

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-031/2002R1

Nahrazuje CAA-AD-031/2002

Datum vydání: 5. března 2002

VRTULNÍK - „K-FLEX DRIVE SHAFT“ - KONTROLA

Týká se: vrtulníků 206L-4, 407 a 427 vyrobených firmou Bell Helicopter textron Canada (BHTC).

Důvod vydání: v několika případech došlo k prasknutí „K-Flex Drive Shaft“, což vedlo ke ztrátě říditelnosti vrtulníku a k nouzovým přistáním.

Datum účinnosti: ihned po obdržení.

Provést v termínech: Jak je popsáno v TC AD CF-2002-03R1 od data účinnosti tohoto PZZ.

Postup provedení prací: Dle TC AD CF-2002-03R1 (příloha tohoto PZZ).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Fiala. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě TC AD CF-2002-03R1, který nahrazuje TC AD CF-2002-03.

Ing. Pavel MATOUŠEK
ředitel sekce technické

TC AD CF-2002-03R1

Subject: Bell Models 206L-4, 407 and 427 – K-Flex Drive Shaft

Effective: 28 February 2002

Revision: This revision has been issued to extend the compliance date.

Applicability: Bell Helicopter Textron Canada (BHTC) Models 206L-4, 407 and 427 helicopters.

Compliance: As indicated, but no later than 31 March 2002, unless already accomplished.

Background: During flight, the engine-to-transmission drive shaft assembly P/N 206-340-300-105 (K-flex shaft) failed, causing a forced landing. Three additional incidents of a cracked flex frame on the forward end of the drive shaft on Model 407 have been reported. As a precautionary measure, a one-time visual inspection for any obvious discrepancy of the shaft was mandated on Model 407 by CF-2001-24.

It has been determined that the K-flex shaft on Model 407 helicopter is experiencing higher loads than on other helicopter models.

Since the K-flex shaft P/N 206-340-300-105 can also be installed on Models 206L-4 and 427, this directive requires a component review to determine if this K-flex shaft was previously installed on Model 407.

Corrective Actions: Part 1. Models 206L-4 and 427

Review the Historical Service Record of the K-flex shaft to determine if it was ever installed on a Bell Model 407 helicopter.

- (a) If the K-flex shaft has never been installed on a Bell Model 407 helicopter, then annotate the helicopter log book as follows: “**P/N 206-340-300-105 K-flex shaft has not been installed on a Bell 407, AD CF-2002-03 accomplished.**”
- (b) If the K-flex shaft P/N 206-340-300-105 has been previously installed for any length of time on a Bell 407 helicopter, remove from service as per the applicable schedule published in BHTC Alert Service Bulletin: 206L-01-123 or 427-01-45, both dated 12 October 2001, or later revisions approved by the Director, Aircraft Certification, Transport Canada.

Part 2. Model 407

Remove shaft P/N 206-340-300-105 as per the compliance schedule provided in BHTC Alert Service Bulletin 407-01-45 Rev “A” dated 21 November 2001, or later revisions approved by the Director, Aircraft Certification Transport Canada.

Authorization: For Minister of Transport

B. Goyaniuk

Chief, Continuing Airworthiness

Contact: Mr. Bogdan Gajewski, Continuing Airworthiness, Ottawa, telephone (613) 952-4450, facsimile (613) 996-9178 or e-mail gajewsb@tc.gc.ca or any Transport Canada Centre.