

REVISION NOTICE  
**Bell Helicopter****TEXTRON**  
A Subsidiary of Textron Inc.

DATE Mar 05, 2005

TO: **All Owners/Operators of Bell 206A/B Helicopters**

SUBJECT: **REVISION "C" TO ALERT SERVICE BULLETIN 206-04-100 (TAIL ROTOR BLADES 206-016-201-133 / -131, CHECK/INSPECTION OF).**

Revision "C" to this bulletin introduces two WARNINGS in the COMPLIANCE section and a PART IV that provides new skin damage limits. This revision gives also the new address for RBI Inc.

AN APPROPRIATE ENTRY SHOULD BE MADE IN THE AIRCRAFT LOGBOOK 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. 206-04-100

DATE 03-12-04

PAGE 1 of 11

DATE Mar 05, 2005

REV C

**MODEL AFFECTED:** 206 A/B

**SUBJECT:** TAIL ROTOR BLADES 206-016-201-133 / -131,  
CHECK/INSPECTION OF

**HELICOPTERS AFFECTED:** Model 206A/B SERIES helicopters

[Model 206B helicopters serial number 4570 and 4574 and subsequent, and serial number 5306 and subsequent will have tail rotor blades 206-016-201-131 not affected by this Alert Service Bulletin installed at delivery.]

**BLADES AFFECTED** Tail rotor blades 206-016-201-133 serial numbers with the prefix CS listed below are affected.

**-NOTE-**

Blades with letter "V" added at the end of the serial number, as a function of Part III of this ASB, are not affected.

1381 to 1442	1789 to 1803	1909 to 1912
1492 to 1517	1810 to 1812	1915
1520 to 1542	1814	1916
1550	1816	1919 to 1921
1556	1820	1924
1560	1823 to 1831	1928 to 1931
1562	1834 to 1836	1933
1564 to 1567	1838	1934 to 1939
1569 to 1606	1840 to 1844	1943
1609	1846	1945
1611 to 1612	1848 to 1882	1947
1614 to 1631	1884 to 1887	1948
1633 to 1675	1889 to 1893	1952 to 1957
1677 to 1678	1896 to 1898	1960
1680 to 1682	1900	1962 to 1965
1684 to 1787	1904	

Tail rotor blades 206-016-201-131 serial numbers with the prefix CS listed below are affected:

**NOTE-**

Blades with letter "V" added at the end of the serial number, as a function of Part III of this ASB, are not affected.

7000 to 7018	8624 to 8626	9751 to 9785	10266 to 10268	10631 to 10655
7020 to 7043	8628 to 8632	9787 to 9788	10270 to 10274	10657 to 10669
7045 to 7050	8635 to 8653	9790 to 9792	10276 to 10278	10672 to 10673
7052 to 7132	8655 to 8686	9795 to 9847	10280 to 10282	10676 to 10678
7134 to 7246	8690	9849 to 9928	10284 to 10292	10680 to 10683
7248 to 7270	8692 to 8700	9930 to 9937	10296	10685
7272 to 7277	8703 to 8715	9940 to 9942	10300 to 10330	10687
7279 to 7339	8717 to 8722	9944 to 9952	10332 to 10333	10689 to 10702
7342 to 7368	8724 to 8742	9955 to 9972	10335 to 10347	10707
7784	8745 to 8828	9974 to 9989	10349	10712
7786	8830 to 8835	9991 to 9995	10351 to 10359	10715
7788	8838 to 8840	9997 to 10004	10363 to 10365	10730
7790 to 7796	8842 to 8881	10006 to 10009	10367	10732 to 10734
7798 to 7819	8883 to 9032	10011	10373 to 10374	10736
7821 to 7833	9034 to 9139	10013 to 10018	10377 to 10385	10738 to 10739
7835 to 7839	9141 to 9198	10021 to 10030	10387 to 10408	10746
7841 to 8001	9200	10034	10410	10750
8003 to 8026	9202 to 9302	10036 to 10057	10414 to 10417	10756
8029 to 8061	9304 to 9339	10061 to 10082	10419 to 10427	10760
8064 to 8117	9341 to 9371	10090 to 10092	10430	10761
8119	9373 to 9411	10094 to 10100	10432	10765
8121 to 8139	9413	10102 to 10114	10437 to 10438	10770
8142 to 8176	9415 to 9417	10116	10442 to 10445	10774 to 10776
8178 to 8262	9419 to 9496	10119	10458 to 10466	10778
8264 to 8294	9498 to 9585	10121	10469	10781
8298 to 8368	9587 to 9594	10123 to 10134	10470	10783 to 10785
8370 to 8375	9596 to 9618	10136 to 10140	10474	10792
8378 to 8416	9621 to 9629	10142 to 10144	10476 to 10478	10794
8419	9632 to 9642	10146 to 10172	10480 to 10487	10798
8421	9645 to 9651	10174 to 10218	10489 to 10491	10799
8425 to 8428	9653 to 9673	10220	10493 to 10495	10806 to 10808
8430 to 8438	9675 to 9707	10232	10497 to 10503	10811
8440 to 8441	9709 to 9724	10235	10505 to 10588	10814 - 10822
8443	9727 to 9731	10237 to 10241	10591 to 10606	10824
8445 to 8447	9733 to 9735	10244 to 10245	10608 to 10610	10825
8449 to 8606	9737 to 9739	10248	10612 to 10620	10829
8608 to 8622	9741 to 9748	10250 to 10264	10623 to 10624	10831

10917	10937	10945	10964	10982
10923	10940	10947	10965	10985
10931	10943	10948	10973	10986
10936				

**COMPLIANCE:****-WARNING-**

For all blade serial numbers covered by this ASB, repairs that result in a need to INCREASE the trailing edge root weight package will also require to return the blade to RBI for balancing. Refer to PART III for RBI address.

**-WARNING-**

For all blade serial numbers covered by this ASB, the new skin damage limits given in PART IV supersede the damage limits published in all other M206A/B series publications.

**-CAUTION-**

It is permissible to change from Part I a. to Part I b. inspection and vice versa. In all cases the next inspection shall be conducted within the next 3-flight hours.

**-NOTE-**

The operator can choose to perform PART I a. or PART I b. of this Alert Service Bulletin. PART I a. can be accomplished by the pilot or a licensed mechanic and PART I b. shall be accomplished by a licensed mechanic.

**PART I a.** Within the next 3-flight hours following receipt of this bulletin and every 3-flight hours thereafter.

**PART I b.** Within the next 12-flight hours following receipt of this bulletin and every 12-flight hours thereafter.

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**PART II.** At the next scheduled 100 hour/Annual inspection and at every 100 hour/Annual inspection thereafter.

**PART III.** Not later than April 27, 2007.

**PART IV.** New skin damage limits apply to all blades affected by this bulletin for the life of the blade.

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**DESCRIPTION:**

Bell Helicopter has received three reports of skin crack in the area of the trailing edge balance weight. OSN 206-03-38 published in January 2003 emphasized the requirement to pay particular attention for cracks in the chordwise weights area of the tail rotor blade during daily checks and scheduled inspection.

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The PARTS I and II of this Alert Service Bulletin introduce a recurring (special) inspection of the skin and the balance weights for deformation or cracks.

The PART III of this Alert Service Bulletin introduces a one-time inspection of affected blades. This inspection will act as a terminating action to this bulletin recurring inspection.

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The PART IV of this Alert Service Bulletin introduces new skin damage limits for the blades affected by this ASB that supersede skin damage limits published in all other M206A/B series publications.

**APPROVAL:**

The engineering design aspects of this bulletin are Transport Canada approved.

**MANPOWER:**

Approximately 0.25 man-hour is required to complete PART I or II of this bulletin. Approximately 3.0 man-hours is required to remove/install the tail rotor blades. Man-hours are based on hands-on time, and may vary with personnel and facilities available.

**WARRANTY:**

Owners/operators of Bell 206A/B helicopters who comply with the instructions outlined in this bulletin and find a cracked blade or have a blade rejected after accomplishment of PART III of this ASB will be eligible for a special pro-rated warranty credit for the replacement 206-016-201-131/133 blade. This prorated credit will be based upon hours used to the life of the blade.

To receive this credit:

- Purchase the required part from a BHT supply source
- Comply with the instructions contained in this bulletin no later than the applicable date listed in the "Compliance" section

Owners/Operators that comply with Part III of this inspection by sending the affected blade(s) to RBI, Inc. will be eligible for a special credit based on the following:

- If the aircraft or blade is covered by a standard Bell Helicopter commercial warranty at the time of compliance (new aircraft or spare part), the inspection cost to comply with Part III of this ASB will be covered at 100%.
- If the aircraft or blade are no longer covered under a standard Bell Helicopter commercial warranty (new aircraft or spare part), the inspection cost to comply with Part III of this ASB will be covered at 60%.

To receive this credit, comply with the instruction outlined in Part III of the ASB (send the blade to RBI, Inc. along with the original Historical Service Record Card, and maintain a copy for your records). This special credit will not require a DMR to be submitted.

**MATERIAL:**

None required.

**Consumable Material:**

The following material is required to accomplish this bulletin, but may not require ordering, depending on the operator's consumable material stock levels. This material may be obtained through your Bell Helicopter Textron Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Quantity</u>	<u>Reference</u>
MILC87936TYI 5GAL	Detergent (2)	As required	C-318
31-018-13	Decal "blue diamond"	2 per blade (1)	N/A
3950 SCOTHCAL	Decal Sealer (3)	As required	C-349

**Note:**

1. Decal 31-018-13 "blue diamond" is stocked in roll. One foot will be provided with this Alert Service Bulletin.
2. Or equivalent aviation approved detergent.
3. Or equivalent sealant.

**SPECIAL TOOLS:**

None required.

**WEIGHT AND BALANCE:**

Not affected.

**ELECTRICAL LOAD DATA:**

Not affected

**REFERENCES:**

BHT-206A/B-SERIES-MM

**PUBLICATIONS AFFECTED:**

BHT-206A/B-SERIES-MM.

**ACCOMPLISHMENT INSTRUCTIONS:**

-NOTE-

PART I a. or b. and PART II of this Alert Service Bulletin can be accomplished with the blade installed on the helicopter.

**PART I a. Recurring 3-flight hour check.**

-NOTE-

This check can be accomplished by the pilot or a licensed mechanic.

1. Use detergent (C-318) and thoroughly clean the area to be checked on both sides of the blade. Refer to Figure 1.
2. Check both sides of the blade at the area indicated on the Figure 1 as follows:
  - a. Visually check the skin for deformation or cracks.
  - b. If deformation or cracks are found, remove the blade from service.
  - c. Check the weights for bends or deformation.
  - d. If the weights are bent or deformed, remove the blade from service.
3. If no damage is found, the blade is serviceable.
4. Make log book entries to show that the PART I a. of this Alert Service Bulletin has been accomplished.

**PART I b. Recurring 12-flight hour inspection.**

-NOTE-

This inspection shall be accomplished by a licensed mechanic.

1. Use detergent (C-318) and thoroughly clean the area to be inspected on both sides of the blade. Refer to Figure 1.
2. Inspect both sides of the blade at the area indicated on the Figure 1 as follows:
  - a. Visually inspect the skin for deformation.

- b. With a 10 X power magnifying glass inspect the skin for cracks.
  - c. If skin deformation or cracks are found remove the blade from service.
  - d. Inspect the weights for bends or deformation.
  - e. If the weights are bent or deformed, remove the blade from service.
3. If no damage is found, the blade is serviceable.
  4. Make log book entries to show that the PART I b. of this Alert Service Bulletin has been accomplished.

**PART II. Scheduled 100 hour/Annual inspection.**

1. Use detergent (C-318) and thoroughly clean the area to be inspected on both sides of the blade. Refer to Figure 1.
2. Inspect both sides of the blade at the area indicated on the Figure 1 as follows:
  - a. Visually inspect the skin for deformation.
  - b. With a 10 X power magnifying glass inspect the skin for cracks.
  - c. If skin deformation or cracks are found remove the blade from service.
  - d. Inspect the weights for bends or deformation.
  - e. If the weights are bent or deformed, remove the blade from service.
3. If no damage is found, the blade is serviceable.
4. In order to provide a quick visual reference and identify the blades affected by this ASB, apply the "blue diamond" decal provided with this ASB on both sides of the blade at the location indicated on the Figure 1. To prolong the life of the decal, apply Edge sealer on the decal. Replace missing or damaged decal as required.
5. Make log book entries to show that the PART II of this Alert Service Bulletin has been accomplished. Clearly indicate also that the PART I a. or I b. of this Alert Service Bulletin have to be performed every 3 or 12 flight hours as directed by the compliance section.

**PART III. One time inspection.**

-NOTE-

Rotor Blades Inc. in Louisiana, USA is the only Bell Helicopter approved blade repair facility authorized to perform the inspection of affected blades.

-NOTE-

Before sending the blade for inspection, it is recommended to contact Rotor Blades Inc. for turn around time.

1. Remove the tail rotor blades. (Refer to BHT-206A/B-SERIES-MM)
2. Send affected blades to the following address with a Malfunction Report:

Rotor Blades Inc.  
580-A St.Etienne Road  
Broussard, Louisiana 70518  
Office: 337-839-2119  
Fax: 337-839-2122  
E-mail: [sales@rotor-blades.com](mailto:sales@rotor-blades.com)

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-NOTE-

Blades that pass the inspection performed by Rotor Blades Inc. will have the letter “V” added at the end of the serial number. The letter “V” stands for verified.

3. Install tail rotor blade. (Refer to BHT-206A/B-SERIES-MM)
4. The blade Historical Service Record will indicate that the ASB 206-04-100 Rev B PART III has been accomplished. This statement will indicate that the blade is no longer affected by this ASB.
5. After the accomplishment of PART III of this ASB, make an entry in the helicopter records indicating that the ASB 206-04-100 Rev B PART III has been accomplished and is no longer applicable.

**Part IV. New skin damage limits.**

-NOTE-

Blade station 2.5 is the blade extreme root end.

1. Skin damages inboard of station 23.
  - a. No sharp dents, nicks, scribe lines, punch marks or scratches allowed.
  - b. Non-sharp dents up to .005 inch are acceptable as is. No fill or fair allowed.
2. Skin damages outboard of station 23.
  - a. Scribe lines, punch marks, scratches, etc., that do not exceed 0.002 inch deep are acceptable if polished out to a surface finish of 32 RMS or better.
  - b. Non-sharp dents not exceeding 0.010 inch deep are acceptable if filled and faired with fairing compound per 299-947-072, Type I.
  - c. Sharp dents are not permitted.

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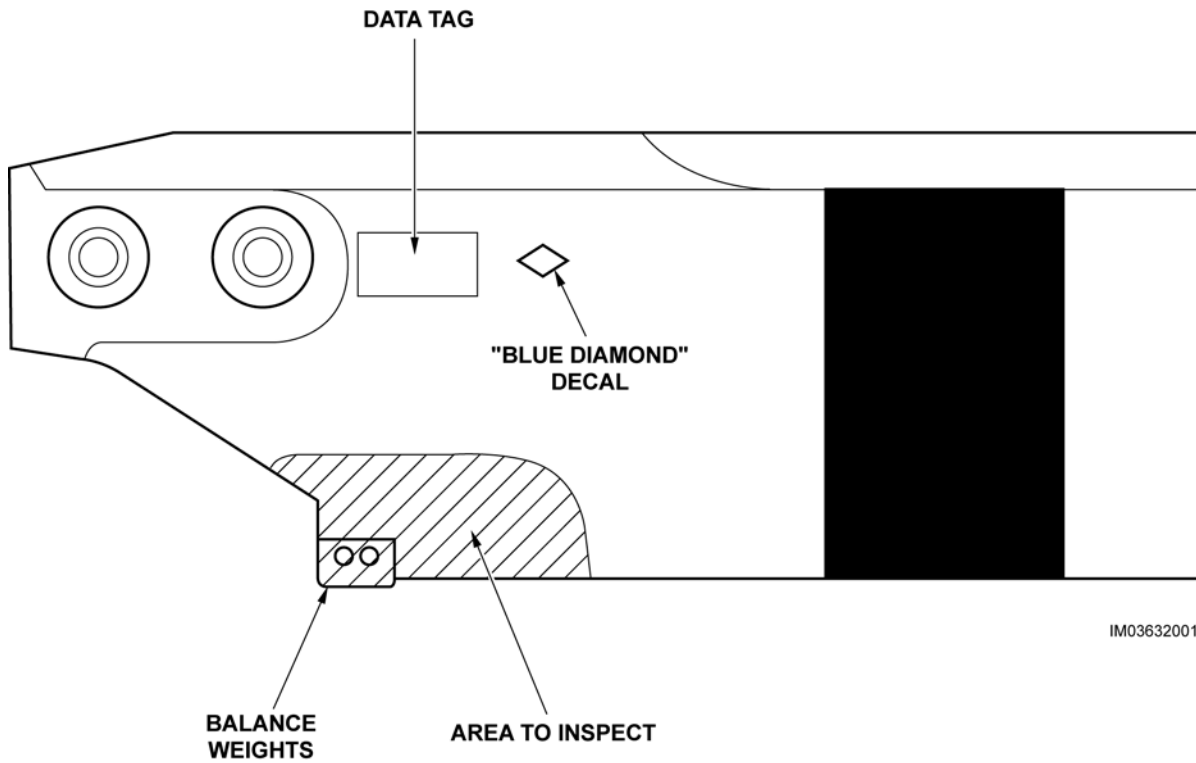


Figure 1. Tail rotor blade inspection.