

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 369/106 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 369/106
Amdt 1

Helicopter Technology Main Rotor Blades

1/2001
DM

Applicability: Model 369A, H, HE, HM, HS, D, E, FF, and 500N helicopters, equipped with main rotor blade part number 500P2100-BSC, serial number with a prefix of “K” and 101 through 562; part number 500P2100-101 or 500P2100-301, serial number with a prefix of “A” and 001 through 999 or serial number with a prefix of “B” and 001 through 529; or part number 500P2300-501, serial number with a prefix of “T” and 101 through 107; manufactured by Helicopter Technology Company, LLC.

Requirement: Perform a tap check on both the upper and lower surfaces of each blade in accordance with the “Inspection” paragraph of Helicopter Technology Company, LLC, Mandatory Service Bulletin Notice No. 2100-2R2, dated 14 November 2000.

If any voids are detected on a blade that exceed specified inspection requirements of the service bulletin, before further flight, replace the blade with a serviceable blade.

Note: Emergency FAA AD 2000-25-52 refers.

Compliance: Before further flight after 13 December 2000, unless already accomplished.

This Amendment becomes effective on 13 December 2000.

Background: The FAA received a report of a main rotor blade failure due to fatigue cracking that originated at corrosion pits on the spar bonded surfaces, resulting in an accident that destroyed a Hughes Model 369D helicopter.

Amendment 1 is issued in response to a new FAA AD which clarifies the affected blade part numbers and serial numbers, as listed in applicability.

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 November 2000.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

6 December 2000