



AIROD CAMO

TASK CARD NO. 0068/BOC
 WORK ORDER NO. NIL
 MAN HOURS
 DATE RAISED 28.02.19

TASK CARD

AIRCRAFT TYPE:	AW139	ENGINE NO.1	TSN:	2446-3	TSO:	NEW
AIRCRAFT REGN:	9M-BOC	ENGINE NO.2	TSN:	2446-3	TSO:	NEW
AIRCRAFT S/N:	31289	*SYSTEM	BASIC	✓	OVER & ABOVE	
AF HOURS:	2446-3	*DUP. INSP REQUIREMENT	YES		NO	✓

DESCRIPTION	CORRECTIVE ACTION
SB(A)139-569 REV. A DTD 27.02.2019 (EASA AD2018-0292 DTD 28.12.18)	CARRIED OUT DETAIL INSP. ON TAIL ROTOR SLIDER ASSY. FOR CORROSION
ATA 64 - TAIL ROTOR SLIDER ASSY DETAILED	AS PER SB(A)139-569 REV A DTD
INSPECTION (PART 1 - BEFORE EXCEEDING 2450 FH)	27-02-2019 (EASA AD2018-0292 DTD 28-12-18)
*REFER ATTACHED EI139-0011/BOC	FOUND: SATISFACTORY.

A general verification has been carried out to ensure that the aircraft or component is cleared from FOD and all access panel removed have been refitted.

TASK ORIGINATOR - CAMO/AH	MECHANICS CERTIFICATION - WITH STAMP/SIGN/DATE
 28-2-19	 7/3/19
STAMP/SIGN/DATE	NIL

COMPONENT CHANGE RECORDS (COMPONENT ONLY)				
DESCRIPTION	P/N	REMOVED S/N	INSTALLED S/N	BATCH NO.
NIL				

DUPLICATE INSPECTION I.A.W
 *CAAM AN NO 51
 *OTHERS (SPECIFY)

REASON FOR INSPECTION AND AFFECTED AREA:			
FROM			
TO	NIL		
1 st INSPECTOR			
NAME	STAMP	SIGNATURE	DATE
2 nd INSPECTOR			
NAME	STAMP	SIGNATURE	DATE

CERTIFICATE OF RELEASE TO SERVICE			
AH	STAMP	SIGNATURE	DATE
SHAFIZ			07/03/2019

The work recorded above has been carried out in accordance with the requirements of the CAR16 for the time being in force and in that respect, the aircraft/equipment is considered fit for release to service.

*Tick as required



AD/SB ENGINEERING INSTRUCTIONS

EI No: **E1139-0011/BOC**

TC. NO: **TC 0068/BOC**

DOCUMENT NO: **ASB139-569**

REVISION: **A**

DATE: **February 27, 2019**

TITLE: ATA 64 – TAIL ROTOR SLIDER ASSY DETAILED INSPECTION (PART I)

AW139

Reg. No : **9M-BOC**
S/No : **31289**

A109E

Reg. No :
S/No :

PREPARED & CHECKED BY:

APPROVED BY:



28 FEB 2019



28 FEB 2019

NAME: **P.SUKUMAR**









NAME: **AMRAN SHAH MASNON**

TECHNICAL SERVICES ENGINEER









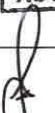



CAMO MANAGER

ACCOMPLISHMENT INSTRUCTIONS	REMARK	MECH	AH	DATE
<p align="center">GENERAL NOTES</p> <p>Place an identification tag on all components that are re-usable, including the attaching hardware that has been removed to gain access to the modification area and adequately protect them until their later re-use.</p> <p><u>PART I</u></p> <p>1. In accordance with AMP DM 39-A-00-20-00-00A-120A-A, prepare the helicopter on ground for a safe maintenance. Disconnect the battery, all electrical power sources and/or the external power supply.</p>	SATIS	A/C 857 ASB		07/03 2019
<p>2. Put the Platform (GG-02-00), or an approved alternative, adjacent to the right side of the fuselage.</p> <p align="center">NOTE</p> <p>During the accomplishment of the following steps, the removal of the slider assy. from the tail rotor is not required, unless specified.</p>	SATIS	A/C 857 ASB		07/03 2019
<p>3. With reference to Figure 1, get access to the TR, remove the installed tiedown strap or lockwire and move the boot to expose the area shown in Figure 2 Detail C.</p>	SATIS	A/C 857 ASB		07/03 2019















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ACCOMPLISHMENT INSTRUCTIONS	REMARK	MECH	AH	DATE
<p style="text-align: center;"><u>WARNING</u></p> <p>BEFORE APPLYING STEP 4, KEEP IN MIND THAT THE ALIPHATIC NAPHTHA (C059) IS A DANGEROUS MATERIAL. BEFORE YOU DO THIS PROCEDURE, MAKE SURE THAT YOU KNOW ALL THE SAFETY PRECAUTIONS AND FIRST AID INSTRUCTIONS FOR THE ALIPHATIC NAPHTHA.</p> <p>4. Clean the base of the slider stem with a clean cheesecloth (C028) and the aliphatic naphtha (C059).</p> <p style="text-align: center;"><u>NOTE</u></p> <p>When you examine the slider assy, use the magnifying glass (10 power) and, where necessary, the flashlight.</p>			 	07/03 2019
<p style="text-align: center;"><u>NOTE</u></p> <p>During the accomplishment of the following steps, in case of doubt contact the Product Support Engineering (cse.aw139.aw@leonardocompany.com).</p> <p style="text-align: center;"><u>NOTE</u></p> <p>During the accomplishment of the following steps, limit the inspection for corrosion only to the area delimited within the Figure 2 Detail C.</p> <p style="text-align: center;"><u>NOTE</u></p> <p>Figure 2 and Figure 3 Details A and B show evidence of corrosion damage and signs of surface imperfections from refinishing with improper abrasives.</p>			 	07/03 2019

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ACCOMPLISHMENT INSTRUCTIONS	REMARK	MECH	AH	DATE
<p>5. With reference to Figures 2 and 3, identify on the slider stem the area enclosed within the Detail C and compare its finishing with the one shown in Details A and B.</p> <p style="text-align: center;">CAUTION</p> <p>During polish operation on the area to be examined with the Scotch Brite (C015), make sure that you follow the subsequent precautions:</p> <ul style="list-style-type: none"> · The Scotch Brite must be used only in the axial direction; · The Scotch Brite must be used only with your hands. 	SAPIS	A/C 857 ASB	 	07/03 2019
<p>6. If you find suspected evidences of corrosion signs as per Figures 2 and 3, perform following step 7, otherwise go to step 9.</p>	SAPIS	A/C 857 ASB	 	07/03 2019
<p>7. Check the suspected evidences of corrosion signs as described in the following procedure:</p> <p>7.1 In accordance with AMP DM 39-A-64-31-04-00A-520A-A, remove the sliding control assembly from the helicopter.</p> <p>7.2 Polish gently the related area with a very light Scotch Brite (C015).</p> <p>7.3 After polishing, examine the slider:</p> <p>7.3.1 If the signs of corrosion are confirmed as per Figure 3, go to Part II to replace the slider assembly with a serviceable part.</p> <p>7.3.2 If, after polishing, the suspected signs of corrosion are no longer evident, perform following step 8 to restore the surface finish.</p>	SAPIS	A/C 857 ASB	 	07/03 2019
	SAPIS	A/C 857 ASB	 	07/03 2019
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	SAPIS	A/C 857 ASB	 	07/03 2019

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ACCOMPLISHMENT INSTRUCTIONS	REMARK	MECH	AH	DATE
<p>8. Restore the surface finish of the slider material as described in the following procedure:</p> <p>8.1 In accordance with AMP DM 39-A-64-31-04-02A-530A-B, remove the spider from the slider.</p>	SATIS	A/C 857 ASB	 	07/03 2019
<p style="text-align: center;">CAUTION</p> <p>Apply the masking tape (C064) around the area where the cleaning solution must be applied. During passivation activity pay particular attention not to let the cleaning solution flow out from the masking tape boundaries to the outer surface.</p> <p>8.2 In accordance with the repair publication CSRP-A-51-21-08-00A-649A-D, apply the Cleaning solution (C905) on the surface of slider assy.</p>	SATIS	A/C 857 ASB	 	07/03 2019
<p>8.3 In accordance with AMP DM 39-A-64-31-04-02A-710A-B, assemble the spider and the slider components.</p>	SATIS	A/C 857 ASB	 	07/03 2019
<p>8.4 In accordance with AMP DM 39-A-64-31-04-00A-720A-A, reinstall the siliding control assembly on the helicopter.</p>	SATIS	A/C 857 ASB	 	07/03 2019
<p>9. If evidences of corrosion are not found and evidences of refinishing signs are found, update the maintenance schedule to plan the next inspection according to paragraph "COMPLIANCE" (Part I).</p>	SATIS	A/C 857 ASB	 	07/03 2019
<p>10. If no corrosion and no refinishing signs are found, no further action is required.</p>	SATIS	A/C 857 ASB	 	07/03 2019
<p>11. With reference to Figure 1, move the boot in the right position on the slider assy and install the tiedown strap or lockwire.</p>	SATIS	A/C 857 ASB	 	07/03 2019

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ACCOMPLISHMENT INSTRUCTIONS	REMARK	MECH	AH	DATE
12. Remove the platform from the right side of the fuselage.	Satis	A/C 857 ASB	GAP 923 ASB	14/03 07/03 2019
13. Return the helicopter to flight configuration and record for compliance with Part I of this Service Bulletin on the helicopter logbook.	Satis	A/C 857 ASB	GAP 923 ASB	07/03 2019
<p>14. Send the attached compliance form to the following mail box: cse.aw139.aw@leonardocompany.com</p> <p>As an alternative, gain access to My Communications section on Leonardo WebPortal and compile the "Service Bulletin Application Communication".</p>	Satis	A/C 857 ASB	GAP 923 ASB	07/03 2019

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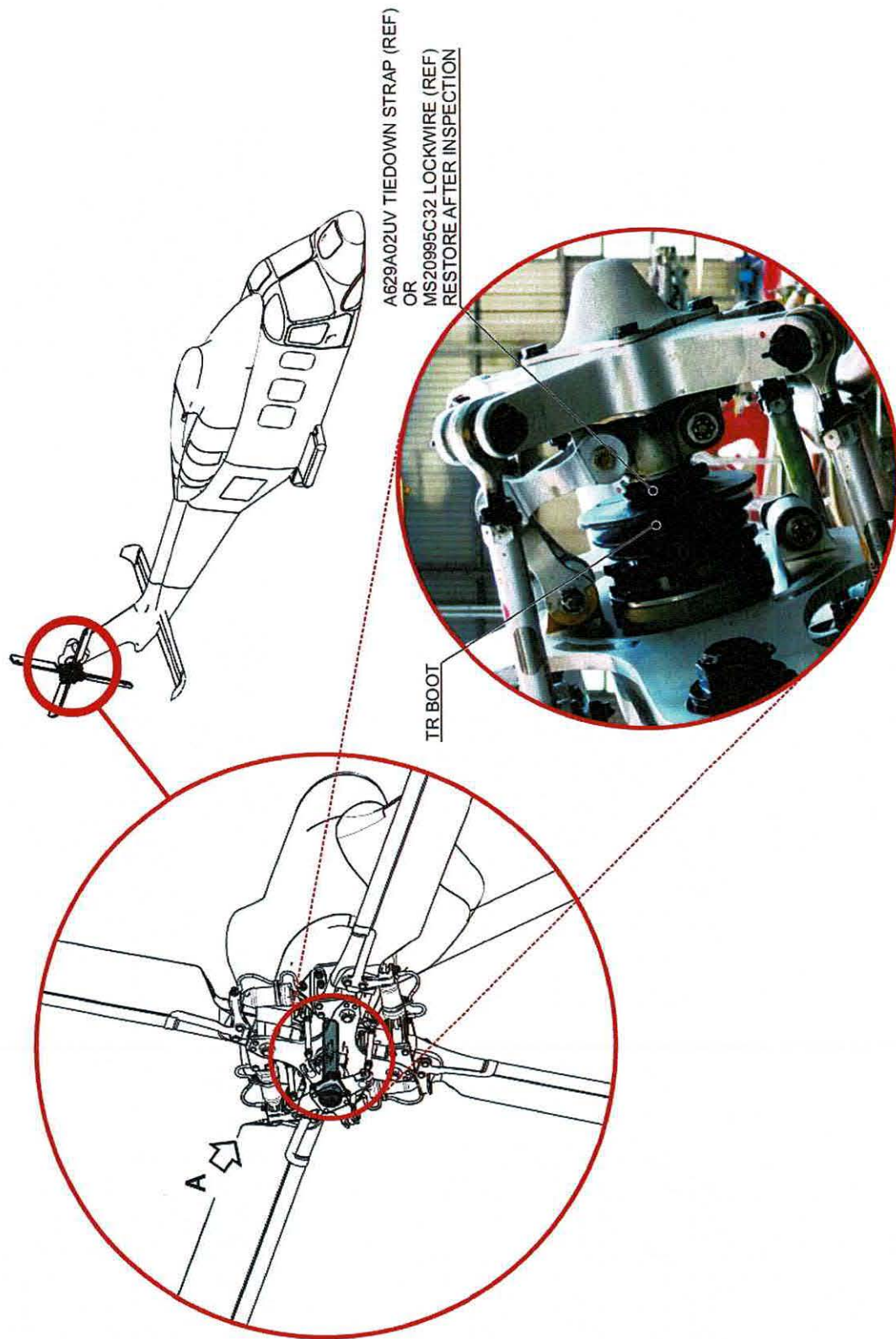
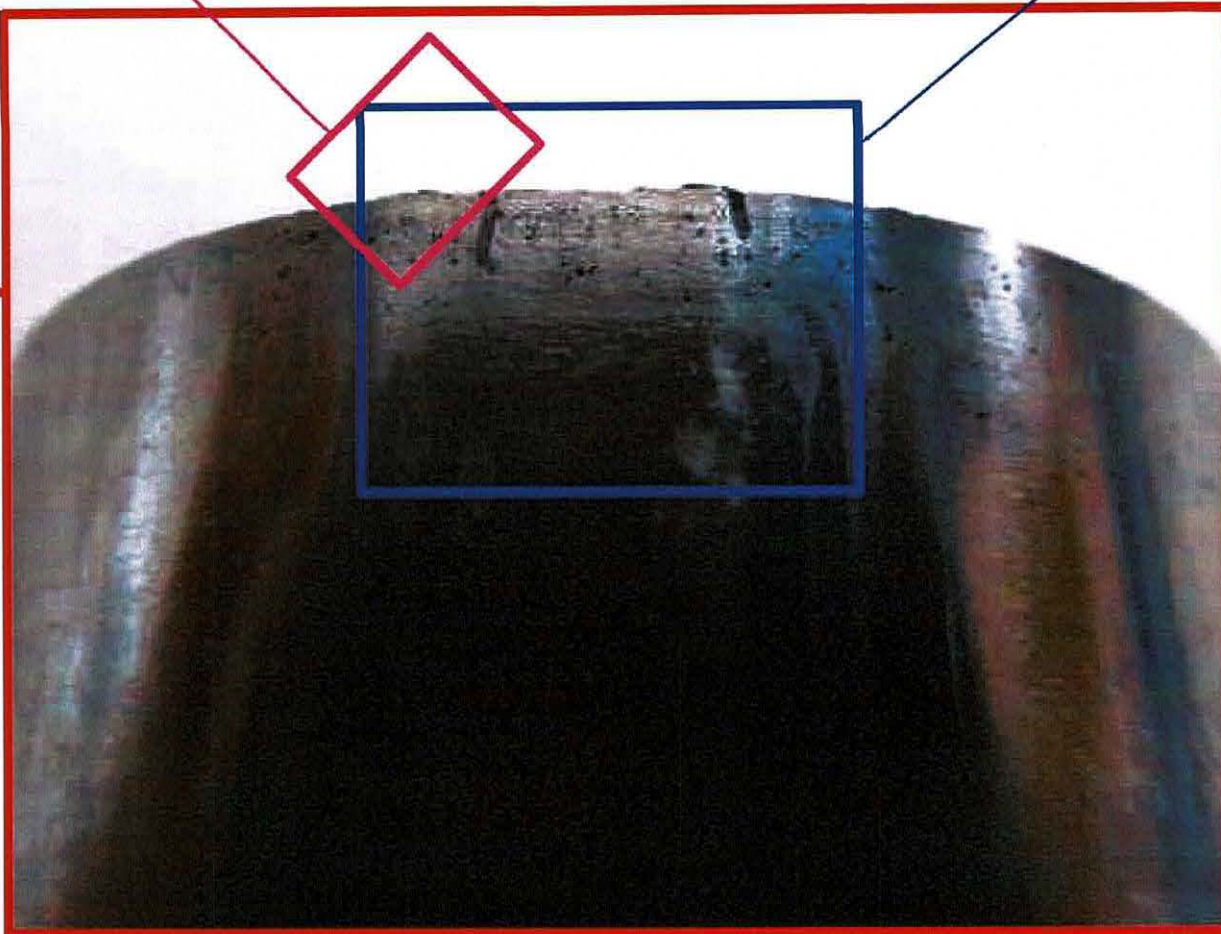


Figure 1

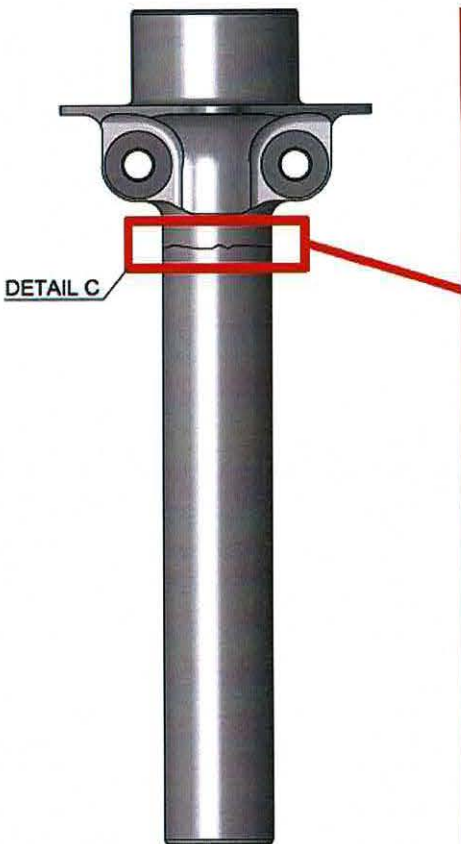
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DETAIL B
(SEE FIGURE 3)

DETAIL A
(SEE FIGURE 3)



DETAIL C



DETAIL C

Corroded area of the Slider stem near the fracture surface.

The corrosion craters tend to originate along finishing signs compatible with sanding operations.

It is to be noted the high distribution of quite circumferential signs and the low distribution of craters visible on the thin edge of the fracture surface.

Figure 2

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DETAIL A
(REF TO FIGURE 2)



DETAIL B
(REF TO FIGURE 2)

Figure 3

The work recorded above has been carried out in accordance with the requirements of the CAR16 for the time being in force and in that respect, the aircraft/equipment is considered fit for release to service.

GENERAL VERIFICATION

AREA/SYSTEM	INSPECTION	MECH	DATE
ENSURE THAT THE AIRCRAFT OR COMPONENT IS CLEAR OF ALL TOOLS EQUIPMENT AND ANY EXTRANEIOUS PARTS OR MATERIAL, AND THAT ALL ACCESS PANELS REMOVED HAVE BEEN REFITTED	AIRFRAME AREA	A/C 857 ASB A/C	7/3/19
	ENGINE AREA	A/C 857 ASB A/C	7/3/19
	AVIONICS	A/C 857 ASB	7/3/19

RECORD OF DISCREPANCY FOUND DURING ACCOMPLISHMENT (IF NONE ENTER NIL)

- 1. ALL ENTRIES TO BE IN BOLD LETTERS**
- 2. DISCREPANCY REPORT TO BE RAISED FOR PARTS AND MAN HOURS IF RECTIFICATION IS REQUIRED.**

INSTRUCTION REFERENCE		DISCREPANCY	AH ACTION			
PARA	PAGE		DR. NO.	AH	DATE	REMARKS
		<i>NIL</i>				

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