

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Inspektion av huvudrotorbladinfästningar

GÄLLER: MDHS modell 369 med huvudrotorblad "assemblies" P/N 369A1100-BSC, -501, -503, -505, -601, eller -603, 369D21100-BSC, -503, -505, -507, -509, -511, -513 eller -515, och 369D21102-BSC eller -501.

Huvudrotor "Lead-lag link assemblies" P/N 369A1203-BSC, -3, -11, 369H1203-BSC, -11, -21, -31.

ÅTGÄRD: Inspektera huvudrotorbladens och "lead-lag links" infästningar för utmattningssprickor i enlighet med MDHS SIN HN-211.4, DN-51.6, EN-42.4 och FN-31.4.

TID FÖR ÅTGÄRD: Första gången inom 25 flygtimmar räknat från LVD utgivningsdatum och därefter med intervall ej överstigande 25 flygtimmar.

UNDERLAG: MDHS SIN HN-211.4, DN-51.6, EN-42.4, FN-31.4.

REFERENS: FAA AD 95-03-13 (kopia bifogad).

UTGIVNINGS-DATUM: 1995-04-06

LFS: 1995:20

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).

95-03-13 McDONNELL DOUGLAS HELICOPTER SYSTEMS and HUGHES HELICOPTERS, INC.:
Amendment 39-9149. Docket No. 94-SW-05-AD. Supersedes AD 91-17-04, Amendment 39-8003.

Applicability: Model 369 and OH-6A series helicopters, with any of the following parts installed:

(1) Main rotor (M/R) blade assembly (blade assembly), part number (P/N) 369A1100-BSC, -501, -503, -505, -601, or -603; 369D21100-BSC, -503, -505, -507, -509, -511, -513, or -515; 369D21102-BSC or -501; or

(2) M/R hub lead-lag link assembly (lead-lag link assembly), P/N 369A1203-BSC, -3, or -11; 369H1203-BSC, -11, -21, or -31, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of a M/R blade assembly or a M/R hub lead-lag link assembly, loss of a M/R blade, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 25 hours time-in-service (TIS) after the effective date of this AD, and thereafter at intervals not to exceed 100 hours TIS from the last inspection, remove each blade assembly from the helicopter and accomplish the following:

(1) Inspect the attachment lugs of the M/R blade root fittings (root fittings) and the M/R lead-lag links (links) for cracks and the lug bushings (bushings) for looseness. Conduct the inspections in accordance with paragraph (b) of Part I of McDonnell Douglas Helicopter Company Service Information Notice HN-211.4, DN-51.6, EN-42.4, FN-31.4 (SIN), dated January 27, 1993.

(2) Visually inspect the following for cracks--

(i) The root fittings around the blade attachment lugs; and,

(ii) The M/R blade doubler and blade skin adjacent to the root fittings.

(3) Mark the root fittings and bushings with slippage marks in accordance with paragraph (e) of Part I of the SIN, dated January 27, 1993, if the slippage marks are degraded or missing.

(4) Replace any M/R blades or links found to be cracked or to have loose bushings with airworthy parts before further flight.

(b) Within 25 hours TIS after compliance with the requirements of paragraph (a) of this AD, and thereafter at intervals not to exceed 25 hours TIS from the last inspection, accomplish the following without removing the M/R blade:

(1) Visually inspect the root fittings and links for cracks or loose bushings in accordance with Part II of the SIN, dated January 27, 1993.

(2) Replace any M/R blades or links found to be cracked or to have loose bushings with airworthy parts before further flight.

(c) 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, 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: 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 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.

(e) The inspections and replacements, if necessary, shall be done in accordance with McDonnell Douglas Helicopter Company Service Information Notice No. HN-211.4, DN-51.6, EN-42.4, FN-31.4, dated January 27, 1993. 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, Technical Publications, Bldg. 530/B111, 5000 E. McDowell Road, Mesa, Arizona 85205-9797. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 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.

(f) This amendment becomes effective on March 21, 1995.

FOR FURTHER INFORMATION CONTACT:

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