Airbus Helicopters
DIRECTION TECHNIQUE SUPPORT
13725 MARIGNANE CEDEX FRANCE

CIVIL VERSION(S): B

ALERT SERVICE BULLETIN

No. 05A006

SUBJECT: **TIME LIMITS - MAINTENANCE CHECKS**

Tail Rotor Drive Shaft: Damper Friction Ring on the Rear Drive Shaft

ATA: 65

THIS ALERT SERVICE BULLETIN IS NO LONGER APPLICABLE

REVISION NO	DATE OF APPROVAL	DATE OF ISSUE
Revision 0 Revision 1	On: June 21, 2007 On: September 24, 2021	2007.06.21 2021.09.27

1. PLANNING INFORMATION

1.A. EFFECTIVITY

1.A.1. Helicopters/Installed equipment

Not applicable.

1.A.2. Non-installed equipment

Not applicable.

1.B. ASSOCIATED REQUIREMENTS

Not applicable.

1.C. REASON

Not applicable.

1.D. DESCRIPTION

Through ALERT TELEX No. 05A006, issued on April 19, 2005, EUROCOPTER informed you that a case of damper friction ring bonding failure and displacement had been discovered on a rear drive shaft of a tail rotor drive shaft in service.
The ring had become unstuck and had moved on the rear drive shaft, which led to misalignment of the friction ring with respect to the damper. The two damper half-clamps were found astride the ring and the shaft. This incorrect positioning led to differential wear on the two half-clamps. The wear was not sufficient to cause the two half-clamps to come into contact with the shaft tube.
The examination of this drive shaft has revealed that the bonding failure was due to an adhesion failure of the adhesive film at its interface with the inner diameter of the friction ring.

In order to prevent the damper from coming into contact with the drive shaft, which, in time, can lead to the failure of the rear drive shaft, EUROCOPTER renders compliance with the measures specified in this ALERT SERVICE BULLETIN mandatory.

EUROCOPTER has modified the surface condition of the friction ring inner diameter in order to improve the bonding quality.
This modification introduces a new part number for the tail rotor drive shaft rear shaft element. We will notify operators of the certification and availability of the rear shaft via a Service Letter.

Revision 1

New analyses have been done in the area of the rear drive shaft. These analyses show that if the damper friction ring becomes unstuck and moves on the rear drive shaft, the current maintenance inspection (T inspection) is sufficient to find displacement of the damper friction ring before a failure of the rear drive shaft.

Thus, the objective of revision 1 of this ALERT SERVICE BULLETIN is to tell you that this ALERT SERVICE BULLETIN is not applicable at this time.

1.E. COMPLIANCE

Not applicable.

1.F. APPROVAL

The technical information contained in this ALERT SERVICE BULLETIN was approved on June 21, 2007 under the authority of EASA Design Organisation Approval No. 21J.056 for civil version helicopters subject to an Airworthiness Certificate.

The technical information contained in this ALERT SERVICE BULLETIN Revision 1 was approved on September 24, 2021 under the authority of EASA Design Organization Approval No. 21J.700 for civil version helicopters subject to an Airworthiness Certificate.

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 CONCERNED

Not applicable.

1.M. TOOLING CONCERNED

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 AIRCRAFT, ENGINE/COMPONENTS

Not applicable.

3.D. PROCUREMENT CONDITIONS

Not applicable.

4. APPENDIX

Not applicable.