



A Textron Company

## **ALERT SERVICE BULLETIN**

**205-24-122**

22 April 2024

**MODEL AFFECTED:** 205A/205A-1

**SUBJECT:** INSPECTION OF CAP ANGLE, P/N 205-030-207-005, INTRODUCTION, OF.

**HELICOPTERS AFFECTED:** Serial numbers 30001 through 30065, 30067 through 30165, 30167 through 30187, 30189 through 30296 and 30298 through 30332.

**COMPLIANCE:** Within the next 25 flight hours after the release date of this bulletin and every 25 flight hours thereafter.

### **DESCRIPTION:**

Bell has investigated reports of fractured 212-030-191-001 cap angles. Some were found during routine inspection and some during the scheduled 100 Hours Tailboom Attachment Inspection. The investigation indicates that the model 412/412EP 100 flight hour Special Inspection interval established in 2000, introduced by the ASB 412-00-100 and the FAA AD 2000-18-09, is not adequate to detect all cracks before complete fracture of the cap angle. Back in 2000, no ASB was released to mandate the tailboom attachment Special Inspection on the Model 205A/205A-1. Since the risk of cracking/fracture exists on the 205-030-207-005 cap angle used on the model 205A/205-A1, this ASB introduces a recurring 25 flight hours tailboom attachment inspection. The Maintenance Manual Chapter 5 Special Inspections section will be revised to include this 25 Hours Tailboom Attachment Inspection.

### **APPROVAL:**

The engineering design aspects of this bulletin are FAA approved for FAA certified helicopters as listed in the applicable Type Certificate Data Sheet. For non FAA certified helicopters, the engineering design aspects of this bulletin are Bell Engineering approved.

ASB 205-24-122

Page 1 of 4

Approved for public release.

**CONTACT INFO:**

For any questions regarding this bulletin, please contact:

Bell Product Support Engineering  
Tel: 1-450-437-2862 / 1-800-363-8023 / productsupport@bellflight.com

**MANPOWER:**

Approximately 0.5 man-hours are required to complete this bulletin. This estimate is based on hands-on time and may vary with personnel and facilities available.

**WARRANTY:**

There is no warranty credit applicable for parts or labor associated with this bulletin.

**MATERIAL:**

None required.

**CONSUMABLE MATERIAL:**

None required.

**SPECIAL TOOLS:**

10x Magnifying glass.

**WEIGHT AND BALANCE:**

Not affected.

**ELECTRICAL LOAD DATA:**

Not affected.

**REFERENCES:**

BHT-205A1-IPB Illustrated Parts Breakdown, Chapter 53  
BHT-205A1-MM Maintenance Manual, Chapter 5

**PUBLICATIONS AFFECTED:**

BHT-205A1-MM Maintenance Manual, Chapter 5

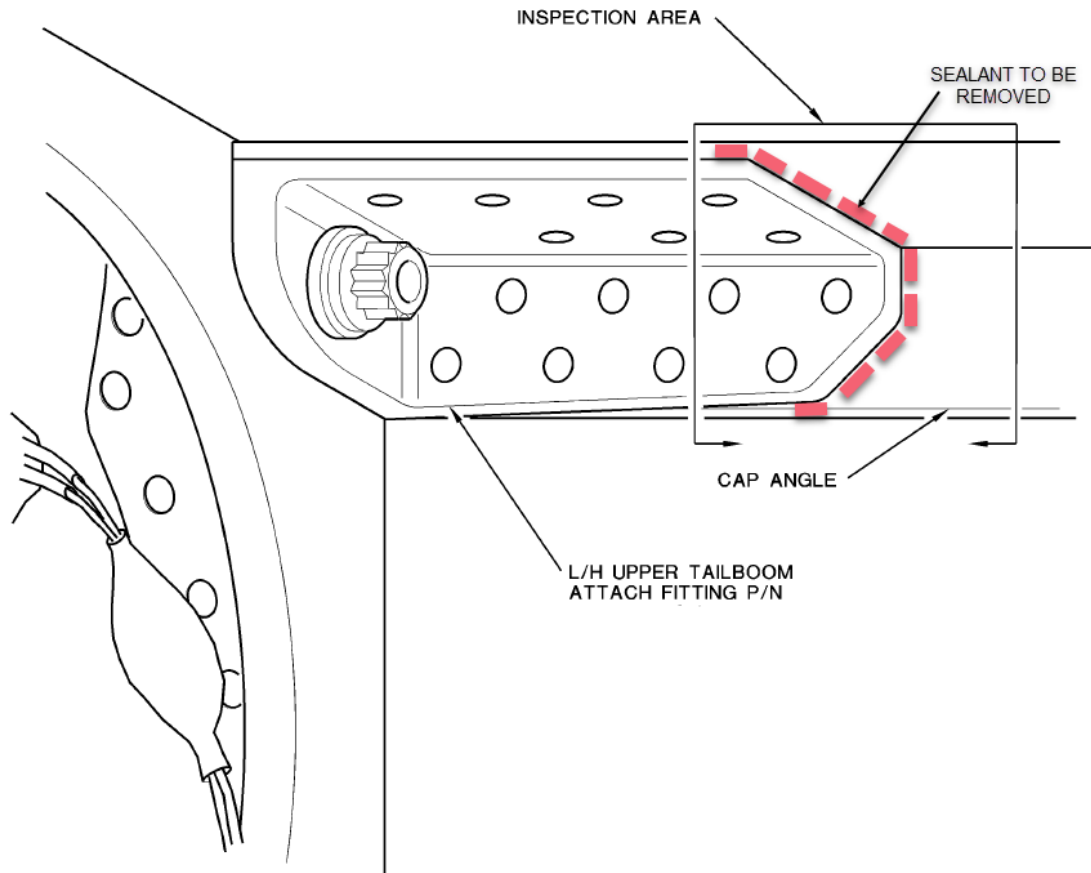
## ACCOMPLISHMENT INSTRUCTIONS:

1. Prepare the helicopter for maintenance and gain access to the cap angle in the tail rotor servo compartment through the R/H aft fuselage door.

<b>CAUTION</b>
----------------

Do not damage aluminum cap angle or fitting during sealant removal.

2. If sealant is present, remove sealant from edge of fitting (Figure 1).
3. Inspect the cap angle area shown with a 10x magnifying glass and bright light.
4. If a crack is found, replace the cap angle before further flight. If the helicopter is at a location where the cap angle cannot be replaced, contact Product Support Engineering.
5. Touch up primer if damaged during sealant removal. Paint touch up is optional. Do not reapply sealant.
6. If no cracks are found, the helicopter can be returned to service.
7. Make an entry in the helicopter logbook and historical service records indicating findings and compliance with this Alert Service Bulletin.



**Figure1. Fuselage Tailboom Attachment Inspection.**