

REVISION NOTICE
Bell Helicopter **TEXTRON**
A Subsidiary of Textron Inc.

DATE FEB 22, 2006

TO: **All Owners/Operators of Bell 206L4 Helicopters**

SUBJECT: **REVISION "A" TO ALERT SERVICE BULLETIN 206L-01-123:
(ENGINE-TO-TRANSMISSION DRIVESHAFT 206-340-300-105,
INSPECTION OF)**

Revision "A" to this bulletin approves the use of spare driveshaft assembly P/N 206-340-300-105M on model 206L-4.

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
Bell Helicopter **TEXTRON**

A Subsidiary of Textron Inc.

NO. 206L-01-123

DATE 10-12-01

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DATE FEB 22, 2006

REV A

MODEL AFFECTED: 206L-4

SUBJECT: ENGINE-TO-TRANSMISSION DRIVESHAFT 206-340-300-105, INSPECTION OF

HELICOPTERS AFFECTED: Model 206L-4 helicopters serial number 52001 through 52262.

[Model 206L-4 helicopters serial numbers 52263 and subsequent will have the intent of this bulletin accomplished prior to delivery.]

COMPLIANCE: PART I

-NOTE-

Driveshaft assembly P/N 206-340-300-105 with suffix "M" is not affected by the COMPLIANCE section of this bulletin.

A

Within the next 50 hours or before November 12, 2001, whichever comes first, inspect the engine to transmission driveshaft, 206-340-300-105 Historical Service Record to determine if it was ever installed on a BHT model 407 helicopter. If the driveshaft was ever installed on a 407 helicopter perform **PART II** of this alert service bulletin.

PART II

NOTE-

Driveshaft assembly P/N 206-340-300-105 with suffix "M" is not affected by the COMPLIANCE section of this bulletin.

A

-NOTE-

Driveshaft 206-340-300-105 can remain in service until they reach 1250 flight-hours.

If the 206-340-300-105 driveshaft was operated on a model 407 helicopter, for any length of time, perform the following:

Remove from service driveshaft 206-340-300-105 that has more than 2500 flight-hours since new within 50 flight-hours or before November 12, 2002, whichever comes first.

Remove from service driveshaft 206-340-300-105 that has accumulated between 1500 and 2500 flight-hours since new within 100 flight-hours or before December 12, 2002, whichever comes first.

Remove from service driveshaft 206-340-300-105 that has accumulated between 1250 and 1500 flight-hours since new within 150 flight-hours or before January 15, 2002, whichever comes first.

DESCRIPTION:

Investigation by Bell Helicopter of the model 407 engine to transmission driveshaft assembly has revealed that wear at the flex frame bolted joint may result in loss of clamp-up and contribute to a crack initiation point.

This Alert Service Bulletin is issued to identify any drive shaft assembly, 206-340-300-105, that was ever operated on a Bell 407.

Any driveshaft assembly, 206-340-300-105 that has ever been operated on a model 407 must be removed from service in accordance with this bulletin, overhauled and re-identified as 206-340-300-107.

The 206-340-300-107, driveshaft assembly can only be operated on the model 407.

Any 206-340-300-105, driveshaft that has been operated exclusively on the Bell 206L-4 or Bell 427 is not affected by this bulletin.

-NOTE-

Driveshaft assembly 206-340-300-105M has a retirement life of 5000 hours.

Bell Helicopter has developed an overhaul inspection procedure for driveshaft assembly 206-340-300-105 or /-107 previously operated on a Bell 407. Affected driveshaft assembly will be re-identified as a driveshaft assembly 206-340-300-105M and application limited to the Bell 206L-4 only.

APPROVAL:

The engineering design aspects of this bulletin are Transport Canada approved.

MANPOWER:

Approximately 0.25 man-hours are required to complete Part I of this bulletin. Approximately 5 man-hours are required to complete Part II of this bulletin. Man-hours are based on hands-on time, and may vary with personnel and facilities available.

WARRANTY:

Not Affected

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>
206-340-300-105 (NOTE 2)	Driveshaft	1 (NOTE 1)

NOTE

1. Quantity to be determined by completing accomplishment instructions in PART I.
2. Driveshaft assembly 206-340-300-105M can be used as an alternate to driveshaft 206-340-300-105.

SPECIAL TOOLS:

None required

WEIGHT AND BALANCE:

Not affected

ELECTRICAL LOAD DATA:

Not affected

REFERENCES:

BHT-206L4-IPB, Rev. 1, 2 February 1998, Chapter 63-99-00.

BHT-206L4-MM-6, Reissue 0, 2 December 1994, Chapter 63-00-00.

PUBLICATIONS AFFECTED:

None affected

ACCOMPLISHMENT INSTRUCTIONS:

PART I

1. Examine the engine to transmission driveshaft Historical Service Record to determine if the driveshaft was ever operated on the model 407.
2. If it is determined that the driveshaft was never operated on a 407 model no action is required by this ASB.
3. If it is determined that the driveshaft was operated on a 407 model, accomplish Part II of the COMPLIANCE and ACCOMPLISHMENT INSTRUCTIONS Sections of this ASB.

PART II

1. Remove the engine to transmission driveshaft. Refer to BHT-206L4-MM-6, Chapter 63.

2. When returning the driveshaft to Bell Helicopter for overhaul Include the following information:
 - a. Engine to transmission driveshaft Total Time Since New to include the history of installations/removals and installation on other helicopters, if applicable.
 - b. The type of missions the helicopter performed. (Example: 50% Sight seeing, 30% power line inspection, 20% sling work etc...).
 - c. With a tag, identify the transmission end of driveshaft if possible.
3. Return the removed engine to transmission driveshaft to Bell Helicopter Textron at the following address:

**Bell Helicopter Textron Inc.
Customer Property Return (CPR)
776 Henrietta Creek Road.
Roanoke, Texas 76262**

4. Install 206-340-300-105 engine to transmission driveshaft. Refer to BHT-206L4-MM- Chapter 63, to install the engine to transmission driveshaft.
5. Make an entry in the aircraft permanent records to indicate compliance with the applicable parts of this bulletin.