

Airworthiness Directive Schedule

Helicopters

Bell 47 Series & Kawasaki Bell 47 Series

25 June 2009

- Notes**
1. This AD schedule is applicable to Bell helicopters manufactured under the following Type Certificate Numbers:

Helicopter Model:	Type Certificate Number:
Bell 47G-3B-1	FAA Type Certificate No. 2H3
Bell 47G-4A	FAA Type Certificate No. 2H3
Bell 47G-5A	FAA Type Certificate No. 2H3
Bell 47J-2	FAA Type Certificate No. 2H1
Bell 47J-2A	FAA Type Certificate No. 2H1
Kawasaki-Bell 47G3B-KH4	JCAB Type Certificate No. 13-6

2. The date above indicates the amendment date of this schedule.
3. New or amended ADs are shown with an asterisk*

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- DCA/BELL47/12 Main Rotor Gimbal Ring - Modification**
Applicability: Models 47, 47B, 47B-3, 47D-1, 47G, 47G-2, and 47H-1
Requirement: Comply with Bell SB 1156
Compliance: Next 600 hours inspection
Effective Date: 31 October 1973
- DCA/BELL47/14 Rotor Hub Equalizer Link Assy. P/N 47-120-025-1 - Inspection and Rework**
Applicability: All model 47
Requirement: Comply with Bell SB 118
Compliance: Before further flight
Effective Date: 31 October 1973
- DCA/BELL47/17 Tail Rotor Pitch Control Drum and Locking Screw - Inspection and Rework**
Applicability: All model 47 prior to 47G-2 S/N 2229
Requirement: Comply with Bell SB 125
Compliance: Before further flight
Effective Date: 31 October 1973
- DCA/BELL47/18 High Altitude Mixture Control - Modification**
Applicability: Models 47D, 47D-1, 47G and 47H-1
Requirement: Comply with Bell SB 124 & Sup.1.
Compliance: Within next 25 hours TIS
Effective Date: 31 October 1973
- DCA/BELL47/20 Tail Rotor pitch Change Control bearing - Replacement**
Applicability: Models 47B, 47B-3, 47D, 47D-1, 47G, and 47H-1
Requirement: Comply with FAA AD 58-23-1
Compliance: Within next 10 hours TIS
Effective Date: 31 October 1973
- DCA/BELL47/21 Cancelled. DCA/BELL47/34 refers**
- DCA/BELL47/22 Engine Cooling Fan Index Plate Assy - Rework**
Applicability: Models 47G-2 and 47J
Requirement: Comply with Bell SB 126
Compliance: Within next 25 hours TIS
Effective Date: 31 October 1973

- DCA/BELL47/25 Oil Supply Fittings, Transmission - Replacement**
Applicability: All model 47
Requirement: Comply with Bell SB 136
Compliance: By 1 November 1961
- DCA/BELL47/31 Lateral Torque Tube Assy - Fitting of safety Washers**
Applicability: All model 47
Requirement: Comply with Bell SL 99
Compliance: Within next 25 hours TIS
Effective Date: 31 October 1973
- DCA/BELL47/34A Tail Rotor Blades - Inspection**
Applicability: All model 47 with P/N 47-642-102 metal tail rotor blades
Requirement: Comply with FAA AD 70-10-08 amendment 39-2642
Compliance: As detailed
Effective Date: 20 July 1976
- DCA/BELL47/35 Main rotor Mast thrust Bearings - Inspection**
Applicability: All model 47 with main rotor thrust bearings 47-130-110-1
Requirement: Comply with Australian ANO DCA/BELL47/32A
Compliance: At intervals not exceeding 25 hours TIS
Effective Date: 31 October 1973
- DCA/BELL47/39 Tail Rotor Drive Shafts - Replacement**
Applicability: All model 47
Requirement: Comply with Bell SB 145 Rev.C, or Kawasaki-Bell KSB-Bell 312 as applicable.
Compliance: By 1 March 1971
- DCA/BELL47/41 Tail Rotor Hub Assy Bolt P/N 47-641-052-3 - Inspection & Replacement**
Applicability: Models 47D, 47D-1, 47G, 47G-2 and 47H-1
Requirement: Comply with FAA AD 70-14-2
Compliance: As detailed
Effective Date: 31 October 1973

DCA/BELL47/42 Tail Rotor Duplex Pitch Change Bearings - Inspection & Replacement

Applicability: Models 47D-1, 47G, 47G-2 and 47H-1 fitted with pitch change bearings P/N 47-641-131-1.

Requirement: Comply with FAA AD 70-14-1

Compliance: As detailed

Effective Date: 31 October 1973

DCA/BELL47/43 Control Tubes - Inspection

Applicability: Models 47G2A, 47-GA-1, 47G-3, 47G-3B, 47G-3B-1, 47G-3B-2, 47G3B-KH4, 47G-4, 47G-4A, 47G-5, 47J-2, 47J-2A and 47J S/N 1777 and subsequent.

Requirement: Inspect control tubes, P/N 47-150-255-1 per Bell SB 47-146 or Kawasaki-Bell KSB-Bell 325 as applicable.

Compliance: Within next 100 hours TIS and thereafter at intervals not exceeding 1200 hours TIS

Effective Date: 31 October 1973

DCA/BELL47/44A Tail Rotor Yoke - Removal from service

Applicability: Models 47B, 47B-3, 47D, 47D-1, 47E, 47G, 47G-2 and 47H-1 fitted with tail rotor yokes P/N 47-641-057-9 having S/N listed in SB 47-05-73-1 Rev `A`

Requirement: Comply with Bell SB 47-05-73-1 Rev. `A` (FAA AD 76-12-02 also refers)

Compliance: Prior to 400 hours TTIS, except that, yokes with 390 hours or more TIS shall be replaced within next 10 hours TIS.

Effective Date: 30 July 1976

DCA/BELL47/46A Stabilizer Bar Tubes - Inspection

Applicability: All model 47

Requirement: Comply with FAA AD 74-08-02 amndt.1873 (Bell SB 47-(04-2)-73-1, 47-(04-2)-74-1, TB 47-(04-2)-73-2, Kawasaki-Bell KSB-Bell 337-1 and 338 also refer)

Compliance: As detailed

Effective Date: 15 June 1974

DCA/BELL47/47 Control Tubes in Cyclic & Collective Systems - Inspection

Applicability: All model 47 fitted with control tubes in cyclic & collective systems mounted vertically or within 30 degrees of the vertical.

Requirement: Comply with Bell SB 47-11-73-1 Rev.A Part II or Kawasaki-Bell KSB-Bell 334 as applicable.
(FAA AD 74-07-01 refers)

Compliance: Within next 100 hours TIS and thereafter at intervals not exceeding 1200 hours TIS

Effective Date: 15 June 1974

DCA/BELL47/48 Main Rotor Blade 47-110-401 - Removal from Service

Applicability: All model 47 with wooden main rotor blade 47-119-401 (all dash numbers)
Requirement: Comply with Bell SB 47-04-01-74-1
Compliance: At detailed
Effective Date: 18 November 1974

DCA/BELL47/49 Cancelled: FAA AD 76-01-06 Rescinded**DCA/BELL47/50A Main Rotor Gimbal Rings - Retirement**

Applicability: All model 47 with main rotor gimbal rings P/N 47-120-014-5, -6, -7, -9, -11, -13, -15, -17, -19 and -21
Requirement: Comply with Bell SB 47-76-4
Compliance: At next 1200 hours inspection
Effective Date: DCA/BELL47/50 - 31 May 1976
DCA/BELL47/50A - 19 October 1977

DCA/BELL47/51 Tail Rotor Hub Bolts P/N 47-641-052-3 and -5 - Removal from Service

Applicability: Models 47B, 47B-3, 47D, 47D-1, 47G, 47G-2 and 47H-1
Requirement: Comply with Bell SB 47-76-1.
(FAA AD 12-01 also refers)
Compliance: Within next 300 hours TIS
Effective Date: 30 July 1976

DCA/BELL47/52A Main rotor Gimbal Rings - Inspection

Applicability: All model 47 with main rotor gimbal rings P/N 47-120-014-5, -6, -7, -9, -11, -13, -15, -17, -19 and -21
Requirement: Comply with Bell SB 47-04-1-73-1
Compliance: Gimbal rings with 1200 hours or more TIS, at intervals not exceeding 50 hours TIS until DCA/BELL47/50 is accomplished
Effective Date: DCA/BELL47/52 - 30 September 1976
DCA/BELL47/52A - 19 October 1977

DCA/BELL47/53 Tail Rotor Gearbox - Inspection & Modification

Applicability: All model 47 with tail rotor gearbox P/N 47-640-075-1 or -7
Requirement: Comply with Bell SB 47-77-1
Compliance: Not later than next 100 hours TIS
Effective Date: 19 October 1977

DCA/BELL47/54 Hopper Attachment - Inspection

- Applicability:** All model 47 series with spray installation per STC SH357SW. (Includes, but is not necessarily limited to mods. GFS 36 and GFS 37)
- Requirement:** Inspect hopper upper support bracket P/N B630224 for cracks and/or deformation. Defective parts must be replaced or repaired before further flight. Inspections may be discontinued when Simplex Mod. No. E201 embodied.
(FAA AD 78-03-01 refers)
- Compliance:** Within next 25 hours TIS unless already accomplished, and thereafter at intervals not exceeding 25 hours TIS
- Effective Date:** 3 March 1978

DCA/BELL47/55B Counterweight Rod - Inspection

- Applicability:** All model 47 series with rod P/N 47-110-378-1
- Requirement:** Inspect per Bell SB 47-78-2 Rev. B or Kawasaki-Bell KSB-Bell 337-1 as applicable.
- Compliance:** Within next 100 hours TIS unless already accomplished and thereafter at intervals not exceeding 300 hours TIS
- Effective Date:** DCA/BELL47/55A - 1 September 1978
DCA/BELL47/55B - 29 May 1981

DCA/BELL47/56 Engine Mount - Inspection

- Applicability:** All model 47G series converted to turbine power under Soloy Conversions Ltd. STC SH657NW
- Requirement:** Inspect engine mount per Soloy Conversions Ltd. SB 03-660 and replace any stainless steel rod ends found before further flight
- Compliance:** Within next 25 hours TIS unless already accomplished
- Effective Date:** 28 September 1979

DCA/BELL47/57A Tail Rotor Blades - Retirement and Replacement

- Applicability:** All model 47 series with tail rotor blades P/N 47-642-102 (all dash numbers)
- Requirement:** Retire all affected blades per Bell alert SB 47-79-3 or Kawasaki-Bell KSB-Bell 350 as applicable. Install blades P/N 47-642-117 per Bell SI 428, 438 or Kawasaki-Bell 47 Maintenance and Overhaul Instructions Section VI, as applicable.
(FAA AD 80-10-04 refers)
- Compliance:** Retirement - at intervals not exceeding 300 hours TIS.
Replacement - By 28 February 1981
- Effective Date:** DCA/BELL47/57 - 20 December 1979
DCA/BELL47/57A - 1 August 1980

DCA/BELL47/58 Tail Rotor Installation - Inspection and Modification

- Applicability:** All model 47 with tail rotor hub and blade assembly P/N 47-641-170
- Requirement:** Inspect and modify per Bell SB 47-80-5 Rev. A. or Kawasaki-Bell KSB-Bell 351 as applicable.
(FAA AD 80-21-09 refers)
- Compliance:** Within next 100 hours TIS
- Effective Date:** 5 December 1980

DCA/BELL47/59 Lower Gearcase Oil Jets - Inspection

- Applicability:** All model 47 series converted to turbine power under Soloy Conversions Ltd STC SH 657 NW
- Requirement:** To prevent failure of soloy transmission oil lubrication jets and hence complete transmission failure, inspect per Soloy Conversions Ltd SB 14-660. Renew defective jets before further flight.
(FAA AD 80-23-02 refers)
- Compliance:** Within next 25 hours TIS or by 18 January 1981, whichever is the sooner
- Effective Date:** 18 December 1980

DCA/BELL47/60 Tail Rotor Drive Assembly - Modification

- Applicability:** All model 47 series with tail rotor drive assemblies P/N 47-620-631-3, 47-620-631-35, 47-620-541-3, 47-620-541-7 or 47-620-541-9
- Requirement:** Install bearings P/N 47-620-929-001 per Bell ASB 47-80-6 or Kawasaki-Bell KSB-Bell 353 as applicable.
(FAA AD 81-04-03 refers)
- Compliance:** At next 600 hour inspection
- Effective Date:** 3 April 1981

DCA/BELL47/61 Cyclic Control Installation - Inspection

- Applicability:** All model 47 series with hydraulic servo cylinders P/N 103650-3, 10365-5, 10365-7, and 47-691-273-1
- Requirement:** Inspect per Bell ASB 47-83-9 Parts I and II. Rectify defective installations before further flight.
- Compliance:** Inspection per ASB 47-83-9 Part I, within next 100 hours TIS.
Inspection per Part II, prior to first flight of each day that the aircraft is operated.
- Note:** The daily inspection may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).
- Effective Date:** 6 April 1984

DCA/BELL47/62 Flight Controls Installation - Inspection

Applicability: All model 47 series with 37 foot diameter main rotor system and hydraulic boost in longitudinal and lateral cyclic flight control systems

Requirement: To prevent possible failure, inspect for and remove incorrect bolt assemblies per Bell ASB 47-83-8 or Kawasaki-Bell KSB-Bell 358A-1 as applicable.
(FAA AD 85-02-06 refers)

Compliance: Within next 100 hours TIS

Effective Date: 22 March 1985

DCA/BELL47/63 Tail Rotor Blade - Removal from Service

Applicability: All model 47 series equipped with tail rotor blade assemblies P/N 47-642-117-1, S/N A-8 to A-72 inclusive

Requirement: Remove tail rotor blades from service per Bell ASB 47-84-11 or Kawasaki-Bell KSB-Bell 362-1 as applicable.
(FAA AD 85-08-03 refers)

Compliance: Within next 100 hours TIS

Effective Date: 12 July 1985

DCA/BELL47/64 Tail Rotor Blade Yoke - Removal from Service

Applicability: All model 47 series with yokes P/N 74-641-057-9. This is parts manufacturing approval (PMA) part which may have been installed in lieu of BHTI P/N 47-641-057-1

Requirement: To prevent failure remove affected yokes from service

Compliance: Within next 10 hours TIS

Effective Date: 11 October 1985

DCA/BELL47/65A Cancelled – DCA/BELL47/70 now refers**DCA/BELL47/66 Service Bulletin Compliance at Initial NZ C of A Issue**

Applicability: All Kawasaki-Bell model 47

Requirement: Compliance with the following Kawasaki-Bell Service Bulletins is required:-
KSB-Bell 344-2, 356, and 363A.

Compliance: Before issue of New Zealand Certificate of Airworthiness. Repetitive inspections to be accomplished at intervals not exceeding the times specified in the Service Bulletins.

Effective Date: 6 August 1993

DCA/BELL47/67 Main Rotor Grips - Removal From Service

Applicability: All model 47G2, 47G2A, 47GA1, 47G3, 47G3B-KH4, 47G3B1, 47G3B2, 47G3B2A, 47G4, 47G4A, 47G5, 47J, 47J2 and 47J-2A with main rotor grip P/N 47-120-252-11.

Requirement: To prevent failure of the main rotor grip, visually inspect the grip and determine if one of the following serial numbers is installed:

IT - 0251, 0253, 0254, 0255, 0256, 0257, 0260, 0261, 0262, 0263, 0264, 0265, 0267, 0268, 0270, 0271, 0272, 0273, 0274, 0275, 0276, 0277, 0278, 0279, 0280, 0281, 0282, 0284, 0285, 0286, 0289, 0290, 0291, 0293, 0294, 0295, 0296, 0297, 0299, 0300, 0302, 0303, 0306, 0308, 0312, 0313, 0315, 0316, 0317, 0319, 0323, 0324, 0326, 0327, 0328, 0329, 0330, 0333, 0334, 0335

ITM - 0005, 0007, 0022, 0046, 0077, 0096, 0109, 0112, 0114, 0115, 0125, 0128, 0133, 0155, 0161, 0165, 0166, 0167, 0168, 0170, 0171, 0178, 0182, 0183, 0185, 0187, 0189, 0191, 0192, 0194, 0197, 0198, 0202, 0204, 0211, 0212, 0218, 0234, 0235, 0236, 0237, 0238, 0239, 0240, 0241, 0242, 0243, 0244, 0245, 0246, 0248, 0249, 0250, 0251, 0252, 0253, 0255, 0256, 0257, 0258, 0259, 0261, 0262, 0263, 0264, 0265, 0266, 0267, 0269, 0270, 0271, 0272, 0273, 0274, 0275, 0276, 0277, 0278, 0279, 0280, 0281, 0282, 0283, 0284, 0286, 0287, 0288, 0289, 0290, 0291, 0292, 0293, 0294, 0295, 0296, 0297

If one of the grips listed is installed, remove and replace with a serviceable part.

(FAA AD91-20-10 refers)

Compliance: Within next 50 hours TIS.

Effective Date: 6 August 1993

DCA/BELL47/68A Tail Rotor Blades - Inspection

Applicability Bell Model 47B, 47B-3, 47D, 47D-1, 47G, 47G-2, 47G-2A, 47G-2A-1, 47G-3, 47G-3B, 47G-3B-1, 47G-3B-2, 47G-3B-2A, 47G-4, 47G-4A, 47G-5, 47G-5A, 47H-1, 47J, 47J-2, 47J-2A and 47-K fitted with tail rotor blade assembly, P/N 047-642-117-105 S/N A-1943 through A-2068. Kawasaki-Bell Model 47 series fitted with tail rotor blade assembly, P/N 047-642-117-105 S/N A-1943 through A-2068.

Requirement: To prevent delamination or separation of the tail rotor blade, blade tip block or abrasion strip, accomplish the following:-

Visually inspect each blade tip, abrasion strip, blade skin and blade butt per Bell ASB 47-96-21. If there is any evidence of corrosion or delamination, replace the blade with an airworthy blade before further flight.

(FAA AD 96-06-12 refers)

Compliance: Prior to the first flight of each day, and at intervals not to exceed 10 hours TIS if the helicopter is operated for more than 10 hours in any one day.

Note: This inspection may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).

Effective Date: DCA/BELL47/68 – 21 March 1996

DCA/BELL47/68A - 31 October 2002

DCA/BELL47/69 Stabiliser Bar Damper Link Assembly - Modification

Applicability: Model 47B, 47B-3, 47D, 47D-1, 47G, 47G-2, 47G-2A, 47G-2A-1, 47G-3, 47G-3B, 47G-3B-1, 47G-3B-2, 47G-3B-2A, 47G-4, 47G-4A, 47G-5, 47G-5A, 47H-1, 47J, 47J-2, 47J-2A, and 47K.

Requirement: To prevent failure of the stabiliser bar damper link assembly, which can result in degraded control response and subsequent loss of control of the helicopter, accomplish the following:-

Remove the stabiliser bar damper link assemblies from the helicopter, install a safety washer kit, P/N CA-047-96-022-1, and reinstall the stabiliser bar damper link assemblies onto the helicopter per Bell ASB 47-96-22, dated August 16, 1996.

(FAA AD 98-07-09 refers)

Compliance: Within next 100 hours TIS or by 30 September 1998, whichever is the sooner.

Effective Date: 8 May 1998

DCA/BELL47/70 Main Rotor Blade Grips – Inspection and Retirement

Applicability: Model 47B, 47B-3, 47D, 47D-1, 47G, 47G-2, 47G2A, 47G-2A-1, 47G-3, 47G-3B, 47G-3B-1, 47G-3B-2, 47G-3B-2A, 47G-4, 47G-4A, 47G-5, 47G-5A, 47H-1, 47J, 47J-2, 47J-2A, and 47K helicopters, with main rotor blade grips, P/N 47-120-135-2, 47-120-135-3, 47-120-135-5, 47-120-252-1, 47-120-252-7, 47-120-252-11, 74-120-252-11, 74-120-135-5, R47-120-252-11, and R47-120-135-5 installed.

Requirement: To prevent failure of a main rotor blade grip, separation of a main rotor blade, and subsequent loss of the helicopter, accomplish FAA AD 2001-17-17.

Compliance: Compliance is required at the times specified within FAA AD 2001-17-17.

Effective Date: 31 October 2002

DCA/BELL47/71 Texas Helicopter Scissors Assy – Life Limitation

Applicability: Model 47 aircraft fitted with Texas Helicopter Co., Inc. (THC) scissors assembly or welded assembly scissors brackets, P/Ns as listed in following table:

These parts may be PMA replacement parts or installed in accordance with Supplemental Type Certificate (STC) No. SH2772SW.

Model	with scissors assembly P/N	or welded scissors bracket P/N
47D1, 47G, 47G-2, 47G-2A, 47G-2A-1, 47G-3, 47G-3B, 47G-3B-1, 47G-3B-2, 47G-3B-2A, 47G-4, 47G-4A, 47G-5, 47G-5A; and	74-150-949-9 or 74-150-949-5 or 74-150-249-5M.	74-150-117-13M.
CHI OH-13H (Tomcat Mark 5A, 6B, or 6C).		

Requirement: To prevent the use of a scissors assembly or welded assembly scissors bracket beyond its life limit, which could result in failure of the part and subsequent loss of control of the helicopter, accomplish the following:

1. Determine and record on the service record or equivalent record the total hours time-in-service (TIS) of each affected part. If the TIS hours cannot be determined, replace the part with an airworthy part with known hours TIS, before further flight.
2. Replace the affected part.

Note: This AD establishes a life limit of 5000 hours TIS for each affected PMA-produced scissors assembly and PMA-produced welded assembly scissors brackets and Texas Helicopter Co., Inc. Service Bulletin No. SB 003, dated 1 December 2002, pertains to the subject of this AD.

(FAA AD 2005-21-04 refers)

Compliance:

1. Before 30 January 2006.
2. Before the affected parts accumulate 5000 hours TIS.

Effective Date: 1 December 2005

*** DCA/BELL47/72 MRB Box Beam Clips – Inspection and Replacement**

Applicability: Model 47, 47B, 47B3, 47D, 47D1, 47E, 47G, 47G-2, 47G-2A, 47G-2A-1, 47G-3, 47G-3B, 47G-3B-1, 47G-3B-2, 47G-3B-2A, 47G-4, 47G-4A, 47G-5, 47G-5A, 47H-1, 47J, 47J-2, 47J-2A and 47K helicopters

Fitted with main rotor blade (MRB) P/N 047-110-250-021, S/N A-303, A-304, A-312 or A-316, or

Fitted with MRB P/N 047-110-250-023, S/N A-298, A-301 or A-305, and

Model Kawasaki-Bell 47G-2A and 47G3B-KH4 helicopters fitted with MRB P/N 47-110-250-21 (047-110-250-021), S/N A-303, A-304, A-312 or A-316.

Requirement: To prevent a main rotor blade spar crack due to possible incorrect installation of the main rotor blade box beam clips which could result in loss of a main rotor blade and loss of aircraft control, accomplish the following:

1. Inspect the aircraft logbooks and determine whether an affected MRB is fitted to the aircraft.
2. If an affected main rotor blade is fitted to the aircraft inspect the entire length of the upper and lower clips from the main rotor blade tip to the root on each MRB per part II of paragraphs 1. through to 8. in Bell Helicopter Textron, Inc. ASB No. 47-08-25 dated 26 May 2008 for Bell 47 series helicopters, and per paragraph 9 part II of Kawasaki-Bell SB No. KSB-BELL-370 dated 18 July 2008 or later JCAB approved revisions for Kawasaki-Bell 47 series helicopters.

If an incorrectly fitted clip is found, replace the affected MRB with an airworthy blade (with clips that are correctly fitted) before further flight.

Note: The photographs in figures 1 and 2 of ASB No. 47-08-25 show the correct installation of the upper and lower clips of the box beam, and figure 3 depicts an incorrectly fitted clip.

(FAA AD 2009-12-01 and JCAB AD TCD-7309-2009 refer)

Compliance:

1. Within the next 10 hours TIS unless previously accomplished.
2. Within the next 10 hours TIS unless previously accomplished.

Effective Date: 29 June 2009