

McDonnell Douglas (Hughes) and Kawasaki 369 Series Helicopters

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/HU 369/41 Amdt 9 and issues the following AD under subregulation 39.1 (1) of CAR 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.

**AD/HU 369/41
Amdt 10**

**Main Rotor Blade Root Fitting Assembly
and Hub Lead-Lag Link Assemblies**

**7/2000
DM**

Applicability: Model 369 series equipped with main rotor blade assemblies and main rotor hub lead-lag link assemblies listed in the Requirement document.

Requirement: Action in accordance with MD Helicopters SB Nos. HN-211.6, DN-51.8, EN-42.6, and FN-31.6 dated 3 January 2000.

Note 1: FAA AD 95-03-13 refers to Amendment 9.

Note 2: FAA AD 91-17-04 refers to Amendment 6 and earlier amendments of this Directive.

Compliance: 1. Requirement Document:

a. **Part I:** As applicable:

- Unless already accomplished in accordance with the previous amendment of this directive, within 25 hours time in service after the effective date of this directive, or
- 100 hours time in service after the last inspection in accordance with Amendment 9 of this directive, and
- thereafter every 100 hours time in service; and
- prior to the installation of either main rotor blades, or a main rotor hub.

b. **Part II:** At intervals not exceeding:

- 25 hours time in service after the last inspection in accordance with the previous issue of this directive, for certain blades specified at paragraph 1.G of the Requirement document, or
- 15 hours time in service after the last inspection in accordance with the previous issue of this directive, for other blades specified at paragraph 1.G of the Requirement document.

This Directive shall be entered on the Maintenance Release as maintenance required. The visual inspection required by Part II of the Requirement Document may be performed and certified by the Pilot in Command. In which case, a copy of the Requirement Document and this Directive is to be carried in the aircraft.

The Compliance for Amendments 7 and 8, and the Compliance for Requirement 1 of Amendment 9 remains unchanged from 17 February 1993.

This Amendment becomes effective on 31 May 2000.

Background: There has been cracking in the lug area of the main rotor blade root fittings and lead-lag links. Analysis of the cracking has determined that some forgings may not meet specifications. As the forgings were not serialised the blade matchings are unknown, therefore all are to be inspected.

Amendment 4 removed the blade root inspection requirement for specific blades fitted with 7075-T73 material root fittings.

Amendment 5 expanded the inspection to include any movement of the lead lag link bushes.

Amendment 6 added further rotor blade part numbers.

Amendment 7 includes the repetitive inspection requirement for the blades called up at AD/HU 369/85 Amendment 1 and standardises the inspection requirements across all blades and link assemblies.

Amendment 8 includes the latest FAA reference.

Amendment 9 is to clarify the requirement to apply slippage marks to the lead lag link bushes.

Amendment 10 reduces the Requirement document Part II inspection from 25 hours tis to 15 hours tis for certain main rotor blades with more than 500 hours time in service.

Amendment 9 of this Airworthiness Directive became effective on 6 December 1995.

Amendment 8 of this Airworthiness Directive became effective on 27 April 1995.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

The original issue of this Airworthiness Directive became effective on 27 August 1979.



William Ronald Smith
Delegate of the Civil Aviation Safety Authority

19 May 2000