



A Textron Company

ALERT SERVICE BULLETIN

412RSAF-24-53

22 April 2024

MODEL AFFECTED: 412RSAF

SUBJECT: CAP ANGLE, P/N 212-030-191-001, INSPECTION INTERVAL, REDUCTION OF.

HELICOPTERS AFFECTED: All Serial Numbers

COMPLIANCE: For helicopters that require the next fourth 25 Hour/30 Day tailboom attachment inspection to be accomplished in less than 25 flight hours after the release date of this bulletin, accomplish the inspection as scheduled, and every 25 flight hours thereafter.

For helicopters that had the last fourth 25 Hour/30 Day tailboom attachment inspection accomplished within the last 25 flight hours after the release date of this bulletin, accomplish the next tailboom attachment inspection no later than 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, since the model 412RSAF was not yet in service, no ASB was released. The tailboom attachment inspection was subsequently added to the Maintenance Manual Chapter 5 as a 25 Hour/30 Day inspection to be accomplished every fourth 25 Hour/30 Day inspection. This ASB changes the 25 Hour/30 Day

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Approved for public release.

inspection requirement to a Special Inspection that require accomplishment every 25 flight hours. The Maintenance Manual Chapter 5 will be revised to incorporate this change.

APPROVAL:

The engineering design aspects of this bulletin are Bell Engineering approved.

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-412RSAF-IPB, Illustrated Parts Breakdown, Chapter 53.

PUBLICATIONS AFFECTED:

BHT-412RSAF-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.

CAUTION

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.

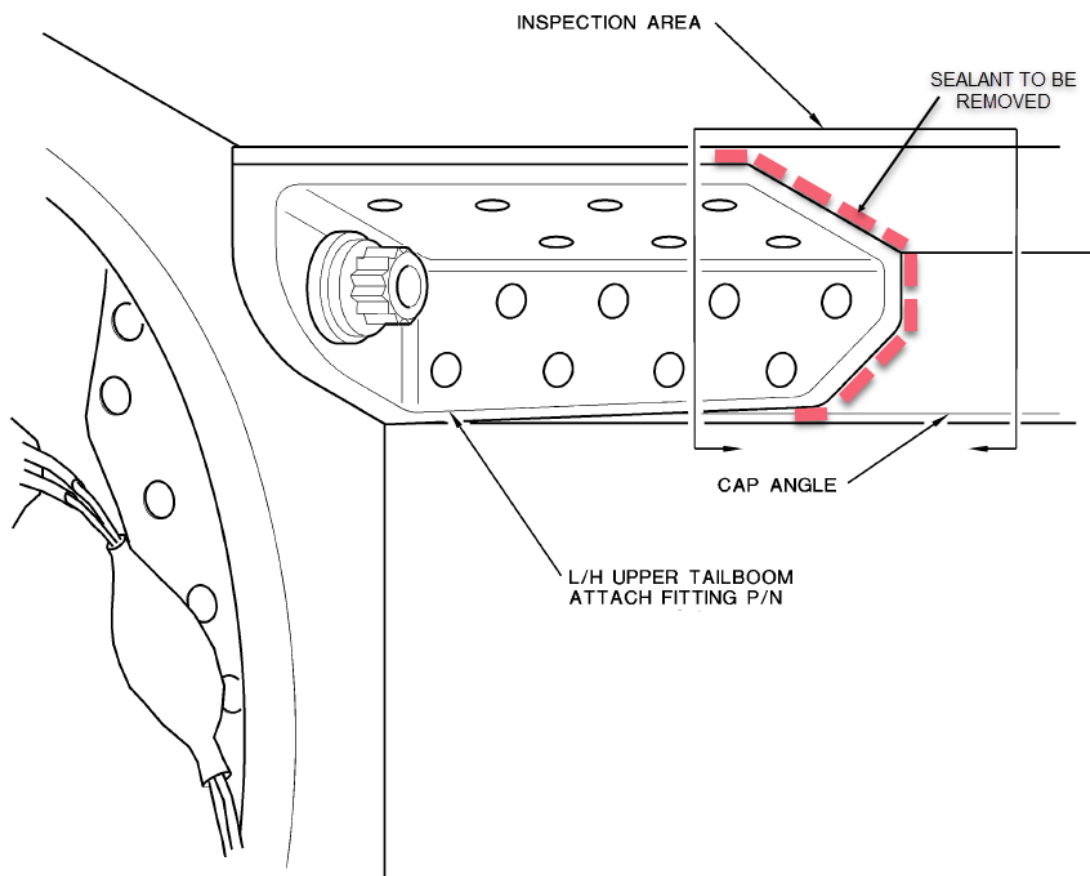


Figure1. Fuselage Tailboom Attachment Inspection.