

Réf. 72-7-14

BUREAU VERITAS

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

AIRVOYANNEMENT DE SERVICE

released by the Secretariat General
for Civil Aviation.

The inspections or modifications described below are mandatory. Failure to comply with Airworthiness Directives entails suspension of the Certificate of Airworthiness (see decree regarding airworthiness requirements for civil aircraft).

ALOUETTE III

I - FREE WHEEL 3130S.60.20.000.2 & 3160S.60.00.000 ALL DGE NUMBERS.

Installation authorized or forbidden according to the type of helicopter concerned (effective for ALOUETTE III SE 3160, SA 316 B, SA 316 C).

Following various incidents suffered by the free wheels having a 1.6 mm blend radius (reference as above), it was decided to re-state and specify the mandatory instructions applicable to these free wheels according to the type of aircraft on which they are installed.

This subject has been covered in AEROSPATIALE SERVICE-BULLETIN N° 01.28.

II - CHECKING LUBRICATION OF THE FREE WHEEL.

(effective for ALOUETTE III SE 3160, SA 316 B, SA 316 C and SA 319 B).

To ascertain that the free wheel has been correctly lubricated (possible obstruction of MGB oil jet 3160S.62.01.002), it was decided that the periodic inspection of free wheel lubrication will become mandatory in the following conditions :

- On receipt of this instruction and every 25 hours afterwards for aircraft in service, and after 5 operating hours on a new or overhauled MGB when it is put into service.

The inspection to be performed and the remedial action to be taken in the event of faulty lubrication are defined in "ALAR" AEROSPATIALE SERVICE-BULLETIN N° 05.42.

(This instruction is not effective for aircraft modified in accordance with SERVICE-BULLETIN N° 65.85 introducing self-lubrication of the free wheel).

Date : 11.1.72

Matériel : ALOUETTE III

Référence : 72-7-14

III - TAIL GEAR BOX.

(effective for ALOUETTE III SE 3160, SA 316 B, SA 316 C and SA 319 B).

Following the incidents suffered by several tail gear boxes, examination of these units revealed that the ends of the threads on control screw (3130S.66.23.002 or 3130S.66.50.016) in tail gear box did not always blend in correctly, for e.g. sharp edge whose break in service could entail jamming of the directional control.

In consequence, a check on the TBG control screw and - if required - the incorporation of a modification for eliminating the extreme end of the thread (thin edge) is mandatory :

- At the latest within the 10 hours of flight following the receipt of this instruction,
- Before putting the tail gear box into service, if the latter has not been inspected or modified.

This subject has been covered in AEROSPATIALE SERVICE-BULLETIN N° 01.29.

IV - MGB OIL SYSTEM - FLEXIRAC UNIONS L.16.03 & LS.16.03.

(effective for ALOUETTE III SA 319 B).

Following various incidents - failures or cracks - suffered by half-sleeves L.16.06 or LS.16.06 fitted on Flexirac unions L.16.03 and LS.16.03 respectively, on MGB-to-cooler oil line, which could entail disconnection of the union and loss of the MGB oil system, it was decided that the periodic replacement of the above mentioned half-sleeves will be systematically carried out :

- on receipt of this instruction, then :
- after 100 operating hours for half-sleeves L.16.06 fitted on union L.16.03,
- after 800 operating hours for half-sleeves LS.16.06 fitted on union LS.16.03.

This subject is covered in AEROSPATIALE SERVICE-BULLETIN N° 05.39.

NOTE : Replacement of the half-sleeves is not required after modification in accordance with AEROSPATIALE SERVICE-BULLETIN N° 65.82 dealing with the attachment system of the oil line.