
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av slitage på trimmekanism till styrspak

GÄLLER: Robinson R44 S/N 0002 - 0420, 0425, 0426 samt 0427

ÅTGÄRD: Utför åtgärd enligt AD 98-04-12 och Robinson Helicopter company, R44 Service Bulletin SB - 26 daterad 31 januari, 1998 eller senare utgåva

TID FÖR ÅTGÄRD: Inom 10 flygtimmar räknat från detta LVD:s beslutsdatum och därefter i intervall om 20 flygtimmar

UNDERLAG: AD 98-04-12
Robinson Helicopter Company R44 SB-26 daterad 31 januari 1998 eller senare utgåva

REFERENS: AD 98-04-12

BESLUTSDATUM: 1998-02-12

LFS 1998:7

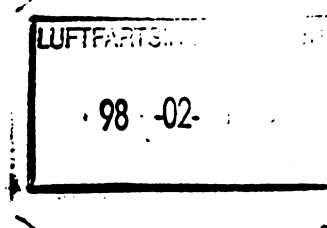
Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.

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.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450

PRIORITY LETTER AIRWORTHINESS DIRECTIVE

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



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

DATE: February 4, 1998
98-04-12

This priority letter Airworthiness Directive (AD) is prompted by an incident in which a pilot felt binding in the cyclic control when attempting to move it to the left. A precautionary landing was made using only right-hand turns. Subsequent inspection revealed that a notch was worn in the lateral cyclic trim spring shaft (shaft), which caused the shaft and spring to move from the lower mount and interfere with the lateral control. Inspection of a second Model R44 helicopter revealed similar wear. Excessive wear can create a notch on the shaft, which can cause the shaft spring assembly (spring assembly) to move out of its lower mount. This condition, if not corrected, could lead to the shaft interfering with lateral cyclic control, which could result in loss of control of the helicopter.

The FAA has reviewed Robinson Helicopter Company R44 Service Bulletin SB-26, dated January 31, 1998, which describes procedures for measurement of the shaft diameter, and replacing the spring assembly with a modified spring assembly if the shaft diameter varies more than 0.004 inch in any 0.50 inch of length.

Since an unsafe condition has been identified that is likely to exist or develop on other Robinson Helicopter Company Model R44 helicopters of the same type design, this AD requires, within 10 hours time-in-service (TIS) after the effective date of this AD, and thereafter at intervals not to exceed 20 hours TIS until replacement of the spring assembly with a modified spring assembly is accomplished, a measurement of the shaft diameter; and replacement of the C056-1 Rev. A through G spring assembly with a C056-1 Rev. H spring assembly if the shaft diameter measurement varies more than 0.004 inch in any 0.50 inch of length. Replacement of the C056-1 Rev. A through G spring assembly with a C056-1 Rev. H spring assembly is considered terminating action for the requirements of this AD. The actions are required to be accomplished in accordance with the service bulletin described previously.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this priority letter.

98-04-12 ROBINSON HELICOPTER COMPANY: Priority Letter issued on February 4, 1998. Docket No. 98-SW-08-AD.

Applicability: Model R44 helicopters, serial numbers 0002 through 0420, 0425, 0426, and 0427, with a C056-1 Rev. A through G spring assembly 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 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 (d) 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 as indicated, unless accomplished previously.

To detect excessive wear on the lateral cyclic trim spring shaft (shaft), which could allow the shaft to move from its lower mount and interfere with lateral cyclic control resulting in loss of control of the helicopter, accomplish the following:

(a) Within 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 20 hours TIS, measure the diameter of the shaft in accordance with the Compliance Procedure contained in Robinson Helicopter Company R44 Service Bulletin SB-26, dated January 31, 1998 (SB-26).

(b) If the shaft diameter varies more than 0.004 inch in any 0.50 inch of length, in the measurement area shown in Figure 1 of SB-26, replace the C056-1 Rev. A through G spring assembly with a C056-1 Rev. H spring assembly before further flight.

(c) Replacing the C056-1 Rev. A through G spring assembly with a C056-1 Rev. H spring assembly in accordance with the service bulletin is considered terminating action for the requirements of this AD.

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(d) 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, 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 2: 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.

(e) Special flight permits will not be issued.

(f) Copies of the applicable service information may be obtained from Robinson Helicopter Company, 2901 Airport Drive, Torrance, California 90505. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

(g) Priority Letter AD 98-04-12, issued February 4, 1998, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Mr. Fredrick A. Guerin, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5232, fax (562) 627-5210.