

**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° 05.78

## CLASSIFICATION

**SUBJECT :** TIME LIMITS

Monitoring the Blade Spacing System Cable-to-MRH Attachments.

REMARKS :

Blade spacing system monitoring is already covered in the Maintenance Manual (MET) but this Service-Bulletin completes the measures prescribed.

No Airworthiness Directive is issued since airworthiness is not questioned.

Corresponds to modification : Not applicable

## OFFICIAL APPROVAL

D.G.A.C. approved

1.- PLANNING INFORMATIONA - EFFECTIVITY

Alouette helicopters, all versions.

B - REASON

Blade spacing cable-to-spindle attachments removed to check the carbide bushings.

C - DESCRIPTION

The following measures must be applied in order to detect any wear on the blade spacing system cable-to-MRH attachment assembly bushes :

(1) Procedure

- Remove the blade spacing system cables, shackles as per MET Work Card No. 57.20.403, page 1, paragraphs 3A, B and C.

(2) Checking (Refer to Figure 1)

- Visually check that spindle bushes item 1, shackle bushes item 2 and cable end-fitting bushes item 3 are not broken.

Date : August 18, 1986

No. 05.78

Page : 1/4

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BULLETIN



SERVICE

H/AV/MA-ST N° 4 A

MANDATORY

★ SOCIET  NATIONALE INDUSTRIELLE *aerospatiale* ★

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

(3) Interpretation of Results

- If no bushes are broken :  
Return the aircraft to flight configuration.
- If one or more bushes are broken :  
Replace the incriminated spindle, shackle or cable with new parts.

NOTE :

*After fitting bolts item 4 as per MET Work Card No. 57.00.302, page 2, check that they rotate freely. If they stick, discard and replace the incriminated bolts with new bolts.*

- In all cases, discard and replace cotter pins item 5.

CAUTION :

**IF, DURING THE LAST FLIGHT, THE PILOT NOTED AEROLOGIC PHENOMENA TOGETHER WITH STRONG VIBRATIONS, THE FOLLOWING BLADE SPACING SYSTEM COMPONENTS MUST BE REPLACED : SCHACKLES, SPINDLES, BOLTS, NUTS, COTTER PINS.**

D - COMPLIANCE

Aérospatiale considers that compliance with this Service-Bulletin is **MANDATORY**.

On production line : Not applicable

Retrofit action : Every 25 flying hours during the lubrication operation scheduled in the Maintenance Manual Chapter 5.2 page 2.

As soon as the aircraft returns to its base, if during the last flight, the pilot noted significant aerologic phenomena which produced secondary effects (strong vibrations, servocontrol load feedback).

Spares : Not applicable.

E - APPROVAL

Agreement of French Aviation Authorities (D.G.A.C.) on August 18, 1986.

F - MANPOWER

1 mechanic, approximately 2 hours.

**H**

# SERVICE BULLETIN



**G - MATERIAL - Cost - Availability**

Address orders to :

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

or . TELEX : 410975 HAV +++

. TELECOPIER : To group  
"3 CCITT " standards  
No. 42.09.60.10  
and 42.89.90.22. Extension 6010

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

**H - TOOLING - Cost - Availability**

Mechanic's standard tools.

**I - WEIGHT AND BALANCE**

Weight : None

Moment : None.

**J - REFERENCES**

Refer to :

MET : 57.20.403  
57.00.302

IPC : 57.21.10.

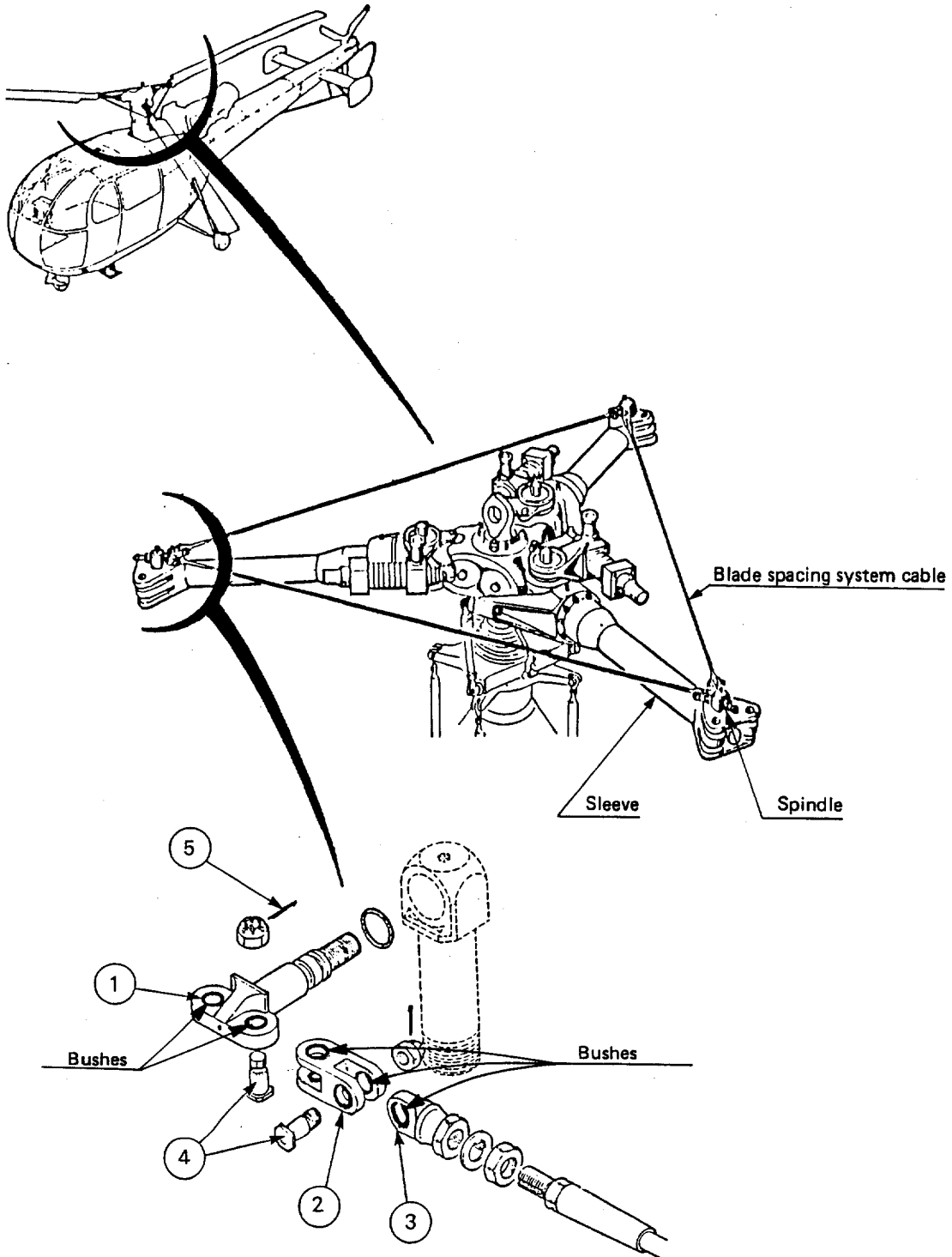


FIGURE 1