Airworthiness Directive Schedule

Aeroplanes

Bolkow BO 209 Monsun (Monsoon)

18 December 2025

Notes

1. This AD schedule is applicable to Bolkow BO 209 Monsun aircraft manufactured under European Aviation Safety Agency (EASA) Type Certificate No. A.357 (previously Luftfahrt-Bundesamt (LBA) Type Certificate No. 680).
2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

DCA/MBB209/1 Exhaust System – Inspection

Applicability: Model BO 209 “Monsun” aircraft, S/N 101 through to 120

Requirement: To prevent cracks in the weld seam of the exhaust pipe of the heat exchanger, remove the shroud of the RH heat exchanger and visually inspect the welds for cracks using a 3X magnifying glass per the instructions in MBB SB No. BO 209 – 2/78-1, dated 12/70.

If any cracks are found, replace the exhaust system before further flight.

Note: The installation of an exhaust system P/N 209-62016b (which does not have a longitudinal weld seam) is a terminating action to the requirements of this AD.

(LBA AD 1971-062 refers)

Compliance: Before further flight, unless previously accomplished within the last 25 hours TIS, and thereafter at intervals not to exceed 25 hours TIS until replacement with an exhaust system P/N 209-62016b.

Effective Date: 28 August 2008

DCA/MBB209/2 Rudder Control – Inspection and Replacement

Applicability: Model BO 209 “Monsun” aircraft, S/N 101 through to 150

Requirement: To prevent the rudder control system jamming due to friction between the nose gear snubber strut and the plastic guide bushings, accomplish the following:

1. Visually inspect the nose gear stability control damper for free movement. If any friction is found, accomplish requirement 2 of this AD before further flight.

2. Replace stability control dampers which have snubber struts with plastic guide bushes per the instructions in MBB SB No. 209-32/20-2, dated 7/72.

Note: Stability control dampers which have rubber caps have already been modified and no further action is required.

(LBA AD 1972-091 refers)

Compliance: 1. Before further flight, unless previously accomplished.

2. Within the next 50 hours TIS, or by 31 October 2008 whichever occurs sooner, unless previously accomplished.

Effective Date: 28 August 2008

DCA/MBB209/3 Engine Control Cables – Inspection and Replacement

Applicability: Model BO 209 “Monsun” aircraft, S/N 101 through to 201

Requirement: To prevent failure of the engine control cables due to possible kinks which could result in the cables being difficult to move, accomplish the following:

1. Remove the cover of the throttle, mixture, carb heat and propeller controls and check for smooth operation. If any of the engine controls are difficult to move, inspect for kinks in the cable. The presence of excess grease could be an indiction that the cable is kinked. Accomplish these instruction per MBB SB No. 209-73/20-1, dated 10/73.

Replace all cables that are difficult to move before further flight.

2. Replace all engine control cables (throttle, mixture, carb heat and propeller control cables) with new modified cables per MBB SB No. 209-73/20-1.

(LBA AD 1973-122 refers)

Compliance: 1. Before further flight, unless previously accomplished.

2. Within the next 50 hours TIS, or by 31 October 2008 whichever occurs sooner, unless previously accomplished.

Effective Date: 28 August 2008

DCA/MBB209/4 Fuselage Frame No. 2 – Inspection and Modification

Applicability: Model BO 209 “Monsun” aircraft, S/N 101 through to 201 and 301

Requirement: To prevent structural failure of the fuselage in the vicinity of frame no. 2, accomplish the following:

1. Remove the wings including the floor covering in the areas of frame no. 2 in the left and right sides of the cabin, and visually inspect the aft side of the frame web on both sides of the aircraft.

If any cracks are found, accomplish requirement 2 of this AD on both sides of the aircraft before further flight.

2. Repair as required, and modify frame no. 2 per the instructions in MBB Repair Instructions 209-1/74 and MBB SB No. 209-20-1, dated 7/74.

(LBA AD 1974-176 refers)

Compliance: 1. Before further flight, unless previously accomplished.

2. Within the next 50 hours TIS, or by 31 October 2008 whichever occurs sooner, unless previously accomplished.

Effective Date: 28 August 2008

DCA/MBB209/5 Engine Mount – Inspection and Replacement

Applicability: Model BO 209 “Monsun” aircraft, all S/N

Requirement: To prevent structural failure of the engine mount, inspect engine mount structure P/N 209-61016 per the instructions in MBB SB No. 209-15/71-20, dated 7/75.

If any cracks are found, replace the engine mount structure with P/N 209-61016-b per the instructions in MBB SB No. 209-15/71-20 before further flight.

(LBA AD 1975-173 refers)

Compliance: Before further flight, unless previously accomplished within the last 100 hours TIS, and thereafter at intervals not to exceed 100 hours TIS until replacement of the engine mount structure with P/N 209-61016-b.

Effective Date: 28 August 2008

DCA/MBB209/6 Wing Spar Centre Section – Inspection and Rework

Applicability: Model BO 209 and BO 209S “Monsun” aircraft, all S/N

Requirement: To prevent structural failure of the wing spar centre section, accomplish the inspection and rework instructions in MBB Technical Note No. 209-1/87, dated 22 January 1987.

(LBA AD 1986-255/2 refers)

Compliance: Before further flight, unless previously accomplished.

Effective Date: 28 August 2008

DCA/MBB209/7 Elevator Spar & Mass Balance – Inspection and Rework

Applicability: Model BO 209 and BO 209S “Monsun” aircraft, all S/N

Requirement: To prevent failure of the elevator spar and loosening of the elevator mass balance, accomplish the inspection and rework instructions in MBB Technical Note No. 209-1/88, dated 22 June 1988.

(LBA AD 1988-278 refers)

Compliance: Within the next 100 hours TIS, unless previously accomplished.

Effective Date: 28 August 2008

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at:
Links to state of design airworthiness directives | aviation.govt.nz
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

*** 2025-0284 Rudder Control System / Drive - Inspection**

Applicability: Bölkow BO 209 S aircraft, all S/N.

Effective Date: 30 December 2025