
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.

Kawasaki BK 117 Series Helicopters**AD/GBK 117/29****Cyclic Stick - Modification****10/2008**

Applicability: Kawasaki BK 117 C-2 helicopters, serial number (S/N) 4001 through 4003 inclusive, and 4005 through 4013 inclusive.

Requirement:

1. Modify the cyclic stick locking/centering device by removing the slide and spring from the cyclic stick cantilever in accordance with Kawasaki Service Bulletin (SB) No. KSB-117-294 dated 9 July 2008, or later JCAB approved revision.
2. Amend the Rotorcraft Flight Manual (FLM) by inserting the following note:

“Before starting the engines, the cyclic stick must be moved to its neutral position. By folding up the cantilever to the pin, it is possible to move the cyclic stick into its neutral position and to centre it. A locking of the cyclic stick is no longer possible”.

This may be accomplished by inserting a copy of this AD into the FLM, or by FLM page(s) supplied by Kawasaki Heavy Industries.

Note: JCAB AD TCD-7302-2008 dated 15 July 2008 refers.

Compliance: Within 30 days after the effective date of this AD, unless previously accomplished.

This Airworthiness Directive becomes effective on 25 September 2008.

Background: There have been several cases reported where take-off was executed with a locked cyclic stick. A locked cyclic stick may lead to loss of control of the helicopter. In order to prevent any further occurrences of inadvertent take-off with a locked cyclic stick. After modification, locking of the cyclic stick is no longer possible. The cyclic stick can only be centered in its neutral position.



James Coyne
Delegate of the Civil Aviation Safety Authority

25 July 2008