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REV

MODEL AFFECTED: 205B

SUBJECT: UPPER CREW DOOR HINGE STRUCTURE,
REINFORCEMENT OF.

HELICOPTERS AFFECTED: All model 205B helicopters.

COMPLIANCE: At Customer's Option

DESCRIPTION:

Bell Helicopter has received some reports of cracking occurring at supports P/N 204-030-662-013 & -014 caused by the crew doors repeatedly hitting their open stop, especially under windy conditions. This bulletin provides the instructions for a simple reinforcement to the surrounding area.

APPROVAL:

The engineering design aspects of this bulletin are FAA/DER approved.

MANPOWER:

Approximately 6 man-hours are required to complete this bulletin. Man-hours are based on hands-on time, and may vary with personnel and facilities available.

MATERIALS:

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>
204-030-662-119	Doubler	1
204-030-662-120	Doubler	1
204-030-664-121	Support	1 (see note)
204-030-664-122	Support	1 (see note)
204-030-725-121	Ejection Assy	2 (see note)
20-042-8-14	Radius Block	2
MS27039-1-13	Screw	4

Note: If desired only as the existing part may be reworked. See text.

Consumable Material:

The following material is required to accomplish this bulletin, however this material is considered consumable (bench stock) material and may not require ordering depending on the operators consumable material stock levels. This material may be obtained through your Bell Helicopter Textron Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Quantity</u>	<u>Reference</u>
299-947-100TY2CL28OZ	Adhesive	1	C-317
AMS-S-8802 PT	Sealant	1	C-308
M7885/2-4	Rivet	A/R	

SPECIAL TOOLS:

None required

WEIGHT AND BALANCE:

Not affected

ELECTRICAL LOAD DATA:

Not affected

REFERENCES:

BHT-205A1-IPB Illustrated Parts Breakdown
BHT-205A1-MM Maintenance Manual

PUBLICATIONS AFFECTED:

BHT-205A1-IPB Illustrated Parts Breakdown

ACCOMPLISHMENT INSTRUCTIONS:

1. Prepare aircraft for maintenance.
2. Remove crew doors.
3. Remove upper door hinges P/N 204-031-837-011 and -012 from aircraft structure. Retain hardware for reinstallation
4. Remove door-jettisoning mechanisms. Retain hardware for reinstallation.

-NOTE-

Refer to Figure 1 for the following steps. When removing rivets, note type, size and location for reassembly.

5. On left side, remove instrument panel support fitting (6).
6. Remove support (1) and support (2) as a unit. Remove support (1) from support (2).
7. Fit doubler (3) and radius block (4); refer to View A. See note 1 in Figure 1. Verify for possible interference with support (1) and trim doubler as required. Trim radius block to follow edge of doubler (3) and support (2). Secure with Cleco fasteners.
8. Rework existing support (1) as per Figure 2 or fit new support.
9. Remove supports (1 and 2), doubler (3), radius block (4) and deburr.
10. Apply adhesive (C-317) to doubler (3) and radius block (4) and install using M7885/2-4 rivets (or MS20470AD4 rivets). Remove excess adhesive.
11. Install support (1) on support (2)
12. Install supports (1 and 2) and fitting (6).
13. Re-install upper door hinge using existing hardware except replace two existing screws with two MS27039-1-13 screws at the aft holes.
14. Rework existing ejection assy as per Figure 2 or replace with new ejection assy. Re-install door-jettisoning mechanism.

15. Repeat steps 5 to 14 for right side.
16. Apply a bead of sealant (C-308) around upper door hinges, doublers (3), radius blocks (4) and refinish as required.
17. Re-install crew doors.
18. Prepare aircraft for flight.
19. Make an entry in helicopter historical records indicating compliance with this technical bulletin.

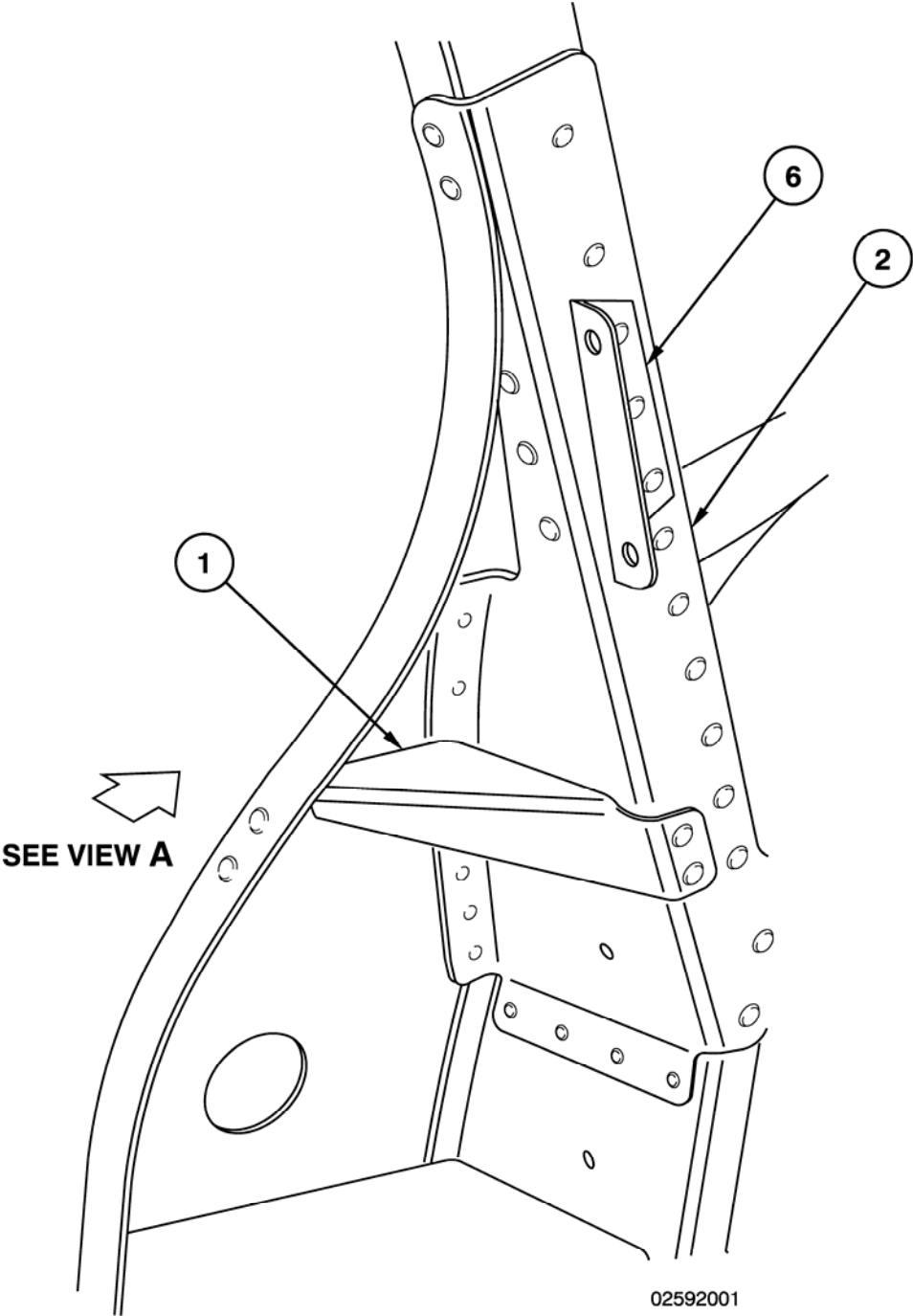
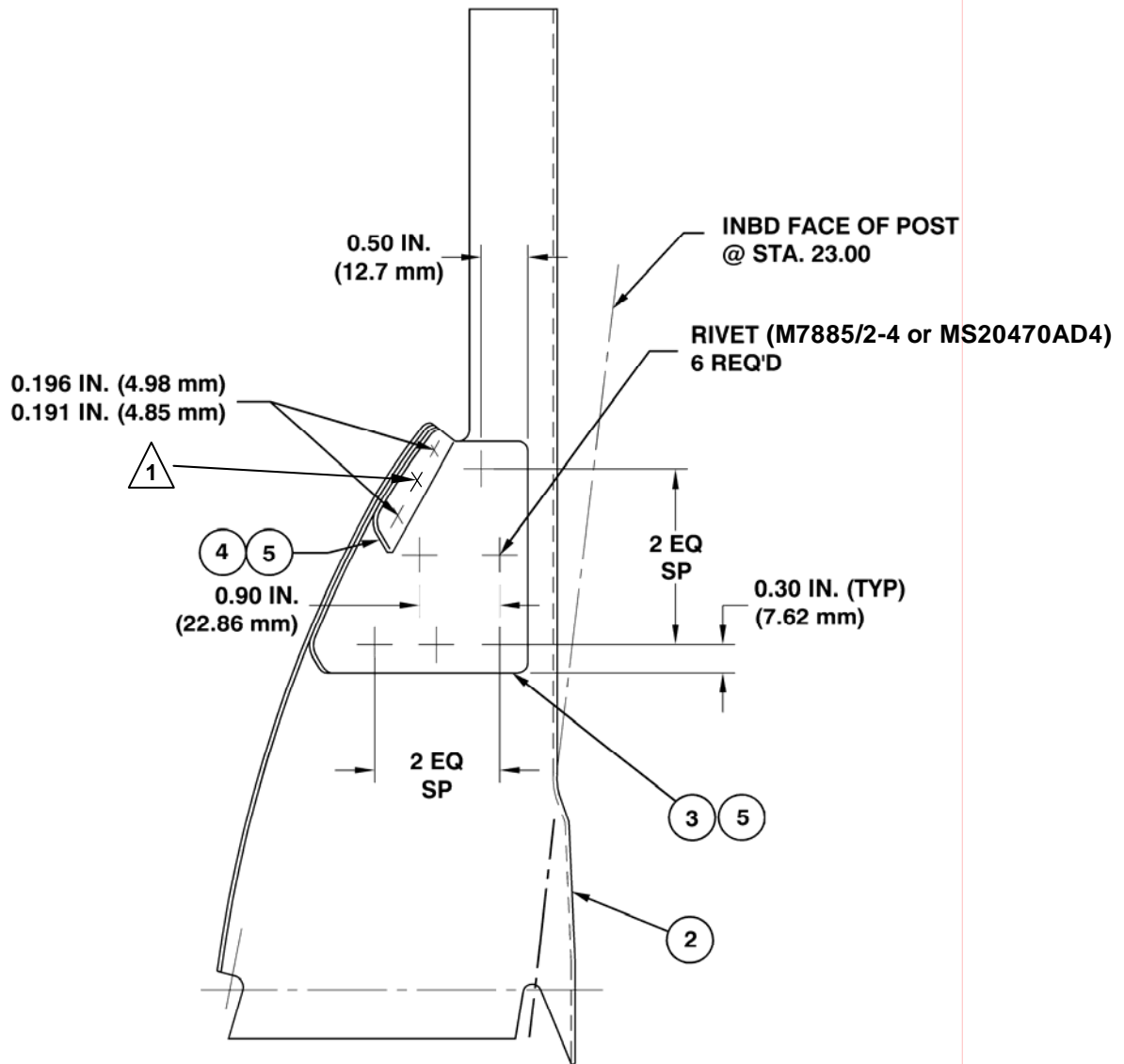


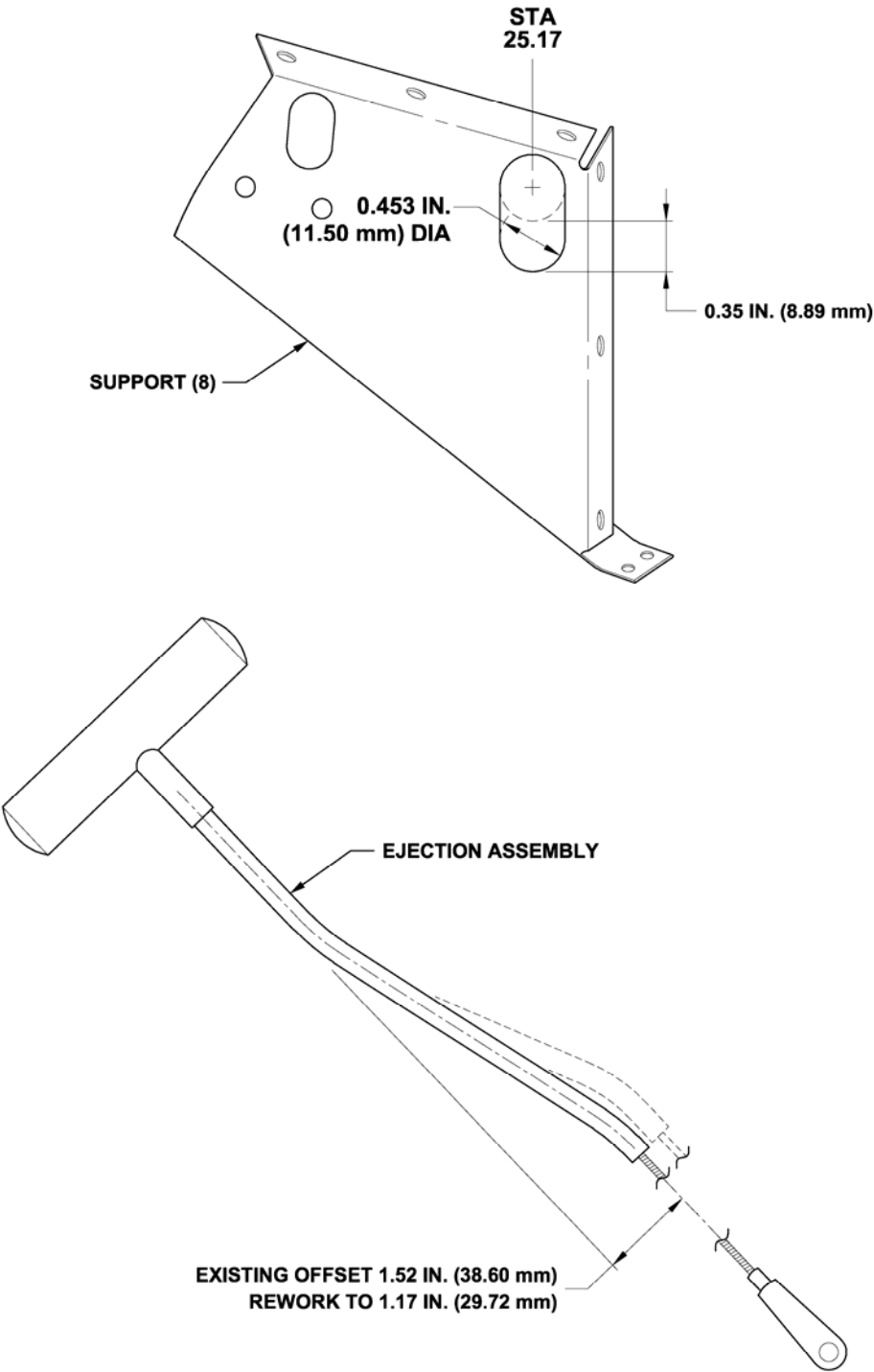
Figure 1 (Sheet 1 of 2)



VIEW A

1. Existing support (ref.)
 2. Existing support (ref.)
 3. Doubler LH (204-030-662-119)
Doubler RH (204-030-662-120)
 4. Radius Block (20-042-8-14)
 5. Adhesive (299-947-100 Type II, Class 2)
 6. Existing fitting (ref.)
- △ 1 Existing rivet hole, countersink this hole in doubler (3), dimple in support (2), if replaced

Figure 1 (Sheet 2 of 2)



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Figure 2