



# ÚŘAD PRO CIVILNÍ LETECTVÍ

SEKCE TECHNICKÁ

## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: FAA AD 2011-01-52 Emergency**

Účinnost od: ihned po obdržení

**Schweizer Aircraft Corporation  
Modely 269A, A-1, B, C, C-1, Th-55**

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Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA.

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

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*Poznámky:*

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.



**DATE:** December 20, 2010

**AD #:** 2011-01-52

### **Background**

This emergency AD is prompted by a locknut working loose on the tailboom aft cluster fitting strut. Further investigation revealed that the locknut installed on the expandable bolt did not have the proper threads. This condition, if not corrected, could result in the strut and driveshaft separating from the helicopter and subsequent loss of control of the helicopter.

### **FAA's Determination**

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other helicopters of these same type designs.

### **AD Requirements**

This AD requires, before further flight, unless accomplished previously, removing the locknut, part number MS21043-3. Reinstalling the locknut while determining the locknut drag torque is then required. If the drag torque is a minimum of 2 in-lbs, retorquing the locknut to 23 in-lbs is required. If the drag torque is not at least 2 in-lbs, replacing the locknut with an airworthy locknut is required.

### **Authority for this Rulemaking**

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Pursuant to this Authority delegated to me by the Administrator, we are hereby issuing this Emergency Airworthiness Directive (AD).

**2011-01-52 SCHWEIZER AIRCRAFT CORPORATION:** Directorate Identifier 2010-SW-111-AD.

### **Effective Date**

- (a) This Emergency AD is effective upon receipt.

## **Affected ADs**

(b) None.

## **Applicability**

(c) This AD applies to Model 269A, A-1, B, C, C-1, and Th-55 series helicopters, that have an Aft Cluster Fitting Modification Kit, part number SA-269K-106, installed; Model 269C helicopters, serial numbers 1846 and larger; and Model 269C-1 helicopters, serial numbers 0156 and larger, certificated in any category.

## **Unsafe Condition**

(d) This AD is prompted by a locknut working loose on the tailboom aft cluster fitting strut. Further investigation revealed that the locknut installed on the expandable bolt did not have the proper threads. This condition, if not corrected, could result in the strut and driveshaft separating from the helicopter and subsequent loss of control of the helicopter.

## **Compliance**

(e) Required before further flight, unless accomplished previously, remove the locknut, part number MS21043-3. Reinstall the locknut while determining the locknut drag torque. If the drag torque is a minimum of 2 in-lbs, retorque the locknut to 23 in-lbs. If the drag torque is not at least 2 in-lbs, replace the locknut with an airworthy locknut.

## **Special Flight Permit**

(f) Special flight permits will not be issued.

## **Alternative Methods of Compliance (AMOCs)**

(g) The Manager, New York Aircraft Certification Office (NYACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the NYACO, send it to the attention of the Continued Operational Safety program manager.

Note: Before using any approved AMOC, we request that you notify your appropriate principal inspector, or lacking a principal inspector, your local Flight Standards District Office.

## **Other Information**

(h) For further information about this AD, contact: Stephen Kowalski, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, 1600 Stewart Ave., suite 410, Westbury, New York 11590, telephone (516) 228-7327, fax (516) 794-5531.

## **Subject**

(i) The Joint Aircraft System Component (JASC) Code is 5302: Rotorcraft Tailboom.

Issued in Fort Worth, Texas, on December 20, 2010.

M. Monica Merritt,  
Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.