

CIVIL VERSION(S): B, BA, BB, B1, B2, B3, D
 MILITARY VERSION(S): L1

SERVICE BULLETIN

No. 05.00.53

SUBJECT: TIME LIMITS - MAINTENANCE CHECKS
 Check of the upper and lower fin spar attachment frame and screws assembly
 ATA: 53-10-36

REVISION	DATE OF APPROVAL	DATE OF ISSUE
Revision 0 Revision 1	On: May 24, 2007 On: June 3, 2024	2007.05.25 2024.06.12

This Service Bulletin is no longer applicable following the integration of its contents in the documentation

Export Control:
 US Export Control - No US content. This Item does not contain any U.S. origin ITAR or EAR content.
 FR Export Control - Not Listed. This Item is not listed against the EC regulations in the EU/FR

1. PLANNING INFORMATION

1.A. EFFECTIVITY

1.A.1. Helicopters/Installed equipment

Upper and lower fin spar attachment frame and screws assembly.

1.A.2. Non-installed equipment

Not applicable.

1.B. ASSOCIATED REQUIREMENTS

Not applicable.

1.C. REASON

Revision 0:

To check the condition of the upper and lower fin spar attachment assembly (frame, nut-plates and screws).
To introduce periodic readjustment of the tightening torque of the screws that secure the fin spars to the tail boom frame (at every T inspection).

Revision 1:

Revision 1 of this Service Bulletin informs that this Service Bulletin is no longer applicable following the integration of its contents in the documentation:

- Aircraft Maintenance Manual (AMM) and Master Servicing Manual (MSM) for B2 and B3 versions
- Maintenance Manual (MET) and Master Servicing Manual (MSM) for other versions.

1.D. DESCRIPTION

When checking the condition of the fin spars during a scheduled "S" inspection, and after removing the fins at the request of the operator, a crack was discovered in the frame. The crack is located at one of the upper fin spar attachment holes (see Figure 1).

Analysis of the cracked frame has revealed fretting areas, visible on the frame around the upper fin attachment holes, probably due to a loss of tightening torque of the attachment screws.

This loss of tightening torque probably led to vibration of the upper fin and caused the crack in the frame at one of the spar attachment holes.

At present, the tightening torque of the fin spar attachment screws is readjusted only once between 10 and 20 flying hours after a fin is installed.

To check the condition of the fin attachment frame and screws assembly, and to introduce a periodic readjustment of the tightening torque of the screws that secure the upper and lower fin spars to the frame, EUROCOPTER recommends compliance with this Service Bulletin.

1.E. COMPLIANCE

Not applicable.

1.F. APPROVAL

The technical content of this document is approved under the authority of the Design Organization Approval ref. EASA. 21J.700.

The technical content of this document is approved by Airbus Helicopters Airworthiness Department for export military versions.

The technical content of this document is approved under the prerogatives of the recognition of design capability ref. EMAR21J-015-DGA for French Government helicopters.

1.G. MANPOWER

Not applicable.

1.H. WEIGHT AND BALANCE

Not applicable.

1.I. EFFECT ON ELECTRICAL LOADS

Not applicable.

1.J. SOFTWARE MODIFICATION EMBODIMENT STATE

Not applicable.

1.K. REFERENCES

Not applicable.

1.L. OTHER DOCUMENTS AFFECTED

Not applicable.

1.M. TOOLING AFFECTED

Not applicable.

1.N. INTERCHANGEABILITY AND MIXABILITY OF PARTS

Not applicable.

2. ACCOMPLISHMENT INSTRUCTIONS

2.A. GENERAL

Not applicable.

2.B. OPERATIONAL PROCEDURE

Not applicable.

2.C. IDENTIFICATION

Not applicable.

2.D. OPERATING AND MAINTENANCE INSTRUCTIONS

Not applicable.

3. MATERIAL INFORMATION

3.A. MATERIAL: COST - AVAILABILITY

Not applicable.

3.B. INFORMATION CONCERNING INDUSTRIAL SUPPORT

Not applicable.

3.C. MATERIAL REQUIRED FOR EACH HELICOPTER/ENGINE/COMPONENT

Not applicable.

3.D. PROCUREMENT CONDITIONS

Not applicable.

4. APPENDIX

Not applicable.