
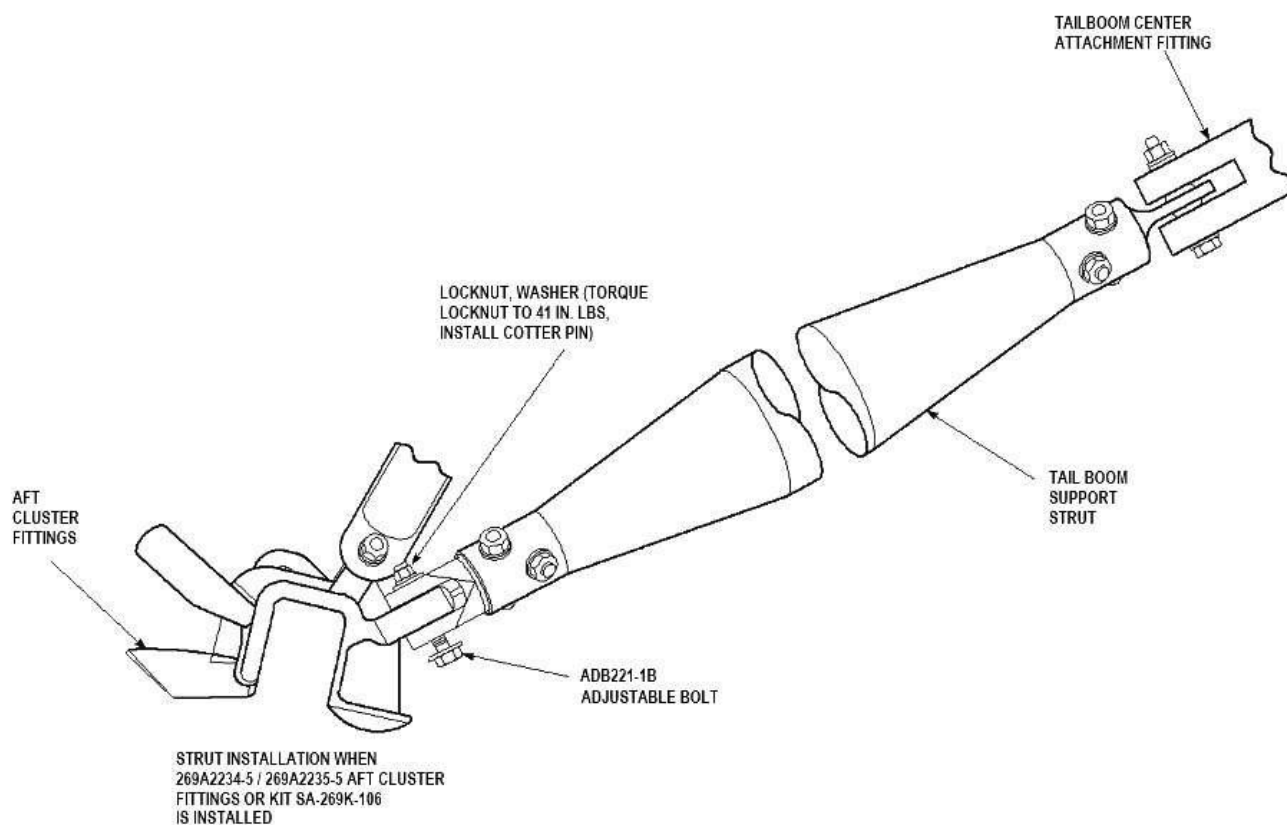


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0062</p> <p>Date: 11 March 2013</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate 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>Design Approval Holder's Name :</p> <p>Mecaer Aviation Group S.p.A.</p>	<p>Type/Model designation(s) :</p> <p>NH-300C helicopters</p>
<p>TCDS Number(s) : EASA.R.143</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure: This AD supersedes EASA AD No. 2011-0027 dated 01 March 2011.</p>	
ATA 53	Fuselage – Tailboom Aft Cluster Fittings – Inspection / Replacement
Manufacturer(s):	Mecaer Aviation Group S.p.A. (formerly S.E.I. Servizi Elicotteristici Italiani S.p.A. and Breda Nardi S.p.A.)
Applicability:	NH-300C helicopters, all serial numbers.
Reason:	<p>A loose locknut on the tailboom aft cluster fitting strut of a Schweizer Model 269 helicopter was reported. Further investigation revealed that the locknut installed on the adjustable diameter 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 AD 2011-12-16 (that supersedes 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 A-269K-106 is not part of the NH-300C type design. Nevertheless, through Prescrizione di Aeronavigabilità (AD) 2003-237, later on superseded by AD 2004-434, ENAC Italy required repetitive inspections of the NH-300C tailboom aft cluster fittings and, within 150 flight hours (FH) or 6 months from the AD effective date (whichever occurred first) to replace them with serviceable fittings or to install the aft cluster fitting modification kit P/N SA-269K-106.</p> <p>EASA issued later on AD 2011-0027, which required inspecting the locknuts installed on the adjustable diameter bolts, included in the aft cluster fitting</p>

	<p>modification kit P/N SA-269K-106 to verify that there is sufficient drag torque, that both locknuts are properly torqued and, if necessary, their replacement.</p> <p>This AD, which supersedes AD 2011-0027 partially retaining its requirements, additionally requires to modify each adjustable diameter bolt included in the aft cluster fitting modification kit P/N SA-269K-106 or to install a different adjustable diameter bolt, allowing the installation of a secondary safety mechanism: a cotter pin which prevents separation of strut and driveshaft from the helicopter and subsequent loss of control of the helicopter.</p>
Effective Date:	25 March 2013
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 15 March 2011 [effective date of AD 2011-0027], 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 after 11 March 2011 [effective date of AD 2011-0027], remove the two locknuts, P/N MS21043-3, installed on the adjustable diameter 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, retorque the locknut to 23 inch-pounds (in-lbs) plus maximum drag torque of 18 in-lbs for a final torque of 41 in-lbs. If the drag torque is less than 2 in-lbs, replace the locknuts with serviceable locknuts and torque to 23 in-lbs plus a maximum drag torque of 18 in-lbs for a final torque of 41 in-lbs. (3) Within 10 FH after the effective date of this AD, replace each adjustable diameter bolt P/N ADB221-1A with an adjustable diameter bolt P/N ADB221-1B, install washer and locknuts P/N MS21043-3 using torque values specified in paragraph (2) of this AD, and install cotter pins on the adjustable diameter bolts, P/N MS24665-132 or MS24665-151 as shown in Appendix 1, Figure 1. of this AD. (4) From 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 Safety Information Section, Executive 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 63076 Centobuchi di Montepandone (AP) - Italy. Telephone: +39 735 7091, Fax: +39 735 709 369, E-mail: info@mecaer.com.

Appendix 1



TYPICAL LEFT SIDE AND RIGHT SIDE

Figure 1. – Tailboom Support Strut Adjustable Diameter Bolt Inspection - Replacement