

ALERT SERVICE BULLETIN
REVISION NOTICE

DATE Dec 08, 2009



TO: All Owners/Operators of Bell 205A / 205A-1 Helicopters

**SUBJECT: REVISION "A" TO ALERT SERVICE BULLETIN 205-09-102:
TAIL ROTOR BLADE P/N 212-010-750-ALL, INSPECTION OF.**

Revision "A" of this bulletin incorporates changes to the compliance date and warranty period and clarifies the compliance requirements depending on blade part number, aircraft model and configuration.

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



NO. 205-09-102
DATE Nov 09, 2009
PAGE 1 of 5

DATE	12-08-09
REV	A

MODEL AFFECTED: 205A / 205A-1

SUBJECT: TAIL ROTOR BLADE P/N 212-010-750-ALL, INSPECTION OF.

HELICOPTERS AFFECTED: Model 205A and 205A-1 helicopters serial number 30001 through 30039, S/N 30050 through 30052, S/N 30057 through 30067, S/N 30078 through 30127 and S/N 30128 through 30332.

Tail Rotor Blades P/N 212-010-750-ALL serial numbers A-17061 and subsequent will have the intent of this bulletin accomplished prior to delivery.

A

COMPLIANCE: Within the next 200 flight hours or 180 days, whichever comes first. Applicable to all installed or spare tail rotor blades.

A

DESCRIPTION:

Bell Helicopter has discovered that certain tail rotor blades may have manufacturing anomalies in the spar area as a result of the chemical milling process. The anomalies may be identified as pits and/or corrosion on the spar. Serviceability of the spar will consist of removing the paint on the spar between blade stations 22.5 and 40.0 and carrying out a detailed visual inspection with a 3-power or higher magnifying glass. A filet filled with adhesive runs spanwise between the blade spar and the skin 2.25 inches aft of the blade leading edge, both inboard and outboard sides. The area to be inspected runs along the edge of the spar filet and a half inch forward of this point. (Between 1.75 and 2.25 inch from the leading edge of the blade and from Blade Stations 22.5 to 40.0, both inboard and outboard sides).

APPROVAL:

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

MANPOWER:

Approximately 10.0 man-hours are required to complete this bulletin. Man-hours are 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 and find chemical milling pits in excess of 0.003 inch deep (Between 1.75 and 2.25 inch from the leading edge of the blade and from Blade Stations 22.5 to 40.0, both inboard and outboard sides) will be eligible to receive a pro-rated credit towards the cost of replacement blades. In order to receive this credit send an e-mail with detailed clear photographs of the corrosion pitting together with depth measurements to Product Support Engineering psemedium@bellhelicopter.textron.com. Please ensure that you include the ship number, blade part numbers, and serial numbers with TT on the parts. Once this has been reviewed by Product Support Engineering you will be notified with their approval/disapproval.

In addition special warranty consideration to cover the cost of the labor to perform the inspection @ \$750.00 USD per blade will apply only to those tail rotor blades which are new in stock, installed on new ships still under warranty, and or new spare parts installed on ships still within the one year/1000hour warranty period. To receive credit, file a VISTA warranty claim referencing this ASB for labor.

To receive the above warranty:

- Comply with the instructions contained in this Bulletin no later than the applicable hours or days in the “compliance section” of this ASB.
- Purchase the required applicable TR Blade/Blades from a Bell approved source.
- Submit an MMIR to the Bell Warranty Department referencing this ASB.

Customers who fail to comply with the instructions in this Bulletin before the 30 July 2010 are not eligible for the special warranty credit listed above. There is no other labor or consumables covered under this bulletin.

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.

A

<u>Part Number</u>	<u>Nomenclature</u>	<u>Quantity</u>
212-010-750-133	Tail Rotor Blade Assembly	2 (if 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>
MIL-PRF-23377,TYICLC EPOXY	Primer	A/R	C-204
MILC85285TYI-27925	Polyurethane Coating semi- gloss white No. 27925	A/R	C-245
MILC85285,TYI,37038	Polyurethane Coating lusterless black No. 37038	A/R	C-245
MILC87936TYI 5GAL	Cleaning Compound	A/R	C-318
TURCO W.O.1 GAL	Cleaner	A/R	C-344
TT-N-95,TYII 1GAL	Aliphatic Naphtha	A/R	C-305
SCOTCHBRITE TY-A	Abrasive pad	A/R	C-407
ABRASIVE 240 GRIT	Abrasive Cloth or paper	A/R	C-423
CCCC0046	Cheesecloth	A/R	C-486
TT-I735 ISOPROPYL	Solvent	A/R	C-385

A

SPECIAL TOOLS:

None required

WEIGHT AND BALANCE:

Not affected.

ELECTRICAL LOAD DATA:

Not affected

REFERENCES:

BHT-205A1-IPB Illustrated Parts Breakdown
BHT-205A1-MM Maintenance Manual
BHT-205A1-CR&O Component Repair and Overhaul Manual
BHT-ALL-SPM

PUBLICATIONS AFFECTED:

BHT-205A1-MM Maintenance Manual

ACCOMPLISHMENT INSTRUCTIONS:

1. Remove tail rotor hub and blade assembly from the helicopter as per BHT-205A1-MM.
2. Remove blades from the tail rotor hub as per BHT-205A1-CR&O.
3. Remove paint from the spar between the doubler tip to station 40.0 by sanding in a spanwise direction only using 180-grit or finer abrasive cloth (C-423). Use finer grade abrasive cloth once the coat of primer is reached to prevent damaging the spar.

CAUTION

Pay particular attention not to damage the underlying spar, adhesive and aluminum skin during sanding operation. Any damage greater than 0.003 inch deep is cause for rejection and the blade must be removed from service. Do not remove paint from the skin.

4. Ensure that all paint (on the spar only) is removed from the first 2.25 inches of the leading edge (chordwise) and from the B.S 22.5 (doubler tip) to B.S. 40.0. Refer to Figure 1. This will expose the spar up to the fillet between the blade spar and skin. A fillet filled with adhesive runs spanwise between the blade spar and the skin 2.25 inches aft of the blade leading edge, both inboard and outboard sides. The area to be inspected runs along the edge of the spar fillet and a half inch forward of this point. (Between 1.75 and 2.25 inch from the leading edge of the blade and from Blade Stations 22.5 to 40.0, both inboard and outboard sides).

5. Wipe area with a clean cloth dampened with alcohol (C-385) or aliphatic naphtha (C-305) and dry thoroughly.
6. Carry out a detailed visual inspection of the spar for corrosion and/or pitting using a 3-power or higher magnifying glass. Anomalies on the steel spar 0.003 inch deep or less must be polished out in accordance with BHT-205A1-MM.

| A

CAUTION

Any defect greater than 0.003 inch deep is cause for rejection and the blade must be removed from service.

7. If repairs are required, the surface finish of the repair shall be similar to surrounding area.
8. Carry out paint touch-up as per BHT-205A1-MM.
9. Install tail rotor blades on tail rotor hub and statically balance.
10. Install tail rotor hub and blade assembly on helicopter and carry out operational check as per BHT-205A1-MM.
11. Annotate records to indicate compliance with this bulletin.

| A

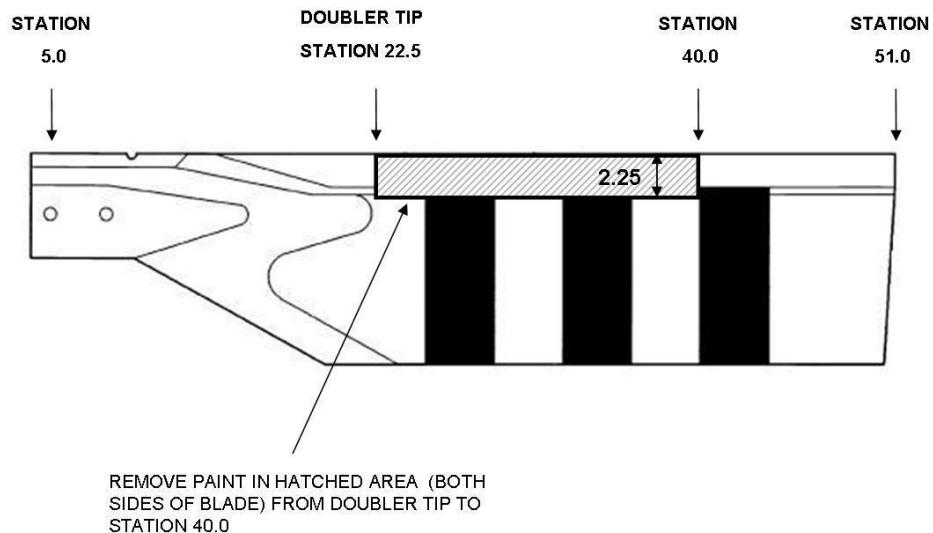


Figure 1