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|  | AIRWORTHINESS DIRECTIVE No F-2004-031 R1 | Distribution: A | Issue date: March 30, 2005 | Page : 1/2 |
| Direction générale de l'aviation civile France GSAC publication | This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance. | | <i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i> | |
| | No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry. | | | |
| Corresponding foreign Airworthiness Directive(s): Not applicable | | Airworthiness Directive(s) replaced: F-2004-031 original issue | | |
| Person in charge of airworthiness: EUROCOPTER | | Type(s): AS 332 C, C1, L and L1 helicopters | | |
| Type certificate(s) No. 56 TCDS No 127 | | | | |
| ATA chapter: 64 | Subject: Tail rotor - Tail rotor hub pitch control rod | | | |

1. EFFECTIVITY:

AS 332 helicopter versions C, C1, L and L1, equipped with a Tail Rotor Hub (TRH) all part numbers.

2. REASONS:

This Airworthiness Directive (AD) is issued following a case of yaw control failure on an aircraft in operation. The failure was caused by seizure of the TRH pitch control rod bearing.

The seizure of the bearing was the result of "washing-out" of its internal grease by hydraulic fluid from a leak at the tail rotor servocontrol.

The purpose of Revision 1 of this AD is to cover the conversion of EUROCOPTER AS 332 Alert Telex No. 64.00.31 into an Alert Service Bulletin (ASB) bearing the same reference number, with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory as from the effective date of the original issue of this AD:

- 3.1.** No later than within 10 flying hours (FH), then at intervals not exceeding 10 FH, make sure that there is no hydraulic fluid leak at the TRH boot.

If a leak is discovered:

- No later than within the next 25 FH, comply with the instructions described in § 2.B. of referenced EUROCOPTER AS 332 ASB No. 64.00.31.

- 3.2.** For a TRH that has logged FH since replacement of the tail servocontrol following a hydraulic fluid leak at the TRH boot:



AIRWORTHINESS DIRECTIVE
No F-2004-031 R1

Distribution:
A

Issue date:
March 30, 2005

Page:
2/2

3.2.1. If the TRH has logged less than 200 FH since the tail servocontrol was replaced:

- Comply with the instructions described in paragraph 2.B. of the referenced ASB, no later than within 20 FH.

3.2.2. If the TRH has logged 200 FH or more since the tail servocontrol was replaced:

- Leave as is.

3.3. Before installation on an aircraft, of a TRH, held as spares, that has logged FH since new or since overhaul, and has been affected by a hydraulic fluid leak at the TRH boot:

- Comply with § 2.B. of the referenced ASB.

Note: If there is no information concerning a possible hydraulic fluid leak at the TRH boot of a TRH, held as spares, that has already logged operating hours since new or general overhaul, comply with paragraph 2.B. of the referenced ASB before you install the TRH on an aircraft.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 332 Alert Service Bulletin No. 64.00.31
(Any subsequent approved revision to this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : February 28, 2004
Revision 1 : April 09, 2005

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2005-2582 dated March 22, 2005.