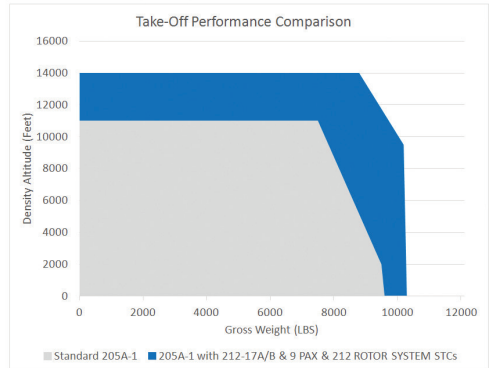
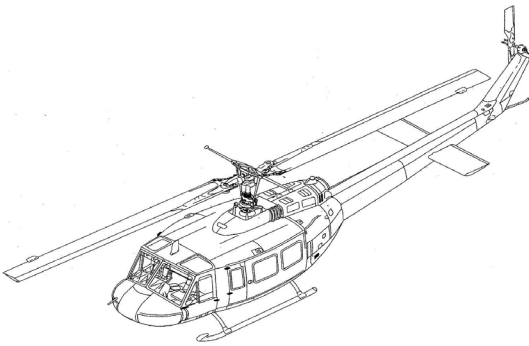


212 Rotor System STC

THE 212 ROTOR SYSTEM STC (SH5132NM) when combined with the T53-17A/B Engine STC, is one of the premier upgrades available for the Bell 205. Internal and external lifting capacity, in and out of ground effect, are substantially increased over the standard 205 while at the same time greatly decreasing direct operating costs (DOCs). The 212 Rotor System STC, with 212 blades available through Hillsboro Aviation, features a much-improved blade life-limit of 4000 hours when compared to the 2500 hour life of the standard blades, effectively reducing DOCs.

BENEFITS

- Blade retirement life increased 60% from 2500 to 4000 hours when new 212 blades are installed (available from Hillsboro Aviation)
- In comparison to the 205 rotor system, the 212 rotor system can decrease DOCs by up to 25%
- Substantial increase in IGE and OGE performance
- Payload increased 12% and maximum density altitude increased 27%



HILLSBORO AVIATION - THE LEADER IN BELL 205/UH-1 UPGRADES

With the acquisition of Heli-Trade, the renowned expert in aftermarket improvements for the Bell 205/UH-1 series helicopter, Hillsboro Aviation offers a complete line of innovative upgrades for this venerable workhorse. Our STC upgrades dramatically improve performance, reliability and safety while also reducing operational costs.

BELL 205/UH-1 STCS AVAILABLE

- 212 Rotor System
- T53-17A/B Engine
- Nine Passenger
- T53 Engine Wash Kit
- Centrisep® Particle Separator
- Vertical Reference Door
- Left Hand Pilot-in-Command
- Howell EGT/MGT Indicator/Monitor System
- Manual Start Fuel Switch
- Dual Electric Boost Pump

PARTS SALES

Office (503) 648-2831

Toll Free (800) 891-3790

E-Mail rfq@hillsboroaviation.com

Hillsboro Aviation, Inc.

3845 NE 30th Avenue

Hillsboro, OR 97124

hillsboroaviation.com



TB, ASB, AND AD REQUIREMENT

TBs, SBs, ASBs, and ADs listed will be complied with before conversion.

- SB 205-77-4 Retirement of upper left tailboom Longeron
- ASB 205-84-21 Modification of elevator horn assembly, P/N 205-001-914-027.
- TB 205-83-50 Inspection and repair of fin spar.
- AD 80-03-07 Fuselage rivets in main beam area.
- ASB 205-90-39 Tailboom upper longeron splice inspection provisions.
- ASB 205-92-51 Main Rotor Yoke, P/N 204- 011-102-all dash numbers, removal from service per ASB no later than December 31, 1993. Compliance with this ASB is based on the type of operating certificate governing the aircraft's use.
- ASB 212-86-41 Revision A - 10-21-93 Main Rotor Blade inspection
- TB 205-81-43 Modification to grease lubrication at customer option - add letter "G" after part number. All future SBs, ASBs and ADs that may affect aircraft structural integrity must be complied with.

COMPONENT REQUIREMENT

- 205-812-001-103 Rotor Head Assembly (Overhaul and modify per instructions, Section 3)
- 212-015-501-ALL Main Rotor Blade- Changes life limit to 4,000 hours
- 212-010-300-001 or sub, Stabilize Bar Assembly
- 204-011-401-019 or sub, Scissors & Sleeve Assembly
- 212-010-403-005 or sub, Collective Lever
- 212-010-404-005 or sub, Scissors Tube
- 204-011-400-025 or sub, Swashplate and Support Assembly
- 204-010-937-009 or sub, Damper
- 212-010-301-001 or sub, Lever
- 212-040-003-007 or sub, Gearbox Assy

ENGINES THAT ARE ALLOWED FOR USE WITH THIS STC

- T53-17A and 17B (Per HAI STC requirements to qualify for the 212 blades.)

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