
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/S-PUMA/57 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Eurocopter AS 332 (Super Puma) Series Helicopters

AD/S-PUMA/57
Amdt 1

Tail Servo-Control

11/2005
TX

Applicability: AS 332 L, L1, C, C1 and AS 332 L2 helicopters fitted with tail servo-controls part number (P/N) SC7251 before amendment J or P/N SC7270 before amendment F.

- Requirement:**
1. If not previously accomplished in accordance with AD/S-PUMA/57, perform a one time manual check for absence of axial play of the two levers along the distributor shafts of the tail servo-control in accordance with the instructions described in paragraph 2.B.3 of Eurocopter AS332 ASB 67.00.31.
 2. For installed servo-controls which have accumulated more than 535 hours times in service (TIS) since new at the effective date of this Directive, carry out the tightening torque check detailed in paragraph 2.B.2 of Eurocopter AS332 ASB 67.00.31.
 3. Manually check for absence of axial play of the two control levers along the distributor shafts of the tail servo-control, in accordance with paragraph 2.B.3. of Eurocopter AS332 ASB 67.00.31.
 4. In case of axial play, replace the servo-control before resuming flights, in accordance with paragraph 2.B.3. of Eurocopter AS332 ASB 67.00.31.
 5. For tail servo controls held as spares carry out the tightening torque check detailed in paragraph 2.B.2 of Eurocopter AS332 ASB 67.00.31.

Note: DGAC AD F-2005-137 EASA approval No. 2005-6119 dated 27 July 2005 refers. This Directive supersedes UF-2004-197.

- Compliance:**
1. Remains unchanged as detailed in the original issue of this Directive.

For installed servo-controls which have accumulated more than 535 hours time in service (TIS) since new; Within 15 hours TIS after the effective date of the original issue of this Directive.

For installed servo-controls which have accumulated less than 535 hours TIS since new; No later than 550 hours TIS since new.
 2. No later than within the 110 flying hours as from the effective date of this AD.

Eurocopter AS 332 (Super Puma) Series Helicopters

AD/S-PUMA/57 Amdt 1 (continued)

3. For installed servo-controls which have accumulated more than 535 hours time in service (TIS) since new at the effective date of this Directive; No later than within a period of 135 to 165 flying hours following the check detailed in Requirement 2 of this Directive has been completed.

For installed servo-controls which have accumulated less than 535 hours TIS since new at the effective date of this Directive; No later than within a period of 135 to 165 flying hours following the torque check detailed in Requirement 2 of this Directive has been completed.

4. Before further flight following the effective date of this Directive.
5. Before installation in a helicopter after the effective date of this Directive.

This Amendment becomes effective on 10 September 2005.

Background: The Direction Générale de l'Aviation Civile of France has advised that following removal of a tail servo-control for repair, it was reported that a control lever had slipped along the shaft of one of the distributors. Investigation revealed that the control lever could have totally separated from the distributor shaft, which could result in tail servo-control failure.

The original issue of this Directive required a one time manual inspection to ensure the integrity of the servo-control assembly.

This amendment maintains the one time inspections, introduces follow up inspections and torque checks, and includes actions to be performed if tail servo-controls fail those checks detailed in this Directive.

The original issue of this Directive became effective on 7 January 2005.



James Coyne
Delegate of the Civil Aviation Safety Authority

2 September 2005