
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 UH-1 Series Helicopters**AD/UH-1/19****Tail Rotor Slider****12/2006**

Applicability: Model HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P helicopters, and Southwest Florida Model SW204, SW204HP, SW205, and SW205A-1 helicopters, with tail rotor (T/R) slider, part number (P/N) 204-010-720-3 or P/N 204010720-3 installed.

- Requirement:**
1. Review the helicopter records to determine the Commercial and Government Entity (CAGE) code of the T/R slider. If necessary, remove the installed T/R slider to determine the CAGE code.

If the T/R slider is an FAA approved part; for example, an original equipment manufacturer (OEM) part, and has a legible CAGE code other than Code 15716 or 26098; no further action is required.
 2. If you cannot determine whether the T/R slider is an FAA approved part and it contains no stamped CAGE code, an illegible stamped CAGE code, or is stamped with a CAGE code 15716 or 26098 then do the following:
 - a. Magnaflux inspect the T/R slider for a crack.
 - b. If a crack is found, replace the cracked T/R slider with an airworthy T/R slider.

Note 1: T/R sliders manufactured by Forest Scientific, Inc., were produced under a military contract and do not meet the OEM specifications. The machining process resulted in excess surface roughness. See Figure 1 of this AD.



Figure 1.

Bell UH-1 Series Helicopters

AD/UH-1/19 (continued)

Note 2: T/R sliders manufactured by Bell Helicopter Textron, Inc. (left) and Forest Scientific, Inc. (right). Note the rough finish of the Forest Scientific, Inc.-manufactured T/R slider compared to the one shown on the left.

Note 3: T/R sliders manufactured by Bell Helicopter Textron, Inc. have a vibro-etched P/N on them and do not have a CAGE code marking on the part.

3. Replace each T/R slider that has an illegible CAGE code or Code 15716 or 26098 with an FAA approved airworthy slider without a CAGE code or with a legible CAGE code other than 15716 or 26098. Any T/R slider removed from service based on the requirements of this paragraph is not eligible for installation on any helicopter.

Terminating Action.

Replacing the T/R slider with an FAA approved airworthy T/R slider without a CAGE code or with a legible CAGE code other than 15716 or 26098, constitutes terminating action for the requirements of this AD.

Note 4: FAA AD 2006-19-05 Amdt 39-14762 dated 5 September 2006 refers.

- Compliance:
1. Within 25 hours after the effective date of this AD.
 2.
 - a. Before further flight, unless accomplished previously, and thereafter at intervals not to exceed 25 hours time in service (TIS).
 - b. Before further flight.
 3. On or before accumulating 1000 hours TIS or on or before 12 months, whichever occurs first, after the effective date of this AD.

This Airworthiness Directive becomes effective on 23 November 2006.

Background: This AD is prompted by two accidents attributed to sub-standard T/R sliders that failed during flight. The actions specified by this AD are intended to prevent failure of a T/R slider, loss of T/R control, and subsequent loss of control of the helicopter.



James Coyne
Delegate of the Civil Aviation Safety Authority

12 October 2006