

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-031/2002R2

Nahrazuje CAA-AD-031/2002R1

Datum vydání: 5. března 2002

## VRTULNÍK - „KAFLEX 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 „KAFlex 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-2002-03R2 od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle TC AD CF-2002-03R2 (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-2002-03R2, který nahrazuje TC AD CF-2002-03R1.*

**Ing. Pavel MATOUŠEK**  
ředitel sekce technické

**TC AD CF-2002-03R2**

**Subject: Bell Models 206L-4, 407 and 427 – KAflex Drive Shaft**

**Effective:** 28 February 2002

**Revision:** This revision supersedes airworthiness directive CF-2002-03R1 to correct the Alert Service Bulletin number Referenced below.

**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 (KAflex 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 KAflex shaft on Model 407 helicopter is experiencing higher loads than on other helicopter models.

Since the KAflex 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 KAflex shaft was previously installed on Model 407.

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

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

- (a) If the KAflex 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 KAflex shaft has not been installed on a Bell 407, AD CF-2002-03 accomplished.”**
- (b) If the KAflex 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 427-01-04, 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

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