


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2014-0140R1</b></p> <p><b>Date: 11 December 2014</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Design Approval Holder's Name:</b> WSK "PZL-ŚWIDNIK" S.A.</p>	<p><b>Type/Model designation(s):</b> PZL SW-4 helicopters</p>
<p>TCDS Number: EASA R.100</p>	
<p>Foreign AD: Not applicable</p>	
<p>Revision: This AD revises EASA AD 2014-0140 dated 03 June 2014.</p>	
<b>ATA 62</b>	<b>Main Rotor – Hydraulic Drag Damper Lug – Replacement</b>
Manufacturer(s):	Wytwórnia Sprzętu Komunikacyjnego (WSK) "PZL-Świdnik" S.A. (PZL Świdnik)
Applicability:	PZL SW-4 helicopters, all serial numbers. Those helicopters are fitted with main rotor hydraulic drag dampers Part Number (P/N) TLH48-1.
Reason:	<p>Oscillations of increasing intensity were experienced during landing of a SW-4 helicopter (military version of PZL SW-4 helicopter), while reducing the main rotor speed to ground idle. During inspection after landing, a cracked lug P/N TLH48-1-105 was found in one of the three main rotor hydraulic drag dampers P/N TLH48-1. The crack was located in the threaded part of the lug screwed into the damper shank.</p> <p>Further investigation into the causes of lug failure showed that uncertainty of the fatigue life established for the lug (as being equal to the hydraulic damper life limit) could have been a contributing factor for lug cracking. This uncertainty results from a diversity in lug manufacturing parameters (e.g. two alternative methods of thread cutting, wide range of material hardness).</p> <p>This condition, if not corrected, could result in failure of the hydraulic damper function, possibly inducing ground resonance and causing injury to occupants and/ or persons on the ground.</p> <p>To address this unsafe condition, PZL Świdnik issued Mandatory Bulletin (MB) No. BO-60-13-65 Revision 1 to provide instructions for replacement of lugs P/N TLH48-1-105.</p> <p>Consequently, EASA issued AD 2014-0140 to require repetitive replacement of hydraulic damper lugs P/N TLH48-1-105 with serviceable parts of a specific batch number and to impose a service life limit for the replacement lugs.</p>

	<p>Since EASA AD 2014-0140 was issued, PZL Świdnik developed a modification to restore the fatigue life of lugs P/N TLH48-1-105 with a production batch number equal to or higher than 07 at the level of life limit of the hydraulic damper assembly.</p> <p>For the reasons described above, this AD is revised to remove the service life limit for replacement lugs having a production batch number equal to or higher than 07.</p>
Effective Date:	<p>Revision 1: 24 December 2014</p> <p>Original issue: 10 June 2014</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) For helicopters fitted with lugs P/N TLH48-1-105, having a production batch number equal to or lower than 06, on the hydraulic drag damper, within 50 flight hours (FH) after 10 June 2014 [the effective date of EASA AD 2014-0140], or before exceeding 300 FH since installation, whichever occurs later, replace each lug P/N TLH48-1-105 with a serviceable lug P/N TLH48-1-105, having a production batch number equal to or higher than 07, in accordance with the instructions of PZL Świdnik MB No. BO-60-13-65.</li> <li>(2) From the effective date of this AD, installation of a lug P/N TLH48-1-105 on a helicopter is allowed, provided it has a production batch number equal to or higher than 07.</li> </ol>
Ref. Publications:	<p>WSK "PZL-Świdnik" S.A. MB No. BO-60-13-65 Revision 1 dated 27 May 2014 or Revision 2 dated 28 November 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Wytwórnia Sprzętu Komunikacyjnego "PZL-Świdnik" S.A. Al. Lotników Polskich 1, 21-045 Świdnik, Poland Telephone: +48 81 468 09 01, +48 81 751 20 71 Fax: +48 81 468 09 19, +48 81 751 21 73.</li> </ol>