

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

A Subsidiary of Textron, Inc.

February 19, 2002

## **INFORMATION LETTER 206-02-86**

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

**SUBJECT: MAIN ROTOR FLAP RESTRAINT KIT 206-706-013 CHANGE IN INSTALLATION PROCEDURE**

Bell Helicopter has learned of a possible interference between the flap restraint support attaching screws and the mast nut. This Information Letter is issued to advise of this condition and provide the recommended remedial action.

One of two conditions may contribute to this potential interference. Some 206-010-191 supports may have been manufactured with the countersinks for the attaching screws not deep enough. Primer or paint may have been applied to the plate, reducing the dimension of the attachment screws countersink.

Either of the above conditions may cause the screw head to protrude above the surface and foul the mast nut when the mast nut is tightened. This condition is not a safety issue but the protruding screws head may damage the mast nut and in extreme conditions affect the mast nut torque.

To verify correct installation, perform the following procedure at the next main rotor mast nut removal and when the flap restraint assembly is installed:

### **At mast nut removal:**

Examine support attaching screw heads for evidence of contact with the mast nut locking teeth. If there is no evidence of contact no further action is required. If there is evidence of contact, inspect the mast nut for serviceability per the applicable Component Repair & Overhaul Manual and rework the support per instructions below.

### **At flap restraint assembly installation:**

Use a straight edge placed on the screws head to ensure the screw heads do not protrude above the support. If the screws head protrude, check the support countersinks for presence of primer or paint. Remove any primer or paint from the countersinks, and repeat the straight edge check. If a screw head is found to protrude after the paint removal, rework the support as follows:

1. Using a press drill and a 100° countersink bit with a 0.190 to 0.196 inch diameter pilot, machine the countersink as shown in figure 1.
2. After rework brush cad plate the countersink. Do not apply primer or paint to the countersink surfaces.

The applicable Maintenance Manuals are being revised to incorporate the straight edge check before the mast nut installation. Applicable Component Repair & Overhaul Manuals will also be revised to specify not to apply primer or paint in the support countersinks.

Please note that performing the procedure described above does not constitute a deviation from the approved type design. No engineering approval is required when performing the procedure on the Bell Helicopter-approved part as described in this information letter.

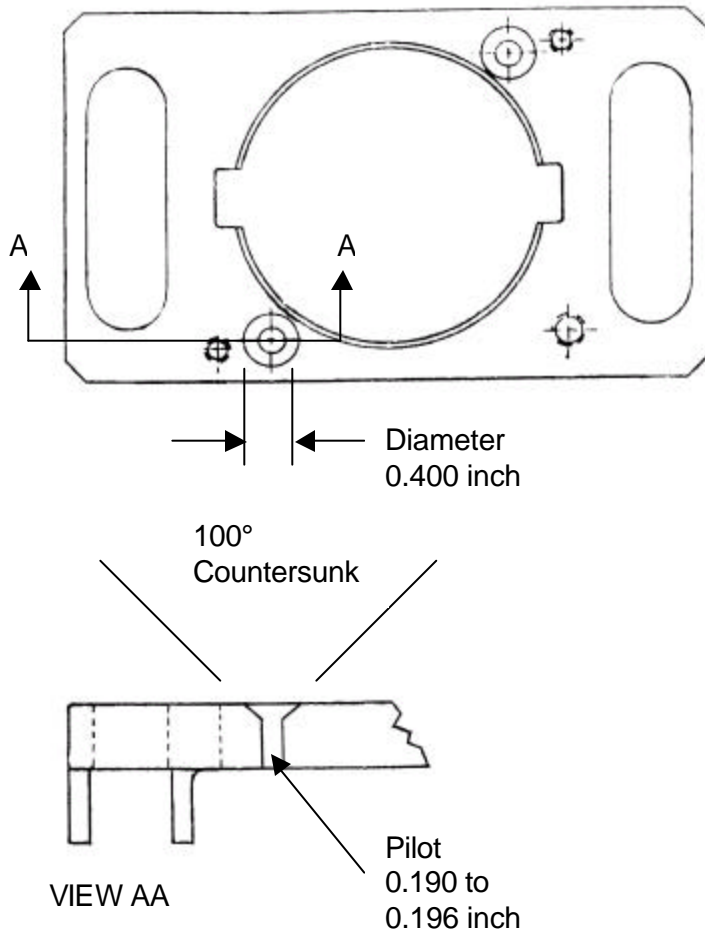


Figure 1 Support 206-010-191