

# AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

*Inspections and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive*

Translation of 'Consigne de Navigabilité'

Rét.: 87-032-052(B)R3

In case of any difficulty, reference should be made to the French original issue.

## AEROSPATIALE SA 330 helicopters

### Inspection of metal tail rotor blades

This Airworthiness Directive applies to the metal tail rotor blades P/N 330A12.0000, 330A12.0005 and 330A12.0006, all dash numbers, installed on AEROSPATIALE SA 330 helicopters, all versions.

The analysis of a failed SA 330 helicopter metal tail rotor blade has shown that a crack started and developed in the spar, causing a crack in the blade skin.

Consequently, the following measures are rendered mandatory :

- A. Within the next 30 flying hours following the effective date of this Airworthiness Directive, then at intervals of not more than 30 flying hours, check the skin bonding as instructed in paragraph 1.C(1) of AEROSPATIALE SB n° 05-71 Rev.4 on all the blades, whether or not they are fitted with the deicing system.
- B. Check the blades for cracks using the eddy current method given in paragraph 1.C(2) of AEROSPATIALE SB n° 05-71 Rev.4 :
  - 1) Every 30 flying hours on blades not fitted with the deicing system.
  - 2) Every 15 flying hours on blades fitted with the deicing system.

When this method is used, the measures required by Airworthiness Directive n° 79-074-023(B), dated March 28, 1979 are no longer applicable.

**Note :** The equipment recommended by AEROSPATIALE (ARDROTEST DCF200A) may be replaced with any other apparatus capable of detecting cracks up to 8 mm long maximum in the spar and the skin, providing it is approved by the local certification authorities.

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January 23, 91

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- C. 1) After compliance with paragraph A above, any blade with bonding separation outside the acceptance criteria specified in SB n° 05-71 Rev.4 must be replaced before flights are resumed.
- 2) After compliance with paragraph B above, any crack detected means that the blade in question must be removed from service.

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Cf. : AEROSPATIALE SA 330 SB n° 05-71 Rev.4

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The present revision 3 cancels and replaces A.D. 87-032-052(B)R2 and A.D. 79-074-023(B)

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EFFECTIVE DATE : MARCH 14, 1987  
(same as the original AD)  
and FEBRUARY 2, 1991 for the new provisions