

Supplementary Equipment

**AD/SUPP/17
Amdt 1**

**Lucas Air Equipment Rescue Hoists - Up
Limit Position Security**

9/97

Applicability: LUCAS AIR EQUIPMENT electric hoists P/N 76375-030, -130, 76378 and 76378-100 equipped with electronic control boxes P/N 61148-001, -002 and -006 and are installed on, but not limited to, the EUROCOPTER Helicopters; SA 360, SA 365 and SA 565 series.

- Requirement:
1. Visually inspect the cable and blank of the electronic control box upper vent in accordance with LUCAS AIR EQUIPMENT Service Telex 61148-25-CW-01 Issue 1 dated 26 April 1994, paras 1 and 2.
 2. Carry out the end of travel procedure described in LUCAS AIR EQUIPMENT Service Telex 61148-25-CW-01 Issue 1 dated 26 April 1994 Para 3.
 - a. If, for any reason, the hook comes fully home at an uncontrolled speed, the hoist assembly (hoist and control box) must be removed from the helicopter for maintenance by an authorised repair facility.
 - b. In the case of uncontrolled speed variation or absence of automatic speed reduction, contact the manufacturer for further instructions.
 3. The incorporation of the following service bulletins on the electric hoist and on the electronic control box is terminating action for this airworthiness directive:

Electric Hoist

Part Number	Applicable Service Bulletin
76375-030, 76375-130	SB 25-69-0Y
76378, 76378-100	SB 76378-25-03

Electronic Control Box

Part Number	Applicable Service Bulletin
61148-002	SB 61148-25-01 Issue 2
61148-006	SB 61148-25-02 Issue 2

Note: DGAC AD 94-116(AB)R1 refers.

Compliance: For Requirement 1, before first use of hoist after 18 May 1994.

For Requirement 2, during each hoisting operation.

For Requirement 3, at operators discretion.

The effective date of the original AD was 18 May 1994.

SCHEDULE OF AIRWORTHINESS DIRECTIVES

This airworthiness directive becomes effective on 14 August 1997.

Background: DGAC have advised that several incidents, caused by dynamic overloading on winding up limit, due to uncontrolled or excessive speed of the cable normally regulated by the automatic speed reducing mechanism or the operator, have been recorded. These incidents could cause the breaking of the cable.

The AD has been amended in response to a revision by the DGAC and includes both an ongoing inspection and terminating action.

The original issue of this airworthiness directive became effective on 18 May 1994.