

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**SMALL AIRPLANES, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2017-08

4/3/2017 - 4/16/2017



Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
P.O. Box 25082
Oklahoma City, OK 73125-0460

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces

Biweekly 2017-01

2016-24-51		Sikorsky Aircraft Corporation	S-92A
2016-25-13	S 2016-04-12	Safran Helicopter Engines, S.A.	Arriel 2B, 2B1, 2C, 2C1, 2C2, 2D, 2E, 2S1, and 2S2
2016-25-14		Airbus Helicopters Deutschland GmbH	BO-105LS A-3
2016-25-19	S 2010-21-07	Airbus Helicopters	AS350B3 and EC130B4
2016-25-20		Airbus Helicopters	EC130B4, EC130T2, AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2016-25-28		Airbus Helicopters	AS355NP
2016-26-01		AGUSTAWESTLAND S.P.A.	AB139 and AW139
2016-26-04		Robinson Helicopter Company	R44 and R44 II; R66
2016-26-08	R 2014-22-01	PILATUS AIRCRAFT LTD.	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2016-26-09	S 2016-06-01	B-N Group Ltd.	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T-4R, BN-2T, BN2A MK. III, BN2A MK. III-2, and BN2A MK. III-3

Biweekly 2017-02

2017-01-12		Diamond Aircraft Industries GmbH	DA 42 airplanes
2017-02-51		Sikorsky Aircraft Corporation	S-92A helicopters

Biweekly 2017-03

No ADs

Biweekly 2017-04

2016-26-08	COR	PILATUS AIRCRAFT LTD.	PC-12, PC-12/45, PC-12/47, and PC-12/47E airplanes
2017-02-06		Piper Aircraft, Inc.	PA-31T, PA-31T1, PA-31T2, PA-31T3, and PA-31P-350 airplanes
2017-02-07		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2, and Model MBB-BK 117 D-2 helicopters
2017-02-11		Alexander Schleicher GmbH & Co.	ASK 21 gliders
2017-04-51		Safran Helicopter Engines, S.A.	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S and 1S1 turboshaft engines

Biweekly 2017-05

2017-02-51		Sikorsky Aircraft Corporation	S-92A helicopters
2017-03-01	S 2014-05-06	Airbus Helicopters Deutschland GmbH	EC135 P1, P2, P2+, T1, T2, and T2+ helicopters
2017-04-03		Pilatus Aircraft Limited	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2 airplanes
2017-04-06		United Instruments, Inc.	5934 series altimeters
2017-04-14		Textron Aviation Inc.	560XL airplanes
2017-04-15		Learjet Inc.	36A airplanes
2017-05-03		Airbus Helicopters Deutschland GmbH	BO-105C, BO-105LS A-3, and BO-105S helicopters
2017-05-04		Bell Helicopter Textron Canada Limited	206A, 206B, 206L, 206L1, 206L3, and 206L4 helicopters
2017-05-51		Bell Helicopter Textron Canada	429 helicopters

Biweekly 2017-06

2017-05-08		Safran Helicopter Engines, S.A.	Arriel 2B turboshaft engines
2017-04-51		Safran Helicopter Engines, S.A.	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines

Biweekly 2017-07

2017-07-02		Sikorsky Aircraft Corporation	269D and Model 269D Configuration A helicopters
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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2017-07-01		M7 Aerospace LLC	SA226-T, SA226-AT, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT airplanes
2017-06-03	R 81-09-09	Meggitt (Troy), Inc.	921, 930, 937, 940, 944, 945, 977, 978, 979, 8240, 8253, 8259, and 8472 combustion heaters

Biweekly 2017-08

2017-07-10		American Champion Aircraft Corp.	8KCAB airplanes
2017-05-51		Bell Helicopter Textron Canada	429 helicopters
2017-07-08		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2 helicopters
2017-07-09		Sikorsky Aircraft Corporation	S-92A helicopters



2017-07-10 American Champion Aircraft Corp.: Amendment 39-18849; Docket No. FAA-2017-0283; Directorate Identifier 2017-CE-009-AD.

(a) Effective Date

This AD is effective April 12, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following American Champion Aircraft Corp. Model 8KCAB airplanes that are certificated in any category:

- (i) Serial numbers 1116-2012 through 1120-2012, and 1122-2012 and up; and
- (ii) any Model 8KCAB airplane equipped with part number 4-2142 exposed balance ailerons.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57, Wings.

(e) Unsafe Condition

This AD was prompted by a report of a cracked hinge support and cracked hinge ribs, which resulted in partial loss of control with the aileron binding against the cove. We are issuing this AD to prevent failure of the aileron support structure, which may lead to excessive deflection, binding of the control surface, and potential loss of control.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Restrict Airplane Operation

As of April 12, 2017 (the effective date of this AD), the airplane is restricted to non-aerobatic flight until the actions required in paragraphs (h)(1) through (3) of this AD are done, as applicable. This restriction is done as follows:

- (1) Before further flight after April 12, 2017 (the effective date of this AD), fabricate a placard using at least 1/8 inch letters with the words "AEROBATIC FLIGHT PROHIBITED" on it and install the placard on the instrument panel within the pilot's clear view.
- (2) This action may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in

accordance with 14 CFR 43.9 (a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Inspection

(1) Within the next 10 hours time-in-service (TIS) after April 12, 2017 (the effective date of this AD), inspect the aileron hinge rib and support following American Champion Aircraft Corporation Service Letter (SL) 442, dated February 16, 2017.

(2) If no cracks are found, during the inspection required in paragraph (h)(1) of this AD, the placard prohibiting aerobatic flight required in paragraph (g)(1) of this AD can be removed.

(3) If cracks are found during the inspection required in paragraph (h)(1) of this AD, no further flight is permitted until an FAA-approved repair for this AD has been accomplished. There is currently no fix for airplanes with cracks in this area so such airplanes could not be operated until a repair that was FAA-approved specifically for the AD is incorporated.

(4) Within 10 days after the inspection required in paragraph (h)(1) of this AD or within 10 days after April 12, 2017 (the effective date of this AD), whichever occurs later, report the inspection results to the FAA at the Chicago Aircraft Certification Office (ACO). Submit the report to the FAA using the contact information found in paragraph (j) of this AD. Include in the report the following information:

- (i) Hours TIS on the airplane since the affected part was installed,
- (ii) crack length, and
- (iii) location for all cracks found.

(i) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Chicago ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (j) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Related Information

For more information about this AD, contact Wess Rouse, Aerospace Engineer, FAA, Chicago ACO, 2300 East Devon Avenue, Room 107, Des Plaines, Illinois 60018; telephone: (847) 294-8113; fax: (847) 294-7834; email: wess.rouse@faa.gov.

(I) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) American Champion Aircraft Corp. Service Letter 442, dated February 16, 2017.

(ii) Reserved.

(3) For American Champion Aircraft Corp. service information identified in this AD, contact American Champion Aircraft Corp., P.O. Box 37, 32032 Washington Ave., Rochester, Wisconsin 53167; telephone: (262) 534-6315; fax: (262) 534-2395; email: aca-engineering@tds.net; Internet: <http://www.americanchampionaircraft.com/service-letters.html>.

(4) You may view this referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on April 3, 2017.

Melvin Johnson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2017-05-51 Bell Helicopter Textron Canada: Amendment 39-18847; Docket No. FAA-2017-0189; Directorate Identifier 2017-SW-008-AD.

(a) Applicability

This AD applies to Bell Helicopter Textron Canada (Bell) Model 429 helicopters with an Air Comm Corporation air conditioning system part number (P/N) 429EC-200 or 429EC-202 installed, certificated in any category.

Note 1 to paragraph (a) of this AD: Air conditioning system P/N 429EC-200 and 429EC-202 are identifiable by a three-screw installation as depicted in Figure 1 of Air Comm Corporation Service Bulletin 429-201-1, Revision NC, dated February 17, 2017 (SB 429-201-1).

(b) Unsafe Condition

This AD defines the unsafe condition as a condenser blower motor (motor) detaching from the condenser blower support (shroud). This condition could lead to failure of the primary flight controls and subsequent loss of helicopter control.

(c) Effective Date

This AD becomes effective April 25, 2017 to all persons except those persons to whom it was made immediately effective by Emergency AD 2017-05-51, issued on March 3, 2017, which contains the requirements of this AD.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

Before further flight, and thereafter at intervals not to exceed 25 hours time-in-service:

(1) Inspect the motor and condenser blower to determine whether the motor is attached to the shroud.

(i) If the motor is not attached, before further flight:

(A) Inspect the collective flight control tube for loss of protective primer, a scratch, any gouging, and a dent. If there is any loss of protective primer, a scratch, any gouging, or a dent, repair or replace the control tube.

(B) Inspect the area under the forward transmission cowling for loss of protective primer, a scratch, any gouging, and a dent. Inspect each wiring harness for any cuts, chafing, and exposed wires. If there is any loss of protective primer, a scratch, any gouging, a dent, or if any wiring harness has a cut, chafing, or an exposed wire, repair or replace the affected parts.

(C) Inspect the area under the forward transmission cowling for the three fasteners as depicted in Figure 1 of SB 429-201-1. Also inspect for the crimp-on external fan retaining ring (crimp ring) and

the slotted fan drive spring (commonly known as a roll pin), which may have fallen loose with the motor. Remove any fasteners, the crimp ring, and the roll pin if found detached.

(D) Deactivate the air conditioning system by following the instructions in Procedure, paragraphs B.2.d.i. through B.2.d.v., of SB 429-201-1.

(ii) If the motor is attached to the shroud but a fastener is missing or loose, before further flight:

(A) Remove any detached fasteners found in the area under the forward transmission cowling.

(B) Deactivate the air conditioning system as follows:

(1) Pull and red collar the air conditioning COND circuit breaker.

(2) Pull and red collar the air-conditioning COMP circuit breaker.

(3) Remove the compressor drive belt.

(4) Remove the condenser blower assembly.

(2) Deactivating the air conditioning system as required by paragraph (e)(1) of this AD constitutes terminating action for the repetitive inspections required by paragraph (e)(1) of this AD.

(3) If the air conditioning system is deactivated as required by paragraph (e)(1) of this AD, within 10 days after completing the inspection, report the information requested in Appendix 1 to this AD by mail to the Manager, Denver Aircraft Certification Office, FAA, Technical Operations Center, 26805 East 68th Avenue, Room 214, Denver, CO 80249, ATTN: Matthew Bryant; by fax to (303) 342-1088; or by email to Matthew.Bryant@faa.gov.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Denver Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Matthew Bryant, Aerospace Engineer, Denver Aircraft Certification Office, FAA, Technical Operations Center, 26805 East 68th Avenue, Room 214, Denver, CO 80249; fax (303) 342-1088; email Matthew.Bryant@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

(g) Subject

Joint Aircraft Service Component (JASC) Code: 2150, Cabin Cooling System.

(h) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Air Comm Corporation Service Bulletin 429-201-1, Revision NC, dated February 17, 2017.

(ii) Reserved.

(3) For Air Comm Corporation service information identified in this AD, contact Air Comm Corporation, 1575 West 124th Avenue, Westminster, CO 80234; telephone: (303) 440-4075 (during business hours) or (720) 233-8330 (after hours); email: service@aircommcorp.com; Web site: <http://www.aircommcorp.com/contact>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on March 29, 2017.
Scott A. Horn,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2017-07-08 Airbus Helicopters Deutschland GmbH: Amendment 39-18846; Docket No. FAA-2016-3257; Directorate Identifier 2015-SW-072-AD.

(a) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH Model MBB-BK 117 D-2 helicopters with a bushing part number 105-60386 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a delaminated engine mount bushing. This condition could result in excessive vibration, which could lead to cracking and failure of the engine mount front support pins, and loss of helicopter control.

(c) Effective Date

This AD becomes effective May 12, 2017.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

Within 50 hours time-in-service (TIS) and thereafter at intervals not to exceed 50 hours TIS:

(1) Visually inspect each engine mount bushing (bushing) for separation of the rubber from the metal or missing rubber.

(2) If any rubber has separated from the metal or if there is missing rubber, inspect the bushing for deformation, corrosion, and mechanical damage.

(i) Replace the bushing with an airworthy bushing if there is any deformation, separation of the rubber from the metal, corrosion, or mechanical damage, or repair the bushing if the deformation, separation of the rubber, corrosion, or mechanical damage is within the maximum repair damage limitations.

(ii) If the inner and outer parts of the bushing are separated with missing rubber, replace the bushing with an airworthy bushing.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector,

the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

(1) Airbus Helicopters Alert Service Bulletin ASB MBB-BK117 D-2-71A-002, Revision 0, dated September 28, 2015, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.airbushelicopters.com/techpub>. You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2015-0198, dated September 30, 2015. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2016-3257.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 7200, Engine (Turbine, Turboprop).

Issued in Fort Worth, Texas, on March 29, 2017.

Scott A. Horn,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2017-07-09 Sikorsky Aircraft Corporation: Amendment 39-18848; Docket No. FAA-2015-7095; Directorate Identifier 2015-SW-085-AD.

(a) Applicability

This AD applies to Sikorsky Aircraft Corporation (Sikorsky) Model S-92A helicopters, certificated in any category, with a tail gearbox center housing, part number (P/N) 92358-06107-043, installed.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in a tail gearbox center housing. This condition could result in failure of the tail rotor drive and consequently loss of helicopter control.

(c) Effective Date

This AD becomes effective May 12, 2017.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

Before further flight, remove from service any tail gearbox housing, P/N 92358-06107-043, that has 12,200 or more hours time-in-service.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Kristopher Greer, aerospace engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, FAA, 1200 District Avenue, Burlington, Massachusetts 01803; telephone 781-238-7799; email Kristopher.Greer@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

Sikorsky S-92 Maintenance Manual 4-00-00, Temporary Revision No. 4-49, dated April 10, 2015, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Sikorsky Aircraft Corporation, Customer Service Engineering, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-

4299; email: wcs_cust_service_eng.gr-sik@lmco.com. You may review a copy of this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6520, Tail Rotor Gearbox.

Issued in Fort Worth, Texas, on March 29, 2017.

Scott A. Horn,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.