

ALERT SERVICE BULLETIN

REVISION NOTICE

Bell Helicopter **TEXTRON**

A Subsidiary of Textron Inc.

DATE

January 31, 2003

TO: All Bell 206A/B Series Helicopters Owners/Operators

SUBJECT: REVISION "A" TO ALERT SERVICE BULLETIN 206-02-99: (MAIN ROTOR BLADES 206-010-200-ALL INSPECTION AND REWORK OF)

Revision "A" to this bulletin introduces the changes that follow.

- The HELICOPTERS AFFECTED section has been changed to show the none affected serial number of the main rotor blades.
- A NOTE has been added to Step 1 of the ACCOMPLISHMENT INSTRUCTIONS section, PART I.

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AN APPROPRIATE ENTRY SHOULD BE MADE IN THE AIRCRAFT LOG BOOK UPON ACCOMPLISHMENT
IF OWNERSHIP OF AIRCRAFT HAS CHANGED PLEASE FORWARD TO NEW OWNER

ALERT SERVICE BULLETIN

Bell Helicopter **TEXTRON**

A Subsidiary of Textron Inc.

NO. 206-02-99

DATE November 26, 2002

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DATE 01-31-03

REV "A"

MODEL AFFECTED: 206A/B SERIES

SUBJECT: MAIN ROTOR BLADES 206-010-200-ALL
INSPECTION AND REWORK OF

HELICOPTERS AFFECTED: Model 206 A/B series

Main rotor blades 206-010-200-all having a serial number with the prefix A-xxxx.

[Main rotor blades 206-010-200-all serial number A-5714 and subsequent will have the intent of this bulletin accomplished prior to delivery.]

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COMPLIANCE: For new or used main rotor blades in spare stock, before installation on a helicopter.

For main rotor blades installed on a helicopter, at the next main rotor blade removal.

DESCRIPTION:

Bell Helicopter found that some main rotor blades may have tool marks made during manufacturing on the edges of the grip plate tangs. These tool marks if not removed may lead in cracking of the grip plate tang.

PART I of this Alert Service Bulletin has you perform a one time inspection of all affected blades installed on a helicopter or consigned in spares for the presence of tool mark damages.

PART II of this Alert Service Bulletin has you remove the paint and the primer from the grip plate tang and measure the depth of the tool mark damages.

PART III of this Alert Service Bulletin gives the instructions to rework the affected blades.

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APPROVAL:

The engineering design aspects of this bulletin are Transport Canada approved.

MANPOWER:

PART I: Approximately 0.25 man-hour is required to complete PART I of this bulletin.

PART II: Approximately 2.0 man-hours are required to complete PART II of this bulletin.

PART III: Approximately 4.0 man-hours are required to complete PART III of this bulletin.

Man-hours are based on hands-on time, and may vary with personnel and facilities available.

MATERIAL:

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 Helicopter Textron Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Reference</u>
P-P-101	Aluminum Oxide Fabric Cloth (180-220 grit)	C-423
MIL-P-85582, TY1, CL2	Polyamide Epoxy Primer	C-204 (Note 1)
MILC85285, TY1, 37038	Paint (lusterless black)	C-245
MIL-C-81706 1 QT	Chem Film (Alodine 1200)	C-100
Methyl Ethyl Ketone	Solvent	C-309 (Note 2)
TURCO 5469	Paint Remover	C-436 (Note 3)

Notes:

1. Polyamide Epoxy Primer MIL-P-23377 can be used as an alternate.
2. Acetone (C-316) can be used as an alternate.
3. Paint removers conforming to MIL-R-81294 or MIL-R-8633A are acceptable alternates.

SPECIAL TOOLS:

Single cut general purpose half round file No 2 or 3 (smooth cut) may be required.

WEIGHT AND BALANCE:

Not affected.

ELECTRICAL LOAD DATA:

Not affected

REFERENCES:

None

PUBLICATIONS AFFECTED:

None affected

ACCOMPLISHMENT INSTRUCTIONS:

PART I: Visual Inspection.

-NOTE-

It is not necessary to remove the blade from the helicopter to do PART I of this Alert Service Bulletin.

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1. Inspect the blade grip plate tangs leading and trailing edges between the wear pads and the inboard radius for presence of tool marks (Figure 1). The surface should be flat, with no waves or notches (Figure 1, DETAIL A).
 2. If a damage or an irregularity on the surface as shown on the Figure 1 is found, do PART II of this Alert Service Bulletin.
 3. If no damage or irregularity on the surface as shown on the Figure 1 is found, the blade is serviceable.
 4. Using a vibrating stylus, mark ASB 206-02-99 on the blade Modification Plate to indicate that this Alert Service Bulletin has been accomplished.
 5. Make an entry in the Helicopter and the Component Historical Records to show that this Alert Service Bulletin is completed.

PART II: Detail inspection.

1. Using aluminum tape or equivalent, mask the areas where paint removal is not desired.
2. Using paint remover (C-436), remove the paint and the primer between the wear pad and the grip tang inboard radius or further if required to expose the damage.

-NOTE-

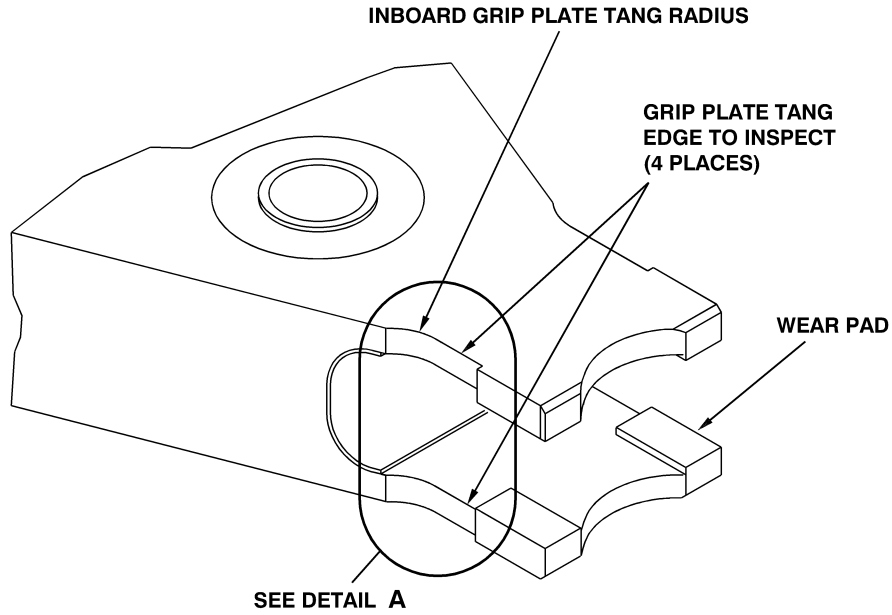
The number of damages is not critical.

3. Measure the depth of the damage.
4. If the depth of the damage exceed 0.050 inch (1.27 mm) remove the blade from service.
5. Send the defective blade to Bell Helicopter Customer Property Return with a Malfunction Report attached with the ASB number in reference.
6. If the depth of the damage is at 0.050 inch (1.27 mm) or less do PART III of this Alert Service Bulletin.

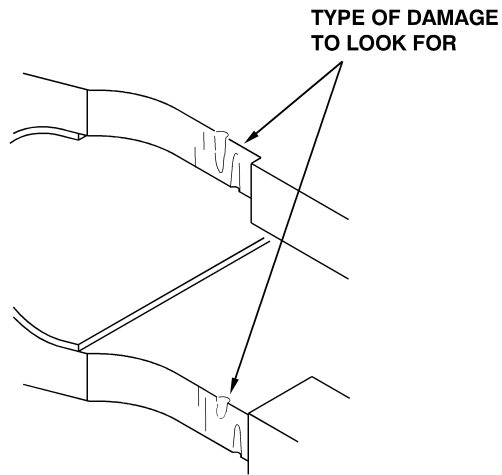
PART III: Rework of blade grip plate tangs.

1. Using a single cut general purpose half round file No 2 or 3 (smooth cut) blend smooth the damages in a ratio of 10 to 1. As an example, if the damage is 0.040 inch (1.5424 mm) deep, blend 0.400 inch (15.24 mm) on each side of the damage. The maximum depth after rework is 0.050 inch (1.27 mm).
2. After blending with the file, polish the surface with 180-220 grit Aluminum Oxide Fabric Cloth to obtain a finish of 63 RMS.

3. Thoroughly clean the reworked area with solvent (C-309) or (C-316).
4. Apply a chemical film treatment of Alodine 1200 (C-100) to the bare metal surfaces.
5. Apply a coat of Polyamide Epoxy Primer (C-204) and two coats of Polyurethane paint color # 37038 (C-245).
6. Using a vibrating stylus, mark ASB 206-02-99 on the blade Modification Plate to indicate that this Alert Service Bulletin has been accomplished.
7. Make an entry in the Helicopter and the Component Historical Records to show that this Alert Service Bulletin is completed.



AREA TO INSPECT



DETAIL A
TYPE OF DAMAGE

Figure 1. Area to inspect