



CIVIL AVIATION AUTHORITY
CZECH REPUBLIC
Airworthiness Division
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AIRWORTHINESS DIRECTIVE

Number: CAA-AD-T-026/2004

Date of issue: March 25, 2004

Bell Helicopter TextronCanada
206A, 206B, 206L

HELICOPTER – TAIL ROTOR BLADE – INSPECTION/REPLACEMENT

Applicability: Bell Helicopter Textron Canada Models 206A, 206B helicopters equipped with tail rotor blade, part numbers 206-016-201-131 or 206-016-201-133, and 206L series helicopters equipped with tail rotor blade, part number 206-016-201-131, with serial numbers identified in the applicable Alert Service Bulletin (ASB) identified in Table 1 TC AD CF-2004-05.

Effective date: upon receipt.

Compliance: Required as indicated in TC AD CF-2004-05.

Remarks: The compliance of this AD must be recorded in Aircraft Logbook, where applicable the requirements of this AD must be integrated into Aircraft Technical Documentation. Address inquiries concerning this AD to: Civil Aviation Authority, Airworthiness Division, Ruzyně Airport, 160 08 Prague 6, Czech Republic, tel: 420 233320922, fax: 420 220562270.

Ing. Pavel MATOUŠEK
director

Transport Canada

Airworthiness Directive

Number: CF-2004-05

Subject: Bell 206A, 206B, 206L Series – Tail Rotor Blade Trailing Edge Skin Cracks

Effective: 23 March 2004

Applicability: Bell Helicopter Textron Canada Models 206A, 206B helicopters equipped with tail rotor blade, part numbers 206-016-201-131 or 206-016-201-133, and 206L series helicopters equipped with tail rotor blade, part number 206-016-201-131, with serial numbers identified in the applicable Alert Service Bulletin (ASB) identified in Table 1.

Compliance: As indicated.

Background: Transport Canada has been advised of three (3) occurrences of skin cracks originating near the tail rotor blade trailing edge balance weight. Two of the occurrences caused a loss of the weight and a strip of material along the trailing edge leading to an imbalance, which caused the fracture of three of the four tail rotor gearbox attachments. One of these occurrences resulted in the gearbox shifting that caused failure of the drive shaft and resulting loss of yaw control.

Corrective Actions: Part A: Identification of Affected Tail Rotor Blades

1. Prior to next flight after the effective date of this directive, verify if the rotorcraft is equipped with rotor blades identified in the "Component Affected" section of the applicable Alert Service Bulletin as listed in Table 1. If the rotorcraft is equipped with an affected blade, enter the part number and serial number into the journey logbook. If not equipped, indicate that the aircraft is not equipped with blades affected by this directive. If away from technical support, the pilot may conduct this activity.
2. Prior to the installation of any spare blade, if it is listed in the "Component Affected" section of the applicable ASB, the blade is to be identified with a "Blue Diamond" decal as per PART II, paragraph 4, of the bulletin.

Part B: Initial and Recurring Check For Tail Rotor Blade Cracks

Check the affected tail rotor blade for cracking prior to the next flight after the effective date of this directive, and at repeat intervals, as per the instructions in PART I of the applicable Alert Service Bulletin as listed in Table 1. If a crack is found, replace the failed part prior to next flight.

While away from technical support, PART 1a., "Recurring 3-Flight Hour Check" identified in the applicable ASB, may be done by a pilot specifically trained and authorized for the task in accordance with Canadian Aviation Regulations.

Part C: Schedule 100-hour / Annual Inspection For Tail Rotor Blade Cracks

At the next, and recurring, 100-hour scheduled inspection or annual inspection, which ever occurs first after the effective date of this directive, perform a visual inspection with magnification of the tail rotor blade in accordance with PART II of the applicable ASB as listed in Table 1. If a crack

is found, replace the failed part prior to next flight.

TABLE 1	
Helicopter Model	Alert Service Bulletin
206 A, 206 B	206-04-100 Revision A, or later revisions approved by Chief, Continuing Airworthiness, Transport Canada
206 L Series	206L-04-127 Revision A, or later revisions approved by Chief, Continuing Airworthiness, Transport Canada

Authorization: For Minister of Transport

R.A. Raoux
for B. Goyaniuk
Chief, Continuing Airworthiness

Contact: Mr. Bill Taylor, Continuing Airworthiness, Ottawa, telephone (613) 952-4366, facsimile (613) 996-9178 or e-mail taylorw@tc.gc.ca or any Transport Canada Centre.