EMERGENCY AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post Emergency ADs on the internet at "av-info.faa.gov"

DATE: April 22, 2002
AD #: 2002-08-53

Send to all U.S. owners and operators of Bell Helicopter Textron, Inc. (Bell) Model 205A, A-1, and B helicopters.

This Emergency Airworthiness Directive (AD) is prompted by reports of timed-out, life-limited tail rotor (T/R) grips, part number (P/N) 204-011-728-019, being improperly re-identified and reinstalled. The T/R grips were improperly re-identified as P/N 205-011-711-101 and installed on some Bell Model 205-series helicopters. The T/R grip, P/N 205-011-711-101, has an unlimited life, whereas the T/R grip, P/N 204-011-728-019, has a limited life and is not eligible for installation on a Model 205-series helicopter. This unsafe condition, if not detected, could result in failure of the T/R grip and subsequent loss of control of the helicopter.

This unsafe condition is likely to exist or develop on other helicopters of the same type design. Therefore, this AD requires, before further flight, removing each unairworthy non-steel T/R grip from the helicopter and replacing it with an airworthy steel T/R grip.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency AD.

2002-08-53 BELL HELICOPTER TEXTRON INC.: Docket No. 2002-SW-23-AD.

Applicability: Model 205A, A-1, and B helicopters, with tail rotor (T/R) grip, part number (P/N) 205-011-711-101, installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required before further flight, unless accomplished previously.

To prevent failure of the T/R grip and subsequent loss of control of the helicopter, accomplish the following:

(a) Clean the T/R grip.

(b) Use a magnet to determine if the T/R grip is made of steel. If it is not made of steel, remove and replace it with an airworthy steel T/R grip. If the replacement T/R grip is not made of steel, it is not eligible for installation.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(d) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(e) **Emergency AD 2002-08-53, issued April 22, 2002, becomes effective upon receipt.**

FOR FURTHER INFORMATION CONTACT: Kennedy Jones, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, Fort Worth, Texas 76193-0170, telephone (817) 222-5148, fax (817) 222-5783.

Issued in Fort Worth, Texas, on April 22, 2002.

David A. Downey,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.