


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0268</p> <p>Date: 10 December 2014</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>Design Approval Holder's Name: WSK "PZL-ŚWIDNIK" S.A.</p>		<p>Type/Model designation(s): PZL SW-4 helicopters</p>
TCDS Number:	EASA R.100	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 62	Main Rotor – Main Rotor Swashplate Pitch Link Spherical Bearings – Inspection / Replacement	
Manufacturer(s):	Wytwórnia Sprzętu Komunikacyjnego (WSK) "PZL-Świdnik" S.A. (PZL Świdnik)	
Applicability:	PZL SW-4 helicopters, all serial numbers.	
Reason:	<p>Excessive axial clearance, due to wear, was found in spherical bearings Part Number (P/N) 30.39.731.00.02 installed on tail rotor control rods on helicopters of a different type. The affected bearings are also installed on PZL SW-4 Main Rotor (MR) blade pitch links P/N 60.02.270.00.00.</p> <p>Investigation of the affected bearings revealed that their extensive wear was due to design characteristics and production features and could not be linked to operating conditions associated with any particular installation.</p> <p>Wear and excessive axial clearance of spherical bearings installed in blade pitch links can cause changes in the loading conditions of the load carrying components of those links, potentially leading to their fatigue cracking.</p> <p>This condition, if not detected and corrected, could lead to structural failure of a MR blade pitch link, possibly resulting in loss of control of the helicopter.</p> <p>To address this unsafe condition, PZL Świdnik issued Mandatory Bulletin (MB) No. BO-60-14-72 providing instructions for inspection of MR blade pitch link spherical bearings.</p> <p>For the reasons described above, this AD requires repetitive inspections of the MR blade pitch link spherical bearings for condition and measurements of their axial clearance and, depending on findings, the accomplishment of applicable corrective actions.</p> <p>PZL Świdnik is currently developing a modification to introduce bearings of new design. This AD is considered interim action and further AD action may follow.</p>	

Effective Date:	24 December 2014							
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 50 flight hours (FH) or 6 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not to exceed 300 FH or 12 months, whichever occurs first, inspect the spherical bearings P/N 30.39.731.00.02 installed on the MR blade pitch links P/N 60.02.270.00.00 for condition and measure their axial clearance in accordance with the instructions of point 1. in Chapter II of PZL Świdnik MB No. BO-60-14-72.</p> <p>(2) Before next flight after each inspection and measurement as required by paragraph (1) of this AD, depending on the inspection and measurement results, accomplish the applicable corrective action as specified in Table 1 of this AD.</p> <p style="text-align: center;">Table 1 – Corrective action following inspection and measurement</p> <table border="1" data-bbox="568 741 1444 1211"> <thead> <tr> <th data-bbox="568 741 1024 801">Finding(s)</th> <th data-bbox="1024 741 1444 801">Corrective action</th> </tr> </thead> <tbody> <tr> <td data-bbox="568 801 1024 958">Bearing clearance measurement value exceeds 0.28 mm</td> <td data-bbox="1024 801 1444 958">Replace the complete MR blade pitch link assembly P/N 60.02.270.00.00 with a serviceable assembly</td> </tr> <tr> <td data-bbox="568 958 1024 1084">Bearing clearance measurement value is between 0.17 mm and 0.28 mm</td> <td data-bbox="1024 958 1444 1211" rowspan="2">Replace each faulty bearing P/N 30.39.731.00.02 with a serviceable part</td> </tr> <tr> <td data-bbox="568 1084 1024 1211">Defect as specified in point 2. a) in Chapter II of PZL Świdnik MB No. BO-60-14-72</td> </tr> </tbody> </table> <p>(3) From the effective date of this AD, installation on a helicopter of a MR blade pitch link spherical bearing P/N 30.39.731.00.02 or of a MR blade pitch link assembly P/N 60.02.270.00.00 with spherical bearings P/N 30.39.731.00.02 is allowed, provided the bearing or the assembly is new or has passed the inspection and measurement in accordance with the instructions and airworthiness criteria of points 1. and 2. in Chapter II of PZL Świdnik MB No. BO-60-14-72.</p> <p>(4) Replacement of parts on a helicopter as required by paragraph (2) of this AD does not constitute terminating action for the repetitive actions required by paragraph (1) of this AD for that helicopter.</p>	Finding(s)	Corrective action	Bearing clearance measurement value exceeds 0.28 mm	Replace the complete MR blade pitch link assembly P/N 60.02.270.00.00 with a serviceable assembly	Bearing clearance measurement value is between 0.17 mm and 0.28 mm	Replace each faulty bearing P/N 30.39.731.00.02 with a serviceable part	Defect as specified in point 2. a) in Chapter II of PZL Świdnik MB No. BO-60-14-72
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Ref. Publications:	<p>WSK "PZL-Świdnik" S.A. MB No. BO-60-14-72 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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 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. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 							

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| | <p>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.
Phone: (+48) 81 468 09 01, (+48) 81 751 20 71
Fax: (+48) 81 468 09 19, (+48) 81 751 21 73</p> |
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