
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-1/18

Main Rotor Tension-Torsion Strap

**13/2002
DM**

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 Model SW204, SW204HP, SW205 and SW205A-1 helicopters, manufactured by Bell Helicopter Textron Inc. (BHTI) for the armed forces of the United States, with main rotor tension-torsion (TT) strap, part number 204-012-122-1, 204-012-122-5, 2601399, or 2606650, installed.

Requirement: Remove and replace any TT strap with 1,200 hours total time in service or 24 months since the initial installation, whichever occurs first.

Note: FAA AD 2002-20-01 Amdt 39-12895 refers.

Compliance: Before further flight after 30 October 2002.

This Airworthiness Directive becomes effective on 30 October 2002.

Background: This Directive is prompted by the FAA requirement to update the product identification, extend the application to other models, continuing the existing retirement time for certain main rotor TT straps, and adding TT strap part numbers to the applicability. The actions required by this Directive are intended to prevent failure of a TT strap, loss of a main rotor blade, and subsequent loss of control of the helicopter.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

24 October 2002