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No. CF-88-17

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to Canadian Aviation Regulation (CAR) 593. Pursuant to CAR 605.84 and the further details of CAR Standard 625, Appendix H, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with CAR 605.84 and the above- referenced Standard.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

CF-88-17 BELL

Applies to all Bell Helicopter Textron Inc. (BHTI) model 47 aircraft equipped with wooden main rotor blades.

Compliance is required within the next 50 flight hours from the effective date of this Directive.

Transport Canada has received a report indicating that certain Bell 47 rotor blades are bogus. These are, in fact, Hiller 12 blades to which an 11.5 inch extension has been butt welded to the spar.

To preclude any possible failure of the main rotor blade, research the component history to determine if the blade can be traced back to BHTI.

A) If authentic documentation exists that traces the blade back to BHTI, then copies of the documentation may be sent to Transport Canada along with an application for an alleviation to this Directive.

B) If the blade cannot be traced back to BHTI, a radiographic inspection of the blade must be accomplished as follows:

- 1) Support the blade in a horizontal position.
- 2) Place the source of radiation at a position 11.2 inches inboard of the rotor tip, 2 inches aft of the leading edge and perpendicular to the surface.
- 3) Centre the radiographic film at a position 11.2 inches inboard of the tip to cover 6 inches on each side of this point.

The type of radiographic instrument and film with the appropriate distances to the test piece will be at the discretion of the personnel certified to level II of CGSB Standard 48-GP-4M category "A/S", or of a Transport Canada approved NDT organization for radiography. These details are to be documented.

If a butt weld or any cracks are founds, remove the blade from service.

NOTES: 1) A butt weld, if present, will have had its weld bead removed in an attempt to camouflage its existence; however, it is discernible by a properly applied radiographic technique.

Some approved Bell blades will have a core assembly with a 6-inch scarf weld 144 inches from the root. These blades were made when 200-inch stock was in short supply and are acceptable to specification.

The radiograph, with a recommendation and supporting documentation from the radiographer, must be retained with the permanent records of the helicopter.

Alternative means of compliance with the requirements of this Directive may be used only if approved by the Director, Airworthiness Branch, Transport Canada, Ottawa.

This Directive becomes effective November 15, 1988.

Pursuant to CAR 202.51 the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address. To request a change of address, contact the Civil Aviation Communications Centre (AARC) at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-387-5600.

2059, or <http://www.tc.gc.ca/civilaviation/communications/centre/address.asp>.
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