

SERVICE BULLETIN
SB-206/407EM-20200407
Revision 0, April 7, 2020

TO:

Owners/Operators of Bell model 206 series or 407 equipped with Paravion Technology Inc. External Mirror Installations.

APPLICABILITY:

Aircraft modified in accordance with Paravion Technology Inc. FAA STC SR00033DE, Transport Canada-STC SH08-61 (Bell 206 series) or FAA STC SR00344DE, Transport Canada STC SH08-62, EASA STC IMRSO1350 (Bell 407) External Mirror Installation.

SUMMARY:

In addition to standard industry practices, in-service feedback has determined that aircraft equipped with external mirror installations require more specific maintenance instructions to encourage a detailed inspection of the installation and components.

COMPLIANCE: Inspect installation for condition and security upon receipt of this bulletin, at each support arm position adjustment, and at each 100-HR / 12-Month periodic inspection for Bell 206 Series or 300-HR /12-Month periodic inspection for Bell 407 series per manufacturers maintenance recommendations as applicable.

APPROVAL: The engineering design aspects of this bulletin are Paravion Technology Inc. approved.

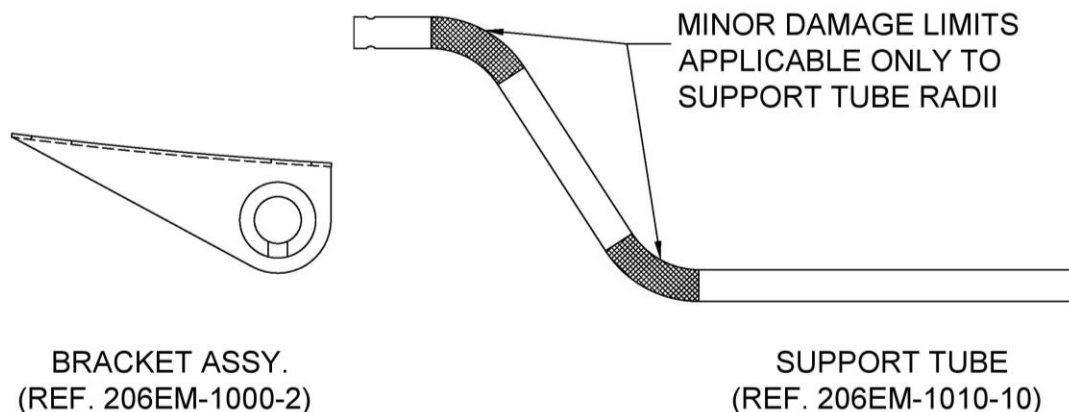
REQUIRED DOCUMENTS AND MATERIALS AS APPLICABLE:

1. Drawing 206EM-100, Revision C, ECO 2 dated 05/07/2009 External Mirror Installation or later FAA approved revision.
2. Drawing 407EM-100, Revision B dated 01/29/2014 External Mirror Installation or later FAA approved revision.
3. FAA AC43.13-1B Acceptable Methods, Techniques and Practices – Aircraft Inspection and Repair.
4. Standard shop inspection tools.

PROCEDURE:

1. Visually inspect all mirror components for condition, damage, fastener torque and installation security as follows.
2. Remove set screws and slide support tube out of brackets enough to inspect tube area secured by set screw end. Inspect tube and remainder of installation components as detailed below.

3. If support tube is loose in brackets or requires adjustment, the contact area of the set screws must be inspected for damage or stress cracking due to loose fasteners or excessive torque. If cracking is suspected, verify with a bright light and 10X magnifying glass.
4. Component damage limits:
 - Minor damage/corrosion after repair defined as less than 10% of new part material thickness and 40% of the new part area. This applies to all parts except the support tube.
 - Support tube damage is limited to 0.020-inch deep and may not exceed 1/3 the tube circumference. Repaired locations are limited to three (3) areas and must be at least 5.0 inches apart. Damage located in the support tube radii is limited to the minor damage limits noted above.
 - No cracking of any component is permissible. All cracked parts must be replaced immediately.
5. Mechanical damage and corrosion may be removed, per AC43.13-1B Chapter 6, Sec. 3, 6 thru 8 & 10. Refinish part using MIL-PRF-23377J Type I, Class N primer or equivalent. Topcoat with enamel to match original color.
6. If components meet above requirements for serviceability, re-install and torque set screws 70-90 in-lb. Torque remaining fasteners per aircraft manufacturer's recommendations and AC43.13-1B Table 7-1 as applicable.
7. Update record of Service Bulletin compliance in aircraft records each instance.



CONTACT INFORMATION:

To order replacement parts or ask questions regarding this Service Bulletin contact:

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