ALERT SERVICE BULLETIN

REVISION NOTICE

Bell Helicopter TEXTRON

A Subsidiary of Textron Inc.

DATE 01-19-01

TO: **All Owners/Operators of Bell 212 Helicopters**

SUBJECT: **REVISION "A" TO ALERT SERVICE BULLETIN 212-00-110: FIN SPAR CAP P/N 212-030-125-001, P/N 212-030-447-001/101, INSPECTION OF**

Revision "A" to this bulletin increases the initial compliance period and clarifies it with the use of a table. The description is also more detailed to help operators differentiate between the different possible configurations.

Man-power figures have been adjusted to promote the installation of the cold worked spar cap P/N 212-030-447-117. The requirements of the visual inspection has been relaxed to account for the difficulty in inspecting the area below the tailboom top skin.

7851 60046 REV 1198

MODEL AFFECTED: **212**

SUBJECT: **FIN SPAR CAP P/N 212-030-125-001, P/N 212-030-447-001/101, INSPECTION OF.**

HELICOPTERS AFFECTED: **All Bell 212 with cap, P/N 212-030-125-001 or P/N 212-030-447-001/101 installed**

COMPLIANCE: Within 25 flight-hours after receipt of this bulletin. Refer to Table 1 for details. Inspections in Part I(A2), Part II(A2), Part II(B) and Part II(C2) can only be discontinued when a modification has been performed to incorporate the P/N 212-030-447-117 L/H Spar Cap with the cold expanded holes (i.e. TB 212-00-184). **A**

DESCRIPTION:

Cracks have been found on fin spar cap P/N 212-030-125-001, P/N 212-030-447-001/101. Fatigue cracks originated from the rivet holes in the area of fin station 60 to 75. Loose rivets, debonding of the doublers and corrosion contributed to cracking of the spar cap. This bulletin establishes additional inspection requirements for the vertical fin cap.

Over the years, various bulletins and modifications have been introduced. Each of them improved the resistance to fatigue. This number of configurations makes it difficult for Bell Helicopter to determine which spar cap is installed on each aircraft at present time. The following description should help operators identify which left-hand spar cap is installed on each tailboom. **A**

The first cap installed on model 212 helicopters was P/N 212-030-125-001. The vertical flange of the cap measures approx. 0.23-in at the thickest point (Fin Station 66 to 75). Later on, Alert Service Bulletin 212-01-73-1 and FAA AD 74-08-03 introduced the retrofit kit P/N 212-704-087 to be accomplished on the spar cap. This retrofit kit consisted of aluminum angle doublers to be nested and bonded to the cap. Then, the P/N 212-030-447-001 cap was introduced on production. This cap is thicker (0.34-in vertical flange at the thickest point) and has no angle doublers. The next configuration was a P/N 212-030-447-101 cap with stainless steel angles (nested and bonded at the

factory). These angle doublers are respectively 16-in and 10-in long and located at approximately Fin Stations 66 to 75.

Finally, the latest cap developed is the P/N 212-030-447-117. This cap is approximately the same thickness as the previous one but has no angle doublers. The fastener holes between Fin Station 50 and 84 are cold-worked to further improve the resistance to fatigue. This cap is very difficult to differentiate from the P/N 212-030-447-001, except for the presence of decals that identify the cold-worked holes. **A**

APPROVAL:

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

MANPOWER:

Part I inspection will require approximately 2.0 man-hours the first time it is performed and 1.0 man-hour each time it is performed thereafter. Part II inspection will require approximately 10 man-hours the first time it is performed and 1.0 man-hour each time it is performed thereafter. Part II (C2) inspection will require approximately 8.0 man-hours. Man-hours are based on hands-on time and may vary with personnel and facilities available. **A**

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. Refer to the Structural Repair Manual for cross-reference of Bell Standard Part Number to Industry Part Numbers.

For P/N 212-030-447-101:

Part Number	Nomenclature	Quantity
150-021-8C1-1	Sheet	1
30-015-5	Collar	13
100-048-5-8	Pin	2
100-048-5-7	Pin	11
M7885/2-4-01	Rivet	9

For P/N 212-030-125-001 with Retrofit Kit P/N 212-704-087:

Part Number	Nomenclature	Quantity
150-021-8C1-1	Sheet	1
30-015-5	Collar	13
100-048-5-8	Pin	6
100-048-5-7	Pin	7
M7885/2-4-01	Rivet	9

For P/N 212-030-447-001 and 212-030-125-001 without Retrofit Kit P/N 212-704-087, no parts 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.

Part Number	Nomenclature	Quantity	Reference
MIL-P-85582,TY1,CL2	Epoxy Primer	1	C-204
ScotchBrite TY-A	Abrasive Pad	A/R	C-407
TT-N-95, TYII 1GAL	NAPTHA	1	C-305
TT-P-1757	Zinc Chromate Primer	A/R	C-201
MIL-C-16173,GR2 6OZ	COMPOUND (6 oz)	1	C-110
Methyl Ethyl Ketone	MEK (1gallon)	1	C-309
MIL-PRF-81352 TY1	Clear Lacquer (1 gallon)	1	
MILS81733TY II-2 PT	Sealant (1 pt)	1	C-251

SPECIAL TOOLS:

Tapping Hammer (BHTI Tool P/N T75449-2)

WEIGHT AND BALANCE:

Not affected.

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

BHT-212-IPB Illustrated Parts Breakdown
BHT-212-MM Maintenance Manual
BHT-212-CR&O Component Repair and Overhaul Manual
BHT-MED-SRM-1 Structural Repair Manual
BHT-All-SPM Standard Practices Manual

PUBLICATIONS AFFECTED:

Model 212 Maintenance Manual
Model 212 Illustrated Parts Catalog

ACCOMPLISHMENT INSTRUCTIONS:

Part I (A1): Initial Visual Inspection (Within 25 flight-hours): A

1. Remove the lower aft tailboom inspection door, located at tailboom station 180. Remove the intermediate gearbox cover and open the tail rotor driveshaft cover on the fin.

2. Do not use chemical paint strippers. Mask off area to be stripped and cleaned. Using Scotch-Brite TY-A (very fine)(C-407) and MEK, remove the paint and primer locally 0.38 inch maximum from around the two lower rivets on the inboard surface of the forward facing cap flange. See Figure 1.

3. Remove any surface contaminants from area to be inspected, with cloth dampened with aliphatic naptha (C-305). Ventilate area to prevent breathing of fumes.

4. Using bright light, a small mirror and a 10x magnifying glass, inspect the exposed areas of the spar assembly adjacent to the tailboom top skin looking from both the top and the bottom. Pay attention to the inboard surface of the spar cap between fin station 66.31 and 75.00, particularly in the area noted in Item 2. Access to fin station ~72.00 to 75.00 is difficult. This area should be inspected through the tailboom lower inspection door with a bright light and a mirror. Any questionable defect should be inspected more carefully with a boroscope. Refer to Figure 1. A

5. Any discrepancies (cracks, corrosion, disbonds or other damage) require approval by Bell Helicopter Product Support Engineering before further flight.

Product Support Engineering: 1-450-437-6201
FACSIMILE: 1-450-433-0272

6. After inspection, clear coat the area where paint and primer were removed with MIL-PRF-81352, clear lacquer. Spray, brush or wipe on a protective coat of MIL-C-16173, Grade 2 over lacquer.

7. Install the inspection door, intermediate gearbox cover and tail rotor driveshaft cover.

8. Make an entry in helicopter historical records indicating compliance with this bulletin.

Part I (A2) - Subsequent Visual Inspections (Every 8 flight-hours):

1. Remove the lower aft tailboom inspection door, located at tailboom station 180. Remove the intermediate gearbox cover and open the tail rotor driveshaft cover on the fin.

2. Remove any surface contaminants from area to be inspected with cloth dampened with aliphatic naphtha (C-305). Ventilate area to prevent breathing of fumes.

3. Using bright light, a small mirror and a 10x magnifying glass, inspect the exposed areas of the spar assembly adjacent to the tailboom top skin looking from both the top and the bottom. Pay attention to the inboard surface of the spar cap between fin station 66.31 and 75.00, particularly in the area noted in Item 2. Access to fin station ~72.00 to 75.00 is difficult. This area should be inspected through the tailboom lower inspection door with a bright light and a mirror. Any questionable defect should be inspected more carefully with a boroscope. Refer to Figure 1. **A**

4. Any discrepancies (cracks, corrosion, disbonds or other damage) require approval by Bell Helicopter Product Support Engineering before further flight. See Part I (A1), Item 5 for address.

5. After each inspection, spray, brush or wipe on a protective coat of MIL-C-16173, Grade 2 over clear lacquer.

6. Install the inspection door, intermediate gearbox cover and tail rotor driveshaft cover.

-NOTE-

For the P/N 212-030-447-001 and the P/N 212-030-125-001 without retrofit kit P/N 212-704-087 installed (Part I) Spar

Cap, the Tap Hammer inspection and the Fluorescent Penetrant Inspection are not required.

7. Make an entry in helicopter historical records indicating compliance with this bulletin.

Part II (A1): Initial Visual Inspection (Within 25 flight-hours): **A**

1. Remove lower aft tailboom inspection door, located at tailboom station 180. Remove the intermediate gearbox cover and open the tail rotor driveshaft cover on the fin.

-NOTE-

Extreme care should be taken when drilling or trimming side skin to insure spar assembly is not damaged.

2. For P/N 212-030-447-101, remove Clip P/N 212-030-099-091 and Radius Block P/N 212-030-099-095, if existing. Remove sufficient rivets from the bottom row of the FWD L/H Fin Skin and from the P/N 212-030-121-037 Retainer and Spar Cap, to allow trimming of the FWD L/H Fin Skin as shown by the crosshatched area of Figure 2, View C. For P/N 212-030-125-001 with Retrofit Kit P/N 212-704-087, remove Clip P/N 212-030-099-091 and Radius Block P/N 212-030-099-095, if existing. Remove sufficient rivets from the bottom row of the FWD L/H Skin and from the P/N 212-030-121-033 Retainer and Spar Cap, to allow trimming of the FWD L/H Fin Skin and P/N 212-030-121-033 retainer, as shown by the crosshatched area and the skin cutlines Fin 66.31 to 71.31 of Figure 3, View C.

3. Do not use chemical paint strippers. Mask off area to be stripped and cleaned. Using Scotch-Brite TY-A (very fine) (C-407) and MEK, remove paint and primer locally 0.38 inch maximum from around the two lower rivet holes on the cap flange outboard surface (see Figure 2 or 3). Deburr holes in the spar where rivets were removed.

4. Remove any surface contaminants from area to be inspected with cloth dampened with aliphatic naphtha (C-305). Ventilate area to prevent breathing of fumes.

5. Using bright light, a small mirror and a 10x magnifying glass, inspect the exposed areas of the spar assembly adjacent to the tailboom top skin looking from both the top and the bottom. Pay attention to the inboard surface of the spar cap between fin station 66.31 and 75.00, particularly in the area noted in Item 2. Access to fin station ~72.00 to 75.00 is difficult. This area should be inspected through the tailboom lower inspection door with a bright light and a **A**

mirror. Any questionable defect should be inspected more carefully with a boroscope. See Figures 1, 2 and 3. **A**

6. Any discrepancies (cracks, corrosion, disbonds or other damage) require approval by Bell Helicopter Product Support Engineering before further flight. See Part I (A1), Item 5 for address.

7. After inspection, apply MIL-PRF-81352 clear lacquer inside the two lower rivet holes and on the surface where paint and primer were removed. Spray, brush or wipe on a protective coat of MIL-C-16173, Grade 2 over the clear lacquer. To facilitate subsequent inspections, **do not replace the two lower rivets**. See Figure 2 or 3.

-NOTE-

Reference BHT-MED-SRM-1, for installation of Hi-Loks. Before drilling and/or reaming, all holes in the cap where rivets were removed shall be inspected for short edge distance. If an existing edge distance will be less than 1.5 times the diameter of the drilled and/or reamed hole, contact Product Support Engineering before proceeding. See PART I(A1), Item 5 for address.

8. Fasten the FWD L/H Fin Skin and the P/N 212-030-121-037 or P/N 212-030-121-033 Retainer back to the spar assembly using Hi-Loks and blind rivets as shown in Figure 2 or Figure 3. Reinstall Clip and Radius Block (if existing) removed in item 2.

9. Refinish reworked area as per instructions found in Standard Repair Manual except in area where protective coat of MIL-C-16173, Grade 2 was used.

10. Install the inspection door, intermediate gearbox cover and tail rotor driveshaft cover.

11. Make an entry in helicopter historical records indicating compliance with this bulletin.

Part II (A2) – Subsequent Visual Inspections (Every 8 flight-hours):

1. Remove the lower aft tailboom inspection door, located at tailboom station 180. Remove the intermediate gearbox cover and open the tail rotor driveshaft cover on the fin.

2. Remove any surface contaminants from area to be inspected, with cloth dampened with aliphatic naphtha. Ventilate area to prevent breathing of fumes.

3. Using bright light, a small mirror and a 10x magnifying glass, inspect the exposed areas of the spar assembly adjacent to the tailboom top skin looking from both the top and the bottom. All visible area of the spar cap is to be inspected, without removing the inspection doubler installed per Part II (C1) of this bulletin. Pay attention to the inboard surface of the spar cap between fin station 66.31 and 75.00, particularly in the area noted in Item 2. Access to fin station ~72.00 to 75.00 is difficult. This area should be inspected through the tailboom lower inspection door with a bright light and a mirror. Any questionable defect should be inspected more carefully with a boroscope. See Figures 1, 2 and 3. **A**

4. Any discrepancies (cracks, corrosion, disbonds or other damage) require approval by Bell Helicopter Product support Engineering before further flight. See PART I (A1), Item 5 for address.

5. After each inspection, spray, brush or wipe on a protective coat of MIL-C-16173, Grade 2 in the area where the two lower rivets were omitted. **Do not replace the two lower rivets.**

6. Install the inspection door, intermediate gearbox cover and tail rotor driveshaft cover.

7. Make an entry in helicopter historical records indicating compliance with this bulletin.

Part II (B): Tap Hammer Inspection (Within 50 flight-hours and each 300 flight-hours thereafter): **A**

-NOTE-

Inspect by lightly tapping on the surface of the part. The number of taps per minute shall be such as to produce a continuous sound so that any differences in sound tone can be readily detected. The rate of tapping will vary, depending on the material and construction of the assembly. The force used in striking the surface will be to a degree that will not damage surfaces or finishes. Use tapping hammer P/N T75449-2 or equivalent to fit easily between rivets. Refer to Figure 1.

Fin Spar Cap Inspection Above T/B Interface:

1. Remove lower aft inspection door, intermediate gearbox cover and tail rotor drive shaft cover.

2. Locate left fin spar edge and the doubler area. Refer to Figure 1 (Sheet 1).

3. Clean area of any surface contaminates and thoroughly inspect edges of doublers visually for obvious debonding prior to performing the tapping inspection.

4. Start tapping operation between rivets on web flange of cap, at least three rivets away from end of the first doubler, to establish the "solid," "ringing" sound tone which will be very similar to a "good" adhesive bondline of the doublers. This also establishes the sound tone of the entire fin spar cap and the fin assembly.

5. Tap between successive spar rivets and onto first doubler edge and between doubler rivets.

6. Sound tone of a debonded doubler will change significantly to a "dull," "dead," "hollow," or "rattle" sound.

7. Continue tapping onto the second doubler between rivets. Repeat Step 4 above for tone reference.

8. Mark all areas with questionable sound tones for later evaluation by comparison with other well-bonded areas.

9. Repeat above operation on outboard spar flange.

Fin Spar Cap Inspection Below Tailboom Interface (Inside Tailboom):

10. Repeat operations #2 through #9 above.

11. Accomplish tapping inspection as close as possible to upper bulkhead.

12. All questionable sound tone areas shall be compared to similar areas on the other fin spar cap flanges for verification.

13. Install inspection door, gearbox cover and driveshaft cover.

14. Any discrepancies (cracks, corrosion, disbonds or other damage) require approval by Bell Helicopter Product Support Engineering before further flight. See PART I (A1), Item 5 for address.

15. Make an entry in helicopter historical records indicating compliance with this bulletin.

Part II (C1): Initial Fluorescent Penetrant Inspection/Modified Visual Inspection (Within 50 flight-hours): **A**

1. Remove the lower aft tailboom inspection door, located at tailboom station 180. Remove the intermediate gearbox cover and open the tail rotor driveshaft cover on the fin.

-NOTE-

Extreme care should be taken when drilling or trimming side skin to insure spar assembly is not damaged.

2. Remove the P/N 212-030-099-091 Clip and P/N 212-030-099-095 Radius Block, if existing. Remove the P/N 212-030-121-037 or P/N 212-030-121-033 Retainer and sufficient rivets from the bottom row of the FWD L/H Fin Skin to allow trimming of the FWD L/H Fin Skin along the "skin cutline", approximately Fin Station 66.31. See Figure 2 or 3.

-NOTE-

Before drilling and/or reaming, all holes in the cap where rivets were removed shall be inspected for short edge distance. If an existing edge distance will be less than 1.5 times the diameter of the drilled and/or reamed hole, contact Product Support Engineering before proceeding. See PART I (A1), Item 5 for address.

3. Do not use chemical paint strippers. Mask off area to be stripped and cleaned. Using Scotch-Brite, TY-A (very fine)(C407) and MEK, remove paint and primer in the crosshatched area shown in Figure 2 or 3 (Sheet 1).

4. Remove any surface contaminants from area to be inspected with cloth dampened with aliphatic naphtha (C-305). Ventilate area to prevent breathing of fumes.

5. If facility and/or personnel are not approved to perform a fluorescent penetrant inspection, proceed to Item 7.

6. Carry out the fluorescent penetrant inspection of the area shown in Figure 2 or 3 using the procedure stated in the Standard Practices Manual, BHT-ALL-SPM, Chapter 6.2. Proceed to Item 8.

7. When facility and/or personnel are not approved to perform a fluorescent penetrant inspection, the modified visual inspection may be performed as an alternate method of compliance. Proceed to Item 8.

8. Using bright light, a small mirror and a 10x magnifying glass, inspect the exposed areas of the spar assembly adjacent to the tailboom top skin looking from both the top and the bottom. Pay attention to the inboard surface of the **A**

spar cap between fin station 66.31 and 75.00, particularly in the area noted in Item 2. Access to fin station ~72.00 to 75.00 is difficult. This area should be inspected through the tailboom lower inspection door with a bright light and a mirror. Any questionable defect should be inspected more carefully with a boroscope. See Figures 1, 2 and 3. **A**

9. Any discrepancies (cracks, corrosion, disbonds or other damage) require approval by Bell Helicopter Product Support Engineering before further flight. See PART I (A1), Item 5 for address. Create an Inspection Doubler using material and dimensions as shown in Figure 2 or 3. Ensure a minimum edge distance of 0.38 inch with existing fasteners except as shown in View C.

10. After inspection, mask off area designated for 8-hour inspections, reference Figure 2 (Sheet 2) or Figure 3 (Sheet 2), and apply unreduced zinc chromate primer, TT-P-1757, to the remaining bare surface. When dry, remove masking and apply MIL-PRF-81352 clear lacquer to the crosshatched area shown in Figure 2 or 3 and inside the two lower "open" rivet holes. When dry, spray, brush or wipe on a protective coat of MIL-C-16173, Grade 2 over the clear lacquer. **Do not replace the two lower rivets.**

-NOTE-

Reference BHT-MED-SRM-1 for installation of Hi-Loks

11. Fasten FWD L/H Fin Skin, Inspection Doubler and P/N 212-030-121-037 or P/N 212-030-121-033 retainer back to the spar assembly using Hi-Loks and blind rivets as shown in Figure 2 or Figure 3. Reinstall Clip and Radius Block (if existing) removed in Item 2.

12. Refinish reworked area as per instructions found in Standard Repair Manual except in area where protective coat of MIL-C-16173, Grade 2 was used.

13. Install the inspection door, intermediate gearbox cover and tail rotor driveshaft cover.

14. Make an entry in helicopter historical records indicating compliance with this bulletin.

PART II (C2) – <u>Subsequent Fluorescent Penetrant Inspection/ Modified Visual Inspection (Every 300 flight-hours):</u> **A**

1. Remove the lower aft tailboom inspection door, located at tailboom station 180. Remove the intermediate gearbox cover and open the tail rotor driveshaft cover on the fin.

2. Remove the P/N 212-030-099-091 Clip and P/N 212-030-099-095 Radius Block, if existing. Remove the P/N 212-030-121-037 or 212-030-121-033 Retainer and the Inspection Doubler created at the PART II (C1) inspection. See Figure 2 or 3.

- NOTE -

Extreme care should be taken when drilling to ensure spar assembly is not damaged.

3. Deburr holes where fasteners have been removed.

4. Do not use chemical paint strippers. Mask off area to be stripped and cleaned. Using Scotch-Brite TY-A (very fine) (C407) and MEK, remove primer and lacquer in the crosshatched area shown in Figure 2 or 3.

5. Remove any surface contaminants from area to be inspected with cloth dampened with aliphatic naphtha. Ventilate area to prevent breathing of fumes.

6. If facility and/or personnel are not approved to perform a fluorescent penetrant inspection, proceed to Item 8.

7. Carry out the fluorescent penetrant inspection of the area shown in Figure 2 or 3 (Sheet 1) using the procedure stated in the Standard Practices Manual, BHT-ALL-SPM, Chapter 6.2. Proceed to Item 9.

8. When facility and/or personnel are not approved to perform a fluorescent penetrant inspection, the modified visual inspection may be performed as an alternate method of compliance. Proceed to Item 9.

9. Using bright light, a small mirror and a 10x magnifying glass, inspect the exposed areas of the spar assembly adjacent to the tailboom top skin looking from both the top and the bottom. Pay attention to the inboard surface of the spar cap between fin station 66.31 and 75.00, particularly in the area noted in Item 2. Access to fin station ~72.00 to 75.00 is difficult. The area should be inspected through the tailboom lower inspection door with a bright light and a mirror. Any questionable defect should be inspected more carefully with a boroscope. See Figures 1, 2 and 3. **A**

10. Any discrepancies (cracks, corrosion, disbonds or other damage) require approval by Bell Helicopter Product Support Engineering before further flight. See PART I (A1), Item 5 for address.

11. After inspection, mask off area designated for 8-hour inspections, reference Figure 2 (Sheet 2) or Figure 3 (Sheet 2) and apply unreduced zinc chromate primer, TT-P-1757, to the remaining bare surface. When dry, remove masking and apply MIL-PRF-81352 clear lacquer to the crosshatched area shown in

Figure 2 or 3, and inside the two lower "open" rivet holes. When dry, spray, brush or wipe on a protective coat of MIL-C-16173, Grade 2 over the clear lacquer. **Do not replace the two lower rivets.**

- NOTE -

Reference BHT-MED-SRM-1 for installation of Hi-Loks.

12. Fasten FWD L/H Fin Skin, Inspection Doubler and P/N 212-030-121-037 or P/N 212-030-121-033 Retainer back to the spar assembly using Hi-Loks and blind rivets as shown in Figure 2 or 3. Reinstall Clip and Radius Block (if existing) removed in item 2.

13. Refinish reworked area as per instructions found in Standard Repair Manual except in area where protective coat of MIL-C-16173, Grade 2 was used.

14. Install the inspection door, intermediate gearbox cover and tail rotor driveshaft cover.

15. Make an entry in helicopter historical records indicating compliance with this bulletin.

Spar Cap P/N	Part I (A1)	Part I (A2)	Part II (A1)	Part II (A2)	Part II (B)	Part II (C1)	Part II (C2)
212-030-125-001 without retrofit kit 212-704-087	Within 25 flight-hours	Every 8 flight -hours after Part I (A1)	N/A	N/A	N/A	N/A	N/A
212-030-125-001 with retrofit kit 212-704-087	N/A	N/A	Within 25 flight-hours	Every 8 flight -hours after Part II (A1)	Within 50 flight-hours and every 300 flight-hours thereafter	Within 50 flight-hours	Every 300 flight-hours after Part II (C1)
212-030-447-001	Within 25 flight-hours	Every 8 flight -hours after Part I (A1)	N/A	N/A	N/A	N/A	N/A
212-030-447-101	N/A	N/A	Within 25 flight-hours	Every 8 flight -hours after Part II (A1)	Within 50 flight-hours and every 300 flight-hours thereafter	Within 50 flight-hours	Every 300 flight-hours after Part II (C1)
212-030-447-117	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table 1
Compliance Table

NOTE: Inspections in Part I(A2), Part II(A2), Part II(B) and Part II(C2) can only be discontinued when a modification has been performed to incorporate the P/N 212-030-447-117 L/H Spar Cap with the Cold Worked Holes.

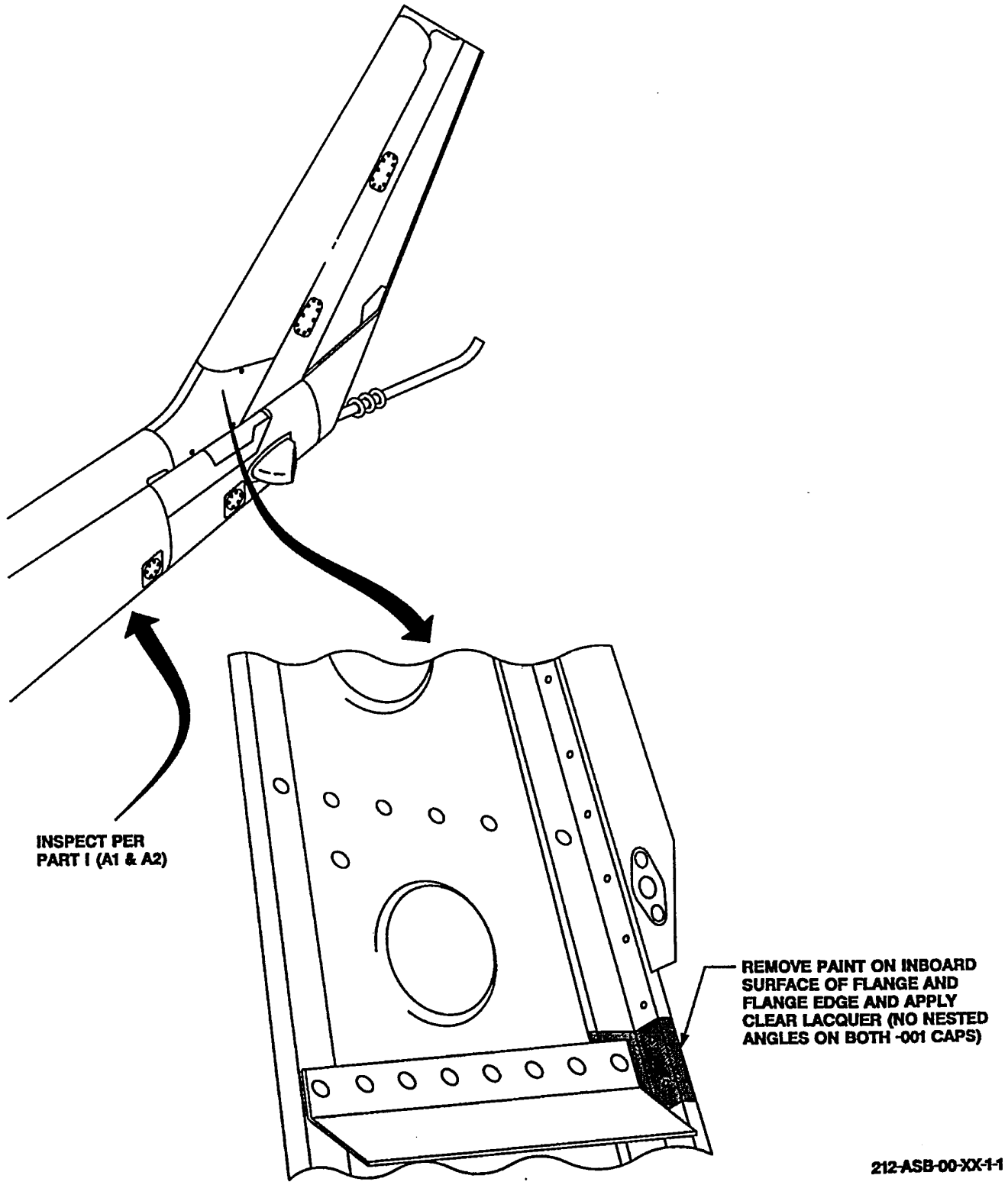

FIGURE 1. (SHEET 1) - PART I

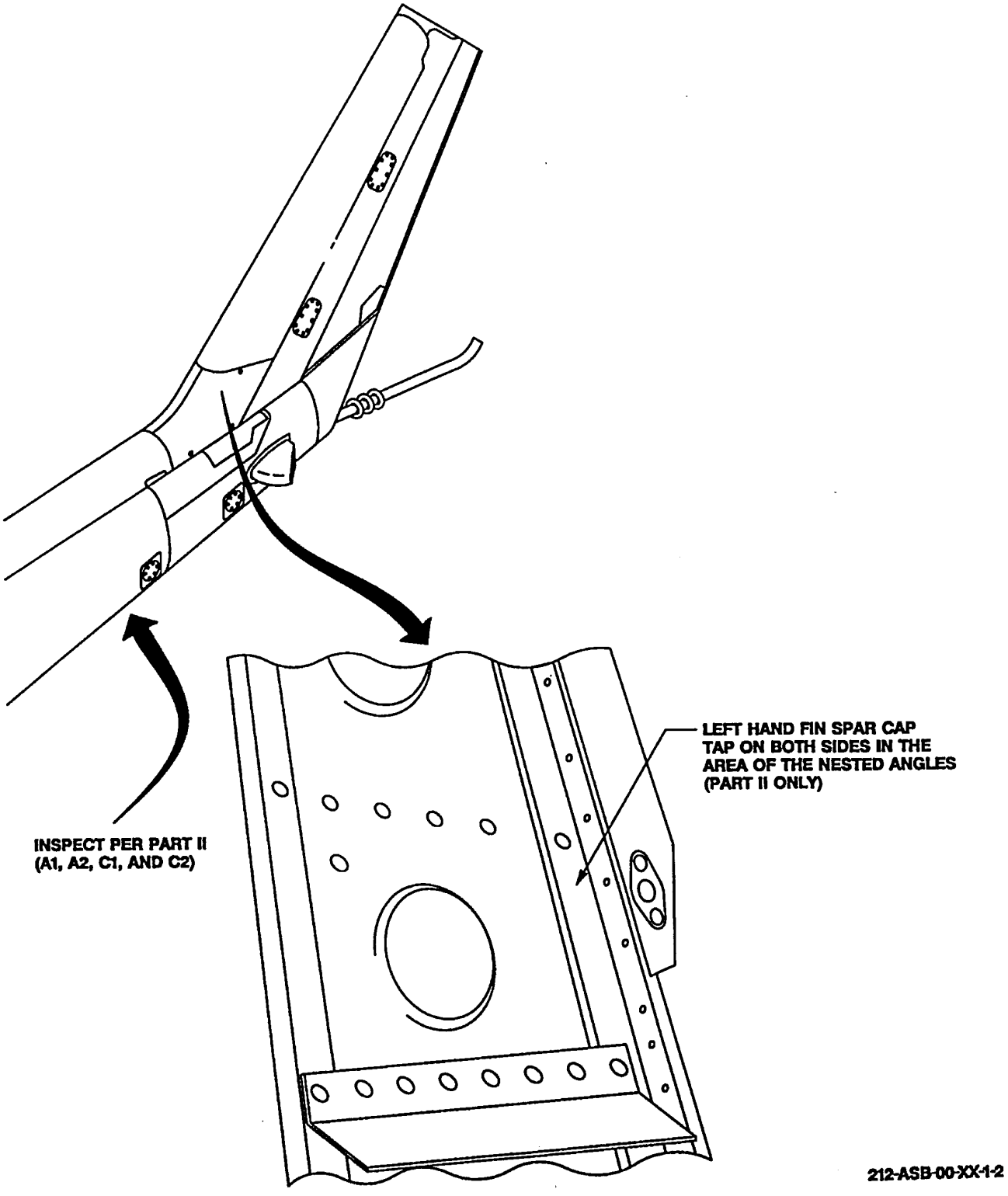

FIGURE 1. (SHEET 2) - PART II

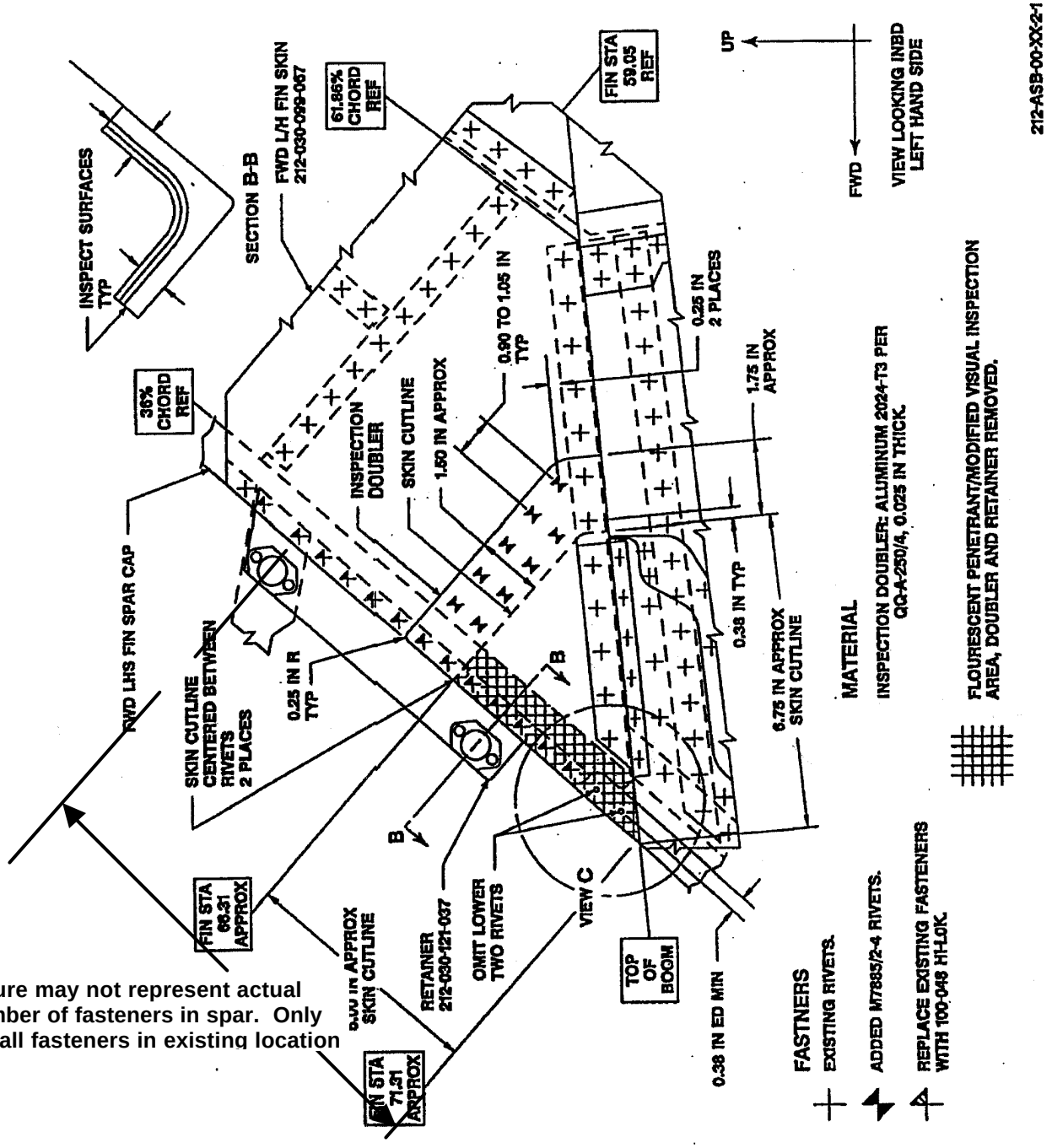

Figure may not represent actual number of fasteners in spar. Only install fasteners in existing location

FIGURE 2. (SHEET 1 OF 2) - PART II INSPECTION CONFIGURATION FOR 212-030-447-101

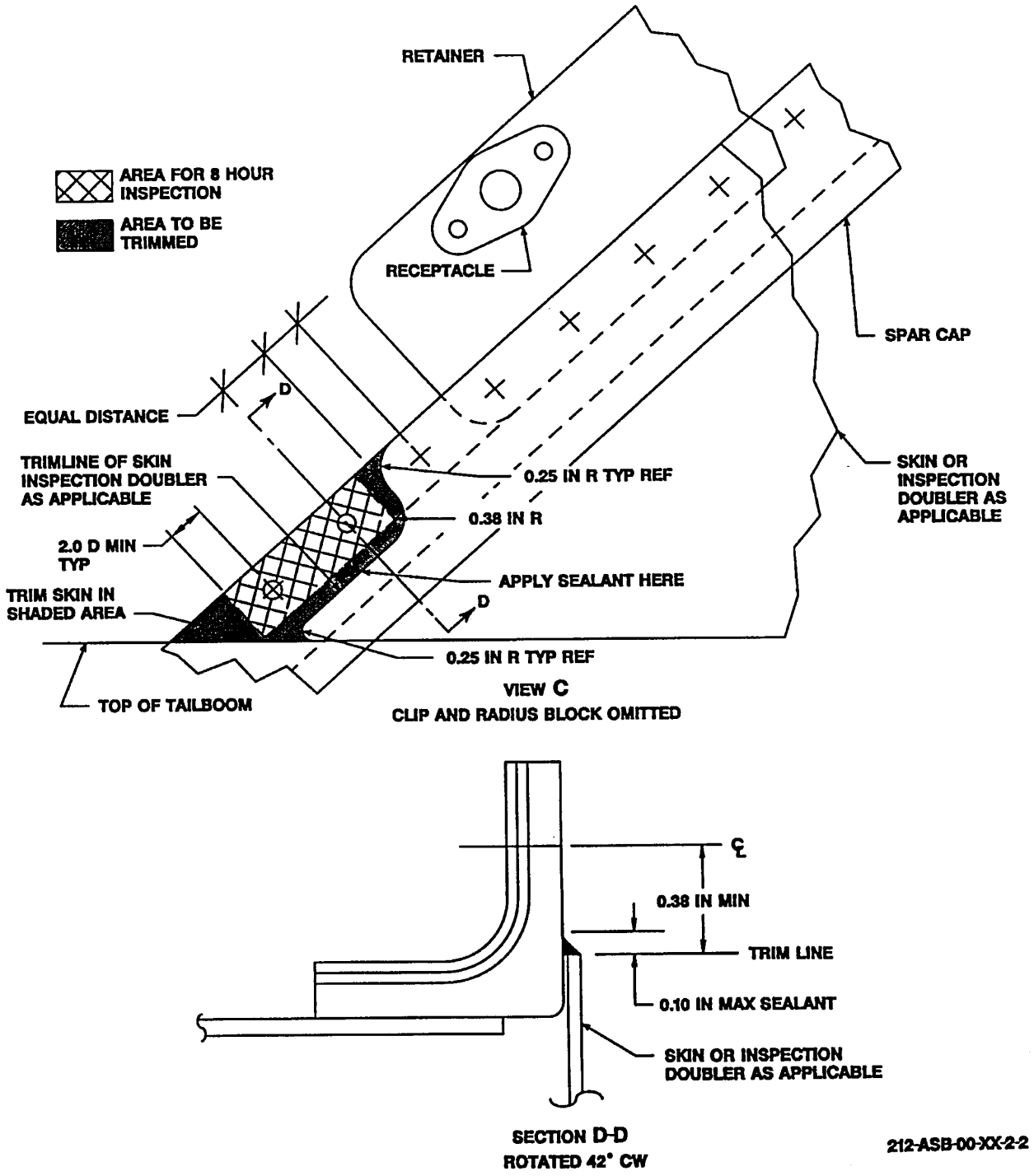

FIGURE 2. (SHEET 2 OF 2) - PART II INSPECTION CONFIGURATION FOR 212-030-447-101

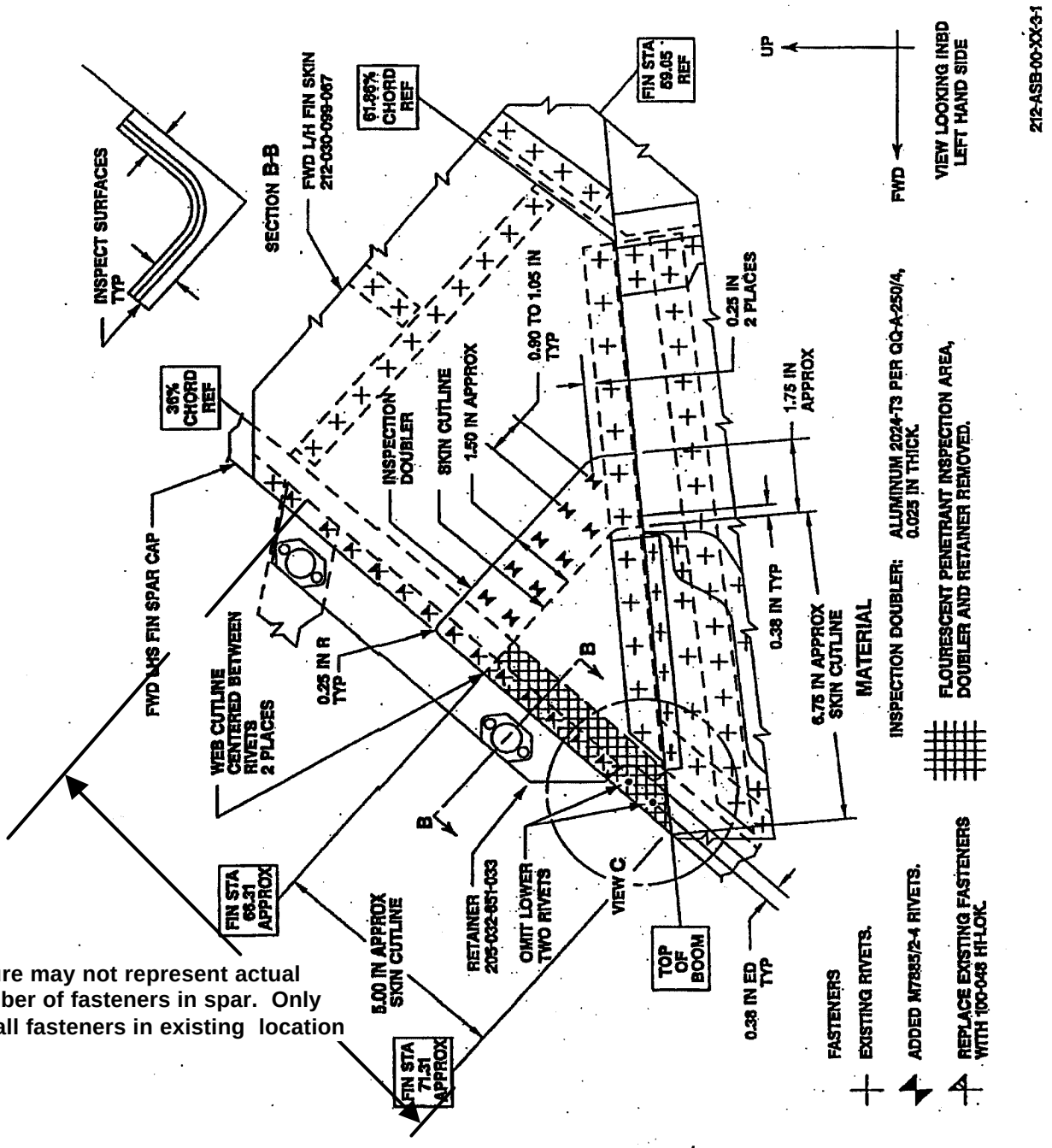

Figure may not represent actual number of fasteners in spar. Only install fasteners in existing location

FIGURE 3. (SHEET 1 OF 2) - PART II INSPECTION CONFIGURATION FOR 212-030-125-001 W/ RETROFIT KIT 212-704-087

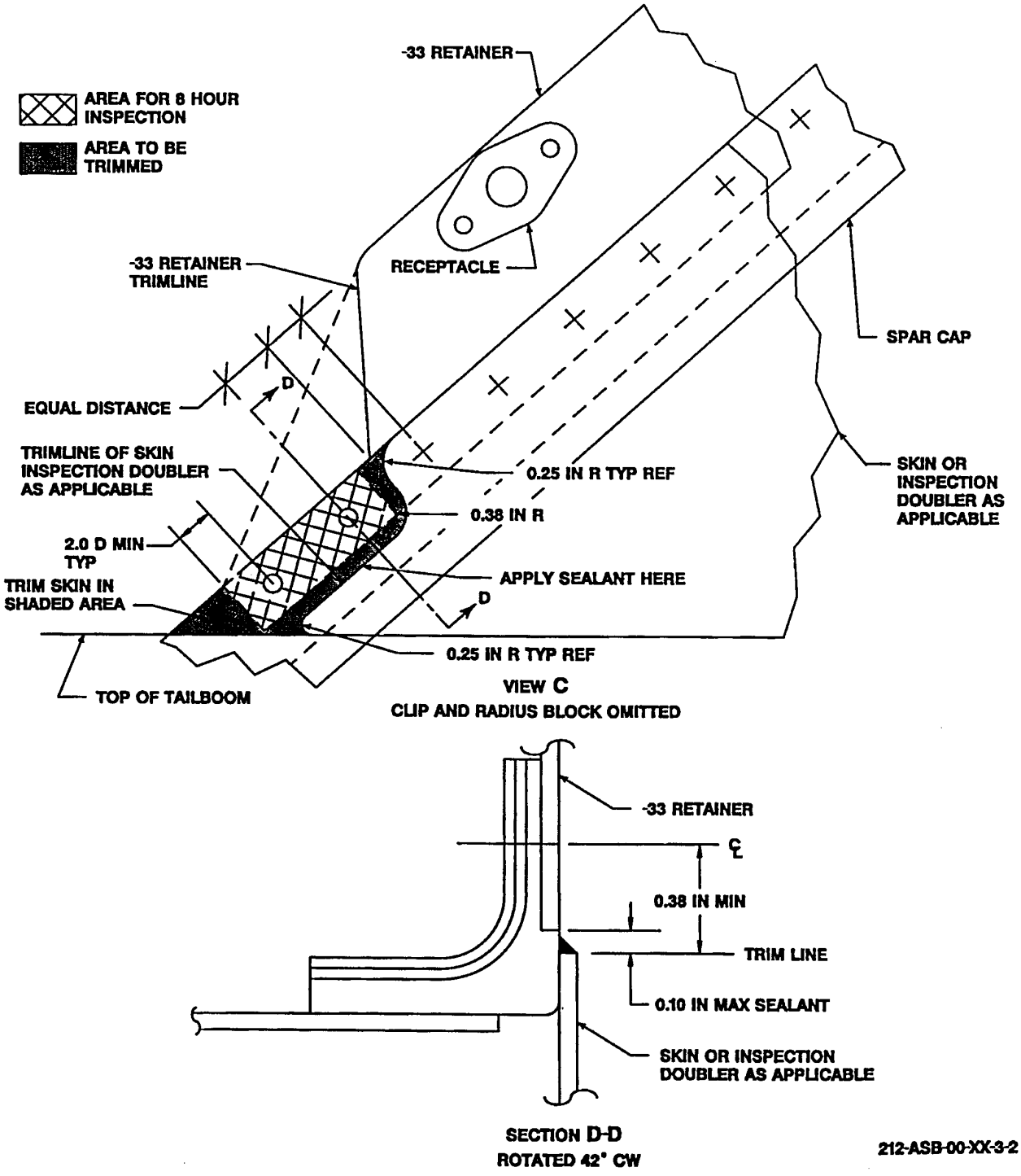

FIGURE 3. (SHEET 2 OF 2) - PART II INSPECTION CONFIGURATION FOR 212-030-125-001 W/ RETROFIT KIT 212-704-087