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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Restriktioner för Robinson helikopter

**GÄLLER:** Robinson modell R22.

**ÅTGÄRD:** Utför åtgärder angivna i bifogad kopia av FAA AD 95-11-09.

**TID FÖR ÅTGÄRD:** Före nästa flygning.

**UNDERLAG:** FAA AD 95-11-09.

**REFERENS:** FAA AD 95-11-09.

**UTGIVNINGS-DATUM:** 1995-07-06

**LFS: 1995:36**

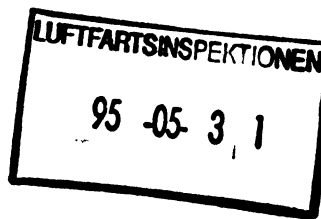
Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



U.S. Department  
of Transportation  
Federal Aviation  
Administration

## PRIORITY LETTER AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION  
P.O. BOX 26460  
OKLAHOMA CITY, OKLAHOMA 73125-0460



DATE: May 25, 1995  
95-11-09

This Priority Letter Airworthiness Directive (AD) is prompted by a recent Federal Aviation Administration (FAA) analysis of manufacturer's data that indicates that a low-G cyclic pushover maneuver may result in mast-bumping on the Robinson Helicopter Company Model R22 helicopters. Improper control input during the low-G cyclic pushover maneuver or recovery may result in main rotor separation from the helicopter or main rotor blade contact with the airframe, resulting in loss of control of the helicopter.

The FAA has reviewed Robinson Helicopter Company Safety Alert, dated May 12, 1995, Subject: Extreme Danger When Demonstrating Low-G, which describes possible hazards associated with demonstrating recovery from low-G pushover maneuvers.

Since an unsafe condition has been identified that is likely to exist or develop on other Model R22 helicopters of the same type design, this AD requires installation of a placard in the helicopter, and an insertion of a prohibition against low-G cyclic pushover maneuvers into the LIMITATIONS section of the Rotorcraft Flight Manual.

This rule is issued under 49 U.S.C. Section 44701 (formerly section 601 of the Federal Aviation Act of 1958) pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this Priority Letter.

**95-11-09 ROBINSON HELICOPTER COMPANY:** Priority Letter issued on May 25, 1995. Docket No. 95-SW-24-AD.

**Applicability:** Model R22 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 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 use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

**Compliance:** Required before further flight, unless accomplished previously.

**NOTE 2:** Compliance with this AD may be accomplished by completing the "Compliance Procedure" of Robinson Helicopter Company R22 Service Bulletin SB-79, dated May 23, 1995, and by incorporating into the Model R22 FAA-approved Rotorcraft Flight Manual the revised pages 2-7 and 2-12, both of which were approved by the FAA on May 19, 1995.

To prevent in-flight main rotor separation or contact between the main rotor blades and the airframe of the helicopter, and subsequent loss of control of the helicopter, accomplish the following:

(a) Insert the following information into SECTION 2, LIMITATIONS, of the Model R22 FAA-approved Rotorcraft Flight Manual:

**FLIGHT AND MANEUVER LIMITATIONS**  
Low-G cyclic pushovers are prohibited.

**PLACARDS**  
In clear view of the pilots:

LOW-G PUSHOVERS PROHIBITED

(b) Install a placard that contains the following statement in the helicopter in clear view of the pilots. The size and location of the placard must be such that it is easily readable by the pilots:

**LOW-G PUSHOVERS PROHIBITED**

NOTE 3: This placard may be produced locally.

(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 or Operations Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 4: 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) Priority Letter AD 95-11-09, issued May 25, 1995, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Ms. Lirio Liu, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712-4137, telephone (310) 627-5229, fax (310) 627-5210.