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**AIRWORTHINESS DIRECTIVE**

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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.

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**Bell OH-58A (206A-1) Series Helicopters****AD/OH-58/3****Main Rotor Blade Pitch Link Tubes****9/2008**

**Applicability:** Model OH-58A (Bell 206A-1) series helicopters, including all certificated versions; with main rotor blade pitch link assemblies part number 206-010-330 and 206-010-342, as applicable, installed.

**Requirement:** To detect and prevent possible corrosion and cracks in the main rotor blade pitch link tubes part number 206-010-330, all dash numbers, accomplish the following:

Inspect the ends and outside diameter surface of each tube for corrosion and cracking, using a 3x or higher magnifying glass.

Replace corroded or cracked tubes detected during any inspection before further flight.

If tubes are replaced or adjusted, track the main rotor blades in accordance with the appropriate maintenance and overhaul information manual.

Apply corrosion preventative compound MIL-C-16173 Grade 2, or equivalent, to the exposed threads of the upper and lower clevises, the ends of each tube, and the mating faces of the locks and nuts and the top surfaces of the nuts after the nuts are properly torqued on each pitch link assembly.

*Note 1: Bell Helicopter Service Bulletin 206-04-2-73-1 original issue, or later FAA approved revision, refers.*

*Note 2: FAA AD 73-19-09 Amdt 39-1718 refers.*

**Compliance:** Unless the initial inspection is already accomplished, within the next 25 hours time in service; and thereafter at intervals not to exceed 50 hours time in service.

This Airworthiness Directive becomes effective on 28 August 2008.

**Background:** Corrosion and cracking has been found in the main rotor blade pitch link tubes.



David Villiers

Delegate of the Civil Aviation Safety Authority

14 July 2008