

# AIRWORTHINESS DIRECTIVE

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*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. : 92-147-068(B)  
In case of any difficulty, reference should be made to the French original issue.

## EUROCOPTER FRANCE

### SA 330 helicopters

Intermediate gearboxes

The present Airworthiness Directive applies to SA 330 helicopters versions F, G and J fitted with intermediate gearboxes (IGB) with following P/N's:

- 332A34-4001-01
- 332A34-4001-02

on which the blanking plug is not engraved with a "V".

Subsequent to the damage of a bearing in an intermediate gearbox installed on an AS 332 helicopter, the following measures are rendered mandatory on the intermediate gearboxes of SA 330 helicopters, versions F, G, J :

#### **A. ACCOMPLISHMENT INSTRUCTIONS**

**1/** Perform the operations defined in sub-paragraph B1 below :

1.1 during the check after last flight of the day following receipt of the present telegraphic Airworthiness Directive.

1.2 every 10 flying hours until the check defined in paragraph B2 has been performed.

**2/** Within 50 flying hours following receipt to the present telegraphic Airworthiness Directive, perform the lubrication check defined in paragraph B2 below.

n/W

**3/** For IGBs held as spares, perform the lubrication check defined in sub-paragraph B2 below when they are put into service.

#### **B. CHECKS**

**B1** IGB Output Check

- 1- Check the IGB magnetic plug for metal chips.
- 2- Check the IGB output housing for signs of heating.
- 3- Measure the IGB output flange axial play.

**B2** Check the IGB lubrication.

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n/W

July 22, 1992

EUROCOPTER FRANCE  
SA 330 helicopters

92-147-068(B)

**C. ANALYSIS OF RESULTS**

The IGB must be removed if :

**1/** the IGB output flange axial play is :

1.1 greater than 0,3 mm.

1.2 between 0,2 and 0,3 mm and there are traces of heating on the IGB output housing.

**2/** metal chips are found on the IGB magnetic plug and they exceed the acceptable criteria defined by the Standard Practices Manual (MTC) work card No 20.08.01.601/Revision 13 (date code : 91-45).

**3/** no oil splashes are found within 10 hours after the check defined in sub-paragraph B2 above providing that the check defined in sub-paragraph B1 above is performed.

Should the IGB be reinstalled for 10 hours, the crew shall apply the following measures :

- limit the time in hover flight to the strict minimum,
- keep the power absorbed by the tail rotor as low as possible and, as far as possible, ensure that aircraft is made to hover into the wind.

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REF : EUROCOPTER FRANCE Telex Service No 01-50

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The present Airworthiness Directive was issued as a Telegraphic AD by DGAC on July 06, 1992.

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**EFFECTIVE DATE** :

**RECEIPT OF TELEGRAPHIC AD DATED JULY 06, 1992**