

# Bell Helicopter **TEXTRON**

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

Post Office Box 482  
Fort Worth, Texas 76101  
(817) 280-2011

1 May 1984

**TO:** ALL MODEL 47 OPERATORS HAVING HELICOPTERS EQUIPPED  
WITH 47-110-250 MAIN ROTOR BLADES (ALL DASH NUMBERS)

**SUBJECT:** OPERATIONS SAFETY NOTICE 47-84-5, 1 MAY 1984  
MAIN ROTOR BLADE REPAIR

This cover letter is to advise operators that the attached OSN 47-84-5, cancels and supersedes OSN 47-84-1, dated 16 March, 1984, for reasons indicated:

- o OSN 47-84-1 was incorrectly numbered.
- o Minor text changes to improve clarity.
- o Reference changed to Model 47 TB 47-83-5.



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## **OPERATIONS SAFETY NOTICE**

1 MAY 1984

**OSN 47-84-5**

**TO: ALL MODEL 47 OPERATORS HAVING HELICOPTERS EQUIPPED WITH 47-110-250 MAIN ROTOR BLADES (ALL DASH NUMBERS)**

**SUBJECT: MAIN ROTOR BLADE REPAIR**

INVESTIGATION OF A RECENT ACCIDENT INVOLVING A MODEL 206B-JRIII HAS REVEALED A FATIGUE FRACTURE OCCURED IN ONE MAIN ROTOR BLADE.

ANALYSIS OF THE FAILED BLADE INDICATES THE ORIGIN OF THE FATIGUE WAS DUE TO DAMAGE INFLICTED BY CUTTING THROUGH THE DOUBLER AND INTO THE BLADE SPAR AND ADJACENT SURFACES DURING TRIMMING OF THE LOWER OUTBOARD GRIP DOUBLER TIP.

WHILE THIS ACCIDENT INVOLVED A 206B-JRIII OUTBOARD GRIP DOUBLER TIP, BHTI IS TAKING THIS OPPORTUNITY TO EMPHASIZE THE IMPORTANCE OF ADHERING TO PROCEDURES AND PRECAUTIONS SPECIFIED IN APPLICABLE M&O INSTRUCTIONS AND T.B. 47-83-5, DATED 8-11-83, CONCERNING TRIMMING OF ALL DOUBLER TIPS ON MAIN ROTOR BLADES. NICKING OR CUTTING THE SPAR MUST NOT OCCUR. OTHERWISE THE BLADE MUST BE REJECTED.