

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

## CAA-AD-T-032/1999R2

Nahrazuje CAA-AD-T-032/1999R1

Datum vydání: 15. listopadu 1999

## VRTULNÍK - HLAVA OCASNÍHO ROTORU - KONTROLA/VÝMĚNA LOŽISEK

**Týká se:** vrtulníků vyrobených firmou Eurocopter France typu AS 355, verze E, F, F1, F2 a N, uvedených v části "EFFECTIVITY" DGAC AD 1999-084-057(A)R2 (příloha tohoto PZZ).

**Důvod vydání:** výskyt případů zhoršení činnosti ložiska hlavy ocasního rotoru, které může vést až k jeho zadření a ztrátě ovladatelnosti vrtulníku.

**Datum účinnosti:** 30. prosince 1999.

**Provést v termínech:** Jak je popsáno v DGAC AD 1999-084-057(A)R2.

**Postup provedení prací:** Dle pokynů v DGAC AD 1999-084-057(A)R2.

*Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. B. Fiala. Pokud to vyžaduje povaha tohoto PZZ musí být zapracováno do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě DGAC AD 1999-084-057(A)R2, který nahrazuje DGAC AD T 1999-084-057(A)R1.*

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**Úřad pro civilní letectví**

**DGAC ref: No. 1999-084-057(A)R2**

## EUROCOPTER

AS 355 Helicopters

Tail rotor hub pitch-change plate bearing

### 1. EFFECTIVITY

AS 355 helicopters, versions E, F, F1, F2 and N, fitted with tail rotor hub pitch-change plate, P/Nos. 350A33-2004-00/-01/-02/-03/-05 which do not incorporate MOD 076551 (new generation bearing P/No. 6010F234M16 introduced by EUROCOPTER AS 355 Service Bulletin No. 65.00.15).

### 2. REASON

This Airworthiness Directive is issued subsequent to some cases of deterioration of the tail rotor hub pitch-change plate bearing, which can lead to seizure of the bearing and loss of control of the aircraft.

### **3. MANDATORY ACTIONS AND COMPLIANCE TIME**

3.1. Within 10 flying hours following the effective date of Revision 1 of this Airworthiness Directive, check the rotation torque of the bearing, in accordance with the instructions described in paragraph 2B(1) of the Service Bulletin referenced below, except if already carried out.

3.2. Carry out axial play, friction point and brinelling check in accordance with the instructions described in paragraph 2B(2) of the Service Bulletin referenced below:

3.2.1. within 10 flying hours (without exceeding 2 weeks) following the effective date of Revision 1 of this Airworthiness Directive:

a) for bearings which have not been controlled so far,

b) for bearings which were controlled 40 flying hours or 6 months ago, or more.

3.2.2. every 50 flying hours (without exceeding 6 months).

3.3. Before installing a pitch-change plate assembly or a tail rotor gear box assembly, held as spare, on an aircraft, check the rotation torque and carry out the axial play, friction point and brinelling check in accordance with the instructions described in paragraphs 2B(1b) and 2B(2) of the Service Bulletin referenced below.

3.4. Interpretation of results :

3.4.1. If the measured rotational load is greater than 300 grams, remove the pitch-change plate assembly from the aircraft, or do not install the pitch-change plate assembly or tail rotor gear box assembly, held as spare, on the aircraft.

3.4.2. If the rotational load is less than 300 grams, and if the measured axial play is greater than or equal to 0.4 mm, and/or friction points or brinelling are detected :

- Check the condition of the parts (excluding the pitch-change plate bearing) and replace them according to the criteria defined in paragraph 2B (3.b) of the Service Bulletin referenced below.

- Replace the pitch-change plate bearing with a bearing in airworthy condition.

### **REF. : EUROCOPTER AS 355 Service Bulletin No. 05.00.30 R2**

This Revision 2 replaces AD 1999-084-057(A) R1 dated June 02,1999.

### **EFFECTIVES DATES :**

Original AD : MARCH 06,1999

Revision 1 : On receipt of the Telegraphic

AD dated MAY 11,1999

Revision 2 : OCTOBER 30, 1999