

**OPERATIONS SAFETY NOTICE**

March 1, 2007

Revision A, April 12, 2007

**OSN GEN-07-38**

**TO: All Owners/Operators of OH-58A/B/C and 206B-1 Bell Helicopters**

**SUBJECT: MAIN ROTOR BLADE, 206-011-250-003/113, EMPHASIS OF INSPECTING FOR CORROSION AND CRACKS.**

**REFERENCE: USA-OH-58-87-1 Revision B, Military Alert Bulletin Dated 8-12-87 Revised April 12, 2007**

A

Inspection by BHTI of returned subject Main Rotor Blades has revealed internal corrosion in the area of the inertia weight. Corrosion of the type discovered by BHTI, has been known to initiate cracks in the blade spar. These cracks emanate from the inertia weight screw head area. And can be detected by external inspection.

A

The accomplishment Instructions section of Military Alert Bulletin USA-OH-58-87-1 Revision B dated April 12, 2007 will provide for a General Visual Inspection (GVI) requirement and eliminate the mandatory 10 year calendar retirement and return to a flight hour regime. Application of this OSN does not apply to Bell Helicopter manufactured Main Rotor Blades Serial Number A-1 and subsequent.

A

Main Rotor Blades with a part number of 206-011-250-003/113 are susceptible to cracking because of the materials and processes used in manufacturing processes.

A

A recurring General Visual Inspection (GVI) is required to return main rotor blades to service with any part number of 206-011-250-003/113 eliminating the 10 year calendar retirement and returning to a flight hour regime. At every 8 hours of flight or 32 cumulative flights which ever comes first. Inspect around the Inertia weight screw heads on the spar with a 10X power scope. Remove the paint from the area of the inertia weight, and perform a GVI of the inertia weight screw heads and spar for evidence of corrosion or cracking. Any cracks around the inertia weight screw heads will cause rejection and retirement of the main rotor blade, re-apply a clear coat to the area to ease in the recurring GVI.

A

In the area of the tip cap inspect for corrosion and cracks associated with mechanical damage (i.e. sharp dents, scratches, etc.) are also rejection criteria, refer to TM 1-1520-254-23, Technical Manual Aviation Unit Maintenance (AVUM) and Aviation Intermediate Maintenance (AVIM) Manual Nondestructive Inspection Procedures for OH-58.

**NOTE:** Please see attached Information Letter GEN-06-107. Please review and submit information so that we may furnish you with on going updated information.



A Subsidiary of Textron, Inc.

AUG 23, 2006

**INFORMATION LETTER GEN-06-107**

**TO: All Owners/Operators of Bell Commercial Helicopters**

**SUBJECT: PROCEDURE FOR PROVIDING CUSTOMER/CONTACT INFORMATION.**

Over the last 12 years, Bell Helicopter has been recognized for its responsiveness to customer's questions in the Professional Pilot Magazine survey. In our continuing effort to improve our support, we maintain a technical interactive data base. All inquiries are sorted, analyzed and stored in a retrievable format. Our responsiveness is occasionally hampered by the lack of adequate customer/contact information when questions are received in the Product Support Engineering offices. The goal of this Information Letter is to provide the list of information that should be supplied when you contact Bell Helicopter.

Please refer to the table on page 2 for the required information. Customer name, company and address are mandatory fields. You should also provide at least one of the following: telephone number, fax number, and Email address.

Please feel free to send us the filled in table so we may update our database. Your cooperation will help us improve our responsiveness and the quality of service you receive and deserve from Bell Helicopter.

## Contact Information

* Your Name (as you would like it to be recorded and appear on correspondence):		
* Official Company Name:		
* Address:		
Title / Position:		
Email Address:		
Telephone:		Fax:
Aircraft Model:	Serial Number:	Airframe Total Time (since new):

\* Mandatory fields

**As a reminder our contact numbers are:**

**Fax:**

- (817) 280-2635 for model 214 (all variants) and military surplus
- (450) 433-0272 for all other commercial models

**Email:**

- 47, 206 series, 407 and 417 – [pselight@bellhelicopter.textron.com](mailto:pselight@bellhelicopter.textron.com)
- 204, 205, 212 and 412 series – [psemedium@bellhelicopter.textron.com](mailto:psemedium@bellhelicopter.textron.com)
- 222 series, 230, 427, 429 and 430 – [pseinter@bellhelicopter.textron.com](mailto:pseinter@bellhelicopter.textron.com)
- 214 series and military surplus – [psemil214@bellhelicopter.textron.com](mailto:psemil214@bellhelicopter.textron.com)

**NOTE: Please add any other pertinent information you think may help us better support you.**

**Thank you.**

**MILITARY ALERT BULLETIN**  
**Bell Helicopter** **TEXTRON**

A Subsidiary of Textron Inc.

**NO.** USA-OH-58-87-1

**DATE** 8-12-87

**PAGE** 1 of 2

**DATE** April 12, 2007

**REV** B

**MODEL AFFECTED:** OH-58A/B/C Series and 206B-1

**SUBJECT:** MAIN ROTOR BLADE, 206-011-250-003/113, EMPHASIS OF INSPECTING FOR CORROSION AND CRACKS IN THE AREA OF INERTIA WEIGHT SCREWS. | B

**HELICOPTERS AFFECTED:** All Model OH-58A, OH-58B, OH-58C and 206B-1 helicopters.

**COMPLIANCE:** Upon receipt of this Military Alert Bulletin.

**DESCRIPTION:**

Inspection by BHTI of returned subject Main Rotor Blades has revealed internal corrosion in the area of the inertia weight.

Corrosion of the type discovered by BHTI, has been known to initiate cracks in the blade spar. These cracks emanate from the inertia weight screw head areas, and can be detected by external inspection.

The accomplishment Instructions section of this Military Alert Bulletin will provide additional inspection requirement to subject Main Rotor Blades. Main Rotor Blades with a part number of 206-011-250-003-113 are more susceptible to cracking because it has been found to use materials and processes that limits the total life of the assembly. The inspection requirement does not apply to Main Rotor Blades Manufactured by Bell Helicopter identified with the serial number A-1 and subsequent. | B

The purpose of this bulletin is to notify operators that main rotor blades with a part number of 206-011-250-003/113 will be required to perform a General Visual Inspection (GVI) which will allow the return to a flight hour time life retirement as stated in the overhaul and retirement schedule. | B

**PUBLICATIONS AFFECTED:** TM-55-1520-228-23, , Chapter 5, Section II  
TM-55-1520-228-23, Chapter 1, Section V

**ACCOMPLISHMENT INSTRUCTIONS:**

**PART 1 INSPECTION**

1. Add additional "NOTE" to TM 55-1520-228-23, Chapter 5, Section II, Page 5-57 Change 32, Paragraph b. and h.

**NOTE:**

A recurring General Visual Inspection (GVI) is required to return 206-011-250-003/113 main rotor blades to service eliminating the 10 year calendar retirement and returning to a flight hour regime. At every 8 hours of flight or 32 cumulative flights which ever comes first. Inspect around the Inertia weight screw heads on the spar with a 10X power scope. Remove the paint from the area of the inertia weight, and perform a GVI of the inertia weight screw heads and spar for evidence of corrosion or cracking. Any cracks in and around the inertia weight screw heads will cause rejection and retirement of the main rotor blade, re-apply a clear coat to the area to ease in the recurring GVI.

**B**

In the area of the tip cap inspect for corrosion and cracks associated with mechanical damage (i.e. sharp dents, scratches, etc.) are also rejection criteria, refer to TM 1-1520-254-23, Technical Manual Aviation Unit Maintenance (AVUM) and Aviation Intermediate Maintenance (AVIM) Manual Nondestructive Inspection Procedures for OH-58.

**PART II RETIREMENT SCHEDULE**

1. In addition to the specified operating time (hours) retirement life, Main Rotor Blades, P/N 206-011-250-003 and 206-011-250-113 shall be inspected by a GVI with a 10X power scope at 8 hours of operation or a cumulative 32 flights which ever comes first. The main rotor blades will retire in accordance with the flight hour regime listed in the overhaul and retirement schedule.

**B**