

BUREAU VERITAS

AIRWORTHINESS DIRECTIVE

released by Direction Générale 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. : 82-169-43(B)
In case of any difficulty, reference should
be made to the French original issue.

AEROSPATIALE HELICOPTERS - SA 330 PUMA (ALL MODELS)

MAIN GEAR BOX

INSPECTION OF THE MAIN BEVEL WHEEL/WHEEL SHAFT BOLTED JUNCTION

The present Airworthiness Directive is applicable to the following main gear boxes :

- 330A32.2000 (all dash numbers)
- 330A32.3000 (all dash numbers)
- 330A32.4000 (all dash numbers)
- 330A32.6000 (all dash numbers)

The above mentioned main gear boxes modified in accordance with AMS 330A07.52.171 are not concerned by the present directive

With the aim of checking for fretting on the main bevel wheel, the following measures have been rendered mandatory and shall be applied to the main gear boxes concerned (whether fitted on aircraft or held in stock or as spare) in accordance with the following schedule and conditions :

- A) - Inspect each of the 18 junction points between bevel wheel and wheel shaft to detect possible fretting in accordance with the instructions given in paragraphs 1.C (1) and 1.C (2) of AEROSPATIALE Service Bulletin PUMA n° 05-64.

This inspection shall be performed within the following periods :

- 1 - For main gear boxes having been subjected to one or several overhauls :

- a) - Within the 50 hours of operation following the effective date of the present directive for the MGB having accumulated 200 hours of operation or more on that date since last overhaul.

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Date : 1st /12/82

Material : AEROSPATIALE HELICOPTERS
SA 330 PUMA (ALL MODELS)

Reference : 82-169-43(B)

- b) - Before reaching 250 hours of operation since last overhaul for MGB having accumulated less than 200 hours of operation since this overhaul on the effective date of the present directive.
- 2 - For main gear boxes which have not been overhauled :
- a) - Within the 100 hours of operation following the effective date of the present directive for MGB having accumulated 1100 hours of operation or more on this date.
- b) - before reaching 1200 hours of operation for the MGB having accumulated less than 1100 hours of observation at the time of the effective date of the present directive.
- B) - If fretting is evidenced during the inspection prescribed in paragraph A) above, check before any further flight the tightening of the bolts connecting the main bevel wheel to the wheel shaft in accordance with the instructions given in paragraph 1.C (3) (b) of AEROSPATIALE Service Bulletin PUMA n° 05-64.
- 1 - If no rotational slip of a nut is found, repeat the check prescribed in paragraph B) above every 400 hours of operation (during MGB drainage) thereafter.
- 2 - If rotational slip of a nut is found (slip limited by split pin and nut castellation), remove the main gear box before any further flight for reconditioning in a shop approved by the manufacturer.
- C) - If no fretting is found during the inspection prescribed in paragraph A) above, the MGB may be returned to service in accordance with paragraph 1.C (4) of AEROSPATIALE Service Bulletin PUMA n° 05-64 and no further repetitive inspection is necessary. Also in this case, inspections prescribed by paragraph B above are not applicable.

Ref. : AEROSPATIALE Service Bulletin PUMA n° 05-64
or subsequent approved revisions.

The present Airworthiness Directive cancels and replaces Airworthiness Directive 82-63-41(B) dated 5/5/82 with modification to the equipments concerned (main gear boxes followed up by spectrometric oil analysis - S.O.A. - are not any more excluded). Consequently the effective date :

- stays as indicated in A.D. 82-63-41(B) for the MGB not followed up by S.O.A. (May 12, 1982).
- is December 8, 1982 for MGB followed up by S.O.A.