AIRWORTHINESS DIRECTIVE

This Airworthiness Directive (AD) is issued pursuant to Canadian Aviation Regulation (CAR) 521.427. No person shall conduct a take-off or permit a take-off to be conducted in an aircraft that is in their legal custody and control, unless the requirements of CAR 605.84 pertaining to ADs are met. Standard 625 - Aircraft Equipment and Maintenance Standards Appendix H provides information concerning alternative means of compliance (AMOC) with ADs.

Number:

CF-2020-11

Effective Date:

30 April 2020

ATA:

67

Type Certificate:

H-107

Subject:

Flight Controls – Incorrectly Staked Directional Control Bellcrank Bearing

Applicability:

Bell Textron Canada Limited (Bell) model 429 helicopters, serial numbers 57001 through 57210, 57212 through 57344, 57346 through 57371, 57374 through 57377 and 57380.

Compliance:

As indicated below, unless already accomplished.

Background:

Bell has received reports of incorrectly staked bearings in the directional control bellcrank assembly. Improperly staked directional control bellcrank bearings could lead to wear or elongation of the bore in the bellcrank which could result in reduced helicopter directional control.

Bell has published Alert Service Bulletin (ASB) 429-19-50, Revision B, dated 19 December 2019, (hereafter called “the ASB”), incorporating a one-time inspection of the bearing for proper staking, the necessary rectification and part replacement, if required.

This AD mandates implementation of the ASB requirements.

Corrective Actions:

Part I – Initial Inspection

Within 25 hours air time or 90 days, whichever occurs first, from the effective date of this AD, inspect the spherical bearing on the directional control bellcrank assembly in accordance with Part I of the Accomplishment Instructions of the ASB.

Part II – Rectification

If defective conditions are found during the Part I inspection, before further flight, correct those defective conditions in accordance with the Accomplishment Instructions of the ASB.

Part III – Repetitive Inspections

Bellcranks repaired in accordance with Part II of the ASB must undergo a repetitive inspection within 100 hours air time from the last inspection and every 100 hours air time thereafter in accordance with Part III of the ASB. If defective conditions are found during repetitive inspections, they must be evaluated and corrected before further flight in accordance with Part III of the ASB.

Part IV - Terminating Action

The following situations are considered terminating actions for this AD:

A. If there are no defective conditions found during the Part I inspection of this AD; or
B. If there are no defective conditions found during inspections carried out in accordance with Bell ASB 429-19-50, Revision A, prior to the effective date of this AD; or

C. If the defective conditions found during the Part I inspections of this AD are corrected by the replacement of the spherical bearing in accordance with Part I of the ASB; or
D. If the defective conditions found during the Part I or III inspections of this AD are corrected by replacement of the bellcrank with a new part; or
E. If the defective conditions found during inspections carried out in accordance with Bell ASB 429-19-50, Revision A, prior the effective date of this AD, were corrected by replacement of the bellcrank with a new part.

The use of later revisions of ASB 429-19-50 approved by the Chief, Continuing Airworthiness, Transport Canada, also meets the requirements of this AD.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Rémy Knoerr
Chief, Continuing Airworthiness
Issued on 16 April 2020

Contact:

Philip Lynch, Continuing Airworthiness, Ottawa, telephone 888-663-3639, facsimile 613-996-9178 or e-mail AD-CN@tc.gc.ca or any Transport Canada Centre.