



Rotor Blades, Inc. LA

BROUSSARD, LA 70518

Blanket Expanded Repair Approval Requisition

Repair Station # R8DR713Y

**The following TR blade is being submitted
for a blanket repair approval**

RBI # - 125A

Date 01/30/04

Customer ALL

S/N ALL

Part No: 400-016-100 All TSN Not Required
406-016-100-~~41~~ -119
407-016-001 All

Records ☐ Yes ☒ No

Submitted By: Carlos Salas

Status ☐ AOG

☒ Regular

Blanket Repair

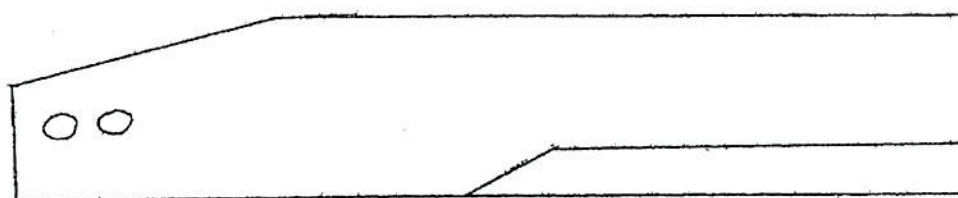
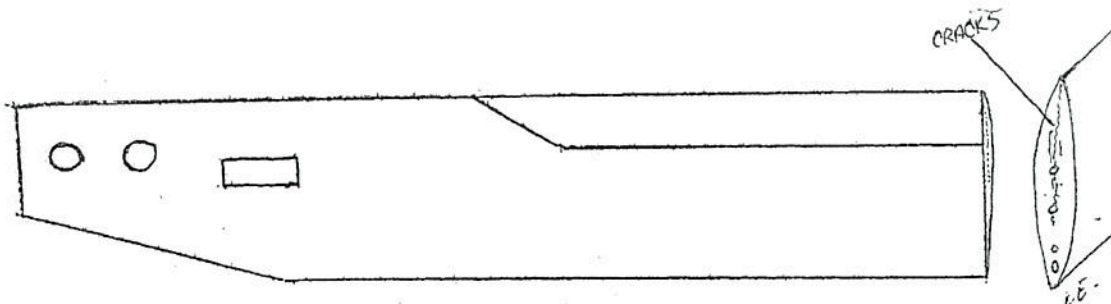
Discrepancy: **Tip block Cracked.** Crack is extending from tip weight screw hole. Possibly caused during tip weight installation or removal operations.

Please See Attached Sketch

Corrective Action: Tip Block Replacement

- 1.) Using a Dremmel tool or suitable cutter. Remove damaged tip block from blade. Do not damage blade skin.
- 2.) Clean blade thoroughly and prepare blade and block for bond with dry grit blast per BPS 4352 .
- 3.) Place a one inch strip of supported adhesive around the nose of the tip block, then cover the entire bonding surface of the tip block with adhesive using AF163-2K. An additional layer of unsupported is acceptable to fill variations in fit.
- 4.) Position the tip block in the blade per B/P and install blade in bonding tool. Bond tool shall consist of clamps, pressure plates and heating elements as required to provide uniform bond line pressure (14 psi min), and contour control. Heat bond line to 230° F and cure for 2 hours. On excess portion of tip block, prepare and bond a fiberglass test strip in conjunction with tip block.
- 5.) Allow to cool to 130° F and remove blade from tooling
- 6.) Inspect bond by tapping, **NO VOIDS ALLOWED.** Peel fiberglass test strip from excess and inspect for cohesive bond failure. Any indication of improper bonding shall be cause for tip removal and rework.
- 7.) Apply a tension proof load of 1320 lbs to the excess portion of the tip block. The root end should be restrained using a 406-012-102 Yoke and NAS6606 bolts or equivalent. After completion of the proof load test, inspect the tip for signs of disbonding. Any indications will be cause for block replacement
- 8.) Cut away excess tip block. Finish tip profile by sanding with 220 grit
- 9.) Refinish and Balance as required. Refinish per BPS 4488 and balance to master T/R blade.
- 10.) Tooling must be adequate to maintain blade twist and contour
- 11.) Use tip block P/N 406-016-110-103

*
INSTALL BALANCE
SCREENS PER B/P
MAX USAGE CALLED OUT
ON DWG APPLIES.



Customer All
Part Number 400-016-100 / 406-016-100 / 407-016-101 ALL
Tail Rotor Blades
Serial Number ALL RBI # 125

CAGE CODE 66738

TRANSPORT CANADA STATEMENT OF COMPLIANCE		DATE: 02/27/04	S.O.C. SERIAL NO: B4326	ISSUE:	
		EDRN # REF.	SHEET: 1	OF: 01	
MODEL TYPE: ROTORCRAFT	MODEL(S): 206L4, 407	CERTIFICATION BASIS (REFERENCE TCDS or GCP): TCDS # H92 AND GCP 407-099-029		REVISION:	
CHANGE DEFINITION (Drawing List)		REQUIREMENTS /REFERENCE			
NUMBER	TITLE	Specialty	Cert. Para.	MoC Del.	
FIELD REPAIR 04LR-004	PROCESS SPECIFICATION FOR TAIL ROTOR BLADES; COMPONENT P/N: 400-016-100, 406-016-100 & 407-016-001; COMPONENT S/N: BLANKET; COMPONENT T.T.: N/A; HELICOPTER S/N: N/A; REPAIR FACILITY: RBI #125; DATED 02-09-04 NOTE: THE PURPOSE OF THIS SOC IS TO APPROVE THE DESIGN OF A PROCESS SPECIFICATION TO REMOVE AND REPLACE THE TAIL ROTOR BLADE TIP BLOCK. NOTE: IT IS THE RESPONSIBILITY OF THE REPAIR STATION TO COORDINATE WITH THEIR LOCAL FLIGHT STANDARDS DISTRICT OFFICE TO APPROVE THE ADDITION OF THIS PROCESS SPECIFICATION TO THEIR MANUAL. NOTE: THIS REPAIR IS APPLICABLE ONLY TO COMPONENTS MANUFACTURED OR SUPPLIED BY BHT. NOTE: THE PURPOSE OF THE DATA IS TO APPROVE THE ENGINEERING ASPECT ONLY OF THE FIELD REPAIRS AND NOT THE WORKMANSHIP AND INSTALLATION.	S	AWM 527.301 AWM 527.303 AWM 527.305(a) AWM 527.307(a) AWM 527.309 AWM 527.571 AWM 527.601(a) AWM 527.603(a) AWM 527.605 AWM 527.609 AWM 527.613	A A A A A A A A A A A	D D D D D D D D D D D
Paragraphs not listed are considered to have negligible or no effect with respect to the listed changes					
LIST OF SUBSTANTIATING DOCUMENTATION					
NUMBER	TITLE				
407-930-007	STATIC STRUCTURAL ANALYSIS OF THE MODEL 407 TAIL ROTOR HUB AND BLADE ASSEMBLY.				
407-099-535	FATIGUE LIFE SUBSTANTIATION OF THE DYNAMIC COMPONENTS OF THE MODEL 407 HELICOPTER.				
CERTIFICATION		R = Review TG=Test Ground A = Analysis TF=Test Flight I = Inspect FA=Failure Analysis N = Noted (D) = Delegated (N) = Non-delegated			
UNDER THE AUTHORITY VESTED IN ME BY THE DEPARTMENT OF TRANSPORT, I HEREBY CERTIFY THAT THE DATA LISTED ABOVE AND ON ATTACHED SHEET(S) HAVE BEEN EXAMINED IN ACCORDANCE WITH ESTABLISHED PROCEDURES AND FOUND TO COMPLY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, WITH ALL APPLICABLE REQUIREMENTS OF THE TYPE APPROVAL BASIS AND PERTINENT AIR REGULATIONS.					
I THEREFORE RECOMMEND APPROVAL OF THESE DATA					
I THEREFORE APPROVE THESE DATA					
CERTIFICATION DELEGATE	H. ISHAK	H. SPENCE			
CERTIFICATION DELEGATE NO	CD003	CD110			
LOA SPECIALTY					
LOA SPECIALTY Legend: FT/P = Flight Test/Pilot; FT/E = Flight Test/Engineer; OSES = Occupant Safety and Environmental Systems; FHMS = Fuel and Hydromechanical Control Systems; S = Structures; PE = Powerplants and Emissions; AE = Avionics and Electrical Systems; EEDA = Electronic Equipment Design Assurance					



Bell Helicopter TEXTRON

PRODUCT SUPPORT ENGINEERING

No. of pages attached:

Fax No: 450-433-0272

E-mail: pselight@bellhelicopter.textron.com

COMPANY:	Bell Helicopter TEXTRON	DATE:	February 9, 2004
ATTENTION:	Rotor Design Engineering	REFERENCE:	Attached Repair Request
SUBJECT:	Expanded Main Rotor Component Field Repair Request	COPY:	BHTC Airworthiness

BHT Field Repair Reference No.: 04LR-04

Component: Tail rotor blades

Component Part No.: 400-016-100, 406-016-100 & 407-016-001

Component Serial No.: Blanket

Component Total Time: N/A

Helicopter Model: M206L4 & 407 as applicable

Helicopter serial number: N/A

BHT Authorised Repair Facility: RBI

Repair Facility Ref no.: RBI # -125

Date To Engineering: Feb 9, 2004

Priority: Normal

Regards,

* AS MODIFIED

Gino Drouin
Product Support Engineering

(Ref:RRR-04.)

APPROVAL	
BHTI ENGR	_____
DATE	_____
BHTI STRUCTURES	_____
DATE	3-3-04
BHTI CD	_____
DATE	3-4-04

[Federal Register Volume 76, Number 47 (Thursday, March 10, 2011)]
[Rules and Regulations]
[Pages 13059-13061]
From the Federal Register Online via the Government Printing Office [www.gpo.gov]
[FR Doc No: 2011-4465]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2011-0079; Directorate Identifier 2010-SW-108-AD; Amendment 39-16587; AD 2010-26-51]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron Canada Limited (BHTC) Model 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the Federal Register an amendment adopting Emergency Airworthiness Directive (AD) 2010-26-51, which was sent previously to all known U.S. owners and operators of the specified model helicopters by individual letters. This AD also supersedes existing AD 2009-08-03. This AD is prompted by another incident in which the tail rotor blade (blade) tip weight separated from a blade during flight causing vibration. This unsafe condition led to the determination that additional blades could be affected and should be added to the applicability. The actions specified by this AD are intended to prevent loss of the blade tip weight, loss of a blade, and subsequent loss of control of the helicopter.

DATES: Effective March 25, 2011, to all persons except those persons to whom it was made immediately effective by Emergency AD 2010-26-51, issued on December 8, 2010, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 25, 2011.

Comments for inclusion in the Rules Docket must be received on or before May 9, 2011.

ADDRESSES: Use one of the following addresses to submit comments on this AD:

- Federal eRulemaking Portal: Go to [REDACTED] Follow the instructions for submitting comments.
- Fax: [REDACTED]
- Mail: U.S. Department of Transportation, [REDACTED]
[REDACTED] Washington, DC 20590.

- Hand Delivery: U.S. Department of Transportation, [REDACTED] Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

You may get the service information identified in this AD from Bell Helicopter Textron Canada Limited, [REDACTED] Mirabel, Quebec J7J1R4, telephone [REDACTED] or at [REDACTED]

Examining The Docket: You may examine the docket that contains the AD, any comments, and other information on the Internet at <http://www.regulations.gov>, or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Operations office [REDACTED] is located in [REDACTED] at the street address stated in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Sharon Miles, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Policy Group, [REDACTED] Fort Worth, Texas 76137, [REDACTED]

SUPPLEMENTARY INFORMATION: On March 26, 2009, the FAA issued AD 2009-08-03, Amendment 39-15876 (74 FR 16112, April 9, 2009). AD 2009-08-03 requires, before further flight, removing and replacing each affected blade with an airworthy blade. That action was prompted by three reports of blade tip weights being slung from the blades during flights, causing significant vibration.

Since issuing AD 2009-08-03, BHTC has revised the Alert Service Bulletins (ASBs) based on revisions to the Rotor Blades Inc. (RBI) documents that are attached to the ASBs. All of the ASBs contain a letter from RBI indicating that RBI has received a fourth blade in which one tip weight was lost in flight. This prompted RBI to add additional blade serial numbers that could be affected. RBI asked BHTC to re-issue the affected ASBs calling for immediate inspection of the affected blades. This condition, if not corrected, could result in loss of the blade tip weight, loss of a blade, and subsequent loss of control of the helicopter.

Related Service Information

We have reviewed the following revised BHTC ASBs, all dated November 29, 2010. Each ASB contains an RBI letter that adds blade serial numbers to the RBI list.

- No. 206-07-116, Revision B, for Model 206A/B series helicopters;
- No. 206L-07-148, Revision B, for Model 206L series helicopters;
- No. 222-07-106, Revision D, for Model 222 and 222B helicopters;
- No. 222U-07-77, Revision D, for Model 222U helicopters;
- No. 230-07-38, Revision D, for Model 230 helicopters;
- No. 407-07-81, Revision B, for Model 407 helicopters;
- No. 427-07-18, Revision B, for Model 427 helicopters;
- No. 430-07-41, Revision D, for Model 430 helicopters.

Transport Canada, the airworthiness authority for Canada, notified the FAA that an unsafe condition may exist on these helicopter models. Transport Canada advises of three reports of blade weights departing from the blades during flight due to missing weight screws and that the failure can occur at any time leading to loss of control of the helicopter. Transport Canada advises since issuing its original AD, the blade manufacturer has determined that a batch of additional blades could be affected. Transport Canada classified the ASBs as mandatory and issued revised AD No. CF-2007-21R1, dated November 30, 2010, to extend the applicability of the AD to cover the affected blades to ensure the continued airworthiness of these helicopters.

FAA's Evaluation and Unsafe Condition Determination

These helicopters have been approved by the aviation authority of Canada and are approved for operation in the United States. Pursuant to our bilateral agreement, Transport Canada has notified us of the unsafe condition described in the Transport Canada AD. We are issuing this AD because we evaluated all information provided by Transport Canada and determined the unsafe condition exists and is likely to exist or develop on other helicopters of these same type designs.

Since the unsafe condition is likely to exist or develop on other helicopters of these same type designs, this AD requires, before further flight, unless already accomplished, replacing any affected blade with an airworthy blade. An airworthy blade is one that has a part number and a serial number that is not listed in the RBI document that is attached to each ASB listed in the Applicability section of this AD.

Differences Between This AD and the Transport Canada AD

This AD differs from the Transport Canada AD in that this AD only applies to those blades listed in the RBI document attached to the ASBs. The Transport Canada AD allows use of those ASBs or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

FAA's Determination and Requirements of This AD

This unsafe condition is likely to exist or develop on other helicopters of the same type design. Therefore, this AD is being issued to prevent loss of the blade tip weight, loss of a blade, and subsequent loss of control of the helicopter.

The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the controllability of the helicopter. Therefore, replacing each affected blade with an airworthy blade is required before further flight, and this AD must be issued immediately.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on December 8, 2010 to all known U.S. owners and operators of the specified helicopters. These conditions still exist, and the AD is hereby published in the Federal Register as an amendment to 14 CFR 39.13 to make it effective to all persons.

Costs of Compliance

We estimate that this AD will affect 3,741 helicopters of U.S. registry, and it will take approximately 2.0 work hours per helicopter to replace and track-and-balance any affected blade. At an average labor rate of \$85 per work hour, this is a cost per helicopter of \$170. The RBI letter contains a warranty statement which states that owners or operators of Bell helicopters "who comply with the instructions in this bulletin will be eligible to return defective blades identified by serial number in the compliance section of this bulletin to your nearest RBI facility for inspection and repair at no cost." Based on these figures, we estimate the total cost impact of the AD on U.S. operators to be \$635,970.

Comments Invited

This AD is a final rule that involves requirements that affect flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to submit any written data, views, or arguments regarding this AD. Send your comments to an address listed under ADDRESSES. Include "Docket No. FAA-2010-XXXX; Directorate Identifier 2010-SW-108-AD" at

the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the AD. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this AD. Using the search function of our docket Web site, you can find and read the comments to any of our dockets, including the name of the individual who sent the comment. You may review the DOT's complete Privacy Act Statement in the Federal Register published on April 11, 2000 (65 FR 19477-78).

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that the regulation:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
3. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared an economic evaluation of the estimated costs to comply with this AD. See the AD docket to examine the economic evaluation.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

2010-26-51 Bell Helicopter Textron Canada Limited: Amendment 39-16587. Docket No. FAA-2011-0079; Directorate Identifier 2010-SW-108-AD.

Applicability: Model 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430 helicopters, with a tail rotor blade (blade) having a part number and serial number, installed, as listed in the Rotor Blades Inc. (RBI) document attached to the following Bell Helicopter Textron Alert Service Bulletins (ASBs), certificated in any category:

ASB No.	Revision	Date	Helicopter Model
206-07-116	B	November 29, 2010	206A and 206B Series
206L-07-148	B	November 29, 2010	206L, L-1, L-3, and L-4
222-07-106	D	November 29, 2010	222 and 222B
222U-07-77	D	November 29, 2010	222U
230-07-38	D	November 29, 2010	230
407-07-81	B	November 29, 2010	407
427-07-18	B	November 29, 2010	427
430-07-41	D	November 29, 2010	430

Compliance: Before further flight, unless accomplished previously.

To prevent loss of a blade tip weight, loss of a blade, and subsequent loss of control of the helicopter, do the following:

(a) Replace any affected blade with an airworthy blade. An airworthy blade is one that has a part number and a serial number that is not listed in the RBI document attached to each ASB listed in the Applicability section of this AD.

(b) 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, Regulations and Policy Group, [REDACTED] Fort Worth, Texas 76137, [REDACTED]

[REDACTED] for information about previously approved alternative methods of compliance.

(c) Special flight permits will not be issued.

(d) The Joint Aircraft System/Component (JASC) Code is: 6410–
Tail Rotor Blades.

(e) Determine the affected part number and serial number by referring to the RBI document attached to the following Bell Helicopter Textron Alert Service Bulletins, all dated November 29, 2010:

Alert Service Bulletin No.	Revision
206-07-116	B
206L-07-148	B
222-07-106	D
222U-07-77	D
230-07-38	D
407-07-81	B
427-07-18	B
430-07-41	D

The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, [REDACTED] Quebec J7J1R4, telephone [REDACTED]. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, [REDACTED] Fort Worth, Texas or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call [REDACTED] or go to: [REDACTED]

(f) This amendment becomes effective on March 25, 2011, to all persons except those persons to whom it was made immediately effective by Emergency AD 2010-26-51, issued December 8, 2010, which contained the requirements of this amendment.

Note: The subject of this AD is addressed in Transport Canada (Canada) AD CF-2007-21R1, dated November 30, 2010.

Issued in Fort Worth, Texas, on January 14, 2011.
Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.

ALERT SERVICE BULLETIN
REVISION NOTICE

Bell Helicopter **TEXTRON**
A Subsidiary of Textron Inc.

DATE Nov 29, 2010

TO: **All Owners/Operators of Bell 407 Helicopters**

SUBJECT: **REVISION "B" TO ALERT SERVICE BULLETIN 407-07-81:
TAIL ROTOR BLADE ASSEMBLY, INSPECTION OF**

Revision "B" to this bulletin adds twenty tail rotor blade serial numbers to the list affected by this ASB.

Tail rotor blades listed and inspected in accordance with the original issuance of this bulletin and in accordance with Revision "A" are not affected by this Revision "B".

AN APPROPRIATE ENTRY SHOULD BE MADE IN THE AIRCRAFT LOGBOOK UPON ACCOMPLISHMENT
IF OWNERSHIP OF AIRCRAFT HAS CHANGED PLEASE FORWARD TO NEW OWNER

ALERT SERVICE BULLETIN
Bell Helicopter **TEXTRON**
A Subsidiary of Textron Inc.

NO. 407-07-81
DATE SEP 11, 2007
PAGE 1

DATE	Nov 29, 2010
REV	B

MODEL AFFECTED: 407

SUBJECT: TAIL ROTOR BLADE ASSEMBLY, INSPECTION
OF

HELICOPTERS AFFECTED: All Model 407 helicopters.

COMPLIANCE: Prior to next flight.

DESCRIPTION:

The purpose of this bulletin is to achieve complete distribution of the attached RBI letter to Bell Helicopter's current operator list.

Affected tail rotor blades that have been inspected/repared in accordance with this ASB shall have letter "L" vibro-etched immediately following the part number on the tail rotor blade ID tag and returned to service.

APPROVAL:

Not Required.



REVISION A November 10, 2010

Bell Product Support Engineering,

Rotor Blades Inc. has received a fourth blade in which one tip weight was lost in flight. This blade was balanced during the term of employment of the former RBI technician noted below. This occurrence has prompted RBI to recall all tail rotors balanced during former technician's term of employment.

The list attached includes additional blades RBI now considers suspect. We are asking Bell Product Support to re-issue affected ASB's calling for immediate inspection of affected blades.

September 11, 2007

Mr. Jack Denham

Executive Director of Product Support
Bell Helicopter Textron

Rotor Blades, Inc. (RBI) has received reports of three incidents in which weights were slung from tail rotor blades during flight and causing vibration. The failures reported occurred ranging from 400 flight hours since repair to as short as 12 minutes. We have determined that this may affect most bell models. To ensure safety and to expedite re-inspection required we advise and ask you distribute to fleet on a most urgent basis.

Investigation indicates that tip weight screws may be missing the adhesive applied during the weight and balance process on these blades. The blades in question were all processed by one former RBI technician.

RBI has initiated customer contact and inspection of blades to reduce customer impact. Additionally, we are working with our local FAA representative to ensure regulations are met. I ask Bell support and assistance to ensure DOT and OEM requirements are met for release.

RBI is capable of carrying out inspection to existing requirements. Balance weight screws must be accessed and verified for correct installation. This must be carried out by a Bell approved Rotor Blade Repair Facility.

BEFORE THE NEXT FLIGHT, ALL OPERATORS SHOULD INSPECT THEIR BLADES USING THE ATTACHED LIST TO DETERMINE WHETHER THEIR BLADES ARE AFFECTED. ALL AFFECTED BLADES SHOULD BE REMOVED FROM SERVICE IMMEDIATELY AND RETURNED TO AN RBI FACILITY FOR EXAMINATION AND REPAIR.

The list attached includes all blades RBI has determined re-inspection is required on.

Troy Penny
Director of Operations
Rotor Blades Inc.

Warranty Statement:

Owners / Operators of Bell Helicopters who comply with the instructions in this Bulletin will be eligible to return defective blades identified by serial number in the compliance section of this bulletin to your nearest RBI facility for inspection and repair at no cost. In order to process your request please contact your local RBI facility to make arrangements for the return of the blade or blade's using RBI's FedEx account [REDACTED]

Rotor Blades Inc.

[REDACTED]
Broussard, LA 70518
Phone [REDACTED]
Fax [REDACTED]

RBI Hawker Limited
LIU FZS1 BD06/07, JAFZ (South)

[REDACTED]
Dubai, UAE
Phone [REDACTED]
Fax [REDACTED]

Rotor Blades Limited

[REDACTED]
Warmintser
Wiltshire BA12 8SJ
United Kingdom
Phone [REDACTED]
Fax [REDACTED]

Part Number

406-016-100-119

S/N

A-1452
A-1458
A-1627
A-1639
A-1712
A-1739
A-1764
A-1768
A-1772
A-1790
A-1872
A-1902
A-1903
A-1950
A-1964
A-1970
A-1975
A-2149
A-2155
A-2156
A-2247
A-2253
A-2288
A-2302
A-2335
A-2377
A-2379
A-2403
A-2483
A-2592
A-2593
A-2789
A-2840
A-2862
A-2905
A-2912
A-2917
A-2974
A-2999
A-3006
A-3025
A-3098
A-3099
A-3102
A-3356
A-3393
A-3396
A-3415
A-3480
A-3488
A-3555
A-3559

Part Number

406-016-100-119

S/N

A-3664
A-3668
A-3670
A-3683
A-3725
A-3758
A-3759
A-3786
A-3787
A-3922
A-3925
A-4089
A-4091
A-4094

406-016-100-119

A-1596
A-1604
A-1607
A-1624
A-2334
A-2512
A-2513
A-2515
A-2997
A-2998
A-3395
A-3504
A-3648
A-3667
A-3727
A-3907
A-3908
A-3910
A-3940
A-4245

B