
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av frihjulskoppling

GÄLLER: Modellerna 369D, 369E, 369FF, 500N, AH-6 och MH-6

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 98-21-12

TID FÖR ÅTGÄRD: För kopplingar med mindre än 100 flygtimmar vid uppnådda 100 flygtimmar, för kopplingar med mera än 100 flygtimmar inom 25 flygtimmar därefter i intervall av 100 flygtimmar räknat från detta LVD's beslutsdatum.

UNDERLAG: FAA AD 98-21-12 och där angivet underlag

REFERENS: FAA AD 98-21-12

BESLUTSDATUM: 1998-11-04

LFS 1998:72

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.

Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

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AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
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U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-21-12 MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Amendment 39-10820. Docket No. 97-SW-47-AD.

Applicability: Model 369D, 369E, 369FF, 500N, AH-6, and MH-6 helicopters, with overrunning clutch assembly, part number (P/N) 369F5450-501, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To detect wear of other clutch components, excessive vibration which could lead to failure of the overrunning clutch, wear on the bearing carrier, and subsequent loss of power to the helicopter rotor drive system, accomplish the following:

(a) Visually inspect the overrunning clutch retainer, P/N 369F5460-1, carrier, P/N 369F5461-1, housing, P/N 369F5451-1, and pin, P/N MS16556-801, for clutch or carrier wear or pin damage in accordance with the Accomplishment Instructions in McDonnell Douglas Helicopter Systems Service Information Notice No. DN-190, EN-83, FN-70, NN-011, dated July 25, 1997. For helicopters with a clutch assembly having less than 100 hours time-in-service (TIS), conduct the visual inspection before or upon reaching 100 hours TIS. For helicopters with a clutch assembly having 100 or more hours TIS, conduct the visual inspection within 25 hours TIS.

(b) Repeat the inspection required by paragraph (a) at intervals not to exceed 100 hours TIS.

(c) If the inspections specified in paragraph (a) or (b) reveal wear or damage to components, replace those components with airworthy components prior to further flight.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(f) The inspections shall be done in accordance with McDonnell Douglas Helicopter Systems Service Information Notice No. DN-190, EN-83, FN-70, NN-011, dated July 25, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McDonnell Douglas Helicopter Systems, Field Service Department, 5000 E. McDowell Road, Mesa, Arizona, telephone (800) 388-3378, fax (602) 891-6782. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on October 22, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Bruce Conze, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712, telephone (562) 627-5261, fax (562) 627-5210.