



ASRA Airworthiness Directive SD 2024.01

January 9th, 2024

Subject: Sportcopter M912 Heavy Duty Hub Bar with adjustable pitch

Background

One Sportcopter Heavy Duty Hub Bar, fitted to M912 models, has been found to have a crack near the root of the hub bar, aligning approximately with the teeter bump stop on one side. The aircraft has been subject to regular high energy manoeuvres and high RPM pre-rotator take-offs for the life of the hub bar for over 1,000 hours.

Refer to Photo 1 below, showing the location of the cracks in the hub bar.

This is the first case of any Sportcopter Heavy Duty Hub Bar being found to have developed a crack. The manufacturer has requested ASRA to apply their AD 2008.1 to their Heavy Duty hub bar for an interim period while they carry out an investigation and testing to ascertain the cause of the crack, followed by a period to develop a strategy for the future long-time use of this hub bar being subjected to prolonged high energy manoeuvres.

Directive

1. With immediate effect and until this SD 2024.01 is superseded, all Sportcopter Heavy Duty Hub Bars with adjustable pitch are subject to the existing ASRA AD 2008.1. The ASRA exemption given for Sportcopter adjustable pitch hub bars is revoked until further notice.
2. A safety inspection of this hub bar is required to be performed prior to the next flight in conjunction with any requirements of ASRA AD 2008.1

The ASRA AD 2008.1 reference is available on the ASRA website at the following link;

[AD 2008.01 - Hub-Bars-Dispensation.pdf \(asra.org.au\)](#)

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Photo 1. Crack location in Sportcopter adjustable pitch heavy duty hub bar.



Regards,

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