

Bell Helicopter Textron 204 Series Helicopters

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BELL 204/10 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires 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.

AD/BELL 204/10
Amdt 1

Tail Rotor Blade Grip

8/2000

Applicability: All models 204 fitted with tail rotor hub P/N 204-011-801-5 or -7; or P/N 204-011-701-11 or -13 or -19.

Requirement: Inspect the P/N 204-011-728 or P/N 204-011-706 tail rotor blade grip assemblies for minimum hardness of:

- a. Rockwell 79 on "B" Scale or
- b. below a conductivity of 39 on the international annealed copper standard.

Reading should be taken adjacent top the vibro etched serial number between the blade retention bolts and the grip face.

The test may be accomplished using a Rockwell Hardness tester or Eddy Current tester Magnates FM120 or equivalent.

Note: FAA AD 70-6-2 refers.

Compliance: Before further flight after 3 March 1970, and before installation on an aircraft.

This Amendment becomes effective on 10 August 2000.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

Background: This Directive was initially issued to prevent failure of the Subject grip assemblies.

Amendment 1 is issued to provide the country of manufacture AD reference, and to prevent any existing deficient grips from returning to service. It also follows the re-introduction of the AD Series after sixteen years.

The original issue of this Airworthiness Directive became effective on 3 March 1970.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

6 July 2000