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Hovedadministrasjonen
Luftfartsinspeksjonen
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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
MCDONNELL DOUGLAS
HELICOPTER- 54
(Forts. av HUGHES)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

97-065 UTSKIFTING AV «TRANSMISSION OUTPUT DRIVE GEARS»

Påbudet gjelder:

McDonnell Douglas Helicopter 369D, E, F, FF, 500N, AH-6 og MH-6 modeller som har hovedrotortransmisjon P/N 369D25100 installert.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 97-15-08.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 97-15-08, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 97-15-08.

Gyldighetsdato:

01.09.97.



AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

97-15-08 MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Amendment 39-10081. Docket No. 97-SW-02-AD.

Applicability: Model 369D, E, F, FF, 500N, AH-6, and MH-6 helicopters, with main rotor transmission, part number (P/N) 369D25100, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the transmission output drive gear (gear), part number P/N 369D25127-11, which could result in loss of main rotor control and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 10 hours time-in-service (TIS) after the effective date of this AD, determine through an inspection of records, contact with the manufacturer, or using a bright light and viewing through the open liquid level plug port, if the installed gear serial number (S/N) is S/N 005570-0646 through S/N 005570-0765, or S/N 005570-0876 through S/N 005570-0998.

(b) If the gear has an affected S/N, remove the gear and replace it with an airworthy gear, that has a S/N other than the S/N's listed in paragraph (a) of this AD, as follows:

(1) For helicopters equipped with a cargo hook assembly, with a separate, permanently-maintained log of actual hours time-in-service (TIS) of external load operation, remove and replace the gear within the next 25 hours TIS for external load operations, or within the next 400 hours TIS for non-external load operation, whichever comes first.

(2) For helicopters equipped with a cargo hook assembly, with no separate, permanently-maintained log of actual external load operation, remove and replace the gear within the next 25 hours TIS after the effective date of this AD. Owners/operators may begin maintaining a separate permanent log of external load operations and comply with the requirements of paragraph (b)(1) of this AD.

(3) For helicopters without cargo hook assemblies, remove and replace the gear within the next 400 hours TIS after the effective date of this AD.

(c) Replacement of the affected gear with an airworthy gear having a S/N other than those S/N's listed in paragraph (a) of this AD is considered a terminating action for the requirements of this AD.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(f) This amendment becomes effective on August 4, 1997.

FOR FURTHER INFORMATION CONTACT:

Mr. Bruce Conze, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, Propulsion Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5261, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 55
(Forts. av HUGHES)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-007 KONTROLL FOR SPREKKER I HOVEDROTORBLADET

Påbudet gjelder:

Boeing McDonnell Douglas Helicopter 369, 369A, D, E, F, FF, H, HE, HM, HS, 500N, og OH-6 modeller som har hovedrotorblader med P/N 369A1100-507, 369D21100-517 eller 369D21102-517 med 1500 TIS (operasjonstid) eller mer.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA Priority AD 98-01-13.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA Priority AD 98-01-13, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA Priority AD 98-01-13.

Gyldighetsdato:

01.02.98.



PRIORITY LETTER AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

DATE: December 31, 1997
98-01-13

This priority letter Airworthiness Directive (AD) is prompted by an accident in which a main rotor blade (blade) failed on a Boeing McDonnell Douglas Helicopter Systems (MDHS) Model 369D helicopter due to cracks. The blade that failed had accumulated over 2,300 hours time-in-service (TIS). Subsequent investigation revealed cracks in two other blades on the same helicopter. The cracks had initiated in the lower inboard doubler and propagated in a chordwise direction through the blade skin and spar. These fatigue cracks may have been caused by residual stresses induced by nonconforming doublers that were used to construct the blade. A fatigue crack in a blade creates an unsafe condition. This condition, if not detected, could result in failure of the blade and subsequent loss of control of the helicopter.

The FAA has previously issued AD 95-03-13, effective March 21, 1995, and AD 96-10-09, effective May 29, 1996, both of which mandate inspections in the same general area. This priority letter AD applies to blades which may have nonconforming doublers installed and does not supersede the previously-issued AD's.

The FAA has reviewed Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB369H-242, SB369E-087, SB500N-014, SB369D-194, SB369F-074, dated December 24, 1997, which describes procedures for a visual inspection to be accomplished prior to further flight, and thereafter at intervals not to exceed 25 hours TIS, using a 10x magnifying glass, of the blades for cracking of the lower surface of the blade emanating from the root fitting, and the doubler at the inboard end of the blade, paying particular attention to the outermost two root fitting attachment bolts and the outermost end of the lower root fitting and adjacent doubler area; and McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995, which describes procedures for an inspection for debonding between the blade root end fitting and doubler if missing or cracked paint or adhesive is observed.

Since an unsafe condition has been identified that is likely to exist or develop on other MDHS Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and OH-6 helicopters of the same type design, this AD requires, before further flight, and thereafter at intervals not to exceed 25 hours TIS, for blades that have 1,500 or more hours TIS, a visual inspection for cracks in the lower surface of the blade, root fitting and doubler at the inboard end of the blade, paying particular attention to the area of the outermost two root fitting attachment bolts and the outermost end of the lower root fitting and adjacent doubler area; and for missing or cracked adhesive or paint at the root end-to-doubler bonding line. The inspections will be accomplished using a 10x or higher magnifying glass. The actions are required to be accomplished in accordance with the service information described previously.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this priority letter.

98-01-13 BOEING MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Priority Letter issued on December 31, 1997. Docket No. 97-SW-68-AD.

Applicability: Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and OH-6 helicopters with part number (P/N) 369A1100-507, 369D21100-517, or 369D21102-517 main rotor blades installed that have 1,500 or more hours time-in-service (TIS), certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (e) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required before further flight, and thereafter at intervals not to exceed 25 hours TIS, unless accomplished previously.

To detect cracks that could lead to failure of the main rotor blade (blade) and subsequent loss of control of the helicopter, accomplish the following:

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(a) With the blade lifted off the droop stop, using a 10x or higher magnifying glass, visually inspect the blade for any chordwise cracking emanating from the root fitting edge on the blade lower surface doubler and skin or cracks on the doubler adjacent to the root end fitting in accordance with paragraph (1) and Figure 1 of the Accomplishment Instructions in Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB369H-242, SB369E-087, SB500N-014, SB369D-194, SB369F-074, dated December 24, 1997.

(b) With the blade lifted off the droop stop, inspect for cracked adhesive or paint at the root end fitting-to-doubler bond line in the area shown in Figure 1 of Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB369H-242, SB369E-087, SB500N-014, SB369D-194, SB369F-074, dated December 24, 1997.

(c) If there is any chordwise cracking discovered as a result of the inspections required by paragraph (a) of this AD, remove the blade and replace it with an airworthy blade.

(d) If there is any missing or cracked adhesive or paint discovered as a result of the inspection required by paragraph (b) of this AD, remove and inspect the blade in accordance with paragraph 3.E. of Part II of the Accomplishment Instructions in McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995. If there is any disbonding in excess of the allowable margins specified in Part II of the service information notice, remove the blade and replace it with an airworthy blade.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(f) Special flight permits will not be issued.

(g) Copies of the applicable service information may be obtained from McDonnell Douglas Helicopter Systems, Technical Publications, Bldg. 530/B11, 5000 E. McDowell Road, Mesa, Arizona 85205-9797. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 653, Fort Worth, Texas.

(h) Priority Letter AD 98-01-13, issued December 31, 1997, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Mr. John L. Cecil, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5229, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 56

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-021 KONTROLL FOR SPREKKER I HOVEDROTORBLADET

Påbudet gjelder:

McDonnell Douglas Helicopter 369, 369A, D, E, F, FF, H, HE, HM, HS, 500N, 600N og OH-6 modeller som beskrevet i vedlagte kopi av FAA Priority AD 98-03-15.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA Priority AD 98-03-15.

Anm.: Denne LDP erstatter og opphever LDP 98-007.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA Priority AD 98-03-15, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA Priority AD 98-03-15.

Gyldighetsdato:

1998-03-01.



PRIORITY LETTER AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

DATE: January 29, 1998
98-03-15

This superseding priority letter Airworthiness Directive (AD) is prompted by an accident in which a main rotor blade (blade) failed on a McDonnell Douglas Helicopter Systems (MDHS) Model 369D helicopter due to cracks. The blade that failed had accumulated over 2,300 hours time-in-service (TIS). Subsequent investigation revealed cracks in two other blades on the same helicopter. Additionally, an operator reported finding a blade crack as a result of complying with AD 98-01-13. The cracks had initiated in the lower doubler and propagated in a chordwise direction through the blade skin and spar. These fatigue cracks may have been caused by residual stresses induced by nonconforming doublers that were used to construct the blade. A fatigue crack in a blade creates an unsafe condition. This condition, if not detected, could result in failure of the blade and subsequent loss of control of the helicopter.

The FAA previously issued AD 95-03-13, effective March 21, 1995, Docket No. 94-SW-05-AD; AD 96-10-09, effective May 29, 1996, Docket No. 96-SW-02-AD; and Priority Letter AD 98-01-13, issued December 31, 1997, Docket No. 97-SW-68-AD, all of which mandate inspections in the same general area. This priority letter AD supersedes Priority Letter AD 98-01-13, and does not supersede AD 95-03-13 or AD 96-10-09.

The FAA has reviewed Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB369H-243R1, SB369E-088R1, SB500N-015R1, SB369D-195R1, SB369F-075R1, SB600N-007 dated January 23, 1998 (SB). The SB describes procedures for a visual inspection of certain main rotor blades using a 10X magnifying glass. The inspections are to detect cracking of the lower surface of the blade emanating from the root fitting and the doubler at the inboard end of the blade and to detect debonding between the blade root end fitting and doubler if missing or cracked adhesive or paint is observed. For all affected helicopters except the Model 600N, with blades installed that have 600 or more hours TIS, these inspections are to be accomplished prior to further flight, and thereafter at intervals not to exceed 25 hours TIS. For Model 600N helicopters, the SB requires, prior to further flight, removal of affected blades due to higher blade stresses on this model as compared to other affected models. The FAA has also reviewed McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995, which describes procedures for an inspection for debonding between the blade root end fitting and doubler if missing or cracked adhesive or paint is observed.

Since an unsafe condition has been identified that is likely to exist or develop on other MDHS Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and OH-6 helicopters of the same type design, this AD requires, before further flight, and thereafter at intervals not to exceed 25 hours TIS, for affected blades that have 600 or more hours TIS, a visual inspection for cracks in the lower surface of the blade root fitting and doubler at the inboard end of the blade and for missing or cracked adhesive or paint at the root end-to-doubler bonding line. The inspections will be accomplished using a 10X or higher magnifying glass. Since issuance of Priority Letter 98-01-13, the FAA has evaluated additional data and determined that the AD can be limited to certain serial numbers and that initiating the repetitive inspections at 600 hours TIS is appropriate. The actions are required to be accomplished in accordance with the service information described previously.

Since this same unsafe condition is likely to exist on MDHS Model 600N helicopters and develop at a faster rate because of higher blade stresses, this AD requires removal of certain main rotor blades prior to further flight and replacement with airworthy blades.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator and is effective immediately upon receipt of this priority letter.

98-03-15 MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Priority Letter issued on January 29, 1998. Docket No. 98-SW-06-AD. Supersedes Priority Letter AD 98-01-13, issued December 31, 1997, Docket No. 97-SW-68-AD.

Applicability: Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, 600N, and OH-6 helicopters with main rotor blades Part Number (P/N) 369A1100-507 with Serial Number (S/N) D139 through D203, D209 through D223; P/N 369D21100-517 with S/N H664, H665, H667, H669, H671, H672, H674, H676, H679, H680, H683 through H724, H726 through H999, J000 through J039, J041 through J055; or P/N 369D21102-517 with S/N 1976 through 2100, 2106 through 2115, installed, certificated in any category.

PRIORITY LETTER AIRWORTHINESS DIRECTIVE

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NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

(a) For Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and OH-6 helicopters with any affected main rotor blade (blade) that has 600 or more hours time-in-service (TIS), to detect cracks that could lead to failure of the blade and subsequent loss of control of the helicopter, before further flight and thereafter at intervals not to exceed 25 hours TIS, accomplish the following:

(1) With each blade lifted off the droop stop, using a 10X or higher magnifying glass, visually inspect the blade for any chordwise cracking emanating from the root fitting edge on the blade lower surface doubler and skin or cracks on the doubler adjacent to the root end fitting in accordance with paragraph (3) and Figure 1 of the Accomplishment Instructions in Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB369H-243R1, SB369E-088R1, SB500N-015R1, SB369D-195R1, SB369F-075R1, SB600N-007 dated January 23, 1998 (SB). If any chordwise cracking is discovered, remove the blade and replace it with an airworthy blade.

(2) With each blade lifted off the droop stop, inspect for missing or cracked adhesive or paint at the root end fitting-to-doubler bond line in accordance with paragraph (4) and Figure 1 of the Accomplishment Instructions of the SB. If any missing or cracked adhesive or paint is discovered, remove and inspect the blade in accordance with paragraph 3E of Part II of the Accomplishment Instructions in McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995. If there is any disbonding in excess of the allowable margins specified in paragraph 3E of Part II of the service information notice, replace the blade with an airworthy blade.

(b) For the Model 600N helicopters, before further flight, remove any affected blade from service and replace it with an airworthy blade not listed in the applicability section of this AD. Blades removed from the Model 600N are not eligible for use on any rotorcraft.

NOTE 2: The recurring inspection requirements, contained in paragraph (a) of this AD, DO NOT apply to the Model 600N helicopters.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) Special flight permits will not be issued.

(e) Copies of the applicable service information may be obtained from McDonnell Douglas Helicopter Systems, Technical Publications, Bldg. 530/B11, 5000 E. McDowell Road, Mesa, Arizona 85205-9797. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

(f) Superseding Priority Letter AD 98-03-15, issued January 29, 1998, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Mr. John L. Cecil, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5229, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 57

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-054 «OVERRUNNING CLUTCH ASSY. OUTER RACE»

Påbudet gjelder:

McDonnell Douglas Helicopter modeller som beskrevet i vedlagte kopi av FAA AD 98-09-02.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-09-02.

Anm.: Denne LDP erstatter og opphever LDP 98-007 og LDP 53A/88.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-09-02, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-09-02.

Gyldighetsdato:

1998-06-01.

AIRWORTHINESS DIRECTIVE



REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

8-09-02 MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Amendment 39-10481. Docket No. 97-SW-52-AD. Supersedes AD 88-10-04, Amendment 39-5897 and AD 88-10-04 R1, Amendment 9-6173.

Applicability: Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, OH-6A, and OH-6A helicopters, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request would include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required within 50 hours time-in-service after the effective date of this AD, unless accomplished previously.

To prevent failure of the overrunning clutch assembly outer race, which could result in loss of engine drive to the rotor system and a subsequent forced landing, accomplish the following:

(a) Inspect the overrunning clutch outer race, part number (P/N) 369A5352, to determine its serial number (S/N) in accordance with paragraphs A through C of the Accomplishment Instructions contained in McDonnell Douglas Helicopter Systems Service Information Notice HN-215.2, DN-156.2, EN-46.2, FN-34.2, NN-010, dated March 18, 1997 (service information notice).

(b) Remove any overrunning clutch outer race, P/N 369A5352, having a S/N of 0692 through 0927, and replace it with an airworthy overrunning clutch outer race, P/N 369A5352-5, together with a wave washer, P/N W1593-018, in accordance with the service information notice.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(e) The inspection and replacement shall be done in accordance with McDonnell Douglas Helicopter Systems Service Information Notice HN-215.2, DN-156.2, EN-46.2, FN-34.2, NN-010, dated April 11, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 16 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McDonnell Douglas Helicopter Systems, Technical Publications, Bldg. 530/B11, 5000 E. McDowell Road, Mesa, Arizona 85205-9797. 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 Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, D.C.

(f) This amendment becomes effective on May 6, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Bruce Conze, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Boulevard, Lakewood, California 90712, telephone (562) 627-5261, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 58

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-073 SPREKKKONTROLL AV HOVEDROTORBLAD

Påbudet gjelder:

McDonnell Douglas Helicopter modeller som beskrevet i vedlagte kopi av FAA AD 98-15-26.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-15-26.

Anm.: Denne LDP erstatter og opphever LDP 98-021.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-15-26, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-15-26.

Gyldighetsdato:

1998-09-01.



AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-15-26 MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Amendment 39-10675. Docket No. 98-SW-22-AD. Supersedes Priority Letter AD 98-03-15, Docket No. 98-SW-06-AD.

Applicability: Model 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, 600N, and OH-6A helicopters with main rotor blades Part Number (P/N) 369A1100-507 with Serial Number (S/N) D139 through D203, D209 through D223; P/N 369D21100-517 with S/N H664, H665, H667, H669, H671, H672, H674, H676, H679, H680, H683 through H724, H726 through H999, J000 through J039, J041 through J055; or P/N 369D21102-517 with S/N 1976 through 2100, 2106 through 2115, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (f) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

(a) For Model 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and OH-6A helicopters with any affected main rotor blade (blade) that has 600 or more hours time-in-service (TIS), to detect cracks that could lead to failure of the blade and subsequent loss of control of the helicopter, before further flight and thereafter at intervals not to exceed 25 hours TIS, accomplish the following:

(1) With each blade lifted off the droop stop, using a 10X or higher magnifying glass, visually inspect the blade for any chordwise cracking starting at the root fitting edge on the blade lower surface doubler and skin or cracks on the doubler adjacent to the root end fitting (Figure 1). If any cracking is discovered, remove the blade and replace it with an airworthy blade.

NOTE 2: Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB369H-243R3, SB369E-088R3, SB500N-015R3, SB369D-195R3, SB369F-075R3, SB600N-007R2, dated July 13, 1998 (SB), pertains to the subject of this AD.

(2) With each blade lifted off the droop stop, inspect the lower surface for missing or cracked adhesive or paint at the root end fitting-to-doubler bond line (Figure 1). If any missing or cracked adhesive or paint is discovered, remove and inspect the blade in accordance with paragraph 3E of Part II of the Accomplishment Instructions in McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995. If there is any disbonding in excess of the allowable margins specified in paragraph 3E of Part II of the service information notice, replace the blade with an airworthy blade.

(b) For the Model 600N helicopters, before further flight, remove any affected blade from service and replace it with an airworthy blade not listed in the applicability section of this AD. Blades removed from the Model 600N helicopters are not eligible for use on any rotorcraft.

NOTE 3: The recurring inspection requirements, contained in paragraph (a) of this AD, DO NOT apply to the Model 600N helicopters.

(c) Affected blades are to be removed from service on or before reaching either of the applicable new life limits. The new life limits are determined by hours TIS or number of torque events (TE). A torque event is defined as the transition to a hover from forward flight. For this definition of TE, forward flight is considered to be flight at any airspeed after attaining translational lift.

(1) For blades that do not have TE logged, prior to further flight, log the TE in the rotorcraft log or equivalent record as follows:

(i) Log the number of TE, if known.

(ii) For noncargo hook operations, if the number of TE is unknown, log 6 TE for each hour

TIS.

(iii) For cargo hook (external load) operations, or for any combination of noncargo hook operations and cargo hook (external load) operations, if the number of TE is unknown, log 20 TE for each hour TIS.

(2) Make an entry into the component record or equivalent record to reflect new life limits for blade P/N's as follows.

(i) For P/N 369A1100-507, Models 369A, 369H, 369HE, 369HM, 369HS, and OH-6A, enter 1,750 hours TIS or 10,600 TE, whichever occurs first.

ii) For P/N 369D21100-517, Models 369D and 369E, enter 2,500 hours TIS or 15,000 TE, whichever occurs first.

(iii) For P/N 369D21102-517, Model 369F, 369FF, and 500N, enter 2,500 hours TIS or 15,000 TE, whichever occurs first.

(d) After compliance with paragraph (c) of this AD, during each operation thereafter, maintain a count of TE performed and additional hours TIS accumulated, and, at the end of each day's operations, add those counts to the accumulated number of TE and hours TIS on the rotorcraft log or equivalent record.

(e) The blades are no longer retired based upon only hours TIS. This AD revises the Airworthiness Limitations Section of the maintenance manual by establishing a new retirement life for certain blade P/N's based on hours TIS or a number of TE, whichever occurs first.

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(g) Special flight permits will not be issued.

(h) The inspection required by paragraph (a)(2) of this AD shall be done in accordance with McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McDonnell Douglas Helicopter Systems, Commercial Technical Publications, Bldg. M615/G048, 5000 E. McDowell Road, Mesa, Arizona 85215-9797, telephone (602) 891-3667, fax (602) 891-6522. Copies may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(i) This amendment becomes effective on August 3, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. John L. Cecil, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5229, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTØRDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 59

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-079 UTSKIFTING AV RELÈ

Påbudet gjelder:

McDonnell Douglas Helicopter modeller som beskrevet i vedlagte kopi av FAA AD 98-17-14.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-17-14.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-17-14, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-17-14.

Gyldighetsdato:

1998-09-01.

CANCELLETT

