
**DIRECCION NACIONAL
DE AERONAVEGABILIDAD**

República Argentina

DIRECTIVA DE AERONAVEGABILIDAD

**DIRECCION DE CERTIFICACION
AERONAUTICA CORDOBA.**

Avda. Fuerza Aérea Km. 5½

D.A. N° 97-10-01 - Bell

Enmienda: 39/02 - 004

Fecha: 07 - Octubre - 1997.

LA SIGUIENTE DIRECTIVA DE AERONAVEGABILIDAD (D.A.), DESARROLLADA Y EMITIDA POR LA DIRECCION DE CERTIFICACION AERONAUTICA CORDOBA DE LA DIRECCION NACIONAL DE AERONAVEGABILIDAD, DE ACUERDO A LAS PREVISIONES DE LA LEY N° 17.285, CODIGO AERONAUTICO DE LA REPUBLICA ARGENTINA, PUBLICADA EN EL BOLETIN OFICIAL EL 23 DE MAYO DE 1967 CON LAS REFORMAS POSTERIORMENTE AGREGADAS Y EL REGLAMENTO DE AERONAVEGABILIDAD DNAR PARTE 39, ES APLICABLE A TODAS LAS AERONAVES DE IGUAL MARCA Y MODELO, MATRICULADAS EN EL REGISTRO NACIONAL DE AERONAVES U OPERADAS EN SERVICIO DE TRANSPORTE AEREO POR EXPLOTADORES NACIONALES. NINGUNA PERSONA PUEDE OPERAR UNA AERONAVE A LA CUAL LE ES APLICADA UNA D.A. EXCEPTO DE ACUERDO CON LOS REQUERIMIENTOS DE ESA DIRECTIVA DE AERONAVEGABILIDAD.

Esta Directiva de Aeronavegabilidad simplificada pone en conocimiento a los usuarios, propietarios y a toda persona interesada del cumplimiento de la Directiva de Aeronavegabilidad N° CF97-19 emitida por la Transport Canada el 30 de Septiembre de 1997 para los helicópteros Bell 407, Números de Serie desde 53003 hasta 53213 inclusive.

CF97-19 Bell.

Applies to Bell Helicopter Textron Canada Model 407 helicopters, Serial Numbers 53003 to 53213 inclusive.

Compliance is required within 25 hours flight time after the effective date of this Directive or by 15 October 1997, whichever occurs first.

There has been a recent occurrence in which a model 407 helicopter, with less than 200 hours time since new, lost the tail rotor and the aft three feet of the tailboom. Apparently, the tail rotor cut into the tailboom. Bell Operations Safety Notice (OSN) 407-97-2, dated 23 September 1997, describes the circumstances.

While the cause of this occurrence is still unknown, attention has been drawn to other in-service problems not necessarily associated with the occurrence. Specifically, some operators have been reporting a high incidence of cracking of discs in Thomas Coupling Pack P/N 406-040-340-101; another reported a few cases of cracks and breaks in the oil cooler blower and oil tank support brackets and associated airframe components.

To allow Transport Canada and the manufacturer to determine the scope of problems with the tailboom and tail rotor drive system, accomplish the following:

1. With the help of a 10-power magnifying glass, inspect the outer discs of all tail rotor drive assembly couplings for cracks; dismantling of the disc packs is not required unless their condition dictates otherwise.
2. Inspect the support brackets of the oil cooler blower and oil tank, and associated airframe structure for cracks or damage.
3. Visually inspect for damage and general condition of the tail rotor assembly, its controls, the tail rotor gearbox and drive assembly, and the tailboom; maintenance manual BHT-407-MM, Chapter 5, Zones 2, 4, 5 and 6 of the progressive inspection schedule refer.
4. Report to Transport Canada the results of the inspections undertaken per Parts 1, 2 and 3 above, include both positive and negative cases of cracking or damage; reports should specify the helicopter serial number, the airframe time since new and the location of damage (plus, in the case of disc packs, the number of discs that formed that pack).
5. Unless already reported, advise Transport Canada if coupling disc cracking has been found during the 300-hour mandatory inspections done prior to this directive.
6. One time only, report to Transport Canada any remedial action done per Bell Alert Service Bulletin No. 407-97-7, dated 27 February 1997; Airworthiness Directive CF-97-08, dated 30 May 1997, refers.

All reports should be sent to Transport Canada, continuing Airworthiness-AARDGR, 330 Sparks Street, Ottawa, Ontario, Canada K1A 0N8, Facsimile (613) 996-9178, make reference to Airworthiness Directive CF-97-19.

Alternative means of compliance with the requirements of this Directive may be used only if approved by the Director, Aircraft Certification, Transport Canada, Ottawa, any application should be made to the appropriate Transport Canada Centre.

This Directive becomes effective 03 October 1997.

For the Minister of Transport.

Original, Signed by

B. Goyaniuk
Acting Chief, Continuing Airworthiness.

Further information regarding the contents or interpretation of this Directive may be obtained from the nearest Transport Canada Centre, or by contacting Mr. Jerry Hurley, Transport Canada, Continuing Airworthiness Division, Ottawa, Telephone (613) 952-1366, Facsimile (613) 996-9178 or Internet Mail: Hurley JaTC.GC.CA.

FECHA DE EFECTIVIDAD.

La presente Directiva de Aeronavegabilidad se hace efectiva el día 07 de Octubre de 1997.-

INFORMACION ADICIONAL.

Para mayor información, contacte al:

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