



**SUBJ:** Emergency "Push Out" Window Retention

*This is information only. Recommendations aren't mandatory.*

## **Introduction**

This Special Airworthiness Information Bulletin is issued to inform owners and operators of Bell Helicopter Model 205A-1, 205B, 212, 412/EP, 412CF and all restricted category UH-1B, UH-1H helicopters of the potential risk of the in-flight loss of an emergency "push out" window from the passenger doors.

At this time, this airworthiness concern has not been determined to be an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

## **Background**

Bell Helicopter has recently investigated an incident that resulted in the in-flight loss of an emergency "push out" window on a composite passenger door. A few factors contributing to the in-flight loss of the windows are explained below:

1. The groove in the window retainer (seals) were not adequately scuffed with 80-grit sandpaper; thus, creating a reduction of the bond quality between the retainer and the door.
2. This reduction in bond quality went unnoticed during the scheduled inspections. The bond gradually voided over time and eventually failed during a VNE flight.

Subsequently, Bell Helicopter has issued the following:

Operation Safety Notice 205-12-45, 205B-12-17, 212-12-49, 412-12-40, 412CF-12-12

## **Recommendations**

Operators are strongly encouraged to adhere to inspections of the windows and doors in accordance with the applicable Maintenance Manuals, Chapters 5 and 52. Use of slight thumb and finger pressure to verify that the window retainers are still correctly bonded to the passenger door is necessary to verify bond security.

Minor disbond of the retainers can be corrected by lifting the retainer with the use of a tongue depressor or equivalent and injecting silicone adhesive (C-307) between retainer and door. Any major disbond (such as a complete section of the interior or exterior of the retainer) is sufficient cause to replace the retainer and reinstall the window in accordance with published instruction contained in maintenance manual, Chapter 52.

### **For Further Information Contact**

Martin R. Crane, Aviation Safety Engineer, Rotorcraft Certification Office, 2601 Meacham Blvd, Fort Worth, TX 76137; phone: (817) 222-5056; fax: (817) 222-5783; e-mail: [Martin.R.Crane@faa.gov](mailto:Martin.R.Crane@faa.gov) or [7-AVS-ASW-170@faa.gov](mailto:7-AVS-ASW-170@faa.gov).

### **For Related Service Information Contact**

For any questions regarding the Bell Operation Safety Notices, please contact:  
Bell Helicopter Product Support Engineering - Medium Helicopters  
Tel: 450-437-6201 / 1-800-363-8028 / [psemedium@bh.com](mailto:psemedium@bh.com)  
[www.bellcustomer.com](http://www.bellcustomer.com)