2010-03-03 Bell Helicopter Textron, Inc.: Amendment 39-16186. Docket No. FAA-2010-0065; Directorate Identifier 2009-SW-01-AD.

Applicability: Serial-numbered Model 205B and Model 212 helicopters, with the specified part-numbered main rotor (M/R) blade that is listed in Table 1 of this AD installed, certificated in any category.

Table 1

Helicopter Model and Serial Number (S/N)	**M/R Blade P/N**
Model 205B: S/N 30066, 30166, 30188, or 30297	P/N 212-015-501-005, -111, -113, -115, -117, -119, or -121
Model 212: S/N 30502 through 30603, 30611 through 30999, 31101 through 31311, 32101 through 32262, or 35001 through 35103	P/N 212-015-501-005, -111, -113, -115, -117, -119, or -121

Compliance: Required as indicated.

To detect an edge void, corrosion, or a crack on a M/R blade, which could lead to loss of the M/R blade and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 25 hours time-in-service (TIS), unless accomplished previously, and thereafter at intervals not to exceed 100 hours TIS:

(1) Wash the upper and lower surfaces of the M/R blade with a solution of cleaning compound (C-318) and water. Rinse thoroughly and wipe dry.

(2) Using a 3x power or higher magnifying glass, on each affected M/R blade, in an area from blade stations 24.5 to 40, including the entire width of the M/R blade chord, as depicted in Figure 1 in Bell Helicopter Alert Service Bulletin No. 205B-08-51 for the Model 205B helicopters, or No. 212-08-130 for the Model 212 helicopters, both Revision A, dated January 13, 2009 (ASBs), as applicable:

(i) Visually inspect the upper and lower grip plates and doublers of the M/R blade in the specified area for an edge void, corrosion, or a crack.

(ii) Visually inspect the remaining upper and lower surfaces of the M/R blade in the specified area for any corrosion or a crack.

Note 1: The inspections required by paragraphs (a)(2)(i) and (a)(2)(ii) of this AD can be accomplished with the M/R blade installed on the helicopter.

Note 2: Crack indications on an actual M/R blade are shown in Figure 2 of both ASBs.

(3) Apply a light coat of preservative oil (C-125) to all surfaces of the M/R blade in the specified area.

(b) Before further flight:

(1) If any corrosion or an edge void is found, replace the M/R blade with an airworthy M/R blade, or repair the M/R blade if the damage is within the maximum repair damage limits.

(2) If a crack is found in the M/R blade paint finish, remove the paint in the affected area by lightly sanding with 180-220 grit paper in a span wise direction to determine if the grip plate, doubler, or skin is cracked. Do not remove any parent material of the M/R blade during the sanding operation. Refinish the sanded area.

(3) If a crack is found in any part of the M/R blade other than the paint finish, replace the M/R blade with an airworthy M/R blade.

(4) If any parent material is removed during the sanding operation required by paragraph (b)(2) of this AD, replace the M/R blade with an airworthy M/R blade, or repair the M/R blade if the amount of parent material removed is within the maximum repair damage limits.

Note 3: The maximum repair damage limitations specified in paragraphs (b)(1) through (b)(4) of this AD are contained in the applicable Component and Repair Overhaul Manual.

(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, Rotorcraft Certification Office, ATTN: Michael Kohner, Aviation Safety Engineer, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783, for information about previously approved alternative methods of compliance.

(d) The inspections and replacements, if necessary, shall be done in accordance with the specified portions of Bell Helicopter Alert Service Bulletin No. 205B-08-51 for Model 205B helicopters, or No. 212-08-130 for Model 212 helicopters, both Revision A, dated January 13, 2009, as applicable. 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, Inc., P.O. Box 482, Fort Worth, TX 76101, telephone (817) 280-3391, fax (817) 280-6466, or at http:// www.bellcustomer.com/files/. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http:// www.archives.gov/federal_register/code_of_federal_regulations/ ibr_locations.html.

Joint Aircraft System/Component (JASC) Code

(e) JASC Code 6210: Main Rotor Blades.

(f) This amendment becomes effective on February 19, 2010.