



Transport
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No. CF-92-17

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to Canadian Aviation Regulation (CAR) 593. Pursuant to CAR 605.84 and the further details of CAR Standard 625, Appendix H, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with CAR 605.84 and the above- referenced Standard.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

CF-92-17 MCDONNELL DOUGLAS (HUGHES)

Applies to McDonnell Douglas (Hughes) Model 369HS, 369HE, 369D, 369E and 369F helicopters equipped with Helicopter Welders of Canada Ltd. (Viking Helicopters Ltd.) Supplemental Type Approval (STA) No. SH78-1 external cargo container (pod) kit, with or without the auxiliary fuel system.

Compliance is required within 10 calendar days or 25 flight hours, whichever occurs first after the effective date of this directive.

Transport Canada flight tests have verified that the helicopter displays degraded lateral-directional handling qualities at indicated airspeeds in excess of 90 knots in moderate rates of descent (greater than 1000 feet per minute) or in autorotation, which can result in unsatisfactory yaw oscillations and a tendency for the pilot to overcontrol. The helicopter response in this flight condition may be disconcerting to the pilot and requires excessive pilot skill to maintain the desired flight condition.

To avoid this flight condition, and to make pilots aware of these unsatisfactory helicopter characteristics, accomplish the following:

- A. Install a placard on the instrument panel which reads:



- B. Insert the following into the Operating Limitations section of the Flight Manual Supplement for the baggage pod:

AIRSPEED LIMITS:

Vne is 90 KIAS in moderate rates of descent (greater than 1000 fpm) or in autorotation with baggage pod installed.

- C. Insert the following into the Emergency and Malfunction Procedures section of the Flight Manual Supplement for the baggage pod:

ENGINE FAILURE AT HIGH CRUISE SPEED

NOTE: At speeds in excess of 90 KIAS in stabilized moderate descents (greater than 1000 fpm) or in autorotation, the lateral-directional handling of the helicopter is degraded. Yaw oscillation may occur and persist, and there is a tendency for the pilot to overcontrol.

- 1. Adjust collective pitch according to altitude and airspeed to maintain rotor speed between 410 and 508 RPM.**
- 2. Apply pedal pressure as necessary to control aircraft yaw.**



Documents

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This directive becomes effective 31 August 1992.

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