

---

## PROPOSED AIRWORTHINESS DIRECTIVE

---

This Proposed Airworthiness Directive (PAD) is issued by the Civil Aviation Safety Authority with a view to address the unsafe condition detailed below. The Airworthiness Directive (AD) will require that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

---

### Bell Helicopter Textron UH-1 (All Variants) Series Helicopters

#### PAD/UH-1/20 Tail Boom and Fin - Fretting and Cracking

**Applicability:** All models of Bell Helicopter Textron Inc UH-1 Series Helicopters.

**Requirement:** Action in accordance with the technical requirements of Federal Aviation Administration of the United States (FAA) Airworthiness Directive (AD) 83-03-03 Amdt 39-4556.

*Note 1: It is acceptable to use FAA Advisory Circular (AC) 43-13-1B (Chapter 5 Section 2) in lieu of both superseded FAA AC 43-3 (Chapter 2) and superseded paragraph 298 of FAA AC 43-13-1A referenced in paragraph b. of FAA AD 83-03-03 Amdt 39-4556.*

*Note 2: Any non-destructive inspection methods other than the radiographic inspection method detailed in FAA AD 83-03-03 Amdt 39-4556 must be approved by CASA in writing as an alternative method of compliance.*

**Compliance:** As specified in the Requirement document, but with a revised initial inspection date of within 14 days after the commencement date of this AD, unless previously accomplished.

**Background:** Previously FAA AD 83-03-03 Amdt 39-4556 effective 14 March 1983 was issued to detect cracks and prevent possible failure of the tail boom and fin. The FAA had determined that tail boom skin cracks occurred in a model UH-1B which crashed. A metallurgical examination revealed cracks to be due to structural fatigue.

Since this condition is likely to exist or develop on other helicopters of the same design, FAA AD 83-03-03 Amdt 39-4556 was issued. The AD requires visual and radiographic inspections for fretting and cracking, and repair or replacement, as necessary, of the tail boom skin and the fin spar cap on Bell Helicopter Textron Inc Model UH-1 series helicopters.

CASA's predecessor conducted a review of FAA AD 83-03-03 Amdt 39-4556 on 9 March 1983. At the time of the review no Bell Helicopter Textron Inc UH-1 series helicopters were on the Australian civil aircraft register.

It has since come to CASA's attention that Bell Helicopter Textron Inc UH-1 series helicopters have now been placed on the Australian civil aircraft register and will require inspections to be accomplished in accordance with FAA AD 83-03-03 Amdt 39-4556.

**Bell Helicopter Textron UH-1 (All Variants) Series Helicopters**

PAD/UH-1/20 (continued)

Remarks: This Proposed AD will be closed for consultation on 14 December 2018.  
Enquiries/Feedback regarding this PAD should be referred to the AD Cell, email [airworthiness.directives@casa.gov.au](mailto:airworthiness.directives@casa.gov.au)