

**OPERATIONS SAFETY NOTICE**

MAY 19, 1999

Revision B MAR 09, 2007

OSN 206-99-35 "Revision B"**TO: All Owners/Operators of Bell 206 Helicopters****SUBJECT: REPAIRS OR ALTERATIONS NOT APPROVED BY BELL HELICOPTER**

Bell Helicopter has been advised of a second 206B accident in which the transmission and pylon assembly separated from the aircraft due to in-flight structural failure of a transmission support spindle, 206-031-554. Laboratory investigation results indicate that a repair not recommended by Bell by metal plating had been performed on the failed spindle.

This Operations Safety Notice is being revised to advise Bell 206 Owners/Operators of this second occurrence involving fatalities which appears to have been caused by inappropriate field repair. Bell Helicopter does not approve dimensional restoration by plating of the spindle 206-031-554, as this is a structural component. Application of metal spray, electroplating or other means of metal deposit would require re-qualification. Repair methods not recommended by Bell Helicopter result in parts that no longer meet the original design criteria and the published maintenance and overhaul recommendations and may not assure continued safe operation of the helicopter.

Transport Canada has since issued an Airworthiness Directive (CF-2007-02) mandating the removal of 43 such spindles that were altered by Cadourath Aerospace Inc. Owners/Operators of Bell Helicopter products are reminded to adhere to the maintenance and repair procedures published in the applicable maintenance, overhaul and repair manuals. Bell Helicopter Product Support Engineering remains available to assist with damage evaluation and repair guidance where applicable. For addresses, telephone and fax numbers, refer to Information Letter Gen-98-61, 12 June 1998.

B