

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. : 1990-230-041(A) R4
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 332 helicopters

Tail rotor pitch change rod bearing (ATA 05, 67)

1. EFFECTIVITY:

This Airworthiness Directive applies to AS 332 helicopter versions C, C1, L and L1 on which the tail rotor pitch change rod is fitted with a bearing P/N 330A33.9903.20.

2. REASONS:

This Airworthiness Directive is issued subsequent to a report of pitch change rod bearing seizure which occurred on an SA 330 helicopter.

Revisions 1, 2 and 3 of this Airworthiness Directive took into account the conversion of the Service Telex into a Service Bulletin and introduced a periodic check.

Revision 4 of this Airworthiness Directive takes into account the update of Revision 3 of the referenced Alert Service Bulletin (ASB).

3. MANDATORY ACTIONS:

3.1. Check the axial play on the pitch change spider in compliance with the instructions described in paragraph 2.B.1 of Revision 3 of EUROCOPTER AS 332 Alert Service Bulletin (ASB) No. 05.00.29. If the axial play is equal to or greater than 0.25 mm, replace the bearing in accordance to work card No. 64.20.00.406 mentioned in the referenced ASB.

3.2. Check the bearing in compliance with the instructions described in paragraphs 2.B.2 of the referenced ASB.

Replace the bearing if one of the following anomalies is detected during the check:

- Abnormal noise.
- Friction points.
- Damaged bearing sealing flanges (impact, tear, etc.).
- Traces of overheating on the inner races and flanges.
- Rust run or deposit on either side of the bearing.
- Shearing marks or wear marks on the lockwasher.
- Loss of grease.

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3.3. Check the bearing, after its replacement, in compliance with the instructions described in paragraph 2.B.3 of the referenced ASB.

4. **COMPLIANCE TIME:**

4.1. The checks stipulated in paragraph 3 above was to be carried out once in compliance with the original telegraphic Airworthiness Directive, within 20 flying hours without exceeding one month, for mechanisms which had been submitted to, at least, one type "T" inspection or which had operated more than 18 months.

4.2. These checks were to be carried out at regular intervals in accordance with Revision 2 of this Airworthiness Directive and are still required by this Revision 4 every 250 flying hours without exceeding 18 months.

4.3. The checks must also be carried out on tail gearboxes held as spares previously installed on an aircraft, before new installation on an aircraft.

REF.: EUROCOPTER AS 332 Alert Service Bulletin No. 05.00.29 R3.

This Revision 4 replaces Airworthiness Directive 90-230-041(A) R3 dated June 09, 1993.

EFFECTIVE DATES :

**Original AD : On receipt of the telegraphic A.D.
dated DECEMBER 12, 1990**
Revision 1 : APRIL 25, 1992
Revision 2 : NOVEMBER 20, 1992
Revision 3 : JUNE 19, 1993
Revision 4 : MARCH 03, 2001