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| EASA | AIRWORTHINESS DIRECTIVE |
|  | <p>AD No.: 2011-0027</p> <p>Date: 01 March 2011</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 EC 1702/2003, Part 21A.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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive 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>Type Approval Holder's Name :</p> <p>Mecaer Aviation Group S.p.A. (formerly S.E.I. Servizi Elicotteristici Italiani S.p.A.)</p> | <p>Type/Model designation(s) :</p> <p>NH-300C helicopters</p> |
| <p>TCDS Numbers : ENAC Italy A 176</p> | |
| <p>Foreign AD : Not applicable</p> | |
| <p>Supersedure : None</p> | |
| ATA 53 | Fuselage – Tailboom Aft Cluster Fittings – Inspection / Replacement |
| Manufacturer(s): | Breda Nardi |
| Applicability: | NH-300C helicopters, all serial numbers. |
| Reason: | <p>This AD is prompted by a report of loose locknut on the tailboom aft cluster fitting strut of a Schweizer Model 269 helicopter. Further investigation revealed that the locknut installed on the expandable bolt, included in the aft cluster fitting modification kit part number (P/N) SA-269K-106, had been incorrectly manufactured, not having the proper threads.</p> <p>This condition, if not corrected, could result in the strut and driveshaft separating from the helicopter, ultimately leading to loss of control of the helicopter. To address this unsafe condition, FAA issued Emergency AD 2011-01-52 applicable to Schweizer Model 269 series helicopters.</p> <p>Mecaer Aviation Group (MAG), formerly Breda Nardi, manufactured under a licensing agreement a variant of the Schweizer 269 helicopter named NH-300C. The kit P/N SA-269K-106 is not part of the NH-300C type design. Nevertheless, through Prescrizione di Aeronavigabilità (PA) 2003-237 and subsequently through PA 2004-434, ENAC Italy required repetitive inspections of the NH-300C tailboom aft cluster fittings and, within 150 flight hours (FH) or 6 months (whichever occurred first) to replace them with airworthy fittings or with the aft cluster fitting modification kit P/N SA-269K-106 to discontinue the repetitive inspections.</p> |

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| | For the above described reasons, this AD requires inspecting the affected locknuts and, if necessary, their replacement. |
| Effective Date: | 15 March 2011 |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> (1) Within 25 FH or 30 days after the effective date of this AD, whichever occurs first, inspect the tailboom aft cluster fitting strut to determine whether the aft cluster fitting modification kit P/N SA-269K-106 is installed. (2) If modification kit P/N SA-269K-106 is installed, before next flight remove the two locknuts, P/N MS21043-3, installed on the expandable bolts attaching the tailboom struts to the aft cluster fittings. Reinstall the locknuts while determining the locknut drag torque. If the drag torque is 2 in-lbs or more, re-torque the locknuts to 23 in-lbs. If the drag torque is less than 2 in-lbs, replace the locknuts with serviceable locknuts. (3) After the effective date of this AD, do not install aft cluster fitting modification kit P/N SA-269K-106 on any helicopter, unless in accordance with the requirements of this AD. |
| Ref. Publications: | None. |
| Remarks: | <ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Mecaer Aviation Group S.p.A. Via dell'Artigianato V Traversa, 1 63033 Centobuchi di Montepandone (AP) - Italy. Telephone: +39 735 7091, Fax: +39 735 709 369, E-mail: info@mecaer.com. |