



A Textron Company

ALERT SERVICE BULLETIN

412-24-197

22 April 2024

- MODEL AFFECTED:** 412/412EP
- SUBJECT:** CAP ANGLE, P/N 212-030-191-001, SPECIAL INSPECTION INTERVAL, REDUCTION OF.
- HELICOPTERS AFFECTED:** **PART I:** Serial numbers 33001 through 33213, 34001 through 34036, 36001 through 36693.
- PART II:** Serial numbers 36694 through 36999 and 37002 through 37999.
- COMPLIANCE:** **PART I:** For helicopters that require the next scheduled 100 Hour tailboom attachment inspection to be accomplished in less than 25 flight hours after the release date of this bulletin, accomplish the inspection as scheduled, and every 25 flight hours thereafter. For helicopters that had the last 100 Hour tailboom attachment inspection accomplished within the last 25 flight hours after the release date of this bulletin, accomplish the next tailboom attachment inspection no later than 25 flight hours after the release date of this bulletin and every 25 flight hours thereafter.
- PART II:** For helicopters that require the next scheduled 100 Hour tailboom attachment inspection to be accomplished in less than 50 flight hours after the release date of this bulletin, accomplish the inspection as scheduled, and every 50 flight hours thereafter. For helicopters that had the last 100 Hour tailboom attachment inspection accomplished within the last 50 flight hours after the release date of this bulletin, accomplish the next tailboom attachment inspection no later than 50 flight hours after the

release date of this bulletin and every 50 flight hours thereafter.

DESCRIPTION:

Bell has investigated reports of fractured 212-030-191-001 cap angles. Some were found during routine inspection and some during the scheduled 100 Hours Tailboom Attachment Inspection. The investigation indicates that the 100 flight hour Special Inspection interval established in 2000, introduced by the ASB 412-00-100 and the FAA AD 2000-18-09, is not adequate to detect all cracks before complete fracture of the cap angle.

For helicopters listed in PART I, this ASB reduces the 100 Hours tailboom attachment inspection interval from 100 flight hours to 25 flight hours. For helicopters listed in PART II, this ASB reduces the 100 Hours tailboom attachment inspection interval from 100 flight hours to 50 flight hours. Helicopters listed in Part II have web doublers shown in Figure 2 that have been introduced as a product improvement at helicopter serial number 36694. This change allows the inspection to be accomplished every 50 flight hours in lieu of 25 flight hours. This ASB supersedes ASB 412-00-100. The Maintenance Manual Chapter 5 will be revised to incorporate this change.

APPROVAL:

The engineering design aspects of this bulletin are FAA approved for FAA certified helicopters as listed in the applicable Type Certificate Data Sheet. For non FAA certified helicopters, the engineering design aspects of this bulletin are Bell Engineering approved.

CONTACT INFO:

For any questions regarding this bulletin, please contact:

Bell Product Support Engineering
Tel: 1-450-437-2862 / 1-800-363-8023 / productsupport@bellflight.com

MANPOWER:

Approximately 0.5 man-hours are required to complete this bulletin. This estimate is based on hands-on time and may vary with personnel and facilities available.

WARRANTY:

There is no warranty credit applicable for parts or labor associated with this bulletin.

MATERIAL:

None required.

Consumable Material:

None required.

SPECIAL TOOLS:

10x Magnifying glass.

WEIGHT AND BALANCE:

Not affected.

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

Alert Service Bulletin, ASB 412-00-100.
BHT-412-IPB, Illustrated Parts Breakdown, Chapter 53.
BHT-412-MM, Maintenance Manual, Chapter 5.

PUBLICATIONS AFFECTED:

Alert Service Bulletin, ASB 412-00-100.
BHT-412-MM Maintenance Manual, Chapter 5.

ACCOMPLISHMENT INSTRUCTIONS:

1. Prepare the helicopter for maintenance and gain access to the cap angle in the tail rotor servo compartment through the R/H aft fuselage door.

CAUTION

Do not damage aluminum cap angle or fitting during sealant removal.

2. If sealant is present, remove sealant from edge of fitting (Figure 1).
3. Inspect the cap angle area shown with a 10x magnifying glass and bright light.

4. If a crack is found, replace the cap angle before further flight. If the helicopter is at a location where the cap angle cannot be replaced, contact Product Support Engineering.
5. Touch up primer if damaged during sealant removal. Paint touch up is optional. Do not reapply sealant.
6. If no cracks are found, the helicopter can be returned to service.
7. Make an entry in the helicopter logbook and historical service records indicating findings and compliance with this Alert Service Bulletin.

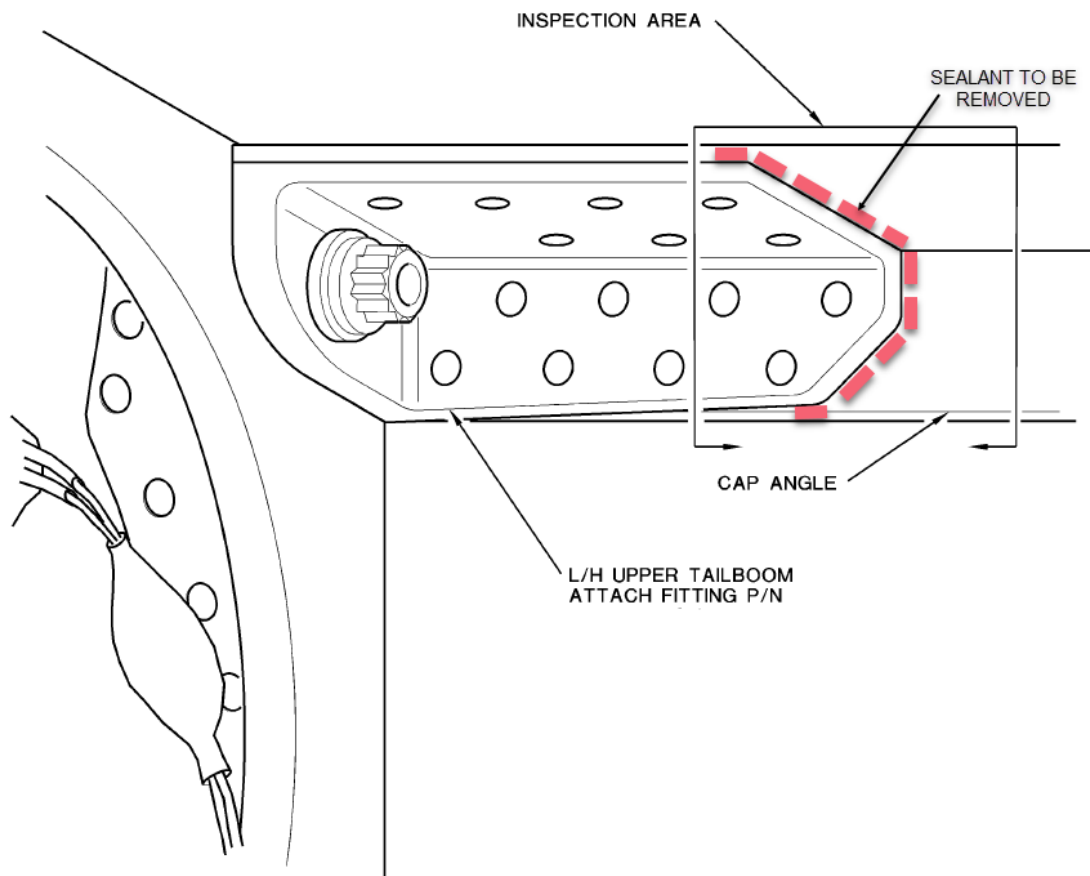


Figure1. Fuselage Tailboom Attachment Inspection.

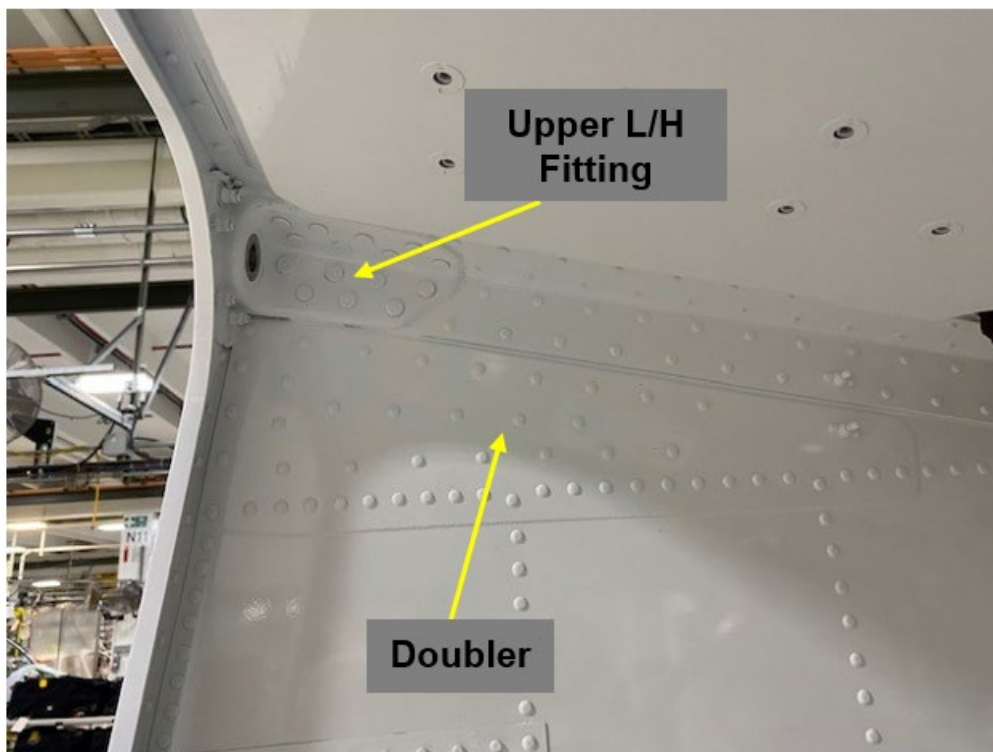
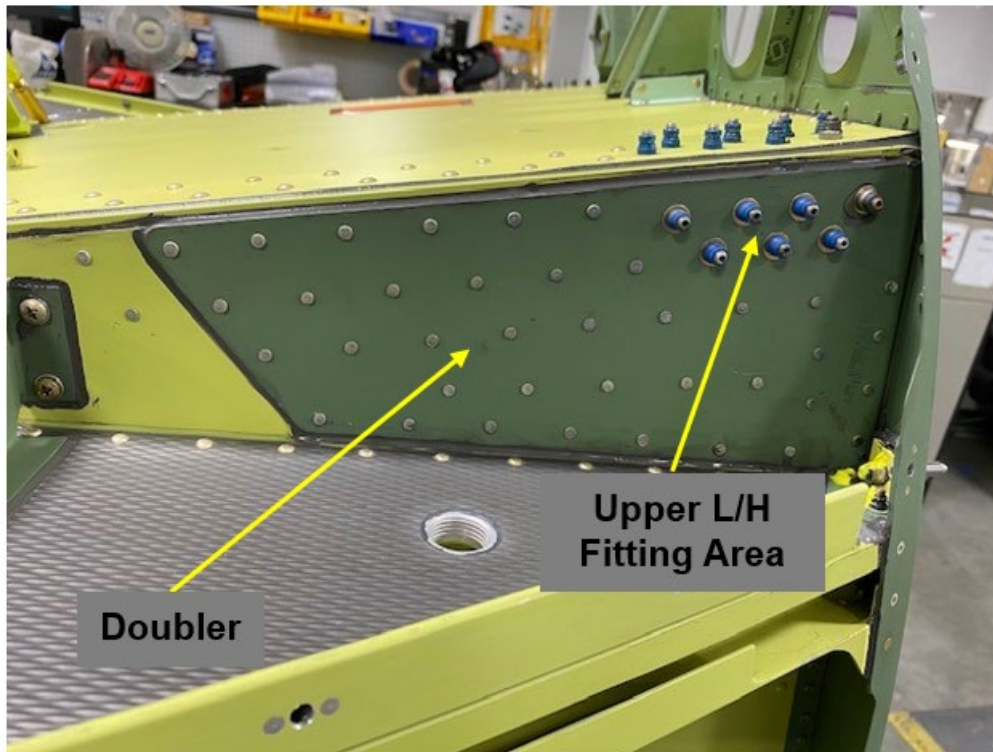


Figure 2. Production Web Doublers.