

Sektion 2. Utlandstillverkad flygmateriel

R 1

TITEL: Sprickkontroll av stöd för styrplatta

GÄLLER: Modell 206A, 206A-1, 206B, 206B-1, 206L, 206L-1 och 206-3 samt Agusta Bell AB 206A och AB 206B med installerad styrplatta P/N 206-010-452-001,-005 eller -109.

ÅTGÄRD: Utför åtgärder angivna i BHTI Alert Service Bulletin (ASB) nr. 206-93-74 revision B, eller 206L-93-89, revision B båda daterade 4 april 1994 eller senare utgåvor. Agusta Bollettino Tecnico 206-211 daterad 5 januari 1994 eller senare utgåva.

TID FÖR ÅTGÄRD: Se bifogad kopia av FAA AD 94-19-02 part (a) (b) och (f) (upprepande åtgärd).

UNDERLAG: FAA AD 94-19-02
BHTI ASB nr 206-93-74 revision B eller 206L-93-89, revision B båda daterade 4 april 1994, eller senare utgåvor.
Agusta Bollettino Tecnico 206-211 daterad 5 januari 1994 eller senare utgåva.

REFERENS: FAA AD 94-19-02, RAI 94-253

UTGIVNINGS-DATUM: 1995-01-05

LFS: 1995:2

Åtgärd 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 senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



AIRWORTHINESS DIRECTIVE

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U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

94-19-02 BELL HELICOPTER TEXTRON, INC. (BHTI): Amendment 39-9023. Docket Number 93-SW-22-AD.

Applicability: Model 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, and 206L-3 series helicopters, equipped with swashplate support assembly, part number (P/N) 206-010-452-001, -005, or -109, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the swashplate support assembly, loss of control of the main rotor system, and subsequent loss of control of the helicopter, accomplish the following:

(a) For swashplate support assemblies with 1,500 hours or more total time-in-service (TIS), within the next 25 hours TIS, and thereafter at intervals not to exceed 50 hours TIS from the last inspection, visually inspect the swashplate support assembly in the fillet radius area for cracks using a 10-power or higher magnifying glass in accordance with the Accomplishment Instructions of the applicable BHTI Alert Service Bulletin (ASB) No. 206-93-74, Revision B, or 206L-93-89, Revision B, both dated April 4, 1994.

(b) For swashplate support assemblies with less than 1,500 hours TIS, prior to attaining 1,525 hours total TIS, and thereafter at intervals not to exceed 50 hours TIS from the last inspection, visually inspect the swashplate support assemblies in the fillet radius area for cracks using a 10-power or higher magnifying glass in accordance with the Accomplishment Instructions of the applicable ASB, dated April 4, 1994.

(c) ASB No. 206-93-74, Revision B, dated April 4, 1994, is applicable to BHTI Model 206A-1 helicopters in addition to the Model 206A, 206B and 206B-1 helicopters.

(d) If a crack is suspected, perform a dye penetrant inspection in accordance with the Accomplishment Instructions of the applicable ASB, dated April 4, 1994, before further flight.

(e) Replace any cracked swashplate support assembly with an airworthy assembly before further flight.

(f) Installation of a swashplate support assembly, P/N 206-010-452-113, constitutes a terminating action for the requirements of this AD.

NOTE: The swashplate support assembly, P/N 206-010-452-113, has a life limit of 4,800 hours TIS.

(g) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Rotorcraft Certification Office, FAA, Rotorcraft Directorate. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(h) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(i) The inspections and replacement, if necessary, shall be done in accordance with BHTI ASB No. 206-93-74, Revision B, or 206L-93-89, Revision B, both dated April 4, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Boulevard, Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(j) This amendment becomes effective on September 28, 1994.

FOR FURTHER INFORMATION CONTACT:

Mr. Richard Monschke, Aviation Safety Engineer, Rotorcraft Certification Office, FAA, Rotorcraft Directorate, ASW-170, Fort Worth, Texas 76193-0170, telephone (817) 222-5177, fax (817) 222-5959.