



A Textron Company

ALERT SERVICE BULLETIN

UH-1H-II-20-30

PSL # 295

22 July 2020

MODEL AFFECTED: UH-1H-II

SUBJECT: MAIN ROTOR HUB INBOARD STRAP FITTING 212-010-103-101 SERIAL NUMBER VERIFICATION AND INTRODUCTION OF A 600-HOUR PENALTY

HELICOPTERS AFFECTED: ALL Model UH-1H-II.

COMPLIANCE: Within the next 50 flight hours or 30 days whichever occurs first.

DESCRIPTION:

Bell has received a report of two (2) Inboard Fittings P/N 212-010-103-101 not meeting the material specification for hardness. This defect justifies the addition of a 600- flight hour penalty to the fitting serial numbers listed in Table 1 of this bulletin. Applicability of this bulletin to any spare part shall be determined prior to its installation on an affected helicopter.

APPROVAL:

The engineering design aspects of this bulletin are Bell Engineering approved.

CONTACT INFO:

For any questions regarding this bulletin, please contact:

Bell Product Support Engineering – Medium Helicopters
Tel: 817-280-3548 / mts-medium@bellflight.com

MANPOWER:

The time required to perform the verification of the serial number is considered negligible. Approximately 8 man-hours are required to carry out this bulletin for the replacement of the inboard fittings listed in Table 1.

WARRANTY:

Owners / Operators of Bell Helicopters who comply with the instructions in this Bulletin will be eligible to receive prorated spares credit for the unused hours of the fittings where applicable, listed in the bulletin. Bell Helicopter has recently introduced enhancements to the VISTA Portal which allocates specific warranty entitlement for an aircraft by serial number. The Product Service Letter (PSL) number which will be listed below the bulletin number on the introduction page is going to be a required field when submitting a claim for spares part credit. If you receive an ASB or TB that does not have a PSL number, then there is no warranty entitlement for that bulletin.

Spares credit: TBD prorated, based on unused hours on any fitting listed in this bulletin that is over 1800 hours.

To receive spare parts credit warranty:

- NOTE: Comply with the instructions contained in this Bulletin no later than the applicable date in the "compliance section".
- If there is a PSL number identified in the bulletin you will be required to enter this PSL number which will validate warranty for the selected aircraft. Please ensure that you use the Bulletin tab on the warranty section in YourBell Portal to file your claim.

MATERIAL:

Required Material:

The following material is required for the accomplishment of this bulletin and may be obtained through your Bell Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Qty (Note)</u>
212-010-103-101	Fitting Assy, Main rotor	A/R
AS3209-240	Packing, Preformed	1
AS3209-237	Packing, Preformed	2

NOTE 1: Only required if fitting serial number is listed in Table 1.

Consumable Material:

The following material is required to accomplish this bulletin, but may not require ordering, depending on the operator's consumable material stock levels. This material may be obtained through your Bell Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Qty (Note)</u>	<u>Reference *</u>
2010-00134-00	AMS-S-8802 QT	A/R (1)	C-308

* C-XXX numbers refer to the consumables list in the BHT-ALL-SPM, Standard Practices Manual

SPECIAL TOOLS:

None required.

WEIGHT AND BALANCE:

Not affected.

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

BHT-PUB 92-004-23P- IPB Illustrated Parts Breakdown
BHT-PUB 92-004-23-MM Maintenance Manual
BHT-ALL-SPM

PUBLICATIONS AFFECTED:

BHT-PUB 92-004-23-MM, Chapter 1.

ACCOMPLISHMENT INSTRUCTIONS:

Serial Number Verification and addition of the 600-hour penalty.

1. Review the Historical Service Records for the Main Rotor Hub Assembly. Verify if the inboard fittings P/N 212-010-103-101 are in the list of affected serial numbers in Table 1 of this bulletin.
2. If the installed inboard strap fitting serial number is not listed in Table 1, make an entry in the helicopter logbook and historical service records indicating compliance with this bulletin.

3. If the serial number is listed in Table 1, accomplish the following steps;
4. Review the flight time in the service records of the affected fitting.
5. Add a 600-flight hour penalty to the accumulated total time in service and annotate the fitting historical service records as required.
6. With the addition of the 600-flight hour penalty, if the new calculated total time reaches or exceeds 2350 flight hours, replace the fitting within the next 50 flight hours (BHT-PUB 92-004-23). The life limitation for the inboard strap fitting P/N 212-010-103-101 as published in the BHT-PUB 92-004-23 MM Chapter 1 remains unchanged at 2400 flight hours.

Table 1. Serial Numbers of Affected Fittings

SH941	SH942	SH943	SH944	SH945	SH946
SH947	SH948	SH949	SH950	SH951	SH952
SH953	SH954	SH955	SH956	SH957	SH958
SH959	SH960	SH961	SH962	SH963	SH964
SH965	SH966	SH967	SH968	SH969	SH970