



MD500 SPRAY SYSTEM

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA)

CAA REFERENCE 13/21E/23

OCEANIA AVIATION STC.OAL.003

**MD HELICOPTERS INC (MDHI) 369 MODELS 369H, 369HM, 369HS, 369HE,
369D, 369E, 369F, 369FF, AND
KHI KAWASAKI-HUGHES 369 369HS, 369D
WITH HIGH SKID LANDING GEAR AND APPROVED CARGO MIRROR
INSTALLED**

<i>Certified Master Copy</i>	
<i>TECHAIR LTD, DO 63214</i>	
REFERENCE	1147-01-01
SIGN	
DATE	6-Mar-15

CONTENTS

1.0 GENERAL	2
2.0 EFFECTIVITY	2
3.0 INSPECTION REQUIREMENTS	2
4.0 DEFECT CLASSIFICATION.....	3
5.0 DEFECT RECTIFICATION	3
6.0 FEEDBACK AND OCCURRENCE REPORTING	4

RECORD OF ISSUES

ISSUE	DATE	DESCRIPTION	PARAGRAPH	PAGES AFFECTED
1	6-Mar-15	INITIAL RELEASE	ALL	1-4

1.0 GENERAL

STC 13/21E/23 installs a complete agricultural spray system to the rotorcraft models listed in section 2. The twin fuselage mounted fibreglass tanks are fitted at the forward jacking points. The engine/pump is attached to the starboard skid and the spray booms and stays are rear mounted of stainless steel construction. It is a requirement of the STC that high skid landing gear be installed, and an approved cargo mirror be installed on the right hand side.

2.0 EFFECTIVITY

MD Helicopters Inc (MDHI) 369 models 369H, 369HM, 369HS, 369HE, 369D, 369E, 369F, 369FF, and

KHI Kawasaki-Hughes 369 369HS, 369D

All with an approved cargo mirror installed on the right hand side and with high skid landing gear installed.

3.0 INSPECTION REQUIREMENTS

3.1 Daily inspection

As defined in Flight Manual Supplement

3.2 100Hr / Annual Inspection:

The following checks should be carried out every 100 hours or every 12 calendar months of rotorcraft operation, whichever occurs first, following embodiment of this modification.

- Remove the tanks from the rotorcraft and inspect the exterior of the tanks, booms and adjacent rotorcraft structure for signs of contact, wear, cracks, delamination, impact damage, general condition and security.
- Inspect the tank mounting pins for cracking, corrosion, loose fasteners, general condition and security.

- c. Clean and inspect the interior of the tank, check for signs of cracking, delamination, impact damage and loose fasteners.
- d. Inspect the boom attachments on the booms and rotorcraft for wear and corrosion
- e. Check all placards listed in the FMS for presence and legibility.
- f. Check the Pump assembly for corrosion, cracking, deformation and security.
- g. Install the system and confirm the correct alignment of all items, especially the booms
- h. Perform the functional tests of section 8 of the Installation Instructions.

4.0 DEFECT CLASSIFICATION

This defect classification guide applies to both the removable tank and the landing gear fixed provisions. All defects are classified as Class II, unless specifically described as Class I.

4.1 CLASS I

Class I damage includes:

- Nicks, scratches, or dents, of the tank (interior or exterior) composite structure, not more than 0.5 mm deep and that do not penetrate the glass fibre skin
- Nicks, scratches, dents or surface corrosion, to any metallic structure less than 0.5 mm depth
- Damage to one single interior lamination less than 10mm in diameter and not less than 50mm from any other damaged area.

4.2 CLASS II

Class II damage includes, but is not limited to:

- Delamination, or suspected delamination of any composite structure
- Cracking of any composite or metal structures or hardware
- Punctures of the tank external skin
- Loose or missing hardware or fasteners

5.0 DEFECT RECTIFICATION

5.1 CLASS I

No immediate action required. Flight operations and use of the Spray System may continue and the operator may elect to rectify defects when convenient.

Note:

If unsure the defect should be reported to Oceania Aviation Ltd.

5.2 CLASS II

Rectification action required. Use of the tank is discontinued and the tank must be removed before further flight.

Any Class II defects must be reported to Oceania Aviation Limited using the feedback form supplied.

5.3 REPAIRS

Replace defective components with identical items.

No repairs outside of this ICA or repairs outside of scope of FAA AC 43.13-1B are allowed by the client. The items in question must be replaced or Oceania Aviation should be contacted for a repair scheme.

6.0 FEEDBACK AND OCCURRENCE REPORTING

For all feedback and occurrence reporting, complete the following form and return to Oceania Aviation Limited, Airborne Systems Division, PO Box 72-053, Papakura, N.Z., Ph. 09 296 2644, Fax. 09 296 2645, Email. russell@ohl.co.nz, www.airborne-systems.co.nz

OCEANIA AVIATION LIMITED PART 148 AIRCRAFT MANUFACTURING ORGANISATION (OAL 6-11) FEEDBACK & OCCURRENCE REPORT (FOR)

CONTACT DETAILS			
OPERATOR		CONTACT PERSON	
PHONE		EMAIL	
MOBILE		FAX	

USE THIS FORM TO... (PLEASE TICK ONE)	
1. Report a defect or damage to a product	
2. Report an occurrence, incident or event affecting, or caused by a product or	
3. Request or suggest a change to a product or documentation	

PRODUCT DETAILS				
DESCRIPTION				
MOD#		S/N		DATE INSTALLED

AIRCRAFT DETAILS			
REGISTRATION		MODEL	
S/N		TTIS	

OCCURRENCE DETAILS			
LOCATION			
DATE		TIME	
ACTIVITY/ PHASE OF FLIGHT			

DESCRIPTION (ATTACH ADDITIONAL PAGES AS REQUIRED)