
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av stjärtrotordrivningens kopplingar

GÄLLER: Modell 407 S/N 53003 t o m 53213

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av CF-97-19 Bell

TID FÖR ÅTGÄRD: Inom 25 flygtimmar om ej tidigare utfört

UNDERLAG: CF-97-19 Bell och där angivet underlag
Rapport sänds till Luftfartsinspektionens luftvärdighetssektion, för vidare befodran till Transport Canada.

REFERENS: CF-97-19 Bell

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.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450



Transport Canada
Safety and Security

Transports Canada
Sécurité et sûreté

Civil Aviation

Aviation civile

TP 7245E

No.	CF-97-19	1/2
Date	30 September 1997	

AIRWORTHINESS DIRECTIVE

THE FOLLOWING CANADIAN AIRWORTHINESS DIRECTIVE IS ISSUED PURSUANT TO SECTION V, SUBPART 33 OF THE CANADIAN AVIATION REGULATIONS.

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TRANSPORT CANADA EMERGENCY AIRWORTHINESS DIRECTIVE. PLEASE FORWARD IMMEDIATELY TO THE PERSON RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF YOUR AIRCRAFT.

CF-97-19 BELL

APPLIES TO BELL HELICOPTER TEXTRON CANADA MODEL 407 HELICOPTERS, SERIAL NUMBERS 53003 TO 53213 INCLUSIVE.

COMPLIANCE IS REQUIRED WITHIN 25 HOURS FLIGHT TIME AFTER THE EFFECTIVE DATE OF THIS DIRECTIVE, OR BY 15 OCTOBER 1997, WHICHEVER OCCURS FIRST.

THERE HAS BEEN A RECENT OCCURRENCE IN WHICH A MODEL 407 HELICOPTER, WITH LESS THAN 200 HOURS TIME SINCE NEW, LOST THE TAIL ROTOR AND THE AFT THREE FEET OF THE TAILBOOM. APPARENTLY, THE TAIL ROTOR CUT INTO THE TAILBOOM. BELL OPERATIONS SAFETY NOTICE (OSN) 407-97-2, DATED 23 SEPTEMBER 1997, DESCRIBES THE CIRCUMSTANCES.

WHILE THE CAUSE OF THIS OCCURRENCE IS STILL UNKNOWN, ATTENTION HAS BEEN DRAWN TO OTHER IN-SERVICE PROBLEMS NOT NECESSARILY ASSOCIATED WITH THE OCCURRENCE. SPECIFICALLY, SOME OPERATORS HAVE BEEN REPORTING A HIGH INCIDENCE OF CRACKING OF DISCS IN THOMAS COUPLING PACK P/N 406-040-340-101. ANOTHER REPORTED A FEW CASES OF CRACKS AND BREAKS IN THE OIL COOLER BLOWER AND OIL TANK SUPPORT BRACKETS AND ASSOCIATED AIRFRAME COMPONENTS.

TO ALLOW TRANSPORT CANADA AND THE MANUFACTURER TO DETERMINE THE SCOPE OF PROBLEMS WITH THE TAILBOOM AND TAIL ROTOR DRIVE SYSTEM, ACCOMPLISH THE FOLLOWING:

1. WITH THE HELP OF A 10-POWER MAGNIFYING GLASS, INSPECT THE OUTER DISCS OF ALL TAIL ROTOR DRIVE ASSEMBLY COUPLINGS FOR CRACKS. DISMANTLING OF THE DISC PACKS IS NOT REQUIRED UNLESS THEIR CONDITION DICTATES OTHERWISE.
2. INSPECT THE SUPPORT BRACKETS OF THE OIL COOLER BLOWER AND OIL TANK, AND ASSOCIATED AIRFRAME STRUCTURE FOR CRACKS OR DAMAGE.

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 0N8 (full postage required).

24-0022 (07-96)

Canada

No. N°	CF-97-19	2/2
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3. VISUALLY INSPECT FOR DAMAGE AND GENERAL CONDITION OF THE TAIL ROTOR ASSEMBLY, ITS CONTROLS, THE TAIL ROTOR GEARBOX AND DRIVE ASSEMBLY, AND THE TAILBOOM. MAINTENANCE MANUAL BHT-407-MM, CHAPTER 5, ZONES 2, 4, 5 AND 6 OF THE PROGRESSIVE INSPECTION SCHEDULE REFER.
4. REPORT TO TRANSPORT CANADA THE RESULTS OF THE INSPECTIONS UNDERTAKEN PER PARTS 1, 2 AND 3 ABOVE. INCLUDE BOTH POSITIVE AND NEGATIVE CASES OF CRACKING OR DAMAGE. REPORTS SHOULD SPECIFY THE HELICOPTER SERIAL NUMBER, THE AIRFRAME TIME SINCE NEW AND THE LOCATION OF DAMAGE (PLUS, IN THE CASE OF DISC PACKS, THE NUMBER OF DISCS THAT FORMED THAT PACK).
5. UNLESS ALREADY REPORTED, ADVISE TRANSPORT CANADA IF COUPLING DISC CRACKING HAS BEEN FOUND DURING THE 300-HOUR MANDATORY INSPECTIONS DONE PRIOR TO THIS DIRECTIVE .
6. ONE TIME ONLY, REPORT TO TRANSPORT CANADA ANY REMEDIAL ACTION DONE PER BELL ALERT SERVICE BULLETIN No. 407-97-7, DATED 27 FEBRUARY 1997. AIRWORTHINESS DIRECTIVE CF-97-08, DATED 30 MAY 1997, REFERS.

ALL REPORTS SHOULD BE SENT TO: TRANSPORT CANADA, CONTINUING AIRWORTHINESS-AARDGR, 330 SPARKS STREET, OTTAWA, ONTARIO, CANADA K1A 0N8, FACSIMILE (613) 996-9178. MAKE REFERENCE TO AIRWORTHINESS DIRECTIVE CF-97-19.

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 3 OCTOBER 1997.

FOR THE MINISTER OF TRANSPORT

ORIGINAL SIGNED BY

B. GOYANIUK
ACTING CHIEF, CONTINUING AIRWORTHINESS

FURTHER INFORMATION REGARDING THE CONTENTS OR INTERPRETATION OF THIS DIRECTIVE MAY BE OBTAINED FROM THE NEAREST TRANSPORT CANADA CENTRE, OR BY CONTACTING MR. JERRY HURLEY, TRANSPORT CANADA, CONTINUING AIRWORTHINESS DIVISION, OTTAWA, TELEPHONE (613) 952-4366, FACSIMILE (613) 996-9178 OR INTERNET MAIL: HURLEYJ@TC.GC.CA.