# MILITARY ALERT BULLETIN

Bell Helicopter TEXTRON

A Subsidiary of Textron Inc.

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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 INTERTIA 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 AFECTED:** 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**