

H*Alouette*313
316
318
319

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

N° 05.74

CLASSIFICATION

SUBJECT : INSPECTION INTERVALS

Landing gear inspection

NOTE :

Landing gear condition examination is scheduled during type "T" (400-hour) inspection ; this mandatory Service-Bulletin is therefore not covered by an Airworthiness Directive.

Corresponds to modification : Not applicable.

OFFICIAL APPROVAL

D.G.A.C. approved
Date : November 26, 19851.- PLANNING INFORMATIONA - EFFECTIVITY

Alouette II and III (all versions).

B - REASON

Cracks and / or internal corrosion have been observed on certain Alouette II and III landing gear units. This Service-Bulletin specifies periodic inspection of the landing gear units to ensure early detection of cracks and / or corrosion to permit repair.

C - DESCRIPTION1. Crack detection without removal of landing gear unit.

Check visually for cracks, especially in weld zones.

(If in doubt, proceed with a dye-penetrant examination as per Standard Practices Manual card 20.02.09.101).

Interpretation of results.(a) No cracks observed

- Return to service.

(b) Crack(s) detected(ba) Remove the following :

- Vertical struts as per Maintenance Manual card 32.10.401 page 1 (for Alouette II)

- Oscillating L/G legs as per Maintenance Manual card 32.12.403 page 1 (for Alouette III).

No. 05.74

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Imprimé en France

BULLETIN



H/AV/MAST N° 4 A

SERVICE

MANDATORY

★ SOCIÉTÉ NATIONALE INDUSTRIELLE **aerospatiale** ★

DIVISION HELICOPTERES - SERVICE TECHNIQUE APRES-VENTE - 13725 MARIGNANE CEDEX (FRANCE)



(bb) Proceed as follows :

- . Strip the crack zone as per Standard Practices Manual card 20.04.02.401 paragraph 1.4.
- . Grind the weld seam if it is cracked.
- . Using 400-grit abrasive paper, sand off the metal spray protective treatment over an area at least 2 cm wide around the crack, and stop-drill each end of the crack with a 2 mm dia. hole (Figure 1 Detail 3).
- . Weld as per Standard Practices Manual card 20.02.05.402 paragraphs 1.3 and 1.4.
- . Carry out a dye penetrant examination of the new weld seam as per Standard Practices Manual card 20.02.09.101.

(bc) If no cracks are found on the new weld seam :

- . Apply "Magic Bluer" as per Standard Practices Manual work card 20.04.04.404 page 1 chapter 1.
- . Apply two coats of P50 finish paint (midnight blue) on external surfaces of part as per Standard Practices Manual cards 20.04.05.403 and 20.04.05.404.
- . Restore to service.

(bd) If crack is found on new weld seam :

- . Replace the damaged part before the aircraft is cleared for flight.

IMPORTANT NOTE :

THE REPAIR OPERATION DEFINED IN PARAGRAPH 1C (1) (b) SHALL NOT BE CARRIED OUT MORE THAN ONCE.

2. Crack detection after removal of the landing gear unit.

(a) If part has not been repaired as per paragraph 1C (1) (b)

- (aa) Examine as per paragraph 1C (1)
- (ab) If necessary, repair as per paragraph 1C (1) (b)
- (ac) Carry out corrosion inhibiting treatment as follows :

- . Drill part as per Figure 1 Detail 1 (for Alouette II) or Detail 2 (for Alouette III).

NOTE :

This hole will be used for each corrosion inhibiting treatment.

- . Remove any traces of internal corrosion.
- . Fill the part with rust remover (TURCO W01 or SPACOXID or SCALPEX) as per Standard Practices Manual card 20.04.03.402 and allow to stand for 2 hours.
- . Drain, rinse with water and blow dry.
- . Fill the part with strontium chromate epoxy paint as per Standard Practices Manual card 20.04.05.402.
- . Drain and allow to dry for 2 hours at room temperature (approx. 20° C).
- . Protect internal finish with AIR 1502 (NATO C269) oil.



- . Blank off the 10 mm dia. hole using plug P/N 3130.76.12.002 bonded with EC 1236 adhesive as per Standard Practices Manual card 20.06.01.404
 - . Seal with PR 1422G compound as per Standard Practices Manual card 20.05.01.205.
 - . Reinstall part.
- (b) If part has been repaired as per para. 1C (1) (b) in an unauthorized shop
- Return the part to the manufacturer or to an authorized repair station for X-ray examination of weld seams and corrosion inhibiting treatment if no cracks are found, in accordance with paragraph 1C (2).
- (c) If part has been repaired as per para. 1C (1) (b) by the manufacturer or in an authorized repair station
- Apply corrosion inhibiting treatment as per paragraph 1C (2) (ac).
 - Reinstall part.

D - COMPLIANCE

Aérospatiale considers application of the operations specified in this Service-Bulletin to be mandatory.

Production line : Not applicable

Retrofit : - During next scheduled type "T" (400-hour) inspection after receipt of this Service-Bulletin, apply procedure defined in paragraph 1C (1)

- During each subsequent type "T" (400-hour) inspection, repeat the operations defined in paragraph 1C (1)
- During the next scheduled major (2400-hour) inspection after receipt of this Service-Bulletin, apply procedures defined in paragraphs 1C (2) (a) 1C (2) (b) or 1C (2) (c).
- During each subsequent major (2400-hour) inspection, repeat the operations defined in paragraph 1C (2) (ac).

Spares : Not applicable.

NOTE : Mention compliance with this Service-Bulletin in aircraft documents.

E - APPROVAL

Approved by French Authorities (D.G.A.C.), on November 26, 1985.

F - MANPOWER

1 Mechanic	}	approx. 4 hours for application of paragraph 1C (1) (b)
		approx. 5 hours for application of paragraph 1C (2) (ac)

G - MATERIAL - Cost - Availability

Order plug P/N 3130.76.12.002 from :

AEROSPATIALE
 Division Hélicoptères
 Direction Après Vente
 Support Logistique
 BP 176
 13723 MARIIGNANE (FRANCE)

or . TELEX : 410975 HAV +++

. TELECOPIER : to standard
 «groupe 3 CCTTT»
 No. 42.09.60.10
 and 42.89.90.22 poste 6010

IMPORTANT NOTE : ON THE PURCHASE ORDER PLEASE SPECIFY THE MODE OF TRANSPORT, THE DESTINATION AND THE SERIAL NUMBER OF THE AIRCRAFT TO BE MODIFIED.

**H - TOOLING - Cost - Availability**

Mechanic's standard tools.

I - WEIGHT AND BALANCE

Not applicable.

J - REFERENCES

Refer to the following work cards :

Maintenance Manual :

No. 32.10.401

32.12.403

Standard Practices Manual :

No. 20.02.09.101

20.02.05.402

20.04.02.401

20.04.05.403

20.04.05.404

20.04.04.404

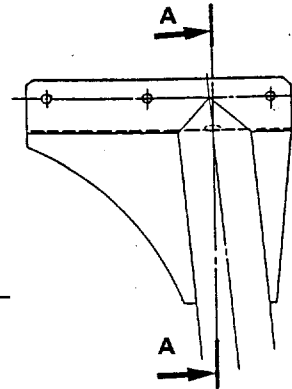
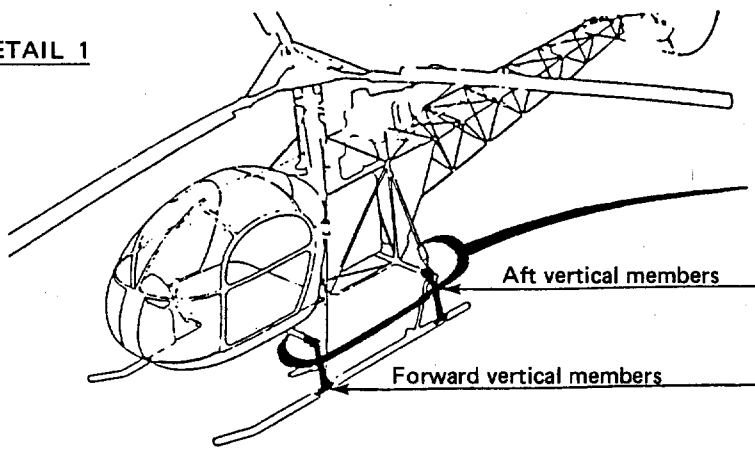
20.04.03.402

20.04.05.402

20.05.01.205

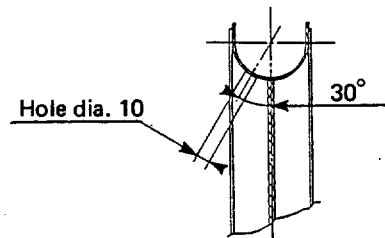
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DETAIL 1



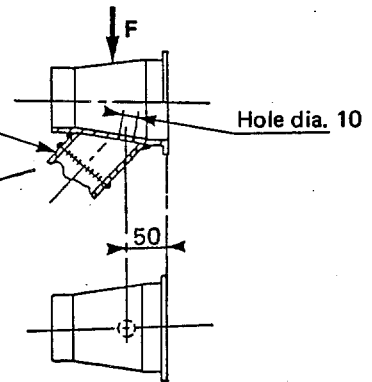
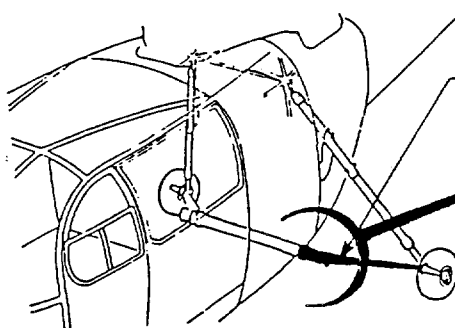
SKID-TYPE LANDING GEAR

ALOUETTE II



SECTION A

DETAIL 2

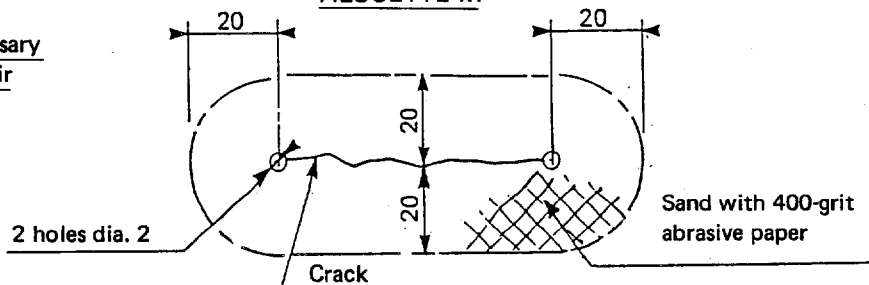


WHEEL-TYPE LANDING GEAR

ALOUETTE III

VIEW ON F

Repair if necessary
(only one repair
authorized)



DETAIL 3
FIGURE 1

ALOUETTE II**Skid-type landing gear (Short version)****Check the following :****Forward vertical strut**

}	LH side : P/N 3130 S 46.10.700
	RH side : P/N 3130 S 46.10.800

As per IPC 32.20.10
pages 1 & 2**Aft vertical strut**

}	LH side : P/N 3130 S 46.10.900
	RH side : P/N 3130 S 46.10.900.01

Skid-type landing gear (high version)**Check the following :****Forward vertical strut**

}	LH side : P/N 3130 S 78.30.010
	RH side : P/N 3130 S 78.30.015

As per IPC 32.20.10
pages 3 & 4**Aft vertical strut**

}	LH side : P/N 3130 S 78.30.020
	RH side : P/N 3130 S 78.30.025

ALOUETTE III**Wheel-type landing gear****Check the following :****LH landing gear leg**

P/N 3160 S 42.11.000.03

RH landing gear leg

P/N 3160 S 42.12.000.03

As per IPC 32.11.10
pages 3 & 4**FIGURE 2**