
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 369/120****Tail Rotor Blade Abrasion Strip****10/2008
DM**

Applicability: Model 369A, OH-6A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM and 369HS, certificated in any category, with a tail rotor blade installed as follows, including all serial numbers and those T/R blades with an "M" or an "T" painted on the T/R blade root:

Helicopter Technology Company, LLC (HTC) part number (P/N) 500P3100-101 and -103, or MDHI P/N 369D21640-501, -503, and -505.

HTC P/N 500P3100-301 and -303, or MDHI P/N 369D21641- 501, -503, and -505.

HTC P/N 500P3300-501 and -503, or MDHI P/N 369D21643- 501, -503, and -505.

HTC P/N 500P3500-701 and -703, or MDHI P/N 369D21642- 501, -503, and -505.

Note 1: An "M" or an "T" painted on the root of the T/R blade indicates compliance with an Alternate Method of Compliance (AMOC) to Emergency AD 2003-08-51 (AD/HU 369/111), issued by the FAA, Los Angeles Aircraft Certification Office (LAACO) on June 13, 2003 to HTC. The AMOC addressed shot peening of the pitch horn of the T/R assembly. CASA is not able to provide a copy of this AMOC. HTC should be approached for a copy if required.

Requirement: Accomplish the following actions:

1. Inspect the abrasion strip-to-skin bond integrity on each T/R blade using a tap test method in accordance with Part 1- Inspection, in Helicopter Technology Company, LLC (HTC) Mandatory Service Bulletin Notice No. 3100-4R4, dated May 10, 2006 (SB) or later FAA approved revision.

Note 2: MD Helicopters Service Bulletins (as applicable to model) SB369D-203R1, SB369E- 097R1, SB369F-082R1, and SB369H-246R1, dated January 23, 2006, refer.

2. Modifying each T/R blade in accordance with Mandatory Service Bulletin Notice No. 3100-4R4 by installing a titanium rivet P/N 500P3124-13 at the outboard (tip) end and painting the letter "T" on the root-end of the T/R blade to indicate the terminating modification has been accomplished is terminating action for the inspection requirements of this AD.

Note 3: FAA AD 2008-15-03, effective 3 September 2008 refers.

McDonnell Douglas (Hughes) and Kawasaki 369 Series Helicopters

AD/HU 369/120 (continued)

- Compliance:
1. Within 25 hours time-in-service (TIS), unless accomplished previously, and thereafter at intervals not to exceed 25 hours TIS.
 2. Compliance optional, but completing the terminating modification removes the need for further 25 hourly inspections.

This Airworthiness Directive becomes effective on 3 September 2008.

Background: This Airworthiness Directive is issued to prevent disbonding and subsequent separation of an abrasion strip from a Tail Rotor blade, which could result in vibration, loss of the Tail Rotor, and subsequent loss of control of the helicopter.



David Villiers
Delegate of the Civil Aviation Safety Authority

11 August 2008