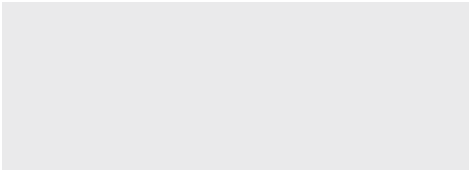
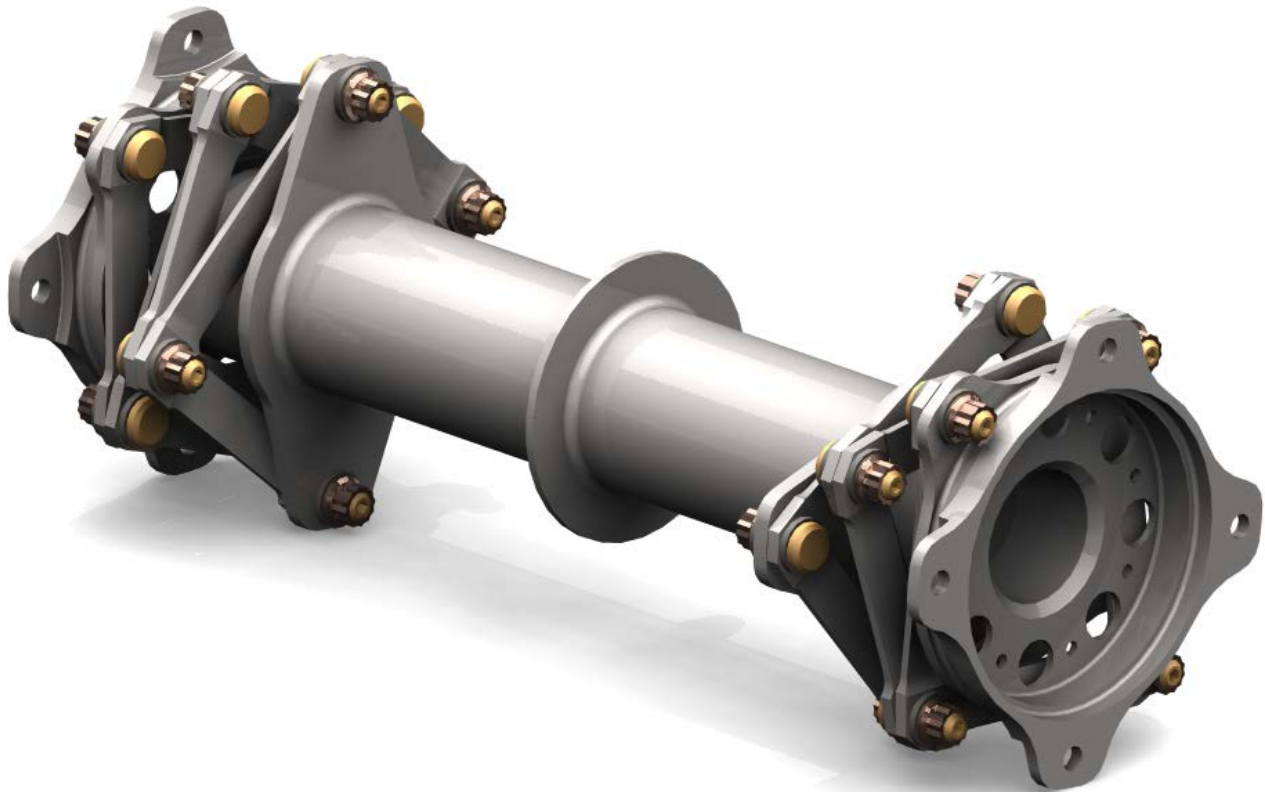


Service Instruction Number SIN2348 Revision K



Installation, Maintenance, and Repair of the KAflex®
Driveshaft for the Bell 206A and 206B Helicopter.



KAMATICS CORPORATION SERVICE INSTRUCTION NUMBER 2348

This Service Instruction consists of the following sections:

1. KAflex® Driveshaft Retrofit
2. KAflex Driveshaft Removal and Installation
3. KAflex Driveshaft Inspection
4. KAflex Driveshaft Maintenance
5. KAflex Driveshaft Repair
6. Supplemental Type Certificate
7. SKCP2782 Installation Drawing
8. Weight and Balance

The KAflex® Driveshaft Installation Kit in accordance with drawing SKCP2782 contains the following parts (please check parts before continuing):

1. KAflex Driveshaft P/N SKCP2348-101
2. Firewall Cover kit P/N SKCP1322-3
3. 12 MS20613-3C Universal Head CRES Rivets- 6 required
(Included in SKCP1322-3 Firewall Cover)
4. 2 MS20427M3 Flush Monel Rivet – 1 required
(Included in SKCP1322-3 Firewall Cover)
5. Certificate of Compliance
6. Kamatics Corporation Service Instruction Number 2348
7. Historical Service Record (in back pocket of Service Instruction)

The following tools will be required to complete Section 1 of this Service Instruction:

1. 3/32" or .093" drill bit
2. Electric or air drill motor
3. Rivet gun with 3/32" set
4. 0-100 in-lb torque wrench
5. Workaid, KAflex Frame Compressor P/N SKSP1321, SKSP1375 OR SKSP1404
6. Machine shop facilities if aircraft is equipped with a BHTI P/N 206-030-539-101 or -005 Lord (Barry) Transmission Isolation Mount.

LOG OF REVISIONS TO KAMATICS CORPORATION
SERVICE INSTRUCTION NUMBER 2348

| Revision | Reason | Prepared By |
|----------|---|-------------|
| Basic | Preparation of basic manual | J. Miller |
| A | Added changes for Lord (Barry) Mount Modification. | J. Miller |
| B | Remove requirement for annual removal/inspection. | J. Miller |
| C | Change inspection intervals to agree with those of other nearby drivetrain components, added alternate work aid, correct callout for number of fasteners. | J. Miller |
| D | Changed firewall cover to have pre-drilled holes. Improved Instructions in general. Changed driveshaft dash number to -101. Added weight and balance section. | J. Parekh |
| E | Increased inspection interval from 4500 hours to 6000 hours. | J. Parekh |
| F | Added inertia kit SKCP3244 to be installed with riveted TRDS | J. Parekh |
| G | Added more caution and warning notes to emphasize daily, 100 hours and 1500 hour inspection and record in historical data card. | J. Parekh |
| H | Included .370" max. installation compression limit (install tool). Added Inspection Criteria for Compressor Stall/Surge and Pylon Whirl. Installation Drawing SKCP2782 now at Revision "F" (added corrosion protection coating note). Updated workaid illustrations | J. Parekh |
| J | Revised to account for possible change in OEM hardware due to EASA SIB No: 2012-06R2. | A. Zink |
| K | Additional revisions related to EASA SIB No: 2012-06R2. Kamatics-supplied MS21042 nuts removed from locations connecting the Kaflex driveshaft to the helicopter. | A. Zink |

SERVICE INSTRUCTION NUMBER 2348

[illegible]

Page 3

KAMATICS CORPORATION SERVICE INSTRUCTIONS

Subject: KAflex Main Driveshaft Retrofit in accordance with Supplemental Type Certification Number SH7767SW.

Installation Notes:

If riveted Tail Rotor Drive Shaft (TRDS), Bell part number:

206-040-383-101
206-040-383-105
206-040-387-103
206-040-387-105
206-040-387-107

is installed on the aircraft, Kamatics inertia kit P/N 3244 is needed to complete the KAflex installation.

If rotor brake assembly, Bell part number:

206-706-034-3
206-706-034-7
206-706-034-101
206-706-034-103
206-706-034-105

is installed on the aircraft, Kamatics rotor brake kit P/N 2975 is needed to complete the KAflex® installation.

Note

For KAflex inertia kit P/N SKCP3244 or rotor brake installation kit P/N SKCP2975, please contact Kamatics Corporation.

Purpose: This document provides instruction for retrofit of the SKCP2348-101 KAflex Driveshaft on the Bell 206A and 206B series helicopters. The SKCP2348-101 driveshaft is manufactured by Kamatics Corporation, Bloomfield, CT.

Additional copies of this document may be obtained by contacting:

Kamatics Corporation
1330 Blue Hills Ave.
Bloomfield, CT 06002
(860) 243-9704

SECTION 1
KAflex DRIVESHAFT RETROFIT

1. Preparation and General Notes

- a. Disconnect battery.
- b. Remove transmission fairing and open engine cowling to gain access to main driveshaft.

2. Removal of Driveshaft (Figure 1) P/N 206-040-100 or 206-040-015

- a. From right side of helicopter, remove two screws (Item 6) securing driveshaft cover (Item 8) and cone assembly (Item 18).
- b. Remove eleven screws (Item 14) securing driveshaft door (Item 5) to aft side of forward firewall (Item 15). Remove driveshaft door (Item 5) and gasket (Item 4) from aircraft.
- c. Remove four bolts (Item 3), eight washers (Item 2), and four nuts (Item 1) attaching forward driveshaft coupling to input adapter on transmission.
- d. Remove four bolts (Item 9), eight washers (Item 10) and four nuts (Item 11) attaching aft driveshaft coupling to freewheeling adapter flange.

CAUTION

Compress couplings with Kamatics installation tool (Figure 3) just enough to release them from mating adapter flange. If couplings are compressed beyond 0.370", damage to coupling may occur.

- e. Push aft on forward coupling to compress flex frames in couplings and obtain clearance between forward driveshaft coupling and input adapter flange. Move forward end of driveshaft outboard to clear input adapter flange. Move driveshaft assembly aft passing forward coupling through opening and remove from helicopter.

3. Firewall, Driveshaft Door Rework (Figures 1 and 2)

- a. Gain access to driveshaft door (Figure 2, Item 9)
- b. Remove both halves of cone assembly (Figure 1, Item 18)
- c. Remove driveshaft cover assembly (Figure 1, Items 8)

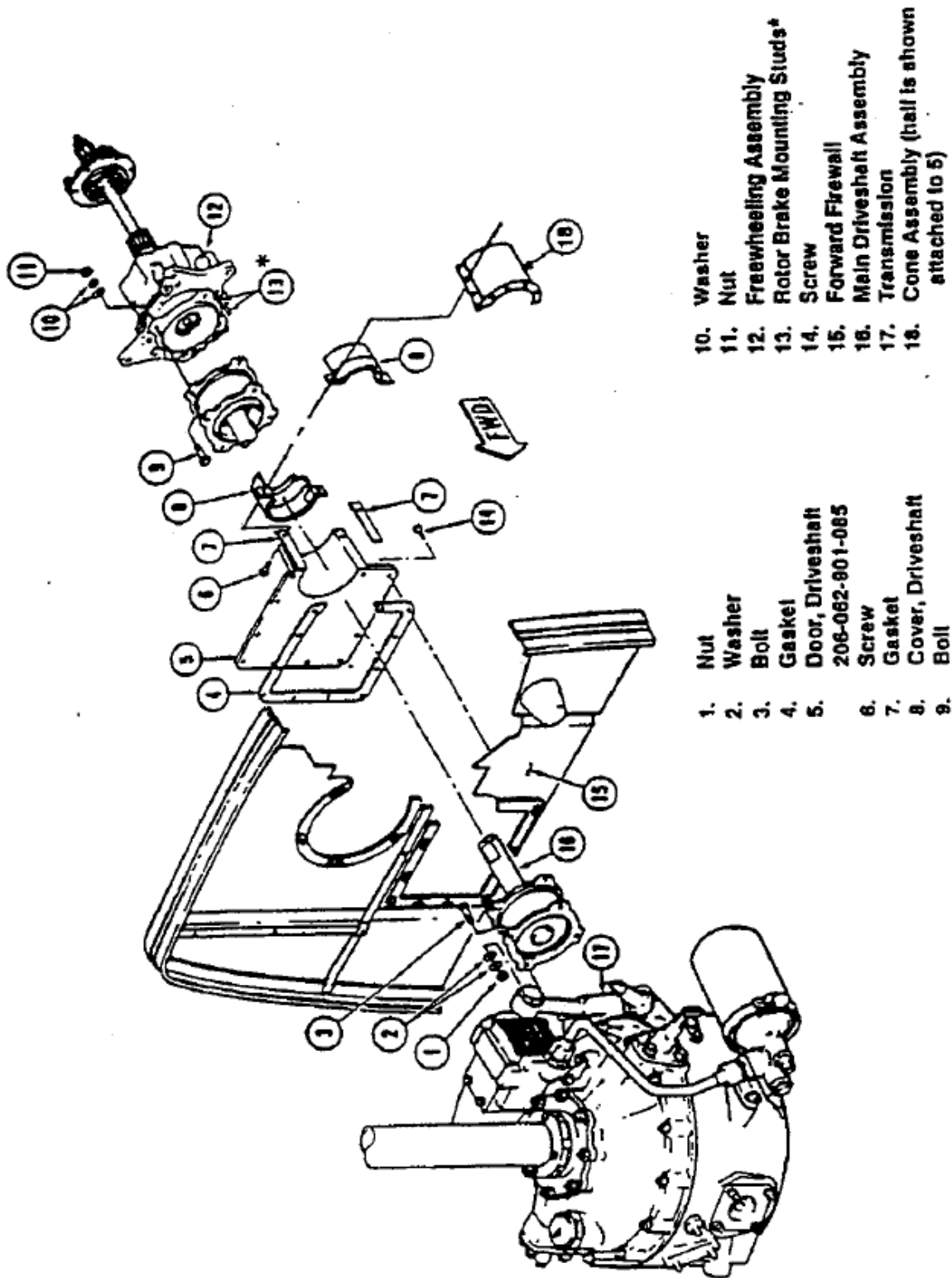


FIGURE 1: Existing Installation Main Driveshaft P/N 206-040-100-13

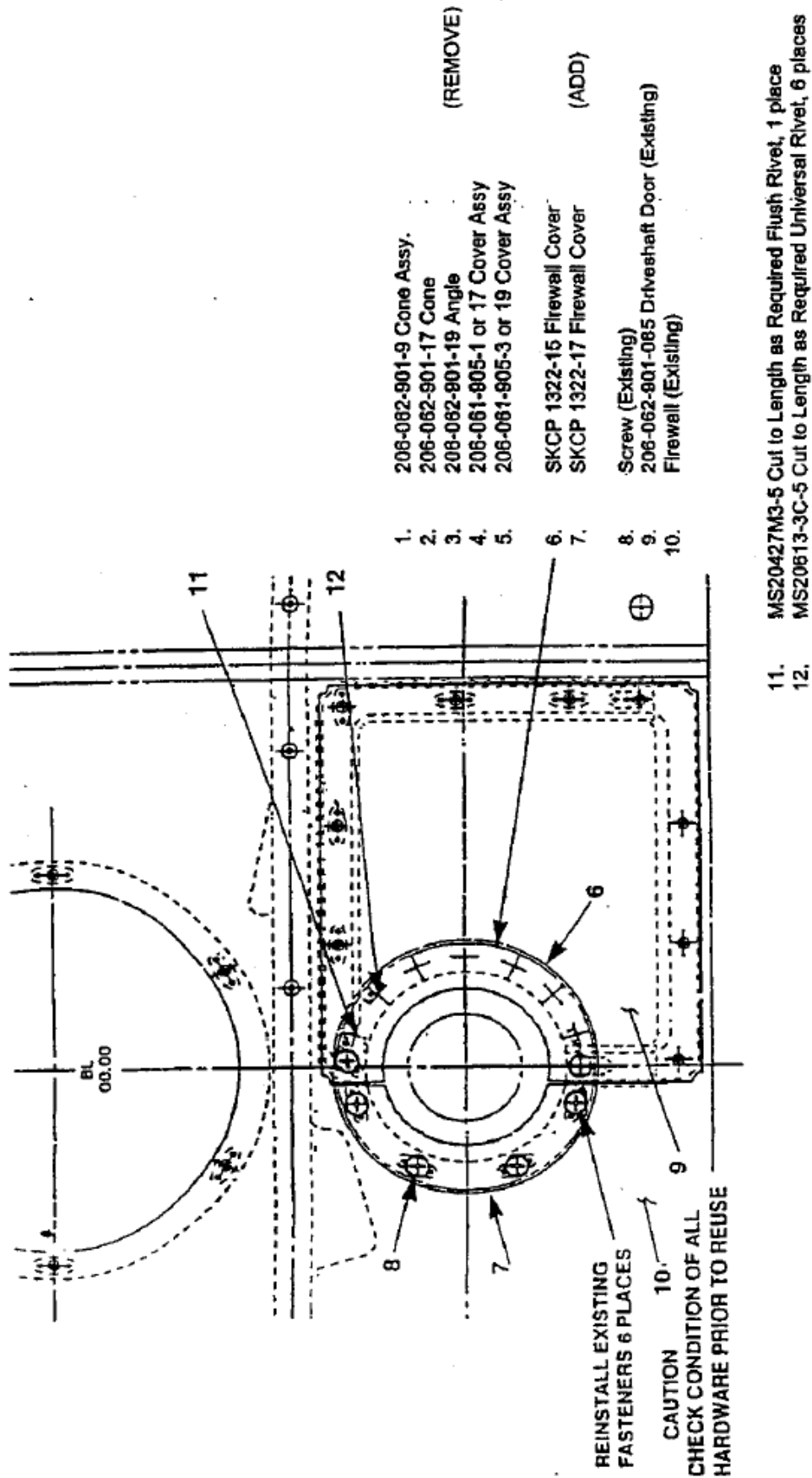


FIGURE 2: Looking FWD

3. Firewall, Driveshaft Door Rework (Continued)

- d. Remove cone (Figure 2, Item 2) and angle (Figure 2, Item 3) from driveshaft door.

CAUTION

Inspect driveshaft door for cracks, damage and corrosion (Figure 1, Item 5). If these conditions exist, replace driveshaft door before proceeding.

- e. Align firewall cover (Figure 2, Item 6) and secure with two screws (Figure 2, Item 8).

Note

Ensure firewall cover (Figure 2, Item 6) is installed on the aft side of the driveshaft door (Figure 2, Item 9) with the lip facing forward.

- f. Locate and mark seven rivet holes (Figure 2, Items 11 & 12) on driveshaft door (Figure 2, Item 9)
- g. Remove firewall cover (Figure 2, Item 6) from driveshaft door (Figure 2, Item 9), and drill firewall cover using a 3/32" or .093" drill.
- h. Dimple upper rivet hole (for rivet Figure 2, Item 11) to clear dimple on door. Rivet in this location must be flush to allow driveshaft door (Figure 2, Item 9) to fit flush on firewall (Figure 2, Item 10).
- i. Install firewall cover (Figure 2, Item 6) on driveshaft door (Figure 2, Item 9) and secure with two screws (Figure 2, Item 8).
- j. Cut six MS20613-3C (3/32 Univ. Head CRES) rivets (Figure 2, Item 12) to length, install and rivet firewall cover (Figure 2, Item 6) to driveshaft door (Figure 2, Item 9). Do not install these rivets in top dimpled rivet hole.
- k. Cut one MS20427M3 (3/32 flush Monel) rivet (Figure 2, Item 11) to length, install in dimpled hole and rivet firewall cover (Figure 2, Item 6) to driveshaft door (Figure 2, Item 9).

4. Modification to Lord (Barry) Transmission Isolation Mount, P/N 206-030-539-101 or -005

Note

Modification is necessary only with the Lord (Barry) Transmission Isolation Mount BHTI P/N 206-030-539-101 or -005, the mount with aluminum cover plates. The Lord Transmission Isolation Mount, BHTI P/N 206-030-539-003 with black elastometric cover, has additional clearance and modification is not necessary. Since Barry has merged with Lord, the transmission isolation mounts with aluminum covers may have “Lord” name plate on them. Older mounts may still have “Barry” name plate on them.

- a. Remove the transmission mount per BHTI service instructions.
- b. Modify the Lord (Barry) Isolation Mount in accordance with SKCP2782 Sheet 3, Section 7.
- c. Reinstall the mount according to the BHTI Maintenance Manual.

Note

Do not use unauthorized shims, adhesives or sealants between the Lord (Barry) Mount and the cabin roof. Refer to BHTI Technical Bulletin 206-77-14 if interference exists between the Lord (Barry) Mount and roof top rivets.

5. KAflex Driveshaft Installation (Figures 3 and 4)

Note

Inspect KAflex Driveshaft in accordance with Section 3, “KAflex Driveshaft Inspection” and Section 5, “Repair of KAflex Driveshaft” before proceeding with the installation.

- a. Install Workaid on KAflex Driveshaft by installing Workaid collars over driveshaft and attach tightening screws with nuts (Figure 3). Compress forward frames. Position lugs of the two tightening screws over nut attaching end fitting to flex frame of KAflex Driveshaft (Figure 3). The KAflex Driveshaft will be installed with the serial number aft to facilitate future maintenance and inspections. Orientation does not affect function of the KAflex Driveshaft.

CAUTION

If the lugs of the tightening screws are installed over the nut attaching flex frame to flex frame, the flex frames can be over compressed and the flex frames are likely to be damaged.

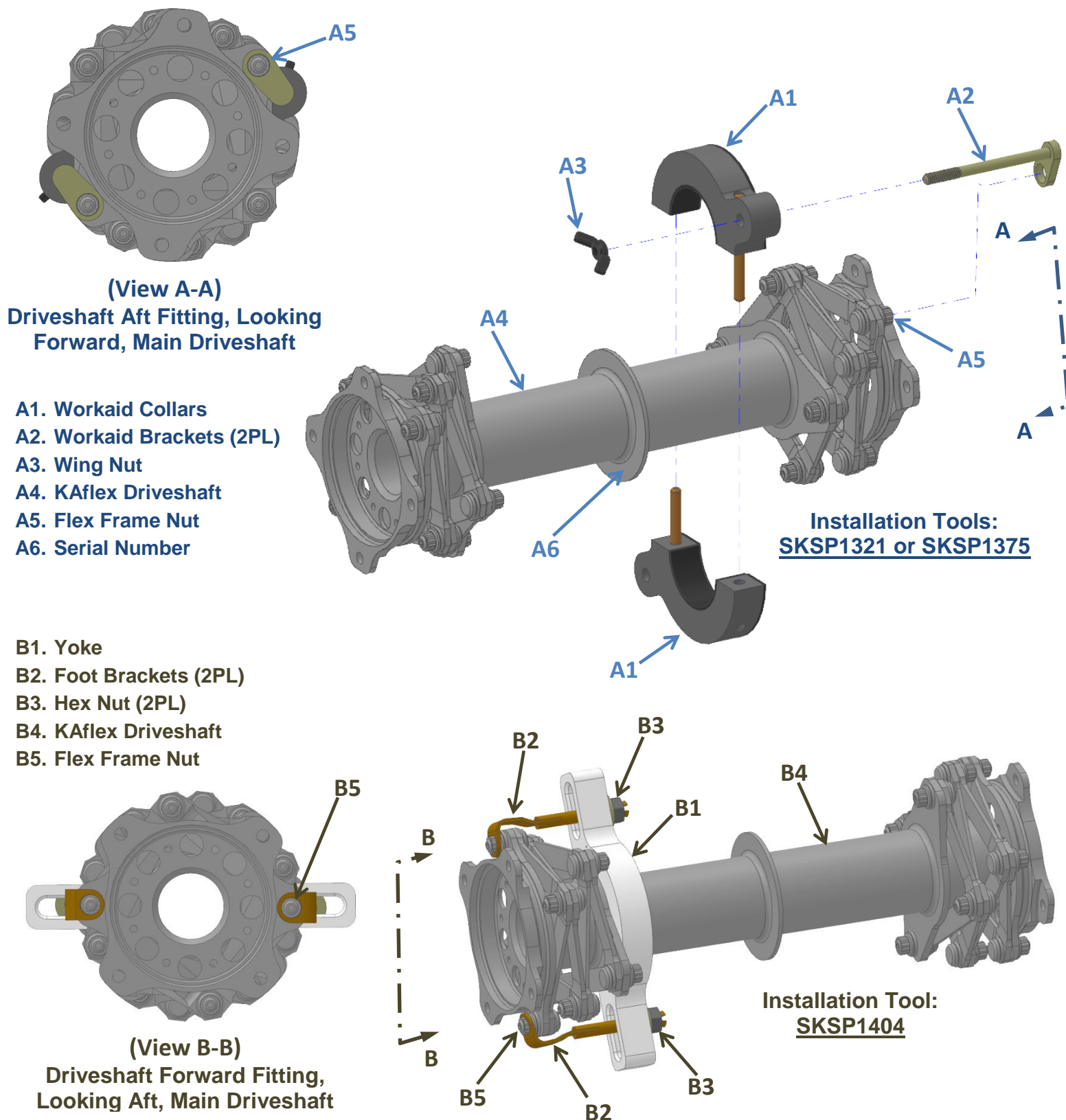
5. KAflex Driveshaft Installation (continued)

- b. Compress KAflex Flex frames approximately 1/4" by tightening the workaid nuts.
- c. Install KAflex Driveshaft in the aircraft with serial number facing aft.
- d. Loosen workaid nuts and allow KAflex Driveshaft to extend, aligning pilots on KAflex Driveshaft to Quill Adapter and Freewheeling Adapter. Remove workaid.
- e. Install four bolts (Figure 4, Item 3) at the forward portion of the KAflex Driveshaft, ensuring bolt heads face aft. Do not put washers under bolt heads.
- f. Install eight washers (Figure 4, Item 2), and four nuts (Figure 4, Item 1) on the four bolts. Do not put washers under bolt heads.
- g. Install four bolts (figure 4, Item 9) at the aft portion of the KAflex Driveshaft, ensuring bolt heads face forward. Do not put washers under bolt heads.
- h. Install eight washers (Figure 4, Item 10), and four nuts (Figure 4, Item 11) on the four bolts. Do not put washers under bolt heads.

Note

If a riveted TRDS is installed in the aircraft, an inertia kit SKCP3244 is required with this KAflex Driveshaft (see Section 1, Page 4). In that case use the hardware (bolts, nuts, washers) supplied with the inertia kit for the aft portion of the driveshaft. Install the inertia kit as shown on the drawing SKCP3244 enclosed in Section 7.

- i. Torque four nuts (Figure 4, Item 11) in accordance with OEM installation instructions, ensuring pilot is engaged and KAflex Driveshaft end fitting flanges are flat against the freewheeling adapter.
- j. Apply torque stripes to 4 aft KAflex mounting bolts and nuts.
- k. Torque four nuts at the forward portion of the KAflex Driveshaft (Figure 4, Item 1) in accordance with OEM installation instructions, ensuring pilot is engaged and KAflex Driveshaft end fitting flanges are flat against the Quill Adapter.
- l. Apply torque stripes to 4 forward KAflex mounting bolts and nuts.



**FIGURE 3: Installation of Workaid
(Installation Tool SKSP1321, SKSP1375 or SKSP1404)**

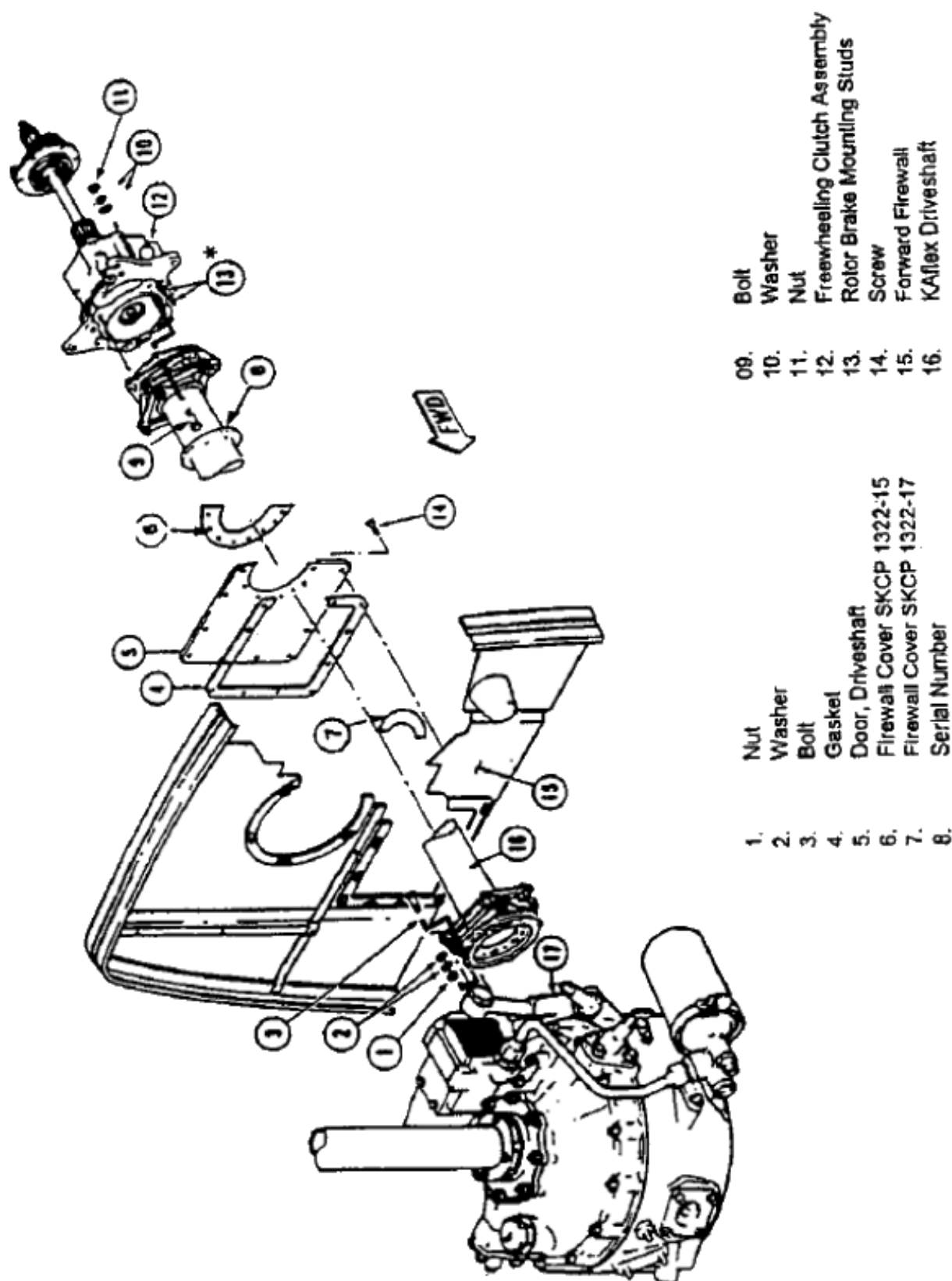


FIGURE 4: KAFlex Driveshaft Installation

6. Driveshaft Door Installation (Figure 4)

- a. Install firewall cover (Figure 2, Item 7) using 4 screws (Figure 2, Item 8).
- b. Install driveshaft door (Figure 2, Item 5) and gasket, (Figure 2, Item 4) using 11 screws (Figure 2, Item 8) and remaining 2 screws (Figure 2, Item 8).
- c. **Turn KAflex[®] Driveshaft by hand to ensure proper operation and clearance. Check clearance between the driveshaft and firewall covers (Figure 2, Items 6 & 7) at four positions, 3 o'clock, 6 o'clock, 9 o'clock and 12 o'clock. Minimum clearance must be 0.450".** If the clearance is less than 0.450", it can be adjusted by loosening 4 screws (Figure 2, Item 8) and sliding firewall cover (Item 7) or by loosening 11 screws (Item 14) and sliding driveshaft door (Item 5) within the clearance of the screw hole and then re-tightening the screws.

CAUTION

Ensure aircraft rotors are free to turn, and will not strike any surface.

- d. Carefully check all electrical lines, fuel lines, hydraulic lines, and bleed air lines for interference or looseness. Route and secure all lines in accordance with AC43.13-1A chapters 10 & 11.
- e. Close engine cowling and install transmission fairing.
- f. Connect battery.
- g. Ground run aircraft.
- h. Complete Historical Service Record, and applicable logbook entries. It should be updated and all the required entries made, any time a service or inspection is performed on the driveshaft.

SECTION 2
KAflex DRIVESHAFT REMOVAL AND INSTALLATION

1. KAflex Driveshaft Removal (Figure 4)

- a. Disconnect battery.
- b. Remove transmission fairing and open engine cowling to gain access to KAflex Driveshaft.
- c. From right side of the helicopter, remove 15 screws (Figure 4, Item 14) securing firewall cover (Figure 2, Item 7), and driveshaft door (Figure 2, Item 9) to firewall. Remove firewall cover (Figure 4, Item 7) driveshaft door (Figure 4, Item 5), and gasket (Figure 4, Item 4) from aircraft.
- d. Remove 4 nuts (Figure 4, Item 1), 8 washers (Figure 4, Item 2) and 4 bolts (Figure 4, Item 3) securing the forward portion of the KAflex Driveshaft.
- e. Remove 4 nuts (Figure 4, Item 11), 8 washers (Figure 4, Item 10), and 4 bolts (Figure 4, Item 9) securing the aft portion of the KAflex Driveshaft.
- f. Install workaid per Figure 3 on KAflex Driveshaft by installing workaid collars over driveshaft and attach tightening screws with nuts. Compress forward frames. Position lugs of the two tightening screws over nut attaching end fitting to the flex frame at aft end of KAflex Driveshaft. The KAflex Driveshaft will be reinstalled with the serial number aft to facilitate future maintenance and inspections. Orientation does not affect function of the KAflex Driveshaft.
- g. Compress KAflex Flex Frames by tightening the workaid nuts approximately $\frac{1}{4}$ ".
- h. Remove KAflex Driveshaft from aircraft.

2. KAflex Driveshaft Installation (Figure 4)

- a. Install workaid per Figure 3 on KAflex Driveshaft by installing workaid collar(s) over driveshaft and attach tightening screws with nuts. Position lugs of the two tightening screws over nut attaching end fitting to flex frame of KAflex Driveshaft (Figure 3). The KAflex Driveshaft will be installed with the serial number aft to facilitate future maintenance and inspections. Orientation does not affect function of the KAflex Driveshaft.

CAUTION

If the lugs on the tightening screws are installed incorrectly over the nut attaching flex frame to flex frame, the flex frames can be over compressed and the flex frames are likely to be damaged.

- b. Compress KAflex Flex frames approximately $\frac{1}{4}$ " by tightening the workaid nuts.
- c. Install KAflex Driveshaft in the aircraft with serial number facing aft.
- d. Loosen workaid nuts and allow KAflex Driveshaft to extend, aligning pilots on KAflex Driveshaft to Quill Adapter, and Freewheeling Adapter. Remove workaid.
- e. Install four bolts (Figure 4, Item 3) at the forward portion of the KAflex Driveshaft, ensuring bolt heads face aft. Do not put washers under bolt heads.
- f. Install eight washers (Figure 4, Item 2), and four nuts (Figure 4, Item 1) on the four bolts. Do not put washers under bolt heads.
- g. Install four bolts (Figure 4, Item 9) at the aft portion of the KAflex Driveshaft, ensuring bolt heads face forward. Do not put washers under bolt heads.
- h. Install eight washers (Figure 4, Item 10) and four nuts (Figure 4, Item 11) on the four bolts. Do not put washers under bolt heads.

Note

If a riveted TRDS is installed in the aircraft, an inertia kit SKCP3244 is required with this KAflex Driveshaft (see Section 1, Page 4). In that case use the hardware (bolts, nuts, washers) supplied with the inertia kit for the aft portion of the driveshaft. Install the inertia kit as shown on the drawing SKCP3244 enclosed in Section 7.

- a. Torque four nuts (Figure 4, Item 11) in accordance with OEM installation instructions, ensuring pilot is engaged and KAflex Driveshaft end fitting flanges are flat against the Freewheeling Adapter.
 - b. Apply torque stripes to 4 aft KAflex mounting bolts and nuts.
 - c. Torque four nuts at the forward portion of the KAflex Driveshaft (Figure 4, Item 1) in accordance with OEM installation instructions, ensuring pilot is engaged and KAflex Driveshaft end fitting flanges are flat against the Quill Adapter.
 - d. Apply torque stripes to 4 forward KAflex mounting bolts and nuts.
3. Driveshaft Door Installation (Figure 4)
- a. Install firewall cover (Figure 4, Item 7) using 4 screws (Figure 4, Item 8).
 - b. Install driveshaft door (Figure 4, Item 5) and gasket (Figure 4, Item 4) using 11 screws (Figure 4, Item 8)
 - c. **Turn KAflex Driveshaft by hand to ensure proper operation and clearance. Check clearance between the driveshaft and firewall covers (Figure 2, Items 6 & 7) at four positions, 3 o'clock, 6 o'clock, 9 o'clock and 12 o'clock. Minimum clearance must be 0.450".** If the clearance is less than 0.450", it can be adjusted by loosening 4 screws (Figure 2, Item 8) and sliding firewall cover (Figure 4, Item 7) or by loosening 11 screws (Figure 4, Item 14) and sliding driveshaft door (Figure 4, Item 5) within the clearance of the screw hole and then re-tightening the screws.

CAUTION

Ensure aircraft rotors are free to turn, and will not strike any surface.

- d. Carefully check all electrical lines, fuel lines, hydraulic lines, and bleed air lines for interference or looseness. Route and secure all lines in accordance with AC43.13 – 1A chapters 10 & 11.
- e. Close engine cowlings and install transmission fairing.
- f. Connect battery.
- g. Ground run aircraft.
- h. Complete Historical Service Record, and applicable logbook entries. It should be updated and all the required entries made any time a service or inspection is performed on the driveshaft.

SECTION 3
INSPECTION OF KAflex DRIVESHAFT

1. Inspection

DAILY INSPECTION
BEFORE FIRST FLIGHT OF THE DAY

1. Check general condition of KAflex Driveshaft.
 - a. Check for loose and missing hardware (bolts, nuts, washers). If loose or missing hardware is found, return driveshaft to **Kamatics Corporation, 1330 Blue Hills Ave., Bloomfield, CT 06002**. Include description of reason for return and copy of historical record card with driveshaft.
 - b. Inspect flex frame and mount bolt torque stripes for evidence of slippage.

WARNING

DO NOT disturb or tighten flex frame nuts or bolts. Evidence of turning fasteners by wrench or other means is cause for rejection.

100 HOUR INSPECTION

1. Check general condition of KAflex Driveshaft.
 - a. Check for loose and missing hardware (bolts, nuts, washers). If loose or missing hardware is found, return driveshaft to Kamatics Corporation. Include description of reason for return and copy of historical record card with driveshaft.
 - b. Inspect flex frame and mount bolt torque stripes (red) for evidence of slippage. If the torque stripes have faded, touch up using F-925 "Skydrol" resistant seal or equivalent available from Organic Products Co. at (972) 438-7321.
If the torque stripes are yellow, contact Henkel North America.
<http://www.henkelna.com> to obtain a touch up kit (Loctite E-20HP Hysol Epoxy Adhesive, Fast Setting).

WARNING

DO NOT disturb or tighten flex frame nuts or bolts. Evidence of turning fasteners by wrench or other means is cause for rejection.

100 HOUR INSPECTION (continued)

- c. Inspect KAflex Driveshaft for damage and corrosion. Refer to Figure 5 for damage and repair limits.
- d. Inspect KAflex Driveshaft flex frame joints for fretting dust which will show up as red metallic residue. If grease, oil or dirt is covering suspected area, or any doubt exists as to whether actual fretting has occurred, clean suspected areas thoroughly and recheck in conjunction with next daily inspection.

If fretting is apparent, return Driveshaft to Kamatics Corporation. Include description of reason for return and copy of historical record card with the driveshaft.

- e. Inspect KAflex Driveshaft for sign of contact, rubbing, and/or chafing.

OUT OF AIRCRAFT INSPECTION

Note

This inspection is to be done at 1500 hour intervals (coinciding with removal and inspection of freewheeling clutch). This inspection reads like the 100 hour inspection, but will be more comprehensive with the driveshaft out of the aircraft.

- 1. Check general condition of KAflex Driveshaft.
 - a. Check for broken, loose, or missing hardware (bolts, buts, washers). If loose or missing hardware is found, return driveshaft to Kamatics Corporation. Include description of reason for return and copy of historical record card with the driveshaft.
 - b. Inspect flex frame bolt torque stripes for evidence of slippage. If the torque stripes have faded, touch up using F-925 "Skydrol" resistant seal or equivalent available from Organic Products Co at (972) 438-7321. If the torque stripes are yellow, contact Henkel North America. <http://www.henkelna.com> to obtain a touch up kit (Loctite E-20HP Hysol Epoxy Adhesive, Fast Setting).

WARNING

DO NOT disturb or tighten flex frame nuts or bolts. Evidence of turning fasteners by wrench or other means is cause for rejection.

OUT OF AIRCRAFT INSPECTION (continued)

- c. Inspect KAflex Driveshaft for damage and corrosion. Refer to Figure 5 for damage and repair limits.
- d. Inspect KAflex Driveshaft flex frame joints for fretting dust. This will show up as red metallic residue. If grease, oil or dirt is covering a suspected area, or any doubt exists as to whether actual fretting has occurred, clean suspected areas thoroughly and recheck.

If fretting is apparent, return driveshaft to Kamatics Corporation. Include description of reason for return and copy of historical record card with the driveshaft.

- e. Inspect KAflex Driveshaft for sign of contact, rubbing, and/or chafing.
- f. Enter the 1500 hour inspection record in the historical data card enclosed with this service manual.

6,000 HOUR INSPECTION

- 1. Remove KAflex Driveshaft for factory inspection. Return to Kamatics Corporation. Include description of reason for return and copy of historical log with driveshaft.

WARNING

Package driveshaft carefully to ensure safe arrival at Kamatics Corporation

- 2. Assuming driveshaft is returned to the user for further service, inspections between 6,000 and 12,000 hours or multiples thereof will be the same as between new and 6,000 hours.

2. KAflex Driveshaft Conditional Inspection

Note

The following inspections detail special inspection instructions applicable to KAflex Driveshaft. Refer to appropriate Bell and Allison maintenance manuals for airframe and engine special inspection instructions.

1. Overtorque

- a. 110-120% overtorque, perform a daily inspection on KAflex Driveshaft.
- b. 120+% overtorque, perform a 100 hour inspection on KAflex Driveshaft.

2. Overspeed

- a. 114+% overspeed, no KAflex Driveshaft inspection necessary.

3. Sudden Stoppage

- a. Perform a 100 hour inspection on the KAflex Driveshaft. Inspect freewheeling clutch assembly for evidence of overtorque. If clutch sprags are chipped or broken, if there is evidence of static brinelling of clutch races or other evidence of torsional overload, return driveshaft to Kamatics Corporation with information described in the Section on 6,000 hour inspection.

4. Hard Landing

- a. If any of the following components do not pass their respective inspection criteria as detailed in chapter 5, "Inspections" of the Bell 206A/B Maintenance Manual, the KAflex Driveshaft must be returned to Kamatics as described in the Section of this manual on inspection after 6,000 hours:
 - i. Main Rotor Hub
 - ii. Main Rotor Mast
 - iii. Main Transmission, Main Transmission Mounts, Drag Pin, Drag Plate
 - iv. Freewheeling Clutch Assembly
 - v. Engine or Engine Mounts
- b. Even if none of the items in Item 'a' above show the effects of the hard landing, perform a 100 hour inspection on the KAflex Driveshaft, and inspect the top of the isolation mount (P/N 206-030-539-003, -101 or -005) if installed. If contact has occurred, refer to Section 5.

5. After Lightning Strike

- a. Lightning damage can show as burn marks, heat discoloration, arc marks, or as small weld marks (where the metal has melted and became solid again).
- b. If evidence of lightning damage is found on the driveshaft as described in Item 'a' above, attach a tag to the driveshaft and write, "THIS DRIVESHAFT WAS REMOVED FROM SERVICE BECAUSE OF A LIGHTNING STRIKE". Return the driveshaft to Kamatics Corporation for evaluation.

6. Compressor Stall/Surge

- a. Remove and examine the engine-to-transmission driveshaft for condition.
- b. If any damage suspected to be related to the compressor stall or surge is found, make an entry on the Historical Service Record, and attach a tag on the driveshaft and write "THIS COMPONENT WAS REMOVED FROM SERVICE BECAUSE OF A COMPRESSOR STALL/SURGE". Return the driveshaft to Kamatics Corporation for factory inspection.
- c. If no defects were detected, return the engine-to-transmission driveshaft to service.

7. Pylon Whirl

- a. Pylon Whirl is an elliptical motion of the pylon which occurs after blade flapping and mast bumping. Pylon Whirl inspection will follow the following conditions:
 - i. An abnormal landing
 - ii. Excessive slope landing
 - iii. Helicopter was operated in severe turbulence
 - iv. Low rotor RPM during flight
 - v. Application of extreme and rapid cyclic control input
 - vi. Main Driveshaft Coupling has contacted the Isolation Mount
- b. Examine Isolation Mount for damage caused by contact from Main Driveshaft.
- c. If the Isolation Mount is damaged, follow Repair Instructions in Section 5 (Repair of KAflex Driveshaft), Note 8.

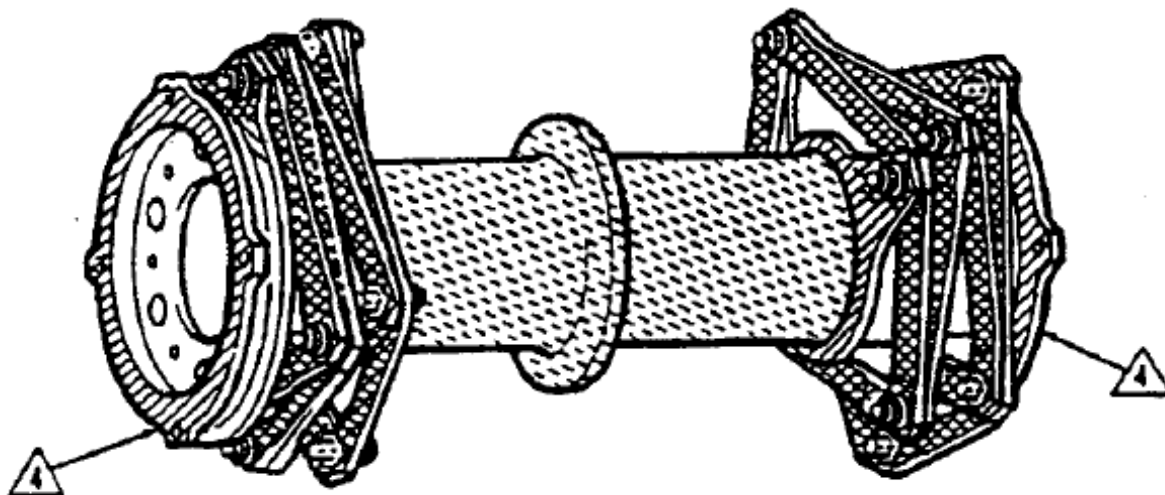
SECTION 4
MAINTENANCE OF KAflex DRIVESHAFT

1. There is no periodic maintenance requirement for the KAflex Driveshaft.
2. The following maintenance practices will be incorporated as follows:
 - a. The KAflex Driveshaft is not field overhauled. The KAflex Driveshaft can only be disassembled for inspections at Kamatics Corporation.
 - b. Any time the KAflex Driveshaft is transferred from one aircraft to another, the KAflex Driveshaft does not require a complete disassembly and inspection. The KAflex Driveshaft does require a 100 hour inspection at this time, and then at each aircraft 100 hour inspection.
 - c. The KAflex Driveshaft is to be removed at 6,000 hours and sent to Kamatics Corporation for complete factory inspection and overhaul as required. The KAflex Driveshaft is not field overhauled.

Refer to the Section on 6,000 hour inspection for return instructions.

SECTION 5
REPAIR OF KAflex DRIVESHAFT

1. Refer to Figure 5 for repair criteria. All blends shall be smooth at maximum depth and smoothly blended with surrounding surfaces.
2. The KAflex Driveshaft is not field overhauled. The KAflex Driveshaft can only be disassembled for inspection at Kamatics Corporation.
3. The KAflex Driveshaft is to be removed at 6,000 hours and sent to Kamatics Corporation for complete factory overhaul and inspection as required.



DAMAGE LOCATION SYMBOLS

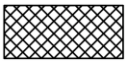
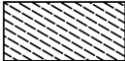



| Type of Damage | Maximum Damage and Repair Depth | | | |
|------------------------------------|---|---|---|---|
| |  |  |  |  |
| MECHANICAL | 0.001" before and after repair | 0.005" before and after repair | 0.005" before and after repair | 0.015" before and after repair |
| CORROSION | Surface, no pits | 0.005" before and after repair | 0.005" before and after repair | 0.010" before and after repair |
| MAXIMUM AREA PER FULL DEPTH REPAIR | 0.05 in ² | 0.10 in ² | 0.25 in ² | 0.25 in ² |
| NUMBER OF REPAIRS | One per leg | | | |
| EDGE DENTS, NICKS | 0.001 in | 0.010 in | 0.010 in | 0.025 in |

FIGURE 5: Damage Limits – KAFlex Driveshaft

NOTES:

1. No cracks are permitted
2. Repairs must be no less than 1.000 inch apart.
3. Repairs not to be within 0.500 inches of bolt hole.
4. Faying surfaces must be free of any raised metal areas.
5. All repairs to be smooth at maximum depth and smoothly blended with surrounding surface.
6. Exposed bare metal may be touched up with Sermetel Product 1122 or 196 available from Praxair Surface Technologies, 1550 Polco St. Indianapolis In. 46222. Zinc Chromate, primer color T, even though it does not blend cosmetically with Sermetel coating, can be used if Sermetel touch-up products are unavailable.
7. Sides and corners of flex frames are to be treated as  areas.
8. If damage results from contact with transmission isolation mount, proceed as follows:
 - a. If contact with Lord (Barry) mount (P/N 206-030-539-303) occurs, return driveshaft to Kamatics for evaluation.
 - b. If contact with Lord (Barry) mount (P/N 206-030-539-101 or -005) occurs during unusual and severe condition and depth of damage to top cover does not exceed .025", lightly stone smeared aluminum/ceramic coating on corners of flex frames, end fittings and interconnect ears to remove raised material and sharp edges. Restore coating per Note 6 as necessary. If damage to top cover exceeds .025", return driveshaft to Kamatics for evaluation.
9. If damage exceeds limit specified in this section, return driveshaft to Kamatics Corporation. Include description of reason for return and copy of Historical Record Card with the driveshaft.

SECTION 6
TYPE CERTIFICATE

Following is a copy of:

1. FAA Supplemental Type Certificate Number SH7767SW
2. EASA Supplemental Type Certificate 10052951.

United States Of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate

Number SH7767SW

This Certificate issued to Kamatics Corporation
1330 Blue Hill Avenue
Bloomfield, Connecticut 06002

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 6 of the Civil Air Regulations.

Original Product Type Certificate Number : H2SW
Make : Bell
Model : 206A, 206A-1, 206B, 206B-1

Description of Type Design Change:

Installation of a Kamatics Kaflex Drive Shaft Assembly in accordance with Kamatics Corporation Dwg. SKCP 2782, Revision A, dated March 30, 1990, or later FAA-approved revision.

For Bell aircraft incorporating the tail rotor drive shafts identified below, a Kamatics Kaflex Inertia Kit, Dwg. SKCP 3244, original, dated May 5, 2001, or later FAA-approved revisions, must be installed.

Limitations and Conditions:

1. Bell 206 aircraft with Tail Rotor Drive Shaft Part Numbers 206-040-383-101, 206-040-383-105, 206-040-387-103, 206-040-387-105 and 206-040-387-107 must have the Kamatics Kaflex Inertia Kit, Dwg. SKCP 3244 installed.
2. Compatibility of this modification with previously installed equipment must be determined by the installer.

The STC holder will provide each person it permits to use this certificate to alter the product written evidence of the agreement in a form acceptable to the Administrator.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application : September 12, 1988

Date reissued : June 11, 1990

Date of issuance : May 4, 1990

Date amended : June 1, 2001



By direction of the Administrator

Robert G. Mann
(Signature)

Robert G. Mann
Manager
Boston Aircraft Certification Office

(Title)



SUPPLEMENTAL TYPE CERTIFICATE

10052951

This Supplemental Type Certificate is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

KAMATICS CORPORATION

**1330 BLUE HILLS AVENUE
BLOOMFIELD 06002
USA**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Type Certificate Number : EASA.IM.R.512
Type Certificate Holder : BELL HELICOPTER TEXTRON CANADA
Type Design - Model : 206A, 206B
Original STC Number : FAA STC SH7767SW

Description of Design Change:

Installation of KAMATICS Kaflex Main Rotor Driveshaft Kit in accordance with drawing SKCP2782

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval. The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval

See Continuation Sheet(s)

For the European Aviation Safety Agency,

Date of issue: 14 April 2015


Massimo MAZZOLETTI
Head of Rotorcraft Department

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0010034301-001

SUPPLEMENTAL TYPE CERTIFICATE - 10052951 - KAMATICS CORPORATION

TE.STC.00091-003 - Copyright European Aviation Safety Agency. All rights reserved.

1/2



Associated Technical Documentation:

Flight Manual Supplement for Bell 206A/206B Kaflex Main Rotor Driveshaft Installation, Revision N/C,
dated June 28, 2006

or later revisions of the above listed documents approved by EASA in accordance with EASA ED
Decision 2004/04/CF (or subsequent revisions of this decision)" and/ or the Technical Implementation
Procedures of EU/ USA Bilateral Agreement.

Service Instruction Number SIN2348 Revision K
Installation Drawing SKCP2782 Revision F
Installation Drawing SKCP3244 Revision C

Limitations/Conditions:

Bell 206 rotorcraft with tail rotor drive shaft part numbers 206-040-383-101, 206-040-383-105,
206-040-387-103, 206-040-387-105 and 206-040-387-107 must have the Kamatics Kaflex Inertia Kit,
drawing SKCP3244 Revision C or later, installed.

Prior to installation of this design change it must be determined that the interrelationship between this
design change and any other previously installed design change and/ or repair will introduce no
adverse effect upon the airworthiness of the product.

- end -

Note:

The following numbers are listed on the certificate:
EASA current Project Number: 0010034301-001

SUPPLEMENTAL TYPE CERTIFICATE - 10052951 - KAMATICS CORPORATION

TE.STC.00091-003 - Copyright European Aviation Safety Agency. All rights reserved.

2/2

SECTION 7
INSTALLATION DRAWING

Following are copies of the installation drawing in the STC 7767SW:

SKCP2782 SH 1, 2, 3

SKCP3244 SH 1

| REV | INCORP. BY | APPR. BY | DATE | DER | DATE | DESCRIPTION |
|-----|------------|-------------------|------|-----|----------|--|
| A | | JMP | | LLD | 04/15/02 | 1. ADDED SKCP2962-15. 2. ADDED LIMITED. 3. ADDED "S INERTIA KIT W.M. 02/25/02 |
| B | | ML | | | 1/22/15 | 1. ADDED "OEM APPROVED" REMOVED SECUTTED HARDWARE 2. REMOVED SECUTTED HARDWARE 3. REFERENCE TO OEM INSTRUCTIONS |
| C | | ML 3-30-15 | | | | 1. WAS MS21042L3 NUT 2. WAS MS21042L3 NUT FROM KIT 3. WAS TORQUE TO 50-70 IN-LBS |

| | | | | | | |
|--|--|--|--|--|--|-------------|
| | | | | | | AJZ 1/20/15 |
| | | | | | | AJZ 3/20/15 |

A1 SKCP2962-15 DISK
SKCP2962-13 DISK (LIMITED) **A2**

A1 AN3-5A, BOLT
MS21042L3, NUT
AN960-10L, WASHER (2 REQ'D)
TORQUE NUT TO 20-25 IN/LBS
TYP 8 PLACES

SKCP2967-13 CUP

B1 RE-USE EXISTING OEM APPROVED
HARDWARE IF SERVICEABLE.
B2 BOTH WASHERS UNDER NUT
AS SHOWN.
INSTALL & TORQUE IN ACCORDANCE
WITH BHT INSTALLATION INSTRUCTIONS
TYPICAL 4 PLACES **B3**

TRANSMISSION (REF)

SKCP2348-101 DRIVESHAFT

SKCP2374-13
DRIVESHAFT END FITTING

A3 AN4-7A BOLT
AN960-416 WASHER (2)
USE RECOMMENDED OEM APPROVED NUT
INSTALL WASHERS AS SHOWN
INSTRUCTIONS TYP 4 PLACES

C3 TORQUE NUT IN ACCORDANCE WITH BHT INSTALLATION INSTRUCTIONS TYP 4 PLACES

BHT FREEWHEELING SHAFT ASSY

-1 **-3** **A3**

A2 LIMITED

SKCP2374-13 (REF)
DRIVESHAFT END FITTING

BHT FREEWHEELING SHAFT ASSY (REF)

SKCP2967-13 CUP (REF)

SKCP2962-15 DISK
SKCP2962-13 DISK (LIMITED) (REF)

NOTES:

1. IF ANY OF THE FOLLOWING RIVETED TAIL ROTOR DRIVESHAFT (TRDS) BELL P/N: 206-040-383-101
206-040-383-105
206-040-387-103
206-040-387-105
206-040-387-107
206-040-387-107
IS NEEDED

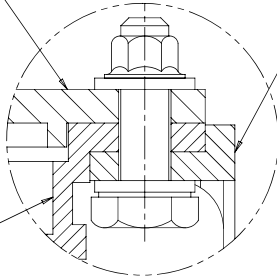
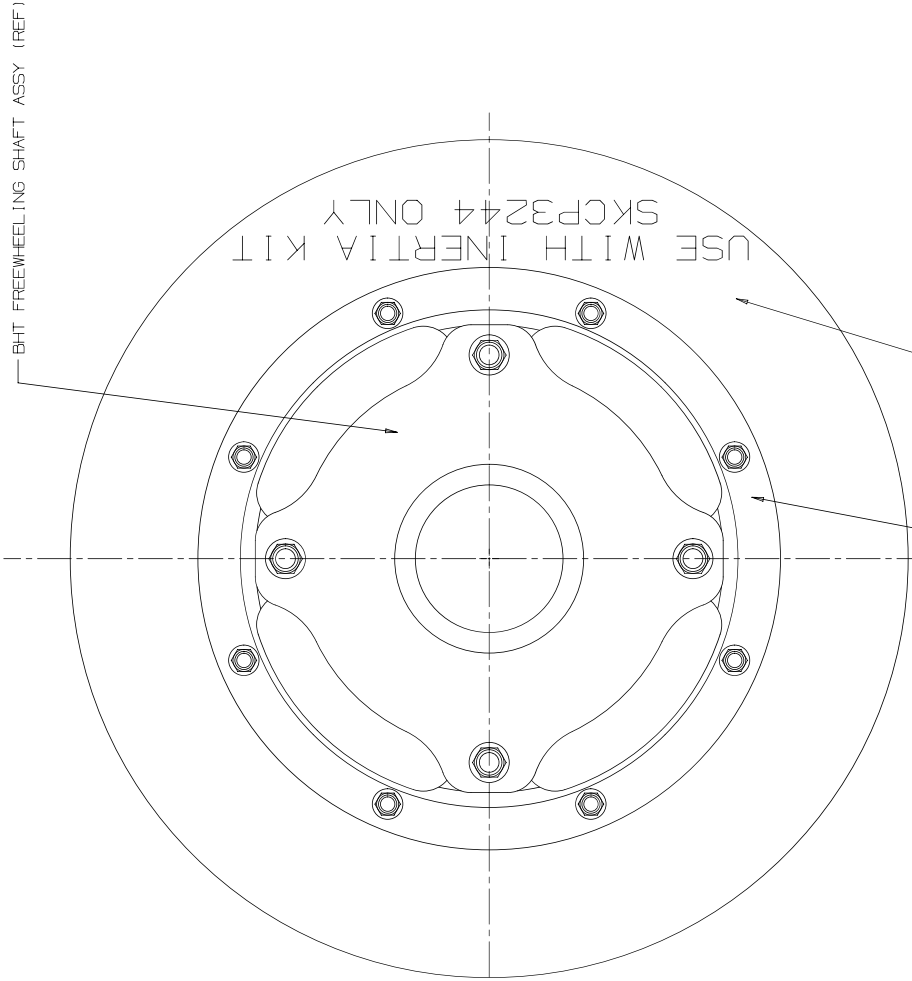
ARE INSTALLED ON THE AIRCRAFT, THIS KAMATICS INERTIA KIT P/N SKCP3244 IS NEEDED
TO COMPLETE THE KAFLEX INSTALLATION.

2. THIS INERTIA KIT IS APPROVED FOR THE FOLLOWING BELL HELICOTERS MODELS NO.:

206A
206A-1
206B
206B-1
206B-111

3. USE THE HARDWARE SHOWN HERE TO INSTALL KAFLEX DRIVESHAFT SKCP2348-101 WITH THE INERTIA KIT.

4. CAREFULLY CHECK ALL ELECTRICAL LINES, FUEL LINES, HYDRAULIC LINES, AND BLEED AIR LINES
FOR INTERFERENCE OR LOOSENESS. ROUTE AND SECURE ALL LINES IN ACCORDANCE
WITH AC43.13-1A CHAPTERS 10 & 11.



DETAIL A

| | | |
|--------|-------------------------|---|
| 1 | SKCP2962-15 | DISK |
| 16 | AN960-10L | WASHER |
| 8 | AN960-416 | WASHER |
| 8 | MS21042L3 | NUT, SELF LOCKING |
| 8 | AN3-5A | BOLT |
| 4 | AN4-7A | BOLT |
| 1 | SKCP2967-13 | CUP |
| 1 | SKCP2962-13 | DISK (LIMITED) |
| -3 | (LIMITED) | INERTIA KIT |
| -1 | PART OR IDENTIFYING NO. | INERTIA KIT NOMENCLATURE OR DESCRIPTION |
| REC'D. | | |

| | | | | | |
|--------------|-------------|----------|------------|---------------------------------|----------|
| APPROVAL | SIGNATURES | DATE | TOLERANCES | KAMATICS CORP. | |
| CHECKED BY | JMP | 05/02/01 | SKCP3244 | | |
| STRESS | | | DECIMAL | | |
| PROJ.ENG. | JBP | 05/02/01 | 1/16" | | |
| DER | LD | 05/02/01 | FRACTIONAL | | |
| CUSTOMER | | | +/- .06 | KAFLEX INERTIA KIT INSTALLATION | |
| NEXT ASSY. | USED ON | QTY | ANGULAR | SCALE | DWG. NO. |
| | APPLICATION | | +/- .30 | 1:1 | SKCP3244 |
| SHEET 1 OF 1 | | | | | REV. C |

SECTION 8
WEIGHT & BALANCE

The KAflex Main Driveshaft retrofit has negligible effect on weight and balance of the helicopter.

**FLIGHT MANUAL SUPPLEMENT
FOR
BELL 206A/206B
KAFLEX DRIVESHAFT INSTALLATION**

This supplement shall be attached to the flight manual for the Bell 206A/206B with SKCP2348-101 KAFlex Driveshaft Installation in accordance with S.T.C. No. SH7767SW.

The information contained herein supplements the information of the basic flight manual. For limitations, procedures and performance data not contained in this supplement, consult the basic flight manual.

Approved: _____


Manager, Boston Aircraft Certification
Office

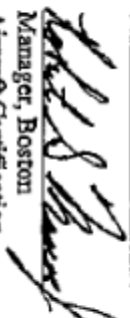
ANB-150

JUN 28 2006

FAA APPROVED: _____
REVISED: _____

**ROTORCRAFT
FLIGHT MANUAL SUPPLEMENT FOR
BELL 206A / 206B
KAFLEX DRIVESHAFT INSTALLATION**

LOG OF REVISIONS

| REVISION NO. | PAGES REVISED | REMARKS | DATE | APPROVED |
|-----------------|------------------|---------|------|---|
| N/C | 1,2,3,4 | Pages | | |
| | | | |  |

Manager, Boston
Aircraft Certification
Office, ANB-150

JUN 28 2006

FAA APPROVED: _____
REVISED: _____

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT FOR BELL 206A/206B KAFLEX MAIN ROTOR DRIVESHAFT INSTALLATION

DESCRIPTION:

The KAflex Driveshaft Installation replaces an existing Bell main rotor gear driveshaft with a KAflex driveshaft.

SECTION 1 – Operating Limitations

Weight/CG Limitations

Actual weight and CG change with KAflex driveshaft is negligible.

SECTION 2 – Operating Procedures

Preflight Inspection:

1. KAflex Main Rotor Driveshaft
 - a. General Condition – CHECK for broken, loose and missing hardware
 - b. Flex Frame and Mount Bolt Torque Stripes –
CHECK ALIGNED

CAUTION: DO NOT ATTEMPT TO RE-TIGHTEN FLEX FRAME BOLTS OR NUTS IF LOOSE. REMOVE FROM ROTORCRAFT AND RETURN TO KAMATICS CORPORATION.

JUN 28 2006

FAA APPROVED: _____
REVISED: _____

PAGE OF

KAFLEX DRIVESHAFT HISTORICAL SERVICE RECORD

[illegible]

TECHNICAL DIRECTIVES AND HISTORY OF OVERHAUL

[illegible]

1,500 HOURS INSPECTION, 6,000 HOURS INSPECTION, AND ANY OTHER REPAIRS / MAINTENANCE PERFORMED ON THE DRIVESHAFT MUST BE RECORDED ON THIS HISTORICAL DATA CARD.

| | | ORIGINALLY PLACED IN SERVICE | INSTALLATION DATA | | SCHEDULED REMOVAL | REMOVAL DATA | | |
|----------------|----------------|------------------------------------|---------------------------------------|--------------------|----------------------------|--------------------|--|--------------------|
| COMPONENT NAME | SERIAL NUMBERS | | ACCULATED TIME ON ASSEMBLY OR PART | | DATE | DATE | ACCUMULATED TIME ON ASSEMBY OR PART | |
| PART NUMBER | | | DATE COMPONENT HOURS | SINCE NEW (HRS) | SINCE OVERHAUL (HRS) | COMPONENT HOURS | AIRCRAFT HOURS | SINCE NEW (HRS) |
| NAME: | | | | | | | | |
| NO.: | | | | | | | | |
| NAME: | | | | | | | | |
| NO.: | | | | | | | | |
| NAME: | | | | | | | | |
| NO.: | | | | | | | | |
| NAME: | | | | | | | | |
| NO.: | | | | | | | | |
| NAME: | | | | | | | | |
| NO.: | | | | | | | | |
| NAME: | | | | | | | | |
| NO.: | | | | | | | | |
| NAME: | | | | | | | | |
| NO.: | | | | | | | | |
| NAME: | | | | | | | | |
| NO.: | | | | | | | | |
| NAME: | | | | | | | | |
| NO.: | | | | | | | | |
| NAME: | | | | | | | | |
| NO.: | | | | | | | | |
| NAME: | | | | | | | | |
| NO.: | | | | | | | | |