

ALERT SERVICE BULLETIN
Bell Helicopter **TEXTRON**

A Subsidiary of Textron Inc.

NO. 206-06-108

DATE July 8, 2006

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DATE
REV

MODEL AFFECTED: 206A/B

SUBJECT: AERONAUTICAL ACCESSORIES INC. FLAT CREW WINDOW P/N 206-202-001 AND 206-202-002, STC SH5773SW

HELICOPTERS AFFECTED: All Model 206A/B helicopters equipped with Aeronautical Accessories Inc. flat crew window, STC SH5773SW.

COMPLIANCE: See supplier bulletin.

DESCRIPTION:

The purpose of this bulletin is to achieve complete distribution of the attached supplier bulletin to the current affected model distribution list on record by Bell Helicopter.

APPROVAL:

See supplier bulletin approval.



AERONAUTICAL ACCESSORIES, INC.

P.O. BOX 3689 BRISTOL, TENNESSEE 37625-3689 USA
TELEPHONE: 423-538-5151 TOLL FREE: 800-251-7094
TELEFAX: 423-538-8469 E-MAIL: sales@aero-access.com

ALERT SERVICE BULLETIN ASB No. AA-06066

SUBJECT: Flat Crew Window
P/N 206-202-103 / 206-202-104 / 206-202-001 / 206-202-002

MODELS AFFECTED: Bell Helicopter Textron Model 206L, L-1, L-3, L-4 with
AAI P/N 206-202-103 / 206-202-104;
Bell Helicopter Textron Model 206A/B with
AAI P/N 206-202-001 / 206-202-002
Flat Crew Window installed in accordance with STC
SH5773SW

WINDOWS AFFECTED	<u>Part Number</u>	<u>Serial Numbers</u>	<u>Manufacturing Date</u>
	206-202-103	1076-1095	12/17/04 – 01/14/05
		1152-1171	06/16/05 – 08/15/05
	206-202-103	1096-1115	02/02/05 – 02/22/05
		1132-1151	07/05/05 – 08/11/05
		1214-1233	11/15/05 – 04/26/06
	206-202-001	1172-1177	07/27/05 – 09-01-05
		1208-1213	11/09/05 – 01/30/06
	206-202-002	1122-1131	03/30/05 – 05/05/05
		1178-1187	08/15/05 – 09/20/05

COMPLIANCE: Immediately upon receipt of this bulletin, determine by part number, serial number, and manufacture date (ref. Figure 1) if affected window(s) is (are) installed. Only those serial numbers listed are affected. A part with a serial number that is close to, or has a serial number prefix different from those listed is not affected by this bulletin. For installed windows, conduct Part I visual inspection within 8 hours; conduct Part II inspections within 24 hours. For uninstalled windows, accomplish Part I and Part II prior to installation on a helicopter.

NOTE: Part II Physical Inspection is a one-time inspection.

DESCRIPTION: This Alert Service Bulletin is being issued in response to a report of P/N 206-202-104 Slider Window Track becoming debonded from the acrylic, resulting in the slider window and track departing the aircraft while in flight.

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

MANPOWER: Approximately .5 hours.

MATERIAL:

None required

REQUIRED TOOLS:

Spring Gage (ref. Figure 3)

WEIGHT AND BALANCE:

Not Applicable

Any questions regarding this bulletin should be addressed to:

AERONAUTICAL ACCESSORIES, INC.
P.O. Box 3689
Bristol, TN 37625-3689

PRODUCT SUPPORT
1-800-251-7094

PART I – VISUAL INSPECTION INSTRUCTIONS

NOTE

Flat Crew Window Assembly removal from aircraft is not required to perform this inspection.

1. Visually inspect slider track for any obvious signs that the track is de-bonding from the acrylic.
2. Remove and replace any defective window with an airworthy window.
3. Annotate records to indicate compliance with Part I of this inspection.

Visual inspection of the slider track shall be conducted on a daily basis. If there are no signs of de-bonding after 30 days, continue with inspecting the windows every 100 hours.

PART II – PHYSICAL INSPECTION INSTRUCTIONS

NOTE

Applying excessive force may result in breaking the window.
Do not exceed 25 lbs. of force.

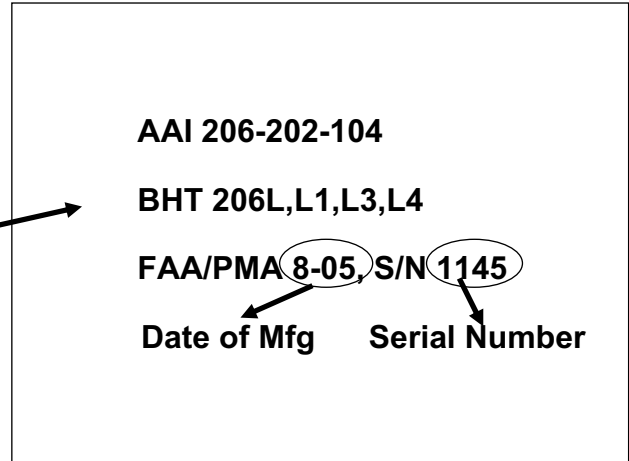
1. With the slider assembly in the full-closed (fwd) position from the exterior of the aircraft using the spring gage, insert the hook directly into the channel of the slider track at the aft end of the slider (ref. Figure 3). Pull outward on the slider track (away from the acrylic) until the gage reads 25 lbs. Visually inspect track frame of slider for any obvious signs that the frame is de-bonding from the acrylic.
2. Repeat step 1 at second track location indicated in Figure 3.
3. With the slider assembly in the full-closed (fwd) position, from the interior of the aircraft, apply manual outward pressure at the two locations indicated in Figure 4. Visually inspect slider track for any obvious signs that the track is de-bonding from the acrylic.
4. With the slider assembly in the full-open (aft) position, from the exterior of the aircraft, insert the spring hook directly into the channel of the slider track at the 3 locations indicated in Figure 5.
5. Using the spring gage, pull outward on the slider track (away from the acrylic) until the gage reads 25 lbs. Visually inspect the slider track for any obvious signs that the track is de-bonding from the acrylic.
6. Remove and replace any defective window with an airworthy window.
7. Annotate records to indicate compliance with Part II of this inspection.

NOTE

Any windows that are found to be defective should be immediately returned to Aeronautical Accessories, Inc. for replacement at no charge.



FIGURE 1 – Identification



**FIGURE 2 – AAI P/N, Bell Model,
Date of Manufacture & Serial
Number**

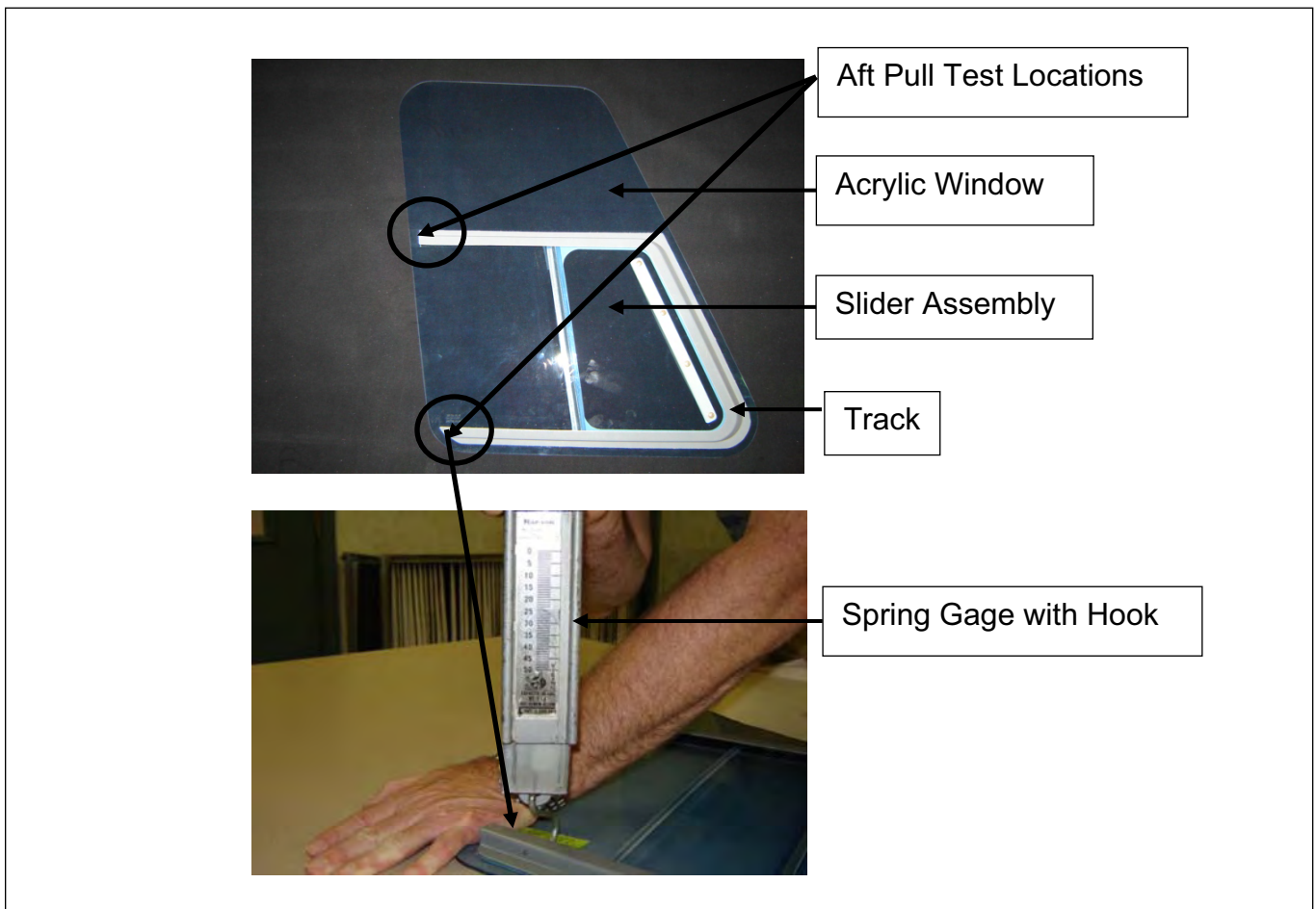


FIGURE 3 – Aft Pull Test Locations

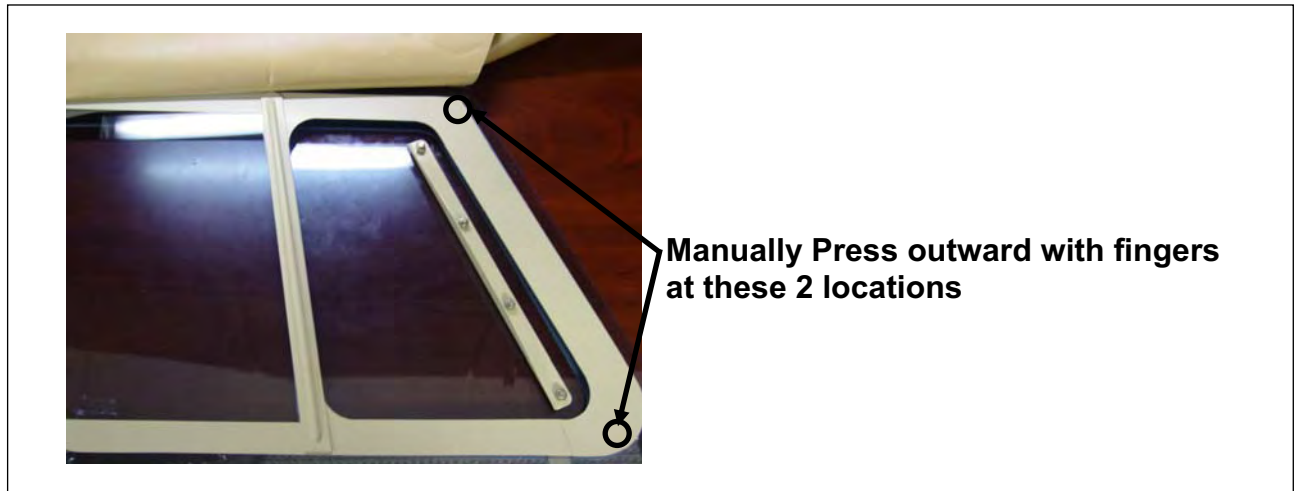


FIGURE 4 – Push Test Locations

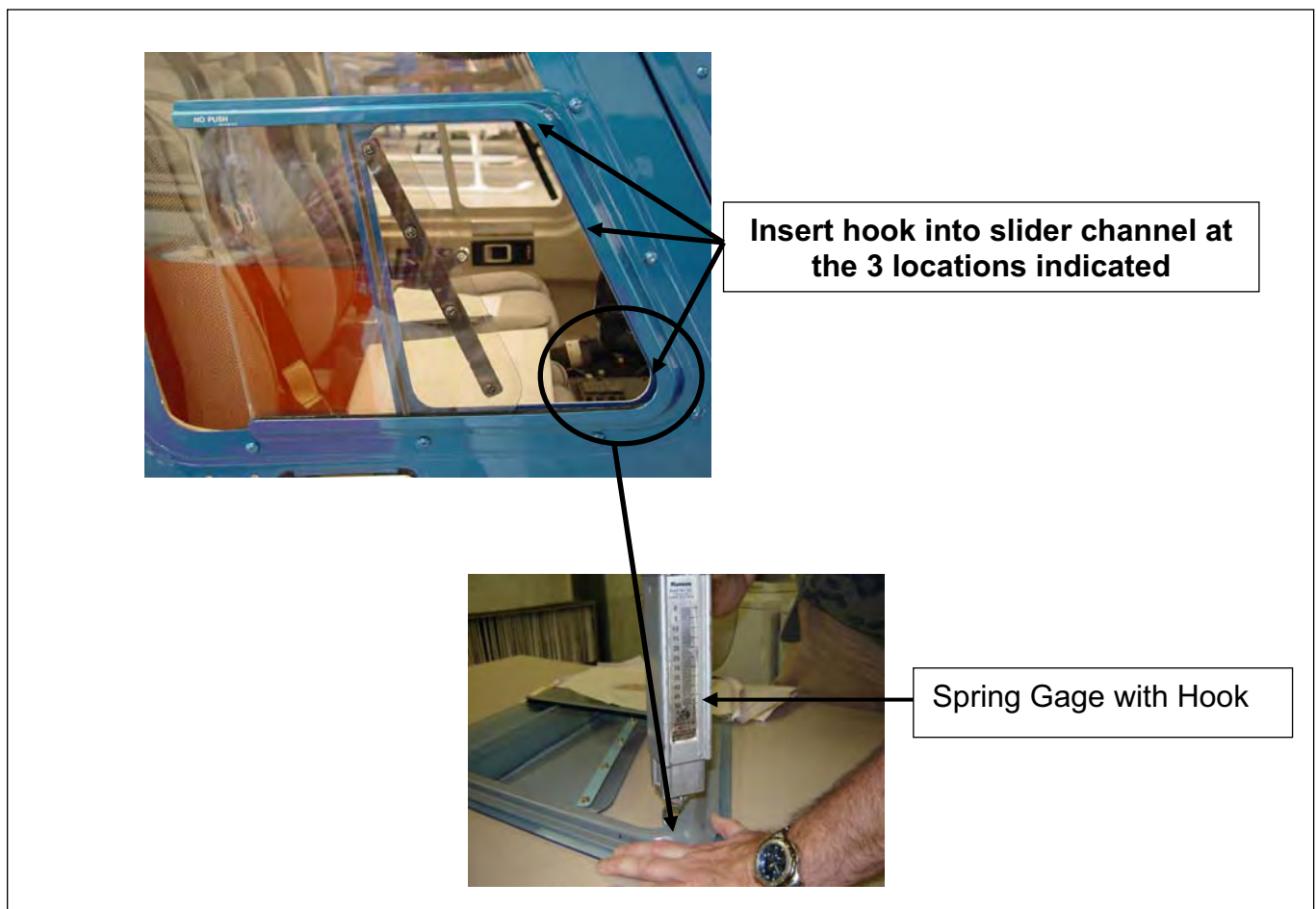


FIGURE 5 – Forward Pull Test Locations