

**ALERT SERVICE BULLETIN**  
**REVISION NOTICE**

DATE Aug 24, 2009



**TO: All Owners/Operators of Bell 206A/B SERIES and TH-57 Helicopters**

**SUBJECT: REVISION "C" TO ALERT SERVICE BULLETIN 206- 09-121: LEVER ASSEMBLY P/N 206-001-401-111, 206-001-400-115, 206-001-400-111 AND 206-001-339-015 ONE TIME INSPECTION OF**

Revision "C" to this bulletin has been released to:

- The lever assembly part number 206-001-339-015 has been added to the list of affected parts. The subject lever assembly was omitted during revision B of this bulletin.

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. 206-09-121  
DATE Mar 10, 2009  
PAGE 1 of 4

DATE Aug 24, 2009  
REV C

**MODEL AFFECTED:** 206A/B SERES and TH-67

**SUBJECT:** LEVER ASSEMBLY P/N 206-001-401-111, 206-001-400-115, 206-001-400-111 AND 206-001-339-015 ONE TIME INSPECTION OF

C

**HELICOPTERS AFFECTED:** 206A Helicopters serial number 004 through 660 and 672 through 715.

206A Helicopters converted to 206B as per Service Instruction 206-80.

206B Helicopters serial number 661 through 671 and 716 through 4661, 4663, 4664, 4665, 4666, 4667, 4670.

206B (TH-67) Helicopters serial number 5101 and subsequent.

206B helicopters serial number 4662, 4668, 4669, 4671 and subsequent will have the intent of this bulletin accomplished prior to delivery.

**COMPLIANCE:** Before next flight, inspect all spare and installed lever assemblies which have accumulated less than 50 hours in service.

## DESCRIPTION:

Bell Helicopter discovered a bearing P/N 206-301-051-101 incorrectly installed in the co-pilot cyclic control lever assembly. Investigation revealed that, although the inspection witness marks were applied on the part, the bearing had not been staked during manufacture.

This bulletin requires a one time inspection of all lever assembly P/N 206-001-401-111, 206-001-400-115, 206-001-400-111 and 206-001-339-015 in spare or installed on the aircraft.

**C**

**APPROVAL:**

The engineering design aspects of this bulletin are Transport Canada Civil Aviation (TCCA) approved.

**MANPOWER:**

Approximately 4.0 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 of \$300.00 USD covering the labor to access, remove the idler assembly for inspection, and reinstall.

To receive this credit:

- Comply with the instructions contained in this Bulletin no later than the applicable instructions in the “compliance section” of this ASB.
- Submit an MMIR to the Bell Warranty Department for \$300.00 USD referencing this ASB.

Customers who fail to comply with the instructions in this Bulletin are not eligible for the special warranty credit listed above.

**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.

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.

None required

**SPECIAL TOOLS:**

None required

**WEIGHT AND BALANCE:**

Not affected

**ELECTRICAL LOAD DATA:**

Not affected

**REFERENCES:**

BHT-206A/B-SERIES-IPB Illustrated Parts Breakdown  
BHT-206A/B-SERIES-MM Maintenance Manual  
BHT-206A/B-M&O Maintenance and Overhaul Manual  
BHT-ALL-SPM Standard Practice Manual

**PUBLICATIONS AFFECTED:**

None affected

**ACCOMPLISHMENT INSTRUCTIONS:**

1. Gain access to cyclic control system located under the pilot and co-pilot seat.
2. If installed, remove co-pilot cyclic control stick. Refer to BHT-206A/B-SERIES-MM, Chapter 67 or BHT-206A/B-M&O, Section IV.

3. Disconnect and remove lever assembly P/N 206-001-400-111 pilot side, lever assembly P/N 206-001-400-115 if aircraft is not equipped with dual controls or lever assembly P/N 206-001-401-111 or 206-001-339-015 if aircraft is equipped with dual controls. Refer to BHT-206A/B-SERIES-MM, Chapter 67 or BHT-206A/B-M&O, Section IV. | C
  
4. Inspect lever assembly P/N 206-001-400-111, 206-001-400-115, 206-001-401-111 and 206-001-339-015 to ensure that bearing P/N 206-301-051-101 is correctly installed and staked in the lever. Refer to BHT-ALL-SPM for correct bearing installation/inspection procedure. If in doubt, the bearing outer race should be proof loaded to 600 Lbs axially. Refer to BHT-ALL-SPM, Chapter 9 and Table 9-5. Replace the bearing if required. | C
  
5. Should you find a lever assembly with a loose bearing, please advise Product Support Engineering.
  
6. Reinstall lever assembly P/N 206-001-400-111 pilot side, lever assembly P/N 206-001-400-115 if aircraft is not equipped with dual controls or lever assembly P/N 206-001-401-111 or 206-001-339-015 if aircraft is equipped with dual controls. Refer to BHT-206A/B-SERIES-MM, Chapter 67 or BHT-206A/B-M&O, Section IV. | C
  
7. If required, reinstall co-pilot cyclic control stick. Refer to BHT-206A/B-SERIES-MM, Chapter 67 or BHT-206A/B-M&O, Section IV.
  
8. Install previously removed seats and equipment.
  
9. Annotate aircraft records to reflect compliance with this bulletin.