

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-042/2002

Datum vydání: 11. dubna 2002

VRTULNÍK - LISTY HLAVNÍHO ROTORU - KONTROLA

Týká se: vrtulníků Mi-2 vyrobených firmou PZL Swidnik.

Důvod vydání: objeveny případy poškození listů hlavního rotoru v důsledku oddělení potahu od hlavního nosníku rotorového listu.

Datum účinnosti: 16. května 2002.

Provést v termínech: Jak je popsáno v GICA AD SP-0074-2001-A od data účinnosti tohoto PZZ.

Postup provedení prací: Dle GICA AD SP-0074-2001-A (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 GICA AD SP-0074-2001-A, který nahrazuje GICA AD SP-073-2001-A.

Ing. Pavel MATOUŠEK
ředitel sekce technické

Warszawa, dn.3/08/2001

DYREKTYWA ZDATNOSCI - AIRWORTHINESS DIRECTIVE Nr SP-0074-2001-A

1. Product: Helicopter Mi-2

2. Type Certificate/Approval Number: GILC / GICA, BC-073

3. Subject: IMMEDIATE Inspection of the Main Rotor Blades 50.29.000.00.03.

4. Reason for the issuance of this AD: Detection of main rotor blades damages in the form of section skin-to-spar adhesive bonding failures.

5 Corrective action:

Because of detection on the Mi-2 Helicopter in operation of the next occurrence of the Main Rotor Blades damages, in form of disbonding of skin from the main spar, the IMMEDIATE inspection of the blades in accordance with the Chapter 6.6.3 Paragraphs 5 and 6 of the Technical Maintenance Manual of the Mi-2 Helicopter, to check for disbonding of the trailing edge sections from the spar, particularly these reaching the edge of the skin, must be made.

Inspection is to be made on blades as listed in the Mandatory Bulletin BO-50-01-47 of the PZL Swidnik installed on helicopters, as well as on blades stored as spares. For the blades installed on helicopters the Inspection must be made before the next flight. For blades in storage the Inspection must be made within two weeks after receipt of this AD. Additionally, upon installation of the blades on helicopter, the Inspection must be made before the first flight and again, upon completion of the first flight, to detect damage, that could occur in operation.

In case of detection of the faults, the Certificate of Airworthiness is no longer valid. The detection of the faults is to be immediately reported to the Manufacturer, and also to the General Inspectorate of Civil Aviation, Warsaw, Poland, fax (+48 22) 630 1518.

6. Name of Aviation Authority that issued AD: -----

7. Ref publications: Mandatory Bulletin No. BO-50-01-47, which has been supplied with the Airworthiness Directive Nr SP-0073-2001-A.

NOTE: The schedule for performance of the Inspection, prescribed in the Bulletin, is CHANGED. The Inspection must

be made as prescribed in Paragraph 8.

8. Effectivity date of this AD: 3/08/2001

Compliance time: On the blades, installed on helicopters, if flights have been performed, the inspection must be made before the next flight.

On the blades in storage - within two (2) weeks from receipt of this AD, and also- upon installation of helicopter, before the first flight and again upon completion of the first flight. The total number of the Inspection is three (3).

Note: This Airworthiness Directive supersedes the Airworthiness Directive Nr SP-0073-2001-A dated 27/07/2001.

Zygmunt MAZAN

Chief Inspector of Civil Aircraft Inspection Board