



A Textron Company

ALERT SERVICE BULLETIN ASB UH-1H-II-24-36

24 June 2024

MODEL AFFECTED: UH-1H-II

SUBJECT: MAIN BEAM CAP ANGLE, P/N 205-830-036-119,
INSPECTION OF.

HELICOPTERS AFFECTED: All Fielded UH-1H-II Helicopters.

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

DESCRIPTION:

Bell has investigated reports of fractured tailboom attachment main beam cap angles. Some were found during routine inspection and some during Special Inspections. The investigation indicates that the Special Inspection intervals established for the model helicopters with this cap configuration is not adequate to detect all cracks before possible fracturing of the cap angle. Since the risk of cracking/fracture remains on the 205-830-036-119 cap angle, this ASB introduces a recurring 25 Hour Tailboom Attachment Inspection. Special Inspections publications will be revised to include this 25 Hours Tailboom Attachment Inspection.

APPROVAL:

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

CONTACT INFO:

For any questions regarding this bulletin, please contact:

Bell Medium Military Technical Support Engineering
Tel: 1-817-280-3548 / mts-medium@bellflight.com

MANPOWER:

There is no manpower estimate associated with this bulletin.

WARRANTY:

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

MATERIAL:

None required.

SPECIAL TOOLS:

10x Magnifying glass.

WEIGHT AND BALANCE:

Not affected.

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

BHT PUB-92-004-23; UH-1H-II Unit and Intermediate Maintenance Manual
BHT-MED-SRM-1; Structural Repair Manual

PUBLICATIONS AFFECTED:

BHT PUB-92-004-23; Chapter 1, Section III.

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 during sealant removal.

2. Remove sealant from edge of fitting (Refer to Figure 1).
3. Inspect the cap angle area shown in Figure 1 with a 10x magnifying glass and bright light.
4. If a crack is found, replace the cap angle before further flight. If no cracks are found, continue with Step 5.
5. Touch up primer and paint, if damaged during sealant removal, and allow to dry. Do not reapply sealant.
6. Ensure work areas are clean and secure. [QA]
7. Make an entry in the helicopter logbook and historical service records indicating findings and compliance with this Alert Service Bulletin.

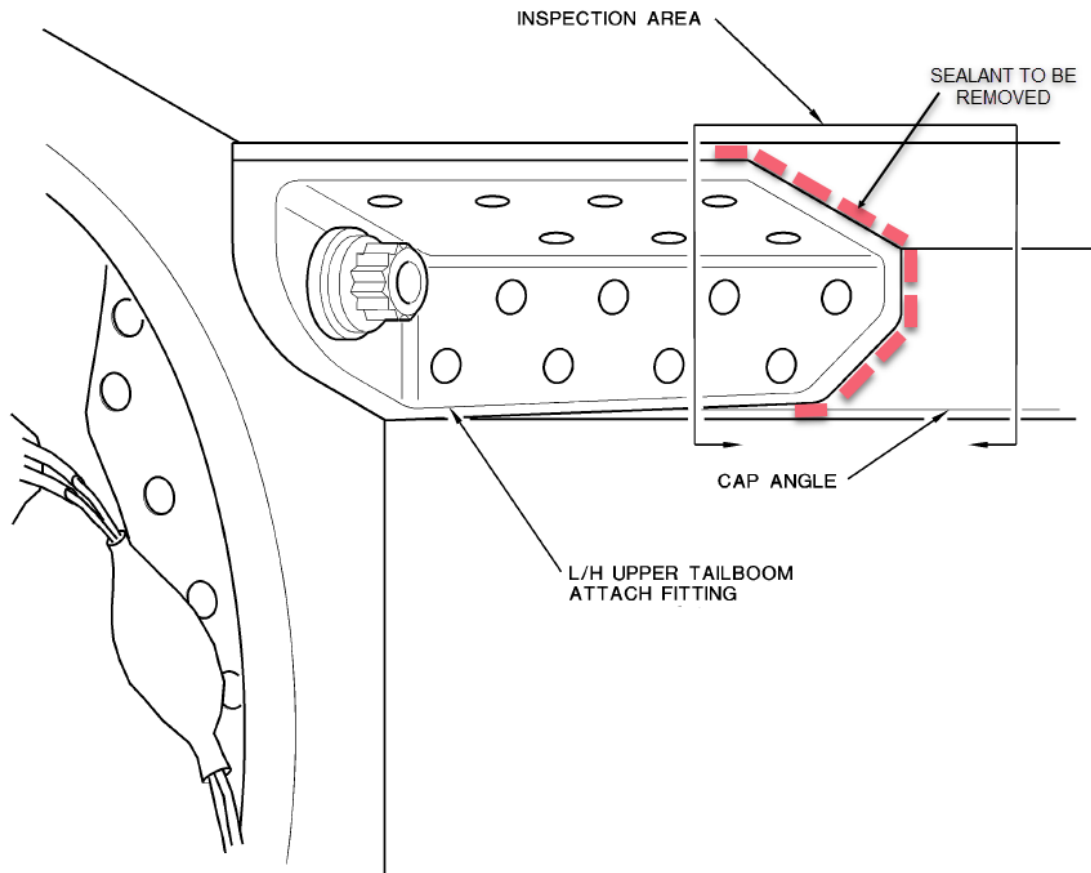


Figure1. Fuselage Tailboom Attachment Inspection.