

ALERT SERVICE BULLETIN
Bell Helicopter **TEXTRON**

A Subsidiary of Textron Inc.

NO. UH-1H-07-01

DATE MAR 02, 2007

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DATE

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Distribution A: Approved for Public Release IAW DOD Memo 07-S-1173

MODEL AFFECTED: UH-1H

SUBJECT: PC SAFETY VALVE; VALVE STEM OVER TORQUE

HELICOPTERS AFFECTED: All UH-1H with Aeronautical Accessories, Inc. Supplemental Type Certificate (STC) installed.

COMPLIANCE: See vendor bulletin

DESCRIPTION:

The purpose of this bulletin is to achieve complete distribution of the attached vendor bulletin to the current affected model distribution list on record by Bell Helicopter

APPROVAL:

See vendor bulletin approval.



AERONAUTICAL ACCESSORIES, INC.

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ALERT SERVICE BULLETIN ASB No. AA-06107

SUBJECT:

PC Safety Valve™: Valve Stem Over Torque

Valve Assembly part numbers installed in accordance with
STC's SE5511NM, SE00327AT, or SE00057AT:

P/N 250-954-101 ,101M ,102 ,102M ,105 ,106

P/N 250-958-205

Valve Assembly part numbers installed in accordance with
STC SE00328AT:

P/N 650-852-401 ,402

Valve Assembly part numbers installed in accordance with
STC SE00585AT:

P/N 053-954-101M ,201 ,203

Valve Assembly part numbers installed in accordance with
STC SE02170AT

P/N 610-853-101

MODELS AFFECTED:

Rolls Royce T-63, 250-C20, 250-B17, 250-C28/30 Series
Engines

Turbomeca Arriel 1 Series Engines

Honeywell T53-13B, T53-L13B, T53-17A, / A-1 Series
Engines

Pratt and Whitney Canada PT6A-27, -28, -34, 34B Series
Engines

COMPLIANCE:

This bulletin shall be complied with no later than 7 days after
receiving it and every 100 hour inspection thereafter.

DESCRIPTION:

This Alert Service Bulletin is being issued in response to
possible over-torque of the valve stem resulting in a shearing
condition of the valve stem. This procedure will help
determine the integrity of the PC Safety Valve™ stem.

FAA/DER APPROVAL:

The engineering aspects of this Alert Service Bulletin are
FAA approved.

MANPOWER:

Approximately 1.0 hour.

IF OWNERSHIP OF AIRCRAFT HAS CHANGED, PLEASE FORWARD THIS BULLETIN TO NEW OWNER

MATERIAL:

The following materials are required to comply with this bulletin:

Not Applicable

REQUIRED TOOLS:

Feeler Gage

WEIGHT AND BALANCE:

Not Applicable

PUBLICATIONS AFFECTED:

Report Number AA-99045, Instructions for Continued Airworthiness

Report Number AA-99062, Instructions for Continued Airworthiness

Report Number AA-99066, Instructions for Continued Airworthiness

Report Number AA-99090, Instructions for Continued Airworthiness

Report Number AA-99094, Instructions for Continued Airworthiness

PART I – ACCOMPLISHMENT INSTRUCTIONS

NOTE

PC Safety Valve™ assembly removal from the engine is not required to perform this functional check.

CAUTION

PC Safety Valves™ except for the Air-Bleed Adapter Valves (053-954-007/-107) are designed for hand operation only. Do not use tools to rotate knobs.

WARNING

Minimum wait time after last engine operation before conducting this inspection is 45 minutes.

CAUTION

No disassembly of the PC Safety Valve™ is permitted. If the PC Safety Valves™ should require repair, return to Aeronautical Accessories, Inc.

1. Open cowling / panel to gain access to the engine compartment.
2. Locate PC Safety Valve™ assembly on the outside of the engine case.
3. Identify location of the stem. (Reference Figure 1, part removed for clarity)
4. Remove safety wire or clip as appropriate.
5. While manually turning the knob from stop to stop, visually or by touch, verify that the opposite end of the stem to which the knob is attached rotates in unison with the knob. There should be distinct stops at both ends of travel (reference Figure 2). If distinct stops at both ends of travel are not detected, the valve stem has been compromised and the unit should be immediately returned to Aeronautical Accessories, Inc. for repair.
6. With the valve located close to the center of travel, check travel with small movements in both directions. If the knob and the valve stem do not move in unison, the valve stem has been compromised and the unit should be immediately returned to Aeronautical Accessories, Inc. for repair.
7. Inspect the gap between the tip of the stem and the valve body opposite the knob (reference Figure 1). The gap between the stem and the valve body should be a maximum of .017 inches. Use a standard feeler gage to determine the actual gap distance (reference Figure 2). Any gap measurement greater than .012 inches warrants closer inspection to determine if the stem has been compromised. If the gap exceeds .017 inches, the valve stem has been compromised and the unit should be immediately returned to Aeronautical Accessories, Inc. for repair.
8. Secure the safety wire or clip, and cowlings in accordance with applicable instructions for continued airworthiness or maintenance manuals.
9. Annotate the records to indicate compliance with this Alert Safety Bulletin.

Any questions regarding this bulletin should be addressed to:

AERONAUTICAL ACCESSORIES, INC.
P.O. Box 3689
Bristol, TN 37625-3689

PRODUCT SUPPORT
1-800-251-7094

Email: techsupport@aero-access.com

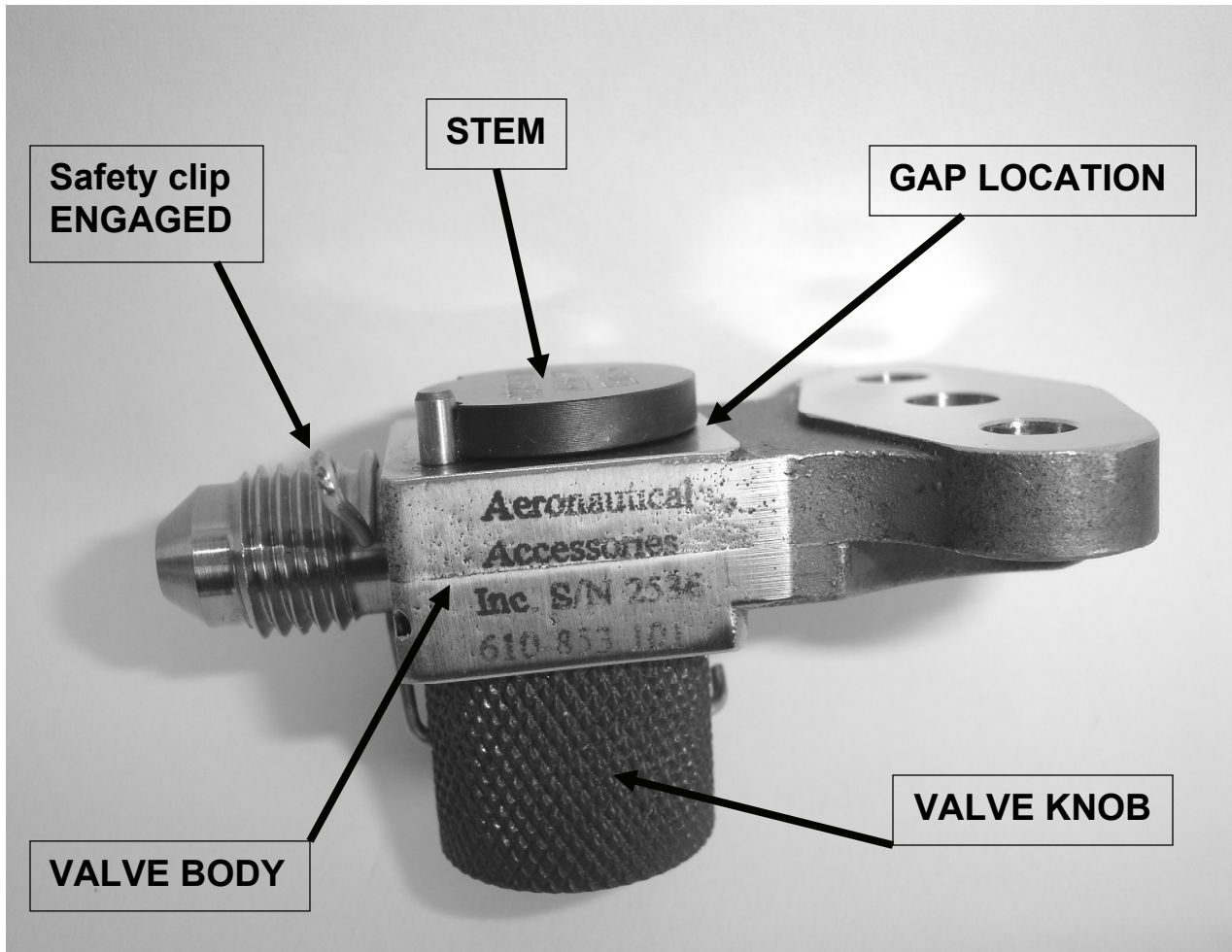


FIGURE 1 – P/N 610-853-101 IN OPEN POSITION

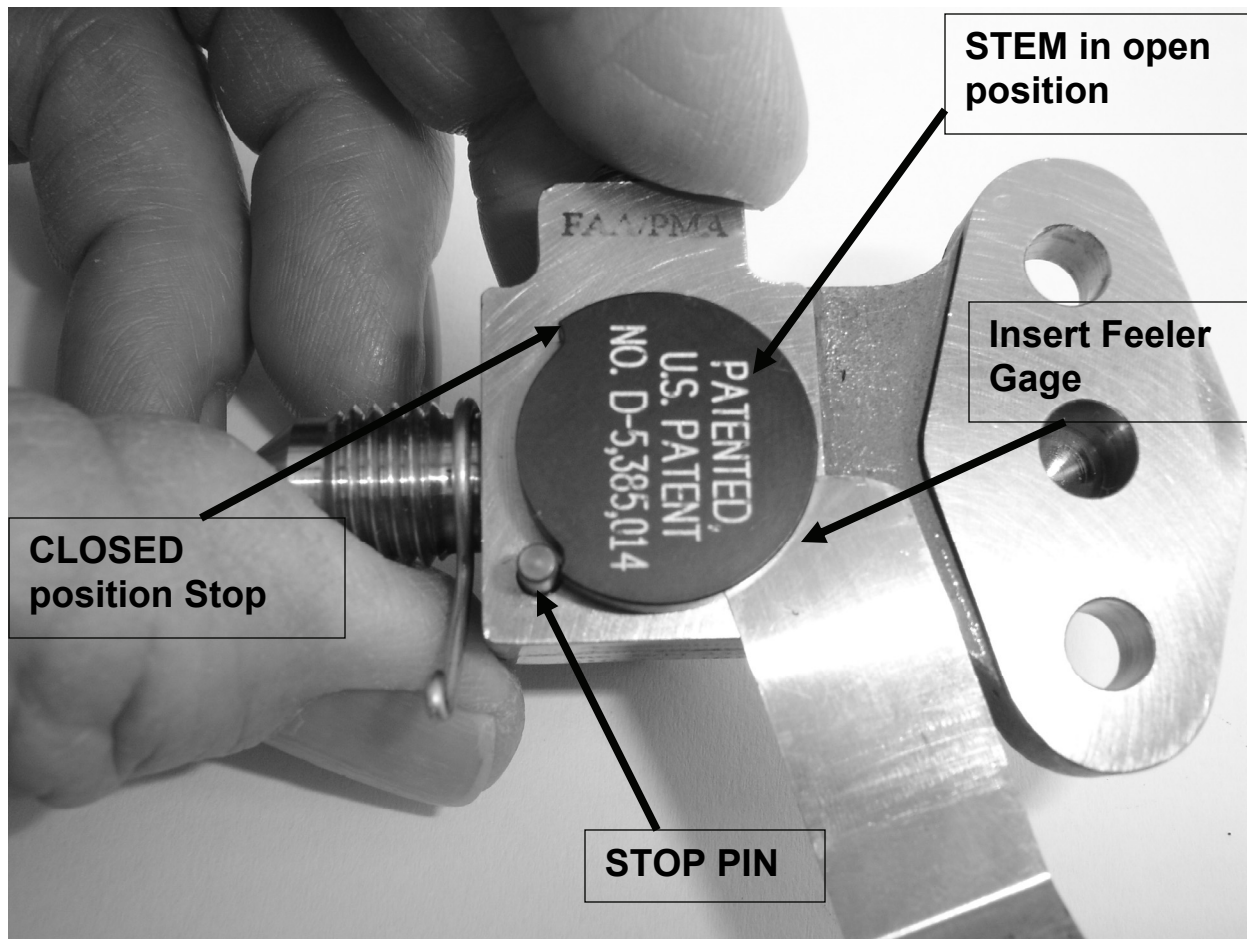


FIGURE 2 – P/N 610-853-101 IN OPEN POSITION (STOPS VISIBLE)