

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"  
Réf. : 79-210-10 (B)  
In case of any difficulty, reference  
should be made to French original issue

AEROSPATIALE HELICOPTERS AS 350 B (ECUREUIL)

(These aircraft are equipped with Turbomeca's Arriel IB engines)

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Inspection of the magnetic plug on the engine reduction gear and in-flight engine oil pressure monitoring.  
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Following incidents which occurred in service caused by a damaged bearing in the Arriel engine reduction gear, mandatory compliance with the following checks has been decided from the date at which the present airworthiness directive has become effective :

1 - Pre-flight inspection

1.1 - Before each flight :

- Inspect the deposit on the magnetic plug of the engine reduction gear.

1.2 - The flight can be effected only if the above inspection has not revealed :

- A deposit of shining particles or dull needle-shaped fragments on the magnetic plug.

Note : The presence of metal dust is acceptable.

1.3 - If metal particles are found :

- Comply with the directives given in Turbomeca's documentation for Arriel engine (maintenance manual supplemented by service letter No. 750/79/ARL/15) for complementary inspections and actions to be taken before resuming the flights.

2 - In flight monitoring

2.1 - During the flight, check the engine oil pressure values as follows :

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Date : October 31, 1979

Material : AEROSPATIALE HELICOPTERS  
AS 350 B (ECUREUIL)

Reference : 79-210-10(B)

A - At the beginning of each flight with stabilized engine oil temperature and for a gas generator RPM comprised between 92 and 96 percent, record the gas generator RMP and oil pressure values.

B - During the flight, pay particular attention to the engine oil pressure. If this tends to increase, reproduce the same value of gas generator RPM as that referred to at paragraph 2.1. A above and again record the oil pressure.

2.2 - If the increase of oil pressure values referred to at paragraph 2.A and B above is in excess of 1 bar : land as soon as possible.

### 3 - Continuation of flights

If the aircraft had to land as a result of the in-flight monitoring performed in accordance with paragraph 2, the flights may be continued in the following conditions :

3.1 - Flights performed on the day during which the oil pressure increase was observed :

A - Before each flight :

A.A. - Inspection of the magnetic plug in accordance with paragraph 1 above must prove satisfactory.

A.B. - The oil filter clogging indicator on Arriel engine must not protrude.

B - During the flight, the oil pressure value must not be in excess of that indicated at paragraph 2 above and which caused the helicopter to land.

C - The duration of each flight must be less than 30 minutes.

3.2 - Flights effected on the following days : comply with the directives given in Turbomeca's documentation for Arriel engine (Maintenance manual supplemented by service letters No. 750/79/ARL/15 and 751/79/ARL/16) before resuming the flights in the conditions laid down at paragraphs 1 and 2 above.

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Ref. : AEROSPATIALE'S SERVICE BULLETIN AS 350 NO 01.04  
TURBOMECA'S SERVICE LETTERS 750/79/ARL/15 AND 751/79/ARL/16  
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EFFECTIVITY : 7TH NOVEMBER 1979