



EASA Safety Information Notice

No.: 2007-11

Issued: 23 May 2007

- Subject:** **Aeronautical Accessories, Inc. (AAI) Part Number (P/N) 412-321 series high skid gear crosstubes, installed on Bell 412 and Agusta AB412 series helicopters in accordance with AAI's STC SR01052AT, that may develop cracks and fail prior to reaching the FAA approved life limit.**
- Ref. Publication:** FAA Special Airworthiness Information Bulletin (SAIB) SW-07-29, dated April 18, 2007.
- Introduction:** This Safety Information Notice (SIN) refers to FAA SAIB SW-07-29 (attached to this document as page 2) and alerts owners and operators of **Bell Helicopter Textron, Inc. Model 412 and Agusta S.p.A. Model AB412 helicopters** (as listed in the FAA SAIB), if modified in accordance with AAI STC SR01052AT, that the P/N 412-321 crosstubes may develop cracks and fail prior to reaching the FAA approved life limit.
- Note:** At the time of publication of this SIN, EASA records do not indicate that Aeronautical Accessories, Inc. STC SR01052AT has been approved or accepted (i.e. validated) by any EU Member State.
- Applicability:** All Bell Helicopter Textron, Inc. Model 412, 412EP and 412CF helicopters, and Agusta S.p.A. Model AB412 and AB412EP helicopters, if P/N 412-321 are installed in accordance with AAI STC SR010152AT.
- Recommendation:** EASA fully endorses the FAA recommendations.
- This Safety Information Notice is for information only. No AD action by NAAs is required.
- Contact:** For further information contact the Section Airworthiness Directives, Certification Directorate, EASA.
E-mail: ADs@easa.europa.eu



<http://www.faa.gov/aircraft/safety/alerts/SAIB>

SAIB: SW-07-29

Date: April 18, 2007

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) alerts owners and operators of **Bell Helicopter Textron, Inc. and Agusta S.p.A. Model helicopters** (listed in table 1) with Aeronautical Accessories, Inc. (AAI) part number 412-321 series high skid gear crosstubes (crosstubes) installed in accordance with AAI's STC No. SR01052AT, that the crosstubes may develop cracks and fail prior to reaching the FAA approved life limit. AAI has issued an Operations Safety Notice (OSN) which state operators should perform inspections as soon as possible of both the forward and aft crosstubes. This OSN is available on the company web site at www.edwards-assoc.com. The OSN is listed under Technical Bulletins as AA-07024NR and dated March 27, 2007.

Table 1

Manufacturer	Model
Bell Helicopter Textron, Inc	412, 412EP, and 412CF
Agusta S.p.A.	AB412 and AB412EP

Background

Three reports from the field of failed aft crosstubes have been reported to AAI. Two of those failures occurred during landing. The other failure occurred during transport of the aircraft on ground handling platform equipment. Also, in one case during landing, the aft crosstube failed and subsequently the front cross tube failed causing the helicopter to lean severely on the failed right side.

Recommendations

As soon as possible, perform a maintenance inspection of the forward and aft cross tubes in accordance with AAI, Instructions for Continued Airworthiness (ICA), for crosstubes, Report No. AA-01136, Revision "C," dated July 30, 2002, Section 3.0. If any crack or any damage outside the limits specified in the ICA is found, replace with airworthy parts before further flight.

For Further Information, Contact

Marc Belhumeur, Aerospace Engineer, Rotorcraft Certification Office, ASW-170, 2601 Meacham Blvd., Fort Worth, Texas 76193; phone: (817)222-5177; fax: (817) 222-5783; email: mark.belhumeur@faa.gov.