

ALERT SERVICE BULLETIN

Bell Helicopter **TEXTRON**

A Subsidiary of Textron Inc.

NO. 212-02-117

DATE June 20, 2002

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DATE

REV

MODEL AFFECTED: 212

SUBJECT: 1200 HOUR SPECIAL INSPECTION
REQUIREMENTS FOR MAIN ROTOR HUB PINS
P/N 204-012-104-003 / 005.

HELICOPTERS AFFECTED: All Model 212 Helicopters

COMPLIANCE: An interim 1200 hour NDT inspection is to be accomplished on pins P/N 204-012-104-003 / -005. This inspection should coincide with the next strap change or the next scheduled main rotor hub overhaul.

DESCRIPTION:

Examination of various Bell Helicopter publications has revealed a requirement to clarify Main Rotor Hub Strap Pin P/N 204 012 104 003 / -005 inspection requirements. Main Rotor Strap Pins are to be NDT inspected at 1200 hours total time in service and retired at 2400 hours.

APPROVAL:

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

MANPOWER:

Approximately 1 man-hour is required to complete this NDT inspection when it is accomplished at the main rotor strap change or at the main rotor hub schedule overhaul. Man-hours are based on hands-on time, and may vary with personnel and facilities available.

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

MATERIAL:

Refer to BHT-212-MM and BHT-212-CR&O Manuals.

SPECIAL TOOLS:

Refer to BHT-212-CR&O Manual.

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

PUBLICATIONS AFFECTED:

BHT-212-MM Maintenance Manual
Supercedes ASB 212-77-1

ACCOMPLISHMENT INSTRUCTIONS:

1. Remove 4 pins P/N 204-012-104-003 / -005 from the main rotor hub assembly. Refer to BHT-212-CR&O, Chapter 62.
2. Inspect pins by magnetic particle method. Refer to BHT-212-CR&O, Chapter 62.
3. Magnetic particle indication interpreted as cracks are not acceptable and the pin must be scrapped.

-NOTE-

If any strap pins are found cracked, the mating strap fitting must also be scrapped.

CAUTION

If the pins are replaced with new ones at the interim inspection, the fittings must also be replaced. The removed fitting will be serviceable again once the NDT inspection determined that the mating pin is not cracked.

Likewise, if the pins are replaced because they are time expired, but the fittings are not and are to be reinstalled, the removed fittings will be determined serviceable only when the NDT inspection of the removed mating pins has confirmed that the pins are not cracked.

4. Re-assemble main rotor hub assembly. Refer to BHT-212-CR&O, Chapter 62.
5. Make an entry in the Helicopter Historical Records (HR) to show that the main rotor hub pins have been inspected in accordance with this Alert Service Bulletin.