

Airworthiness Directive Schedule

Helicopters

Kaman K-1200 K-Max

24 February 2011

- Notes**
1. This AD schedule is applicable to Kaman K-1200 K-Max series aircraft manufactured under FAA Type Certificate No. TR7BO.
 2. As there are no aircraft of this type currently registered in New Zealand this AD schedule is not being maintained. The schedule will be reactivated once the New Zealand Civil Aviation Authority receives an application to register an aircraft of this type. At that time the applicable ADs will include all those published by the state of design (FAA).
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

Contents

DCA/KMAX/1	Clutch Assembly – Inspection and Replacement.....	2
DCA/KMAX/2	Sprag Clutch – Replacement.....	2
DCA/KMAX/3	Rotor Shaft, Teeter Pin & Flap Clevis – Life Limitation.....	2
DCA/KMAX/4	Main Rotor Blade Grips – Inspection and Replacement.....	3
* DCA/KMAX/5	Main Rotor Blades – Life Limitation and Replacement.....	3

DCA/KMAX/1 Clutch Assembly – Inspection and Replacement

Applicability: All model K-1200 aircraft fitted with clutch assembly P/N K974002-701.

Requirement: To prevent failure of the engine adapter flange which could result in loss of power to the main rotors, inspect the integrity of the clutch assembly in a location where background noise will not hinder the evaluation.

Rotate the Kaflex shaft firmly and uniformly in the opposite direction to normal operation (counter-clockwise looking forward) while maintaining hand contact. The rotation speed should be approximately one-fourth to one-half revolution per second.

An unairworthy clutch will feel rough with a continuous dry "raspy" feel and sound, or it may feel as though the clutch has heavy detents or "catches" on the interior surface that impede the free rotary motion.

If any defects are found an engineer shall replace the clutch assembly before further flight.

Note 1: The inspection requirements of this AD may be accomplished by adding the inspection requirement to the tech log. The clutch assembly inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 2: Kaman K-1200 K-MAX Maintenance Manual Temporary Revision (TR) No. 284, dated 5 November 1999 which revises the daily inspections procedures for the engine area and TR No. 289, dated 12 November 1999 which describes the transmission assembly inspection method, pertains to the subject of this AD.

(FAA AD 99-26-04 refers)

Compliance: Before the first flight of the day.

Effective Date: 26 February 2009

DCA/KMAX/2 Sprag Clutch – Replacement

Applicability: All model K-1200 aircraft fitted with a sprag clutch P/N K974110-005.

Requirement: To prevent transmission clutch failure which could result in loss of main rotor system drive and loss of aircraft control, replace sprag clutch P/N K974110-005 with sprag clutch P/N K974110-003 per Kaman Aerospace Corporation SB No. 090, dated 13 July 2000.

(FAA AD 2000-18-10 refers)

Compliance: Within the next 10 hours TIS unless previously accomplished.

Effective Date: 26 February 2009

DCA/KMAX/3 Rotor Shaft, Teeter Pin & Flap Clevis – Life Limitation

Applicability: All model K-1200 aircraft

Requirement: To prevent failure of the rotor shaft, teeter pin assembly or the flap clevis due to possible fatigue cracks which could result in loss of aircraft control, accomplish the following:

Replace rotor shaft P/N K974112-001, -003, -005, -007, -009 or -101 which have accumulated 3750 or more hours TTIS.

Replace teeter pin assembly P/N K910005-007 or -009 which have accumulated 550 or more hours TTIS.

Replace flap clevis assembly P/N K911049-001, -003 or -005 which have accumulated 640 or more hours TTIS.

Note: This AD revises the limitations section of the aircraft maintenance manual by removing the life limit of 640 hours TTIS established for the flap clevis P/N K911049-021. The life limit for rotor shaft P/N K974112-001, -003, -005, -007, -009 and -101 remains at 3750 hours TTIS. The life limit for the teeter pin assembly P/N K910005-007 and -009 remains at 550 hours TTIS. And the life limit for the flap clevis assembly P/N K911049-001, -003, and -005 remains at 640 hours TTIS.

(FAA AD 2001-13-03R1 refers)

Compliance: Before further flight unless previously accomplished, and thereafter at the respective part life limit per the limitations section of the maintenance manual.

Effective Date: 26 February 2009

DCA/KMAX/4 Main Rotor Blade Grips – Inspection and Replacement

Applicability: All model K-1200 aircraft

Requirement: To prevent failure of a blade grip which could result in blade contact with the opposite rotor mast and loss of aircraft control, accomplish the following:

1. Remove the paint topcoat and primer from each blade grip. With the aid of a light and 10x or higher magnifying glass visually inspect each blade grip per the instructions in paragraph 1. and 2.a. of Kaman Aerospace Corporation SB No. 109, dated 31 October 2003.

Note 1: Do not damage or remove the sealant around the blade grip bolt heads and nuts.

If a crack is found, replace the grip. If no cracks are found, cover the exposed area with a corrosion preventative compound.

2. Remove the corrosion preventative compound from each blade grip using acetone. With the aid of a light and 10x or higher magnifying glass visually inspect each blade grip for cracks in the area indicated in figure 1 of the SB No. 109.

If a crack is found replace the grip. If no cracks are found, cover the exposed area with a corrosive preventative compound.

Note 2: Requirement 2 of this AD may be accomplished by adding the inspection to the tech log. The blade grip visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

(FAA AD 2004-13-26 refers)

Compliance:

1. Before further flight, unless previously accomplished.
2. Before the first flight of the day.

Effective Date: 26 February 2009

*** DCA/KMAX/5 Main Rotor Blades – Life Limitation and Replacement**

Applicability: Model K-1200 helicopters, all S/N.

Requirement: To prevent main rotor blade failure due to possible cracks in the MRB spars which could result in loss of aircraft control, accomplish the following:

1. Revise the main rotor blade set life limit to 8,000 hours TTIS in the limitations section of the Aircraft Instructions for Continued Airworthiness (ICA). Replace main rotor blade sets with 8,000 or more hours TTIS.

2. Replace affected main rotor blade sets with an airworthy S/N blade set per the aircraft ICAs within the specified times in the compliance table.

(FAA AD 2010-26-11 refers)

- Compliance:**
1. Before further flight unless previously accomplished.
 2. Compliance table:

<u>Affected main rotor blade set S/N:</u>	<u>Compliance time:</u>
101, 403, 408, 409, 411 and 415	Replace within the next 400 hours TIS
417 and 419	Replace within the next 700 hours TIS
405	Replace within the next 1000 hours TIS

Effective Date: 24 February 2011