

Bell Helicopter **TEXTRON**

A Subsidiary of Textron, Inc.

April 20, 2001

**INFORMATION LETTER 205-01-28
205B-01-9
212-01-43
412-01-43
412CF-01-7**

**TO: All Owners/Operators of Bell 205A-1, 205B, 212, 412, 412EP
and 412CF series Helicopters**

SUBJECT: TORQUE ON FLIGHT CONTROL BOLTS

Bell Helicopter has received a few reports concerning one tail rotor pitch control bolt found in service with less than the minimum published torque value. This condition was found on the bolt used to attach bellcrank P/N 212-001-705-001 to its support on the back face of the vertical fin forward spar. This letter is issued to emphasize the inspection requirements listed in the Maintenance Manual pertaining to flight control bolts.

Usually every 100 flight-hours (or as stated in the applicable Maintenance Manual) all control bolts should be inspected for security. This is accomplished by applying hand pressure to try to rotate each control bolt. Some may prefer to use light pressure with a wrench. Any bolt that is felt to be loose should be removed, inspected and reinstalled using the correct torque values found in the Maintenance Manual or in Chapter 2 of the standard Practices Manual. Failure to properly torque control bolts to the published values could result in premature wear or failure of the bolt.