
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Inspektion av "Horizontal Stabilizer Endplate"

GÄLLER: Schweizer Aircraft Corporation, Helikoptermodell: 269D, Serienummer 0001 t.o.m. 0022

ÅTGÄRD: Utför åtgärder enligt FAA AD 2003-09-05.

TID FÖR ÅTGÄRD: Enligt FAA AD 2003-09-05.

UNDERLAG: Schweizer Service Bulletin No. DB-011.1, dated March 20, 2003 (SB)

REFERENS: FAA AD 2003-09-05

BESLUTSDATUM: 9 maj 2003

LFS 2003:45

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

Aircraft Certification Service
Washington, DC



U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) 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 14 CFR part 39, subpart 39.3).

2003-09-05 Schweizer Aircraft Corporation: Amendment 39-13134. Docket No. 2002-SW-57-AD.

Applicability: Model 269D helicopters, serial numbers 0001 through 0022, with an aluminum horizontal stabilizer endplate (endplate), part number (P/N) 269D3413-11, 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 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 (e) 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.

Note 2: There are two types of endplates currently in service: an aluminum honeycomb endplate, part number (P/N) 269D3413-11, that is approximately 0.2 inches thick, and a fiberglass honeycomb endplate, P/N 269D3413-13, that is approximately 0.3 inches thick.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of an endplate during flight, which could strike the tail rotor and result in loss of control of the helicopter, accomplish the following:

(a) Before further flight, and thereafter at each 100-hour inspection, inspect each endplate and the attach angles in accordance with the Procedure, Part I, of Schweizer Service Bulletin No. DB-011.1, dated March 20, 2003 (SB).

(1) If an endplate is bent or a crack is found in an endplate or an attach angle, before further flight, replace the attach angles and tip rib with new, airworthy parts and replace the endplate with a new, airworthy endplate, P/N 269D3413-13.

(2) If fretting is found, as indicated by a powder residue adjacent to a rivet head in an attach angle, before further flight:

(i) Install an inspection hole in the bottom of the horizontal stabilizer in accordance with the Procedure, Part II, of the SB,

(ii) Inspect the internal structure of the horizontal stabilizer, and

(iii) Replace all unairworthy parts.

Note 3: Schweizer Basic Handbook of Maintenance Instruction (HMI), dated December 9, 2002, pertains to the subject of this AD.

(b) If no powder residue is found, install an inspection hole in the bottom of the horizontal stabilizer in accordance with the Procedure, Part II, of the SB at the next 100-hour inspection.

(c) If a cracked or bent endplate, any cracked attach angles, or fretting is found, report that damage to the FAA, ATTN: George Duckett, within one day. Reports may be faxed to (516) 568-2716, or emailed to george.duckett@faa.gov. Report the helicopter model, configuration, serial number, description of the damage, the TIS of the damaged part, and the TIS since the last 100-hour TIS inspection.

(d) Information collection requirements contained in this AD have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

(e) 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, New York Aircraft Certification Office (NYACO), FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, NYACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the NYACO.

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

(g) The inspections and modifications, if necessary, shall be done in accordance with Schweizer Service Bulletin No. DB-011.1, dated March 20, 2003. 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 Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York 14902. 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 1700, Washington, DC.

(h) This amendment becomes effective on May 16, 2003.

Issued in Fort Worth, Texas, on April 22, 2003.

Mark R. Schilling,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

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