

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av stjärtrotorns "spindle"

GÄLLER: Modellerna F-28C, F-28C-2, F-28F, 280C, 280F och 280FX utrustade med spindle P/N 28-150064-11 eller 28-150064-13.

ÅTGÄRD: Utför åtgärder angivna i bifogade kopia av FAA AD 94-13-03.

TID FÖR ÅTGÄRD: Före flygning i enlighet med para (a) och (b) och därefter i tid och intervall angivna i FAA AD 94-13-03.

UNDERLAG: FAA AD 94-13-03.
Enstrom Helicopter Corporation Service Directive Bulletin (SDB) nr 0077 Revision B daterad 16 november 1992 eller senare utgåva.

REFERENS: FAA AD 94-13-03

UTGIVNINGS-DATUM: 1994-08-25

LFS: 1994:29

Åtgärd 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 senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE
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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).

94-13-03 THE ENSTROM HELICOPTER CORPORATION: Amendment 39-8943. Docket Number 93-SW-25-AD.

Applicability: Model F-28C, F-28C-2, F-28F, 280C, 280F, and 280FX series helicopters, equipped with tail rotor spindle (spindle), part number (P/N) 28-150064-11 or 28-150064-13, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the spindle, loss of directional control and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, visually inspect the spindle for cracks using a 5-power or higher magnifying glass in accordance with paragraph 5.2 of The Enstrom Helicopter Corporation Service Directive Bulletin (SDB) No. 0077, Revision B, dated November 16, 1992.

(b) Before further flight, whenever tail rotor (T/R) vibrations occur that cannot be corrected with track and balance procedures or track and balance procedures are required more than once within a 5 hours' TIS period, inspect the spindle teetering bearing bores for cracks using a dye penetrant method in accordance with paragraph 5.3 of SDB 0077, Revision B, dated November 16, 1992.

(c) Within the next 25 hours' time-in-service (TIS) after the effective date of this airworthiness directive (AD) and thereafter at intervals not to exceed 25 hours' TIS from the last inspection, without removing the tail rotor from the helicopter, inspect the spindle teetering bearing bores for cracks using a dye penetrant inspection and visually inspect for scratches, nicks, or surface discontinuities in accordance with paragraph 5.3 of SDB 0077, Revision B, dated November 16, 1992.

(d) If neither a crack nor any scratches, nicks, or surface discontinuities are found that exceed the tolerances specified in paragraph 5.3.4 and 5.3.5 of SDB 0077, Revision B, dated November 16, 1992, during the inspections required by paragraphs (a), (b), or (c) of this AD, return the helicopter to service in accordance with the procedures contained in paragraph 5.3.5 of the SDB 0077, Revision B, dated November 16, 1992, and the applicable maintenance manual.

(e) If a crack is found, or scratches, nicks, or surface discontinuities are found that exceed the tolerances specified in paragraph 5.3.4 and 5.3.5 of SDB 0077, Revision B, dated November 16, 1992, remove the spindle before further flight and install an airworthy spindle in accordance with the provisions of the appropriate maintenance manual.

(f) Within the next 100 hours' TIS or, on or before reaching 1,200 hours' TIS, whichever occurs later, remove spindle, P/N 28-150064-11 or 28-150064-13, from service and replace it with an airworthy spindle in accordance with the appropriate maintenance manual.

(g) Installation of a spindle, P/N 28-150074-11, constitutes terminating action for the requirements of this AD.

(h) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Chicago 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, Chicago Aircraft Certification Office.

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

(i) Except for the inspection required by paragraphs (a) and (b) of this AD, 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 other requirements of this AD can be accomplished.

(j) The inspections shall be done in accordance with The Enstrom Helicopter Corporation Service Directive Bulletin No. 0077, Revision B, dated November 16, 1992. 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 The Enstrom Helicopter Corporation, Twin County Airport, P.O. Box 490, Menominee, Michigan 49858. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Boulevard, Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(k) This amendment becomes effective on August 12, 1994.

FOR FURTHER INFORMATION CONTACT:

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