

**OPERATIONS SAFETY NOTICE**

May 16, 2006

**OSN 212-06-45**  
**OSN 412-06-28**  
**OSN 412CF-06-07**  
**OSN 412RSAF-06-01**

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

**SUBJECT: Collective Stick Tube 212-001-181-001**

Bell Helicopter has recently investigated three incidents of cracked or fractured collective stick tubes on the model 212. In two cases the tube had fractured in overload at the slot for the throttle pin, while operating the collective on the ground without hydraulic assist. The other collective stick was found cracked at the throttle pin cutout during inspection. Total time on the collective sticks was unknown.

Further investigation into the use of the collective has revealed that, in some cases, improper application methods of the collective can induce higher strains to the throttle grip slot area. Collective application should be from the throttle grip position. It should never be accomplished from the end of the collective stick at the collective head, particularly with hydraulics off. Operation from the collective head will induce higher strains on the collective stick that are concentrated at the slot for the throttle pin.

Bell Helicopter previously released one-time inspection requirements for the collective stick in accordance with TB 212-87-98 and 412-87-60. The technical bulletin inspection requirements are specific for the throttle slot area. Bell will be introducing these same inspection requirements during a future revision of the 212 and 412 maintenance manual, chapter five, 5 year / 3000 hour inspection interval. Operators are encouraged to review the inspection requirements per the applicable technical bulletins and comply with the inspection requirements when the collective stick is removed for other maintenance.