



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**

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.

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.

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 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 whichever 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.

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.

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