

SERVICE BULLETIN

**Kawasaki BK117**

TITLE: Inspection of Rigging Device for Main Rotor Controls

1. EFFECTIVITY

(1) Helicopters Affected:

<u>Model</u>	<u>Mfg. Serial No.</u>
KAWASAKI-BK117 C-2	All

(2) Parts Affected:

<u>Part Number</u>	<u>Part Name</u>	<u>Remarks</u>
B670P4001101	Rigging Device	

2. PURPOSE

AHD reported that deformation was found in the rigging device used for the main rotor controls.

Conducting rigging with a deformed rigging device may lead to incorrect adjustment of the main rotor controls.

This Service Bulletin prescribes an initial inspection of the rigging device and re-rigging of the main rotor controls based on the results of the initial inspection, followed by recurring inspections of the rigging device before use.

3. CATEGORY

ESSENTIAL

4. COMPLIANCE

(1) Initial Inspection and re-rigging of the main rotor controls

- a. After receipt of this Service Bulletin, an initial inspection of the own rigging device must be accomplished in accordance with section 9.(1) within two weeks or before the next rigging of the helicopter, whichever occurs first.
- b. If the rigging device used for the most recent rigged the main rotor controls can be identified, based on the categories determined by initial inspection results, rig the main rotor controls again in accordance with section 9.(2) within the prescribed implementation periods below.

Categories A and B: No rigging necessary.

Category C: The main rotor controls must be rigged within six months after receipt of this Service Bulletin.

Category D: The main rotor controls must be rigged within one month after receipt of this Service Bulletin.

Category E or unknown: Rigging must be conducted before the next flight.

NOTE: For details on the examination result categories, refer to section 4.1.6 of Attachment 1 of this Service Bulletin.

- c. If the rigging device used for the most recent rigged the main rotor controls cannot be identified, rig the main rotor controls again in accordance with section 9.(2) before the next flight.

(2) Recurring Inspections

The rigging device must be inspected before use in accordance with section 9.(1).

5. JCAB APPROVAL

Approved by JCAB.

6. LOGBOOK AND LOG CARD ENTRIES

Make an entry in the Aircraft Logbook stating that the work has been accomplished in accordance with KSB-117-482.

7. MAN-HOUR REQUIRED

Approximately 1 man-hour (for reference only) will be required for the rigging device inspection. Approximately 8 man-hours (for reference only) will be required to rig the main rotor controls again.

8. WEIGHT AND BALANCE CHANGE

None

9. ACCOMPLISHMENT INSTRUCTIONS

(1) Rigging Device Inspection

Inspect the rigging device in accordance with Attachment 1.

(Note) The contact information for the results of the inspection in paragraph 4.1.7. of Appendix 1 is not Web TEK and Airbus Helicopters, but Kawasaki Heavy Industries Helicopter Support Division 3.

(2) Re-Rigging of the Main Rotor Controls

Rig the main rotor controls (upper controls) refer to AMM 67-00-00, 5-1 (helicopters without AFCS) or AMM 67-00-00, 5-1A (helicopters with AFCS).

10. PARTS AND MATERIAL INFORMATION

(1) Required Parts for One Helicopter

None required.

(2) Required Materials for One Helicopter

Specification	Nomenclature	Qty	Remarks
SH780 or Equivalent	Sealing Compound	AR	Used for re-rigging. CM 699 (NOTE)

NOTE: CM part numbers indicate consumable materials in the MAINTENANCE MANUAL.

(3) Parts to be Removed

None required.

11. SPECIAL TOOLS REQUIRED

Designation	Qty	Remarks
FEELER GAUGE	1	-

12. REFERENCE TECHNICAL DATA

KAWASAKI BK117C-2 AIRCRAFT MAINTENANCE MANUAL (AMM)
AHD, ASB MBB-BK117-67-00-0001 General-Inspection of the main rotor rigging device

13. AVAILABILITY OF KIT

Information on availability of the parts and materials required for the accomplishment of this Service Bulletin is provided on request by KHI MRO Business Section II.

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ACCOMPLISHMENT PROCEDURE 67-00-0001, 933

1. APPLICABILITY

Model:	MBB-BK117
Version:	C-2, C-2e
Helicopters affected:	S/N 9001 through 9999

2. GENERAL INFOS

ASB - Alert Service Bulletin

FOD - Foreign Object Debris

P/N - Part Number

QTY - QuanTitY

TE - TEchnical Request

3. PRELIMINARY REQUIREMENTS

3.1. Applicable Documents

- General Recommendations for Working at Helicopters - General Recommendations AMM 00-20-02,2-1
- Cleaning of mechanical parts - Cleaning MTC 20-04-01-401

3.2. Set up

- Obey the general recommendations for working at helicopters. Refer to General Recommendations for Working at Helicopters - General Recommendations AMM 00-20-02,2-1

3.3. Special tools

Designation	Reference	QTY
FEELER GAUGE	-	1

3.4. Materials

None

3.5. Spares

None

3.6. Safety conditions



4. PROCEDURE

4.1. Examination of the Main Rotor Rigging Device:

- 4.1.1. Clean the Main Rotor Rigging Device (Figure 1). Refer to Cleaning of mechanical parts - Cleaning MTC 20-04-01-401 .
- 4.1.2. Do an inspection of the Main Rotor Rigging Device (1) for damage and condition.
- 4.1.3. Remove all parts which prevent the flat contact of the Main Rotor Rigging Device (1) .
- 4.1.4. Put the Main Rotor Rigging Device (1) on a **flat and clean surface** (2) without any tension or pressure.
- 4.1.5. Measure the distance **X** at all measuring points (A-H) of the Main Rotor Rigging Device (1) with a feeler gauge.

NOTE

The illustration of the Main Rotor Rigging Device is an example. The Main Rotor Rigging Device can vary.

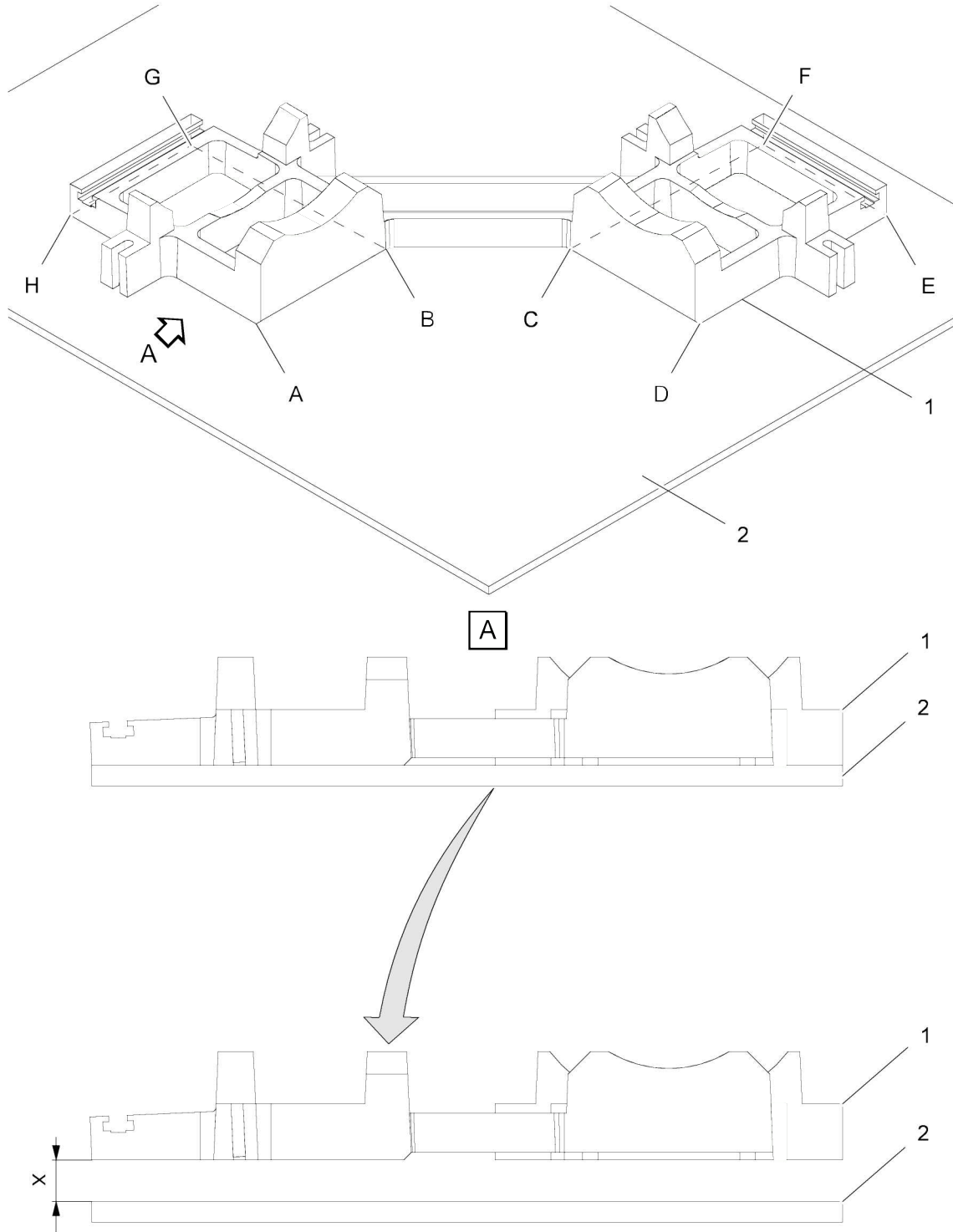


Figure 1

4.1.6. Compare the results with the table below:

Measured Value	Category	Procedure
more than or equal to 0,0 mm (0.0 in) and less than or equal to 0,2 mm (0.008 in) (flat)	A	Main Rotor Rigging Device serviceable . Proceed with step 5.1.
more than 0,2 mm (0.008 in) and less than or equal to 0,3 mm (0.012 in)	B	Main Rotor Rigging Device not serviceable . Proceed with step 4.1.7.
more than 0,3 mm (0.012 in) and less than 1,5 mm (0.059 in)	C	
more than or equal to 1,5 mm (0.059 in) and less than 3,0 mm (0.118 in)	D	
more than or equal to 3,0 mm (0.118 in)	E	

4.1.7. **Effectivity:** Category B, C, D, E

Create a TE on WebTEK: <https://keycopter.airbushelicopters.com> and inform Airbus Helicopters about the category of the Main Rotor Rigging Device (1).

4.1.8. Make the Main Rotor Rigging Device (1) unserviceable and discard it.

End of **effectivity**.

5. CLOSE UP

- 5.1. Remove all the tools, the materials and the equipment from your work area.
- 5.2. Record the compliance with this ASB, with the issue number, in the documents of the Main Rotor Rigging Device. If necessary, create a data sheet for the records.

End of section