
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 39.1 (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.

Robinson R44 Series Helicopters

AD/R44/17

Tail Rotor Pitch Control Assembly

**4/2003
DM**

Applicability: Model R44 helicopters, with serial numbers up to and including 1208, except serial numbers 1143, 1165, 1183, 1189, 1192, 1196, 1197, 1198, 1200, 1203, and 1204, with tail rotor pitch control assembly, part number C031-1, Revision G or prior, installed.

Requirement: Inspect the tail rotor pitch control assembly for roughness or binding of the pitch control bearings by hand-rotating the pitch control bearing housing in accordance with Robinson Helicopter Company Service Bulletin SB-43A Revision A, dated 10 June 2002.

If the housing does not rotate freely, before further flight, replace the unserviceable pitch control assembly with a serviceable assembly.

Note: FAA AD 2003-04-05 Amdt 39-13053 refers.

Compliance: Within 20 hours time in service after 26 March 2003 for the initial inspection, unless already accomplished. Inspect thereafter at intervals not to exceed 300 hours time in service or 12 months, whichever occurs first.

This Airworthiness Directive becomes effective on 5 March 2003.

Background: The FAA received reports of failure of the tail rotor pitch control assembly due to improperly lubricated bearings on Model R22 helicopters. Although there have been no reported failures on the Model R44 helicopters, the design of the pitch control assembly makes it susceptible to the same failures as have occurred on the Model R22 helicopter. Undetected bearing corrosion could lead to bearing failure and subsequent loss of directional control of the helicopter.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

27 February 2003