

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection 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' ref. : 83-157-11(B) R1
In case of any difficulty, reference should be made to the French original issue.

AEROSPATIALE HELICOPTERS AS 332 SUPER PUMA (ALL MODELS)

MONITORING THE FLAPPING AND FEATHERING HINGES ON TAIL ROTOR

Following the failure in service of blade horn P/N 332A.33.0038.00 of the tail rotor blades, the following measures have been rendered mandatory :

A - CHECKING OF THE FLAPPING HINGE :

1 - Checking for free flapping movement of the tail rotor blades :

On helicopters equipped with plastic flapping stop P/N 332A.33.0040.20, ensure that the flapping movement of the tail rotor blades in both directions is not limited by an interference of the external face of the distorted plastic flapping stop with the tail rotor hub body, in accordance with the instructions given in AEROSPATIALE AS 332, Maintenance Manual, Chapter 5.21.00.603 (check item 6, issue dated 83-26 or later).

This check is to be carried out within the next 10 flight hours after March 16, 1983 (unless already accomplished) and thereafter repeated at intervals not exceeding 10 flights hours.

In case of interference being found during the first check :

- Replace the plastic flapping stop before resuming the flights,
- Replace and scrap before effecting 25 hours of flight :
 - . the blade horn
 - . the pitch change link
 - . the spider

In case of interference being found during the subsequent inspections, only the plastic flapping stop is to be replaced before resuming the flights.

NOTE - Withdrawal from service of plastic flapping stop P/N 332A33.0040.20 and its replacement with a metal flapping stop P/N 332A33.0052.20 renders paragraph A1 above invalid.

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2 -checking of the bearings condition

Within the next 50 flight hours after effective date of the present A.D. and, thereafter at intervals not to exceed 50 flight hours, check the condition of the bearings in accordance with procedures described in AEROSPATIALE SUPER PUMA AS 332 Maintenance Manual, Chapter 64.20.00.603 page 2A dated 85-50 or 64.20.00.604 paragraph 3.5 (or subsequent revisions).

B - CHECKING OF THE FEATHERING HINGE :

Every 50 flight hours, check the feathering hinge in accordance with AEROSPATIALE AS 332 SUPER PUMA maintenance manual, chapter 64.20.00.603 page 2A dated 85.50 (or subsequent revisions).

C- CHECKING BLADE HORN ATTACHMENT ON SLEEVE :

Between 5 and 10 flight hours following installation of a blade horn, then every 400 flight hours, check the torque loading on blade horn attaching bolts on sleeve, in accordance with AEROSPATIALE AS 332 SUPER PUMA maintenance manual, chapter 64.20.00.603, page 7, dated 84-14 or 64.20.00.604, paragraph 3-4 (or subsequent revisions). Readjust torque loading as necessary to 1.9 to 2.3 MDAN.

D - WITHDRAWAL FROM SERVICE OF LOCKWASHERS P/N NSA 53511.360 ACL

Lockwashers P/N NSA 53511.360 ACL must be withdrawn from service before December 1st, 1983, at the latest.

E- WITHDRAWAL OF PLASTIC FLAPPING STOP P/N 332A33.0040.20 FROM SERVICE

Plastic flapping stop P/N 332A33.0040.20 shall be withdrawn from service before 1st March 1986, at the latest (if not already complied with) and replaced with metal stop P/N 332A33.0052.20.

The present A.D. cancels and replaces A.D. 83-157-11(B) dated September 22, 1983

EFFECTIVE DATE : JANUARY 29, 1986