

EMERGENCY AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

www.faa.gov/aircraft/safety/alerts/

DATE: December 22, 2006

AD #: 2006-26-51

Send to all U.S. owners and operators of Eurocopter Deutschland GmbH Model MBB-BK 117 C-2 helicopters.

This Emergency Airworthiness Directive (AD) is prompted by an in-flight incident in which a dynamic weight broke off the tail rotor control lever subsequently leading to considerable vibrations. A visual inspection revealed that the threaded bolt of the control lever had broken off. This condition, if not corrected, could result in separation of the tail rotor control lever dynamic weights (weights) in flight, severe vibration, and subsequent loss of control of the helicopter.

The FAA has reviewed Eurocopter Alert Service Bulletin No. MBB BK 117 C-2-64A-002, dated December 21, 2006 (ASB), which describes procedures for initial and recurrent visual inspections of the tail rotor control lever. The ASB specifies inspecting the area around the split pin bore for score marks, notching, scratching, or a crack.

The Luftfahrt-Bundesamt (LBA) has issued an Emergency AD in accordance with Article 10.1 of European Union Regulation 1592/2002. The LBA, the airworthiness authority for the Federal Republic of Germany, notified the FAA that an unsafe condition may exist on these helicopter models. The LBA advises of an in-flight incident in which a dynamic weight broke off the tail rotor control lever resulting in considerable vibrations. The LBA advises that this can lead to reduced controllability of the helicopter. The LBA classified the ASB as mandatory and issued AD No. D-2006-428, dated December 22, 2006.

This helicopter model is manufactured in the Federal Republic of Germany and is type certificated for operation in the United States under the provisions of 14 CFR 21.29 and the applicable bilateral agreement. The FAA has examined the findings of the LBA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

This unsafe condition is likely to exist or develop on other helicopters of the same type design. Therefore, this AD requires the following:

- Before further flight, mark the position of the weights, remove the split pins, remove the weights, and visually inspect the tail rotor control lever in the area around the split pin bore for score marks, notching, scratching, or a crack.
- If you find score marks, notching, or scratches, that exceed the maintenance manual limits, or find a crack, replace the tail rotor control lever with an airworthy tail rotor control lever before further flight.
- If you do not find score marks, notching, scratches, or a crack, within 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 25 hours TIS, repeat the visual inspection of the tail rotor control lever.
- After any repetitive inspection, if you find score marks, notching, or scratches, that exceed the maintenance manual limits or find a crack, replace the tail rotor control lever with an airworthy tail rotor control lever before further flight.
- Reassemble the tail rotor control lever by following the appropriate maintenance instruction.

The actions must be accomplished by following specified portions of the ASB described previously.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency AD.

2006-26-51 EUROCOPTER DEUTSCHLAND GmbH: Directorate Identifier
2006-SW-28-AD.

Applicability: Model MBB-BK 117 C-2 helicopters, serial number (S/N) 9075 and higher, and those helicopters from S/N 9004 up to and including 9074, on which Service Bulletin MBB BK117 C-2-67-006 has been accomplished, with a tail rotor control lever B642M1009103, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent separation of the tail rotor control lever dynamic weights (weights) in flight, severe vibration, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, mark the position of the weights, remove the split pins, remove the weights, and visually inspect the tail rotor control lever in the area around the split pin bore for score marks, notching, scratching, or a crack. Conduct the inspection by following the Accomplishment Instructions, paragraph 3A(1) and Figure 1 of Eurocopter Alert Service Bulletin No. MBB BK117 C-2-64A-002, dated December 21, 2006 (ASB).

(1) If you find score marks, notching, or scratches, that exceed the maintenance manual limits, or find a crack, replace the tail rotor control lever with an airworthy tail rotor control lever before further flight.

(2) If you do not find score marks, notching, scratches, or a crack, within 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 25 hours TIS, repeat the visual inspection of the tail rotor control lever as described in paragraph (a) of this AD.

(3) After any repetitive inspection, if you find score marks, notching, or scratches, that exceed the maintenance manual limits or find a crack, replace the tail rotor control lever with an airworthy tail rotor control lever before further flight.

(4) Reassemble the tail rotor control lever by following the appropriate maintenance instructions and the Accomplishment Instructions, paragraph 3A(4) and Figure 1 of the ASB.

(b) To request an alternative method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, FAA, ATTN: Charles Harrison, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Fort Worth, Texas 76193-0110, telephone (817) 222-5128, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(c) Special flight permits will not be issued.

(d) Copies of the applicable service information may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527.

(e) Emergency AD 2006-26-51, issued December 22, 2006, becomes effective upon receipt.

Note: The subject of this AD is addressed in Luftfahrt-Bundesamt (Federal Republic of Germany) AD D-2006-428, dated December 22, 2006.

FOR FURTHER INFORMATION CONTACT: Charles Harrison, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Safety Management Group, Fort Worth, Texas 76193-0110, telephone (817) 222-5128, fax (817) 222-5961.

Issued in Fort Worth, Texas, on December 22, 2006.