

Bell Helicopter **TEXTRON**

A Subsidiary of Textron, Inc.

July, 12, 2004

INFORMATION LETTER 205-04-34
205B-04-17
212-04-54

TO: All Owners/Operators of Bell 205, 205B, 212 series Helicopters

SUBJECT: MAIN ROTOR GRIPS 204-011-121-009, 117 AND 121

Bell Helicopter has completed the evaluation on two cracked main rotor grips P/N 204-011-121-009 removed from a Bell 212.

Our investigation indicates that both of these grips had been reworked by a non Bell Helicopter approved facility. The grips had been machined on the entire interior grip tang surface of both grips. The Bell CR&O manual only allows rework of 1/8th of this total surface area. The blade bolt bushings were replaced in both grips. The replacement bushings were found to be within Bell drawing dimensions. Consequently, it was observed (when received at Bell) that these bushings extended past the tangs on the inside surface, .010 - .014 inch (0.25 - 0.36 mm) on one grip and .012 - .016 inch (0.30 - 0.41 mm) on the other grip. The grip tangs were undersize on both grips. The result of these repairs induced a gap between the blades and the grip tangs, which produced an unusual loading condition in the bushings, and corresponding grip bores.

This information letter is issued to again stress the importance of adhering to the instruction in the Bell Helicopter Maintenance Manual, CR&O and Bulletins.

We also want to emphasize on the importance that only Bell Helicopter Authorized Facility should be considered when a rework is required on a Bell genuine part.