
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av bultar i styrsystemets servoenheter

GÄLLER: Modell 206

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av TCA CF-95-11R1.

**TID FÖR
ÅTGÄRD:**

1. Inom 25 flygtimmar enligt Part 1 av CF-25-11R1.
2. Inom 50 flygtimmar enligt Part 2 av CF-95-11R1 om ej tidigare utfört.

UNDERLAG: TCA CF-95-11R1.
HR Textron Alert Service Bulletin (ASB) nr. 206-67A-01 revision 1 daterad 9 juni 1995.
HR Textron Service Bulletin (SB) nr 206-67-02 daterad 9 juni 1995 eller senare utgåvor.

REFERENS: TCA CF-95-11R1.

**BESLUTS
DATUM:** 1995-12-07

LFS: 1995:67

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



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No.	CF-95-11R1	1/2
Date	11 August 1995	

AIRWORTHINESS DIRECTIVE

THE FOLLOWING CANADIAN AIRWORTHINESS DIRECTIVE IS ISSUED PURSUANT TO SECTION 211 OF THE AIR REGULATIONS AND CHAPTER 603 OF THE AIRWORTHINESS MANUAL.

CF-95-11R1 BELL

Applies to all Bell Helicopter Textron Inc. (Bell) Model 206 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.

To ensure the continuing airworthiness of the helicopter accomplish the following:

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 by Canadian/Calgary Aero Accessories Ltd. of Calgary, Alberta between 1 January 1988 and 1 June 1995.

- (a) 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
 - (ii) Every installed HR Textron flight control servo actuator has not been repaired, replaced or overhauled by Canadian/Calgary Aero Accessories Ltd.

Part 2

- (a) For Bell Model 206A and 206B helicopters, 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.

THIS AIRWORTHINESS DIRECTIVE MAY BE APPLICABLE TO AN AIRCRAFT MODEL WHICH OUR RECORDS INDICATE IS REGISTERED IN YOUR NAME. CONTINUING AIRWORTHINESS OF AN AIRCRAFT IS CONTINGENT UPON COMPLIANCE WITH ALL APPLICABLE AIRWORTHINESS DIRECTIVES. FAILURE TO COMPLY WITH THE REQUIREMENTS OF AN AIRWORTHINESS DIRECTIVE MAY INVALIDATE THE CERTIFICATE OF AIRWORTHINESS OR FLIGHT PERMIT OF YOUR AIRCRAFT.

For any address change, print new address on the envelope in which this directive was received and return to Transport Canada, AARPC, Ottawa, Ontario K1A 0N8 (full postage required).

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Canada

- (b) For Bell Model 206A, 206B and 206L series helicopters, during the next scheduled maintenance or overhaul comply with the Accomplishment Instructions of HR Textron SB 206-67-02 or later revision.

If chrome plating is found, instead of sections F and G of ASB 206-67A-01 and in addition to section 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.
- (c) Report all occurrences of chrome-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-95-11 issued 11 July 1995.

This directive becomes effective 11 August 1995.

For Minister of Transport


S.R. Didrikson
Chief, Continuing Airworthiness

Further information regarding the contents or interpretation of this directive may be obtained from your regional airworthiness office, or by contacting directly Mr. Bogdan Gajewski, Transport Canada, Airworthiness Branch, Ottawa, telephone (613) 952-4450 or facsimile (613) 996-9178.

Regarding the SDR of Part 2, paragraph (c), please contact the Transport Canada Aviation, Regional Airworthiness Office (SAHH), 1100-9700 Jasper Avenue, Edmonton, Alberta T5J 4E6, Attention: Gord Cousins, telephone (403) 495-5218, facsimile (403) 495-6659 to obtain instructions for the disposal of the affected bolts.

This revision extends the deadline of Part 2 and adopts the work description of applicable HR Textron service bulletins minus the requirement to send the actuators to an HR Textron service centre.

This directive was originally issued by Telex AARDG 95/14 dated 11 August 1995. This printed copy differs from the telex issue by incorporating minor editorial changes to improve clarity.