
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/HU 269/110 and issues the following AD under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Schweizer (Hughes) 269 Series Helicopters

AD/HU 269/110
Amdt 1

Tail Rotor Fork Bolt

7/2003

Applicability: All Schweizer (Hughes) 269 series helicopters.

Requirement: Remove the tail rotor fork bolt and replace with a new (zero time) bolt P/N 269A6092-3, P/N 369A1602-3 or P/N 6092-3 in accordance with Schweizer SB B-269 Revision 1. Inspect the removed bolt for excessive wear, gouges, scoring or cracks. Do not re-use any removed bolts. If any cracks are found, report them to CASA by defect report and retain the bolt for later analysis.

If a tail rotor strike occurs during service, the tail rotor fork bolt must be removed and replaced with a new (zero time) bolt.

Compliance: Within 100 hours time in Service after 1 August 2002 and thereafter at 1200 hour intervals.

This Amendment becomes effective on 10 July 2003.

Background: A recent incident occurred where severe tail rotor vibration was encountered. The cause was found to be a broken tail rotor fork bolt. On investigation, the bolt was found to have suffered a corrosion related fatigue failure, which was not detectable during normal visual inspection of the tail rotor hub. Examination of a second bolt removed from another aircraft revealed severe fretting and corrosion. Tail rotor fork bolt failure may result in loss of the tail rotor during flight.

This amendment allows the use of any of three different part number bolts, when replacing the tail rotor fork bolt. It also updates the revision status of the requirement document. There is no change to the compliance.

The original issue of this Airworthiness Directive became effective on 17 July 2002.



David Villiers
Delegate of the Civil Aviation Safety Authority

20 May 2003