

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickundersökning av huvudtransmission

GÄLLER: McDonnell Douglas Helicopter Company (MDHC) (Hughes) modell 369D, 369E och 369F/FF utrustade med huvudtransmission 369D25100-BSC eller -501, samt transmissioner 369D25100-BSC eller -501 samt utgående axlar P/N 369D25132 upplagda i förråd.

ÅTGÄRD: Utför kontroll av berörda transmissioner enligt anvisningarna i angivet underlag.

TID FÖR
ÅTGÄRD: Före fortsatt flygning, inom 100 timmar eller inom 300 timmar beroende på förutsättningarna angivna i FAA AD 87-18-12 samt därefter i intervaller av 300 flygtimmar.

UNDERLAG: MDHC SIN DN-148
FAA AD 87-18-12 (bifogas)

REFERENS: FAA AD 87-18-12

UTGIVNINGS-
DATUM: 1987-09-30

LFS: 1987:27

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende 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 senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



U.S. Department
of Transportation

Federal Aviation
Administration

AIRWORTHINESS DIRECTIVE

AVIATION STANDARDS NATIONAL FIELD OFFICE
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125

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. They 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 (FAR 39.3).

87-18-12 MCDONNELL DOUGLAS HELICOPTER COMPANY (MDHC) (Hughes Helicopter, Inc.): Amendment 39-5700. Applies to all Model 369D, E, F, and FF helicopters, certificated in any category, incorporating main rotor transmission output shaft assembly ring gear carrier (P/N 369D25132) in main transmission assemblies P/N 369D25100-BSC or -501 except (1) those with both the letter "U" etched before the serial number and the letter "T" after the serial number on the transmission I.D. plate; and (2) those with main transmission output shafts P/N 369D25132 identified by "N105" or "EPB" along with "MDHC" etched on lower bearing journal of output shaft.

Compliance is required as indicated unless previously accomplished.

To prevent possible loss of power to the main rotor, accomplish the following:

(a) For helicopters with metal particles found in the main transmission, excessive noise or vibration experienced in the main transmission, or vibrations felt in the aircraft that cannot be reduced or eliminated by ordinary main rotor blade tracking and balancing procedures, accomplish the inspection of paragraph (d) of this AD prior to further flight after the effective date of this AD and thereafter at intervals not to exceed 300 hours' time in service from the last inspection.

(b) For helicopters that have main transmission assemblies installed with less than 200 hours' time in service on the output shaft assembly ring gear carrier on the effective date of this AD, accomplish the inspection of paragraph (d) of this AD prior to accumulating 300 hours' time in service and thereafter at intervals not to exceed 300 hours' time in service from the last inspection.

(c) For helicopters that have main transmission assemblies installed with more than 200 hours' time in service on the output shaft assembly ring gear carrier on the effective date of this AD, accomplish the inspection of paragraph (d) of this AD within the next 100 hours' time in service after the effective date of this AD and, thereafter, at intervals not to exceed 300 hours' time in service from the last inspection.

(d) Perform a dye penetrant and visual inspection on the affected ring gear carriers in accordance with the procedures detailed in paragraphs a through e of the "Periodic Visual Inspection" section of McDonnell Douglas Helicopter Company Mandatory Service Information Notice (SIN) DN-148/EN-36/FN-25, dated April 23, 1987.

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Remove from service prior to further flight:

(1) Output shafts with any bulging or raised surface in the area being inspected on the upper disc surface (see Figure 2 in referenced SIN).

(2) Output shafts with any crack indication in the area being inspected on the lower and upper disc surfaces (see Figure 3 in referenced SIN).

(e) Alternative inspections, modifications, or other actions which provide an equivalent level of safety may be used when approved by the Manager, Western Aircraft Certification Office, Hawthorne, California.

(f) Special flight permits may be issued in accordance with FAR sections 21.197 and 21.199 to ferry aircraft to a maintenance base in order to comply with the requirements of this AD.

The procedure shall be done in accordance with MDHC Mandatory Service Information Notice DN-148/EN-36/FN-25, dated April 23, 1987. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a)(1) and 1 CFR Part 51. Copies may be obtained from McDonnell Douglas Helicopter Company, 500 E. McDowell Road, Mesa, Arizona 85205. Copies may be inspected at the Office of the Regional Counsel, FAA, Southwest Region, 4400 Blue Mound Road, Fort Worth, Texas, or at the Office of the Federal Register, 1100 L Street, NW., Room 8401, Washington, D.C.

This amendment becomes effective September 18, 1987.

FOR FURTHER INFORMATION CONTACT:

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