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No. CF-95-11R2

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-95-11R2 BELL

Applies to all models of Canadian registered Bell Helicopter Textron Inc. (Bell) 206 Series helicopters.

Compliance is required as indicated, unless already accomplished.

A recent investigation has revealed that bolts having had unapproved rework may have been installed on HR Textron flight control servo actuators that were replaced, repaired or overhauled by Canadian Aero Accessories Ltd. of Calgary, Alberta, formerly known as Calgary Aero Accessories Ltd.

The affected bolts, which are identified in different manuals as shoulder bolts, shoulder screws, bolts or pins, are installed on a number of HR Textron flight control servos. These bolts might have had unapproved repairs by chrome plating of worn surfaces, a process which can result in hydrogen embrittlement. Failure of the bolts could result in loss of control of the helicopter.

Since the issue of the earlier versions of this directive some bolts have been found that had been repaired by nickel plating without approval. The source(s) of these repairs remains unknown and could be foreign. Therefore, the scope of this revision is expanded to cover all reworked actuators, regardless of the organization that repaired, replaced or overhauled the actuators.

To ensure the continuing airworthiness of the helicopter accomplish the following, if not already done:

Part 1

Within the next 25 hours time-in-service after the effective date of this directive, inspect helicopter records and spare stock to determine if flight control servo actuators have been replaced, repaired or overhauled.

No further action is required, other than to record the accomplishment of this directive in the helicopter records, if:

- (i) Only Ronson flight control servo actuators are presently installed on the aircraft; or

Every installed HR Textron flight control servo actuator has not been repaired, replaced or overhauled.

Part 2

(a) For Bell Model 206A and 206B helicopters with actuators replaced, repaired or overhauled by Calgary/Canadian Aero Accessories Ltd. between 1 January 1988 and 1 June 1995, within the next 50 hours time-in-service after the effective date of this directive comply with the Accomplishment Instructions of either:

- (i) HR Textron Alert Service Bulletin (ASB) No. 206-67A-01, Revision 1 dated 9 June 1995, or later revision, for in-situ inspection; or
- (ii) HR Textron Service Bulletin (SB) No. 206-67-02 dated 9 June 1995 or later revision, for bench inspection.

(b) For Bell Model 206A, 206B and 206L series helicopters with actuators that have been replaced, repaired or overhauled by any source, excluding HR Textron-authorized service centres, during the next

scheduled maintenance or overhaul comply with the Accomplishment Instructions of HR Textron SB 206-67-02 or later revision.

(c) If chrome or nickel plating is found, instead of sections 2.F and 2.G of ASB 206-67A-01 and in addition to section 2.B of SB 206-67-02, measure the diameter of the plated sections of the bolt.

(i) If the diameter of the bolt is found to be within the tolerances recommended by the manufacturer, replace the bolt with a serviceable one.

(ii) If the bolt is oversized, replace the actuator with a serviceable unit before further flight.

(d) Report all occurrences of chrome or nickel plated bolts by submitting a Service Difficulty Report (SDR) to Transport Canada.

Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Airworthiness Branch, Transport Canada, Ottawa. Any application should be made to the appropriate regional office.

This revision supersedes Airworthiness Directive CF-95-11R1 issued 11 August 1995.

This directive becomes effective 29 February 1996.

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 1-800-305-2059, or <http://www.tc.gc.ca/civilaviation/communications/centre/address.asp>.

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