

EMERGENCY AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

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

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

DATE: December 14, 2007

AD #: 2007-26-51

Send to all U.S. owners and operators of Eurocopter Deutschland GmbH (Eurocopter) Model EC135 helicopters.

This Emergency Airworthiness Directive (EAD) is prompted by a report of a fatal accident involving the failure of a tail rotor control rod (control rod). This condition, if not corrected, could result in the failure of a control rod and subsequent loss of control of the helicopter.

The FAA has reviewed Eurocopter Alert Service Bulletin No. EC135-67A-017, dated December 13, 2007 (ASB). The ASB describes procedures for checking the attachment hardware on the control rod for tight fit, checking the ball pivot for damage and freedom of movement, and replacing any damaged part before the next flight.

The European Aviation Safety Agency (EASA) notified us that an unsafe condition may exist on Eurocopter EC135 and EC635 helicopters. EASA advises that an accident recently occurred with an EC135 helicopter in Japan. Preliminary investigation results indicate that the helicopter loss of control was due to the failure of the control rod. EASA has classified the Eurocopter ASB as mandatory and issued EASA AD No. 2007-0301-E, dated December 13, 2007, to ensure the continued airworthiness of these helicopters in Germany.

These helicopter models are manufactured in the Federal Republic of Germany and are type certificated for operation in the United States under the provisions of 14 CFR 21.29 and the applicable bilateral agreement. Pursuant to the applicable bilateral agreement, EASA has kept the FAA informed of the situation described above. The FAA has examined the findings of EASA, reviewed all available information, and determined that EAD action is necessary for products of these type designs 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 EAD requires, within 5 hours time-in-service, inspecting the control rod and adjoining ball pivot and replacing any unairworthy parts before further flight.

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 EAD.

2007-26-51 EUROCOPTER DEUTSCHLAND GMBH: Directorate Identifier
2007-SW-76-AD.

Applicability: Model EC135 helicopters, serial number (S/N) 0005 up to and including S/N 0444, except S/N 0028, and with tail rotor control rod (control rod), part number L672M2005207, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent the failure of a control rod and subsequent loss of control of the helicopter, do the following:

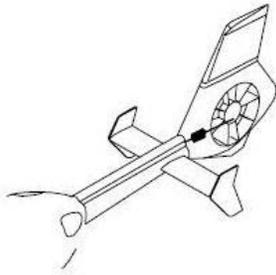
(a) Within 5 hours time-in-service (TIS), inspect the control rod, shown in item 7, Figure 1, of this AD, with the parts identified in parenthesis as follows:

(1) Pull the control rod (7) until it reaches its stop position. Inspect attachment hardware of control rod (7) for a tight fit. Manually inspect for possible relative motion between control rod (7) and yaw actuator (8).

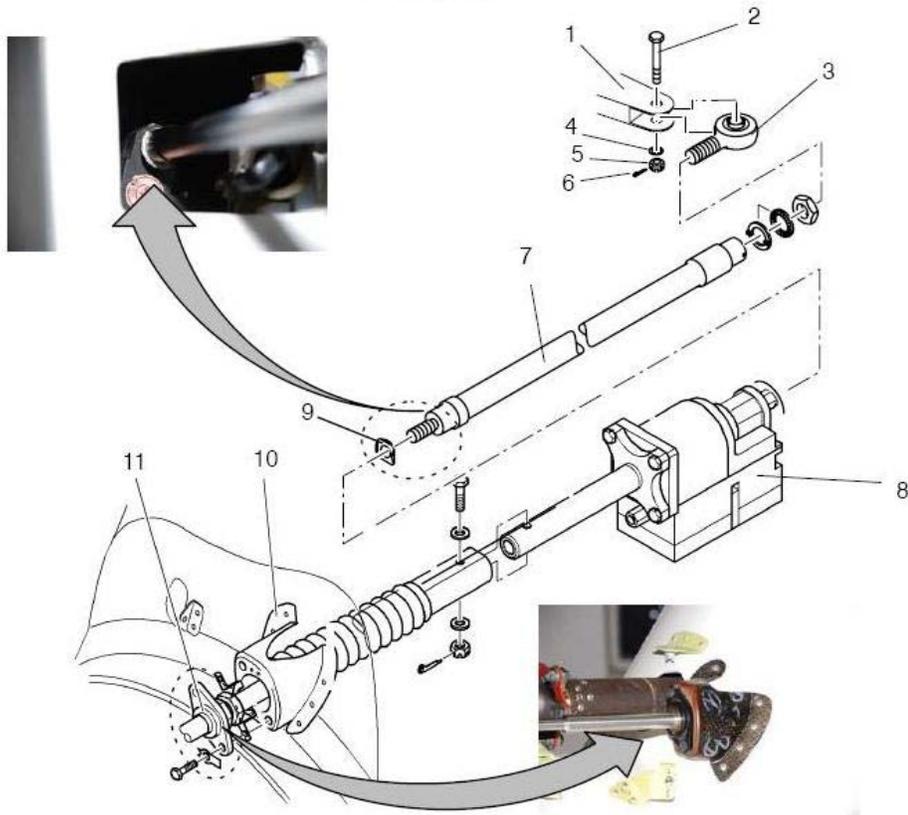
(2) Inspect the locking plate (9) for a tight fit.

(3) Visually inspect the attachment hardware between control rod (7) and yaw actuator (8) for play or thread exposure. If play or thread exposure is found, before further flight, replace the control rod with an airworthy control rod.

(b) Inspect the ball pivot as shown in item 11, Figure 1, of this AD by removing the tail rotor drive shaft fairing and inspecting for a loose bearing or play. If a loose bearing or play is found, before further flight, replace the ball pivot with an airworthy ball pivot.



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|----|-----------------------------------|---------------|
| 1 | Input lever of Fenestron actuator | |
| 2 | Close-tolerance bolt | L635M1021201 |
| 3 | Rod end bearing | CN6ME-RK |
| 4 | Washer | EN2139-06010 |
| 5 | Nut | MBBN3129-06D |
| 6 | Cotter pin | EN2367-10018 |
| 7 | Control rod | L672M2005207 |
| 8 | Yaw actuator | 418-00847-000 |
| 9 | Locking plate | LN9022-10 |
| 10 | Bracket | |
| 11 | Ball pivot | |



Ball Pivot and Control Rod
Figure 1

Note 1: Eurocopter Alert Service Bulletin No. EC135-67-A-017, dated December 13, 2007, pertains to the subject of this AD.

(c) To request a different 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: Chinh Vuong, Rotorcraft Directorate, Fort Worth, Texas 76193-0111, telephone (817) 222-5116, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) Emergency AD 2007-26-51, issued December 14, 2007, becomes effective upon receipt.

Note 2: The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2007-0301-E, dated December 13, 2007.

FOR FURTHER INFORMATION CONTACT: Chinh Vuong, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Safety Management Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5116, fax (817) 222-5961.

Issued in Fort Worth, Texas, on December 14, 2007

Jorge R. Castillo
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