

KU-KEN-741

No. TCD -2789-1-87

Date June 5, 1987

Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to : KAWASAKI Model BK117 Series: S/N 1001~1006, 1008~1014
2. Compliance required as indicated, unless already accomplished. To prevent possible fractures and cracks caused by overtightening of nut, at the junction of bolt head and shank on the secondary bolts attaching main rotor blades to rotor head, accomplish the following paragraphs 2.1~2.4.
 - 2.1 Within the next 10 flight hours after the effective date of this AD, remove nuts, inspect visually each secondary bolt for cracks, and replace it with a serviceable one, if required, in accordance with Part I of the KAWASAKI SERVICE BULLETIN No. KSB-117-040A, dated June 2, 1987 or later JCAB approved revisions (hereinafter, referred as SB).
 - 2.2 Within the next 50 flight hours after the effective date of this AD but not later than October 31, 1987, inspect each secondary bolt for cracks using magnetic particle inspection(MIL-I-6868) method or fluorescent penetrant inspection(MIL-I-6866) method, and replace it with a serviceable one, if required, in accordance with Part II of SB.
 - 2.3 After the effective date of this AD, in case of installing the secondary bolt, comply with the method of nut installation described in Part I of SB.

Japan Civil Aviation Bureau	No. TCD- 2789-1-87	Sheet 2
<p data-bbox="153 342 1310 439">2.4 An equivalent means of compliance with the requirements of this AD may be used if approved by the Director-General of Civil Aviation Bureau.</p> <p data-bbox="153 472 360 501">3. Remarks</p> <p data-bbox="153 535 1094 568">3.1 This AD amends AD No. TCD-2789-87 dated May 18, 1987.</p> <p data-bbox="153 600 938 633">3.2 This AD becomes effective on June 12, 1987.</p> <p data-bbox="153 665 1278 730">3.3 KAWASAKI SERVICE BULLETIN No. KSB-117-040A dated June 2, 1987 or later JCAB approved revisions pertain to this subject.</p>		