



A Textron Company

ALERT SERVICE BULLETIN

505-20-17

1 June 2020

MODEL AFFECTED: 505

SUBJECT: FLAP RESTRAINT SUPPORT P/N 206-010-181-101,
ONE-TIME INSPECTION OF

HELICOPTERS AFFECTED: Serial number 65011 through 65015, 65018 through 65132, 65134 through 65144, 65146 through 65148, 65151 through 65185, 65187 through 65193, 65195 through 65205, 65207 through 65218, 65221 through 65224, 65227, 65230, 65232 through 65235, 65237 through 65239, 65241, 65242, 65244, 65252 through 65255, 65257, 65258, 65260 through 65263, 65265 through 65270, 65276, 65277, 65280, 65281, 65284, 65286, 65287, 65289 through 65291, 65294, 65296 through 65298, 65300.

[Serial number 65016, 65017, 65133, 65145, 65149, 65150, 65186, 65194, 65206, 65219, 65220, 65225, 65226, 65228, 65229, 65231, 65236, 65240, 65243, 65245 through 65251, 65256, 65259, 65264, 65271 through 65275, 65278, 65279, 65282, 65283, 65285, 65288, 65292, 65293, 65295, 65299, 65301 and subsequent will have the intent of this bulletin accomplished prior to delivery.]

COMPLIANCE: At the next scheduled 1 year Calendar inspection.

DESCRIPTION:

Bell has received some reports where the main rotor mast nut was found below minimum torque values during the scheduled 1 year Calendar inspection of the mast assembly internal surface.

The investigation revealed that the loss of torque was due to application of clear coat on the flap restraint support P/N 206-010-181-101 at the areas in contact with the mast nut and the main rotor trunnion.

This Alert Service Bulletin mandates a one-time inspection of the flap restraint support for presence of clear coat and provides rework instructions if required.

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 Transport Canada Civil Aviation (TCCA) 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 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:

Consumable Material:

The following material is required to accomplish this bulletin, but may not require ordering, depending on the operator's consumable material stock levels. This material may be obtained through your Bell Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Qty (Note)</u>	<u>Reference *</u>
2110-06257-00	Methyl Ethyl Ketone	1 Gal (1)	C-309
2100-00061-00	Acetone	1 Gal (1)(2)	C-316
CCCC440	Cheesecloth, Cotton	1 YD (1)	C-486
Commercially available	Abrasive Paper (180 grit)	AR	C-423

* C-XXX numbers refer to the consumables list in the BHT-ALL-SPM, Standard Practices Manual

NOTES:

1. Quantity indicated is the format that the product is delivered in. Actual quantity required to accomplish the instructions in this bulletin may be less than what has been delivered.
2. Alternate to MEK if required.

SPECIAL TOOLS:

None required.

WEIGHT AND BALANCE:

Not affected.

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

BHT-505-MM Maintenance Manual, Chapter 62

PUBLICATIONS AFFECTED:

None affected.

ACCOMPLISHMENT INSTRUCTIONS:

1. Prepare the helicopter for maintenance.

-NOTE-

If the mast nut is found loose during removal, please advise Product Support Engineering productsupport@bellflight.com with findings.

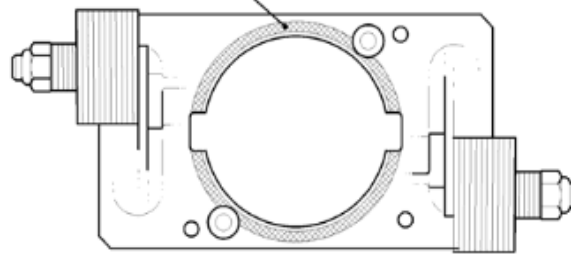
2. Remove the flap restraint assembly [DMC-505-A-62-20-02-00A-520A-A](#).
3. Inspect the flap restraint support surfaces in contact with the mast nut and the main rotor trunnion for presence of clear coat (Figure 1). Clear coat is not acceptable at the areas shown.

-NOTE-

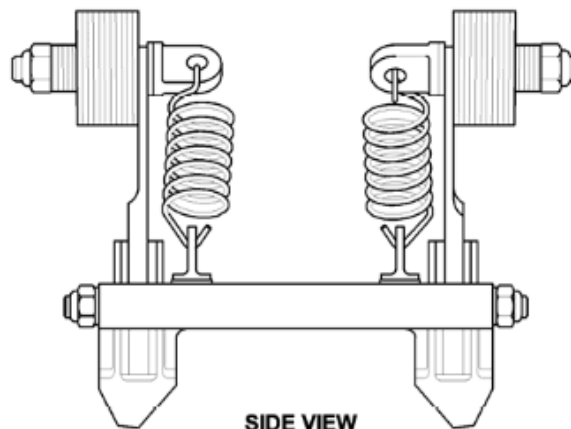
The primer applied on the flap restraint support may be black, green or yellow.

- a. If **no** clear coat is found overlaying the primer (Figure 2), go to step 4.
 - b. If clear coat **is found** overlaying the primer (Figure 2), remove the clear coat as follows;
 - (1) Remove clear coat by sanding using 180 grit abrasive paper (C-423) and wiped clean with solvent. Some amount of clear coat may be removed with cheese cloth (C-486) soaked with MEK (C-309) or equivalent solvent.
4. Install the flap restraint assembly [DMC-505-A-62-20-02-00A-720A-A](#).
 5. Make an entry in the helicopter logbook and historical service records indicating findings and compliance with this Alert Service Bulletin.

PRIMER ONLY ON SURFACE IN CONTACT
WITH MAST NUT FOOT PRINT

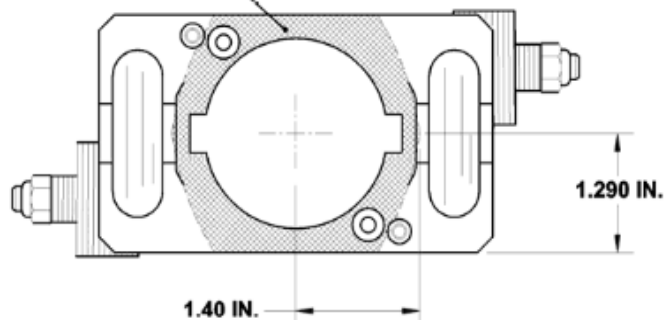


TOP VIEW



SIDE VIEW

PRIMER ONLY ON SURFACE
IN CONTACT WITH TRUNNION



BOTTOM VIEW

FIGURE 1 – Flap Restraint Support Surface Contact Area



FIGURE 2 – Example Flap Restraint Support WITH Clear Coat