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*Alouette*

316  
319  
318

For correct identification of the types concerned refer to the basic numbers shown in the Index of Service Bulletins (page 1).

N° 05.68

CLASSIFICATION

SUBJECT : TIME LIMITS

Check of angular displacement on the output flange of the Main Gear Box

Corresponds to modification : Not applicable

OFFICIAL APPROVAL

D.G.A.C. approved  
October 3, 1980

REMARKS

This Service-Bulletin is the subject of the :

- 40<sup>th</sup> Airworthiness Instruction ALOUETTE II
- and of the
- 42<sup>nd</sup> Airworthiness Instruction ALOUETTE III

Date : October 3, 1980

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Imprimé en France

SERVICE BULLETIN



MANDATORY

H/AV-ST 102 A

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# SERVICE BULLETIN

## 1.- PLANNING INFORMATION

### A - EFFECTIVITY

Main Gear Boxes 319A.62.00.000.1 to .4.

### B - REASON

To check for possible wear at the coupling splines of the rear output bevel pinion to vertical gear shaft of the MGB.

### C - DESCRIPTION (see Figure 1)

Because of an excessive wear found in service at the splines coupling the lower bevel pinion for tail rotor drive (item 1) and the bevel gear flared stub shaft (item 2), it is necessary to check the play by measuring the angular displacement on the output flange of the MGB.

#### (1) Operational procedure

- Apply the rotor brake
- Install a dial gauge (on a part stationary in relation to the M.G.B.) and rest the feeler of the gauge on one flat of the head of a bolt securing the M.G.B. output flange to the inclined drive shaft flange
- By hand, rotate the inclined drive shaft in both ways (fully against stop)
- Read the total displacement «d» on the dial gauge.

#### (2) Interpretation of results

- If the displacement «d» is  $> 1$  mm, remove the M.G.B. for overhaul in a qualified workshop.

NOTE : State the reason of return in the Equipment Log Card.

### D - COMPLIANCE

On production line : Not applicable

Retrofit action : (1) Main gear boxes with a total operating time of 390 hours or more : after the 10 flight hours following receipt of this Service-Bulletin.

then

At intervals not exceeding 400 operating hours.

(2) On completion of 400 flying hours for main gearboxes which have been operated for less than 390 hours

then

At intervals not exceeding 400 operating hours.

On spare parts : Prior to install an M.G.B. which has been operated for 400 hours or more..

NOTE : Enter the application of the first inspection in the a/c log book.

### E - APPROVAL

Approved by French Authorities on October 3, 1980.

