

ALERT SERVICE BULLETIN

204B-15-69

PSL 7000000104

21 May 2015

MODEL AFFECTED: 204B

SUBJECT: MAIN ROTOR BLADE BOLT 204-011-151-001
INSPECTION, REWORK AND REPLACEMENT OF

HELICOPTERS AFFECTED: Serial numbers 2001 through 2070 and 2196
through 2199.

COMPLIANCE: Part I: Within the next 25 flight hours after release of
this bulletin or no later than **30 June 2015**.

Part II: Within the next 300 flight hours after
accomplishment of Part I and every 300 flight hours
thereafter until accomplishment of Part III.

Part III: At the next scheduled main rotor TT straps
replacement but no later than **30 June 2017**.

DESCRIPTION:

Main rotor blade bolts listed in Table 1 of the Accomplishment Instructions are suspected to have the lockwire hole for the lead weight plug incorrectly drilled. This non-conformity may prevent installation of the lockwire and lead to incorrect installation of the blade bolt. This bulletin mandates a one-time inspection for conformity of the affected blade bolts listed in Table 1 and provides rework instructions allowing the use of these blade bolts. After rework, affected blade bolts will require a repetitive 300 flight hours inspection of the reworked area. As a terminating action to this repetitive inspection, the reworked blade bolts will require replacement. As an alternative option to the rework, defective blade bolts that have not been installed and/or reworked can be returned to Bell Helicopter as "new part return" and a credit will be offered. Applicability of this bulletin to any spare part shall be determined prior to its installation on an affected helicopter.

APPROVAL:

The engineering design aspects of this bulletin are FAA approved.

CONTACT INFO:

For any questions regarding this bulletin, please contact:

Bell Helicopter Product Support Engineering - Medium Helicopters
Tel: 450-437-6201 / 1-800-363-8028 / psemedium@bh.com

MANPOWER:

Approximately 1 man-hour is required to complete Part I of this bulletin. No additional man-hour is required to accomplish Part III of this bulletin if accomplished at the scheduled TT straps replacement. This estimate is based on hands-on time, and may vary with personnel and facilities available.

WARRANTY:

Owners/Operators of Bell helicopters who comply with the instructions in this bulletin will be eligible to receive replacement parts listed in the bulletin, as applicable. Bell Helicopter has recently introduced enhancements to the VISTA Portal which allocates specific warranty entitlement for main rotor blade bolt P/N 204-011-151-001 (serial numbers listed in Table 1 of this bulletin). The Product Service Letter (PSL) number, which will be listed below the bulletin number on the introduction page, is going to be a required field when submitting a claim for replacement parts, labor, and/or freight. If you receive an ASB or TB that does not have a PSL number, then there is no warranty entitlement for that bulletin.

There is no labor entitlement for this bulletin.

To receive parts, freight under warranty:

- Comply with the instructions contained in this bulletin no later than the applicable date in the "Compliance Section".
- If there is a PSL number identified in the bulletin, you will be required to enter this PSL number which will validate warranty entitlement for the selected helicopter. Please make sure that you use the Bulletin tab on the warranty section in VISTA to file your claim.

Note: Customers who fail to comply with the instructions in this Bulletin before June 30, 2017 are not eligible for the special warranty listed above.

MATERIAL:

Required Material:

The following material is required for the accomplishment of this bulletin and may be obtained through your Bell Helicopter Textron Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Qty</u>
204-011-151-001	Blade bolt assembly	1

Note: Ordering will be required only if the blade bolt has been reworked in accordance with Part I of this bulletin.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Qty</u>	<u>Reference *</u>
2230-00425-00	Polyamide Epoxy Primer	A/R(1)	C-204
2010-05988-00	Corrosion Inhibitor Sealant	A/R(2)	C-251 (3)

* C-XXX numbers refer to the consumables list in the BHT-ALL-SPM, Standard Practices Manual

Notes:

1. Negligible quantity will be required to accomplish this bulletin. The quantity for this part number is 1 PT.
2. Negligible quantity will be required to accomplish this bulletin. The quantity for this part number is 2.5 OZ.
3. Sealant (C-308) can be used as an alternate.

SPECIAL TOOLS:

None required.

WEIGHT AND BALANCE:

Not affected.

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

BHT-204B-M&O, Maintenance & Overhaul Instructions

PUBLICATIONS AFFECTED:

None affected.

ACCOMPLISHMENT INSTRUCTIONS:

Part I. Blade bolt serial number verification.

-NOTE-

All serial numbers listed below have the prefix FWFS. Serial number example: FWFSxxx

Table 1 - Suspected blade bolt serial numbers

317 - 329	380, 381, 383, 384	417 - 419	503, 504
331 - 343	385, 388, 390, 394	472 - 483	506, 510
345 - 360	397 - 400	485, 490, 492, 496	
366, 372, 373, 375	402 - 414	499 - 501	

1. Verify if any of the blade bolts listed in Table 1 are installed on a helicopter or in spare stock. If none of the blade bolts listed in Table 1 are found installed or in spares stock, go to step 3.
2. Blade bolts listed in Table 1 that have the safety wire hole drilled as shown in Figure 1, Section A-A, conform to the approved engineering. Go to step 3.
3. Make an entry in the helicopter logbook and historical service records indicating findings and compliance with this Alert Service Bulletin.
4. Blade bolts listed in Table 1 that have the safety wire hole drilled incorrectly as shown in Detail B, can either be returned to Bell Helicopter as “new part return”, or reworked as follows:

-NOTE-

If installed, remove the blade bolt from the hub assembly to accomplish the rework. Refer to the applicable Maintenance Manual. This rework is limited to the blade bolt serial numbers listed in Table 1.

- a. Radially mark the location of the existing lockwire hole on the flange with a marker (Figure 1).
- b. Drill a 0.066 to 0.071 inch (1.68 to 1.80 mm) diameter hole in the center of the flange, as shown, to break into the existing safety wire hole.

- c. Break edges 0.0005 to 0.015 inch (0.013 to 0.38 mm) radius or 0.0005 to 0.015 inch (0.013 to 0.38 mm) x 40-50°.
- d. Verify the intersection of the two bolt holes with a 10X magnifying glass to ensure it is free of burrs or knife edges and that the opposing hole has no damage.
- e. Insert a piece of safety wire in the new hole that exits the upper surface of the flange and fill the lower end of the original safety wire hole with sealant (C-251). Make sure the sealant is flush with the end of the hole and the flange.
- f. Remove the piece of safety wire prior to sealant curing. Once the sealant has cured, fill and drain the new safety wire hole with primer (C-204).
- g. Reidentify the part number on the blade bolt assembly by adding the letter "R" after the last three digits using a permanent marker (i.e., 204-011-151-001R).

-NOTE-

After final installation of the blade bolt on a hub assembly and installation of the safety wire, seal safety wire hole with sealant (C-251) or sealant (C-308).

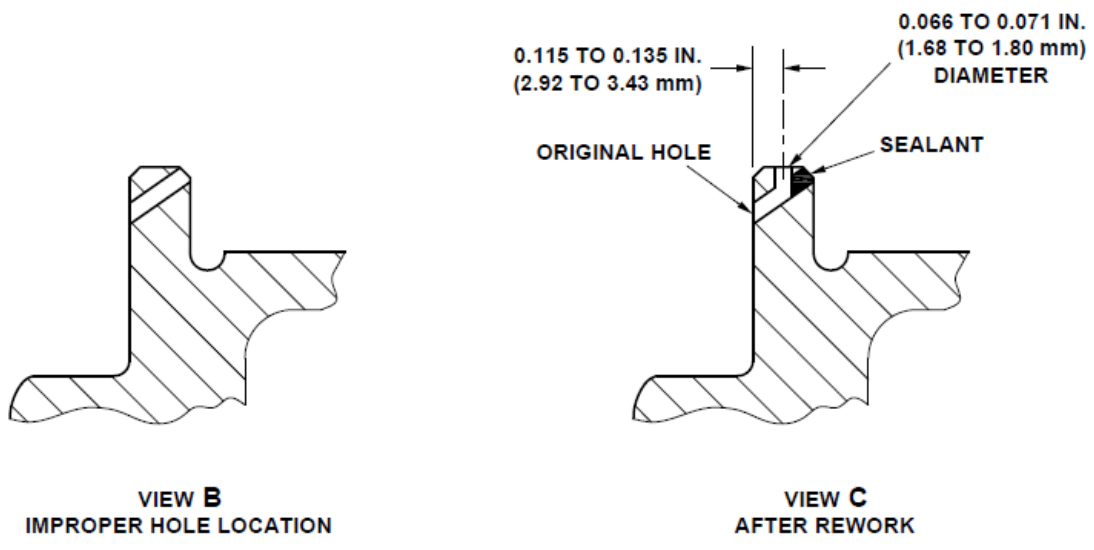
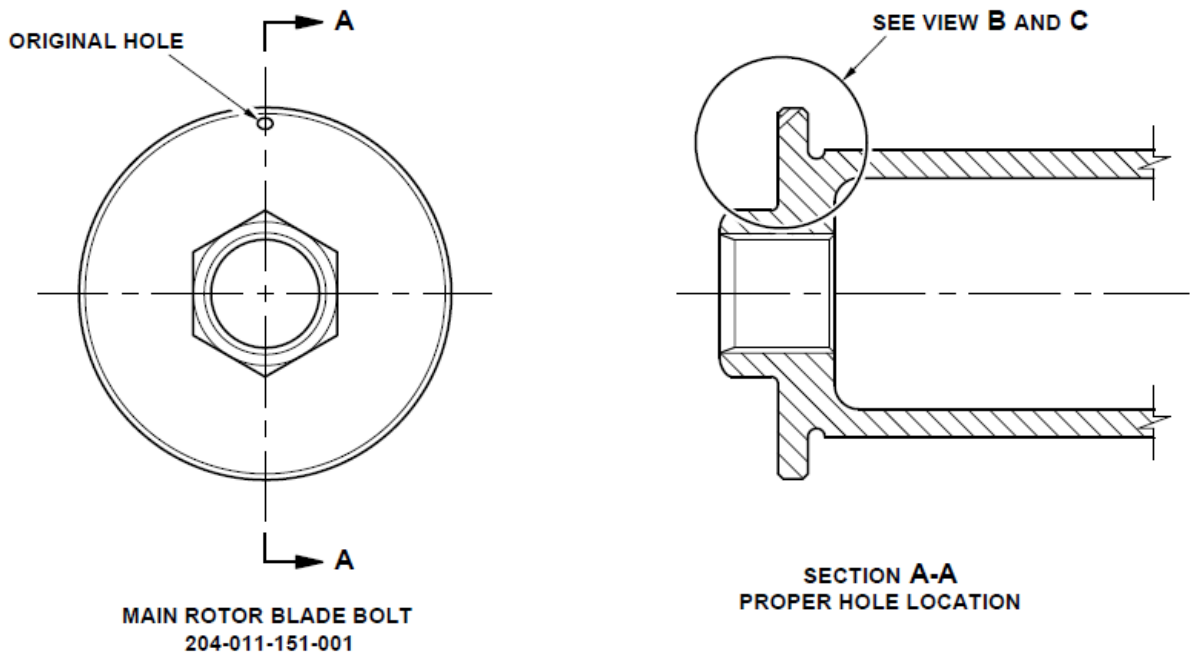
- h. Make an entry in the helicopter logbook and historical service records indicating findings and compliance with this Alert Service Bulletin.

Part II. Reworked blade bolt recurring 300 hours inspection.

1. Without removal, visually inspect the blade bolt for evidence of corrosion or crack in the area of the lockwire hole. If a crack or corrosion in the rework area is found, replace the blade bolt.
2. If no anomaly is found, make an entry in the helicopter logbook and historical service records indicating compliance with Part II of this Alert Service Bulletin and that the blade bolt will require replacement at the next TT straps replacement.

Part III. Reworked main rotor blade bolt 204-011-151-001R replacement.

1. In reference with the Component Repair & Overhaul manual, replace the main rotor blade bolt.
2. Make an entry in the helicopter logbook and historical service records indicating compliance with this Alert Service Bulletin.



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Figure 1. Main Rotor Blade Bolt Inspection and Rework