

# **Bell Helicopter** **TEXTRON**

A Subsidiary of Textron, Inc.

March 18, 2002

## **INFORMATION LETTER 205B-02-13**

**TO: All Owners/Operators of Bell 205B Series Helicopters**

**SUBJECT: 204-011-121-009/-121 M/R Grip Ultrasonic Inspection Of**

Bell Helicopter is releasing the following Information Letter in our continuing efforts to keep owners/operators advised of the progress being made in implementing an ASB for ultrasonic inspection of 212/205B and UH1H-II Main Rotor Grips. Scheduled release of the ASB is May of 2002 and compliance to implement the inspection process at this point in time is being negotiated. As previously reported in our last I.L. the inspection is required on all -009 grips over 4000 hours T.I.S. and all -121 grips over 500 hours T.I.S. every 200 hours or 200 Start Stop cycles which ever occurs first.

Two methods to ultrasonically inspect the grips are being implemented. Method 1 is the preferred method and may be more economical for some operations.

### Method 1

Operators are to employ or contract in their respective geographic location an NDT Level 2 or 3 technician, to accomplish the inspections. These technicians are already authorized and trained to inspect in accordance with NDT inspection standards and only require Bell Helicopters inspection process to complete the grip inspection. The inspection process for level 2 or 3 technicians is complete and will be released with the ASB. Operators are encouraged to explore this option. NDT inspection facilities capable of this type of inspection are located worldwide and should already have the necessary inspection equipment. Depending on the anticipated inspection frequency, dictated by their operations, this option may be more economical than training a maintenance technician and purchasing the necessary inspection equipment.

## Method 2

Operators may have their maintenance technicians specially trained to accomplish the ultrasonic inspection. This training will be conducted at specific locations outlined further in this Info Letter. The training program is in final stages of being completed and will be presented to the FAA for final approval April, 2002.

Alternately operators may send their own or contracted NDT qualified level 2 or 3 technician to this training course. This level 2 or 3 technician would then be authorized to train maintenance technicians at the operators base of operation. This method may be more beneficial for operators that require more than a few individuals trained.

Should operators choose Method 2 they will be responsible for travel to and from these training locations as well as accommodations during the training period. The cost of the ultrasonic inspection equipment will also be the responsibility of the operator. Equipment required to accomplish the inspection is listed below and cost is approximately \$6200.00 USD. Note (This is a special one time net price offer by Bell Helicopter to accomplish the bulletin). The equipment can be purchased from Bell Helicopter or directly from the manufacturer. Equipment should not be purchased until training is underway in case this situation changes.

### Equipment

<u>Part Number</u>	<u>Nomenclature</u>	<u>Manufacturer</u>
USM22B	Test set	KrautKramer Branson
389-025-070	Transducer	Ph. 717-242-0327
362-001-210	Wedge	Fax 717-242-2606
118-140-012	Cable	infolink@krautkramer.com
118-300-500	Couplant	
UT-010-057	Calibration Std	Available only from Bell

For operators choosing method 1, most NDT qualified Inspection houses have the necessary ultrasonic test equipment. If test equipment is available the operators only require purchasing the Transducer, Wedge and Calibration Standard. The calibration standard is only available through Bell Helicopter

## Training

At the present time training is tentatively scheduled to begin April 15, 2001 at the following Bell Helicopter Supply Center locations; Calgary, Amsterdam, and Singapore. Follow on courses will be offered in Fort Worth, Texas and Mirabel, Canada. The course will be limited to 10 students per course and will be 2 days in duration. In order for maintenance technicians to qualify for this training they must have 20/20 corrected vision with no color blindness. The understanding of the English language is required. The training will be offered at these locations free of charge. Travel and accommodations will be the responsibility of the operator.

**Operators that are planning on sending a representative for training must advise Product Support as soon as possible so that adequate planning can be implemented, and the number of courses required at each location can be determined.**

## Future Grip Improvements

Bell Helicopter is exploring the feasibility of implementing Force Mate Bushing Technology for a future grip improvement program that will eliminate this repetitive inspection requirement. The plan is for this technology to allow us to rework existing fielded grips. This technology however will only be usable on the -121 grip as the material in the -009 grip will not accept this type of rework.

Bell Helicopter will continue to keep owners/operators apprised of this situation as it develops. Existing visual inspection requirements on the grip per ASB 212-94-92 continues to be a requirement and must be accomplished for continued airworthiness. This inspection requirement is also reiterated in FAA Special Airworthiness Information Bulletin SW-02-12 dated Jan 24/2002.