

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

**SMALL AIRPLANES, ROTORCRAFT, GLIDERS,  
BALLOONS, & AIRSHIPS**

**BIWEEKLY 2012-23**

*11/5/2012 - 11/18/2012*



Federal Aviation Administration  
Engineering Procedures Office, AIR-110  
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**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

AD No.	Information	Manufacturer	Applicability
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Information Key: E - Emergency; COR - Correction; S - Supersedes

**Biweekly 2012-01**

2010-19-06 R1	COR	Turbomeca	Engine: Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and IS1 turboshaft
2011-26-10		Enstrom Helicopter Corporation	Rotorcraft: F-28C, F-28C-2, F-28F, 280C, 280F, 280FX, TH-28, 480, and 480B
2011-27-09		Socata	TBM 700
2012-01-01		Various Aircraft	See AD
2012-01-02		Schempp-Hirth Flugzeugbau	Glider: Discus 2cT

**Biweekly 2012-02**

2011-18-12	S 82-13-05R1	Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, and D; and AS355E, F, F1, F2, and N
2011-27-08		Agusta S.p.A.	Rotorcraft: A109S and AW109SP
2011-27-51		Hawker Beechcraft	1900, 1900C, 1900C (Military), 1900D
2012-01-07		BRP-Powertrain GmbH	Engine: Rotax 914 F2, 914 F3, and 914 F4 reciprocating
2012-01-11		Cirrus Design	SR22T
2012-02-05		Thielert Aircraft Engines GmbH	Engine: TAE 125-02-99 and TAE-125-02-114 reciprocating

**Biweekly 2012-03**

71-13-01R1		Lycoming Engines	Engine: TIO-540-A series
2012-01-03		Eurocopter France	Rotorcraft: AS332L2 and EC225LP
2012-02-02	S 2008-03-02	Cessna	172R and 172S
2012-02-06		Honeywell International	Engine: TPE331-10, -10AV, -10GP, -10GT, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and TPE331-11U
2012-02-10	S 2011-07-13	CPAC	112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC
2012-02-13		Eurocopter France	Rotorcraft: EC130B4
2012-02-51	E	Bell Helicopter Textron Canada Limited	Rotorcraft: 206L, L-1, L-3, and L-4
2012-03-06	S 2011-15-10	Superior Air Parts, Lycoming Engines, and Continental Motors	Engine: Fuel injected reciprocating engines
2012-03-52	E	Mooney Aviation	M20TN and M20R

**Biweekly 2012-04**

2012-03-01		Eurocopter Deutschland	Rotorcraft: EC135 helicopters
2012-03-07		Lycoming Engines	Engine: See AD
2012-03-11	S 2010-03-06	Turbomeca S.A.	Engine: Arriel 2B and 2B1 turboshaft engines

**Biweekly 2012-05**

2010-11-09R1	R	Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99 reciprocating engines
2011-12-10	COR	Robinson Helicopter Company	R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters; R44 and R44 II helicopters
2011-27-04	COR	Hawker Beechcraft Corporation	95-C55, D55, E55, 58, and 58A airplanes
2012-03-52		Mooney	M20R and M20TN airplanes
2012-04-03		BRP-Powertrain GmbH & Co. KG	912 S2 and 912 S3 reciprocating engines; 914 F2 reciprocating engines

**Biweekly 2012-06**

2012-04-10		Burl A. Rogers	15AC and S15AC airplanes
2012-05-01		Eurocopter France	SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters
2012-05-09	S 2012-03-52	Mooney Aviation	M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S, and M20TN airplanes

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**Biweekly 2012-07**

2012-06-13		DG Flugzeugbau GmbH	Gliders: DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, DG-500/22 Elan, DG-500M, and DG-500MB PC-6, PC-6-HI, PC-6-H2, PC-6/350, PC-6/350-HI, PC-6/350-H2, PC-6/A, PC-6/A-HI, PC-6/A-H2, PC-6/B-H2, PC-6/BI-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/CI-H2 Rotorcraft: AB412
2012-06-16		Pilatus Aircraft	
2012-07-01		Agusta S.p.A.	

**Biweekly 2012-08**

2011-18-52		Agusta S.p.A.	AB139 and AW139 helicopters
2012-02-51		Bell Helicopter Textron Canada Limited	206L, 206L-1, 206L-3, and 206L-4 helicopters
2012-06-15		DG Flugzeugbau GmbH	DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, and DG-500/22 Elan sailplanes, DG-500M and DG-500MB powered sailplanes
2012-06-24	S 2009-14-11	Sikorsky	S-92A helicopters
2012-07-09		Turbomeca S.A.	Arrius 2F turboshaft engines
2012-08-01		Sikorsky	S-92A helicopters

**Biweekly 2012-09**

2012-08-18		Turbomeca	Arriel 2B and 2B1 turboshaft engines
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**Biweekly 2012-10**

2012-10-02		Hawker Beechcraft	58, G58
2012-10-51	E	Eurocopter Deutschland GmbH	EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters
2012-10-52	E	Hartzell Engine Technologies	Appliance: Turbocharger HET P/N 406610-0005 or P/N 406610-9005, P/N 406610-0005 or P/N 406610-9005, P/N 409836-0005
2012-10-53	E S 2012-10-51	Eurocopter Deutschland GmbH	EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters

**Biweekly 2012-11**

2012-10-01		Bell Helicopter Textron Canada Limited	427
2012-10-04		Cessna Aircraft Company	210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, T210N, P210N, 210R, T210R, P210R
2012-10-09	S 80-11-06	Piper Aircraft Inc	PA-31T, PA-31T1
2012-10-13	S 2011-25-51	Continental Motors Inc	TSIO-520-B, BB, D, DB, E, EB, J, JB, K, KB, N, NB, UB, VB; TSIO-550-K; TSIOF-550-K; IO-550-N

**Biweekly 2012-12**

2012-09-10		Pratt & Whitney Canada	PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135, and -135A series turboprop engines
2012-09-11		Eurocopter Deutschland GMBH	MBB-BK 117 C-1 and C-2 helicopters
2012-10-11		Burkhart GROB Luft- und Raumfahrt GmbH	GROB G 109 and GROB G 109B powered sailplanes
2012-10-52		Hartzell Engine Technologies	Appliance: See AD
2012-11-08		WACO Classic Aircraft Corporation	2T-1A, 2T-1A-1, 2T-1A-2:
2012-11-10		Alpha Aviation Concept Limited	R2160

**Biweekly 2012-13**

2012-10-14		SOCATA	TBM 700
2012-11-02		Eurocopter Deutschland	EC135 helicopters
2012-11-05		Enstrom	F-28C, F-28C-2, F-28F, 280C, 280F, 280FX, TH-28, 480, and 480B helicopters
2012-11-12		Agusta	AW139 helicopters
2012-11-13		Aeronautical Accessories	See AD
2012-12-10		Agusta	AB139 and AW139 helicopters
2012-12-11		Bell Canada	206, 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3,

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AD No.	Information	Manufacturer	Applicability
			and 206L-4 helicopters
2012-12-20		Turbomeca	Arriel 2C1, 2C2, and 2S2 turboshaft engines
2012-12-21		Eurocopter Deutschland	MBB-BK 117 C-2 helicopters
<b>Biweekly 2012-14</b>			
2012-13-04		Embraer	EMB-505
2012-14-06		Rolls-Royce Corporation	250-C20, -C20B, and -C20R/2 turboshaft engines
<b>Biweekly 2012-15</b>			
2012-13-10		PZL Swidnik S.A.	PZL W-3A helicopters
2012-13-11		Eurocopter Deutschland GmbH	MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, MBB-BK 117 C-1, MBB-BK 117 C-2, and BO-105LS A-3 helicopters
2012-14-07	S 2011-15-51	Bell Helicopter Textron Canada	407 and 427 helicopters
2012-14-08		Sikorsky Aircraft	S-92A helicopters
2012-14-10		Boeing Vertol	107-II helicopters
		Kawasaki Heavy Industries	KV107-II and KV107-IIA helicopters
2012-14-11		See AD	OH-58A, OH-58A+, and OH-58C helicopters
2012-14-14		Eurocopter Deutschland GmbH	MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters
2012-14-15		Honeywell International	Appliance: KGS200 Mercury <sup>2</sup>
2012-15-04		Eurocopter France	EC155B1 helicopters
<b>Biweekly 2012-16</b>			
2012-14-12		See AD	See AD
2012-15-01		See AD	See AD
2012-15-07		Glasflugel	Club Libelle, Kestrel, Mosquito, Standard Libelle-201B gliders
2012-16-03		HPH s. r.o.	304C, 304CZ, and 304CZ-17 sailplanes
<b>Biweekly 2012-17</b>			
2012-12-21	COR	Eurocopter Deutschland	MBB-BK 117 C-2 helicopters
2012-15-08		Sikorsky	S-76A helicopters
2012-16-02		Eurocopter France	EC155B and EC155B1 helicopters
2012-16-13		BRP-Powertrain	Rotax 912 F2; 912 F3; 912 F4; 912 S2; 912 S3; and 912 S4 reciprocating engines
<b>Biweekly 2012-18</b>			
2012-08-06	S 52-02-02	Univair Aircraft Corporation	(ERCO) 415-C, 415-CD, 415-D, E, G; (Forney) F-1 and F-1A; (Alon) A-2 and A2-A; and (Mooney) M10
2012-16-14		Honeywell International Inc.	TFE731-20R, -20AR, -20BR, -40, -40AR, -40R, -50R, and -60 turbofan engines
2012-17-02		Eurocopter France	SA-365N, SA-365N1, SA-366G1, AS-365N2, AS 365 N3, EC 155B, and EC155B1 helicopters
2012-17-03		Eurocopter France	AS350B, AS350BA, AS350D, AS350B1, AS350B2, and AS350B3 helicopters
2012-17-05		Honeywell International Inc.	TFE731-5, TFE731-5AR and -5BR series, TFE731-4, -4R, -5AR, -5BR, and -5R series turbofan engines
2012-17-07		Diamond Aircraft Industries GmbH	DA 42, DA 42 NG, and DA 42 M-NG
2012-18-01		M7 Aerospace LLC	SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA227-AT, and SA227-TT
<b>Biweekly 2012-19</b>			
2012-15-07 R1		Glasflugel	Club Libelle 205, Kestrel, Mosquito, Standard Libelle-201B
2012-17-06		Piper	PA-24, PA-24-250, PA-24-260
2012-17-09		Eurocopter France	
2012-17-10		Various Restricted Category Helicopters	HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P helicopters
2012-18-02		Agusta	AB412 and AB412EP helicopters
2012-18-04		Costruzioni Aeronautiche	P2006T airplanes
2012-18-06		Piaggio	P-180 airplanes

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2012-18-08		Eurocopter France	SA330F, SA330G, SA330J, AS332C, AS332L, AS332L1, and AS332L2 helicopters
2012-18-09		Bell Helicopter Textron Canada	407 helicopters
2012-18-10		GA200 (Pty) Ltd	GA200 and GA200C airplanes
2012-18-18		Turbomeca	Arriel 2B, 2B1, 2S2, and 2C2 turboshaft engines
2012-19-01		Lycoming Engines	(L)O-360, (L)IO-360, AEIO-360, IO-390, AEIO-390, O-540, IO-540, AEIO-540, (L)TIO-540, IO-580, AEIO-580, and IO-720 series reciprocating engines
<b>Biweekly 2012-20</b>			
2012-19-09		Eurocopter France	EC 155B, EC155B1, SA-365N1, AS-365N2 and AS 365 N3 helicopters
2012-20-02		Alpha Aviation Concept Limited	R2160
<b>Biweekly 2012-21</b>			
2000-07-11 R1		Piaggio Aero Industries S.p.A.	P-180
2012-21-51	E	Eurocopter France	AS350B3 helicopters
<b>Biweekly 2012-22</b>			
2012-21-01	S 2011-14-05	MD Helicopters, Inc.	MD900 helicopters
2012-21-05		Hawker Beechcraft	G58
2012-21-06		Hawker Beechcraft	C90GTi (King Air)
2012-21-07		Agusta	A109S helicopters
2012-21-09		Eurocopter France	EC225 LP helicopters
2012-21-52	E	Agusta S.p.A.	AW139 helicopters
<b>Biweekly 2012-23</b>			
2003-17-03 R1	R 2003-17-03	Piaggio Aero Industries S.p.A.	P-180
2012-08-06	S 52-02-02	Univair Aircraft Corporation	(ERCO) 415-C, 415-CD, 415-D, E, G; (Forney) F-1 and F-1A; (Alon) A-2 and A2-A; and (Mooney) M10
2012-16-13		BRP-Powertrain GmbH & Co KG	Rotax 912 F2; 912 F3; 912 F4; 912 S2; 912 S3; and 912 S4 reciprocating engines
2012-22-06		Aeronautical Accessories, Inc.	Appliance: See Ad
2012-22-09		Sikorsky Aircraft Corporation	S-92A helicopters
2012-22-11		Bell Helicopter Textron	412, 412EP AND 412CF helicopters
2012-22-13		Sikorsky Aircraft Corporation	S-76C helicopters
2012-22-14		Sikorsky Aircraft Corporation	S-70, S-70A, S-70C, S-70C(M), and S-70C(M1) helicopters



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**2003-17-03 R1 PIAGGIO AERO INDUSTRIES S.p.A:** Amendment 39-17249; Docket No. FAA-2012-1181; Directorate Identifier 2003-CE-030-AD.

**(a) Effective Date**

This AD is effective November 14, 2012.

**(b) Affected ADs**

This AD revises AD 2003-17-03, Amendment 39-13277 (68 FR 50693, August 22, 2003).

**(c) Applicability**

(1) This AD applies to PIAGGIO AERO INDUSTRIES S.p.A Model P-180 airplanes, all serial numbers, that are:

(i) certificated in any category; and

(ii) equipped with a firewall shutoff or crossfeed valve that is identified in the Effectivity table of PIAGGIO Aero Industries S.p.A. Service Bulletin (SB) No. ASB80-0191, dated February 27, 2003.

(2) The only difference between the applicability of this AD and AD 2003-17-03 (68 FR 50693, August 22, 2003), is that AD 2003-17-03 applied to firewall shutoff and crossfeed valves that should not have been included.

(i) No further action is necessary if the actions of this AD were done in compliance with AD 2003-17-03, Amendment 39-13277 (68 FR 50693, August 22, 2003).

(ii) Any firewall shutoff or crossfeed valve that was modified per AD 2003-17-03 (68 FR 50693, August 22, 2003), and re-identified with an "A" at the end of the serial number and is not identified in the Effectivity table of PIAGGIO Aero Industries S.p.A. SB No. ASB80-0191, dated February 27, 2003, is an airworthy part and is not affected by this AD.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 28: Fuel.

**(e) Unsafe Condition**

This AD was prompted by a report of a ground fire on the left-hand engine nacelle of one of the affected airplanes caused by a cracked firewall crossfeed valve that had leaked fuel. We are issuing this AD to clarify the affected parts required to correct the unsafe condition on these products.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Records Check**

(1) Within 5 days after September 3, 2003 (the effective date of AD 2003-17-03 (68 FR 50693, August 22, 2003)), check the maintenance records to determine whether a firewall shutoff or crossfeed valve that is affected by this AD is installed. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may perform this check.

(2) If, by checking the maintenance records, the owner/operator can definitely show that no affected firewall shutoff or crossfeed valve is installed, then the inspection requirement of paragraph (h) of this AD and the replacement requirement of paragraph (i) of this AD do not apply. You must make an entry into the aircraft records that shows compliance with these portions of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

**(h) Inspection**

Within 5 days after September 3, 2003 (the effective date of AD 2003-17-03 (68 FR 50693, August 22, 2003)), inspect the three firewall shutoff and crossfeed valves to determine whether they incorporate a serial number as referenced in the Effectivity table of PIAGGIO Aero Industries S.p.A. SB No. ASB80-0191, dated February 27, 2003.

**(i) Replacement/Modification**

If any of the firewall shutoff or crossfeed valves that are referenced in the Effectivity table of PIAGGIO Aero Industries S.p.A. SB No. ASB80-0191, dated February 27, 2003, are found, before further flight, replace or modify each affected valve following PIAGGIO Aero Industries S.p.A. Service Bulletin (SB) No. ASB80-0191, dated February 27, 2003; and Electromech Technologies SB 484-3 AB, dated February 18, 2003.

**(j) Spares**

As of 5 days after September 3, 2003 (the effective date of AD 2003-17-03 (68 FR 50693, August 22, 2003)), do not install, on any airplane, a firewall shutoff or crossfeed valve that is referenced in the Effectivity table of PIAGGIO Aero Industries S.p.A. SB No. ASB80-0191, dated February 27, 2003, unless it has been modified per paragraph (i) of this AD.

**(k) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

**(l) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on September 3, 2003 (68 FR 50693, August 22, 2003):

(i) PIAGGIO Aero Industries S.p.A. Service Bulletin (SB) No. ASB80-0191, dated February 27, 2003; and

(ii) Electromech Technologies SB 484-3 AB, dated February 18, 2003.

(4) For service information identified in this AD, contact Piaggio Aero Industries S.p.A.-Airworthiness Office, Via Luigi Cibrario, 4-16154 Genova-Italy; phone: +39 010 6481353; fax: +39 010 6481881; email: [airworthiness@piaggioaero.it](mailto:airworthiness@piaggioaero.it); Internet: <http://www.piaggioaero.com/#/en/aftersales/service-support>.

(5) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(6) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on October 31, 2012.

Earl Lawrence,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.



**CORRECTION:** Federal Register Volume 77, Number 219 (Tuesday, November 13, 2012); Pages 67561-67562.

**2012-08-06 Univair Aircraft Corporation:** Amendment 39-17023; Docket No. FAA-2011-0360; Directorate Identifier 2010-CE-061-AD.

**(a) Effective Date**

This airworthiness directive (AD) is effective October 3, 2012.

**(b) Affected ADs**

This AD supersedes AD 52-02-02 (21 FR 9447, December 4, 1956).

**(c) Applicability**

This AD applies to Univair Aircraft Corporation Models (ERCO) 415-C, 415-CD, 415-D, E, G; (Forney) F-1 and F-1A; (Alon) A-2 and A2-A; and (Mooney) M10 airplanes, all serial numbers, that are certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 27, Flight Controls.

**(e) Unsafe Condition**

This AD was prompted by a Univair Aircraft Corporation Model ERCO 415-D Ercoupe that crashed after an in-flight breakup due to possible aileron flutter. We are issuing this AD to correct the unsafe condition on these products.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Required Actions****Table 1 of Paragraph (g)–Required Actions**

<b>What must be done?</b>	<b>When must it be done?</b>	<b>How it must be done</b>
(1) For all airplanes: Inspect the ailerons for cracks in the support structure and skin.	Within the next 25 hours time-in-service (TIS) after October 3, 2012 (the effective date of this AD) or within 3 months after October 3, 2012 (the effective date of this AD), whichever occurs first. Repetitively thereafter inspect at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first.	For all airplanes except the Mooney M–10, follow Ercoupe Service Memorandums No. 56 and 35A, both Revisions A, both dated September 1, 2008. For the Mooney M–10 follow the Mooney M–10 Service and Maintenance Manual, Serial Numbers 690001 through 690011 and 700001 and on, Revision A, dated September 1, 2008, Section V, pages 5–1 through 5–4.
(2) For airplanes with the aileron balance assembly (ERCO Part Number (P/N) 415–16009) installed: Inspect the assembly for cracks in the support structure and skin.	Within the next 25 hours TIS after October 3, 2012 (the effective date of this AD) or within 3 months after October 3, 2012 (the effective date of this AD), whichever occurs first. Repetitively thereafter inspect at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first.	Follow Ercoupe Service Bulletin No. 20 and Ercoupe Service Memorandums 56 and 57, all Revisions A, all dated September 1, 2008; and for Models E and (Forney) F–1 and F–1A, follow Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008.
(3) For all airplanes: If any cracking is found during the inspections required in paragraphs (g)(1) and/or (g)(2) of this AD, repair or replace cracked parts.	Before further flight after the inspection where the cracking was found.	Follow Ercoupe Service Bulletin No. 20 and Ercoupe Service Memorandums 56 and 57, all Revisions A, all dated September 1, 2008; and for Models E and (Forney) F–1 and F–1A, follow Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008.
(4) For airplanes with the aileron balance assembly (ERCO P/N 415–16009) installed: Inspect the four No. 6–32 screws that attach the balance weight support to the aileron for looseness and damage.	Within the next 25 hours TIS after October 3, 2012 (the effective date of this AD) or within 3 months after October 3, 2012 (the effective date of this AD), whichever occurs first. Repetitively thereafter inspect at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first.	Follow Ercoupe Service Bulletin No. 20 and Ercoupe Service Memorandums 56 and 57, all Revisions A, all dated September 1, 2008; and for Models E and (Forney) F–1 and F–1A, follow Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008.

<p>(5) For all airplanes: If any looseness or damage is found during the inspection of the screws required in paragraph (g)(4) of this AD, replace the screws with AN 526-632 screws, making sure to not overstress during tightening.</p>	<p>Before further flight after the inspection where the looseness or damage was found.</p>	<p>Follow Ercoupe Service Bulletin No. 20 and Ercoupe Service Memorandums 56 and 57, all Revisions A, all dated September 1, 2008; and for Models E and (Forney) F-1 and F-1A, follow Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008.</p>
<p>(6) For airplanes with the aileron balance assembly (ERCO P/N 415-16009) installed: Inspect the aileron hinges and aileron control system for excessive looseness or wear in hinge pins or bearings. If, with one aileron blocked in the neutral position, the total play of the other aileron, measured at the trailing edge, exceeds 7/16-inch, inspect all the joints and bearings and tighten or replace those which are loose.</p>	<p>Within the next 25 hours TIS after October 3, 2012 (the effective date of this AD) or within 3 months after October 3, 2012 (the effective date of this AD), whichever occurs first. Repetitively thereafter inspect at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first.</p>	<p>Follow Ercoupe Service Bulletin No. 20 and Ercoupe Service Memorandums 56 and 57, all Revisions A, all dated September 1, 2008; and for Models E and (Forney) F-1 and F-1A, follow Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008.</p>
<p>(7) For airplanes that do not have the aileron balance assembly (ERCO P/N 415-16009) installed: Inspect the aileron hinges and aileron control system for excessive looseness or wear in hinge pins or bearings. If, with one aileron blocked in the neutral position the total play of the other aileron, measured at the trailing edge, exceeds 5/16-inch, inspect all the joints and bearings and tighten those which are loose.</p>	<p>Within the next 25 hours TIS after October 3, 2012 (the effective date of this AD) or within 3 months after October 3, 2012 (the effective date of this AD), whichever occurs first.</p>	<p>Follow Ercoupe Service Bulletin No. 20 and Ercoupe Service Memorandums 56 and 57, all Revisions A, all dated September 1, 2008; and for Models E and (Forney) F-1 and F-1A, follow Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008.</p>

(8) For all airplanes: Determine that the airspeed instrument is correctly calibrated and distinctly marked in accordance with the operating limitations.	Within the next 25 hours TIS after October 3, 2012 (the effective date of this AD) or within 3 months after October 3, 2012 (the effective date of this AD), whichever occurs first, and repetitively thereafter every four years, and any time maintenance occurs that affects the system integrity.	For airspeed instrument calibration by bench test method, you must use an FAA-authorized instrument repair facility. For airspeed calibration by global positioning system (GPS) or other owner/operator FAA-approved method, you may follow the instructions in Advisory Circular (AC) AC 23-8C, Appendix 9, dated November 16, 2011. AC 23-8C can be found at: <a href="http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/bc4325ad70e84ff58625795d00635d7c/\$FILE/23-8C.pdf">http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/bc4325ad70e84ff58625795d00635d7c/\$FILE/23-8C.pdf</a> .
(9) For all airplanes except the Mooney M-10: Remove load from nose wheel and adjust rigging.	Within the next 25 hours TIS after October 3, 2012 (the effective date of this AD) or within 3 months after October 3, 2012 (the effective date of this AD), whichever occurs first. Repetitively thereafter adjust at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first.	Follow Ercoupe Service Memorandum No. 35, Revised January 6, 2006, and/or Ercoupe Service Memorandum 35A, Revision A, dated September 1, 2008.
(10) For all airplanes: Submit a one-time report from the initial inspections and/or actions required in paragraphs (g)(1), (g)(2), (g)(4), (g)(6), (g)(7), (g)(8), and (g)(9) of this AD.	Within 30 days after the initial inspections and/or actions required in paragraphs (g)(1), (g)(2), (g)(4), (g)(6), (g)(7), (g)(8), and (g)(9) of this AD, or 30 days after October 3, 2012 (the effective date of this AD) if you are using the “unless already done” credit.	Use the reporting form found in Figure 1 of paragraph (g)(10) of this AD and send the report to the following offices: Roger A. Caldwell, Aerospace Engineer, FAA, ANM-100D, Denver Aircraft Certification Office (ACO), 26805 East 68th Avenue, Room 214, Denver, Colorado 80249-6361; and Univair Aircraft Corporation, 2500 Himalaya Road, Aurora, Colorado 80011.

<b>AD No. 2012-08-06 INSPECTION REPORT</b>			
Airplane model and year of manufacture			
Airplane serial number			
Airplane registration			
Airplane tachometer hours at time of inspection			
Airspeed calibrated and marked per paragraph (g)(8) of this AD?	YES, but no calibration adjustment required.	YES, and calibration was adjusted.	
<b>For Ercoupe Service Memorandum No. 56, Revision A, dated September 1, 2008</b>			
Did aileron system play exceed 7/16 of an inch?	NO	YES, and was adjusted	
Was rudder looseness greater than 1/4 of an inch at the trailing edge?	NO	YES, and was adjusted	
Was there elevator motion greater than 3/8 of an inch?	NO	YES, and was adjusted	
Were any other discrepancies noticed during this inspection, to include cracks or loose hinges?			
<b>For Ercoupe Service Memorandum No. 57, Revision A, dated September 1, 2008</b>			
Does the airplane have aileron balance weights?	NO	YES	
If balance weights are installed, were the attachments secure?	NO	YES	
Did you remove the balance weights if allowed?	NO	YES	
If you did not remove balance weights, did you perform Ercoupe Service Bulletin No. 20 (Ailerons-Reinforcement of)	NO	YES	
If balance weights were removed, was the aileron free play 5/16 of an inch or less?	NO	YES	Not applicable

Were any other discrepancies noticed during this inspection?		
<b>For Ercoupe Service Memorandum No. 35, Revised January 1, 2006</b>		
Did you perform steps 1, 2, and 7 of the Ercoupe Service Memorandum No. 35?	NO	YES
Were any other discrepancies noticed during this inspection?		
<b>For Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008</b>		
Did you perform the procedures in Ercoupe Service Memorandum No. 35A?	NO	YES
Were any other discrepancies noticed during this inspection?		
<b>For Mooney M-10 Service and Maintenance Manual, Revision A, dated September 1, 2008</b>		
Have you performed the inspections outlined in the Mooney M-10 Service and Maintenance Manual, Serial Numbers 690001 through 690011 and 700001 and on, Section V pages 5-1 through 5-4?	NO	YES
Were any other discrepancies noticed during this inspection?		
<p><i>Send report to:</i></p> <p>Roger A. Caldwell, Aerospace Engineer,          FAA, ANM-100D, Denver ACO,          26805 East 68<sup>th</sup> Avenue, Room 214,          Denver, Colorado 80249-6361;  <i>fax:</i> (303) 342-1088;  <i>email:</i> <a href="mailto:roger.caldwell@faa.gov">roger.caldwell@faa.gov</a>;          and          Univair Aircraft Corporation,          2500 Himalaya Road,          Aurora, Colorado 80011</p>		

Figure 1 of paragraph (g)(10) of this AD "Reporting Form"

### **(h) Paperwork Reduction Act Burden Statement**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

### **(i) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Denver ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your Principal Maintenance Inspector or Principal Avionics Inspector, as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

(3) AMOCs approved for AD 52-02-02 (21 FR 9447, December 4, 1956) are approved as AMOCs for this AD.

### **(j) Related Information**

For more information about this AD, contact Roger Caldwell, Aerospace Engineer, FAA, Denver ACO, 26805 East 68th Ave., Room 214, Denver, Colorado 80249-6361; telephone: (303) 342-1086; fax: (303) 342-1088; email: roger.caldwell@faa.gov.

### **(k) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Ercoupe Service Memorandum No. 56, Revision A, dated September 1, 2008;

(ii) Ercoupe Service Memorandum No. 57, Revision A, dated September 1, 2008;

(iii) Ercoupe Service Memorandum No. 35, revised January 6, 2006;

(iv) Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008;

(v) Ercoupe Service Bulletin No. 20, Revision A, dated September 1, 2008; and

(vi) Mooney M-10 Service and Maintenance Manual, Serial Numbers 690001 through 690011 and 700001 and on, Section V, pages 5-1 through 5-4, Revision A, dated September 1, 2008.

Note for paragraph (k)(2)(i), (k)(2)(ii), (k)(2)(iv), (k)(2)(v), and (k)(2)(vi) of this AD: The only change in Revision A of the above listed service information was to add dates to the previously undated service information.

(3) For Univair Aircraft Corporation service information identified in this AD, contact Univair Aircraft Corporation, 2500 Himalaya Road, Aurora, Colorado 80011; telephone: (303) 375-8882, facsimile: (303) 375-8888; Internet: <http://univairparts.com>.

(4) You may view this service information at FAA, Small Airplane Directorate, 901 Locust St., Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/index.html>.

Issued in Kansas City, Missouri, on August 16, 2012.

Earl Lawrence,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.



**CORRECTION:** Federal Register Volume 77, Number 215 (Tuesday, November 6, 2012); Pages 66534-66535.

**2012-16-13 BRP-Powertrain GmbH & Co. KG (formerly BRP-Rotax GmbH & Co KG, Bombardier-Rotax GmbH & Co. KG, and Bombardier-Rotax GmbH):** Amendment 39-17160; Docket No. FAA-2012-0603; Directorate Identifier 2012-NE-17-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective September 10, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to BRP-Powertrain GmbH & Co KG Rotax 912 F2; 912 F3; 912 F4; 912 S2; 912 S3; and 912 S4 reciprocating engines, with a fuel pump part number (P/N) 893114 having a serial number (S/N) listed in Table 1 to paragraph (c) of this AD:

**Table 1 to Paragraph (c)–Affected Fuel Pump S/Ns**

11.3117 through 11.3325 inclusive.

11.4036 through 11.4355 inclusive.

11.4516 through 11.4595 inclusive.

12.0251 through 12.0270 inclusive.

**(d) Reason**

This AD was prompted by reports of fuel pumps having pressure side fuel hoses not meeting the design specification. We are issuing this AD to prevent pressure side fuel hose deterioration and contamination of the carburetor, which could result in an in-flight engine shutdown, forced landing and damage to the airplane.

**(e) Actions and Compliance**

Unless already done, within 5 flight hours after the effective date of the AD do the following:

(1) Replace the pressure side fuel hose on the fuel pump with a fuel hose eligible for installation on the pressure side of the fuel pump.

(2) Inspect the carburetors for contamination. Use paragraph 3.1.2 of BRP-Powertrain GmbH & Co KG, Rotax Aircraft Engines Alert Service Bulletin No. ASB-912-061R1, dated May 31, 2012, to perform your inspection.

**(f) Definition**

For the purpose of this AD, a fuel hose eligible for installation is one that was not from any of the affected fuel pumps with an S/N listed in Table 1 to paragraph (c) of this AD.

**(g) Installation Prohibition**

(1) After the effective date of this AD, do not install a P/N 893114 fuel pump with an S/N listed in Table 1 to paragraph (c) of this AD onto any engine, unless the pressure side fuel hose has been replaced as required by this AD.

(2) After the effective date of this AD, do not install a Rotax 912 engine with a P/N 893114 fuel pump with an S/N listed in Table 1 to paragraph (c) of this AD in any airplane unless it has been inspected and the pressure side fuel hose replaced as required by this AD.

(3) After the effective date of this AD, do not approve for return to service any product or article with a fuel hose removed from a P/N 893114 fuel pump with an S/N listed in Table 1 to paragraph (c) of this AD.

**(h) Alternative Methods of Compliance (AMOCs)**

The Manager, Engine Certification Office, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

**(i) Related Information**

(1) For more information about this AD, contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: alan.strom@faa.gov; phone: 781-238-7143; fax: 781-238-7199.

(2) Refer to European Aviation Safety Agency AD 2012-0097-E, dated May 31, 2012, and AD 2012-0097R1, dated June 1, 2012, for related information.

**(j) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) BRP-Powertrain GmbH & Co KG, Rotax Aircraft Engines Alert Service Bulletin No. ASB-912-061R1, dated May 31, 2012.

(ii) Reserved.

(3) For BRP-Powertrain GmbH & Co KG service information identified in this AD, contact BRP-Powertrain GmbH & Co KG, Welser Strasse 32, A-4623 Gunskirchen, Austria, or go to: <http://www.rotax-aircraft-engines.com>.

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may view this service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on July 30, 2012.

Peter A. White,  
Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.



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**2012-22-06 Aeronautical Accessories, Inc. (AAI):** Amendment 39-17242; Docket No. FAA-2012-0502; Directorate Identifier 2010-SW-097-AD.

**(a) Applicability**

This AD applies to high landing gear forward crosstube assembly (crosstube), part number (P/N) 212-321-103, installed on Agusta S.p.A. Model AB412 and AB412EP and Bell Helicopter Textron, Inc. Model 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP helicopters, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as failure of the landing gear crosstube, which could result in collapse of the landing gear and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective December 14, 2012.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Actions**

(1) Within 50 hours time-in-service (TIS) after the effective date of this AD:

(i) Create a component history card or equivalent record for the crosstube by following the Accomplishment Instructions, Part A, paragraph 1., of AAI Alert Service Bulletin No. AA-08055, Revision B, dated August 12, 2009 (ASB).

(ii) Determine and record on the component history card or equivalent record the total number of landings for the crosstube. If the landing information is unavailable, estimate the number by multiplying the airframe hours TIS by 10. Continue to count and record the number of landings for the crosstube. For the purposes of this AD, a landing would be counted anytime the helicopter lifts off into the air and then lands again with any further reduction of the collective after the landing gear touches the ground.

(2) Within 50 hours TIS after the effective date of this AD or before reaching a total of 7,500 landings on any crosstube, whichever occurs later:

(i) Prepare the crosstube inspection areas as described in the Accomplishment Instructions, Part B, paragraphs 1. through 5. and Figure 1, of the ASB.

(ii) Using a 10X or higher power magnifying glass and a bright light, visually inspect the prepared areas of the crosstube for a crack. If there is a crack, before further flight, replace the crosstube with an airworthy crosstube.

(iii) If there is no crack, following the inspection, prime and paint the inspection areas by following the Accomplishment Instructions, Part B, paragraphs 7. and 8., of the ASB. If there is any

corrosion or other damage, perform the replacement or repair required in paragraph (e)(5)(iv) of this AD before priming and painting the inspection areas.

(3) Thereafter, at intervals not to exceed 200 landings, clean the crosstube inspection areas by following the Accomplishment Instructions, Part C, paragraph 1., of the ASB. Using a 10X or higher power magnifying glass and a bright light, visually inspect the clear-coated areas of the crosstube for a crack. If there is a crack, before further flight, replace the crosstube with an airworthy crosstube.

(4) Within 30 days after the effective date of this AD or before reaching a total of 10,000 landings on any crosstube, whichever occurs later, and thereafter at intervals not to exceed 2,500 landings or 12 months, whichever occurs first, determine the horizontal deflection of the crosstube from the centerline of the helicopter (BL 0.0) to the outside of the skid tubes by following the Accomplishment Instructions, Part D, paragraphs 1. and 2., of the ASB. If the crosstube measures outside any of the limits depicted in Figure 2 of the ASB, before further flight, replace the crosstube with an airworthy crosstube.

(5) Within 3 months after the effective date of this AD or before reaching a total of 12,500 landings on any crosstube, whichever occurs later, and thereafter at intervals not to exceed 5,000 landings:

(i) Remove and disassemble the landing gear assembly and crosstube to prepare for a fluorescent penetrant inspection (FPI) by following the Accomplishment Instructions, Part E.1, paragraphs 1. through 6., of the ASB.

(ii) Clean and prepare the crosstube by removing the sealant and paint as described in the Accomplishment Instructions, Part E.2, paragraphs 1. through 3. and Figure 3, of the ASB.

(iii) Perform an FPI of the crosstube in the areas depicted in Figure 3 of the ASB for a crack, any corrosion, a nick, scratch, dent, or any other damage by following the Accomplishment Instructions, Part E.3, paragraph 1., of the ASB. If there is a crack, before further flight, replace the crosstube with an airworthy crosstube.

(iv) If there is any corrosion or a nick, scratch, dent, or any other damage, before further flight, repair the crosstube to an airworthy configuration if the damage is within the maximum repair damage limits or replace the crosstube with an airworthy crosstube. Chapter 3.5 Repair, Table 1. and Figure 3 of the AAI Instructions for Continued Airworthiness for Crosstubes, Report No. AA-01136, Revision K, dated February 15, 2012, contains the maximum repair damage limits and repair procedures.

#### **(f) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Kohner, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-5170; email 7-avs-asw-170@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

#### **(g) Subject**

Joint Aircraft Service Component (JASC) Code: 3213: Main Landing Gear Strut/Axle/Truck.

#### **(h) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Aeronautical Accessories Inc. Alert Service Bulletin No. AA-08055, Revision B, dated August 12, 2009.

(ii) Aeronautical Accessories Inc. Instructions for Continued Airworthiness for Crosstubes, Report No. AA-01136, Revision K, dated February 15, 2012.

(3) For service information identified in this AD, contact Aeronautical Accessories, Inc., P.O. Box 3689, Bristol, TN 37625-3689, telephone (423) 538-5151 or (800) 251-7094, fax (423) 538-8469, or at <http://www.aero-access.com>.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(5) You may also view this service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on October 24, 2012.

Lance T. Gant,  
Acting Directorate Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



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**2012-22-09 Sikorsky Aircraft Corporation Helicopters:** Amendment 39-17245; Docket No. FAA-2012-0216; Directorate Identifier 2010-SW-025-AD.

**(a) Applicability**

This AD applies to Sikorsky Aircraft Corporation (Sikorsky) Model S-92A helicopters, with a tail rotor (T/R) pylon, part number (P/N) 92000-06102-041, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a loose or missing fastener, a crack, damage, or corrosion on the T/R pylon that could result in failure of the T/R pylon or other T/R components, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective December 20, 2012.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Actions**

(1) For helicopters with 500 or more hours time-in-service (TIS), within 25 hours TIS and thereafter at intervals not to exceed 10 hours TIS, inspect each T/R pylon for a crack, damage, corrosion, or a loose or missing fastener in accordance with the Accomplishment Instructions, paragraph 3.A.(4)(a) through paragraph 3.A.(4)(f), and referring to Figure 1 of Sikorsky Alert Service Bulletin (ASB) No. 92-53-001, dated June 23, 2008, except that you are not required to contact Sikorsky Customer Service Engineering per paragraph 3.A.(4)(c)1 of ASB 92-53-001, dated June 23, 2008.

(2) If there is a crack, damage, corrosion, or a loose or missing fastener, before further flight, either:

(i) If within allowable tolerances, repair each crack and each area of damage or corrosion and replace any loose or missing fastener; or

(ii) Replace the T/R pylon, (P/N) 92000-06102-041, with T/R pylon, P/N 92070-20058-042, as follows:

(A) Conduct the Total Indicated Run-out procedure on the No. 4 and No. 5 T/R drive shafts and remove the T/R pylon; and

(B) Install the doubler, P/N 92070-20087-101, as follows:

(1) For helicopters, serial numbers (S/Ns) 920006 through 920082, on the aft shear deck tunnel assembly, P/N 92204-05103-041 or -045, in accordance with the Accomplishment Instructions, paragraph 3.B.(1) through 3.B.(30) and while referring to Figures 1, 2, and 4 of Sikorsky ASB No. 92-53-004B, Revision B, dated June 21, 2011 (92-53-004B).

(2) For helicopters, S/Ns 920083 through 920124, on the aft shear deck tunnel assembly, P/N 92204-05103-043, in accordance with the Accomplishment Instructions, paragraph 3.C.(1) through 3.C.(21) and referring to Figures 3 and 4 of ASB 92-53-004B.

(3) If there is no crack in the T/R pylon, replace T/R pylon, P/N 92000-06102-041, with T/R pylon, P/N 92070-20058-042, and install doubler, P/N 92070-20087-101, on the aft shear deck tunnel assembly as specified in paragraphs (2)(ii)(A) through (2)(ii)(B) of this AD, according to the following:

(i) For a T/R pylon with 3,750 or more hours TIS, replace and install doubler within 12 months.

(ii) For a T/R pylon with 1,500 through 3,749 hours TIS, replace and install doubler within 24 months.

(iii) For a T/R pylon with 1,499 or less hours TIS, replace and install doubler within 36 months.

(4) Replacing T/R pylon, P/N 92000-06102-041, with T/R pylon, P/N 92070-20058-042, and installing internal tail cone doubler, P/N 92070-20087-101, on the aft shear deck tunnel assembly, constitutes terminating action for the requirements of this AD.

#### **(f) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Nicholas Faust, Aviation Safety Engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7763; email [nicholas.faust@faa.gov](mailto:nicholas.faust@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

#### **(g) Subject**

Joint Aircraft Service Component (JASC) Code: 5340, Fuselage Main, Attach Fittings.

#### **(h) Material Incorporated by Reference.**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Sikorsky Alert Service Bulletin No. 92-53-001, dated June 23, 2008.

(ii) Sikorsky Alert Service Bulletin No. 92-53-004B, Revision B, dated June 21, 2011

(3) For Sikorsky Aircraft Corporation service information identified in this AD, contact Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT 06614; telephone (800) 562-4409; email [tsslibrary@sikorsky.com](mailto:tsslibrary@sikorsky.com); or at <http://www.sikorsky.com>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on October 25, 2012.  
Lance T. Gant,  
Acting Directorate Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



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**2012-22-11 Bell Helicopter Textron:** Amendment 39-17247; Docket No. FAA-2012-0530; Directorate Identifier 2011-SW-075-AD.

**(a) Applicability**

This AD applies to Model 412 and 412EP helicopters, serial numbers (S/N) 33001 through 33213, 34001 through 34036, and 36001 and higher; and Model 412CF helicopters, S/N 46400 and higher; with a collective lever part number (P/N) 412-010-408-101 installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a cracked collective lever, which could result in failure of the collective lever and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective December 20, 2012.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Actions**

Within 25 hours time-in-service (TIS) or 30 days, whichever occurs first, and thereafter at intervals not to exceed 100 hours TIS:

- (1) Using cleaning compound (C-318) or equivalent, thoroughly clean the collective lever.
- (2) Using a 10X or higher power magnifying glass, inspect the collective lever in the areas shown in Figure 1 of Bell Helicopter Textron Alert Service Bulletin (ASB) 412-11-148, Revision A, dated December 12, 2011 or Bell Helicopter Textron ASB 412CF-11-47, Revision A, dated December 12, 2011, as appropriate for your model helicopter.
- (3) If there is a crack in the paint, remove the collective lever from the swashplate assembly.
  - (i) Remove paint and primer from the area around the crack.
  - (ii) Fluorescent penetrant inspect the area of the crack.
- (4) If there is a crack in the collective lever, before further flight, replace the collective lever with an airworthy collective lever.

**(f) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Martin Crane, Aerospace Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5170, email [martin.r.crane@faa.gov](mailto:martin.r.crane@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

**(g) Subject**

Joint Aircraft Service Component (JASC) Code: 6230, Main Rotor.

**(h) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Bell Helicopter Textron Alert Service Bulletin No. 412-11-148, Revision A, dated December 12, 2011.

(ii) Bell Helicopter Textron Alert Service Bulletin No. 412CF-11-47, Revision A, dated December 12, 2011.

(3) For Bell Helicopter service information identified in this AD, contact Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101, telephone (817) 280-3391, fax (817) 280-6466, or at <http://www.bellcustomer.com/files/>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on October 26, 2012.

Kim Smith,  
Directorate Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



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**2012-22-13 Sikorsky Aircraft Corporation:** Amendment 39-17250; Docket No. FAA-2012-0340; Directorate Identifier 2011-SW-073-AD.

**(a) Applicability**

This AD applies to Sikorsky Aircraft Corporation (Sikorsky) Model S-76C helicopters, serial numbers 760506 and 760607 through 760812, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as unintended movement of the engine control levers due to an external force to the windshield or canopy. This condition could result in significantly reduced engine power, unrecoverable loss of main rotor speed, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective December 20, 2012.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Action**

Within 6 months, replace the throttle stop and trigger assembly on each engine control lever and perform a throttle position check as specified in the Accomplishment Instructions, Sections 3.A and 3.B, of Sikorsky Alert Service Bulletin No. 76-76-6A Revision A, dated May 18, 2011.

**(f) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Kirk Gustafson, Aerospace Engineer, FAA, Boston Aircraft Certification Office, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7190; email [kirk.gustafson@faa.gov](mailto:kirk.gustafson@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

**(g) Subject**

Joint Aircraft Service Component (JASC) Code: 7600: Engine Controls.

**(h) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Sikorsky Alert Service Bulletin No. 76-76-6A Revision A, dated May 18, 2011.

(ii) Reserved.

(3) For Sikorsky service information identified in this AD, contact Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT, telephone (203) 383-4866, email address [tsslibrary@sikorsky.com](mailto:tsslibrary@sikorsky.com), or at <http://www.sikorsky.com>.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(5) You may also view this service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on October 30, 2012.

Kim Smith,  
Directorate Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



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**2012-22-14 Sikorsky Aircraft Corporation:** Amendment 39-17251; Docket No. FAA-2012-1182; Directorate Identifier 2012-SW-062-AD.

**(a) Applicability**

This AD applies to Sikorsky Aircraft Corporation (Sikorsky) Model S-70, S-70A, S-70C, S-70C(M), and S-70C(M1) helicopters with an intermediate gearbox (IGB), part number 70357-06300-042, 70357-06300-043, or 70357-06300-044, with 100 or less hours time-in-service since new or overhaul of the IGB on October 11, 2011, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as blockage of the internal oil passages of the IGB by a protective plug, that could result in overheating and seizing of the IGB, failure of the tail rotor drive output shaft, loss of tail rotor drive, and subsequent loss of control of the helicopter.

**(c) Other Affected ADs**

This AD supersedes Emergency AD No. 2011-22-51, Directorate ID 2011-SW-056-AD, dated October 13, 2011.

**(d) Effective Date**

This AD becomes effective November 30, 2012.

**(e) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(f) Required Actions**

Before further flight:

(1) Borescope inspect the IGB for any obstruction in the oil passages. Borescope inspect in accordance with the following portions of Sikorsky Alert Service Bulletin No. 70-06-29A, dated October 11, 2011 (ASB), except this AD does not require returning any parts to "depot" or Sikorsky:

(i) The Accomplishment Instructions, Section 3., paragraphs A.(1) through A.(3)(a);

(ii) Equipment and Materials and Inspection sections of Appendix I; and

(iii) Figures 1 through 10 of Appendix I.

(2) As an alternative to the requirements of paragraph (f)(1) of this AD, disassemble the IGB and inspect the oil passages for any obstruction. Removing any obstruction from the IGB does not make it airworthy.

(3) If there is any obstruction in any oil passage, replace the IGB with an airworthy IGB before further flight.

**(g) Special Flight Permits**

Special flight permits are prohibited.

**(h) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Mike Davison, Flight Test Engineer, Boston Aircraft Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7156; fax (781) 238-7170; email michael.davison@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6520, Tail Rotor Gearbox.

**(j) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Sikorsky Aircraft Corporation Alert Service Bulletin No. 70-06-29A, dated October 11, 2011.

(ii) Reserved.

(3) For Sikorsky service information identified in this AD, contact Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT 06614; telephone (800) 562-4409; email tsslibrary@sikorsky.com; or at <http://www.sikorsky.com>.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may also view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on October 30, 2012.

Kim Smith,  
Directorate Manager, Rotorcraft Directorate,  
Aircraft Certification Service.