SCHWEIZER 269 SERIES

SCHWEIZER SERVICE NOTICE

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SUBJECT: INSTALLATION OF NEW HIGHER STRENGTH TAIL ROTOR BLADE RETENTION BOLT P/N LWB22-6-22, LWB22D-6-22 OR HS4441-6-22; AND INSPECTION OF TAIL ROTOR BLADE ATTACHMENT BUSHING HOLES

PURPOSE OF REVISION:
- To specify additional alternate tail rotor blade retention bolt
- To change PART I effectivity for Model 269C Helicopters

MODELS AFFECTED:

Part I
- All Model 269A, 269(TH-55A), 269A-1, and 269B Helicopters equipped with 269A6034 Series tail rotor assembly.
- All Model 269C Helicopters with serial numbers prior to 1411.
- All 269A6034 Series tail rotor assemblies in spares inventory, that are not equipped with the subject blade retention bolts.

Part II
- All Model 269A, 269(TH-55A), 269A-1, 269B, and 269C Helicopters equipped with a 269A6034 Series tail rotor assembly.

TIME OF COMPLIANCE:

Part I
- Shall be accomplished within the next 100 hours of helicopter operation or next three months, whichever occurs first, (unless previously accomplished in accordance with N-188.3.)
- Shall be accomplished prior to installation of any affected tail rotor assembly in spares inventory, (unless previously accomplished in accordance with N-188.3).

Part II Shall be accomplished at each Pilot's Preflight Inspection.

(▌) Denotes portion of text added or revised

* Supersedes Service Information Notice N-188.3, Dated 15 Sep 1985

REFERENCE:

- 269A Pilot's Flight Manual (CSP-AA-1) (Issued 07 Apr 1964; Revised 02 Nov 1992).
- 269A-1 Pilot's Flight Manual (CSP-AA-2) (Issued 13 May 1964; Revised 02 Nov 1992).
- TH-55A Pilot's Flight Manual (CSP-AD-1) (Issued 05 Nov 1964; Revised 24 Feb 1998).
- 269B Pilot's Flight Manual (CSP-BA-1) (Issued 30 Dec 1963; Revised 02 Nov 1992).
- 269C Pilot's Flight Manual (CSP-C-1) (Reissued 21 Sep 1988; Revised 16 Jun 1998).
- 269 Series - Basic HMI, (Reissued 15 March 1982; Revised 12 Feb 1999)
- 269 Series - HMI, Appendix C, Part VII, (Issued 15 March 1976; Revised 12 Feb 1999)
- 269 Series - HMI, Appendix B, (Reissued 20 May 1995; Revised 12 Feb 1999)

PREFACE: Fatigue tests of the tail rotor tension strap assembly have revealed the possibility of movement between the laminates and the outboard shoes.

Part I of this Service Information Notice lists instructions to replace tail rotor blade retention bolts with higher strength bolts that will allow the use of a higher installation torque (750 to 775 in.-lbs.). The higher torque will reduce the possibility of relative movement between the laminates and outboard shoes of the strap assembly.

Part II provides a Pilot's Preflight check of the tail rotor blade attachment bushing hole. This inspection is incorporated in all applicable flight manuals. (See listing of Pilot's Flight Manuals in REFERENCE section above.)

PART I - REPLACEMENT OF TAIL ROTOR RETENTION BOLT/INCREASED TORQUE VALUES.

PROCEDURE:

a. Inspect tail rotor blades to verify that higher strength retention bolts have been installed; if so, check torque (750 - 775 in.-lbs.). If not, install higher strength bolts and apply specified torque (750 - 775 in.-lbs.) (Basic HMI, Section 9).

b. Record compliance with Part I of this Service Information Notice in the aircraft records.

PART II - PILOT'S PREFLIGHT INSPECTION OF TAIL ROTOR BLADE ATTACHMENT BUSHING HOLE

PROCEDURE:

a. Visually check area of tail rotor blade spar surrounding tail rotor blade attachment bushing hole in accordance with preflight inspection checklist in appropriate Pilot's Flight Manual. If cracking is suspected but not confirmed, perform dye penetrant inspection (Basic HMI, Section 9). Replace blade if cracks are found (Basic HMI, Section 9).

WEIGHT AND BALANCE DATA

Weight and Balance not affected