

ALERT SERVICE BULLETIN

REVISION NOTICE

Bell Helicopter **TEXTRON**

A Subsidiary of Textron Inc.

DATE **02-28-2000**

TO: All Model 205A-1 Owners/Operators

**SUBJECT: REVISION "B" TO ALERT SERVICE BULLETIN 205-98-73: FIN
SPAR 205-032-899-101, 205-030-846-087/-089, 205-032-851-
003/-007/-009 REPLACEMENT**

Revision "B" to this bulletin affects the compliance and warranty coverage date by extending to September 16, 2000. This revision also adds a statement to approve accomplishment of this bulletin as terminating action to FAA AD 99-17-03.

This is a partial revision only. The applicable pages should be replaced in the previous release of this bulletin.

7851 60046 REV 1198

AN APPROPRIATE ENTRY SHOULD BE MADE IN THE AIRCRAFT LOG BOOK UPON ACCOMPLISHMENT
IF OWNERSHIP OF AIRCRAFT HAS CHANGED PLEASE FORWARD TO NEW OWNER

ALERT SERVICE BULLETIN

Bell Helicopter **TEXTRON**

A Subsidiary of Textron Inc.

NO. 205-98-73
DATE 10-09-98
PAGE 1 of 17

DATE 02-28-00
REV B

MODEL AFFECTED: 205A-1

SUBJECT: FIN SPAR 205-030-899-101, 205-030-846-087/-089, 205-032-851-003/-007/-009 REPLACEMENT

HELICOPTERS AFFECTED: All 205A-1 Helicopters S/N 30001 through 30228 using tailboom fin spars 205-030-899-101, 205-030-846-087/-089, 205-032-851-003/-007/-009

COMPLIANCE: Fin spars 205-030-899-101, 205-030-846-087/-089, 205-032-851-003/-007/-009 replacement may only be accomplished using a Bell Helicopter approved tailboom fixture. A list of approved fixtures may be found in the Customer Support Directory.

The above fin spars affected must be replaced with Fin Spar Assembly P/N 205-530-514-103 having cap 212-030-447-117, not later than September 16, 2000. The left hand Fin Spar cap has cold expanded holes in both legs between fin stations 50 and 84.

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DESCRIPTION:

Cracks have been found on fin spar 205-030-899-101, 205-030-846-087/-089, 205-032-851-003/-007/-009. Fatigue cracks originated from the rivet holes in the area of fin station 60 to 75, on the LH side of the laminated forward fin spar. Loose rivets, debond of the doublers and corrosion contributed to cracking of the spar.

This bulletin provides instructions for spar replacement using a Bell Helicopter approved tailboom fixture.

FAA APPROVAL:

The design engineering changes of this bulletin are FAA/DER approved.

Incorporation of the provisions and instructions of this technical bulletin was approved by the Manager of the Rotorcraft Standards Staff, ASW-110, as terminating action to FAA AD 99-17-03.

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7851 55192 REV 1199

MANPOWER:

It is estimated that approximately 150 man-hours will be required for Fin Spar Cap Replacement.

WARRANTY:

Owners/operators who must replace their fin spar cap assembly in accordance with this bulletin will be eligible for special 100% warranty credit towards the parts included in kit 205-530-514-103S.

To obtain this credit:

- Operators must obtain the special kit 205-530-514-103S from an approved BHTI spares supply source.
- Comply with the instructions as outlined within this bulletin prior to September 16, 2000.
- Submit to BHTI Warranty Administration a completed Malfunction Report within 30 days after accomplishing this bulletin. A copy of the BHTI invoice referencing the kit purchased to accomplish this bulletin must be attached to the Malfunction Report.

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-NOTE-

Owners/operators who comply with this bulletin after September 16, 2000 are not eligible for this special warranty credit.

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MATERIAL:

The Fin Spar Cap Kit P/N 205-530-514-103S consists of the following material:

<u>Part Number</u>	<u>Nomenclature</u>	<u>Quantity</u>
205-530-514-105A	SPAR ASSY	1 ea.
205-031-832-006P	SUPPORT	1 ea.
209-031-816-025A	HINGE HALF	1 ea.
209-031-816-029	PIN	1 ea.
209-031-816-031	PIN	1 ea.
209-031-816-037S	HINGE HALF	1 ea.