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INSTRUCTIONS

for

CONTINUED AIRWORTHINESS

for

REPLACEMENT CROSSTUBES

for

LOW AND HIGH SKID GEAR

STC: SR09330RC

for

BELL HELICOPTER TEXTRON MODEL 407 HELICOPTERS

Report Number AA-00061
Revision E
September 14, 2009



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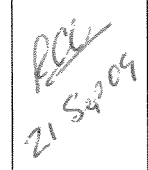
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AERONAUTICAL ACCESSORIES, INC

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS REPLACEMENT CROSSTUBES for LOW and HIGH SKID GEAR

LOG OF REVISIONS

Date	Revision	Description	Affected Pages	Approved / Date	Accepted / Date
06/08/00	NR	Original Release	All	-	-
04/07/03	A	Added Section 3.3 Revised 3.1, Table 1, 3.2, Table 2, 3.6, 5.2 title, 5.4 title, 5.4, 5.6 title, Figures 1 – 7, and Appendix A Changed MIL-S-8802 ref to AMS-S-8802	8 6,7,9,10, 11, 15-21, 23-24 10-12, 20	-	-
11/13/03	B	Added Section 9.1 and 9.2 Added Figure 8	13 22	-	-
05/12/04	C	Added requirement for Abrasion Strip inspection Added Note referencing de-bonding of Abrasion Strip to Section 3.5 Cleaning Requirements Revised Section 5.4, Steps 6 thru 8 Added Section 5.4, Steps 9 thru 11 Added Note to Section 5.4 Added P/N 601-033-123 Abrasion Strip to Table 4 Added Item 20 Abrasion Strip to Figures 3 and 4	6,24 9 12 12 12 14 17,18		
12/08/06	D	Reformatted Document Revised Section 1.0, Introduction Revised Section 1.1, Distribution Revised Section 2.0, Description Revised Section 3.1, 300 Hour / Annual Inspection, Step 2 Revised Table 1, Damage and Repair Limits Revised Section 5.4, Replacement of Clamped-On Supports – Forward Supports Added Section 9.1, Retirement Index Number (RIN) Added Section 9.2, Crosstube Retirement Life Documentation Compliance Revised Section 11.0, Parts Breakdown Revised Table 5, Crosstube Inspection and Repair Limits (Low Skid) Revised Table 6, Crosstube Inspection and Repair Limits (High Skid) Added (new) Appendix A, Historical Service Record Revised Appendix B, 300 Hour / Annual Inspection Record	All 7 7 7 8 9 13-14 15 15 16-17 18 19 25-26 27-29	-	-
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1.0 INTRODUCTION

These instructions contain the information necessary for inspection and maintenance of **AERONAUTICAL ACCESSORIES, INC., REPLACEMENT CROSSTUBES for LOW and HIGH SKID GEAR**, installed on Bell Helicopter Textron model 407 helicopters in accordance with STC SR09330RC. (See Table 1.)

TABLE 1. BHT MODEL 407 REPLACEMENT CROSSTUBE ASSEMBLIES

Part Number	Description	Effectivity
407-722-xxx	Forward Crosstube Assembly	Low Skid Crosstubes
407-723-xxx	Aft Crosstube Assembly	Low Skid Crosstubes
407-724-xxx	Forward Crosstube Assembly	High Skid Crosstubes
407-725-xxx	Aft Crosstube Assembly	High Skid Crosstubes

1.1 DISTRIBUTION

These instructions are provided with each Replacement Crosstube. Any airworthiness or flight safety revisions will be immediately made available to all affected Replacement Crosstube owners.

1.2 REVISION

A Log of Revision section is included in these instructions and will be utilized to document all changes. Change recommendations should be submitted to:
Aeronautical Accessories Inc.
P.O. Box 3689
Bristol, TN 37625-3689
Email: techsupport@aero-access.com

2.0 DESCRIPTION

The Aeronautical Accessories, Inc. model 407 Replacement Crosstubes provide components that are interchangeable with model 407 Crosstubes produced by Bell Helicopter Textron. Aeronautical Accessories, Inc. crosstubes are complete assemblies which include the Crosstube Supports. As direct replacements, Aeronautical Accessories, Inc. model 407 Crosstubes are suitable for use with other Bell or AAI 407 landing gear components.

The Crosstubes are designed to provide an interface between the Landing Gear Skids and the helicopter and to absorb landing loads. Aeronautical Accessories, Inc. model 407 Crosstubes are manufactured from aluminum tubes of the same alloy, heat treat condition, and dimensions as the Bell Helicopter Crosstubes they are designed to replace. The Forward Crosstubes are fitted with two supports, which contact mating Support Fittings in the helicopter structure. The Aft Crosstube utilizes a Beam Assembly which contacts mating Support Fittings in the helicopter structure. The function of the Beam Assembly on the Aft Crosstube is to reduce the possibility of ground resonance.

3.0 MAINTENANCE INSTRUCTIONS**3.1 300 HOUR / ANNUAL INSPECTION**

Inspection intervals shall be performed every 300 hours and/or annually, whichever comes first. Inspection may be incorporated into progressive maintenance programs, as appropriate.

NOTE

Removal of Replacement Crosstubes from helicopter is not required for inspection. If any damage is noted during the inspection, refer to Section 3.4 Repair or Section 4.0 Troubleshooting Information.

NOTE

The indications of corrosion are 1) corrosion deposits (a white or gray colored deposit/powder on aluminum; or amber or brown colored deposits/powder on steel), 2) pits in the aluminum or steel surface, 3) blisters, bulging, or flaking of protective coatings.

1. Inspect crosstube for corrosion or damage (scratches, nicks, dents, and cracks). Refer to the zones shown in Figures 1 and 2 and Tables 7 and 8.
2. Inspect abrasion strips, forward crosstubes, for de-bonding. Replace as needed. (See section 5.4.)
3. Inspect attachment of crosstubes to helicopter fittings and straps for security.
4. Inspect Clamp Assemblies on crosstube for condition and security.
5. Inspect T-Bolt Band Clamps on forward crosstube for condition and security. Retorque fastener as needed, per Table 3. Delamination of nylon coating is NOT allowed. Damage (scratches, nicks, dents), completely through or exceeding the thickness of the nylon coating is NOT allowed. Replace as needed.
6. Remove landing gear fairings, if installed, and inspect for condition.
7. Inspect attachment of crosstube to skid saddles for condition and security.
8. Only one repair per zone (L/H, R/H) is permissible. Crosstube components exceeding the limits shown in Table 2 must be replaced.
9. Check the torque values on the screws per Table 3. Retorque fasteners as required.
10. Check all sealant and paint for condition and touch up any damaged sealant or paint.
11. Utilize the Inspection Record provided in Appendix A to document Inspection completion.

TABLE 2. DAMAGE AND REPAIR LIMITS

Component	Maximum Allowable Damage And Repair Limits (Damage and corrosion may be repaired as noted in Section 3.4 Repair, if it does not exceed these limits.)	
	Scratches/Nicks/Dents And Corrosion	Cracks
Crosstube	Low Skid: Refer to Figure 1 and Table 7 High Skid: Refer to Figure 2 and Table 8	None
Forward Support	To a depth of .020" for a maximum area of 1.0 square in. No more than two repairs per support allowed.	None
Aft Support	To a depth of .020" for a maximum area of 1.0 square in. No more than two repairs per support allowed.	None
Clamp Assembly	To a depth of .005"	None

3.2 CROSSTUBE HARD LANDING INSPECTION

Crosstube hard landing inspection shall be conducted after a known or suspected hard landing. Deflection limits are noted in Figures 3 and 4. Inspect crosstubes for deflection as follows:

NOTE

The following measurements shall be made using a "plumb bob" measuring tool.

1. Hoist or jack the helicopter until no weight is on the skid tubes.
2. Measure the lateral distance between the two forward and aft strap assemblies crosstube supports. Divide the dimension by two to determine the helicopter centerline, BL 0.00.
3. Measure the crosstube horizontal deflection from the centerline of the helicopter, BL 0.00, to the centerline of the skid tubes.
4. The crosstube horizontal deflection as measured in step 3 above must be within the limits as shown in Figures 3 and 4. Crosstubes that measure outside of the limits must be replaced.
5. Remove the landing gear fairing, if installed, and inspect the crosstube transition area near saddles for cracks.

3.3 CROSSTUBE LIGHTNING STRIKE INSPECTION

A lightning strike may cause heat distress/damage resulting in charring, pitting, melting, and electrical arcing. Crosstube lightning strike inspection shall be conducted after any known or suspected lightning strike as follows:

NOTE

Lightning strike damage shall be treated within the limits of Table 2 (Damage and Repair Limits).

1. Check landing gear condition and security.
2. Inspect rocker beam assembly and ensure freedom of movement.
3. Remove rocker beam assembly and inspect the pivot bolt and pivot support bushing for condition and security. Replace pivot bolt or pivot support bushing if signs of electrical arcing, wear, charring, pitting, and/or melting are present.
4. Inspect forward and aft straps holding crosstubes to helicopter for security. Check for signs of electrical arcing, charring, pitting, and/or melting.
5. Inspect attachment of crosstube to skid saddles for security. Check for signs of electrical arcing, charring, pitting, and/or melting.

3.4 REPAIR

Repair damage (scratches, nicks, dents) and corrosion as follows; repair delaminated abrasion strips in accordance with Section 5.4.

CAUTION

Abrasive blending-out strokes must be parallel to the crosstube, not circumferential.

NOTE

Repairs limited to one repair per zone.

1. Polish the affected area using Scotch-Brite or No. 400 to 600 abrasive paper or cloth. Ensure the limits presented in Table 2 are not exceeded.
2. Clean repaired area with isopropyl alcohol, brush Alodine bare aluminum areas per MIL-C-5541 or equivalent, and reprime with Epoxy Polyamide primer per MIL-PRF-23377 or equivalent.
3. Paint repaired area to match existing finish.

3.5 CLEANING REQUIREMENTS

NOTE

Use of aggressive and/or abrasive cleaning agents may result in debonding of abrasion strips (P/N 601-033-123).

Any dirt, sand, or debris should be cleaned from the Replacement Crosstubes using a mild, nonabrasive soap. Wipe surface dry with a nonabrasive cloth or paper before cleaning agent evaporates.

3.6 ADJUSTMENTS

Adjustments of the Replacement Crosstubes are not required. Apply the following torque to all fasteners noted during component or fastener replacement (torque all fasteners in accordance with Table 3):

1. Torque the fasteners attaching the Saddles to the Crosstubes (5/16 Fastener Size) in accordance with Table 3.
2. Torque the fasteners attaching the T-Bolt Clamps (1/4 Fastener Size) in accordance with Table 3.

TABLE 3. TORQUE VALUES

Fastener Size	Torque (In-Lbs)
1/4	40-50
5/16	100-140

4.0 TROUBLESHOOTING INFORMATION

TABLE 4. TROUBLESHOOTING

Problem	Probable Cause	Remedy
Landing Gear/Crosstube is loose or has excessive vibration	Attachment components or fasteners loose, damaged, or missing	Check security of crosstube attachment components. Check torque on all fasteners according to Table 3
	Crosstube is damaged allowing movement	Check Crosstube for cracks or other damage in accordance with Table 2. Repair or replace parts as required
Aircraft does not sit level	Forward or Aft Crosstube is spread	Perform Crosstube Hard Landing Inspection per Section 3.2. Replace Components as required

5.0 REMOVAL AND REPLACEMENT INFORMATION**5.1 REMOVAL – REPLACEMENT CROSSTUBES**

1. Remove fairings, if installed.
2. Hoist or jack the helicopter until no weight is on the skid tubes.
3. Remove forward straps and associated hardware from forward fuselage fittings.
4. Remove aft straps and associated hardware from aft fuselage fittings.
5. Raise helicopter until it is clear of skid landing gear, and remove landing gear.
6. Remove the skid tubes and the associated hardware from the Crosstubes.

5.2 REPLACEMENT – REPLACEMENT CROSSTUBES

1. Reinstall Crosstubes into skid tube saddles with existing hardware. Apply sealant (AMS-S-8802) under each screw head. Before tightening, ensure screws are in place and threads have engaged. Do not torque fasteners at this time.
2. Install landing gear on aircraft, while keeping skids off the ground.
3. Before tightening, ensure screws are in place and threads have engaged. Torque all screws attaching Crosstubes to Saddles to 100-140 inch-pounds.
4. Lower helicopter to the ground.
5. Apply a fillet of sealant (AMS-S-8802) around top edge of saddle.
6. Reinstall fairings, if applicable.

5.3 REMOVAL – FORWARD CROSSTUBE CLAMPED-ON-SUPPORTS

1. Remove two (2) T-Bolt Band Clamps from Crosstube Supports.
2. Use a plastic scraper to remove the bead of sealant from edges of Support.

WARNING**DO NOT USE A SCRIBE TO MARK ON CROSSTUBE.**

3. Using a grease pencil (china marker) mark the outline of the existing Crosstube Supports. Marking is required to properly align the Supports during reinstallation.

WARNING**DO NOT USE A PUTTY KNIFE TO REMOVE SUPPORT.**

4. Remove Supports by peeling the Support from the crosstube.
5. If required, use a grease pencil (china marker) mark the outline of the existing Abrasion Strip(s). Marking is required to properly align the Abrasion Strip(s) during reinstallation. Use a plastic scraper to remove the Abrasion Strip from the crosstube.
6. Remove any sealant or adhesive residue with alcohol.

5.4 REPLACEMENT – FORWARD CROSSTUBE CLAMPED-ON SUPPORTS**NOTE**

Do not reinstall uncoated Supports and Clamps. Coated Supports and Clamps must be used for reinstallation. Replace coated Supports and Clamps if damaged or worn.

NOTE

Refer to Figure 7 for proper orientation of T-Bolt Band Clamps and Supports.

1. Scuff the faying surface of the Crosstube and Supports with 180 grit abrasive paper. Do not remove paint from the Crosstube or Nylon Coating from the Supports.
2. Clean the sanding residue from the Crosstube and Supports using alcohol and a clean cloth.
3. If Abrasion Strip replacement is required, using the previously marked outline, peel backing off new Abrasion Strip and adhere strip to crosstube.
4. Apply a layer (approximately 1/16" thick) of sealant (AMS-S-8802) to inside surface of the Supports.
5. Position coated Supports using alignment marks on Crosstube.
6. Install T-Bolt Band Clamps on Crosstube as removed (see Figures 3, 4, and 7).
7. Tighten T-Bolt Band Clamp using minimal torque until a uniform sealant squeeze-out appears at both sides of the clamp. Fair in the sealant squeeze-out, remove excess sealant, wipe clean. Allow sealant to cure for 24 hours.
8. After sealant has cured for 24 hours, torque T-Bolt Band Clamp to 40-50 inch-pounds.

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9. Fill any gaps between Crosstube/Support/Clamp with sealant, remove any excess sealant and wipe clean.
10. Apply fillet of sealant to Crosstube/Support/Clamp. Allow sealant to cure for 72 hours.
11. Check torque on the Clamp after the sealant has cured (72 hours at room temperature). Re-torque as required.

NOTE

Mask off 601-033-123 Abrasion Strips prior to priming and painting.

12. Prime and paint Supports and Band Clamps to match existing landing gear

5.5 REMOVAL – BEAM ASSEMBLY

1. Remove the Cotter Pin, the Nut, the Washers, and the Bolt from the Beam Assembly and the Aft Center Support.
2. Remove the Beam Assembly.

5.6 REPLACEMENT – BEAM ASSEMBLY

1. Use the Bolt, the Washers, and the Nut and install the Beam Assembly on the Aft Center Support.
2. Safety the Nut with a new Cotter Pin

6.0 STRUCTURAL FASTENER DATA

For torque and hardware identification, refer to Tables 3, 5, and 6 and Figures 1 thru 7.

7.0 SPECIAL TOOLS NEEDED

Torque Wrench

Plumb bob (for measuring crosstube deflection per Section 3.2)

8.0 RECOMMENDED OVERHAUL PERIODS

No component overhaul required for this type design change.

9.0 AIRWORTHINESS LIMITATIONS**NOTE**

AAI Replacement Crosstubes are Bell-approved production and spare alternates. Bell airworthiness limitation schedule data is included in this section for informational purpose only. Reference BHT-407-MM-1, Table 4-1 Airworthiness Limitations Schedule.

9.1 RETIREMENT INDEX NUMBER (RIN)

A Retirement Index Number (RIN) has been established for all crosstubes as follows: 5,000 RIN.

9.2 CROSSTUBE RETIREMENT LIFE DOCUMENTATION COMPLIANCE

All landings shall be recorded in the helicopter log book. Run-on landings shall be recorded separately. A run-on landing is defined as one where there is forward ground travel of the helicopter greater than three feet with weight on the skids. One RIN shall be assigned for each run-on landing.

An Historical Service Record, Appendix B, is provided with each crosstube assembly and shall be used to track the Crosstube airworthiness service life of 5,000 RIN.

10.0 PARTS BREAKDOWN

Tables 5 and 6 contain Parts Breakdown data for the model 407 Replacement Crosstubes.

The column Availability Code (AV Code) specifies the procurement status for each part. The codes to identify if a part is procurable, procedure details to get an assembly or local manufacture code are as follows:

AV Code	Details
0	Nonprocurable part
1	Procurable part
2	Procure as detail parts only
3	Procurable as Next Higher Assembly
4	Local manufacture. Contact AAI Product Support Engineering (PSE)
5	Part replacement requires a fixture or special equipment. Contact AAI PSE
6	Non-stock procurable part

**TABLE 5. PARTS BREAKDOWN,
REPLACEMENT FORWARD CROSSTUBE ASSEMBLY,
407-722-101 (LOW SKID GEAR) / 407-724-101 (HIGH SKID GEAR)**

Item* No.	Qty 722-101	Qty 724-101	Part Number	Description	AV Code
1	1		407-726-101	Forward Crosstube	3
2		1	407-726-201	Forward Crosstube	3
7	2	2	601-022-105	Tee	1
11	4	4	601-023-117	Plate Assembly	1
12	2	2	601-023-119	Plate Assembly	1
13	2	2	601-023-121	Plate Assembly	1
14	2	2	601-025-005-B	Support	1
15	4	4	601-025-015	T-Bolt Clamp	1
16	2	2	601-033-123	Abrasion Strip	1
18	30	30	CR3212-4-09	Rivet (Alt: MS20601AD4W9)	1
19	4	4	CR3213-4-05	Rivet (Alt: M7885/2-4-05)	1
21	4	4	MS27039-5-16	Screw	1
22	4	4	MS27039-5-17	Screw	1
23	10	10	MS27039-5-18	Screw	1
24	18	18	NAS1149D0516J	Washer	1
25	1	1	099-091-001	Decal	1
26	1	1	099-050-222	Sealant, CS3204B2 (Alt: 099-050-223, CS3204B4)	1

* See Figures 3 thru 7 for Item Numbers

**INSTRUCTIONS FOR CONTINUED AIRWORTHINESS
REPLACEMENT CROSSTUBES for LOW and HIGH SKID GEAR**

**TABLE 6. PARTS BREAKDOWN, REPLACEMENT AFT CROSSTUBE ASSEMBLY,
407-723-104 (LOW SKID GEAR) / 407-723-106 (LOW SKID GEAR) //
407-725-104 (HIGH SKID GEAR) / 407-725-106 (HIGH SKID GEAR)**

Item* No.	Qty 723-104	Qty 723-106	Qty 725-104	Qty 725-106	Part Number	Description	AV Code
3	1	1			407-727-102	Aft Crosstube	3
4			1	1	407-727-202	Aft Crosstube	3
5	1		1		407-729-101	Aft Support	1
5		1		1	407-729-103	Aft Support	1
6	2	2	2	2	407-731-101	Clamp Assembly	1
7					601-022-105	Tee	1
8	4	4	4	4	601-023-107	Plate Assembly	1
9	2	2	2	2	601-023-109	Plate Assembly	1
10	2	2	2	2	601-023-111	Plate Assembly	1
17	30	30	30	30	CR3212-4-07	Rivet (Alt: MS20601AD4W7)	1
20	4	4	4	4	MS21141-0813P	Blind Fastener	1
21	18	18	18	18	MS27039-5-16	Screw	1
24	18	18	18	18	NAS1149D0516J	Washer	1
25	1	1	1	1	099-091-001	Decal	1
26	1	1	1	1	099-050-222	Sealant, CS3204B2 (Alt: 099-050-223, CS3204B4)	1

* See Figures 3 thru 6 for Item Numbers

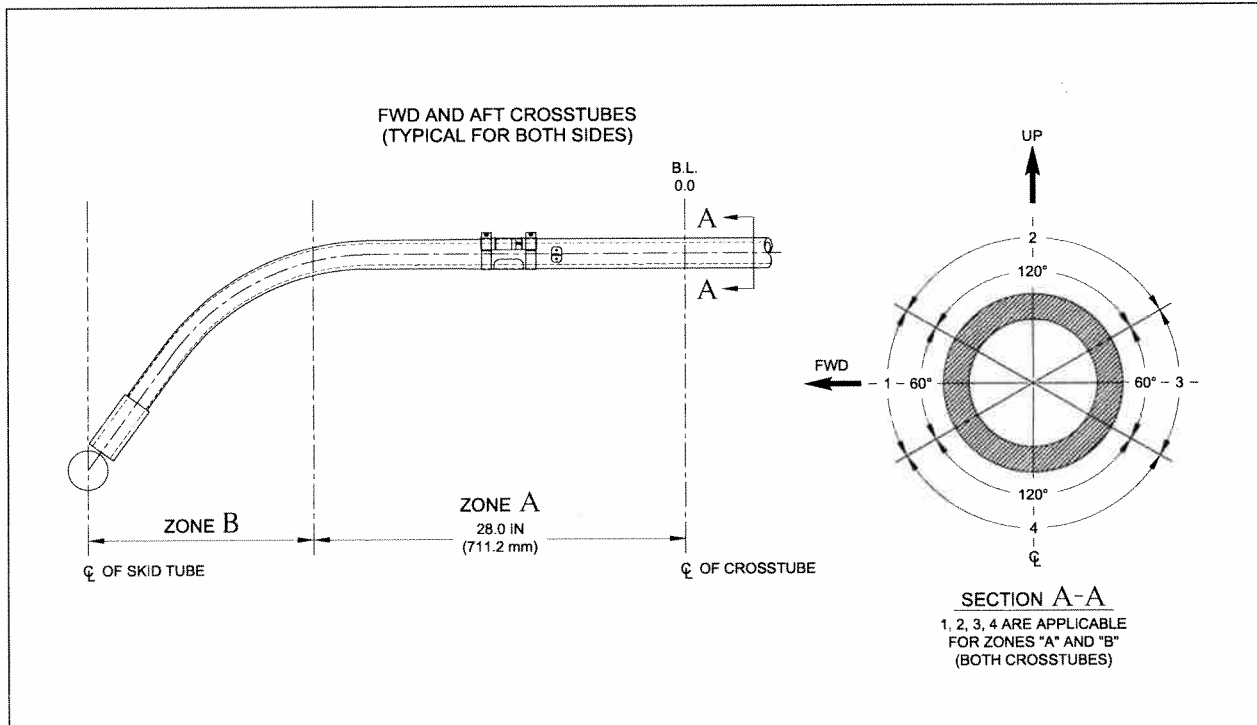


FIGURE 1. LOW SKID GEAR CROSSTUBE DAMAGE LIMITS

TABLE 7. CROSSTUBE INSPECTION AND REPAIR LIMITS (LOW SKID GEAR)

407-722-101 Low Skid Forward Crosstube			407-723-104 / 407-723-106 Low Skid Aft Crosstube		
Zone	Reference Thickness	Allowable Limits	Zone	Reference Thickness	Allowable Limits
A1	0.206 IN. (5.23 mm)	0.015 IN. (0.381 mm)	A1	0.301 IN. (7.65 mm)	0.015 IN. (0.381 mm)
A2	0.206 IN. (5.23 mm)	0.005 IN. (0.127 mm)	A2	0.301 IN. (7.65 mm)	0.005 IN. (0.127 mm)
A3	0.206 IN. (5.23 mm)	0.015 IN. (0.381 mm)	A3	0.301 IN. (7.65 mm)	0.015 IN. (0.381 mm)
A4	0.206 IN. (5.23 mm)	0.005 IN. (0.127 mm)	A4	0.301 IN. (7.65 mm)	0.005 IN. (0.127 mm)
B1	0.115 IN. (2.92 mm)	0.012 IN. (0.305 mm)	B1	0.155 IN. (3.94 mm)	0.015 IN. (0.381 mm)
B2	0.115 IN. (2.92 mm)	0.005 IN. (0.127 mm)	B2	0.155 IN. (3.94 mm)	0.005 IN. (0.127 mm)
B3	0.115 IN. (2.92 mm)	0.012 IN. (0.305 mm)	B3	0.155 IN. (3.94 mm)	0.015 IN. (0.381 mm)
B4	0.115 IN. (2.92 mm)	0.005 IN. (0.127 mm)	B4	0.155 IN. (3.94 mm)	0.005 IN. (0.127 mm)

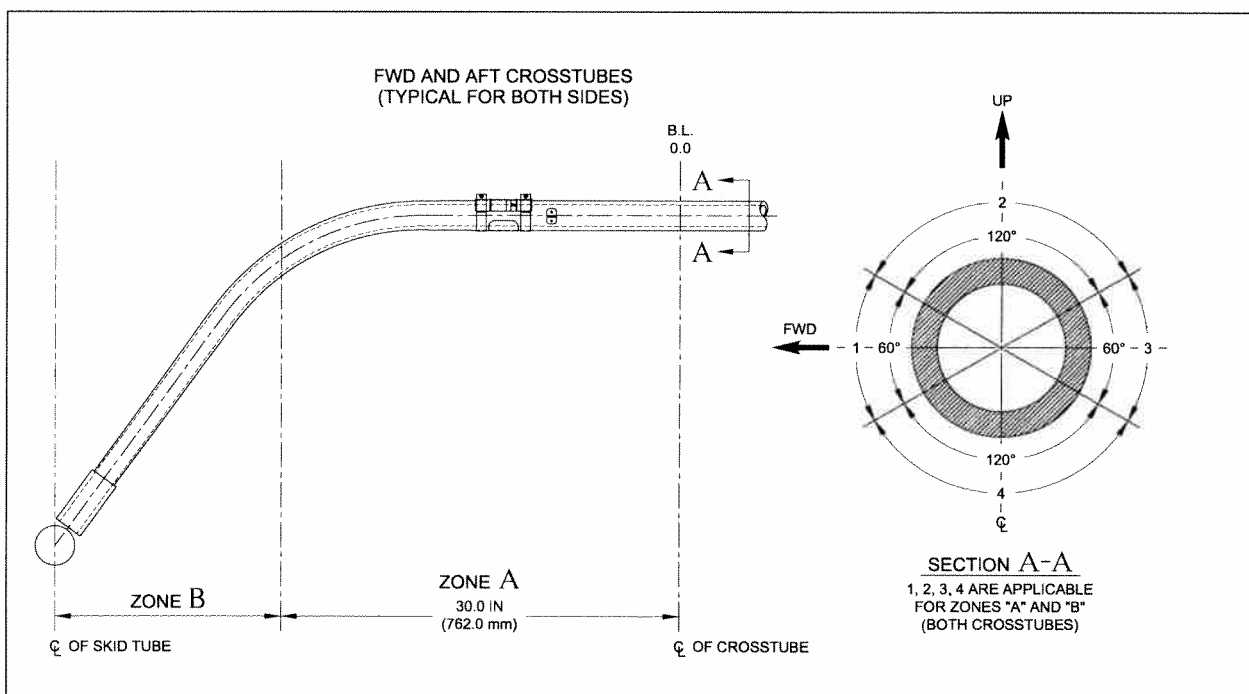


FIGURE 2. HIGH SKID GEAR CROSSTUBE DAMAGE LIMITS

TABLE 8. CROSSTUBE INSPECTION AND REPAIR LIMITS (HIGH SKID GEAR)

407-724-101 High Skid Forward Crosstube			407-725-104/ -106 High Skid Aft Crosstube		
Zones	Reference Thickness	Allowable Limits	Zones	Reference Thickness	Allowable Limits
A1	0.209 IN. (5.31 mm)	0.015 IN. (0.381 mm)	A1	0.293 IN. (7.44 mm)	0.015 IN. (0.381 mm)
A2	0.209 IN. (5.31 mm)	0.005 IN. (0.127 mm)	A2	0.293 IN. (7.44 mm)	0.005 IN. (0.127 mm)
A3	0.209 IN. (5.31 mm)	0.015 IN. (0.381 mm)	A3	0.293 IN. (7.44 mm)	0.015 IN. (0.381 mm)
A4	0.209 IN. (5.31 mm)	0.005 IN. (0.127 mm)	A4	0.293 IN. (7.44 mm)	0.005 IN. (0.127 mm)
B1	0.115 IN. (2.92 mm)	0.012 IN. (0.305 mm)	B1	0.155 IN. (3.94 mm)	0.015 IN. (0.381 mm)
B2	0.115 IN. (2.92 mm)	0.005 IN. (0.127 mm)	B2	0.155 IN. (3.94 mm)	0.005 IN. (0.127 mm)
B3	0.115 IN. (2.92 mm)	0.012 IN. (0.305 mm)	B3	0.155 IN. (3.94 mm)	0.015 IN. (0.381 mm)
B4	0.115 IN. (2.92 mm)	0.005 IN. (0.127 mm)	B4	0.155 IN. (3.94 mm)	0.005 IN. (0.127 mm)

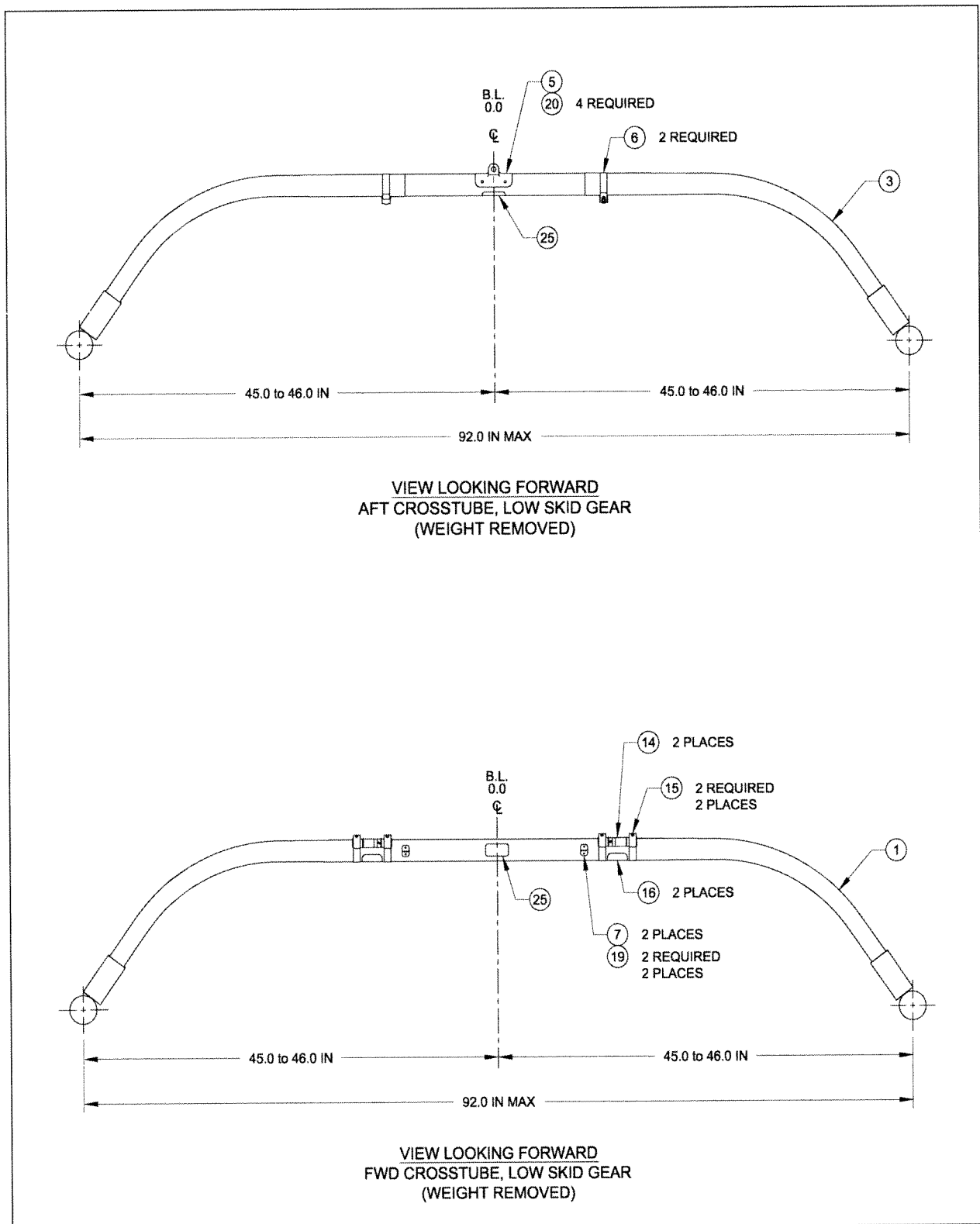


FIGURE 3. LOW SKID CROSSTUBE HORIZONTAL DEFLECTION LIMITS

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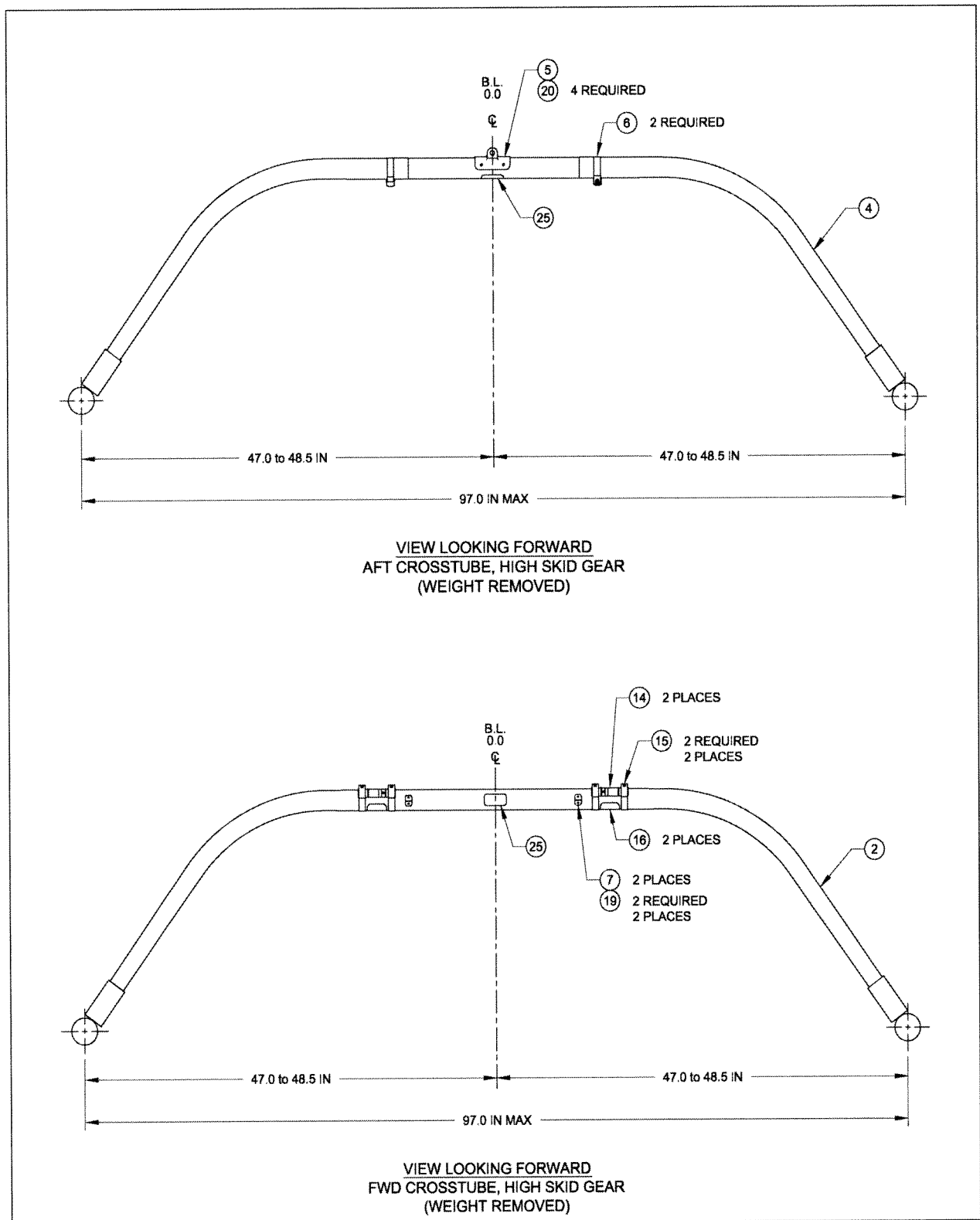


FIGURE 4. HIGH SKID CROSSTUBE HORIZONTAL DEFLECTION LIMITS

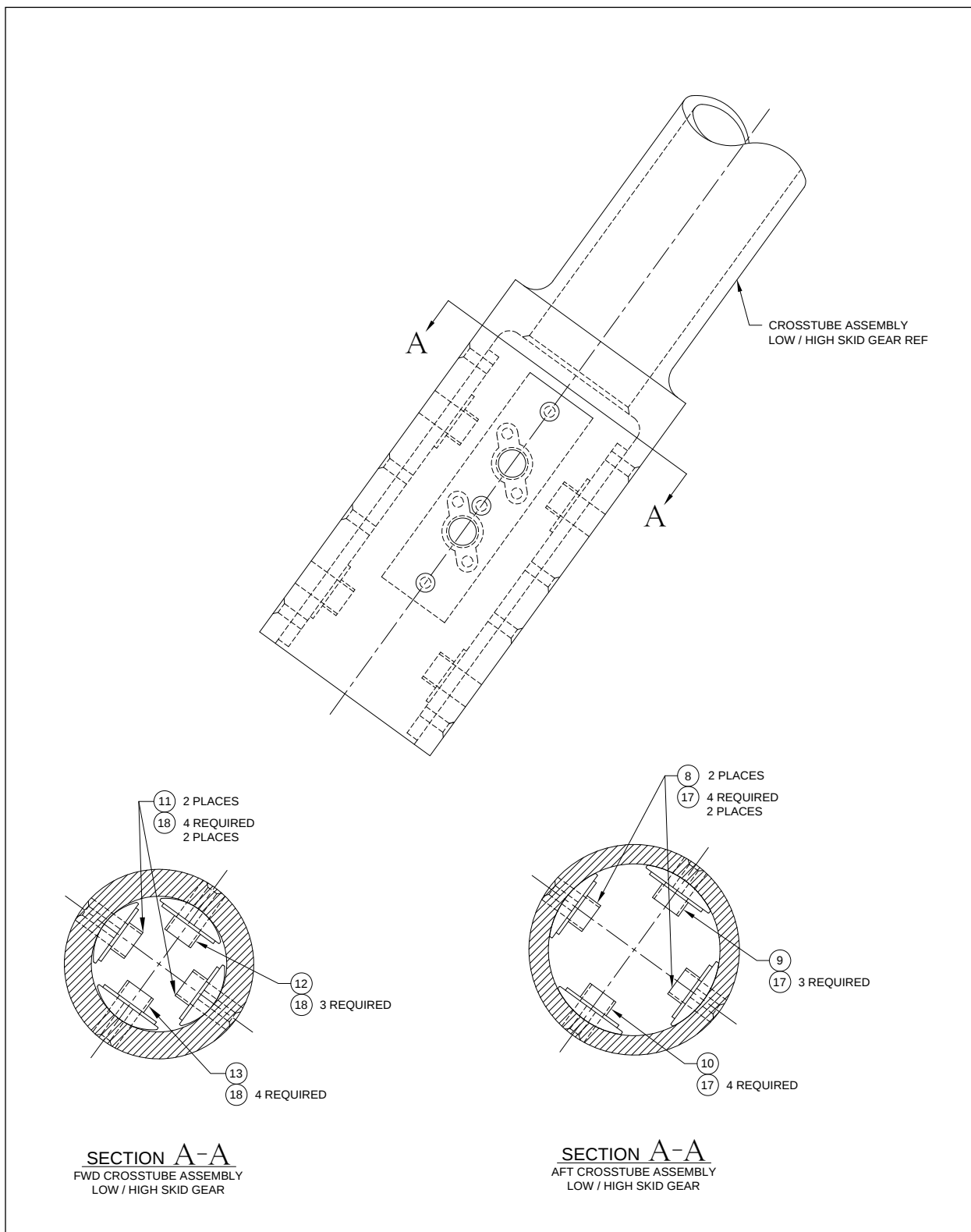


FIGURE 5. CROSSTUBE ASSEMBLY BOSS (SADDLE), PLATE ASSEMBLIES

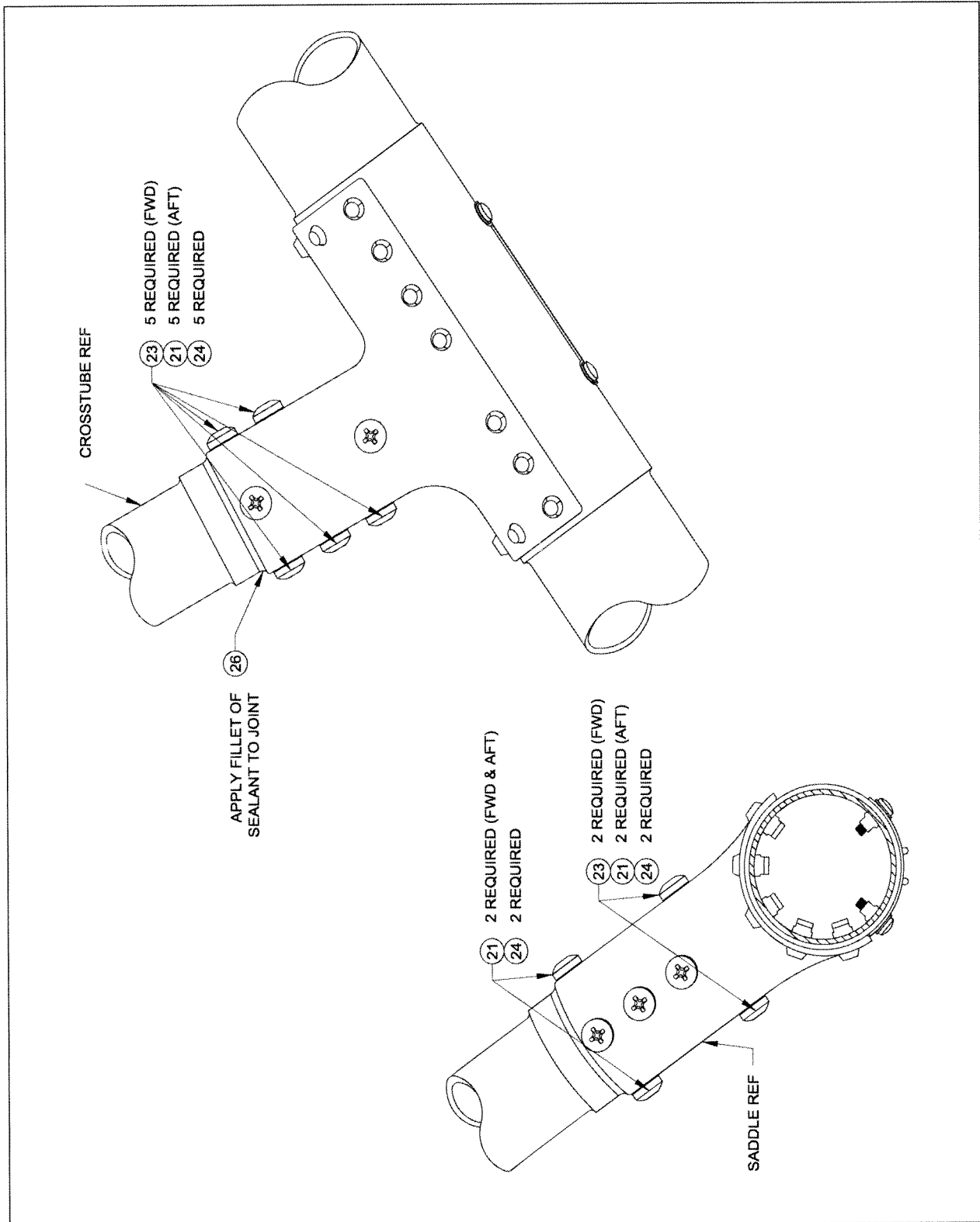


FIGURE 6. FORWARD AND AFT CROSSTUBE ATTACHMENT TO SKID TUBES

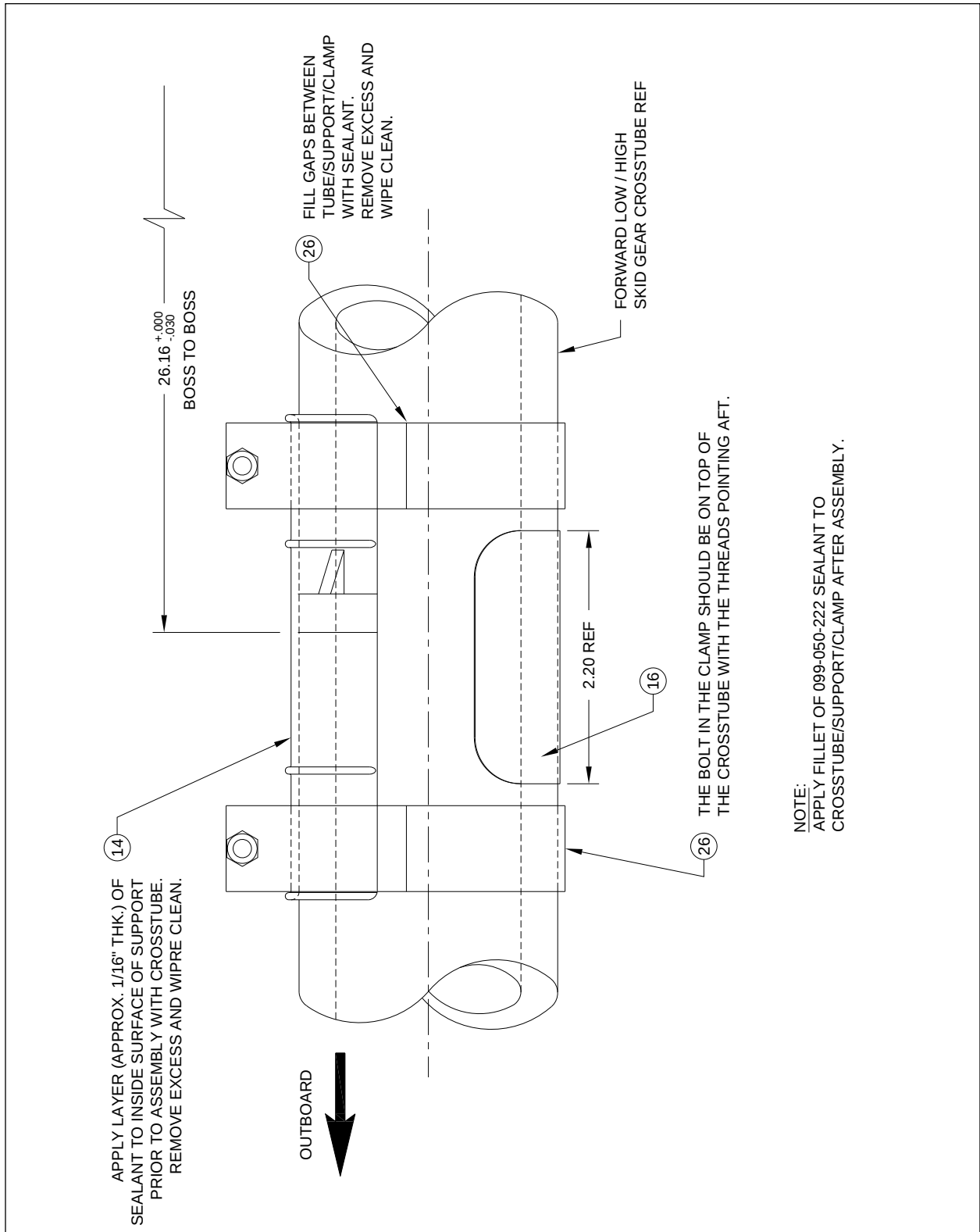


FIGURE 7. FORWARD LOW/HIGH SKID CROSSTUBE SUPPORT

APPENDIX A

300 Hour / Annual Inspection Record

Work Order Number: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

Date: _____

Inspection intervals shall be performed every 300 hours and/or annually, whichever comes first. Inspection may be incorporated into progressive maintenance programs, as appropriate.

NOTE

Removal of Replacement Crosstubes from helicopter is not required for inspection. If any damage is noted during the inspection, refer to Section 3.4 Repair or Section 4.0 Troubleshooting Information.

NOTE

The indications of corrosion are 1) corrosion deposits (a white or gray colored deposit/powder on aluminum; or amber or brown colored deposits/powder on steel), 2) pits in the aluminum or steel surface, 3) blisters, bulging, or flaking of protective coatings.

1. Inspect crosstube for corrosion or damage (scratches, nicks, dents, and cracks). Refer to the zones shown in Figures 1 and 2 and Tables 7 and 8. _____
2. Inspect abrasion strips, forward crosstubes, for de-bonding. Replace as needed. (See section 5.4.) _____
3. Inspect attachment of crosstubes to helicopter fittings and straps for security. _____
4. Inspect Clamp Assemblies on crosstube for condition and security. _____
5. Inspect T-Bolt Band Clamps on forward crosstube for condition and security. Retorque fastener as needed, per Table 3. [Delamination of nylon coating is NOT allowed. Damage (scratches, nicks, dents), completely through or exceeding the thickness of the nylon coating is NOT allowed. Replace as needed.] _____
6. Remove landing gear fairings, if installed, and inspect for condition. _____
7. Inspect attachment of crosstube to skid saddles for condition and security. _____
8. Only one repair per zone (L/H, R/H) is permissible. Crosstube components exceeding the limits shown in Table 2 must be replaced. _____
9. Check the torque values on the screws per Table 3. Retorque fasteners as required. _____
10. Check all sealant and paint for condition and touch up any damaged sealant or paint. _____

Signature _____ **A & P No.** _____

Signature _____ **A & P No.** _____

APPENDIX B

[illegible][illegible]