



REGISTRO AERONAUTICO ITALIANO

Prescrizione di Aeronavigabilità

SOGGETTO - OGGETTO: Elicotteri Bell Helicopter Textron 204B, 205A e 205A-1 e Agusta Bell AB204B e AB205A-1 / Deriva.

N. 1997-250
del 02-09-1997
Rev. 0
P.A. Ripetitiva: SI

RIFERIMENTI:

Documentazione della Ditta Costruttrice:

Prescrizioni Estere:

!!! URGENTE - APPLICAZIONE IMMEDIATA !!!

DATA DI ENTRATA IN VIGORE: 15 settembre 1997

SCADENZA:

Come indicato nella AD a riferimento, a partire dalla data di entrata in vigore della presente PA, se non già eseguito.

APPLICABILITA':

Elicotteri Bell Helicopter Textron dei modelli 204B, 205A e 205A-1 e Agusta Bell AB204B e AB205A-1 con le caratteristiche riportate nella voce "applicability" della AD USA a riferimento.

DESCRIZIONE:

L'allegata AD a riferimento costituisce Prescrizione di Aeronavigabilità del RAI, con la scadenza riportata alla relativa voce della presente PA.

Si riporta di seguito il testo della suddetta AD:

97-18-11 BELL HELICOPTER TEXTRON: Priority Letter issued on August 29, 1997. Docket No. 97-SW-32-AD. Supersedes priority letter AD 97-18-01, issued on August 19, 1997.

Applicability: Model 204B, 205A, and 205A-1 helicopters, with tailboom vertical fin spar, part number (P/N) 205-032-899, 205-030-846, or 205-032-851, all dash numbers, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent in-flight failure of the tailboom vertical fin spar (vertical fin spar) and subsequent loss of control of the helicopter, accomplish the following:

(a) For Model 204B helicopters, within 8 hours time-in-service (TIS) after the effective date of this AD, modify the vertical fin spar as follows:

(1) Remove the 42 gearbox cover and open the drive shaft cover on the vertical fin spar assembly (see Figure 1).

(i) Remove the first four rivets from the vertical fin spar located at the bottom of the vertical fin spar left-hand side at the tailboom and vertical fin spar junction, and the first four rivets aft of the junction along the lower edge of the vertical fin spar skin (skin) as shown (see Figure 2).

CAUTION: Extreme care must be taken when drilling and removing rivets from the side of vertical fin spar to ensure the vertical fin spar assembly is not

damaged.

- (ii) Trim the vertical fin spar left-hand skin using extreme care to not damage the vertical fin spar assembly (see Figure 3).
- (iii) Deburr the rivet holes and trimmed skin edges. Remove all debris. In a ventilated work area, remove any surface contaminants with a cloth that has been dampened with aliphatic naphtha or an equivalent cleaning solvent.
- (iv) Reattach the skin to the vertical fin spar using MS 20470AD rivets. DO NOT install the bottom two rivets into the vertical fin spar where the skin was trimmed.
- (v) Reinstall the vertical fin spar skin lower edge rivets using M 7885/6-5 rivets (see Figure 6).
- (vi) Refinish all reworked areas.
- (vii) After modifying the vertical fin spar, immediately inspect the vertical fin spar in accordance with paragraphs (a)(2)(iii) and (a)(2)(iv) of this AD.

(2) After the initial modification and inspection of the vertical fin spar have been accomplished in accordance with paragraph (a)(1) of this AD, thereafter, at intervals not to exceed 8 hours TIS, inspect the vertical fin spar in accordance with paragraphs (a)(2)(iii) and (a)(2)(iv) of this AD for cracks as follows:

- (i) Remove the lower aft tailboom inspection door, located at tailboom station 180 (see Figure 4).
- (ii) Remove the 42 gearbox cover and open the drive shaft cover on the vertical fin (see Figure 1).
- (iii) Through the lower aft tailboom inspection door, using a bright light and an inspection mirror, inspect the vertical fin spar assembly adjacent to the tailboom top skin on the forward side, paying special attention to the left-hand edge and the adjacent surfaces (see Figure 5).
- (iv) In a ventilated work area, clean all surfaces to be inspected with a cloth dampened with aliphatic naphtha or an equivalent cleaning solvent. Using a bright light and a 10x magnifying glass, inspect the vertical fin spar assembly adjacent to the tailboom top-skin on the in-board and out-board sides, the vertical edge, and the two open rivet holes. Using a bright light and a mirror, inspect the aft side of the vertical fin spar in the same area. Special attention must be given to the left-hand edge of the vertical fin spar and any adjacent surfaces between fin stations 66.31 and 71.31 (see Figure 5).

(3) If any crack is discovered on the vertical fin spar as a result of the inspection specified in paragraphs (a)(2)(iii) or (a)(2)(iv) of this AD, replace the vertical fin spar assembly with an airworthy vertical fin spar assembly before further flight.

(b) For Model 205A and 205A-1 helicopters, within 8 hours TIS after the effective date of this AD, modify the vertical fin spar as follows:

- (1) Remove the 42 gearbox cover and open the drive shaft cover on the vertical fin spar assembly (see Figure 1).
 - (i) Remove the clip, P/N 212-030-099-091, and the radius block, P/N 212-030-099-095, (see Figures 5 and 6).
 - (ii) Remove the first four rivets from the vertical fin spar, located at the bottom of the vertical fin spar left-hand side at the tailboom and vertical fin spar junction as shown (see Figure 5). CAUTION: Extreme care must be taken when drilling and removing rivets from the side of vertical fin spar to ensure the vertical fin spar assembly is not damaged.
 - (iii) Trim the vertical fin left-hand side skin and retainer, P/N 205-032-851-045, using extreme care to not damage the vertical fin spar assembly (see Figure 7).
 - (iv) Deburr the rivet holes and trimmed retainer and skin edges. Remove all debris. In a ventilated work area, remove any surface contaminants with a cloth that has been dampened with aliphatic naphtha or an equivalent cleaning solvent.
 - (v) Reattach the skin and retainer to the vertical fin spar using MS 20470AD rivets. DO NOT install the bottom two rivets into the vertical fin spar where the skin and retainer were trimmed.
 - (vi) Reinstall the clip and radius block with M 7885/6-5 rivets (see Figure 5).
 - (vii) Refinish all reworked areas.
 - (viii) After modifying the vertical fin spar, immediately inspect the vertical fin spar in accordance with paragraphs (b)(2)(iii) and (b)(2)(iv) of this AD.

(2) After the initial modification and inspection of the vertical fin spar have been accomplished in accordance with paragraph (b)(1) of this AD, thereafter, at intervals not to exceed 8 hours TIS, inspect the vertical fin spar in accordance with paragraphs (b)(2)(iii) and (b)(2)(iv) of this AD for cracks as follows:

- (i) Remove the lower aft tailboom inspection door, located at tailboom station 180 (see Figure 4).
 - (ii) Remove the 42 gearbox cover and open the drive shaft cover on the vertical fin spar (see Figure 1).
 - (iii) Through the lower aft tailboom inspection door, using a bright light and an inspection mirror, inspect the vertical fin spar assembly adjacent to the tailboom top skin on the forward side, paying special attention to the left-hand edge and the adjacent surfaces (see Figure 5).
 - (iv) In a ventilated work area, clean all surfaces to be inspected with a cloth dampened with aliphatic naphtha or an equivalent cleaning solvent. Using a bright light and a 10x magnifying glass, inspect the vertical fin spar assembly adjacent to the tailboom top-skin on the in-board and out-board sides, the vertical edge and the two open rivet holes. Using a bright light and a mirror, inspect the aft side of the vertical fin spar in the same area. Special attention must be given to the left-hand edge of the vertical fin spar and any adjacent surfaces between fin stations 66.31 and 71.31 (see Figure 5).
- (3) If any crack is discovered on the vertical fin spar as a result of the inspection specified in paragraphs (b)(2)(iii) or (b)(2)(iv) of this AD, replace the vertical fin spar assembly with an airworthy vertical fin spar assembly before further flight.
- (c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.
- NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.
- (d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.
- (e) Priority Letter AD 97-18-11, issued August 29, 1997, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Mr. Charles Harrison, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5447, fax (817) 222-5783.

NOTA: La presente PA ha in allegato le 7 figure della AD 97-18-11.
Le suddette figure possono essere ottenute richiedendole alla Direzione Generale del RAI - Direzione ECI fax: 0039 6 44185420; tel: 0039 6 44185367/6
----- FINE -----

Il Certificato di Navigabilita' dell'aeromobile sulle cui strutture od impianti deve essere applicata la Prescrizione di Aeronavigabilita' in oggetto, scade di validita' qualora essa non venga attuata nei termini prefissati.
La effettuazione della Prescrizione di Aeronavigabilita' deve essere annotata, a cura dell'Esercente, sui libretti dell'aeromobile, del motore o dell'elica.