



A Textron Company

INFORMATION LETTER

212-24-76

412-24-96

13 May 2024

Revision A, 27 May 2024

Revision B, 11 September 2024

TO: All owners and operators of model 212 (30504 through 35023) and model 412 (33001 through 33213 and 36001 through 36056) helicopters.

SUBJECT: Collective stick tube special inspection, change of

This Information Letter Revision A was released to clarify the intent of the new 2500 hours inspection requirement that has been added to the 10 Year collective stick tube Special Inspection.

This Revision B is to correct to effectivity shown above for the model 412. The initial release and the Revision A indicated that the pilot collective stick tube 212-001-181-001 and the co-pilot stick tube 212-001-170-001 were both used on the 412 model up to serial number 36039. In fact, the co-pilot collective tube 212-001-170-001 was used on the model 412 up to serial number 36056 inclusively.

Following reports of cracks and fractures of the pilot and copilot collective stick tubes 212-001-181-001 and 212-001-170-001, Bell released Technical Bulletins 212-87-98 and 412-87-60 recommending a 3X magnifying glass inspection. Later, Bell introduced the subject collective tube 3X magnifying glass inspection to the maintenance manual chapter 5 as a Special Inspection to be accomplished every 10 years. The root cause for cracking or fracture is attributed to static overload that can occur during maintenance as the collective stick is moved without hydraulic assistance, as discussed in Operation Safety Notice (OSN) 212-06-45 and 412-06-28. More recent reports indicate the 3X magnifying glass method of inspection and the 10-year interval are not adequate to detect all cracks before fracture of the collective stick tube can occur.

This information letter is to advise operators of changes to the collective tube Special Inspection requirements. The collective tubes 212-001-181-001 and 212-001-170-001 now require a Fluorescent Penetrant Inspection (FPI) every 2500 hours or 10 years whichever occurs first. The Special Inspection applies to the collective tubes 212-001-181-001 and 212-001-170-001 only. Collective tubes 212-001-181-101/-103/-107 and 212-001-170-101/-103/-105 will no longer need to be inspected every 10 years.

Since the 2500 hour interval is a new requirement, the Special Inspection will require accomplishment every 2500 hours or 10 years whichever occurs first, after the last 10 year inspection was accomplished. The new 2500-hour interval should be implemented in conjunction with the release of the Maintenance Manual (MM) chapter 5 revision that introduced this change (dated 9 may 2024). As a clarification, if a collective stick tube was inspected 6 years ago, the next inspection will be due 4 years or 2500 hours after the release of the revision of the Special Inspection, regardless of the accumulated flight time since the last 10 year inspection was accomplished.

Bell would like to remind operators of the importance of avoiding operating the collective stick on the ground without hydraulic assist. Also, the collective input should be from the throttle grip area, never from the collective head area as this induces a higher strain on the tube, especially without hydraulic assist.

Bell plans to release a Technical Bulletin allowing customers to upgrade their existing pilot and copilot collective stick assemblies, having a collective tube 212-001-181-001 (pilot) or 212-001-170-001 (copilot), to the latest configuration having a thicker wall collective tube not subject to cracking. Once the collective stick assembly has been upgraded with the thicker wall collective tube, the Special Inspection will no longer apply.

For any questions regarding this letter, please contact:

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