Bell Helicopter Textron 212 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 212/55 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 212/55 Main Rotor - Pillow Block Attachment Bolts 8/2000 Amdt 1

Applicability: All models with main rotor yokes P/N 204-011-102-(all dash numbers) installed.

Requirement: Action in accordance with Bell Helicopter Textron Alert Service Bulletin 212-90-62 Revision A.

Note 1: FAA AD 92-23-01 refers.

Aircraft incorporating stainless steel main rotor yokes are excluded from this directive.

Note 2: BHT Alert SB 212-92-80 refers.

Compliance: As detailed in the Requirement document.

This Amendment becomes effective on 10 August 2000.

Background: There have been five cases of main rotor pillow block attachment bolt fatigue cracks reported. This AD is intended to prevent failure of the pillow block attachment bolts and consequent separation of the main rotor assembly. A Bell 212 operator has correctly pointed out that the requirements of the Bell Alert SB are not applicable to the stainless steel main rotor yoke assembly, and could result in the bolts being torqued incorrectly.

The original issue of this Airworthiness Directive became effective on 27 April 1995.

Bernard Malcom Hole
Delegate of the Civil Aviation Safety Authority

27 June 2000

The above AD is notified in the *Commonwealth of Australia Gazette* on 12 July 2000.