

KU-KEN- 667

No.TCD-2789-87

Date May 18, 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-117-040, dated May 14, 1987(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.

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.

3. Remarks

3.1 This AD becomes effective on May 21, 1987.

3.2 KAWASAKI SERVICE BULLETIN No. KSB-117-040 dated May 14, 1987 pertains to this subject.