

ALERT SERVICE BULLETIN

205B-14-63
23 July 2014

MODEL AFFECTED: 205B

SUBJECT: MAIN ROTOR GRIP 204-011-121-009 REVISED
ULTRASONIC INSPECTION AND DAILY SPECIAL
INSPECTION REQUIREMENTS, INTRODUCTION
OF.

HELICOPTERS AFFECTED: All Model 205B helicopters with Main Rotor Grip
204-011-121-009 Installed

COMPLIANCE: **Part I.** At intervals not to exceed 150 hours or 600 start/stop cycles, whichever occurs first, and beginning at the last ultrasonic inspection for -009 main rotor grips that have exceeded the retirement life limitation in AD 2014-12-04 [paragraph (f) (6) (iii) and (f) (7)]. Any -009 main rotor grips that have exceeded the retirement life limitation in AD 2014-12-04 must be replaced within 18 months after issuance of this ASB.

Part II. Inspect main rotor grip drag brace attachment lugs daily after release of this bulletin for main rotor grips that have exceeded the retirement life limitation listed in AD 2014-12-04 [paragraph (f) (6) (iii) and (f) (7)].

DESCRIPTION:

The FAA recently released Airworthiness Directive 2014-12-04 mandating a retirement life for the main rotor grips 204-011-121-009 and -121. As a result of this retirement life limitation introduction, -009 grips that have exceeded the life limitation published in the FAA AD [paragraph (f) (6) (iii) and (f) (7)] will require removal from service. This ASB provides an Alternate Method Of Compliance (AMOC) for AD 2014-12-04 [paragraph (f) (6) (iii) and (f) (7)] for main rotor grips 204-011-121-009.

As main rotor grips 204-011-121-121 were introduced in 1991, based on the life limitation requirements of AD 2014-12-04, -121 grips could in theory remain in service until 2032 based on the calculation method in the AD. For this reason, there is no change in the Ultrasonic Inspection interval for the -121 main rotor grip and there is no requirement to perform additional inspections.

Part I of this Alert Service Bulletin Introduces a revised Ultrasonic Inspection interval for main rotor grips 204-011-121-009 that have 15,000 hours or more TIS. To comply with Part I of this bulletin, affected main rotor grips shall be inspected by ultrasonic method every 150 hours or 600 start/stop cycles, whichever comes first.

Part II of this bulletin introduces a drag brace attachment lug daily visual Inspection.

-NOTE-

Main rotor grips 204-011-121-009 that have 15,000 hours or more TIS must be replaced within 18 months from the date of issue of this Alert Service 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 FAA approved.

The Accomplishment Instructions, Part I & II of this Bell Helicopter Alert Service Bulletin, regarding a retirement life of 15,000 hours TIS for main rotor grip, P/N 204-011-121-009, are approved by the Manager, FAA Rotorcraft Certification Office, as an Alternate Method of Compliance (AMOC) for the requirements in paragraphs (f) (6) (iii) and (f) (7) of Airworthiness Directive 2014-12-04 for main rotor grips, P/N 204-011-121-009, and is valid until January 22, 2016.

CONTACT INFO:

For any questions regarding this bulletin, please contact:

Bell Helicopter Product Support Engineering - Medium Helicopters
Tel: 450-437-6201 / 1-800-363-8028 / psemedium@bh.com

MANPOWER:

Approximately 1 man-hour is 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:**Required Material:**

Refer to the BHT-212-MM Maintenance Manual Chapter 62.

Consumable Material:

Refer to the BHT-212-MM Maintenance Manual Chapter 62.

SPECIAL TOOLS:

None required.

WEIGHT AND BALANCE:

Not affected.

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

FAA AD 2014-12-04

ASB 205B-02-39, MAIN ROTOR GRIPS 204-011-121-009 AND -121, ULTRASONIC INSPECTION OF.

IL 205B-14-23, MAIN ROTOR GRIPS 204-011-121-009/-121 LIFE LIMITATION PER FAA AIRWORTHINESS DIRECTIVE 2014-12-04.

BHT-205B-MM, Maintenance Manual

BHT-212-IPB, Illustrated Parts Breakdown

BHT-212-MM, Maintenance Manual

BHT-212-CR&O, Component Repair and Overhaul Manual

PUBLICATIONS AFFECTED:

BHT-205B-MM, Maintenance Manual
BHT-212-MM, Maintenance Manual

ACCOMPLISHMENT INSTRUCTIONS:

Part I. Ultrasonic inspection for 204-011-121-009 grips that have exceeded the life limitation published in the FAA AD 2014-12-04 [paragraph (f) (6) (iii) and (f) (7)].

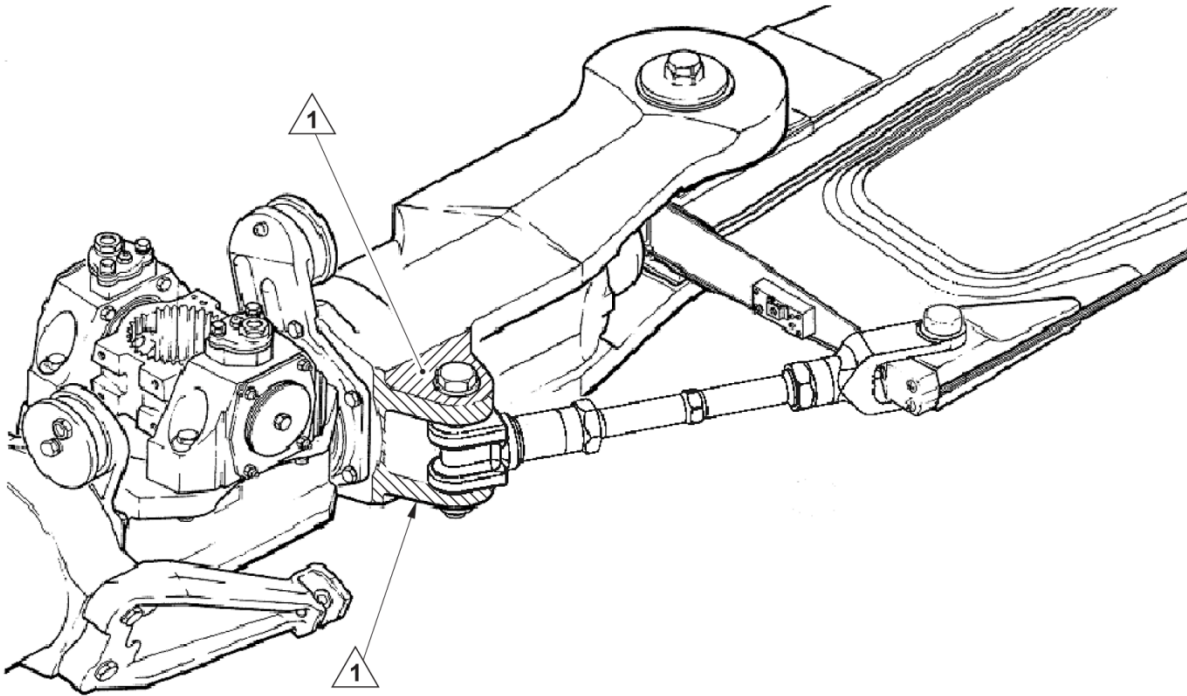
-NOTE-

A start/stop cycle is defined as any time one or both of the helicopter engines are started, followed by a shutdown.

1. Ultrasonically inspect 204-011-121-009 main rotor grips at intervals not to exceed 150 hours or 600 start/stop cycles, whichever occurs first, and beginning at the last ultrasonic inspection and every 150 hours or 600 start/stop cycles thereafter, whichever occurs first.
2. Perform the ultrasonic inspection in accordance with BHT-212-MM Maintenance Manual Chapter 62.
3. If there is no crack indication, the grip can remain in service.
4. Any indication of a crack, in accordance with the instructions, will require the grip to be removed from service and a serviceable grip installed. If the grip was inspected by a Level I special inspector, the unserviceable grip is to be sent to a facility that has Level II or Level III ultrasonic capability for further investigation. All grips that have a crack indication that have been inspected by a Level II or Level III technician are to be sent to Bell Helicopter. Please contact Product Support Engineering if shipping instructions are required.
5. If, after verification by a Level II or Level III technician or by Bell Helicopter, the grip is found serviceable, it can be returned to service.
6. Make an entry in the helicopter and component historical records to indicate findings and accomplishment of **Part I** of this bulletin.

Part II. Daily visual inspection for 204-011-121-009 grips that have exceeded the life limitation published in the FAA AD 2014-12-04 [paragraph (f) (6) (iii) and (f) (7)].

1. Without removing the drag brace attachment hardware, perform a daily visual inspection of the two drag brace attachment lugs on the outboard surfaces at the areas shown in Figure 1.
2. If a crack is found, remove the grip from service.
3. Make an entry in the helicopter and component historical records to indicate findings and accomplishment of **Part II** of this bulletin.



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Note 1: Perform a daily visual inspection of the outboard face and edges of both drag brace attachment lugs as shown. Drag brace attachment hardware does not require removal. If a crack is found remove the grip from service.

Figure 1. Drag Brace Attachment Lugs Inspection