

ALERT SERVICE BULLETIN



A Textron Company

NO. 205B-08-49

DATE June 24, 2008

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DATE
REV

MODEL AFFECTED: 205B

SUBJECT: SCISSOR AND SLEEVE ASSEMBLY, P/N 204-011-401-021. SEAL P/N 204-010-428-001 REPLACEMENT.

HELICOPTERS AFFECTED: Model 205B Helicopters with Scissor and Sleeve Assembly, Part Number (P/N) 204-011-401-021, S/N HD1 – HD244 installed and spares.

COMPLIANCE: **Part 1:** Upon receipt of this bulletin.

Part 2: Within 300 hours, or by December 31, 2008 whichever occurs first.

DESCRIPTION:

Bell Helicopter has learned that some p/n 204-011-401-021 Scissor and Sleeve were assembled incorrectly at manufacture. The upper seal p/n 204-010-428-001 was installed improperly with the lip facing down.

APPROVAL:

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

MANPOWER:

Approximately 3.0 man-hours are required to complete this bulletin if not installed on aircraft. If assembly is installed on aircraft approximately 8.0 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 of this Bulletin will be eligible to receive a credit for the replacement part seal part number 204-010-428-001 outlined under the required material section.

To receive this credit:

- Purchase the required parts from a BHT supply source.
- Comply with the instructions contained in this Bulletin no later than the applicable hours in the “compliance section” of this ASB, or before 31 December 2008.
- Submit an MMIR to the Bell Warranty Department for the replacement parts.

Customers who comply with the instructions in this Bulletin after the 31 December 2008 are not eligible for the special warranty exceptions listed above. No labor cost will be 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.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Quantity</u>
204-010-428-001	Seal	1

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-G-25537	Grease	As required	C-007
AS100028	Lock wire	As required	C-405

SPECIAL TOOLS:

None required. Refer to the Maintenance Manual & Component Overhaul Manual for removal, installation, disassembly, assembly, tooling and procedures.

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 & Overhaul Manual
BHT-212-MM, Maintenance Manual
BHT-212-CR&O, Component Repair & Overhaul Manual

PUBLICATIONS AFFECTED:

BHT-205A1-MM, Maintenance Manual

ACCOMPLISHMENT INSTRUCTIONS:

Part 1: Drive Plate Wear Inspection

-NOTE-

Drive plate splines shall be hand lubricated every 100 hours

1. Remove mast boot in accordance with BHT-205A1-MM, Chapter 62.
2. Check spline wear of drive plate in accordance with BHT-205A1-CR&O, chapter 62 prior to disassembly.
3. If no discrepancies are found hand lubricate drive plate splines in accordance with BHT-212-MM.

4. Reinstall boot in accordance BHT-205A1-MM, Chapter 62.
5. Repeat hand lubrication of splines every 100 hours.

Part 2: Seal Replacement

-NOTE-

Disassemble Scissor and Sleeve Assembly as required to replace p/n 204-010-428-001 upper seal. Only S/N HD1 to HD244 are affected. All other S/N are not affected.

1. Remove the upper seal p/n 204-011-428-001, in accordance with BHT-205A1-CR&O, chapter 62.
2. Install replacement seal p/n 204-011-428-001 in accordance with BHT-205A1-CR&O, chapter 62.
3. Reassemble Scissor and Sleeve Assembly in accordance with BHT-205A1-CR&O, chapter 62.
4. Annotate compliance with this bulletin in the aircraft historical records.