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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Sprickkontroll av stjärtbom

**GÄLLER:** Modell 407, S/N 53000 t o m 53475 med installerad stjärtbom  
P/N 407-030-801-101, -105 och 107.

**ÅTGÄRD:** Utför åtgärder angivna i bifogad kopia av CF-1999-17R2

**TID FÖR ÅTGÄRD:** Inom tider och intervaller angivna i CF-1999-17R2

**UNDERLAG:** Bell Helicopter Textron Canada Alert Service Bulletin No 407-99-26,  
revision C daterad 15 januari 2002 och Alert Service Bulletin 407-01-48  
revision A daterad 20 december 2001 eller senare utgåvor.

**REFERENS:** CF-1999-17R2

**BESLUTSDATUM:** 29 april 2002

**LFS** 2002:52

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.  
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

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**Number:** CF- 1999-17R2

**Subject:** Bell 407 – Tailboom Inspection and Modification

**Effective:** 17 April 2002

**Revision:** Supersedes Airworthiness Directive (AD) CF-1999-17R1 issued 24 July 2001.

**Applicability:** Bell Helicopter Textron Canada (BHTC) Model 407 helicopters, S/N 53000 through 53475 with tailbooms P/N 407-030-801-101, -105, -107 installed.

**Compliance:** When indicated, unless already accomplished.

**Background:** There have been several reports of cracks to the tailboom skin on the left side, in the area of the horizontal stabilizer. The cracks were found by visual inspection. The average time accumulated on the tailbooms was more than 2000 hours; however, cracks could develop at any time. A review of cracks growth rates has indicated a need to detect cracks at the earliest stage possible. BHTC issued Alert Service Bulletin (ASB) 407-99-26 to provide instructions for the inspection of the tailboom skin around the support plates. ASB 407-99-26 Rev. C clarifies the status of tailboom P/N 407-030-801-107. Alert Service Bulletin (ASB) 407-01-48 Rev. A introduces modifications to some of the existing tailbooms, a life limitation of 5000 hours, and new inspection interval of 150 hours.

**Corrective Actions:** **Part A Tailbooms P/N 407-030-801-101 and -105**

#### 1. Inspection

Unless modification of the tailboom in accordance with ASB 407-01-48 dated 20 December 2001 has been accomplished, perform daily and 50 hour repetitive inspections of the tailboom in accordance with Part I and Part II of BHTC ASB 407-99-26 Rev. C dated 15 January 2002, or later revisions approved by Chief, Continuing Airworthiness, Transport Canada.

The visual check outlined in Part I of the above ASB is considered elementary work and, if away from technical support, may be done by a pilot specifically trained and authorized for the task in accordance with Canadian Airworthiness Regulations.

For tailbooms modified in accordance with ASB 407-01-48 inspect the tailboom at intervals of 150 hours in accordance with Part IV and V of BHTC Alert Service Bulletin 407-01-48 dated 20 December 2001, or later revisions approved by Chief, Continuing Airworthiness, Transport Canada.

#### 2. Modification

Within the next 600 hours air time after effective date of this directive, but not later than 31 January 2003, unless already accomplished:

- (a) Modify the tailboom in accordance with BHTC Alert Service Bulletin 407-01-48 dated 20 December 2001, or later revisions approved by Chief, Continuing Airworthiness, Transport Canada.
- (b) Create a new tailboom Historical Service Record sheet indicating time when ASB 407-01-48 was embodied and assign a life limit of 5000 hours.

#### Part B Tailbooms P/N 407-030-801-107

Create a new tailboom Historical Service Record sheet, assign a life limit of 5000 hours and inspect the tailboom at intervals of 150 hours in accordance with Part IV and V of BHTC Alert Service Bulletin 407-01-48 dated 20 December 2001, or later revisions approved by Chief, Continuing Airworthiness, Transport Canada.

#### Part C: Life limit

Tailbooms P/N 407-530-014-101, -103 and 407-030-801-107 are to be removed from service at 5000 hours and replaced with airworthy part.

Note: If a crack is found on the tailboom skin as a result of inspections required by Part A or Part B of this directive, replace the tailboom before the next flight. Report findings to Transport Canada, Continuing Airworthiness Division (AARDG) at facsimile (613) 996-9178 preferably using a Service Difficulty Report form, and to Bell Helicopter Textron Canada – Product Support Engineering at facsimile (450) 433-0272.