
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(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.

McDonnell Douglas (Hughes) and Kawasaki 369 Series Helicopters**AD/HU 369/119****Tail Rotor Blade Root Fitting - 2****1/2008
DM**

Applicability: Kawasaki Model 369HS and 369D helicopters, equipped with a tail rotor blade part number 369A1613, all dash numbers.

Requirement: Inspect each affected tail rotor blade for a smooth radius as follows:

- a. Remove the tail rotor blade assembly in accordance with paragraphs 9.(1) through 9.(3), of Kawasaki Service Bulletins No. KSB-369-339 or KSB-369D-235, both dated 7 May 2007, as applicable; or later JCAB approved revision.
- b. Using a bright light, inspect the bore of the tail rotor blade root fitting in accordance with paragraph 9.(4) and Figure 2 of the applicable service bulletin.
- c. Before further flight, replace each blade assembly that does not have a smooth radius in accordance with paragraph 9.(4) b. of the applicable service bulletin.
- d. Identify the serviceable tail rotor blade assembly with the applicable model of helicopter in accordance with paragraph 9.(5) and Figure 3 of the applicable service bulletin.

Note 1: Special Flight permits will not be allowed.

Note 2: JCAB AD TCD-7098-2007 refers.

Compliance: Unless already accomplished, before further flight after 14 November 2007.

This Airworthiness Directive becomes effective on 14 November 2007.

Background: The JCAB received a report of an accident after the loss of a tail rotor blade. This condition, if not corrected, could result in the failure of a tail rotor blade and subsequent loss of control of the helicopter.



David Villiers
Delegate of the Civil Aviation Safety Authority

12 November 2007