ÚCL

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Číslo: CAA-AD-T-039/2003
Datum vydání: 17. dubna 2003
MD Helicopters, Inc.
369A, D, E, H, HE, HM, HS, F, FF

VRTULNÍK – LISTY VYROVNÁVACÍHO ROTORU – KONTROLA/VÝMĚNA

Týká se: vrtulníků 369A, D, E, H, HE, HM, HS, F, FF vyrobených firmou MD HELICOPTERS, INC., vybavených listy vyrovnávacího rotoru katalogových čísel (P/N) 369D21640-501, 369D21641-501, 369D21642-501, 369D21643-501, 500P3100-101, 500P3100-301, 500P3300-501, 500P3500-701, certifikovaných ve kterékoliv kategorii.

Důvod vydání: předejít oddělení páky ovládání úhlu náběhu od listu vyrovnávacího rotoru, což může vést k nevyváženosti a vibracím vyrovnávacího rotoru, ke ztrátě ovladatelnosti úhlu náběhu listů vyrovnávacího rotoru a následně ke ztrátě řiditelnosti vrtulníku.

Datum účinnosti: ihned po obdržení

Provést v termínech:
Jak je popsáno v FAA E AD 2003-08-51 od data účinnosti tohoto PZZ.

Postup provedení prací:
Dle FAA E AD 2003-08-51 (příloha tohoto PZZ).

Poznámky:
- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. B. Fiala.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě FAA E AD 2003-08-51.

Ing. Pavel MATOUŠEK
ředitel

2003-08-51 MD HELICOPTERS, INC.: Docket No 2003-SW-17-AD.
Applicability: Model 369A, D, E, H, HE, HM, HS, F, and FF helicopters, with tail rotor blades, part number (P/N) 369D21640-501, 369D21641-501, 369D21642-501, 369D21643-501, 500P3100-101, 500P3100-301, 500P3300-501, or 500P3500-701, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent a pitch horn from separating from the tail rotor blade leading to an unbalanced condition, vibration, loss of tail rotor pitch control, and loss of directional control of the helicopter, accomplish the following:

(a) This AD establishes a new retirement life of 400 hours time-in-service (TIS) for the tail rotor blades listed in the Applicability section. For helicopters with an affected tail rotor blade installed that has 390 through 700 hours TIS, remove and replace the tail rotor blade with an airworthy tail rotor blade within 10 hours TIS.
(b) Before further flight, perform a one-time visual inspection of each pitch horn for a crack or corrosion in the area indicated by Note 2 in Figure 1 of this AD. Paint removal in accordance with Note 1 of Figure 1of this AD is not required for the visual inspection.

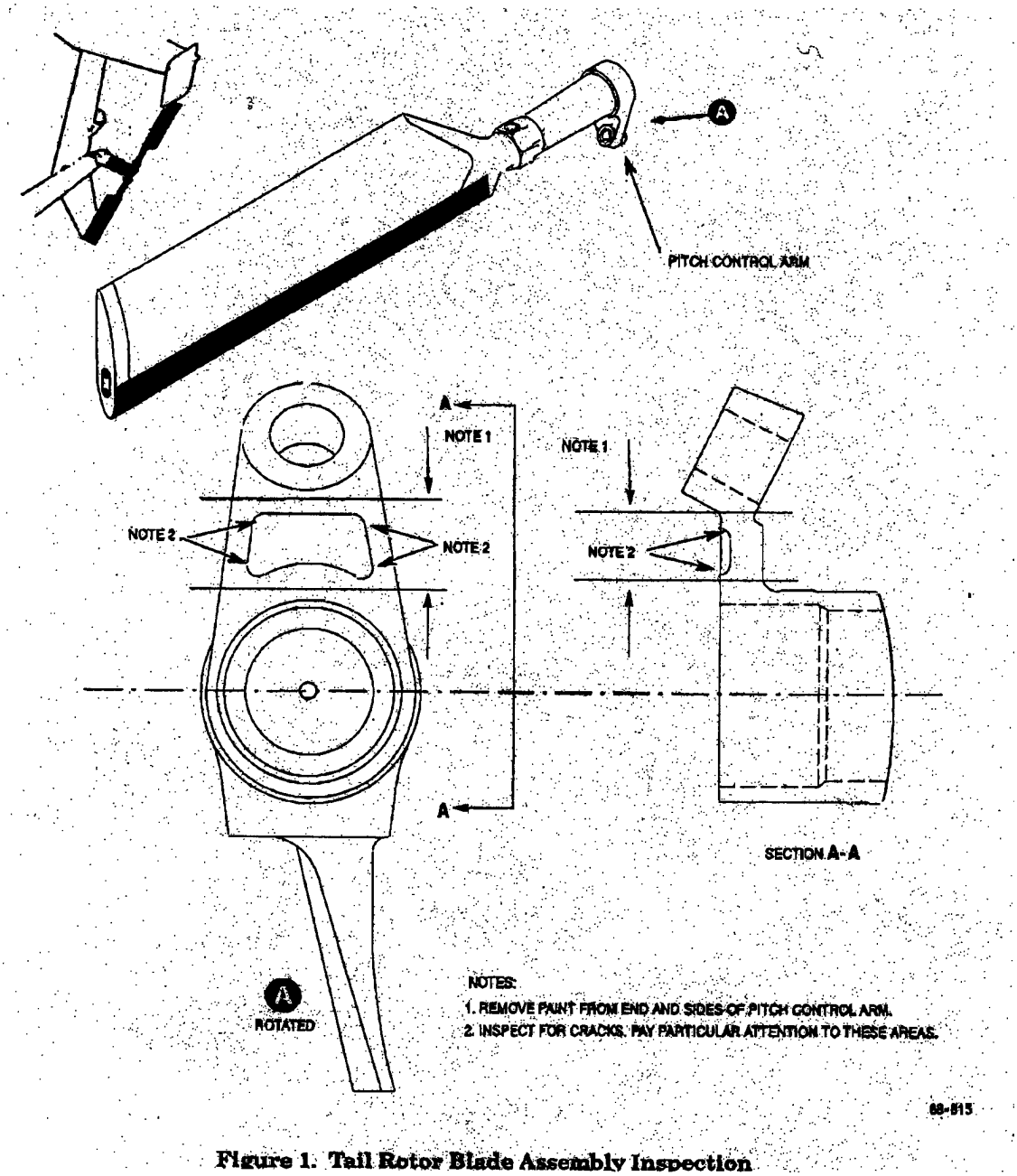

Figure 1. Tail Rotor Blade Assembly Inspection

(c) Revise the helicopter Airworthiness Limitations section of the maintenance manual by making pen-and-ink changes to indicate the new retirement life of 400 hours TIS for the tail rotor blades, P/N 369D21640-501, 369D21641-501, 369D21642-501, 369D21643-501, 500P3100-101, 500P3100-301, 500P3300-501, or 500P3500-701 of 400 hours TIS.

(d) For helicopters with a tail rotor blade installed that has more than 700 hours TIS, a one-time special flight permit to fly it to a repair facility may be issued only upon completion of an eddy current surface scan of each affected pitch horn (see Figure 1 of this AD). Paint removal in accordance with Note 1 of the Figure 1 of this AD **IS** required for the surface scan. If a crack is found, remove the tail rotor blade and replace it with an airworthy tail rotor blade before further flight.

(e) Within 24 hours after completing the requirements of this EAD, report the information requested in Appendix A for all tail rotor blades listed in the Applicability section, including the tail rotor blades that were removed as a result of this AD. Report the information to: Manager, Los Angeles Aircraft Certification Office, ATTN: Fred Guerin, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5232. Reports may also be faxed to (562) 627-5210 or emailed to fred.guerin@faa.gov.

(f) Information collection requirements contained in this AD have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

(g) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Los Angeles Aircraft Certification Office, Transport Airplane Directorate, FAA, for information about previously approved alternative methods of compliance.

(h) **Emergency AD 2003-08-51, issued April 15, 2003, becomes effective upon receip**t.

FOR FURTHER INFORMATION CONTACT: Fred Guerin, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5232, fax (562) 627-5210.

Issued in Fort Worth, Texas, on April 15, 2003.

David A. Downey,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.

Appendix A
Tail Rotor Blade Inspection (Sample Format)

Send within 24 hours to:
Manager, Los Angeles Aircraft Certification Office
ATTN: Fred Guerin
3960 Paramount Blvd.
Lakewood, California 90712
Fax: (562) 627-5210
Email: fred.guerin@faa.gov

Date:

Operator or Company Name:

Name of Contact Person:

Address:

Telephone:

Fax:

Aircraft Serial Number:

Aircraft Registration Number:

Estimated average flight hours per year:

T/R Blade Part Number:	Serial Number:	Total Time:
Crack found? (Yes/No):	Corrosion Found? (Yes/No)	
T/R Blade Part Number:	Serial Number:	Total Time:
Crack found? (Yes/No):	Corrosion Found? (Yes/No)	
T/R Blade Part Number:	Serial Number:	Total Time:
Crack found? (Yes/No):	Corrosion Found? (Yes/No)	
T/R Blade Part Number:	Serial Number:	Total Time:
Crack found? (Yes/No):	Corrosion Found? (Yes/No)	

Comments/Additional Information: