



## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

ÚŘAD PRO CIVILNÍ LETECTVÍ  
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Číslo: CAA-AD-065/2003R1

Nahrazuje CAA-AD-065/2003

Datum vydání: 16. července 2004

Schweizer Aircraft Corp.

269A, 269A-1, 269B, 269C, TH-55A

*Tento PZZ byl vydán na základě Rozhodnutí č. 2/2003 výkonného ředitele EASA, které ustanovuje, že PZZ vydané úřadem státu typového návrhu jsou závazné pro všechny země EU.*

### VRTULNÍK - SILOVÝ UZEL PŘÍHRADOVÉ KONSTRUKCE DRAKU – KONTROLA/VÝMĚNA

**Týká se:** vrtulníků 269A, 269A-1, 269B, 269C, TH-55A vyrobených firmou Schweizer Aircraft Corp., certifikovaných ve kterékoliv kategorii, vybavených uzlem vzpěry ocasního nosníku jak je blíže specifikováno v části „Applicability“ FAA AD 2003-13-15 (příloha tohoto PZZ).

**Důvod vydání:** předejít poruše oka třmenu zadní vzpěry silového uzlu příhradové konstrukce draku, což může vést k otočení ocasního nosníku do roviny otáčení listů hlavního rotoru a následné ztrátě říditelnosti vrtulníku.

**Datum účinnosti:** 2. září 2004.

**Provést v termínech:**

Jak je popsáno v FAA AD 2003-13-15 R1 od data účinnosti tohoto PZZ.

**Postup provedení prací:**

Dle FAA AD 2003-13-15 R1.

*Poznámky:*

- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Shrbený.
- 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 AD 2003-13-15 R1, který nahrazuje FAA AD 2003-13-15.

**Ing. Pavel MATOUŠEK**  
ředitel

**2003-13-15 R1 Schweizer Aircraft Corporation:** Amendment 39-13709. Docket No. 2002-SW-25-AD.  
Revises AD 2003-13-15, Amendment 39-13217, Docket No. 2002-SW-25-AD.

*Applicability:* Model 269A, 269A-1, 269B, 269C, and TH-55A helicopters, certificated in any category, with a tailboom support strut (strut) assembly, part number (P/N) 269A2015 or 269A2015-5; or with a center frame aft cluster fitting, P/N 269A2234 or 269A2235, and an aft cluster fitting listed in the following table:

Helicopter model number	Helicopter serial number	With aft cluster fitting, P/N
Model 269C	0570 through 1165	269A2234-3
Model 269C	0500 through 1165	269A2235-3
Model 269A, A-1, B, or C, or TH-55A	All	269A2234-3 or 269A2235-3

Exception: For the Model 269A, A-1, B, or C or TH-55A helicopters with cluster fittings, P/N 269A2234-3 or P/N 269A2235-3, installed, if there is written documentation in the aircraft or manufacturer's records that shows the cluster fitting was originally sold by the manufacturer after June 1, 1988, the requirements of this AD are not applicable.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent failure of a tailboom support strut or lug on a cluster fitting, which could cause rotation of a tailboom into the main rotor blades, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 50 hours TIS, for helicopters with cluster fittings, P/N 269A2234 or P/N 269A2235:

(1) Using paint remover, remove paint from the lugs on each cluster fitting. Wash with water and dry. The tailboom support strut must be removed prior to the paint stripping.

(2) Dye-penetrant inspect the lugs on each cluster fitting. See the following Figure 1:

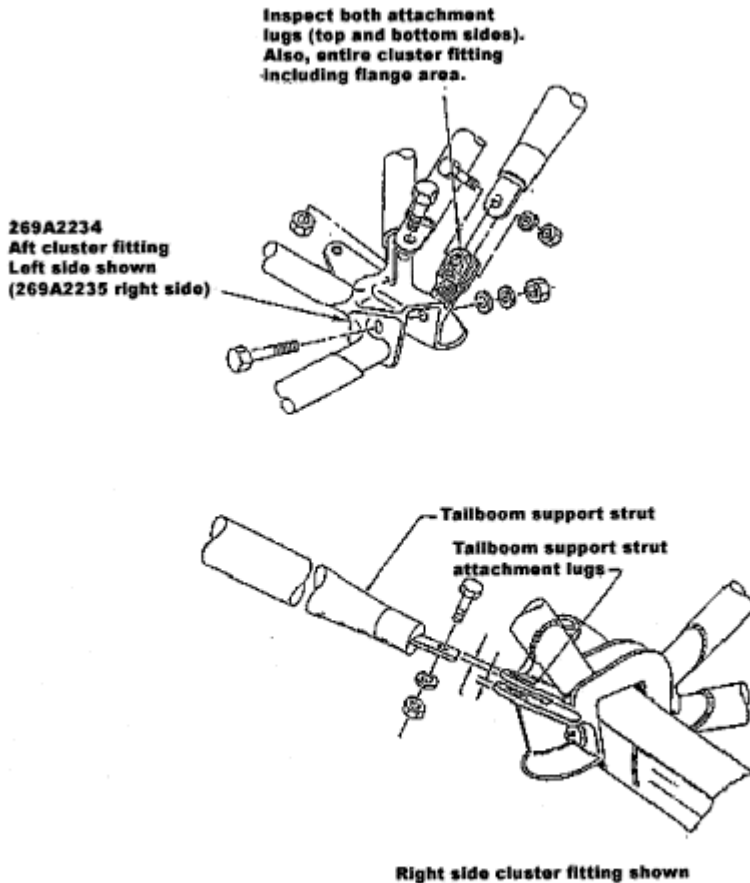


Figure 1

(3) If a crack is found, before further flight, replace the cracked cluster fitting with an airworthy cluster fitting.

(b) Cluster fittings, P/N 269A2234 and P/N 269A2235, that have NOT been modified with Kit P/N SA-269K-106-1, are NOT eligible replacement parts.

(c) Within 150 hours TIS or 6 months, whichever occurs first, replace each cluster fitting, P/N 269A2234 and P/N 269A2235, with an airworthy cluster fitting or modify each cluster fitting, P/N 269A2234 and P/N 269A2235, with Kit, P/N SA-269K-106-1. Installing the kit is terminating action for the 50-hour TIS repetitive dye-penetrant inspection for these cluster fittings. Broken or cracked cluster fittings are not eligible for the kit modification.

(d) For helicopters with strut assemblies, P/N 269A2015 or 269A2015-5, accomplish the following:

(1) At intervals not to exceed 50 hours TIS:

(i) Remove the strut assemblies, P/N 269A2015 or P/N 269A2015-5.

(ii) Visually inspect the strut aluminum end fittings for deformation or damage and dye-penetrant inspect the strut aluminum end fittings for a crack in accordance with Step II of Schweizer Service Information Notice No. N-109.2, dated September 1, 1976 (SIN N-109.2).

(iii) If deformation, damage, or a crack is found, before further flight, modify the strut assemblies by replacing the aluminum end fittings with stainless steel end fittings, P/N 269A2017-3 and -5, and attach bolts in accordance with Step III of SIN N-109.2; or replace each strut assembly P/N 269A2015 with P/N 269A2015-9, and replace each strut assembly P/N 269A2015-5 with P/N 269A2015-11.

(2) Within 500 hours TIS or one year, whichever occurs first, modify or replace the strut assemblies in accordance with paragraph (d)(1)(iii) of this AD.

(e) For the Model 269C helicopters, within 100 hours TIS, serialize each strut assembly, P/N 269A2015-5 and P/N 269A2015-11, in accordance with Schweizer Service Information Notice No. N-108, dated May 21, 1973.

(f) Within 25 hours TIS or 60 days, whichever occurs first, for cluster fittings, P/N 269A2234-3 and P/N 269A2235-3, perform a one-time inspection and repair, if required, in accordance with Procedures, Part II of Schweizer Service Bulletin No. B-277, dated January 25, 2002.

(g) Before further flight, replace any cluster fitting that is cracked or has surface defects beyond rework limits with an airworthy cluster fitting.

(h) 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 Manager, New York Aircraft Certification Office (NYACO), Engine and Propeller Directorate, FAA, for information about previously approved alternative methods of compliance.

(i) The inspections, modifications or replacements, and serializing shall be done in accordance with Schweizer Service Information Notice No. N-109.2, dated September 1, 1976; Schweizer Service Information Notice No. N-108, dated May 21, 1973; and Schweizer Service Bulletin No. B-277, dated January 25, 2002, as applicable. The incorporation by reference of those documents was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of August 12, 2003 (68 FR 40478, July 8, 2003). Copies may be obtained from Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York 14902. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

(j) This amendment becomes effective on August 10, 2004.

#### **Footer Information**

Issued in Fort Worth, Texas, on June 24, 2004.

Kim Smith,  
Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.

[FR Doc. 04-15128 Filed 7-2-04; 8:45 am]

BILLING CODE 4910-13-P