
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 39.001(1) of CASR 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 OH-58A (206A-1) Series Helicopters**AD/OH-58/6****Tail Rotor Tip Block****9/2008**

Applicability: Model OH-58A (Bell 206A-1) series helicopters, including all certificated versions; with tail rotor blade part numbers 206-016-201-001, -103, or -107, installed.

Requirement: Action in accordance with paragraphs (a) through (f) of FAA AD 85-26-06 Amdt 39-5193.

Note: Bell Helicopter Alert Service Bulletins 206-85-28 Rev. A and 206-85-28 Rev. B, or later FAA approved revisions, refer.

Compliance: As specified in the Requirement document; with the 7-day interval check to apply unless Part II of the service bulletin(s) listed in the Requirement note has been accomplished.

This Airworthiness Directive becomes effective on 28 August 2008.

Background: The FAA requires the actions specified in this Directive to prevent possible loss of the tail rotor tip block and resulting tail rotor imbalance, which could lead to tail rotor gearbox and stud failure and subsequent separation of the gearbox from the helicopter tailboom.



David Villiers
Delegate of the Civil Aviation Safety Authority

14 July 2008