
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Byte av stjärtrotorgaffel

GÄLLER: R44 med installerad gaffel P/N C908-1C

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA Emergency AD 99-17-17 daterad den 13 augusti 1999

TID FÖR ÅTGÄRD: Före flygning om inte tidigare utfört

UNDERLAG: FAA Emergency AD 99-17-17
Robinson R44 Service Bulletin SB-35 daterad den 26 juli 1999

REFERENS: FAA Emergency AD 99-17-17

BESLUTSDATUM: 1999-08-16

LFS 1999:126

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.

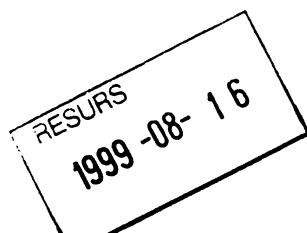
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601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450

***** TELEX-meddelande *****

Bilaga till LVD Nr 2997

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///PART 1 OF 6///



THIS EMERGENCY PRIORITY LETTER AIRWORTHINESS DIRECTIVE (AD) IS PROMPTED BY AN INCIDENT IN WHICH, DURING CRUISE FLIGHT, THE PILOT HEARD A LOUD BANG AND NOTICED NO TAIL ROTOR EFFECTIVITY AFTER ENTERING AUTOROTATION. AN INVESTIGATION REVEALED THAT THE YOKE ASSEMBLY, PART NUMBER (P/N) C908-1C, WHICH CONNECTS THE MAIN ROTOR GEARBOX SHAFT TO THE FORWARD FLEXPLATE, HAD FAILED AT A WELD JOINT DUE TO A CRACK. THE CAUSE OF THE CRACK IS UNKNOWN BUT STILL UNDER INVESTIGATION. ROBINSON HELICOPTER COMPANY (RHC) HAS IDENTIFIED THE MANUFACTURING LOTS ASSOCIATED WITH THE FAILED YOKE. FAILURE OF THE YOKE ASSEMBLY COULD RESULT IN LOSS OF MAIN AND TAIL ROTOR DRIVE AND SUBSEQUENT LOSS OF CONTROL OF THE HELICOPTER.
///END PART 1///

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THE FAA HAS REVIEWED RHC R44 SERVICE BULLETIN SB-35, DATED JULY 26, 1999, WHICH PRESCRIBES PROCEDURES FOR IDENTIFYING THE MANUFACTURING LOT FOR EACH YOKE ASSEMBLY, P/N C908-1C, AND FOR REMOVING AND REPLACING THE YOKE ASSEMBLY.

SINCE AN UNSAFE CONDITION HAS BEEN IDENTIFIED THAT IS LIKELY TO EXIST OR DEVELOP ON OTHER RHC MODEL R44 HELICOPTERS OF THE SAME TYPE DESIGN, THIS AD REQUIRES, PRIOR TO FURTHER FLIGHT, REPLACING THE YOKE ASSEMBLY, P/N C908-1C, FROM LOT NOS. 36B, 37, AND 38, WITH AN AIRWORTHY YOKE.

THIS RULE IS ISSUED UNDER 49 U.S.C. SECTION 44701 PURSUANT TO THE AUTHORITY DELEGATED TO ME BY THE ADMINISTRATOR, AND IS EFFECTIVE IMMEDIATELY UPON RECEIPT OF THIS EMERGENCY PRIORITY LETTER AD.
///END PART 2///

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///PART 3 OF 6///

99-17-17 ROBINSON HELICOPTER COMPANY: DOCKET NO. 99-SW-46-AD. ISSUED AUGUST 13, 1999.

APPLICABILITY: MODEL R44 HELICOPTERS, CERTIFICATED IN ANY CATEGORY.

NOTE 1: THIS AD APPLIES TO EACH HELICOPTER IDENTIFIED IN THE PRECEDING APPLICABILITY PROVISION, REGARDLESS OF WHETHER IT HAS BEEN OTHERWISE 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 REQUEST APPROVAL FOR AN ALTERNATIVE METHOD OF COMPLIANCE IN ACCORDANCE WITH PARAGRAPH (C) OF THIS AD. THE REQUEST SHOULD INCLUDE AN ASSESSMENT OF THE EFFECT OF THE MODIFICATION, ALTERATION, OR REPAIR ON THE UNSAFE CONDITION ADDRESSED BY THIS AD? AND, IF THE UNSAFE CONDITION HAS NOT BEEN ELIMINATED, THE REQUEST SHOULD INCLUDE SPECIFIC PROPOSED ACTIONS TO ADDRESS IT.

///END PART 3///

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COMPLIANCE: REQUIRED PRIOR TO FURTHER FLIGHT, UNLESS ACCOMPLISHED PREVIOUSLY.

TO PREVENT FAILURE OF THE YOKE ASSEMBLY, WHICH COULD RESULT IN LOSS OF MAIN AND TAIL ROTOR DRIVE AND SUBSEQUENT LOSS OF CONTROL OF THE HELICOPTER, ACCOMPLISH THE FOLLOWING:

(A) DETERMINE, BY INSPECTION, IF THE YOKE ASSEMBLY, PART NUMBER (P/N) C908-1C, FROM LOT NO. 36B, 37, OR 38 IS INSTALLED.

NOTE 2: YOKE ASSEMBLIES, P/N C908-1C, FROM LOT NOS. 36B, 37, AND 38 WERE INSTALLED AS ORIGINAL EQUIPMENT IN R44 HELICOPTERS, SERIAL NUMBERS (S/N) 0219 AND 0535 THROUGH 0608 (EXCEPT S/N'S 0565, 0582, AND 0592).

(B) REPLACE ANY YOKE ASSEMBLY, P/N C908-1C, FROM LOT NO. 36B, 37, OR 38, WITH AN AIRWORTHY YOKE ASSEMBLY FROM A LOT OTHER THAN 36B, 37, OR 38 IN ACCORDANCE WITH THE COMPLIANCE PROCEDURE, STEPS 2 THROUGH 12, OF ROBINSON HELICOPTER COMPANY R44 SERVICE BULLETIN SB-35, DATED JULY 26, 1999.

///END PART 4///

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(C) 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

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PRINCIPAL MAINTENANCE INSPECTOR, WHO MAY CONCUR OR COMMENT AND THEN SEND IT TO THE MANAGER, LOS ANGELES AIRCRAFT CERTIFICATION OFFICE.

NOTE 3: 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.

(D) SPECIAL FLIGHT PERMITS WILL NOT BE ISSUED.

(E) COPIES OF THE APPLICABLE SERVICE INFORMATION MAY BE OBTAINED FROM ROBINSON HELICOPTER COMPANY, 2901 AIRPORT DRIVE, TORRANCE, CALIFORNIA 90505. THIS INFORMATION MAY BE EXAMINED AT THE FAA, OFFICE OF THE REGIONAL COUNSEL, SOUTHWEST REGION, 2601 MEACHAM BLVD., ROOM 663, FORT WORTH, TEXAS.

///END PART 5///

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///PART 6 OF 6///

(F) EMERGENCY PRIORITY LETTER AD 99-17-17, ISSUED AUGUST 13, 1999, BECOMES EFFECTIVE UPON RECEIPT.

FOR FURTHER INFORMATION CONTACT: ELIZABETH BUMANN, AEROSPACE ENGINEER, FAA, LOS ANGELES AIRCRAFT CERTIFICATION OFFICE, PROPULSION BRANCH, 3960 PARAMOUNT BLVD., LAKEWOOD, CALIFORNIA 90712, TELEPHONE (562)627-5265, FAX (562) 627-5210.

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