
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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.

Bell Helicopter Textron 205 Series Helicopters**AD/BELL 205/69****Tail Rotor Grip****6/2002
TX**

Applicability: Model 205A, A-1, and B helicopters, with tail rotor grip, part number 205-011-711-101, installed.

Requirement:

1. Clean the grip.
2. Use a magnet to determine if the tail rotor grip is made of steel. If it is not made of steel, remove and replace it with a serviceable steel tail rotor grip. If the replacement tail rotor grip is not made of steel, it is not eligible for installation.

Note: FAA Emergency AD 2002-08-53 refers.

Compliance: Before further flight after 24 April 2002, unless already accomplished.

This Airworthiness Directive becomes effective on 24 April 2002.

Background: The FAA received reports of timed-out, life-limited tail rotor grips, part number 204-011-728-019, being improperly re-identified and reinstalled. The tail rotor grips were improperly re-identified as part number 205-011-711-101 and installed on some Model 205 series helicopters. The tail rotor grip, part number 205-011-711-101, has an unlimited life, whereas the tail rotor grip, part number 204-011-728-019, has a limited life and is not eligible for installation on a Model 205 series helicopter.



Steven John Swift
Delegate of the Civil Aviation Safety Authority

23 April 2002