

FAA Airworthiness Directive

96-10-09 MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Amendment 39-9615. Docket No. 96-SW-02-AD.

Applicability: Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, and 500N helicopters, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of a main rotor blade (blade) resulting in separation of the blade and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 10 hours time-in-service (TIS) after the effective date of this AD, perform a visual inspection of each blade root end for cracking and paint or sealant cracking, paying particular attention to chordwise cracking, and for separation between the lower surface root end fitting and doubler, in accordance with Part I of the Accomplishment Instructions of McDonnell Douglas Helicopter Systems Service Information Notice (SIN) HN-239, DN-188, EN-81, FN-67, and NN-008, dated October 27, 1995. If any blade crack is noted, before further flight, remove the blade and replace it with an airworthy blade. If paint or sealant cracking or separation is noted, accomplish the inspection in paragraph 3E of Part II of the Accomplishment Instructions of SIN HN-239, DN-188, EN-81, FN-67, and NN-008, dated October 27, 1995, using a piece of Mylar/viewfoil that is no thicker than .004-inch and that is cut to a size between 0.9 inch and 1.1 inches wide and between 3.9 inches and 4.1 inches long. If any corner of the Mylar can be inserted between the lower surface root end fitting and doubler surface to a depth of 0.1 inch or greater, remove the blade from service and replace it with an airworthy blade.

(b) Thereafter, at intervals not to exceed 100 hours TIS, remove the blades and inspect for cracking, paying particular attention to chordwise cracking, and separation between the lower surface root end fitting and doubler in accordance with Part II of the Accomplishment Instructions of McDonnell Douglas Helicopter Systems SIN HN-239, DN-188, EN-81, FN-67, and NN-008, dated October 27, 1995. If missing or cracked adhesive or paint is detected at the lower surface root end fitting to doubler bonding line, accomplish the inspection in paragraph 3E of Part II of the Accomplishment Instructions of SIN HN-239, DN-188, EN-81, FN-67, and NN-008, dated October 27, 1995 using a piece of Mylar/viewfoil that is no thicker than .004-inch that is cut to a size between 0.9 inch and 1.1 inches wide and between 3.9 inches and 4.1 inches long. If any corner of the Mylar can be inserted between the lower surface root end fitting and doubler surface to a depth of 0.1 inch or greater, remove the blade from service and replace it with an airworthy blade.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office, FAA. 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) Special flight permits will not be issued.

(e) The inspections shall be done in accordance with McDonnell Douglas Helicopter Systems Service Information Notice (SIN) HN-239, DN-188, EN-81, FN-67, and NN-008, dated October 27, 1995. 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 McDonnell Douglas Helicopter Systems, Technical Publications, Bldg. 530/B111, 5000 E. McDowell Rd., Mesa, Arizona 85215-9797. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 12601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective May 29, 1996.

FOR FURTHER INFORMATION CONTACT: Mr. John Cecil, Aerospace Engineer, ANM-120L, Los Angeles Aircraft Certification Office, Northwest Mountain Region, 3960 Paramount Blvd., Lakewood, California, telephone (310) 627-5322, fax (310) 627-5210.