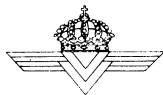


KGL LUFTFARTSSTYRELSEN
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UNDERRÄTTELSE FRÅN LUFTFARTSSTYRELSEN

LUFTVÄRDIGHETS- ANVISNINGAR

63/1961
20 november



KONTROLL AV LAGER PÅ HUVUDROTORNS PITCHLÄNKAR

63/61

Gäller:
Tid för åtgärd:
Referens:
Åtgärd:

Alla helikoptrar typ **Bell 47**.

Snarast dock senast 10 flygtimmar efter denna luftvärdighetsanvisnings utgivningsdatum.

FAA Airworthiness Directive 61-22-1.

Luftfartsstyrelsen föreskriver att åtgärder skola vidtagas på ovan angivna flygplan i enlighet med vad som föreskrives i FAA Airworthiness Directive No 61-22-1, nämligen följande:

To preclude failure of the main rotor pitch link rod end bearing P/N RE 4 F7 which causes loss of main rotor control the following onetime only inspection is required to determine that the bearing is correctly installed.

- (a) Within the next 10 hours' time in service after the effective date of this AD, on all Model 47 Series helicopters, inspect the main rotor control pitch link located between the stabilizer bar mixing lever and the main rotor blade control horn to see that the rod end bearing sides are parallel to the clevis slot. These surfaces must be adjusted parallel to prevent binding of the rod end bearing at extreme ends of travel, as specified in all applicable model maintenance manuals.
- (b) Within the next 10 hours' time in service after the effective date of this AD, inspect all Models 47D, 47D-1, 47H-1, 47G, 47G-2 and 47J helicopters equipped with Fafnir P/N RE 4 F7 rod end bearing as follows:
 1. Remove the RE 4 F7 rod end bearing in accordance with the applicable maintenance manual and visually inspect for obvious damage or defect of the outer race such as nicks and gouges adjacent to the shield, looseness roughness, distortion or kinks in bearing shields.
 2. If any damage or defect is found, replace the bearing prior to further flight.
 3. If no damage or defect is found, the bearing may be reinstalled.
 4. The installation of the bearings under subparagraphs (2) or (3) shall be made in accordance with the applicable maintenance manual making positive that requirements of paragraph (a) are followed.
- (c) Helicopters listed in paragraph (b) that are not equipped with the Fafnir P/N RE 4 F7 bearings are equipped with Bell P/N 47-140-241-3 rod end bearings. These bearings are of a different make and only require the inspection called for in paragraph (a).

(Bell Service Instruction 345 S I covers this same subject for the models listed under (b)).

Åtgärder enligt denna luftvärdighetsanvisning utgör en nödvändig förutsättning för ovanstående flygmateriels luftvärdighet.

Anteckning om åtgärd, som vidtagits i enlighet med denna anvisning, skall införas i flygplanets resedagbok och journalkort med hänvisning till denna luftvärdighetsanvisnings nummer.