

EMERGENCY AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

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

www.faa.gov/aircraft/safety/alerts/

DATE: March 17, 2009

AD #: 2009-07-51

This Emergency Airworthiness Directive (AD) is prompted by a Transport Canada AD report of a bearing incorrectly installed in the copilot cyclic control lever assembly. Investigation revealed that, although the inspection witness marks were applied on the bearing, it had not been staked during manufacture. This condition, if not detected, could result in failure of a bearing, failure of a cyclic control lever assembly, and subsequent loss of control of the helicopter.

The FAA has reviewed Bell Alert Service Bulletin (ASB) No. 206-09-121, No. 206L-09-155, No. 407-09-85, and No. 427-09-23, all dated March 10, 2009. The ASBs specify that a certain bearing was installed incorrectly on the copilot cyclic control lever assembly. The ASBs specify, before further flight, inspecting certain serial-numbered Bell helicopters for correct installation of the bearing.

Transport Canada, the airworthiness authority for Canada, notified the FAA that an unsafe condition may exist on certain helicopters with less than 50 flight hours or with a cyclic lever assembly installed within the last 50 flight hours. Transport Canada advises that "it is possible that an incorrectly installed bearing could be found in any helicopter with a cyclic control lever assembly recently installed." Failure of the cyclic control lever assembly could lead to loss of control of the helicopter. Transport Canada classified the ASBs as mandatory and issued AD No. CF-2009-10, dated March 12, 2009, to ensure the continued airworthiness of these helicopters in Canada.

These helicopter models are manufactured in Canada and are type certificated for operation in the United States under the provisions of 14 CFR 21.29 and the applicable bilateral agreement. Pursuant to the applicable bilateral agreement, Transport Canada has kept the FAA informed of the situation described above. The FAA has examined the findings of Transport Canada, reviewed all available information, and determined that AD action is necessary for products of these type designs that are certificated for operation in the United States.

This unsafe condition is likely to exist or develop on other helicopters of the same type designs. Therefore, this AD requires, before further flight, inspecting each lever assembly, P/N 206-001-401-111, 206-001-400-115, 206-001-400-111, 407-001-320-105 or 407-001-320-109, to determine if the bearing, P/N 206-301-051-101, is correctly installed and properly staked in the lever assembly. Replacing any bearing that is incorrectly installed or improperly staked in the lever assembly is also required before further flight.

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.

2009-07-51 BELL HELICOPTER TEXTRON CANADA LIMITED: Directorate Identifier
2009-SW-06-AD.

Applicability: Bell Model 206A series, 206B series, and 206L series helicopters with a lever assembly, part number (P/N) 206-001-401-111, 206-001-400-115, or 206-001-400-111, installed; and Model 407 and 427 helicopters with a lever assembly, P/N 407-001-320-105 or 407-001-320-109, installed, certificated in any category.

Compliance: Before further flight, unless accomplished previously.

To prevent failure of a bearing, failure of the cyclic control lever, and subsequent loss of control of the helicopter, do the following:

(a) Inspect the lever assembly and determine if the bearing, P/N 206-301-051-101, is correctly installed and properly staked in the lever assembly.

(b) Replace any bearing that is incorrectly installed or improperly staked in the lever assembly.

Note 1: Bell Alert Service Bulletin (ASB) No. 206-09-121 for the Model 206A and 206B series, No. 206L-09-155 for the Model 206L series, No. 407-09-85 for the Model 407, and No. 427-09-23, for the Model 427, pertain to the subject of this AD. All of the ASBs are dated March 10, 2009.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, FAA, ATTN: Sharon Miles, Aviation Safety Engineer, Rotorcraft Directorate, Fort Worth, Texas 76193-0111, telephone (817) 222-5122, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) Special flight permits will not be issued.

(e) Emergency AD 2009-07-51, issued March 17, 2009, becomes effective upon receipt.

Note 2: The subject of this AD is addressed in Transport Canada AD CF-2009-10, dated March 12, 2009.

FOR FURTHER INFORMATION CONTACT: Sharon Miles, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Guidance Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5122, fax (817) 222-5961.

Issued in Fort Worth, Texas, on March 17, 2009.

Larry M. Kelly,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.