
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Ändring av flyghandbok efter modifiering av HMU

GÄLLER: Modell 407 S/N 53001 t o m S/N 53166

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av CF-97-15

TID FÖR ÅTGÄRD: I samband med införande av CEB A-73-6015

UNDERLAG: CF-97-15
 CEB A-73-6015

REFERENS: CF-97-15

BESLUTSDATUM: 1997-10-15

LFS 1997:42

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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Transport Canada
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Civil Aviation

Transports Canada
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Aviation civile

Bilaga till LVD 2809

CF-97-15

Date

28 August 1997

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AIRWORTHINESS DIRECTIVE

THE FOLLOWING CANADIAN AIRWORTHINESS DIRECTIVE IS ISSUED PURSUANT TO SECTION V, SUBPART 93 OF THE CANADIAN AVIATION REGULATIONS.

CF-97-15 BELL

Applies to Bell Helicopter Textron Canada (BHTC) Model 407 helicopters, s/n 53001 to 53166 inclusive.

Compliance is required as indicated, unless already accomplished.

Allison Engine Company, with BHTC, has developed a minimum fuel flow overspeed solenoid valve to replace the original hydromechanical unit's (HMU) overspeed shut-off valve, thereby increasing the probability of the engine remaining lit and recovering from an overspeed occurrence. Allison Commercial Engine Bulletin No. CEB A-73-6015 introduces the modified HMU and a new electronic control unit (ECU). The latter includes the 118.5% N_2 overspeed trip setting mandated earlier by Airworthiness Directive (AD) CF-96-19R4 and a new setting of 112.5% N_2 for the reintroduction of full scheduled fuel flow after an overspeed cutback. BHTC Alert Service Bulletin No. ASB-407-97-8, 3 July 1997, also refers.

As these modifications entail a change to the approved Rotorcraft Flight Manual instructions, accomplish the following measures at the time of embodiment of CEB A-73-6015:

1. Incorporate Revision No. 5, dated 24 June 1997, into the approved Rotorcraft Flight Manual BHT-407-FM-1; and remove Temporary Revision *FOR FADEC FAULT ANNUNCIATION INTERPRETATION*, revised 3 December 1996, and Temporary Revision *FOR NP OVERSPEED TRIP INCREASE*, dated 3 December 1996.
2. Brief all pilots on the contents of the above revision and of the Manufacturer's Data BHT-407-MD-1 Revision 2, dated 24 June 1997.

Note: The U.S. Federal Aviation Administration, which oversees the Allison Model 250-C47B engine, will be mandating CEB A-73-6015 with an engine AD which will apply in Canada.

Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Aircraft Certification, Transport Canada, Ottawa. Any application should be made to the appropriate Transport Canada Centre.

This directive becomes effective 29 September 1997.

For Minister of Transport

R.A. Raoux
Acting Chief, Continuing Airworthiness

Further information regarding the contents or interpretation of this directive may be obtained from your nearest Transport Canada Centre, or by contacting directly Mr. Jerry Hurley, Transport Canada, Continuing Airworthiness Division, Ottawa, telephone (613) 952-4366 or facsimile (613) 996-9178, or Internet e-mail hurleyj@tc.gc.ca.

THIS AIRWORTHINESS DIRECTIVE MAY BE APPLICABLE TO AN AIRCRAFT MODEL WHICH OUR RECORDS INDICATE IS REGISTERED IN YOUR NAME. CONTINUING AIRWORTHINESS OF AN AIRCRAFT IS CONTINGENT UPON COMPLIANCE WITH ALL APPLICABLE AIRWORTHINESS DIRECTIVES. FAILURE TO COMPLY WITH THE REQUIREMENTS OF AN AIRWORTHINESS DIRECTIVE MAY INVALIDATE THE FLIGHT AUTHORIZATION OF YOUR AIRCRAFT.

For any address change, print new address on the envelope in which this directive was received and return to Transport Canada, AARNG, Ottawa ON K1A 0N5 (full postage required).

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