

2/59 Gäller: Alla helikoptrar av typ **Bell 47** utrustade med Marvel Schebler automatiskt höjdpensersade förgasare typ MA4-5AA.  
 Tid för åtgärd: Inom 25 flygtimmar, dock senast den 1 april 1959.  
 Referens: This same subject is covered in Bell Service Bulletins No 124SB for Models 47 D-1, 47 G and 47 H-1, No 124SB Supplement 1 for Model 47 D, and Service Instruction 257 SI for Models 47 G-2 and 47 J.  
 Åtgärd: Luftfartsstyrelsen föreskriver att åtgärder skola vidtagas på ovan angivna helikoptrar i enlighet med vad som föreskrives i CAA Airworthiness Directive No 58-26-2, nämligen följande:  
 With a Marvel-Schebler Model MA4-5AA carburetor installed, it is possible to start and run the engine with carburetor mixture control in the idle cutoff position if the throttle is partially or fully opened. However, as soon as the throttle is fully closed, the idle cutoff will operate and shut off the engine. Therefore, it would be possible to start the engine, take off, and fly with the mixture in idle cutoff as long as the throttle is never closed. The first time the throttle is closed however, as in autorotation, an immediate engine stoppage would occur. To prevent inadvertent engine stoppage in flight due to failure to place the carburetor mixture control in the "auto" position before takeoff, the following must be accomplished:  
 (a) For Models 47D-1, 47 G, 47 G-2, 47 H-1 and 47 J, spring load the cockpit mixture control to the rich or "auto" position by installing a tension spring (Bell P/N 47-631-226-1 or equivalent) between the mixture control cable support bracket (P/N 47-631-125-18) adjacent to the control quadrant and the control cable end of the quadrant mixture control lever. On Models 47 D-1 and 47 H-1, attach the spring to the mixture control lever using existing cotter pin hole through flexible control attaching clevis pin. On Models 47 G, 47 G-2 and 47 J, attach spring to mixture control lever through existing lower hole in lever. On Model 47 D-1, remove corners of jog in quadrant mixture control slot. Check that mixture control will return to "auto" position when pulled to "idle cut off" position and released.  
 (b) For Model 47 D, remove the quadrant mixture control lever and push-pull mixture control. Place the carburetor mixture control arm in the rich or "auto" position and secure with lockwire. This procedure may be used in lieu of that outlined in (a) above for Models 47 D-1, 47 G, 47 G-2, 47 H-1, and 47 J if preferred.

14/59 Gäller: Alla helikoptrar av typ **Bell 47** med stjärtrotorblad av metall, detalj nr 47-642-102-1, -5, -7, -9, -17 och -19.  
 Tid för åtgärd: Före varje flygning för stjärtrotorblad som suttit eller sitter på helikoptrar på flottörer, daglig för övriga.  
 Referens: Bell Service Bulletin No 128SB, dated January 27, 1959, covers the same subject.  
 Åtgärd: Luftfartsstyrelsen föreskriver att åtgärder skola vidtagas på ovan angivna helikoptrar i enlighet med vad som föreskrives i FAA Airworthiness Directive No 59-5-1, nämligen följande:  
 As a result of several cracks having occurred (in most instances following known damage due to the tail rotor striking water, tall grass, or underbrush) the following inspection of the metal tail rotor blades, to preclude loss of tail rotor control, must be accomplished as indicated.  
 1) On trailing edge of blade, remove paint in the area of numbers 3, 4, 5 and 6 rivets to the bare metal, with a suitable lacquer thinner only. Feather edges of remaining paint with thinner. DO NOT use sandpaper, steelwool or other sharp objects to remove paint. DO NOT use a paint stripper. NOTE: The removal of paint does not affect the balance.  
 2) Visually inspect for chordwise cracks along the trailing edge of blade, in the area of rivets numbers 3, 4, 5 and 6 counting from the butt end towards tip end. It is mandatory that the tail rotor blades be replaced if any cracks are found.  
 3) If no cracks are found, it is mandatory that the bare metal portion of blades be left unpainted to facilitate daily inspection. To protect the bare metal, a thin coat of clear lacquer, cosmolene, or grease shall be applied to the area.  
 4) Tail rotor blades, installed on float equipped helicopters or which have had any service time on float equipped helicopters, shall be inspected prior to each flight.  
 5) Tail rotor blades installed on helicopters not operated on floats shall be inspected daily.  
 Ref FAA Airworthiness Directive 59-17.

23/59 Gäller: Alla helikoptrar av typ **Bell 47 J**.  
 Tid för åtgärd: För detaljnr 47-110-287-9 med mer än 200 timmars gångtid senast den 1 september 1959 samt därefter var 200-de gångtimma.  
 Referens: Bell's Service Bulletin No 127 SB dated July 14, 1958, covers this same subject.  
 Åtgärd: Luftfartsstyrelsen föreskriver att åtgärder skola vidtagas på ovan angivna helikopter i enlighet med vad som föreskrives i CAA Airworthiness Directive No 58-17-1 och FAA Airworthiness Directive No 58-12, nämligen följande:  
 To preclude the possibility of failure of the 47-110-287-9 counterweight bracket assembly, the service life of this part has been established at 200 hours. All 47-110-287-9 brackets assemblies which have accumulated 200 hours or more of service must be replaced no later than September 1, 1959 and every 200 hours of service thereafter.  
 This replacement consists of the removal of the two 47-110-287-9 main rotor counterweight bracket assemblies and the installation of new counterweight bracket assemblies. Change and replace bracket assemblies in accordance with applicable instructions contained in the Maintenance and Overhaul Instruction Handbook.