



A Textron Company

ALERT SERVICE BULLETIN

205B-90-2

10 October 1990

Revision A, 24 August 2023

MODEL AFFECTED: 205B

SUBJECT: DRAG BRACE ASSEMBLY, P/N 204-011-140-001,
MAGNETIC PARTICLE INSPECTION

HELICOPTERS AFFECTED: Model 205B Helicopter 30188

COMPLIANCE: At the next main rotor hub retention strap change (1200 hours/24 months and every strap change thereafter).

DESCRIPTION:

Revision A of this Alert Service Bulletin (ASB) is being released to inform owners/operators that the original release of this ASB is **SUPERSEDED** by the ASB 205B-23-75.

A review of the drag brace service history warrants an increase in the inspection frequency, therefore, at the next and subsequent main rotor hub retention strap change (1200 hours/24 months) remove the drag brace assemblies and inspect for corrosion and mechanical damage, magnetic particle inspect all part, and assemble with corrosion preventive compound.

FAA/DER APPROVAL:

Not required

MANPOWER:

Manhours are based on hands on time. Elapsed time to accomplish the required maintenance task may vary due to manpower and facilities available to the operator.

An additional 1.5 hours will be required to accomplish this bulletin if carried out in conjunction with the tension-torsion strap replacement.

MATERIALS:

The following materials will be required to accomplish this bulletin and may be locally purchased.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Qty</u>
MIL-C16173 GRI	Corrosion Preventive Compound	AR
MIL-C16173 GR2PT	Corrosion Preventive Compound	AR
PD680	Solvent	AR

SPECIAL TOOLS:

None required.

WEIGHT AND BALANCE:

Not affected

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

Model 205B Maintenance Manual, Chapter 5.
Model 212 CR&O Manual, Chapter 65.

PUBLICATIONS AFFECTED:

Model 205B Maintenance Manual, Chapter 5-40-00.
Model 212 CR&O Manual, Chapter 20-20-00 and 65-10-03.

ACCOMPLISHMENT INSTRUCTIONS:

-NOTE-

The following special inspection and changes shall be incorporated in the next revision to the manuals.

Each 1200 hours or 24 months, whichever occurs first.

Main rotor Drag Brace

1. Remove and disassemble the two main rotor drag braces in accordance with BHT-212-CR&O-1 Manual, Paragraph 65-3 and 65-10.
2. Inspect drag brace (components) for damage in accordance with paragraph 65-13, Step 8A and Figure 65-17.
3. Magnetic particle inspect the drag brace (components) in accordance with Steps 8, 8B, 8C and 8D.
4. Assemble and install drag braces to grips and blades in accordance with Paragraphs 65-15, and 65-4.

-NOTE-

Make the following changes to the magnetic particle inspection procedures in the BHT-212-CR&O-1 Manual, Chapter 65-10-03.

Page 65-22, Paragraph 65-13, Step 2.

Figure and Index No.	Nomenclature	Code
65-8, 32	Barrel	M (See Step 8B)
65-8, 31,33	Nut	M (See Step 8D)

Page 65-26A, Paragraph 65-13, Step 8D

Magnetic particle inspection of drag brace nuts (31 and 33).

-NOTE-

The following are changes to the drag braces assembly and installation instructions in the BHT-212-CR&O-1, Manual, Chapter 65-10-3. Accomplish the following changes during assembly and installation of the drag braces.

Page 65-37, Paragraph 65-14, Step 4a (3).

Apply (soft film) corrosion preventive compound (MIL-C-16173, Grade II) to threads of barrel (32, figure 65-8). Wipe off the excess compound after assembly of the drag braces.

Complete the assembly and installation of the drag brace assemblies to the grips in accordance with Steps (3) and (4) of the manual.

Page 65-7, Paragraph 65-4, add the following notes and Steps 11 and 12.

-NOTE-

The drag brace is assembled with (soft film) corrosion preventive compound (MIL-L-16173, Grade II) on the barre threads, assure this compound is present on threads prior to application of torque.

Step 11. Torque locking nuts for the drag brace clevises and fittings 275 – 325 foot pounds.

Step 12. After test flight and final drag brace adjustment (if required) confirm 275 to 325 foot pound torque. Clean exterior of the drag braces with solvent (P-D-680) and wipe dry. Coat exposed threads and the faying surface areas between the nuts, clevises and fittings with (hard film) corrosion preventive compound (MIL-C-16173, Grade I). Allow compound to dry to touch before flight.

-NOTE-

Operations in extreme environmental conditions (which erodes the hard film corrosion preventive compound) may warrant periodic touch up of the external surfaces of the drag brace assemblies. Prior to touch-up, visually check exposed surfaces of drag brace assemblies for evidence of cracks, corrosion, and fretting.

5. Record compliance with this bulletin in historical service record.

SUPERSEDED