

24/57 (forts)

Tid för åtgärd: Snarast, dock senast 15 augusti 1957.
Referens: CAA Airworthiness Directive No 57-12-4 den 17 juni 1957.
Åtgärd: Luftfartsstyrelsen föreskriver att följande åtgärder skola vidtagas på ovan angivna helikoptrar registrerade i Sverige, i enlighet med vad som föreskrives i CAA Airworthiness Directive No 57-12-4.
Part A: Due to the possibility of excessive play in the metal tail rotor blade and hub assembly and the pitch control mechanism which can result in blade flutter, the inspection as required in Part "A" of Bell Mandatory Service Bulletin No 121SB, dated April 2, 1957, must be accomplished.
Part B: Metal tail rotor blades, P/N 47-642-102-5 should be inspected for proper thickness at blade Station 14.00. This thickness should be a minimum of .750 inches at the thickest part of the blade. Blades measuring less than .750 inches are required to be removed and replaced with acceptable blades. Part "B" of Bell Mandatory Service Bulletin No 121SB, dated April 2, 1957, covers this same subject.

5/58 Gäller: Helikopter Bell 47J med rotorblad detaljnummer 47-110-401-7, -9 och -11.
Tid för åtgärd: Efter varje bränslepåfyllning intill 50-tim gångtid och därefter dagligen.
nr 1:
Tid för åtgärd: Snarast, dock senast den 1 mars 1958.
nr 2:
Åtgärd: Luftfartsstyrelsen föreskriver att åtgärder skola vidtagas på ovan angivna helikopter i enlighet med vad som föreskrives i CAA Airworthiness Directive No 58-2-1.
Due to the possibility of a faulty bond between the butt plate laminates and the wood portion of the blade, causing a subsequent separation of the subject parts with possible catastrophic results, the following mandatory inspection is required:
1. Inspect butt plate laminates for indication of bond separation by grasping blade at tip and coning blade downward slightly after static stop is contacted, then coning blade upward to extent that tip is above level line of yoke. If separation is found no repair is allowed, remove blades and notify Bell Helicopter Corporation. Inspection required after each refueling until blades accumulate a total of 50 hours flight time and then daily thereafter.
2. Inspect on one-time basis butt plate laminates for bonding voids by tapping lightly completely around exposed surface of each laminate with a four or six inch wrench. Each laminate will have a different sound; however, an obvious variation in sound on an individual laminate tends to indicate a void. If void is indicated, notify Bell Helicopter Corporation immediately.

13/58 Gäller: Helikopter Bell 47 J.
Tid för åtgärd: Före nästa flygning.
Referens: CAA Airworthiness Directive No 58-9-1 av den 5 maj 1958.
Åtgärd: Luftfartsstyrelsen föreskriver att åtgärder skola vidtagas på ovan angivna helikopter i enlighet med vad som föreskrives i CAA Airworthiness Directive No 58-9-1.
1. All 47-110-401-13 main rotor blades known to have hit an object, or to have contacted the universal joint cover on the tail boom causing an indentation over 1/4 inch deep in the universal joint cover, must be removed from service for further detail inspection, and repair if necessary. Such internal inspections and repairs are to be made by the blade manufacturer.
2. Visually inspect the stainless steel leading edge of the -13 blades for cracks and remove cracked blades. No field repairs are authorized. Cracked blades are to be returned to the blade manufacturer for detail inspection and repair.
3. Remove all 47-110-401-9 main rotor blades. These blades must be reworked to the -13 configuration prior to return to service.
CAA telegraphic instructions of April 28, 1958, covered this subject.

31/58 Gäller: Helikoptrar av typ Agusta-Bell 47J med tillverkningsnummer 1001 t o m 1026.
Tid för åtgärd: Daglig kontroll tills nya höjdroder monterats, dock skall nya höjdroder monteras senast 1 december 1958.
Åtgärd: Luftfartsstyrelsen föreskriver att åtgärder skola vidtagas på ovan angivna helikoptrar i enlighet med Giovanni Agustas cirkulärskrivelse nr 8118, nämligen följande:
Make inspection as follows:
A - Take down from the helicopter the right & left elevators, 47-267-452-15 & 16.
B - Take down the pin 59-040-187-1750 connecting elevator tube to 47-267-404-7 flange.

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C - Inspect carefully by sight, checking whether pin seat hole shows cracks on flange or on inner tube specially.

D - Should the preceding inspection show cracks or beginning of cracks replace part immediately.

The elevator replacement must be made before December 1, even if cracks did not show.

The Firm Agusta will supply free of charge the necessary elevators for this replacement provided the ones now installed will be sent back.

35B/58 Gäller:
Tid för åtgärd:

Åtgärd:

Alla helikoptrar av typ **Bell 47B, B3, D, D1, G, G-2 och H-1.**

- a) Utbyte av lager, detaljnummer R4AF4, 47-641-146-1, SIRP eller 7R4AXIC efter 100 gångtimmar.
- b) Kontroll av axel, detaljnummer 47-641-034 eller 47-641-045 före den 15 januari 1959 och därefter var 600-de gångtimma.

Luftfartsstyrelsen föreskriver att åtgärder skola vidtagas på ovan angivna helikoptrar i enlighet med vad som föreskrives i CAA Airworthiness Directive nr 58-23-1 med tillägg enligt Directive nr 61-19 (Revision Bell) och Directive nr 63-2, nämligen följande:

Service experience indicates numerous failures of the tail rotor pitch change control bearing, P/N R4AF4 and alternate P/N's SIRP and 7R4 AXIC. Failures of this bearing have been partly attributed to the pitch change control shaft being bent.

To preclude the possibility of losing tail rotor control, a service life of 100 hours' time in service has been established for the tail rotor pitch change bearings P/N's R4AF4, 47-641-146-1, SIRP, and 7R4AXIC. All bearings with 90 or more hours' time in service shall be retired within the next 10 hours' time in service after the effective date of this amendment, except that tail rotor pitch change bearings with 190 or more hours' time in service as of the effective date of this amendment shall be retired prior to the accumulation of 200 hours' time in service.

The bearing service life of 100 hours is predicated by the maintenance of a concentric pitch change control shaft to within the allowable tolerances. To insure straightness of the pitch change control shaft, P/N 47-641-034 or P/N 47-641-045, a 600 hour inspection for runout is required. The shaft must be inspected at the next 600 hour inspection or not later than January 15, 1959, and every 600 hours thereafter.

Inspect shaft for allowable runout as follows:

- 1) Remove shaft from tail rotor gear box in accordance with Bell Service Manual.
- 2) Mount shaft at acme screw thread end in collet.
- 3) Measure concentricity of bearing shaft diameter. This diameter must be concentric within 0.060 TIR.
- 4) If diameters are not concentric within 0.060, shaft must be straightened within this tolerance.

(Manufacturers Urgent Action Maintenance and Overhaul Instructions, Nos S58-41 thru S58-47, H58-10, H58-11 and H58-12, dated October 3, 1958, cover same subjects.)

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Gäller:
Tid för åtgärd:
Referens:
Åtgärd:

Alla helikoptrar av typ **Bell 47 G-2 och 47 J** med kylfläkt detaljnr 47-661-801-5 installerad. Inom 25 flygtimmar, dock senast den 1 april 1959.

Bell Mandatory Service Bulletin No 126SB dated October 2, 1958, covers this same subject. Luftfartsstyrelsen föreskriver att åtgärder skola vidtagas på ovan angivna helikoptrar i enlighet med vad som föreskrives i CAA Airworthiness Directive No 58-26-1, nämligen följande: Fabricating procedures used on the engine cooling fan index plate assembly, P/N 47-661-801-5, which involve silver brazing have resulted in a possible defective bond between the fan index plate and the fan shaft. To prevent failure of this joint, all Models 47 G-2 and 47 J helicopters having silver brazed index plate assemblies must be reworked as indicated below:

- (1) Locate the longitudinal center line of portion of the 47-669-117-5 shaft on which the fan mounts and drill one 0.2130-inch diameter hole (blind) 0.63-inch deep through the 47-669-106-5 or -7 index plate and into the end of 47-669-117-5 fan shaft.
 - (2) Locate the intersections of a line between the two end indexing holes and the end of the 47-669-117-5 shaft which projects through the indexing plate and drill 0.2130-inch diameter holes.
 - (3) Tap all three holes using a 1/4 -28UNF3A tap and install AN4H4A bolts and AN960-416 washers. Safety wire the heads of all three holes with AN995C32 lockwire.
- Model 47 G-2 helicopters, Serial Numbers 2213, 2214, 2229, 2230, 2231, 2232, 2235 and subsequent, and Model 47 J helicopters, Serial Numbers 1420, 1581, 1713, 1734, 1737, 1743, 1744, 1747 and subsequent will have reworked or heli-arc welded index plate assemblies, identified as P/N 47-661-801-25 or P/N 47-661-801-21, installed prior to delivery and are not affected by this directive. In addition, some early 47 G-2 and 47 J helicopters equipped with fan index plate assemblies marked as P/N 47-661-801-5 are steel welded in a satisfactory manner and need not be reworked. These may be identified by a 1/4-inch deep by 0.56-inch diameter counterbore in the aft end of the engine cooling fan shaft. A flashlight and mirror are needed to determine the existence of the counterbore.