

Bell Helicopter **TEXTRON**

A Subsidiary of Textron, Inc.

March 29, 2005

INFORMATION LETTER 204-05-21
205-05-37
205B-05-20
212-05-59

TO: All Owners/Operators of Bell 204, 205, 205B, and 212 series Helicopters

SUBJECT: MAIN ROTOR DRAG BRACE P/N 204-011-140-ALL:

This Information Letter is issued to inform Bell Helicopter owners and operators of two recent incidents involving Bell 212 aircraft where the main rotor drag brace assembly broke in flight. In both cases the fitting failed on the outboard end resulting in severe but manageable rotor vibration and the pilot was able to safely land the aircraft.

Our investigation of the first drag brace failure indicates that the fitting was fatigue fractured, due to corrosion, 2.9 inches from the fitting's outboard end. The fatigue fracture had multiple origins in corrosion on the inside diameter. The inside of the fitting was bare metal. The Component Repair and Overhaul (CR&O) Manual requires the fitting to have primer on the inside diameter. Also, there were no signs of primer on the inside diameter of the barrel. Per the CR&O Manual the drag brace barrel must be filled and drained with primer. The second failed drag brace is still under investigation; once the investigation completed we will advise owners and operators of the outcome if required.

Bell Helicopter would like to emphasize the importance of adhering to instructions in the Maintenance and Component Repair & Overhaul Manuals with regards corrosion protection of aircraft components.