# EUROCOPTER BO105LS A-3 Model Guide

The EUROCOPTER BO105LS A-3 is a helicopter model. The only document supplied is an EASA airworthiness directive, EASA AD 2010-0049, on the cyclic-stick locking device. It gives no performance, weight or price data, so this guide covers only what a buyer should check against that AD.

## KEY TAKEAWAYS

- EASA AD 2010-0049 applies to the BO 105 LS A-3, all serial numbers.
- The AD requires removing the spring from the cyclic stick lock, so the stick can no longer be locked.
- For the LS A-3, the modification was due within 6 months of the AD's effective date of 02 April 2010.
- A Flight Manual note is also required: centre the cyclic stick in neutral before engine start.

## WHY THE AD EXISTS

Taking off with a locked cyclic stick may lead to loss of control. The AD cites reported cases of this on EC135 series helicopters. The BO 105 stick locking device has a similar function. No recent reports had been received for BO 105 or MBB-BK 117 helicopters.

## WHAT THE AD REQUIRES ON THE LS A-3

Modify the cyclic stick locking/centering device by removing the spring from the cyclic stick lock. Follow Eurocopter Canada Limited ASB BO105 LS 40-10. At the same time, amend the Flight Manual with the neutral-position note. Later approved revisions of the ASB are acceptable.

## TYPE TRANSFER BACKGROUND

The LS A-3 was a Canadian type design owned by Eurocopter Canada. It was transferred to Eurocopter Deutschland, and design responsibility passed to EASA in June 2009. Transport Canada had issued no matching AD before the transfer, so this AD added the LS A-3.

## SAFETY NOTES

- Do not attempt takeoff with a locked cyclic stick; this may lead to loss of control.
- Centre the cyclic stick in neutral before the engines are started.

AI-aggregated guide for the EUROCOPTER BO105LS A-3 · sources: EASA AD No: 2010-0049 (#100015) · generated 2026-11-25 · Reference only, not for flight. Check the original documents before relying on this guide.