

# **SERVICE INFORMATION LETTER**

## **Additional Information for Removal of Optional Tail Skid Weight**

**STC# SR09248RC Tail Rotor  
Flapping Bearing Kit (LB2-1010-  
20-1) for use on Bell 206A,  
206B, 206L, 206L-1, 206L-3,  
206L-4**



AskUsHow™

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**SIL\_LB2-1010-20-1**

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**Bell**  
**206A, 206B, 206L, 206L-1, 206L-3 and 206L-4**

**SERVICE INFORMATION LETTER**

**SUBJECT:** Additional information on removal of optional tail skid weight Y-27316-44-1

**REFERENCES:**

1. LORD STC# SR09248RC
2. LORD Service Manual SM-6470 revision 3 dated 06/02/2016
3. LORD Part number LB2-1010-20-1 Tail Rotor Flapping Bearing Kit
4. LORD Part number Y-27316-44-1 tail skid weight (Component of Reference #3 kit)

**A. EFFECTIVITY:**

The additional information presented below may be followed for these LORD assemblies or components thereof:

LB2-1010-20-1 Elastomer Tail Rotor Flapping Bearing Kit

**B. REASON:**

Operators of aircraft that have the tail skid weight installed may wish to remove the tail skid weight per the guidelines provided in service manual SM-6470 (See Reference #2). This Service Letter contains information and recommendations for removal of the tail skid weight.

**C. APPROVAL:**

This is considered service information only and does not require the approval of regulatory agencies; however, the recommended work should be performed in accordance with 14 CFR 43.13(a), for reference only below.

**§43.13 Performance rules (general).**

(a) Each person performing maintenance, alteration, or preventive maintenance on an aircraft, engine, propeller, or appliance shall use the methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness prepared by its manufacturer, or other methods, techniques, and practices acceptable to the Administrator, except as noted in §43.16. He shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices. If special equipment or test apparatus is recommended by the manufacturer involved, he must use that equipment or apparatus or its equivalent acceptable to the Administrator.

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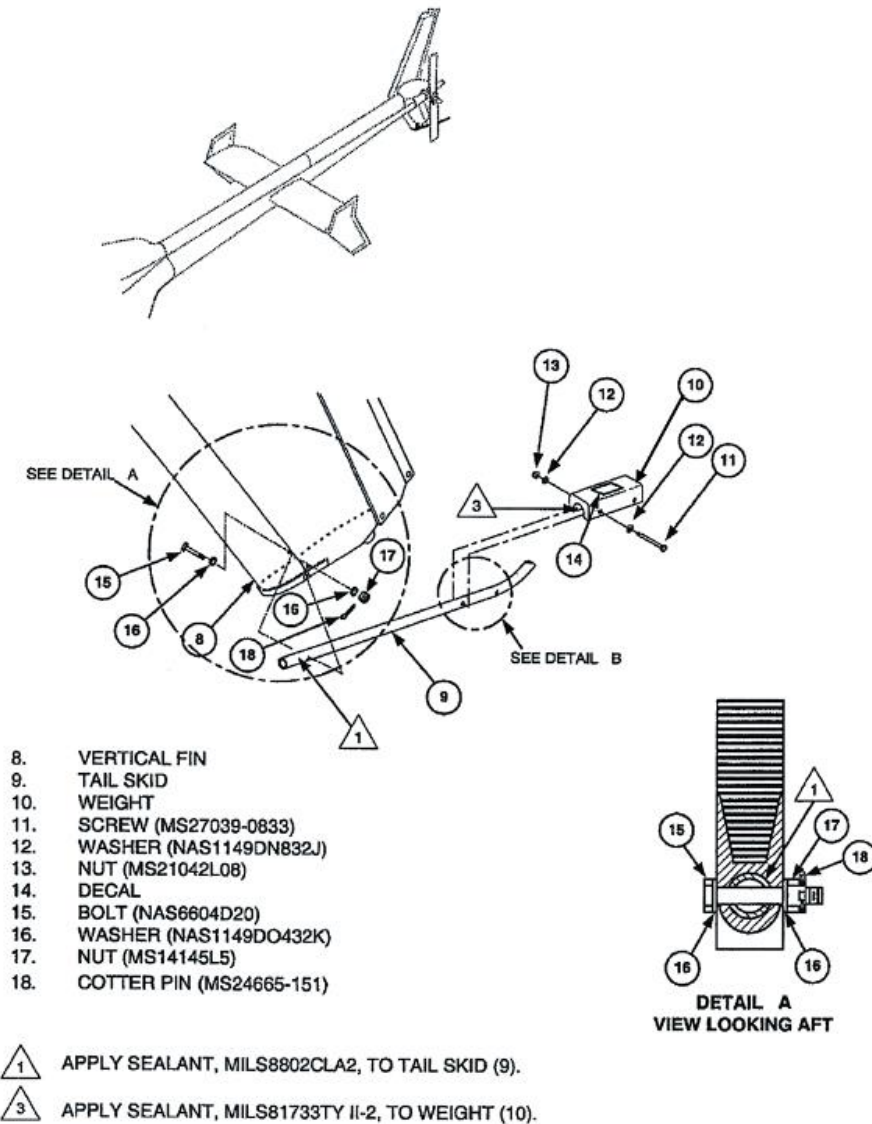
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**D. ACTION TO BE TAKEN:**

1. If you prove that the tail rotor can be dynamically balanced without the weight installed for service (See Reference #2), disassemble the tail skid weight from the tail skid. Reference Figure 1 below.

**FIGURE 1**



2. Keep the tail skid weight (10) for possible future use.
3. Remove any excess sealant that may still be present at the interface of the previously installed weight and tail skid.

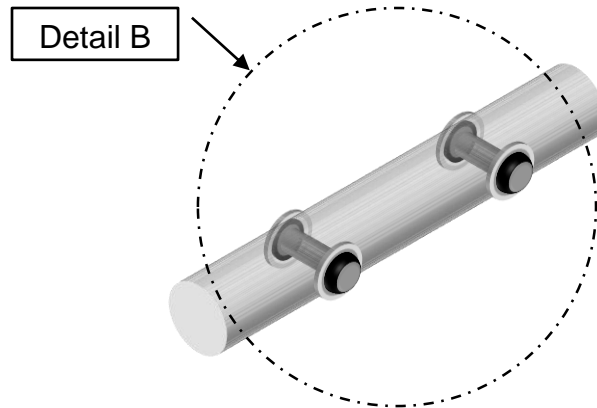
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4. Install commercially available shorter length screws, with the same or new washers and nuts through the machined holes in the tail skid as shown in Figure 2 below. The purpose of the re-installed hardware is only to fill the gap left by the machined holes.

**FIGURE 2**



5. Dynamically balance the tail rotor as specified in the Bell Maintenance Manual. If the dynamic balance is acceptable, apply sealant around the interface of the hardware and tail skid to complete the assembly.
6. Make any necessary entries in the helicopter log book and component historical records.