

McDonnell Douglas (Hughes) and Kawasaki 369 Series Helicopters

AD/HU 369/51 Rotor Brake and Tail Rotor Drive Shaft Coupling 1/87
Amdt 3

- Applicability:
1. Model 369D Series Helicopters equipped with a rotor brake system P/N 369H90123, not modified in accordance with S.I.N. DN-95 (installation of fail-safe coupling);
 2. All model 369 Helicopters not modified in accordance with Service Information Notice DN-95, HN-173, DN-143, HN-206 or EN-31 as applicable.

- Requirement:
1. De-activate the rotor brake system in accordance with Part I of Hughes S.I.N. DN-94.

Note: FAA AD 81-17-02 refers.

2. Inspect the forward and rear flexible couplings (P/Nos. 369H92564 and/or 369A5501) in accordance with Part II of S.I.N. DN-94.

- Compliance:
1. Within 25 hours time in service after 26 October 1981.
 2. Inspect within 100 hours time in service after 31 August 1986 and thereafter at each issue of a new Maintenance Release.

Note: Rotor brake may be re-activated after installation of coupling fail safe device in accordance with S.I.N. DN-95.

Background: In the past, there have been reports of several fatigue failures of forward flexible couplings on helicopters equipped with a rotor brake system. A recent investigation after an accident has revealed the possibility of either forward or rear couplings failing. Amdt 2 was issued to include both couplings, on all model 369 helicopters, for inspection. This amendment excludes helicopters amended to the requirement of AD/HU 369/68.