

# OPERATIONS SAFETY NOTICE

June 14, 2010  
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**OSN 205-10-44**  
**OSN 205B-10-16**  
**OSN 212-10-48**  
**OSN 412-10-38**  
**OSN 412CF-10-11**

**TO: All Owners/Operators of Bell 205/212 and 412 series Helicopters**

**SUBJECT: Tailboom Longerons Inspection Requirements**

Bell Helicopter has investigated reports of two different kinds of damage and cracking of the tailboom longerons.

1. Score marks in the interior of the upper longerons caused by drilling operations. Bell Helicopter is not aware of any cracks or failures caused by these score marks. See Figure 1.
2. Cracking of upper and lower left longerons in the area aft of B.S.194.30 bulkhead. See Figure 2

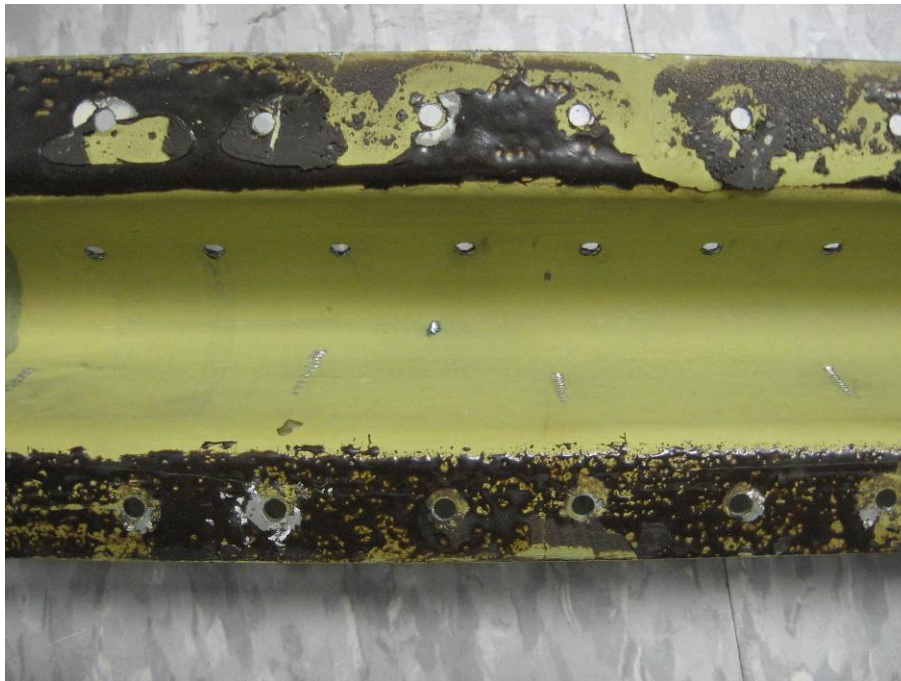
This Operations Safety Notice is published to emphasize the importance of complying with the visual inspection requirements in the applicable Maintenance Manuals.

When carrying out the required Maintenance Manual inspections, ensure adequate bright lighting, mirror and borescope as required are used. Cracked longerons must be repaired or replaced in accordance with the Structural Repair Manual (BHT-MED-SRM-1).

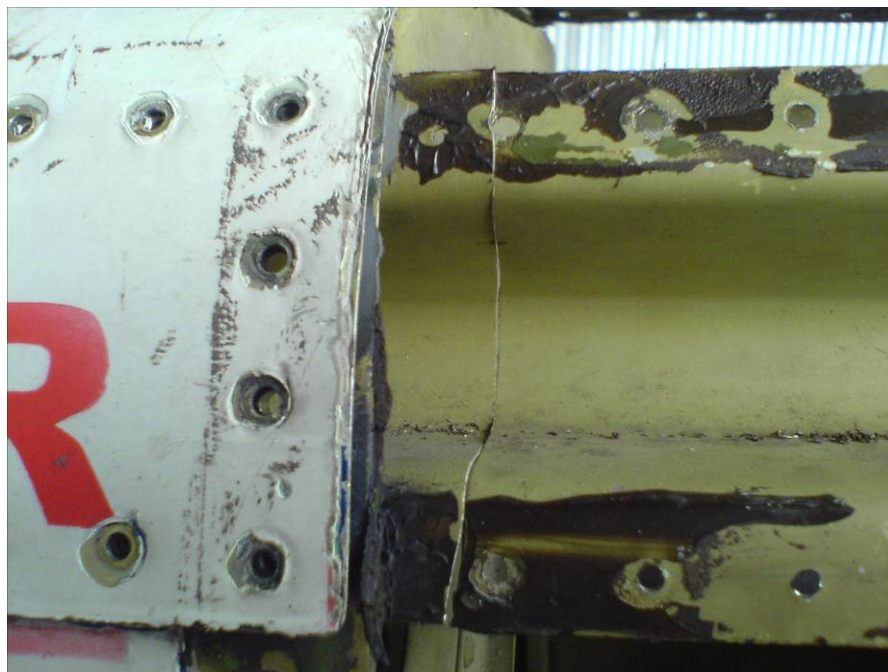
When carrying out drilling operations where the possibility of damage to underlying surfaces or components exists, a suitable drill stop should be used.

Report observed defects to Bell Helicopter Product Support Engineering.

Telephone: 1-800-363-8028  
International: 1-450-437-6201  
Fax: 1-450-433-0272  
E-mail: <mailto:psemedium@bellhelicopter.textron.com>



**Figure 1**  
Drill damage to inside of Longeron (Longeron removed)



**Figure 2**  
Cracked Longeron (upper skin removed) Aft of B.S.194.30