



**ECCN**  
**9E991**

# AERONAUTICAL ACCESSORIES, INC.

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## ALERT SERVICE BULLETIN

### ASB No. AA-06066

#### Revision A

**SUBJECT:** Flat Crew Window  
P/N 206-202-103 / 206-202-104 / 206-202-001 / 206-202-002

**MODELS AFFECTED:** Bell Helicopter Textron Model 206L, L-1, L-3, L-4 with  
AAI P/N 206-202-103 / 206-202-104;  
Bell Helicopter Textron Model 206A/B with  
AAI P/N 206-202-001 / 206-202-002  
Flat Crew Window installed in accordance with STC  
SH5773SW

WINDOWS AFFECTED	<u>Part Number</u>	<u>Serial Numbers</u>	<u>Manufacturing Date</u>	
206-202-103		1076-1095	12/17/04 – 01/14/05	
		1152-1171	06/16/05 – 08/15/05	
		206-202-104	1096-1115	02/02/05 – 02/22/05
206-202-104		1132-1151	07/05/05 – 08/11/05	
		1214-1233	11/15/05 – 04/26/06	
		206-202-001	1172-1177	07/27/05 – 09-01-05
206-202-001		1208-1213	11/09/05 – 01/30/06	
		206-202-002	1122-1131	03/30/05 – 05/05/05
			1178-1187	08/15/05 – 09/20/05

**COMPLIANCE:** Immediately upon receipt of this bulletin, determine by part number, serial number, and manufacture date (ref. Figure 1) if affected window(s) is (are) installed. Only those serial numbers listed are affected. A part with a serial number that is close to, or has a serial number prefix different from those listed is not affected by this bulletin. For installed windows, conduct Part I visual inspection within 8 hours; conduct Part II inspections within 24 hours. For uninstalled windows, accomplish Part I and Part II prior to installation on a helicopter.

**NOTE:** Part II Physical Inspection is a one-time inspection.

**DESCRIPTION:** This Alert Service Bulletin is being issued in response to a report of P/N 206-202-104 Slider Window Track becoming debonded from the acrylic, resulting in the slider window and track departing the aircraft while in flight.

**FAA/DER APPROVAL:** The engineering aspects of this bulletin are FAA/DER approved.

**MANPOWER:** Approximately .5 hours.

AN APPROPRIATE ENTRY SHOULD BE MADE IN THE AIRCRAFT LOGBOOK UPON ACCOMPLISHMENT  
IF OWNERSHIP OF AIRCRAFT HAS CHANGED, PLEASE FORWARD TO NEW OWNER

**MATERIAL:**

None required

**REQUIRED TOOLS:**

Spring Gage (ref. Figure 3)

**WEIGHT AND BALANCE:**

Not Applicable

Any questions regarding this bulletin should be addressed to:

**AERONAUTICAL ACCESSORIES, INC.**  
P.O. Box 3689  
Bristol, TN 37625-3689

**PRODUCT SUPPORT**  
**1-800-251-7094**

## **PART I – VISUAL INSPECTION INSTRUCTIONS**

### **NOTE**

Flat Crew Window Assembly removal from aircraft is not required to perform this inspection.

1. Visually inspect slider track for any obvious signs that the track is de-bonding from the acrylic.
2. Remove and replace any defective window with an airworthy window.
3. Annotate records to indicate compliance with Part I of this inspection.

Visual inspection of the slider track shall be conducted on a daily basis. If there are no signs of de-bonding after 30 days, continue with inspecting the windows every 100 hours.

## **PART II – PHYSICAL INSPECTION INSTRUCTIONS**

### **NOTE**

Applying excessive force may result in breaking the window. Do not exceed 25 lbs. of force.

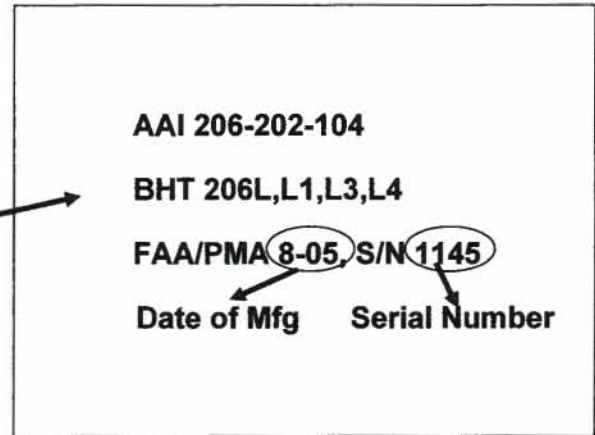
1. With the slider assembly in the full-closed (fwd) position from the exterior of the aircraft using the spring gage, insert the hook directly into the channel of the slider track at the aft end of the slider (ref. Figure 3). Pull outward on the slider track (away from the acrylic) until the gage reads 25 lbs. Visually inspect track frame of slider for any obvious signs that the frame is de-bonding from the acrylic.
2. Repeat step 1 at second track location indicated in Figure 3.
3. With the slider assembly in the full-closed (fwd) position, from the interior of the aircraft, apply manual outward pressure at the two locations indicated in Figure 4. Visually inspect slider track for any obvious signs that the track is de-bonding from the acrylic.
4. With the slider assembly in the full-open (aft) position, from the exterior of the aircraft, insert the spring hook directly into the channel of the slider track at the 3 locations indicated in Figure 5.
5. Using the spring gage, pull outward on the slider track (away from the acrylic) until the gage reads 25 lbs. Visually inspect the slider track for any obvious signs that the track is de-bonding from the acrylic.
6. Remove and replace any defective window with an airworthy window.
7. Annotate records to indicate compliance with Part II of this inspection.

### **NOTE**

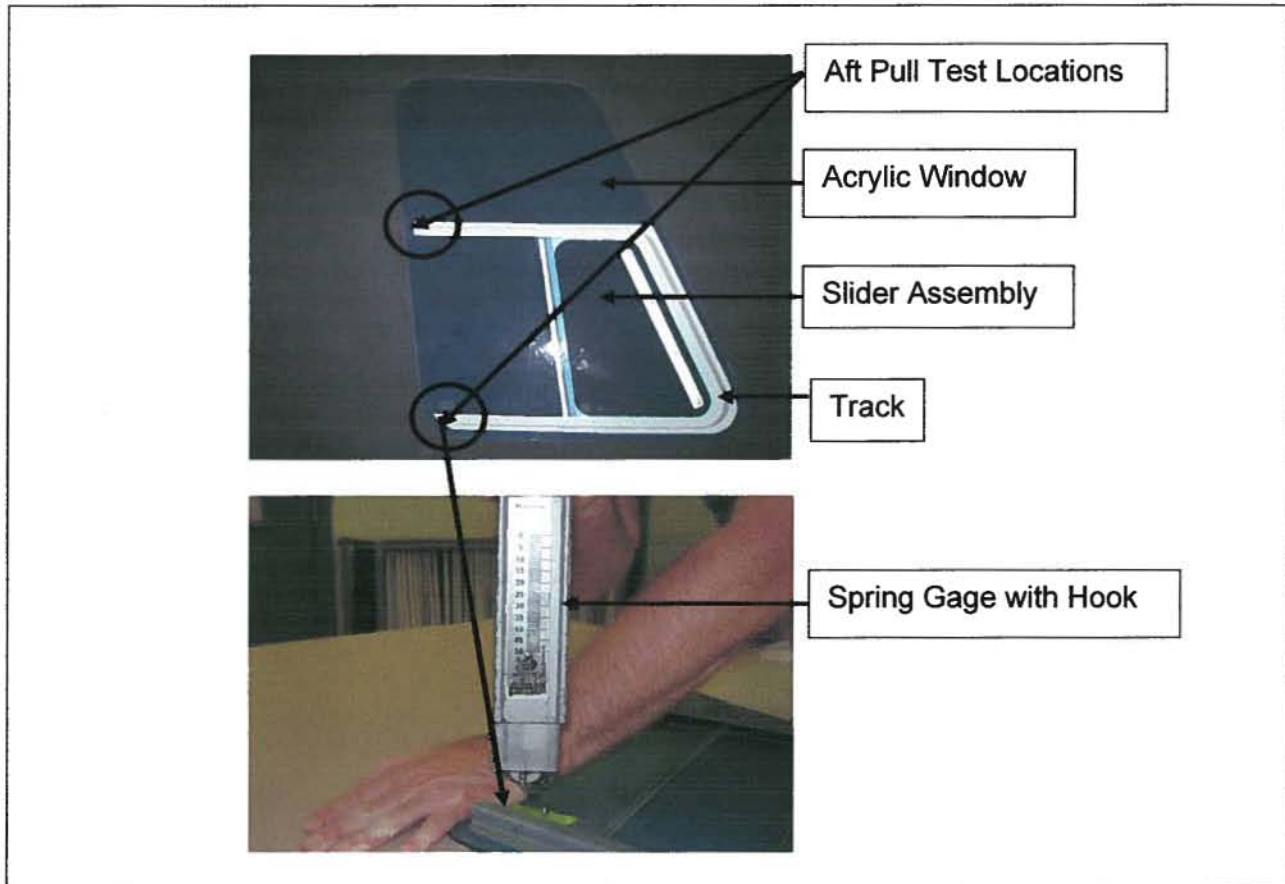
Any windows that are found to be defective should be immediately returned to Aeronautical Accessories, Inc. for replacement at no charge.



**FIGURE 1 – Identification**



**FIGURE 2 – AAI P/N, Bell Model,  
Date of Manufacture & Serial  
Number**

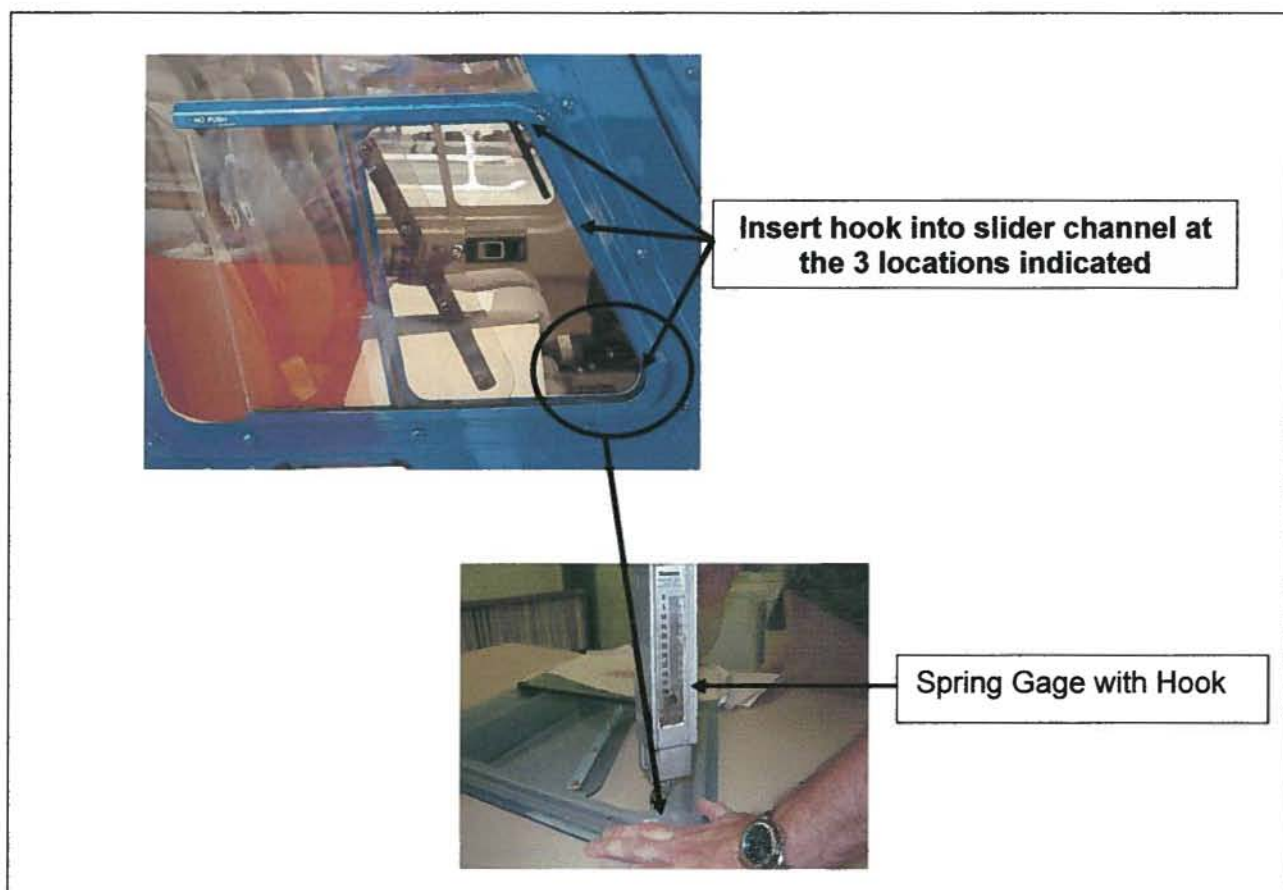


**FIGURE 3 – Aft Pull Test Locations**





**FIGURE 4 – Push Test Locations**



**FIGURE 5 – Forward Pull Test Locations**

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