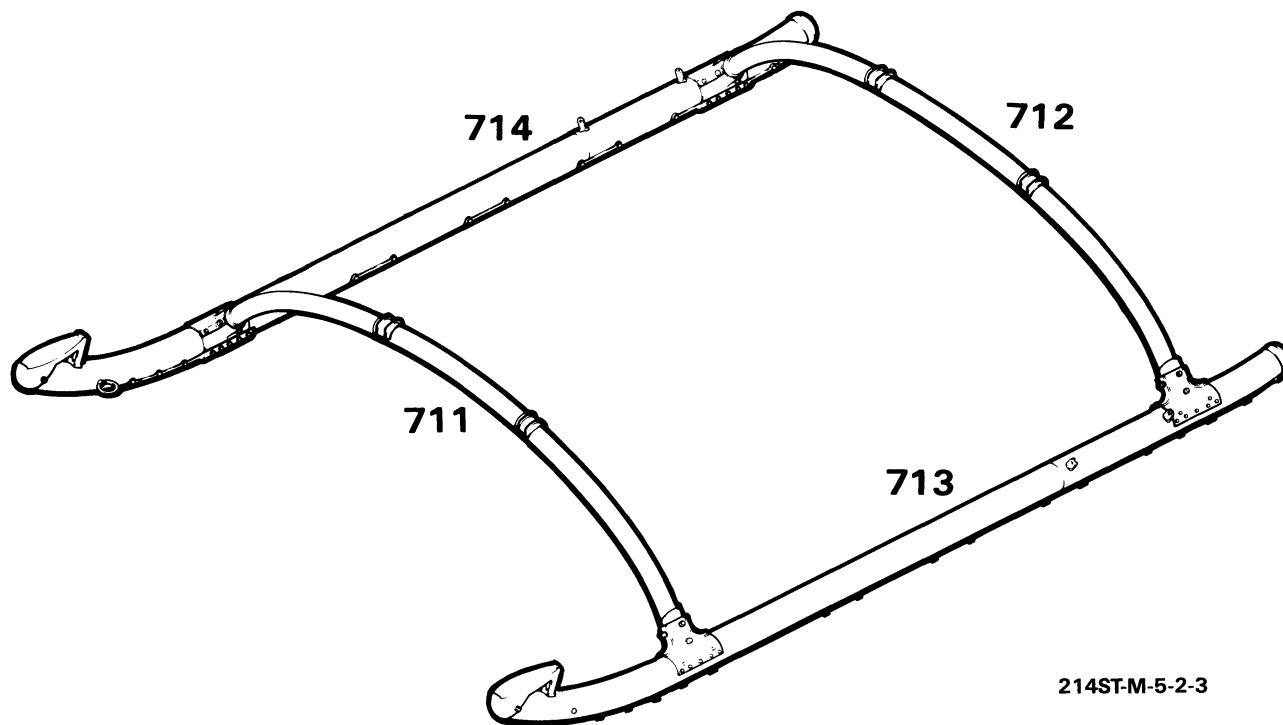
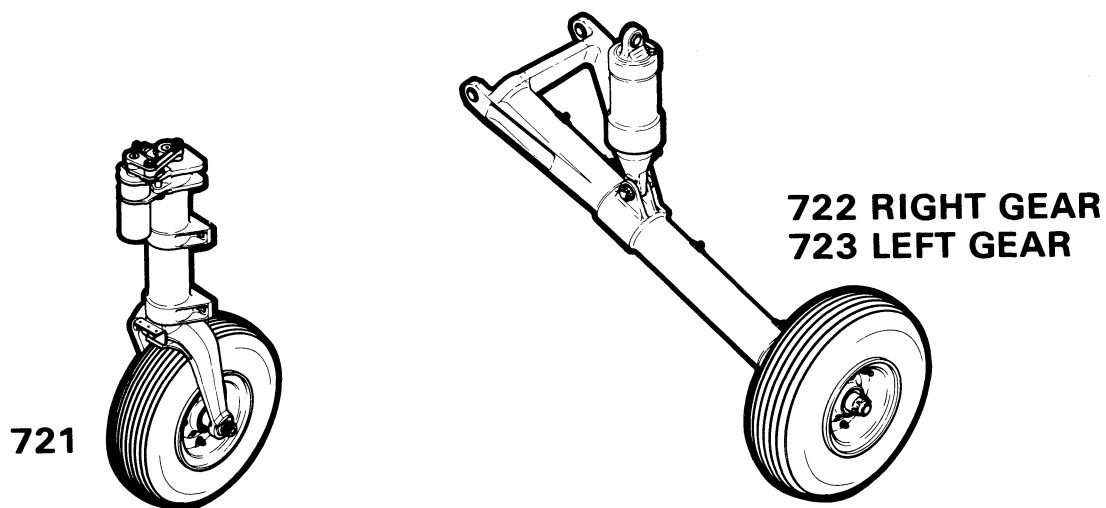
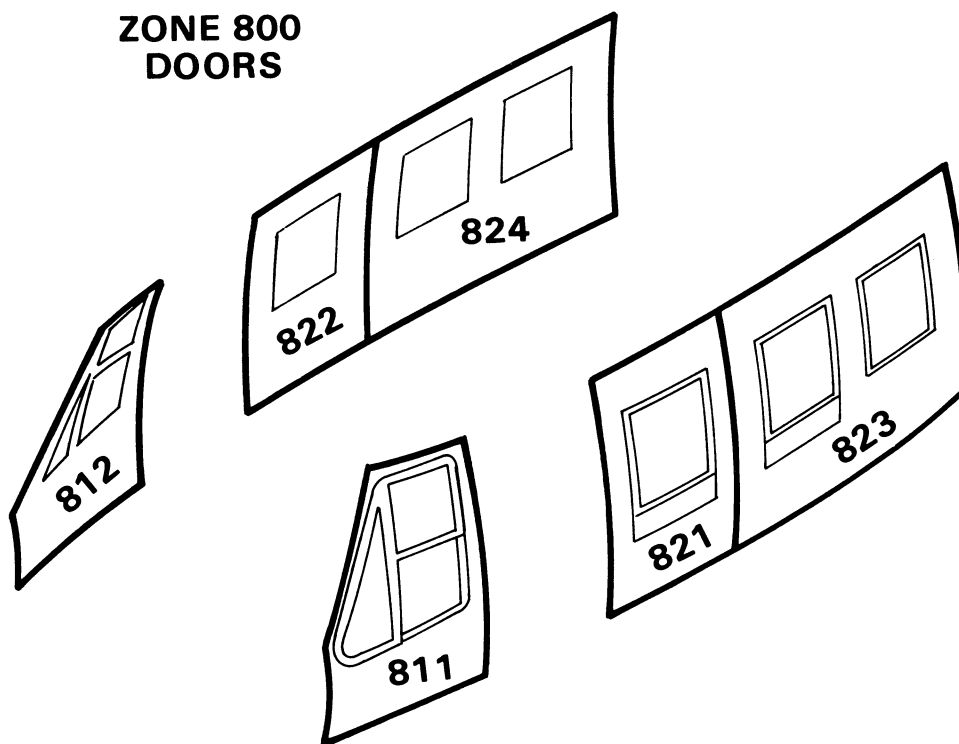
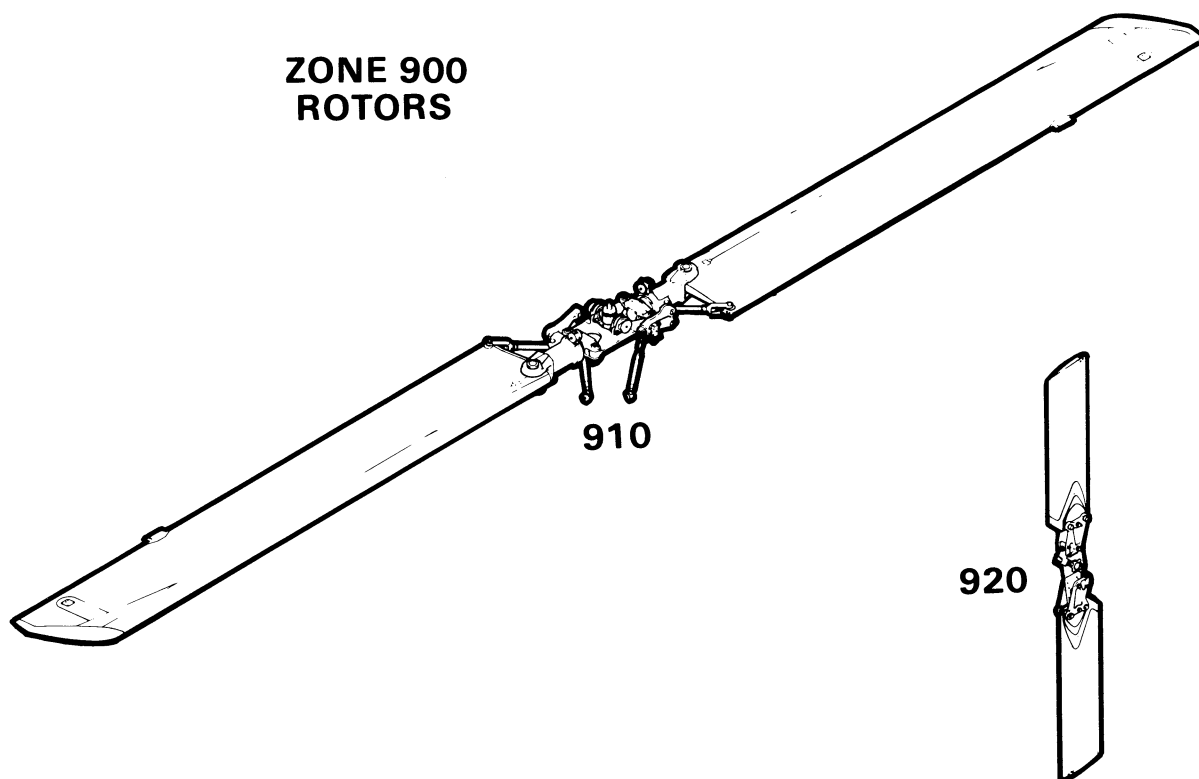
**ZONE 700
LANDING GEAR**

Figure 5-2. Sub-major Zones (Sheet 3 of 4)

**ZONE 800
DOORS**



**ZONE 900
ROTORS**



214ST-M-5-2-4

Figure 5-2. Sub-major Zones (Sheet 4 of 4)

SCHEDULED INSPECTION

5-8. 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 each 25 hours/7 days, 250 hours, 500 hours, 1000 hours/1 year, and 5000 hours/5 years of operation to ensure airworthiness.

SCHEDULED INSPECTIONS

5-9. A — INSPECTION (25 HOURS/7 DAYS)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE The A-Inspection consists of visual checks and inspection of special items, and is repeated every 25 flight hours or 7 calendar days, whichever occurs first. It is a maintenance inspection performed by qualified maintenance personnel. The A-Inspection may be preceded by other checks such as preflight or in-transit checks depending on the individual Air Transport and Commercial Operators (ATCO) operation. Portions of the A-Inspection may be delegated to one or more of these lesser checks. <u>GENERAL</u> 1. Each listed inspected item or maintenance function is to be performed in accordance with the referenced Maintenance Manual or the BHT-214ST-CR&O Manual chapter specified. 2. Refer to the engine manufacturer's Maintenance Manual for engine inspection requirements. <u>PRELIMINARY REQUIREMENTS</u> 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.		

SCHEDULED INSPECTIONS

5-9. A — INSPECTION (25 HOURS/7 DAYS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
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.		
	<u>FORWARD FUSELAGE</u> NOTE The following items shall be inspected for general condition and as otherwise noted. General condition includes obvious damage, deformation, security of attachment, and evidence of fluid leakage.		
Chapter 26	1. Pilot portable fire extinguisher for proper servicing.		
	2. Passenger portable fire extinguisher for proper servicing.		
Chapter 52	3. Crew doors jettison system.		
	4. Inspect life raft painter line installation for retainer damage, security, loose or missing fasteners.		
Chapter 25	5. Visually inspect cargo hook and suspension assembly for condition, security, electrical connections, and cable entries for proper sealing. 		
	6. Bottom skin for evidence of fuel tank leaks.		
Chapter 29	7. Utility hydraulic module filter(s) bypass indicator not extended. If extended, proceed as follows: a. Pre TB 214ST-89-98, clean utility hydraulic system module assembly filter element 205-076-034-007. If filter element 205-076-034-101 is installed, it must be replaced. b. Post TB 214ST-89-98 and 214ST S/N 28185 and subsequent, replace affected filter element.		
Chapter 67	8. Tail rotor hydraulic actuator.		

SCHEDULED INSPECTIONS

5-9. A — INSPECTION (25 HOURS/7 DAYS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 63	9. Nodal beam assembly.		
	10. Aft pylon support clevis assemblies for cracks.		
Chapter 32	<u>LANDING GEAR</u>		
	1. Cross tubes for security and excessive deflection. $\triangle_2$		
	2. Skid tubes. $\triangle_2$		
	3. Main landing gear, wheels, tires, and brake assemblies. $\triangle_3$		
	4. Main landing gear strut for proper inflation. $\triangle_3$		
	5. Nose landing gear shimmy damper. $\triangle_3$		
	6. Nose landing gear strut for proper inflation. $\triangle_3$		
	7. Nose landing gear, wheel, and tire. $\triangle_3$		
	8. Emergency float switches for condition and security of attachment.		
	<u>PYLON</u>		
Chapter 29	1. PC1 and PC2 hydraulic mode filter bypass indicators not extended. If extended, clean affected filter element.		
Chapter 63	2. Main rotor gearbox assembly.		
Chapter 62	3. Main rotor mast.		
Chapter 63	4. Rotor brake disc; brake linings for excessive wear indications.		
	5. Main drive shaft; inspect main driveshaft couplings for evidence of grease leakage, visually inspect driveshaft for corrosion and surface damage. Perform serviceability check of over-temperature TEMP-PLATES.		
	6. Combining gearbox assembly.		

SCHEDULED INSPECTIONS

5-9. A — INSPECTION (25 HOURS/7 DAYS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	7. Inspect for clearance and proper clamping between generator power cables and hydraulic lines at the forward end of the combining gearbox.		
Chapter 71	8. Bipod and tripod forward engine mount assemblies.		
Chapter 67	9. Main rotor hydraulic actuators; control tube rod ends for evidence of loose bearings. Actuator linkage stop lock for damage and the linkage stop is aligned and centered between flanges of input lever.		
Chapter 65	10. Tail rotor drive coupling; inspect tail rotor driveshaft coupling at transmission tail rotor drive quill for grease leakage, corrosion, and surface damage. Perform serviceability check of over-temperature TEMP-PLATES.		
Chapter 25	11. Check life raft cowl manual opening mechanism for ease of operation. Check mechanism for corrosion. Check latches for engagement and security.		
Chapter 62	12. Pitch links.		
	13. Scissors and sleeve assembly.		
	14. Swashplate and support assembly.		
	15. Swashplate ring assembly lubrication.		
	16. Collet clamp.		
	NOTE		
	Lower hub nut slippage inspection not required for hub assembly 214-010-505-109 when used with nut 214-010-417-103. C-Inspection (500 hours) is still required.		
	17. Scissors and sleeve collective hub lower nut for evidence of movement. If nut movement or loss of torque is evident, remove and disassemble scissors and sleeve.		

SCHEDULED INSPECTIONS

5-9. A — INSPECTION (25 HOURS/7 DAYS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	<u>POWER PLANT</u>		
Chapter 26	1. Engine fire extinguisher containers; indicator for proper charge.		
	2. Engine fire extinguisher distribution tubes.		
Chapter 71	3. Aft bipod and monopod engine mount assemblies including aft restraint rod end and clevis assemblies.		
	4. Engine tailpipe for cracks and overheat damage.		
	5. Engine fluid lines and electrical cables.		
	6. Engine exterior for damage and leaks.		
	7. Engine air intake ducts and firewalls.		
	8. Tailpipe fairing in vicinity of ejector exhaust plane for surface heat damage and fiberglass delamination.		
	<u>MAIN ROTOR</u>		
Chapter 62	1. Inspect the main rotor hub assembly and installation with particular attention to the spindle to yoke attachment lugs for cracks and bushing condition (ASB 214ST-12-89).		
Paragraph 5-20 and Chapter 62	2. Review records to determine if drag brace nut/barrel torque stripe inspection is required (paragraph 5-20). If not, inspect for general condition of CPC.		
	NOTE The following inspection is to be performed every 25 flight hours (not required every 7 calendar days).		
Chapter 62	3. Main rotor blades.		
	a. Wash upper and lower blade surfaces with a mild cleaning compound (C-318). Rinse thoroughly and wipe dry.		
	b. Inspect upper and lower surfaces for scratches, nicks, dents, corrosion, erosion of leading edge, and evidence of bond failure.		

SCHEDULED INSPECTIONS

5-9. A — INSPECTION (25 HOURS/7 DAYS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 65	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. c. Apply a coat of wax.		
	<u>TAILBOOM</u>		
	1. Tail rotor driveshaft sections. 2. Tail rotor driveshaft hanger assemblies; check security, obvious damage, and grease leakage. Inspect hanger bearing housings for discoloration and overheat indications. Perform serviceability check of number one hanger bearing grease lubricated coupling over-temperature TEMP-PLATES. 3. Tail rotor driveshaft disc coupling. 4. Intermediate gearbox assembly; intermediate gearbox for security, cracks in case at lugs, oil level, and leaks. Gearbox cooling fan for security. Support fittings for loose or missing rivets. Perform serviceability check of grease lubricated coupling over-temperature TEMP-PLATES. 5. Tail rotor gearbox assembly. a. Visually inspect mounting bosses for evidence of cracks. Particular attention should be given to fillet radii of the two upper forward bosses. If a crack is suspected, verify by fluorescent penetrant or dye check method. If a crack is found, remove gearbox from service and notify Product Support Engineering.		
Chapter 67	7. Elevator assemblies; bearings and shims for indications of excessive wear.		
Chapter 53	8. Tail rotor driveshaft covers and hinges for condition and security.		

SCHEDULED INSPECTIONS

5-9. A — INSPECTION (25 HOURS/7 DAYS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 64	<u>TAIL ROTOR</u> 1. Tail rotor blades. 2. Tail rotor hub; bearings for indication of excessive wear. NOTE The following inspection is to be performed every 25 flight hours (not required every 7 calendar days). 3. Inspect the flapping stop 214-011-809-109 for indications of excessive tail rotor yoke bending as noted in Chapter 64. 4. Tail rotor rotating controls; crosshead, links, and counterweight bellcrank bearings for indication of excessive wear. Check bellcrank support for mechanical damage and corrosion. 5. Hub assembly 214-010-801-103; the four blade retention/feathering bearing bolts 20-071-8-49H torque 60 to 71 foot-pounds (81 to 96 Nm). Record torque findings in maintenance records. NOTE This inspection is to be performed every 25 flight hours (not required every 7 calendar days). This inspection applies only to control tube 214-010-816-101 and is not required if ASB 214ST-84-20 has been incorporated.		
	6. Inspect pitch change control tube as follows: a. Remove control tube 214-010-816-101. b. With a 10X magnifying glass, carefully inspect for evidence of cracks in an area of 0.125 to 3.380 inch (3.175 to 9.652 mm) from behind bearing seat shoulder toward clevis end of tube. If tube is cracked, replace tube.		

SCHEDULED INSPECTIONS

5-9. A — INSPECTION (25 HOURS/7 DAYS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	c. Inspect for evidence of chafing or scuffing in an area of 9.0 to 11.0 inches (228.6 to 279.4 mm) from behind bearing seat shoulder toward clevis end of tube. If tube is chafed or scuffed, repair. d. If crosshead is removed during tube removal, inspect crosshead retaining nut and the washer recessed in crosshead for damage. e. Install tube. <u>OVERSPEED PROTECTION CHECK</u> 1. Perform an overspeed protection check as follows: Accomplish check as defined in Flight Manual. Press and hold both test buttons (A and B). CAUTION ONCE A TRANSIENT DECREASE HAS BEEN OBSERVED, RELEASE BOTH TEST BUTTONS TO AVOID CYCLING AND A POSSIBLE FLAMEOUT. IF A FLAMEOUT OCCURS, RESTART ENGINE. NOTE A transient decrease in both N_G and N_P should occur. In the event no decrease occurs, the overspeed circuit has failed. Refer to engine manufacturer's Maintenance Manual for fault isolation and maintenance. Release both test buttons. Repeat for opposite engine. NOTE When both engines are operating during the test, N_G of the engine not being checked will increase to maintain constant N_P.		

SCHEDULED INSPECTIONS

5-9. A — INSPECTION (25 HOURS/7 DAYS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	<u>ENGINE ECU LOCKOUT SYSTEM CHECK</u> 1. Perform an engine ECU lockout system check as follows: Main rotor RPM — 100%. Retard No. 2 throttle to idle. Press engine No. 1 stop release switch and advance No. 1 throttle abruptly. Retard as soon as increase in rotor RPM is observed. Stabilize rotor RPM at 100% by modulating throttle. Observe ENG 1 ECU lockout light is illuminated. Retard No. 1 throttle to idle stop. Note ENG 1 ECU lockout light extinguishes. Advance No. 2 throttle to full open position. Press engine No. 2 stop release switch and advance No. 2 throttle abruptly. Retard as an increase in rotor RPM is observed. Stabilize rotor RPM at 100% by modulating throttle. Observe ENG 2 ECU lockout light is illuminated. Retard No. 2 throttle to idle stop. Note ENG 2 ECU lockout light extinguishes. CAUTION EXERCISE CAUTION IN OPENING THROTTLES TO FULL OPEN POSITION TO MAKE SURE ROTOR RPM STABILIZES AT 100% AND DOES NOT GO HIGHER (BACK INTO LOCKOUT). Slowly advance both throttles to full open. NOTES:  Only required if cargo hook suspension assembly is installed.  Skid landing gear configuration only.		

SCHEDULED INSPECTIONS**5-9. A — INSPECTION (25 HOURS/7 DAYS) (CONT)**

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	NOTES (CONT): △ ₃ Wheel landing gear configuration only.		

SCHEDULED INSPECTIONS

5-10. B — INSPECTION (250 HOURS)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER			
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____				
	NOTE The B-Inspection is accomplished after each 250 operating hours. It is a thorough visual inspection of specific items to ascertain the degree of their airworthiness condition and any deterioration in levels of reliability. It includes disassembly and inspection where necessary, and component servicing tasks such as replacement of lubricants and filters. <u>GENERAL</u> 1. Each listed inspection item or maintenance function is to be performed in accordance with the referenced Maintenance Manual or the BHT-214ST-CR&O Manual chapter specified. 2. Refer to the engine manufacturer's Maintenance Manual for engine inspection requirements. <u>PRELIMINARY REQUIREMENTS</u>				
				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.				

SCHEDULED INSPECTIONS

5-10. B — INSPECTION (250 HOURS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 5	4. Accomplish complete 25 hour/7 day inspection.		
	5. Review Special Inspections and perform the special inspections as required.		
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.		
Corrosion Control Guide, CSSD-PSE-87-001	10. When operating in severe humidity/corrosion climatic conditions, perform corrosion inspection in accordance with medium helicopter Corrosion Control Guide.		
	<u>AFTER COMPLETION OF INSPECTION</u>		
	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.		
	<u>FORWARD FUSELAGE</u>		
Chapter 25	1. Crew seats and restraint assemblies.		
Chapter 32	2. Parking brake control; operate to test for proper functioning. 		
Chapter 25	3. Passenger seats and restraint assemblies.		
Chapter 30	4. Windshield wiper system; measure pressure of blade on windshield.		
Chapter 52	5. Windshield.		

SCHEDULED INSPECTIONS

5-10. B — INSPECTION (250 HOURS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 53 Chapter 52	6. Crew door assemblies. a. Functional check jettison mechanism. b. Lubricate sliding pins and linkage with an industrial grade wax stick, or equivalent, during reassembly. 7. Sliding cargo door assemblies. 8. Hinged cargo door assemblies. 9. Access panels and doors. 10. Nose door assembly. 11. Equipment door assemblies. 12. Baggage door assembly. 13. Nose gear attachment bulkhead.  14. Passenger cabin hinged door. 15. Visually inspect pylon support structure as follows: a. The FS 227.10 center bulkhead assembly 214-031-209 for cracks, particularly in the area adjacent to WL 65.0. The forward support beam 214-031-202 at FS 227.10, WL 65.00 for cracks in the bend radius/joggle and for loose fasteners. b. The lower forward corner of the right side pylon support fitting 214-031-492 at FS 227.10, RBL 14.00, WL 65.00, for cracks and loose fasteners in the vertical attach leg and along the right side pylon access panel upper attach flange. c. The left side FS 255.20 aft cabin bulkhead 214-031-253 for cracks, paying particular attention to the inboard edge at WL 65.0. NOTE The following applies to helicopters that do not have the special repair fittings installed at FS 255.20, LBL 14.00, WL 65.00.		

SCHEDULED INSPECTIONS

5-10. B — INSPECTION (250 HOURS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	d. The lower rear corner of the left side pylon support fitting 214-031-492 at FS 255.20, LBL 14.00, WL 65.00, for cracks and loose fasteners in the horizontal and vertical attach legs.		
Chapter 95	16. Pitot tubes and static ports.		
Chapter 67	17. Flight control tubes, bellcranks, idlers, torque shaft, and supports located beneath the pylon for security of attachment, damage, and indications of excessive bearing wear or looseness. 18. Inspect SCAS actuator assemblies for centering spring and lock condition; functional test SCAS centering and lock mechanism. 19. Collective and anti-torque control systems; measure minimum friction force. NOTE The following inspection is to be performed each 250 flight hours or 6 months, whichever occurs first. 20. Lubricate and inspect engine deck mounted tail rotor driveshaft bearing and hanger (paragraph 5-24) 21. Visually inspect left side upper fuselage longeron for cracks and loose or working fasteners paying particular attention to the tailboom attach bolt area and the aft 12 inches (304 mm) of the longeron fitting and its attachment.		
Chapter 25	22. Cargo hook suspension assembly. $\triangle_2$		
	<u>LANDING GEAR</u>		
Chapter 32	1. Skid gear retaining strap pad. $\triangle_3$ 2. Passenger step installation. 3. Main wheel brake carrier; measure brake lining wear. $\triangle_1$ 4. Skid tube shoes for wear. $\triangle_3$		

SCHEDULED INSPECTIONS

5-10. B — INSPECTION (250 HOURS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	5. Nose gear scissor link assemblies for security of attachment. <u>4</u> 6. Disassemble, inspect, reassemble, and lubricate wheel bearings. <u>4</u> <u>PYLON</u>		
Chapter 62	1. Measure swashplate friction.		
	2. Disconnect drive links from swashplate outer ring, rotate outer ring, and check for bearing roughness and axial play.		
Chapter 62	3. Measure collective collet friction.		
Chapter 63	4. Main transmission fore and aft, and lateral restraint assemblies.		
	NOTE The following inspection is to be performed each 250 flight hours or 12 months, whichever occurs first.		
	5. Disassemble, inspect, reassemble, and lubricate main drive shaft (paragraph 5-25).		
Chapter 67	6. Measure main rotor hydraulic actuator mount bearing friction.		
Chapter 62	7. Inspect scissors and sleeve drive plate spline and torque check scissors hub upper nut.		
Chapter 25	8. Inspect life raft cowl and pneumatic system. a. Remove the manual release handle from the mounting escutcheon, and examine the shaft, sleeve, and escutcheon interior for corrosion or contamination. Clean any corrosion or contamination and lubricate thoroughly with corrosion preventive compound (C-125). b. Check latches for evidence of corrosion and for freedom of operation, and lubricate.		

SCHEDULED INSPECTIONS

5-10. B — INSPECTION (250 HOURS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 63 BHT-ALL-SPM	c. Check pneumatic system for evidence of corrosion and security of attachment. d. Check cable for evidence of damage. Lubricate pulleys with corrosion preventive compound (C-125). 9. Inspect DC generator condition and torque check generator clamp. <u>POWER PLANT</u>		
	Chapter 96 1. Inspect starter brushes, remove carbon dust, measure clutch torque, and lubricate clutch. 2. Every third inspection (750 hours), perform commutator inspection and runout. <u>MAIN ROTOR</u> 1. Review records (paragraph 5-20) to determine if drag brace nut/barrel torque check is required. If not, visually inspect drag brace nut/barrel for slippage as indicated by torque stripe misalignment. Inspect drag brace for any mechanical and/or corrosion damage (Chapter 62). <u>TAILBOOM</u> NOTE The following inspection is to be performed each 250 flight hours or 6 months, whichever occurs first. 1. Lubricate and inspect tailboom mounted tail rotor driveshaft bearings and hangers (paragraph 5-24). 2. Visually inspect BS 293.50 bulkhead assembly and attaching structure (including all visible portions of the bulkhead, its flanges, caps, and the splices 214-031-313) for cracks and working fasteners. Pay particular attention to the splices at the fillet radii, the attach fasteners, and the areas between the attach fasteners.		
Paragraph 5-20 Chapter 62			

SCHEDULED INSPECTIONS

5-10. B — INSPECTION (250 HOURS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 64 Chapter 65	3. Vertical fin structure. a. Inspect left side of fin forward spar cap angle and external skin for cracks and loose fasteners, paying particular attention to the area with the cold expanded fastener holes. b. Remove inspection panels and inspect forward and aft spar assemblies for loose fasteners, cracks, and corrosion. 4. Torque check intermediate gearbox attachment bolts. 5. Inspect the tail rotor gearbox installation as follows: a. Remove all sealant from around the mating surfaces of the tail rotor gearbox and vertical fin fitting with a plastic scraper. Visually inspect area for mechanical damage, corrosion, oil leaks, and cracks. If a crack is suspected, verify by fluorescent penetrant or dye check method (BHT-ALL-SPM, Chapter 6). b. Verify gearbox attachment stud nuts torque, 160 to 190 inch-pounds (18.1 to 21.5 Nm), by checking in the torque direction. If any torque value is low, perform the following: (1) Remove gearbox. (2) Clean and inspect mating surfaces on gearbox and fin fitting for uniform contact and wear. If wear is noted on the contact surfaces of the four gearbox mounting bosses or on the mating surfaces of the fin fitting, notify Product Support Engineering. (3) Remove all old primer residue from gearbox mounting bosses, pilot diameter, and fin fitting. (4) Apply a brush coat of epoxy polyamide primer (C-204) on gearbox and fin fitting mating surfaces and install gearbox while primer is wet. Torque gearbox attachment stud nuts 10 to 15 inch-pounds (1.12 to 1.69 Nm) over drag torque. Make sure that all four gearbox mounting bosses are in contact with the mating surface of the fin fitting by trying to insert a 0.005 inch (0.127 mm) thick feeler gauge between each of the four gearbox mounting bosses and the fin fitting. If there is uniform contact, proceed to step (6).		

SCHEDULED INSPECTIONS

5-10. B — INSPECTION (250 HOURS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 64, Chapter 65	(5) If the contact at the gearbox mounting bosses is not uniform, remove the gearbox and remove the fresh primer at the gearbox/fin fitting interfacing surfaces with MEK (C-309). Examine the gearbox and fin fitting for excessive sealant build-up at the gearbox input quill and/or old primer residue build-up on the fin fitting, which may be preventing the gearbox from fully seating. If the problem is found to be hard, metal-to-metal contact of the gearbox with the fin fitting areas other than the mounting bosses or if the surface of the fin fitting is found to be warped, notify Product Support Engineering. Otherwise, repeat step (4) after correcting the sealant/primer problem. (6) Torque gearbox attachment stud nuts 160 to 190 inch-pounds (18.1 to 21.5 Nm). (7) Install tail rotor hub and blade assembly, tail rotor driveshaft, and connect electrical wiring. c. Clean perimeter of gearbox and adjacent fin fitting surfaces and apply a bead of sealant (C-308) around the perimeter of the gearbox at the fin fitting joint. d. Retorque gearbox attachment stud nuts after 5 flight hours if gearbox was removed.		
Chapter 64	<u>TAIL ROTOR</u> 1. Inspect tail rotor crosshead bellcrank bearings as follows: a. Disconnect the counterweight links from crosshead bellcrank. b. Inspect bearings for smoothness by applying light pressure to bellcrank while rotating. Any noticeable roughness is cause for bearing rejection. c. Replace any unserviceable bearing. d. Connect counterweight links.		
Chapter 95	<u>AUTOMATIC FLIGHT CONTROL SYSTEM</u> 1. Perform SCAS turn coordination test.		

SCHEDULED INSPECTIONS

5-10. B — INSPECTION (250 HOURS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	2. Perform AARS airspeed signals test. 3. Perform FBW elevator tracking test. 4. Perform airspeed monitor systems test. NOTES:  Wheel landing gear configuration only.  Only required if cargo hook suspension assembly is installed.  Skid landing gear configured helicopters only.		

SCHEDULED INSPECTIONS

5-11. C — INSPECTION (500 HOURS)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE The C-Inspection is performed after each 500 hours of operation and multiples thereof. It consists of a thorough and searching inspection of specific structure and components augmented by functional tests of system components. <u>GENERAL</u> 1. Each listed inspection item or maintenance function is to be performed in accordance with the referenced Maintenance Manual or BHT-214ST-CR&O Manual chapter specified. 2. Refer to engine manufacturer's Maintenance Manual for engine inspection requirements. <u>PRELIMINARY REQUIREMENTS</u> 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 250 hour inspection if due.		

SCHEDULED INSPECTIONS

5-11. C — INSPECTION (500 HOURS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Service Instruction (SI)	5. Review Special Inspections and perform special inspections as required.		
	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.		
	<u>AFTER COMPLETION OF INSPECTION</u>		
Chapter 53	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 96	<u>FORWARD FUSELAGE</u>		
	1. Inspect baggage compartment floor for damage, corrosion, and loose fasteners.		
Chapter 5	2. Functional check baggage compartment smoke detector.		
	3. Operational check heated windshield system.		
Chapter 53	4. Inspect center bulkheads, FS 227.1 and 255.2 for cracks, loose fasteners, and corrosion at structure joints. 		
	5. Inspect center and outboard engine service decks for corrosion, cracks, damage, and delamination.		
Chapter 63	6. Inspect four pylon support clevises for cracks or damage and security. 		

SCHEDULED INSPECTIONS

5-11. C — INSPECTION (500 HOURS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	NOTE The following inspection is to be performed each 500 flight hours or 12 months, whichever occurs first. 7. Disassemble, inspect, reassemble, and lubricate tail rotor drive hanger coupling mounted at engine deck (paragraph 5-26). <u>LANDING GEAR</u> Chapter 32 1. Wheel bolts for security.  <u>PYLON</u> Chapter 96 1. Operational check four transmission chip detectors. Verify correct operation of each appropriate mechanical chip annunciator segment and that it can be reset. NOTE The following task is to be performed each 500 flight hours or 6 months, whichever occurs first.  Chapter 12 and Chapter 63 2. Change transmission oil, clean and inspect internal filter, and replace 10 micron external oil filter. NOTE The following inspection is to be performed each 500 flight hours or 12 months, whichever occurs first. Chapter 96 3. Disassemble, inspect, assemble, and lubricate tail rotor drive coupling mounted to main transmission (paragraph 5-26). 4. Operational check three combining gearbox chip detectors. Verify correct operation of each appropriate mechanical chip annunciator segment and that it can be reset. NOTE The following task is to be performed each 500 flight hours or 6 months, whichever occurs first. 		

SCHEDULED INSPECTIONS

5-11. C — INSPECTION (500 HOURS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 12 and Chapter 63	5. Change combining gearbox oil, clean and inspect internal filter, and replace 10 micron external oil filter.		
Chapter 53	6. Inspect pylon access doors for damage, missing fasteners, and security.		
Chapter 62	7. Inspect scissors and sleeve hub lower nut locking plates and retorque hub lower nut.		
	<u>POWER PLANT</u>		
Chapter 95 and Chapter 96	1. Operational check MGT indicator.		
	2. Torque check starter engine jaw coupling retaining bolt.		
	<u>MAIN ROTOR</u>		
	1. Tap inspect main rotor blade upper and lower surfaces for voids with tapping hammer (T-75449-1, -2 or equivalent).		
	2. Change oil in main rotor grips and inspect magnetic plugs for metal particles.		
	<u>TAILBOOM</u>		
Chapter 53	1. Inspect tail rotor driveshaft bearing supports for corrosion, cracks, and security.		
Chapter 67	2. Inspect elevator assembly spar for damage and wear in the area of the pivot bearings; measure breakaway torque.		
	3. Inspect elevator bearing supports for cracks and corrosion.		
	4. Inspect elevator actuator brackets for cracks and corrosion.		
	5. Inspect elevator control horns for attachment and cracks.		
	6. Inspect elevator actuator support fittings for cracks and corrosion.		

SCHEDULED INSPECTIONS

5-11. C — INSPECTION (500 HOURS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 53	7. Inspect tail rotor gearbox support for cracks, corrosion, and wear. $\triangle_1$		
	8. Inspect intermediate gearbox support for cracks, corrosion, and wear. $\triangle_1$		
Chapter 96	9. Operational check intermediate gearbox chip detector. Verify correct operation of mechanical chip annunciator segment and that it can be reset.		
	10. Operational check tail rotor gearbox chip detector. Verify correct operation of mechanical chip annunciator segment and that it can be reset.		
	11. Inspect anti-torque controls support intercostals and doublers at BS 203.17 and clips at BS 223.47 to damage and security.		
Chapter 96	12. Operational check intermediate and tail rotor gearbox temperature caution light systems.		
	NOTE The following task is to be performed each 500 flight hours or 6 months, whichever occurs first.		
Chapter 12 and Chapter 65	13. Change intermediate gearbox oil and clean screen.		
	NOTE The following inspection is to be performed each 500 flight hours or 12 months, whichever occurs first.		
	14. Disassemble, inspect, assemble, and lubricate intermediate gearbox output coupling (paragraph 5-26).		
	NOTE The following task is to be performed each 500 flight hours or 6 months, whichever occurs first.		
	15. Change tail rotor gearbox oil and clean screen.		

SCHEDULED INSPECTIONS

5-11. C — INSPECTION (500 HOURS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 53	16. Inspect access covers for faying surface fretting and retorque access cover screws.		
Chapter 32	17. Inspect float inflation bottle support for security of attachment, corrosion, and cracks.		
Chapter 53	18. Inspect the tailboom fin skin where it attaches to the fin ribs and the forward and aft spars for evidence of deformation, cracks, wrinkles, loose rivets, and corrosion damage.		
	<u>TAIL ROTOR</u>		
Chapter 64	1. Inspect tail rotor counterweight bellcrank bearing as follows: a. Disassemble tail rotor counterweight bellcrank. b. Rotate and check bearing for brinelling and roughness. c. Assemble tail rotor counterweight bellcrank. NOTES:  Inspect areas as far as possible with components installed. A more thorough inspection should be accomplished at each pylon or gearbox removal.  Wheel landing gear configuration only.  Post TB 214ST-90-113 and 214ST S/N 28150 and subsequent, change oil and 3 micron external filter at each 1250 hours or 12 months, whichever occurs first (paragraph 5-28)  Post TB 214ST-90-114 and 214ST S/N 28150 and subsequent, change oil and 3 micron external filter at each 1250 hours or 12 months, whichever occurs first (paragraph 5-28).		

SCHEDULED INSPECTIONS

5-12. D — INSPECTION (1000 HOURS/1 YEAR)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE The D-Inspection is accomplished after each 1000 hours of operation or 12 calendar months, whichever occurs first. Where inspection items are designated for multiples of the basic interval, the item shall be accomplished at the multiple of the hours or months, whichever occurs first. Inspection items in this program consist mainly of functional tests of systems operating equipment or circuit and a thorough inspection of significant support structure items. <u>GENERAL</u> 1. Each listed inspection item or maintenance function is to be performed in accordance with the referenced Maintenance Manual or BHT-214ST-CR&O Manual chapter specified. 2. Refer to engine manufacturer's Maintenance Manual for engine inspection requirements. <u>PRELIMINARY REQUIREMENTS</u> 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.		

SCHEDULED INSPECTIONS

5-12. D — INSPECTION (1000 HOURS/1 YEAR) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 12	3. Lubricate and service helicopter as required.		
Chapter 5	4. Accomplish complete 500 hour inspection if due.		
	5. Review Special Inspections and perform special inspections as required.		
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.		
	<u>AFTER COMPLETION OF INSPECTION</u>		
	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.		
	<u>FORWARD FUSELAGE</u>		
	1. Inspect directional SCAS actuator support for cracks, corrosion, and wear.		
	2. Inspect center bulkheads at FS 283.0 above the baggage compartment floor and at FS 293.0 beneath the floor for cracks and corrosion at structure joints.		
	3. Inspect outboard bulkheads at FS 297.1 beneath WL 22.0 for cracks and corrosion at structure joints.		
	4. Every second inspection (2000 hours/24 months), inspect main landing gear attach fittings on the right and left main beams for cracks, corrosion, and security of attachment. 		
	5. Inspect diagonal brace rod for cracks, corrosion, damage, and security.		

SCHEDULED INSPECTIONS

5-12. D — INSPECTION (1000 HOURS/1 YEAR) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	6. Remove tailboom assembly. Thoroughly clean the aft and forward faces of each of the four fuselage tailboom attach fittings. a. Inspect left side upper fuselage tailboom attach fitting for corrosion, cracks, and loose or working fasteners, paying particular attention to the following: (1) Tailboom attach bolt area and the aft 12 inches of the fitting and its attachment. (2) With a strong light and a 10X magnifying glass, inspect the boss radius and attach bolt hole on the fittings aft side at tailboom/fuselage interface for cracks. (3) Inspect bolt hole for wear, damage, and elongation. b. Inspect the remaining three tailboom attach fittings for corrosion, holes for wear and elongation, and cracks. c. Inspect each tailboom attach bolt for corrosion, wear, cracks, or other mechanical damage. 7. Inspect cabin roof-to-pylon support joint for cracks and corrosion.		
Chapter 96	8. Operational check emergency bus circuit. 9. Operational check duct overheat switch and circuit. 10. Operational check heater overtemp relay operation.		
Chapter 95	11. Operational check pitot heaters and static port heaters.		
Chapter 67	12. Inspect all flight control tubes, bellcranks, idlers, mixing lever, supports, and the systems force gradient and magnetic brakes in zones 125, 126, 135, and 136 for damage, security of attachment, and feel for loose bearings.		

SCHEDULED INSPECTIONS

5-12. D — INSPECTION (1000 HOURS/1 YEAR) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 29	13. Utility hydraulic system filter element(s): a. Pre TB 214ST-89-98, inspect and clean utility hydraulic system module assembly filter element 205-076-034-007. If filter element 205-076-034-101 is installed, it must be replaced. b. Post TB 214ST-89-98 and 214ST S/N 28185 and subsequent, replace elements in pump case drain inline filter, pump pressure line filter, and module filter assemblies. 14. Operational check external cargo suspension emergency release system.  NOTE The following inspection is to be performed every 12 calendar months (not required every 1000 hours). 15. Inspect first aid kit contents for completeness and current status. 16. Hand rotate bleed air drive fan impeller and feel for bearing roughness. Inspect for evidence of bearing grease leakage. <u>LANDING GEAR</u>		
Chapter 32	1. Every second inspection (2000 hours/24 months), inspect main landing gear beam attachment bolts and bearings. 		
Chapter 32, BHT-214ST-CR&O	2. Inspect main landing gear beam bore for corrosion. 		
Chapter 32	3. Inspect landing gear struts, Check for proper servicing of oil and air. 		
	<u>PYLON</u>		
Chapter 29	1. Inspect and clean PC1 and PC2 hydraulic system filter elements.		
Chapter 71	2. Inspect combining gearbox mount support fittings for obvious corrosion and cracks. 		

SCHEDULED INSPECTIONS

5-12. D — INSPECTION (1000 HOURS/1 YEAR) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	<u>POWER PLANT</u> Chapter 71 1. Inspect engine mount support fittings for obvious corrosion and cracks.  2. Inspect aft engine mount backup support fittings or obvious corrosion and cracks.  3. Every fourth inspection (4000 hours/48 months), make sure fire extinguisher distribution tubes are clear of obstruction. Chapter 96 4. Operational check fire extinguisher squib firing circuit. 5. Operational check engine fire extinguisher ARM switch. 6. Operational check fire extinguisher agent release switch. <u>TAILBOOM</u> 1. Inspect bulkhead at BS 100.10 for cracks or corrosion. 2. Inspect tailboom attach fittings for obvious corrosion, cracks, bolt holes for wear and elongation, and barrel nuts for condition and security. 3. Inspect tailboom bulkheads and structure joints at BS 122.0, 142.3, 162.58, 182.88, 203.17, 223.47, 243.76, 264.09, 284.38, and 293.5 for deformation, cracks, and corrosion damage. Chapter 67 4. Inspect all flight control tubes, bellcranks, idlers, and supports in zones 210, 240, and 260 for damage, security of attachment, and feel for loose bearings. <u>TAIL ROTOR</u> Chapter 64 1. Inspect and apply corrosion preventive compound to tail rotor blade pitch change bearing bolt shanks. NOTES:  Wheel landing gear configuration only.		

SCHEDULED INSPECTIONS**5-12. D — INSPECTION (1000 HOURS/1 YEAR) (CONT)**

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	△₂ Inspect areas as far as possible with components installed. A more thorough inspection should be accomplished at each combining gearbox removal. △₃ If cargo suspension kit is installed. △₄ Inspect areas as far as possible with components installed. A more thorough inspection should be accomplished at each engine removal.		

SCHEDULED INSPECTIONS

5-13. E — INSPECTION (5000 HOURS/5 YEARS)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE The E-Inspection is a close and detailed inspection of significant items of structure accomplished within each 5000 operating hours or 5 years (60 calendar months), whichever occurs first. It is primarily a searching visual inspection but employs Non-Destructive Inspection (NDI) where the situation warrants closer scrutiny. <u>GENERAL</u> Each listed inspection item or maintenance function is to be performed in accordance with the chapter specified. <u>PRELIMINARY REQUIREMENTS</u> 1. All work accomplished during inspection shall be recorded in helicopter maintenance records. 2. Remove all fuselage and tailboom access panels, removable floor panels, fairings, and cowlings. 3. Perform a complete 1000 hour/1 year inspection, if due. <u>MAIN FUSELAGE</u> 1. Inspect center and outboard bulkheads below WL 22.0 at FS 93.0, 107.0, 122.0, 133.33, 142.5, and 163.33 for cracks, deformation, and corrosion damage along the structure joints.		

SCHEDULED INSPECTIONS

5-13. E — INSPECTION (5000 HOURS/5 YEARS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	2. Inspect collective controls jackshaft support intercostal for cracks and corrosion. 3. Inspect cyclic SCAS supports for obvious corrosion and cracks. 4. Inspect collective idler support bracket for corrosion, cracks, and indications of wear at the idler attaching points. 5. Inspect seat support beams at BL 30.0 below WL 22.0 for cracks and corrosion. 6. Inspect center bulkhead at FS 202.5 and frame at FS 218.5 below WL 22.0 for mechanical damage and corrosion. 7. Inspect the controls support fitting at FS 227.1 for corrosion, cracks, and wear. 8. Inspect fuel cell beams at BL 37.0 L and R for cracks and corrosion at the structure joints. 9. Inspect main beam panels between FS 202.5 and 227.10 for cracks and corrosion at structure joints. 10. Inspect main beam lower web for corrosion and cracks at the structure joints. 11. Inspect outboard bulkheads at FS 255.2, 278.0, and 316.0, and center bulkheads at FS 278.0 and 316.0 for cracks and mechanical or corrosion damage. 12. Inspect the structure that attaches to the main beam caps for cracks, corrosion, and loose rivets. 13. Inspect accessible portions of main beam upper panels between FS 227.1 and 316.0 and the left aft panel from FS 316.0 to the tailboom attach bulkhead for corrosion or cracks at structure joints, damage, or distortion.		

SCHEDULED INSPECTIONS

5-13. E — INSPECTION (5000 HOURS/5 YEARS) (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	NOTE The following tasks are in addition to those noted in step 12 and step 13 and apply only to those helicopters modified with special repair fittings at FS 227.10, RBL 14.00, WL 65.00 (P/N 214-830-100) and/or FS 255.20, LBL 14.00, and WL 65.0 (P/N 214-530-023). Removal of the transmission assembly is required to accomplish these tasks. 14. Visually inspect pylon support structure as follows: a. At FS 227.10, RBL 14.00, WL 65.00, inspect the repair fittings and adjacent structure for cracks and loose fasteners. Inspect doubler (if installed) on the forward face of the FS 227.10 center bulkhead assembly 214-031-209 at WL 65.00 for voiding, cracks, or loose fasteners. b. At FS 255.20, LBL 14.00, WL 65.00, inspect inboard and outboard faces of the crucifix fitting for cracks and loose fasteners paying particular attention to the fitting leg at WL 65.0, inboard of LBL 14.0 and aft of FS 255.20. Inspect the left hand main beam upper cap (WL 65.0) aft of FS 255.20 and the left hand beam web aft of FS 255.20, and between WL 65.0 and WL 53.0, for cracks and loose fasteners. 15. Inspect main beam vertical splice fitting caps for cracks and corrosion. 16. Inspect cabin roof frames at FS 133.33, 140.3, 155.3, and 163.33, and roof frames on BL 14.0 and 30.0 L and R for cracks and corrosion. 17. Inspect door post installation between FS 133.41 and 163.33 for cracks and corrosion. 18. Inspect aft center fuel cell floor, main transmission compartment aft bulkhead, and center baggage compartment structure joints for corrosion and cracks. 19. Inspect aft outboard fuel cell floor joint structure at the aft cabin floor and the baggage compartment floor for corrosion and cracks.		

SCHEDULED INSPECTIONS**5-13. E — INSPECTION (5000 HOURS/5 YEARS) (CONT)**

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	20. Inspect tailboom attach bulkhead for cracks and mechanical or corrosion damage. <u>TAILBOOM</u> 1. Inspect tailboom longerons and fittings for cracks and corrosion. 2. Inspect vertical fin for cracks, corrosion, loose or missing fasteners. Pay particular attention to the forward spar left hand cap and lower banjo fitting.		

SPECIAL INSPECTIONS

5-14. SPECIAL INSPECTIONS

Perform the applicable special inspection of the helicopter:

- Daily
- During first 5 hours flight operation after installation
- Between 5 and 10 hours flight operation after installation
- Between 5 and 25 hours flight operation after installation
- Between 10 and 15 hours flight operation after installation
- Between 10 and 25 hours flight operation after installation or adjustment
- After 24 hours
- Each 100 hours flight operation
- Each 100 hours airframe time or 90 days
- Each 250 hours flight operation or 6 months
- Each 250 hours flight operation or 12 months
- Each 500 hours flight operation or 12 months
- Each 1000 hours flight operation
- Each 1250 hours flight operation or 12 months
- Each 1250 hours flight operation or 24 months
- Each 2500 hours flight operation
- Each 180 days or 6 months
- Once a year (annually)
- Each 3 years
- Each 5 years

SPECIAL INSPECTIONS

5-15. DAILY

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 64	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE Accomplish daily. <u>TAIL ROTOR BLADES 214-015-700-103</u> Inspect tail rotor blades for evidence of a skin crack. Pay particular attention to the entire length of the trailing edge, scarfed and butt end at upper and lower skin areas. If a crack is suspected, verify with a 10X magnifying glass.		

SPECIAL INSPECTIONS

5-16. DURING FIRST 5 HOURS FLIGHT OPERATION AFTER INSTALLATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 65	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 tar torque is applied to a fastener in a tightening direction. The specified or standard torque plus tar 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, Chapter 2. If any confusion exists or a clarification is desired, contact Product Support Engineering. NOTE Accomplish during the first 5 hours of flight after installing tail rotor or intermediate gearbox. <u>INTERMEDIATE GEARBOX</u> Torque check gearbox attaching bolts. <u>TAIL ROTOR GEARBOX</u> Torque check gearbox attaching stud nuts. If nuts are below minimum torque, remove gearbox and inspect mating surfaces for contact and wear per B-Inspection, tailboom section.		

SPECIAL INSPECTIONS

5-17. BETWEEN 5 AND 10 HOURS FLIGHT OPERATION AFTER INSTALLATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH 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 tar torque is applied to a fastener in a tightening direction. The specified or standard torque plus tar 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, Chapter 2. If any confusion exists or a clarification is desired, contact Product Support Engineering. NOTE Accomplish during 5 through 10 operating hours. <u>TAIL ROTOR RETAINING NUT</u> After installing tail rotor assembly, torque check tail rotor retaining nut. <u>MAIN ROTOR RETAINING NUT</u> After installing main rotor assembly, torque check main rotor retaining nut.		

Chapter 65

Chapter 62

SPECIAL INSPECTIONS

5-17. BETWEEN 5 AND 10 HOURS FLIGHT OPERATION AFTER INSTALLATION (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-214ST-CR&O, Chapter 62	<u>STRAP RETENTION FITTING ASSEMBLY BOLTS</u> After installing strap retention fitting assembly, torque check fitting assembly bolts. <u>SCISSORS AND SLEEVE LOWER HUB NUT</u> NOTE This requirement applies to collective hub 214-010-505-109 and lower hub nut 214-010-417-103. After installation of a new, repaired, or overhauled scissors and sleeve assembly, torque check lower hub nut.		
	<u>SWASHPLATE</u> After installation of swashplate assembly, check uniball friction. <u>MAIN ROTOR HYDRAULIC ACTUATOR MOUNT</u> <u>(214-076-166-001, -101)</u> After installation of a hydraulic actuator or bearing housing components, check bearing friction.		

SPECIAL INSPECTIONS

5-18. BETWEEN 5 AND 25 HOURS FLIGHT OPERATION AFTER INSTALLATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 62	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 tar torque is applied to a fastener in a tightening direction. The specified or standard torque plus tar 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, Chapter 2. If any confusion exists or a clarification is desired, contact Product Support Engineering. NOTE Accomplish during 5 through 25 operating hours. <u>SCISSORS AND SLEEVE LOWER HUB NUT</u> NOTE This requirement applies to collective hub 214-010-505-101 and lower hub nut 214-010-417-001. After installation of a new, repaired, or overhauled scissors and sleeve assembly, torque check lower hub nut.		

SPECIAL INSPECTIONS**5-18. BETWEEN 5 AND 25 HOURS FLIGHT OPERATION AFTER INSTALLATION (CONT)**

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 62	<u>SCISSORS AND SLEEVE UPPER HUB NUT</u> After installation of a new, repaired, or overhauled scissors and sleeve assembly, and each 25 hours thereafter until no further torque loss is experienced, torque check the sleeve upper nut per Chapter 62.		

SPECIAL INSPECTIONS

5-19. BETWEEN 10 AND 15 HOURS FLIGHT OPERATION AFTER INSTALLATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 52	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE Accomplish during 10 through 15 operating hours. <u>PASSENGER COMPARTMENT (PUSH-OUT) WINDOWS</u> During the 10 through 15 operating hours after installation of push-out escape windows, inspect as follows: 1. Verify retainer is securely bonded to both sides of a window frame except in radius area of two lower corners. 2. Replace if any bond separation is found.		

SPECIAL INSPECTIONS

5-20. BETWEEN 10 AND 25 HOURS FLIGHT OPERATION AFTER INSTALLATION OR ADJUSTMENT

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-214ST-CR&O, Chapter 62	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 tar torque is applied to a fastener in a tightening direction. The specified or standard torque plus tar 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, Chapter 2. If any confusion exists or a clarification is desired, contact Product Support Engineering. NOTE Accomplish between 10 and 25 hours following installation or adjustment. <u>DRAW BRACE ASSEMBLY (214-010-191-101)</u> Torque check draw brace assembly nut.		

SPECIAL INSPECTIONS

5-21. AFTER 24 HOURS

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 67	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 tar torque is applied to a fastener in a tightening direction. The specified or standard torque plus tar 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, Chapter 2. If any confusion exists or a clarification is desired, contact Product Support Engineering. NOTE Accomplish 24 hours after applying sealant on support assembly 214-001-785-101 installation. <u>DIRECTION CONTROL SUPPORT ASSEMBLY</u> Torque check nuts on support assembly.		

SPECIAL INSPECTIONS

5-22. EACH 100 HOURS FLIGHT OPERATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 64	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE Accomplish each 100 operating hours. <u>TAIL ROTOR BLADES</u> Clean tail rotor blades to maintain improved visibility of blades.		

SPECIAL INSPECTIONS

5-23. EACH 100 HOURS AIRFRAME TIME OR 90 DAYS

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
Chapter 25	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____		
	NOTE Accomplish after each 100 hours airframe time that hoist has been installed, or each 90 days, whichever occurs first. <u>INTERNAL HOIST</u> Perform periodic inspection.		

SPECIAL INSPECTIONS

5-24. EACH 250 HOURS FLIGHT OPERATION OR 6 MONTHS

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE Accomplish each 250 operating hours of 6 months, whichever occurs first. <u>TAIL ROTOR DRIVESHAFT BEARING AND HANGER (ENGINE DECK AND TAILBOOM MOUNTED)</u> 1. Visually inspect bearing for evidence of physical damage to mounting surfaces or grease seals. Do not remove grease seals. Check for evidence of overheating and smoothness of rotation. Slowly purge lubricate bearing to avoid displacement of bearing seals. Check for roughness or binding after purging.		

SPECIAL INSPECTIONS

5-25. EACH 250 HOURS FLIGHT OPERATION OR 12 MONTHS

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-214ST-CR&O, Chapter 63	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE Accomplish each 250 operating hours or 12 months, whichever occurs first. <u>MAIN DRIVESHAFT</u> NOTE Disassembly driveshaft to the extent necessary to perform a close visual inspection of seal, inner coupling, outer coupling, spring, and retainer. Removal of inner coupling and seal from shaft is not necessary unless damage, leakage, or overheating is evident. 1. Disassemble and clean metal parts. 2. Omit magnetic particle and penetrant inspection. Visually inspect splines and teeth of couplings for obvious damage and wear. 3. Inspect TEMP-PLATES. 4. Inspect seal. 5. Reassemble with new grease.		

SPECIAL INSPECTIONS

5-26. EACH 500 HOURS FLIGHT OPERATION OR 12 MONTHS

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
BHT-214ST-CR&O, Chapter 65	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____		
	NOTE Accomplish each 500 operating hours or 12 months, whichever occurs first. <u>TRANSMISSION TAIL ROTOR OUTPUT COUPLING</u> NOTE Disassemble coupling to the extent necessary to perform a close visual inspection of seal, inner coupling, outer coupling, spring, and retainer. Removal of inner coupling and seal from shaft is not necessary unless damage, leakage, or overheating is evident. 1. Disassemble and clean metal parts. 2. Omit magnetic particle and penetrant inspection. Visually inspect splines and teeth of couplings for obvious damage and wear. Parts that show evidence of abnormal wear or physical damage shall be checked dimensionally. 3. Inspect TEMP-PLATES. 4. Inspect seal. 5. Reassemble with new grease.		

SPECIAL INSPECTIONS

5-26. EACH 500 HOURS FLIGHT OPERATION OR 12 MONTHS (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-214ST-CR&O, Chapter 65	<u>TAIL ROTOR DRIVESHAFT HANGER (ENGINE DECK MOUNTED) COUPLING</u> NOTE Disassemble coupling to the extent necessary to perform a close visual inspection of seal, inner coupling, outer coupling, spring, and retainer. Removal of inner coupling and seal from shaft is not necessary unless damage, leakage, or overheating is evident. 1. Disassemble and clean metal parts. 2. Omit magnetic particle and penetrant inspection. Visually inspect splines and teeth of couplings for obvious damage and wear. Parts that show evidence of abnormal wear or physical damage shall be checked dimensionally. 3. Inspect TEMP-PLATES. 4. Inspect seal. 5. Reassemble with new grease.		
	<u>INTERMEDIATE GEARBOX OUTPUT COUPLING</u> 1. Disassemble and clean metal parts. 2. Omit magnetic particle and penetrant inspection. Visually inspect splines and teeth of couplings for obvious damage and wear. Parts that show evidence of abnormal wear or physical damage shall be checked dimensionally. 3. Inspect TEMP-PLATES. 4. Inspect seal. 5. Reassemble with new grease.		

SPECIAL INSPECTIONS

5-27. EACH 1000 HOURS FLIGHT OPERATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Woodward HRT Manual 67-31-11	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE Accomplish every 1000 hours. NOTE 1000 hour piston and rod seal replacement applies to actuator assemblies that do not meet the intent of TB 214ST-84-37, TB 214ST-86-68 or TB 214ST-91-124. 		
	<u>DUAL HYDRAULIC ACTUATOR (214-076-161)</u> Replace the four piston rod seals and the two piston head seals. NOTE:  Actuator assemblies that meet the intent of all three previously noted bulletins may increase seal replacement to 2500 hours.		

5-28. EACH 1250 HOURS FLIGHT OPERATION OR 12 MONTHS

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SPECIAL INSPECTIONS

5-29. EACH 1250 HOURS FLIGHT OPERATION OR 24 MONTHS

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 62	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____		
	NOTE Accomplish every 1250 hours or each 24 months, whichever occurs first. <u>ROTATING CONTROL BOLTS</u> Remove, clean, inspect, and reinstall serviceable bolts at the following locations: • Pitch horn to universal, two places • Universal to pitch link clevis, two places • Pitch link rod end to scissors, two places • Scissors to scissors hub, two places • Scissors to drive link, two places • Swashplate support to idler link, one place • Cyclic actuator to swashplate inner ring, two places • Collective actuator to collective levers, one place		

SPECIAL INSPECTIONS**5-29. EACH 1250 HOURS FLIGHT OPERATION OR 24 MONTHS**

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 62	<u>SCISSORS AND SLEEVE DRIVE PLATE</u>		
	At each tension-torsion strap replacement (1250 hours), remove scissors and sleeve drive plate and inspect splines for wear.		

SPECIAL INSPECTIONS

5-30. EACH 2500 HOURS FLIGHT OPERATION

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Woodward HRT Manual 67-31-11	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE Accomplish every 2500 hours. NOTE 2500 hour piston and rod seal replacement applies to actuator assemblies that meet the intent of TB 214ST-84-37, TB 214ST-86-68, and TB 214ST-91-124. 		
	<u>DUAL HYDRAULIC ACTUATOR (214-076-161)</u> Replace the four piston rod seals and the two piston head seals. NOTE:  Actuator assemblies that do not meet the intent of the previously noted technical bulletins, must replace piston and rod seals each 1000 flight hours.		

SPECIAL INSPECTIONS

5-31. EACH 180 DAYS OR 6 MONTHS

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE Accomplish every 180 days or 6 months.		
Chapter 32	<u>EMERGENCY FLOAT BAG INSPECTION</u> Remove, inflate, inspect, and pressure check emergency float bags. Inspect underlying airframe structure.		
Chapter 25	<u>LIFE RAFT</u> Perform an inflation test of life raft ejector bags and rigging test of life raft ejector mechanism.		

SPECIAL INSPECTIONS

5-32. ONCE A YEAR (ANNUALLY)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____		
	NOTE Accomplish once a year (annually). <u>LIFE RAFTS</u> Once a year, remove life rafts and overhaul in accordance with manufacturers instructions. <u>EMERGENCY FLOAT BAG</u> Once a year, inflate, inspect, and pressure check all emergency float bags that are over 10 years old.		

Chapter 25

Chapter 32

5-33. EACH 3 YEARS

Chapter 25

SPECIAL INSPECTIONS

5-33. EACH 3 YEARS (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 32	Remove emergency flotation system nitrogen reservoir. Perform a hydrostatic test in accordance with DOT-SP-8162 cylinder inspection.		
Chapter 25	<u>LIFE RAFT EJECTION NITROGEN RESERVOIR</u> 1. Remove life raft ejection nitrogen reservoir. 2. For reservoir 6400-001, perform a hydrostatic test in accordance with DOT-SP-8059 cylinder inspection. 3. For reservoir 44000-1, perform a hydrostatic test in accordance with DOT-SP-11025 cylinder inspection.		

5-34. EACH 5 YEARS

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ <u>FIRE EXTINGUISHER RESERVOIR</u> NOTE Refer to the airworthiness limitations for the time between replacement schedule for the squib.		
Chapter 4			
Chapter 26	Remove the fire extinguisher reservoir(s). Perform a hydrostatic test in accordance with DOT-E-7945. <u>EMERGENCY FLOAT NITROGEN RESERVOIR</u> NOTE This inspection applies to any reservoir/cylinder that has been manufactured or last retested after July 1, 2006.		
Chapter 32	1. Remove emergency flotation system nitrogen reservoir. Perform a hydrostatic test in accordance with DOT-SP-8162 cylinder inspection.		

CONDITIONAL INSPECTIONS

5-35. CONDITIONAL INSPECTIONS

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

- Hard landing
- Sudden stoppage
- Overspeed
- Compressor stall or surge
- Overtorque
- Lightning strike

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

5-36. AFTER HARD LANDING

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
BHT-214ST-CR&O	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 part and serial number 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: 1. Inspect tail rotor flapping stop for indications of excessive tail rotor yoke bending as noted in Chapter 64 for the A-Inspection.		

CONDITIONAL INSPECTIONS

5-36. AFTER HARD LANDING (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 32	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. If a hard landing is suspected, accomplish skid landing gear deflection check. 1. If deflection check is within allowable limits, dye penetrant inspect crosstubes for cracks in area between fittings and bearing caps. 2. If crosstubes have yielded, remove landing gear and inspect airframe supporting structure for yielding or other damage. 3. If supporting structure is not damaged, replace damaged landing gear components. A hard landing relative to the wheeled landing gear is any landing that causes any of the tires and/or shock struts to bottom out (when properly serviced) or induces high side loads on any of the landing gear. The following condition at touchdown could result in a hard landing: 1. Rate of descent in excess of 400 FPM. 2. Excessive sideward speed. 3. High roll angle coupled with normal rates of descent. 4. High yaw angles coupled with normal forward landing speeds. 5. Landing with forward air speed in soft or unprepared soil. If a hard landing has occurred, the following steps shall be complied with: 1. Place the helicopter on jacks. 2. Inspect tires for cuts, damage, and proper inflation.		

CONDITIONAL INSPECTIONS

5-36. AFTER HARD LANDING (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	3. Inspect wheel rims for cracks or deformation. 4. Inspect wheel half retaining bolts for looseness or damage. 5. Inspect wheel brake housing for cracks and attaching bolts for looseness or damage. 6. Inspect brake disc for distortion or cracks. 7. Inspect nose wheel yoke for deformation; inspect piston assembly for distortion and cracks. 8. Inspect nose gear attach fitting and bulkhead for deformation and looseness. 9. Inspect main landing gear beam fuselage attach points and main landing gear beam attach holes and bolts for deformation and cracks. 10. Inspect main landing gear beam air/oil strut for deformation, cracks, and looseness at fuselage attachment and for cracks and deformation at beam attachment point. 11. Remove air from shock struts. With air valve removed, cycle struts manually (raise and lower the wheel from fully extended through fully compressed position), check strut assembly for binding, and evidence of hydraulic fluid in the air chamber. 12. 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 an A-Inspection and return helicopter to flight status, provided no further evidence of damage is found. 13. If no distortion, cracks, or damaged attachment bolts on the wheel type landing gear was found, it can be reasonably decided a true hard landing did not occur. Complete an A-Inspection and return helicopter to flight status, provided no further evidence of damage is found.		

CONDITIONAL INSPECTIONS

5-36. AFTER HARD LANDING (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
BHT-214ST-CR&O	14. If damage is more extensive than landing gear crosstube yielding, or distortion, cracks, and damage attachment bolts to the wheel type landing gear, a hard landing has occurred; comply with requirement of the following steps: If a hard landing has occurred, step 1 through step 15 shall be complied with. 1. Remove the following components and perform an accident /incident evaluation. a. Mast assembly. b. Transmission. c. Main driveshaft. d. Combining gearbox. 2. Hub assembly. Perform inspection in accordance with accident/incident evaluation. 3. Perform a thorough visual inspection of following components. If inspection does not reveal any discrepancies or obvious damage to components, they may be retained in service. Replace damaged components. a. Main rotor blades. b. Tail rotor blades. c. Tail rotor hub; also inspect tail rotor flapping stop for excessive yoke bending as noted in Chapter 64 for the A-Inspection. d. Intermediate gearbox. e. Tail rotor blades. f. Tail rotor driveshafts. g. Tail rotor driveshaft hangers. h. Tail rotor driveshaft couplings.		

CONDITIONAL INSPECTIONS

5-36. AFTER HARD LANDING (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	i. Swashplate and support assembly. j. Scissors and sleeve assembly. k. Nodal beam assembly. l. Pylon restraint assemblies. 4. 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 it extends beyond the zone of damage. 5. Install serviceable mast, transmission assembly, and main driveshaft assembly. Install removed main rotor controls. 6. Inspect engine mounts for yielding or other damage of tubes, rod ends, bearings, and attaching parts. Inspect trunnions and airframe attachment fittings by magnetic particle method. 7. Inspect engine firewalls for evidence of warping, crushing, cracks, or other damage. 8. Remove tailboom and make a complete inspection of area where tailboom is attached to forward fuselage sections. 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. 9. Inspect FBW elevator actuators, elevator pitch horns, and elevator spar for deformation, cracks, and looseness. 10. Inspect tail boom internally and externally for cracks, distortion, and loose rivets. Check tail skid and mounting area for damage or distortion.		

CONDITIONAL INSPECTIONS

5-36. AFTER HARD LANDING (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
Chapter 67	11. Inspect the flight control system for bent or damaged tubes (graphite composite tubes under the floor in all systems), bellcrank, and supports. Check bearings for condition, paying particular attention to rotating controls. Inspect hydraulic, SCAS, AARS, and FBW actuators for obvious damage, and hydraulic actuators for damage. Check flight control system for freedom of movement and correct rigging.		
Chapter 29	12. Pressurize PC1, PC2, and utility hydraulic systems and check for leaks, interference, binding, and satisfactory operation. 13. Inspect fuel, oil, and pneumatic system for damage. Make engine ground run and visually check fuel, oil, and pneumatic lines for leaks.		
GE MM SEI 570	14. Inspect power plant in accordance with engine manufacturer's Maintenance Manual. 15. If no significant damage has been found, no further inspection is necessary.		

CONDITIONAL INSPECTIONS

5-37. AFTER SUDDEN STOPPAGE

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE Accomplish after sudden stoppage. <u>AFTER SUDDEN STOPPAGE — POWER ON OR OFF</u> 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 part and serial numbers of other drive system components removed for evaluation. 1. Perform a sudden stoppage inspection as follows:		

CONDITIONAL INSPECTIONS

5-37. AFTER SUDDEN STOPPAGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
BHT-214ST-CR&O	NOTE If sudden stoppage inspection is the result of a tail rotor strike, comply with step g through step l. 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 an evaluation inspection on main rotor hub assembly in accordance with BHT-214ST-CR&O 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 an evaluation inspection shall be performed in accordance with BHT-214ST-CR&O Manual. (a) Severe main rotor blade damage. (b) Pitch horn failure. (c) Control tube buckled or broken.		

CONDITIONAL INSPECTIONS

5-37. AFTER SUDDEN STOPPAGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-214ST-MM	(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. (3) Replace all bolts in rotating controls. Discard removed bolts. d. Main driveshaft. (1) Remove and inspect main driveshaft visually. If evidence of yielding or deformation is noted, scrap the driveshaft assembly. (2) If no visual evidence of damage is detected, perform an evaluation inspection in accordance with BHT-214ST-CR&O Manual. Make an entry in component record to show that reason for removal is sudden stoppage.		
BHT-214ST-CR&O	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. (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 an evaluation inspection performed in accordance with BHT-214ST-CR&O 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 accordance with BHT-214ST-MM.		

CONDITIONAL INSPECTIONS

5-37. AFTER SUDDEN STOPPAGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-214ST-MM	f. 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 an evaluation inspection performed in accordance with BHT-214ST-CR&O Manual. Make an entry in component record to show that reason for removal is sudden stoppage.		
	g. Tail rotor driveshafts. (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. (d) Loose or sheared rivets. (e) Scratches in excess of limits in Chapter 65. (2) If inspection reveals no condition as listed in step (a) through step (e) exists, then perform a detailed inspection in accordance with Chapter 65. Make an entry in component record to show that reason for removal is sudden stoppage.		

CONDITIONAL INSPECTIONS

5-37. AFTER SUDDEN STOPPAGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-214ST-MM	h. 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 64 for the A-Inspection. (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 64 for the A-Inspection. If visible damage is noted on tail rotor hub and blade assembly, remove tail rotor hub and blade assembly and perform evaluation inspection in accordance with BHT-214ST-CR&O Manual. Make an entry in component record to show that reason for removal is sudden stoppage.		
	i. Tail rotor gearbox. (1) Remove tail rotor gearbox. Check for cracks, sheared or bent attaching studs, and evidence of case distortion. If any of the above is noted then the gearbox is unserviceable and shall be scrapped. (2) If inspection reveals no condition as listed in step (1), then perform an evaluation inspection in accordance with BHT-214ST-CR&O Manual. Make an entry in component record to show that reason for removal is sudden stoppage. j. Intermediate gearbox. (1) Remove intermediate gearbox. Check for cracks, case distortion, or broken lugs. If any of the above is noted then the gearbox is unserviceable and shall be scrapped. (2) If inspection reveals no condition as listed in step (1), then perform an evaluation inspection in accordance with BHT-214ST-CR&O Manual. Make an entry in component record to show that reason for removal is sudden stoppage.		

CONDITIONAL INSPECTIONS

5-37. AFTER SUDDEN STOPPAGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	k. Transmission sump case. NOTE If no evidence of damage was found in step f, step g, step i, or step j, 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 an evaluation inspection in accordance with BHT-214ST-CR&O Manual. Make an entry in component record to show that reason for removal is sudden stoppage. l. Combining gearbox. (1) Inspect combining gearbox visually. If evidence of yielding or damage exists to the output adapter and bolts, 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 an evaluation inspection performed.		

CONDITIONAL INSPECTIONS

5-38. AFTER OVERSPEED

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
BHT-214ST-MM	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE Accomplish after overspeed. <u>AFTER OVERSPEED</u> Rotor overspeed is defined as any incident in which 105% main rotor speed is exceeded. Refer to engine manufacturers 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 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 110%. 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) Combining gearbox.		

CONDITIONAL INSPECTIONS

5-38. AFTER OVERSPEED (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-214ST-CR&O	(4) Tail rotor driveshafts. 2. Perform the following inspections if main rotor overspeed exceeds 110% but is less than 117%. a. Remove and perform evaluation inspection on the following components. (1) Main transmission. (2) Main driveshaft. (3) Combining gearbox.		
BHT-214ST-MM	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. NOTE If main rotor overspeed exceeds 110%, replace the yoke to spindle bolts regardless of their condition. NOTE If main rotor overspeed exceeds 115%, replace the tension/torsion strap and strap retention pins, blade retention bolts, and flapping bearing to yoke bolts, regardless of their condition. (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.		

CONDITIONAL INSPECTIONS

5-38. AFTER OVERSPEED (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-214ST-CR&O	(8) Tail rotor gearbox. (9) Tail rotor hub and blades. c. Install serviceable main transmission, main driveshaft, and combining gearbox. 3. Perform the following inspections if main rotor overspeed exceeds 117%. a. Remove and perform evaluation inspection on the following components: (1) Main rotor mast. (2) Main transmission. (3) Main driveshaft. (4) Combining gearbox. (5) Tail rotor driveshafts. (6) Tail rotor driveshaft hangers. (7) Intermediate gearbox. (8) Tail rotor gearbox. NOTE If main rotor overspeed exceeds 110%, replace the yoke to spindle bolts regardless of their condition. NOTE If main rotor overspeed exceeds 115%, replace the tension/torsion strap and strap retention pins, blade retention bolts, and flapping bearing to yoke bolts, regardless of their condition. (9) Main rotor hub.		

CONDITIONAL INSPECTIONS

5-38. AFTER OVERSPEED (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-214ST-CR&O	b. Inspect drag brace bolts in accordance with BHT-214ST-CR&O 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-214ST-CR&O, Chapter 62). (4) If no discrepancies are found in inspections outlined in step (1) through step (3), the main rotor blades can be retained in service. (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-214ST-MM	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.		

CONDITIONAL INSPECTIONS

5-38. AFTER OVERSPEED (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-214ST-MM	(6) If blades pass inspection requirements and no other discrepancies exist, blades are acceptable for service. 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. (4) Combining gearbox. (5) Tail rotor driveshafts. (6) Tail rotor driveshaft hangers. (7) Intermediate gearbox. (8) Tail rotor gearbox.		
	h. Reassemble main rotor hub and blades, balance, and install. i. Reassemble tail rotor hub and blades, balance, and install.		

CONDITIONAL INSPECTIONS

5-39. AFTER COMPRESSOR STALL OR SURGE

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE Accomplish after compressor stall or surge. <u>AFTER COMPRESSOR STALL OR SURGE</u> 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 Measured Gas Temperature (MGT), 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 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

5-39. AFTER COMPRESSOR STALL OR SURGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-214ST-MM	1. Power plant. a. Perform engine inlet blockage, detection, and inspection in accordance with engine manufacturer's Maintenance Manual. b. If stall or surge occurred during start, refer to combustor rumble and starting stalls troubleshooting charts in accordance with the engine manufacturer's Maintenance Manual. c. If stall or surge occurred during above engine ground idle, refer to stall above ground idle speed troubleshooting charts in accordance with engine manufacturer's Maintenance Manual. 2. Power train. a. If compressor stall occurs at any altitude or N_G 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. c. If no evidence of damage is found on tailboom pylon and no indication of metal particles is 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.		

CONDITIONAL INSPECTIONS

5-39. AFTER COMPRESSOR STALL OR SURGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH OTHER	
	(4) Tail rotor hub and blade assembly. Overhaul hub and blade assembly. 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-214ST-CR&O). Inspect gear teeth of pinions and gears with 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. 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 with 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 with 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 with 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 an overhaul evaluation inspection in accordance with BHT-214ST-CR&O 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.		

CONDITIONAL INSPECTIONS

5-39. AFTER COMPRESSOR STALL OR SURGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-214ST-MM	(1) Tail rotor bearing hanger assemblies. (2) Forward tail rotor driveshaft coupling. (3) Tail rotor driveshaft flexible disc assemblies. (4) Tail rotor driveshafts. 3. Perform a close visual inspection of all rotating controls and replace as necessary. 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 an overhaul evaluation inspection in accordance with BHT-214ST-CR&O 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.		

CONDITIONAL INSPECTIONS

5-39. AFTER COMPRESSOR STALL OR SURGE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
BHT-214ST-MM	f. Perform an evaluation inspection in accordance with BHT-214ST-CR&O Manual. Make an entry in component record to show that reason for removal is compressor stall or surge. 6. Airframe. a. Check tailboom pylon from BS 293.50 aft to top of vertical fin for evidence of damaged panels, skin, and/or structure and rivets for looseness and/or sheared heads. If inspection shows negative indications of damage, return helicopter to flight status. If positive evidence of damage is found, comply with step b through step e. b. Remove tail rotor gearbox and with strong light, mirrors, and other suitable inspection aids, perform a close visual inspection of the tail rotor gearbox support and all accessible surrounding/attaching structure for damage and loose or working fasteners. Repair as required. 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

5-40. AFTER OVERTORQUE

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE Accomplish after overtorque. <u>AFTER OVERTORQUE</u> 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 amount and duration of overtorque, Components removed shall be evaluated as an interrelated group. Removal records accompanying each component shall cross-reference 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 105%, perform 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. a. Main transmission and mast assembly. b. Combining gearbox.		
BHT-214ST-CR&O			
GE CR7-2A MM			

CONDITIONAL INSPECTIONS

5-40. AFTER OVERTORQUE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	c. Intermediate gearbox. Check gearbox for security and torque check. d. Tail rotor gearbox. Check gearbox for security and torque check retaining nuts. e. Tail rotor driveshafts. f. Tail rotor driveshaft hangers. g. Main driveshaft. Inspect chip detectors of main transmission, combining, intermediate, and tail rotor gearboxes. If metal particles indicating internal failure are found, perform gearbox and oil system overhaul (step 3, substep d). 3. When torque exceeds 105% but is less than 110%, perform the following inspection within 1 hour of occurrence. a. Inspect main transmission and combining gearbox chip detectors. b. Inspect main transmission chip detectors, internal filter, and oil pump inlet screen. Check torque on main transmission, combining gearbox, and engine mount bolts. Visually inspect external surfaces of main transmission and combining gearbox. c. If chip detectors and internal filter (one cleanable external filter element and one internal filter element) appear normal, and there is no evidence of internal failure, operate the transmission for 5 hours, then check all chip detectors and internal filter. If chip detectors and filter inspection does not reveal metal particles, the transmission is satisfactory for service. d. If metal particles indicating internal failure are found, remove the combining gearbox and/or transmission for overhaul evaluation. Make entry in component record that reason for removal was overtorque with metal particles detected. Remove all transmission system oil lines and oil cooler cores. Tag oil cooler core metal particle contaminated and return oil cooler core to manufacturer for overhaul. Clean oil lines and replace all oil filter elements.		

CONDITIONAL INSPECTIONS

5-40. AFTER OVERTORQUE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	OTHER
	e. Inspect intermediate and tail rotor gearbox chip detectors. If chip detectors appear normal and there is no evidence of internal failure, operate the drive system for 5 hours and reinspect the chip detectors. If no evidence of internal failure is found, gearbox is satisfactory for normal service. f. Perform a thorough visual inspection of the following components. If no visual 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. 4. When overtorque exceeds 110%, do as follows: a. Remove and perform an overhaul inspection of the following components. Make an entry in component record to show reason for removal was overtorque above 110%. Install serviceable components. (1) Main rotor blades. (2) Main rotor hub assembly. (3) Mast assembly.		

CONDITIONAL INSPECTIONS**5-40. AFTER OVERTORQUE (CONT)**

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	(4) Main driveshaft. (5) Transmission assembly. (6) Swashplate assembly. (7) Combining gearbox. (8) Tail rotor hub and blades. (9) Intermediate gearbox. (10) Tail rotor gearbox. (11) Tail rotor driveshaft hangers.		

CONDITIONAL INSPECTIONS

5-41. AFTER LIGHTNING STRIKE

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	DATE: _____ W.O. _____ FACILITY: _____ HELICOPTER S/N: _____ REGISTRY NO.: _____ TOTAL TIME: _____ SIGNATURE: _____ NOTE Accomplish after lightning strike. <u>AFTER LIGHTNING STRIKE</u> 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 voids. 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.		

5-41. AFTER LIGHTNING STRIKE (CONT)

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CONDITIONAL INSPECTIONS

5-41. AFTER LIGHTNING STRIKE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL MECH	OTHER
	(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 on the mast, 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 combining gearbox assembly. (1) Remove the accessory drive quill assembly 214-040-020 and inspect the gear 214-040-943, gear mesh, and all supporting bearings and gears visible through the cbox housing quill port for evidence of electrical arcing or burning. Rotate cbox bearings and check for smooth rotation. Visually inspect the exterior and visible interior areas of the accessory quill for evidence of burning or arcing. (2) If no indications are found, reassemble the combining gearbox 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. 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.		

CONDITIONAL INSPECTIONS

5-41. AFTER LIGHTNING STRIKE (CONT)

DATA REFERENCE	INSPECTION TASK DESCRIPTION	INITIAL	
		MECH	OTHER
	f. Inspect intermediate gearbox assembly. (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. (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. h. Tail rotor installation. (1) Remove tail 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.		

COMPONENT OVERHAUL SCHEDULE

5-42. 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 	OVERHAUL INTERVAL
MAIN ROTOR HUB		
Hub Assembly	214-010-100-159	2500 hours
Hub Assembly	214-010-100-183	2500 hours
Hub Assembly	214-010-100-207	2500 hours
MAIN ROTOR CONTROLS		
Swashplate and Support Assembly	214-010-500	2500 hours
Scissors and Sleeve Assembly	214-010-501	2500 hours
TAIL ROTOR HUB AND BLADE		
Hub Assembly	214-010-801-103	2500 hours
Hub Assembly	214-011-801-109	2500 hours
POWER TRAIN		
Transmission Assembly	214-040-002	2500 hours
Combining Gearbox Assembly	214-040-013	2500 hours
Main Driveshaft	214-040-014	2500 hours
Intermediate Gearbox Assembly	214-040-009	2500 hours
Tail Rotor Gearbox Assembly	214-040-011	2500 hours
Tail Rotor Gearbox Assembly	214-540-001-101	2500 hours
Tail Rotor Driveshaft Hanger Assembly	214-040-600	 2500 hours
Transmission/Tail Rotor Driveshaft Coupling	214-040-630-001	2500 hours
HYDRAULIC SYSTEM		
Dual Power Actuator (Collective and Cyclic)	214-076-161	  10,000 hours

Table 5-1. Component Overhaul Schedule (Cont)

NOMENCLATURE	PART NUMBER ^{△1}	OVERHAUL INTERVAL
UTILITY		
Cargo Suspension Assembly	214-070-932-101	^{△5} 3 years
DC GENERATOR		
DC Generator	214-175-150-105	^{△6} 1000 hours
DC Generator	214-175-150-107	1500 hours
LIFE RAFT		
Life Raft Assemblies	214-070-943	^{△7} Annually
EMERGENCY FLOATS		
Solenoid Valve	214-073-929	3 years
Solenoid Valve	214-073-940	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} Replace bearing at overhaul. ^{△3} Reference Airworthiness Limitations Schedule, Chapter 4. Per TB 214ST-98-158, a 10,000 hour life only applies against the lower barrel 41002418, 41005233, or 41005043 details. All other parts of the servo assembly 214-076-161 are unlimited life providing a 10,000 hour Time Between Overhaul (TBO) is maintained. ^{△4} Seal replacement required at either 1000 hours or 2500 hours. Refer to Special Inspections. ^{△5} Overhaul interval begins on installation after last overhaul and runs continuously regardless of number of times the assembly may be removed and reinstalled. ^{△6} Post TB 214ST-94-136, 1500 hours. ^{△7} Inflation cylinders, contained within the life raft assembly, have a 5 year hydrostatic test period. Hydrostatic testing may be accomplished each 5 years during the raft assembly annual inspection and recertification.		

