

SCHEDULE OF AIRWORTHINESS DIRECTIVES

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 UH-1 Series Helicopters

AD/UH-1/17

Tail Rotor Grips - 2

**9/2002
TX**

Applicability: Model HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P; and Southwest Florida Aviation SW204, SW204HP, SW205, and SW205A-1 helicopters manufactured by Bell Helicopters Textron Inc. for the Armed Forces of the United States, with tail rotor grip part number 205-011-711-101, installed.

Requirement: Clean the affected grip. Determine if the tail rotor grip is made of steel by placing a magnet on the exterior of the main body of the tail rotor grip. Do not make a determination by placing the magnet on the steel bushing or steel interior liner. If the main body of the tail rotor grip is not made of steel, replace it with a serviceable steel tail rotor grip. Only replacement tail rotor grips made of steel are eligible for installation.

Note: FAA Emergency AD 2002-13-51 refers.

Compliance: Before further flight after 3 July 2002, unless already accomplished.

This Airworthiness Directive becomes effective on 3 July 2002.

Background: The FAA received reports that tail rotor grips, part number 204-011-728-019, were re-marked as part number 205-011-711-101 and may have been installed on Model 204 and 205 helicopters. These tail rotor grips may also be installed on similar restricted category military surplus helicopters.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

1 July 2002