



No.	CF-2001-05R1	1/2
Issue Date	13 February 2002	

# AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to **Canadian Aviation Regulation (CAR) 593**. Pursuant to **CAR 605.84** and the further details of **CAR Standard 625, Appendix H**, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with **CAR 605.84** and the above-referenced **Standard**.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

- Number:** CF-2001-05R1
- Subject:** Bell 427 - Main Rotor to Horizontal Stabilizer Endplate Clearance
- Effective:** 29 March 2002
- Revision:** Supersedes Airworthiness Directive CF-2001-05
- Cancellation:** Cancels Airworthiness Directive CF-2001-25R1
- Applicability:** Bell Helicopter Textron Canada (BHTC) Model 427 Helicopters S/N 56001 through 56030 and 58001, 58002 and all Auxiliary Fin Assemblies spares P/N 427-035-836-101/-102/-105 and -106.
- Compliance:** Within the next 300 hours air time, unless already accomplished, but no later than 30 May 2002.

**Background:** As a result of ground incidents where the main rotor blades contacted the top portion of the horizontal stabilizer endplates (auxiliary fins), Airworthiness Directive (AD) CF-2001-05 mandated a Flight Manual change prohibiting nose down slope landings. Also, to minimize the risk of tuning weights being hit by the blade, the tuning weights were relocated by accomplishment of ASB 427-01-1 as mandated by AD CF-2001-25R1.

BHTC has determined that a reduction in the overall height of the auxiliary fins is required to preclude contact with the main rotor. BHTC ASB 427-01-07 provides instructions for reducing the overall height of the Auxiliary Fins. This change will allow nose down slope landings, however, the auxiliary fin size reduction has necessitated a lowering of the Vne from 80 KIAS to 60 KIAS following a tail rotor pedal stop system failure.

This AD mandates auxiliary fin size modification as per ASB 427-01-07, and a Flight Manual change, and is terminating action to AD CF-2001-05. AD CF-2001-25R1 is no longer required due to the change in end plate size imposed by this revision to AD CF-2001-05.

**Corrective Actions:**    **Part 1: Auxiliary Fin Modification**

Reduce the height of the Auxiliary Fins as per instructions provided in ASB 427-01-07 dated 16 November 2001, or later revisions approved by Chief, Continuing Airworthiness, Transport Canada.


**Part 2: Flight Limitation Changes**

Upon accomplishment of Part 1, complete the following:

1. Remove a copy of AD CF-2001-05 from the Rotorcraft Flight Manual, BHT-427-FM-2.

2. Remove the temporary placard "Nose down slope landings are prohibited" required by AD CF-2001-05 from the flight instrument panel.
3. Incorporate flight manual revision BHT-427-FM-2, Rev 3 dated 31 October 2001, or BHT-427-FM-3, Rev 1 dated 9 November 2001, as appropriate, or later approved revision. These Flight Manual Revisions reduce the Vne for a tail rotor pedal stop system failure condition from 80 KIAS to 60 KIAS and remove the limitations imposed by CF-2001-05.
4. Brief the pilots of this change.

**Authorization:** For Minister of Transport



for B. Goyaniuk  
Chief, Continuing Airworthiness

**Contact:** Mr. Bogdan Gajewski, Continuing Airworthiness, Ottawa, telephone (613) 952-4450, facsimile (613) 996-9178 or e-mail [gajewsb@tc.gc.ca](mailto:gajewsb@tc.gc.ca) or any Transport Canada Centre.