

McDonnell Douglas (Hughes) and Kawasaki 369 Series Helicopters

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**AD/HU 369/62**  
**Amdt 4**

**Tail Rotor Blade Abrasion Strip**

**12/94**

- Applicability:
1. All 369 Series helicopters equipped with the tail rotor blade part numbers listed in McDonnell Douglas SIN HN-232, DN-179, EN-70, or FN-57, or
  2. Installed after production P/N 369A1613-3M, and
  3. Any of the SIN listed P/N with a suffix such as the letters M or M-STC added to the dash numbers after production.

- Requirement:
1. Visually check each tail rotor blade abrasion strip for evidence of bond failure along the entire abrasion strip/airfoil bond line. If this check results in suspect areas, inspect in accordance with Part I of McDonnell Douglas SIN HN-232, DN-179, EN-70, or FN-57, as applicable.

*Note: MDHC SIN HN-197.2, DN-130.2, EN-19.2, and FN-17.1 dated 23 March 1987 contains additional information on checks and inspections.*

2. Unless already accomplished inspect in accordance with Part I of McDonnell Douglas SIN HN-232, DN-179, EN-70, or FN-57, as applicable and, if no debonding exists, install tail rotor blade abrasion strip rivets in accordance with Part II of McDonnell Douglas SIN No HN-232, DN-179, EN-70, or FN-57, as applicable.

*Note: FAA AD 94-18-08 refers.*

- Compliance:
1. At each Daily Inspection until two rivets are installed.
  2. Within 25 hours time in service, or seven days after 23 October 1992, whichever occurs first.

This amendment is effective from 10 November 1994.

*Note: This Directive shall be entered on the Maintenance Release as maintenance required. The visual inspection required by Para 1 may be performed by the pilot in command in which case certification is to be made by entering AD/HU 369/62 Amdt 4 against the Daily Inspection certification of the Maintenance Release. A copy of this Airworthiness Directive is to be kept in the aircraft.*

- Background:
- Separation of the abrasion strip epoxy bond has been experienced.

**SCHEDULE OF AIRWORTHINESS DIRECTIVES**

The revised Requirement Documents in Amendment 1 included additional blade part numbers, and additional serial numbers for the previously affected part number blades. Amendment 2 was raised to align this Directive with the recently issued Country of Origin AD which requires repetitive inspections followed with a terminating modification action. Amendment 3 is the result of a FAA priority AD raised as the result of an accident from abrasion strip and subsequent tail rotor separation, despite the daily inspection. It also contains additional applicable part numbers. Amendment 4 updates the FAA AD reference which supersedes FAA Priority Letter 92-22-14 and FAA AD 92-02-15. No further work is required as a result of this amendment.