



REGISTRO
AERONAUTICO
ITALIANO

PRESCRIZIONE DI
AERONAVIGABILITA'

Prescrizione
94-230
del 29.09.94

Pag. 1 di 3

SOGGETTO-OGGETTO:

Elicotteri MDHC/Hughes 369 e Agusta/Breda Nardi
NH-500D - Pale rotore di coda.

Rev.04 della 92-110

P.A. Ripetitiva : SI

RIFERIMENTI

- Documentazione della Ditta Costruttrice:

AGUSTA Bollettino Tecnico BN-500-49 Rev.B 08.07.1987

AGUSTA Bollettino Tecnico 500-93 24.03.1992

MDHC (Hughes) S.I.N. DN-130.2 23.03.1987

MDHC (Hughes) S.I.N. EN-19.2 23.03.1987

MDHC (Hughes) S.I.N. HN-197.2 23.03.1987

MDHC (Hughes) S.I.N. FN-17.1 23.03.1987

MDHC (Hughes) S.I.N. HN-232 27.09.1991

MDHC (Hughes) S.I.N. DN-179 27.09.1991

MDHC (Hughes) S.I.N. EN-70 27.09.1991

MDHC (Hughes) S.I.N. FN-57 27.09.1991

- Prescrizioni Estere:

FAA USA AD 94-18-08 Amdt. 39-9021

! DATA DI ENTRATA IN VIGORE: 5 novembre 1994

SCADENZA:

Come indicato nella AD a riferimento, a partire dalla data di entrata in vigore della presente PA, se non già eseguito.

! APPLICABILITA':

! Elicotteri McDonnell Douglas Helicopter Co. (MDHC)/Hughes Helicopters Inc., 369,
! 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HS, 369HM; Agusta/Breda Nardi NH-500D,
! equipaggiati con le seguenti pale rotore di coda con strisce antiabrasione incollate
! (cioè installate senza rivetti) come descritto al par. (c) della AD in riferimento:
! P/N 421-088; 369A1613-7, -503, -505; 369D21606; 369D21613-11, -31, -41, -51; 369D21615
! -21; 369A1613-3M; e qualunque altro P/N con un suffisso aggiunto (come le lettere "M"
! oppure "M-STC"), in qualunque categoria certificati.

! DESCRIZIONE:

! L'allegata AD a riferimento costituisce Prescrizione di Aeronavigabilità del RAI,
! con la scadenza riportata alla relativa voce della presente PA.

La presente P.A. annulla e sostituisce la P.A. 92-359 datata 9 novembre 1992.

Segue allegato



94-18-08 MCDONNELL DOUGLAS HELICOPTER COMPANY (MDHC) and HUGHES HELICOPTERS, INC.: Amendment 39-9021. Docket Number 93-SW-03-AD. Supersedes Priority Letter AD 92-22-14, issued October 16, 1992, and AD 92-02-15, Amendment 39-8151.

Applicability: Model 369, 369A (OH-6A), 369D, E, F, FF, H, HE, HS, and HM series helicopters, equipped with the following tail rotor blades with bonded tail rotor abrasion strips (abrasion strips) installed, but without abrasion strip rivets (rivets) installed as described in paragraph (c) of this AD: part numbers (P/N) 421-088; 369A1613-7, -503, -505; 369D21606; 369D21613-11, -31, -41, -51; 369D21615, -21; or 369A1613-3M; and any of these P/N with a suffix (such as the letters "M" or "M-STC") added to the dash numbers, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent the loss of abrasion strips, separation of the tail rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before the first flight of each day, until two rivets are installed as required by paragraph (c) of this AD, visually check each abrasion strip for any evidence of debonding along the entire abrasion strip bond line. This visual check may be performed by the owner/operator holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with sections 43.11 and 91.417 (a)(2)(v) of the Federal Aviation Regulations.

(b) If performance of the visual check required by paragraph (a) results in evidence of debonding, conduct the following inspections before further flight:

(1) Remove the tail rotor blade from the helicopter, and perform a dye-penetrant and a tap-test inspection in accordance with the applicable helicopter maintenance manual to ensure that the abrasion strip is secure.

NOTE: MDHC Service Information Notice HN-197.2, DN-130.2, EN-19.2, and FN-17.1, dated March 23, 1987, contains additional information on the inspections required by paragraph (b).

(2) If debonding is confirmed, remove the tail rotor blade from service and replace it with an airworthy blade, which has been modified by the installation of rivets.

(c) Within 25 hours time-in-service or on or before 7 calendar days after the effective date of this AD, whichever comes first:

(1) Inspect the tail rotor blades in accordance with paragraph (b)(1) of this AD, and if no evidence of debonding exists, install rivets in accordance with Part II of MDHC Service Information Notice (SIN) HN-232, DN-179, EN-70 and FN-57, dated September 27, 1991.

(2) If evidence of debonding exists, remove the blade from service and replace it with an airworthy blade, which has been modified by the installation of rivets, prior to further flight.

(d) Installation of the abrasion strip rivets in accordance with MDHC SIN HN-232, DN-179, EN-70, and FN-57, dated September 27, 1991, constitutes a terminating action for the requirements of this AD.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Los Angeles Aircraft Certification Office, FAA, Northwest Mountain Region, 3229 E. Spring Street, Long Beach, California 90806-2425. 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: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Manager, Los Angeles Aircraft Certification Office.

(f) 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, provided there is no evidence of debonding of the abrasion strip at any point along the entire abrasion strip bond line of the tail rotor blades.



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(g) The inspection, removal, modification, and replacement, if necessary, shall be done in accordance with McDonnell Douglas Helicopter Corporation (MDHC) SIN HN-232, DN-179, EN-70, and FN-57, dated September 27, 1991. 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 MDHC Technical Publications, Bldg. 530/B111, 5000 E. McDowell Road, Mesa, Arizona 85205-9797. Copies may be inspected at the FAA, Office the Assistant Chief Counsel, 2601 Meacham Boulevard, Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on September 27, 1994.

FOR FURTHER INFORMATION CONTACT:

Mr. Brent Bandle, Aerospace Engineer, Airframe Branch, ANM-123L, FAA, Northwest Mountain Region, Los Angeles Aircraft Certification Office, 3229 E. Spring Street, Long Beach, California 90806-2425, telephone (310) 988-5237, fax (310) 988-5210.

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IL CERTIFICATO DI NAVIGABILITA' dell'aeromobile sulle cui strutture od impianti deve essere applicata la PRESCRIZIONE DI AERONAVIGABILITA' in oggetto, scade di validita' qualora essa non venga attuata nei termini prefissati.

La effettuazione della PRESCRIZIONE DI AERONAVIGABILITA' deve essere annotata - a cura dell'Esercente - sui libretti dell'aeromobile, del motore o dell'elica.