

AUSTRALIAN SPORT ROTORCRAFT ASSOCIATION INC

AIRWORTHINESS DIRECTIVE



ABN 53 412 417 012

No: 2009.02

Date: November 11th 2009

Subject: MT series Gyroplanes

Background.

During a normal flight, the MT Sport gyroplane suffered a propeller failure that caused severe vibration through the airframe such that the pilot required both hands to counter the violent stick movements that resulted. The throttle was subsequently closed and a normal emergency landing carried out without further damage to the gyroplane. Post accident inspection revealed that the bolts securing the tailplane to the airframe had vibrated out such that the tailplane was no longer secure. Additionally, one of the lower engine mount bolts was missing and the remaining bolt had vibrated out approximately half the thread length.

Inspection of two other MT Sport tailplanes showed no evidence of thread locking compound on the tailplane mounting bolts as is required, according to the distributor of these gyroplanes.

Directive.

With immediate effect and within a total of five (5) flight hours, the tailplane mounting bolts and the lower engine mount bolts on gyroplanes manufactured by Autogyro Europe must be removed and inspected for evidence of thread locking compound on the threads.

Where thread locking compound is not present, the bolts are to be inspected for wear and if serviceable, replaced using a high strength thread locking compound in accordance with the manufacturer's instructions. Bolts must be tightened to specified torques. Bolts exhibiting signs of wear must be replaced.

Where there is no evidence of thread locking compound on any of the nominated bolts, a report to this effect is to be completed and forwarded to the ASRA Operations manager without delay.

Allan Wardill
Asst. Operations Manager