

# Airworthiness Directive Schedule

## Helicopters

### Sikorsky (formerly Schweizer) 269A, 269B, 269C and 269C-1 Series

22 March 2018

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- Notes:**
1. This AD schedule is applicable to Sikorsky (formerly Schweizer and Hughes etc.) 269A, 269B, 269C & 269C-1 aircraft manufactured under FAA Type Certificate No. 4H12.
  2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters. State of Design ADs can be obtained directly from the FAA web site at [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAD.nsf/MainFrame?OpenFrameSet](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet)
  3. The date above indicates the amendment date of this schedule.
  4. New or amended ADs are shown with an asterisk \*
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<p>From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and you can obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at <a href="http://www.caa.govt.nz/airworthiness-directives/states-of-design/">http://www.caa.govt.nz/airworthiness-directives/states-of-design/</a> 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.</p>		
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**DCA/HUGHES/1 Installation Of Mixture Control Guard - Modification****Applicability:** Model 269B S/N 0173 through 0194.**Requirement:** Modify per Hughes SIN 2B-21.**Compliance:** Next periodic inspection.**Effective Date:** 31 May 1969**DCA/HUGHES/2 Cancelled - HMI refers.****DCA/HUGHES/3 Cancelled - Purpose Fulfilled****DCA/HUGHES/4 Belt Drive Idler Pulley - Inspection****Applicability:** Models 269A, 269A-1, 269B.**Requirement:** To prevent failure of idler pulley bearing accomplish the following:-

1. Remove the aluminium idler pulley shaft, P/N 269A5440 and idler pulley bearings from service, and install steel pulley shaft, P/N 269A5438 and idler pulley bearings, P/N 269A5050-58.

2. Retire from service idler pulley bearings, P/N 269A5050-58.

(FAA AD 71-20-05 refers)

**Compliance:** 1. Within next 50 hours TIS.

2. At 200 hours TTIS.

**Effective Date:** 31 May 1969**DCA/HUGHES/6 Impeller Flywheel Assembly - Modification****Applicability:** Models 269A S/N 0011 through 0336, 269A-1 S/N 0004 through 0034, 269B S/N 0001 through 0190.**Requirement:** Modify per Hughes SIN 2A-51.**Compliance:** By 31 July 1966.**DCA/HUGHES/7 Horizontal Stabiliser - Inspection****Applicability:** Models 269A and 269B fitted with horizontal stabiliser P/N 269A-2516 or 269A-2511.**Requirement:** To detect cracks originating from the fasteners and spot welds along the upper flange spar on horizontal stabilisers, accomplish the following:-

1. For helicopters fitted with horizontal stabiliser P/N 269A-2516, remove the horizontal stabiliser and inspect as much of the spar as is visible for cracks originating from the fasteners and spot welds along the flange of the spar. This inspection can be carried out through the lightening holes in the closing rib.

2. For helicopters fitted with horizontal stabiliser P/N 269A-2511, inspect stabiliser by means of an approved radiographic technique for cracks originating from the fasteners and spot welds along the upper and lower flanges of the spar between the root and a point fifteen inches outboard of the root.

Renew stabilisers found cracked before further flight.

**Compliance:** 1. Horizontal stabiliser P/N 269A-2516. Within next 50 hours TIS (TIS) and thereafter at intervals not to exceed 50 hours TIS.

2. Horizontal stabiliser P/N 269A-2511. Within next 400 hours TIS and thereafter at intervals not to exceed 400 hours TIS.

**Effective Date:** 31 May 1969

**DCA/HUGHES/9**            **Cancelled - HMI refers.**

**DCA/HUGHES/10**        **Rotor Transmission Housing - Inspection**

**Applicability:**        Models 269A and 269B.

**Requirement:**        To detect cracks in the tail rotor transmission assembly housing, originating at the stabiliser attachment bolt holes, remove the horizontal stabiliser, inspect the tail rotor transmission assembly housing for cracks originating from the stabiliser attachment bolt holes using a 10X magnification glass. Renew transmission assembly housings found cracked before further flight.

**Compliance:**         At intervals not exceeding 50 hours TIS.

**Effective Date:**      31 May 1969

**DCA/HUGHES/11**        **Tail Boom - Inspection**

**Applicability:**        Models 269A and 269B.

**Requirement:**        To detect cracking, visually inspect the tail boom in the vicinity of the bolts attaching the tail rotor transmission housing to the boom.

**Compliance:**         At intervals not exceeding 100 hours TIS.

**Effective Date:**      31 May 1969

**DCA/HUGHES/12A**      **Engine Mount Hanger - Inspection**

**Applicability:**        Models 269A and 269B.

**Requirement:**        To detect cracks, visually inspect the LH and RH engine mount drive end hanger assembly P/N 269A-8617 and 269A-8618.

**Compliance:**         At intervals not exceeding 100 hours TIS.

**Effective Date:**      31 May 1969

**DCA/HUGHES/13**        **Cancelled - Once only inspection, purpose fulfilled.**

**DCA/HUGHES/14**        **Fuel Injection Lines - Modification**

**Applicability:**        Models 269B S/N 0001 through 0168, 170 through 0196, 0199 through 0201, 0205 through 0212 and 0214; 269A-1 S/N 0001 through 0041.

**Requirement:**        Modify per Hughes SIN N-2.1.

**Compliance:**         Within the next 25 hours TIS unless already accomplished.

**Effective Date:**      31 May 1969

**DCA/HUGHES/15B**      **Cancelled - HMI refers.**

**DCA/HUGHES/16A**      **Main Rotor Blade - Inspection**

**Applicability:**        All Models 269A and 269B.

**Requirement:**        Inspect per Hughes SIN N-10.2.  
(FAA AD 64-28-02 refers)

**Compliance:**         Every 25 hours TIS.

**Effective Date:**      31 May 1969

**DCA/HUGHES/17 Belt Drive Idler Pulley Clutch Shaft Plug P/N 5456 - Modification**

**Applicability:** Models 269A S/N 0011 through 0314 TH55A S/N 0315 through 0667; 269A-1 S/N 0001 through 0041; 269B S/N 0001 through 0273.

**Requirement:** Modify per Hughes SIN N-12.

**Compliance:** Within next 100 hours TIS unless already accomplished.

**Effective Date:** 31 May 1969

**DCA/HUGHES/18E Cancelled - DCA/HU269/72A refers**

**DCA/HUGHES/19 Kit Installation - Cabin Sealing - Modification**

**Applicability:** Model 269A S/N 0011 through 0713; 269A-1 S/N 0001 through 0041; 269A-2 S/N 0001; 269B S/N 0001 through 0295.

**Requirement:** Modify per Hughes SIN N-33.2.

**Compliance:** Within next 25 hours TIS.

**Effective Date:** 31 May 1969

**DCA/HUGHES/22 Locknut Installation – Modification**

**Applicability:** Model 269B S/N 0001 through 0223.

**Requirement:** Centre Collective Pitch Stick Assembly - P/N 269A9962 (Dual Control): Modify per Hughes SIN N-34.

**Compliance:** Within next 25 hours TIS.

**Effective Date:** 31 May 1969

**DCA/HUGHES/23 Bellcrank Assembly – Inspection**

**Applicability:** Models 269A S/N 0011 through 1033, 269A-1 S/N 0001 through 0041 and 269B S/N 0001 through 0398.

**Requirement:** Lateral Pitch Mixer Idler (P/N 269A7506): Inspect or retire per Hughes SIN N-37.2.

**Compliance:** As detailed in SIN N-37.2.

**Effective Date:** 31 May 1969

**DCA/HUGHES/24 Cancelled - HMI refers.**

**DCA/HUGHES/25 Clutch Spring Attachment Fitting – Modification**

**Applicability:** Models 269A aircraft, S/N 0452 through to 0713 and  
Model 269B aircraft, S/N 0236 through to 0333.

**Requirement:** Retrofit - Dual - Strap Clutch Spring Attachment Fitting (P/N 269A5436-13 and 269A5436-19) – Modification: Modify per Hughes SIN N-43.

**Compliance:** Within the next 25 hours TIS.

**Effective Date:** 31 May 1969

**DCA/HUGHES/26 Cancelled - HMI refers.**

**DCA/HUGHES/27 Cancelled - HMI refers.**

**DCA/HUGHES/28B Tail Boom Attachment – Inspection**

**Applicability:** All Model 269A, 269A-1, TH-55A, 269B and 269C.

**Requirement:** Tail boom support struts, centre attach fitting and centre frame aft cluster fittings:

1. Perform visual inspection per step 1 of Hughes SIN N-82.3. Endorse the following special condition on the maintenance release: visual inspection (daily) - without disassembly, visually inspect tail boom support strut end fittings, tailboom centre attach fitting and centre frame aft cluster fittings for cracks, deformation or damage. Caution: If any defect is suspected the fittings must be dye penetrant inspected, before further flight, by an appropriately licensed LAME per step II of SIN N-82.3. The daily inspection may be made by the pilot provided he has been instructed on the inspection by an appropriately licensed LAME.
2. Perform dye penetrant inspection per step II of SIN N-82.3. Retire from service before further flight per the SIN any tailboom centre attach fitting found to have cracks or other structural damage.
3. For model 269C remove P/N 269A2015-5 or 269A2015-11 struts, mark them permanently and conspicuously to avoid their inadvertent return to service, and replace them with new or serviceable strut, P/N 269A2015-5 or 269A2015-11 having less than 10,700 hours TTIS.

- Compliance:**
1. Prior to the first flight of each day that the helicopter is to be operated.
  2. At intervals not exceeding 200 hours TIS.
  3. Prior to the accumulation of 10,700 hours TTIS.

Note: This AD incorporates the requirements of previous ADs DCA/HUGHES/47 and /48.

**Effective Date:** DCA/HUGHES/28A 31 March 1973  
DCA/HUGHES/28B 30 August 1991

**DCA/HUGHES/29 Tail Rudder Pedal Arms (P/N 269A7336-5) - Rework**

**Applicability:** All Model 269 series equipped with 269A7336-5 pedal arm and 269A7333-3 rudder pedal support tube (steel)

**Requirement:** Rework per Hughes SIN N-52.1.

**Compliance:** Within the next 100 hours TIS.

**Effective Date:** 31 May 1969

**DCA/HUGHES/30 Cancelled - Once only inspection, purpose fulfilled**

**DCA/HUGHES/31A Cancelled - HMI refers**

**DCA/HU269/33A Main Rotor Mast Thrust Bearing - Inspection**

**Applicability:** Models 269A S/N 0011 through 1109, 269A-1 S/N 0001 through 0041, 269B S/N 0001 through 0444, and TH-55A with main rotor thrust bearing, P/N 269A5050-50, -51, or -73, installed.

**Requirement:** To prevent failure of the main rotor thrust bearing, loss of the main rotor, and subsequent loss of the helicopter, accomplish the following:-

1. From available helicopter records, determine the TIS of the appropriate bearing, P/N 269A5050-50, -51, or -73.

Retire bearing P/N 269A5050-50 or -51 from service at 300 hours TTIS.

2. Inspect bearing, P/N 269A5050-50 or -51, for rotational roughness, corrosion, inadequate lubrication, physical damage, moisture or inadequate drainage due to build-up of zinc chromate paste in accordance with Step II, paragraph b of Schweizer Service Notice (SSN) No. N-59, dated October 9, 1968.

If bearing rotational roughness, corrosion, inadequate lubrication, physical damage, moisture or inadequate drainage due to build-up of zinc chromate paste is found, replace the bearing with an airworthy bearing.

If no bearing rotational roughness, corrosion, lack of lubrication, physical damage, moisture or inadequate drainage due to build-up of zinc chromate paste is found, thereafter, inspect the bearing in accordance with this paragraph upon attaining an additional 150 hours TIS.

For replacement bearings, inspect upon attaining 150 hours TIS, unless the bearing reaches its 300 hour TIS retirement life limit prior to this inspection.

3. For bearing, P/N 269A5050-73:

Inspect the bearing for corrosion, rust, freedom of rotation, looseness, binding, nicks, burrs, cracks and lubrication. Thereafter, inspect the bearing at intervals not to exceed 600 hours TIS.

As necessary, repack the bearing cavity in accordance with Schweizer Aircraft Corporation CKP-C-41 "Installation Instructions For 269 Series Helicopters, SA-269K-057-1 Main Rotor Thrust Bearing Kit," dated June 9, 1994.

4. Retire bearing P/N 269A5050-73 from service at 3,000 hours TTIS.

5. Inspect the thrust bearing nut, P/N 269A1306-5, for corrosion and physical damage and determine whether the nut has been modified in accordance with Step III of SSN N-59.

If corrosion or physical damage is found, replace the nut with an airworthy nut that has been modified in accordance with Step III of SSN N-59.

If the nut has not been modified, modify the nut in accordance with Step III of SSN N-59.

6. Inspect the interior of the main rotor mast for corrosion, physical damage, foreign materials, moisture or inadequate drainage due to a build-up of zinc chromate paste and determine whether the mast has been modified in accordance with Step II of SSN N-59, to install a drain hole.

If corrosion or physical damage is found, replace the mast with an airworthy mast that has been modified in accordance with Step III of SSN N-59.

If the interior of the mast has foreign materials, moisture or inadequate drainage due to a build-up of zinc chromate paste, clean the area with a suitable solvent in accordance with Step II of SSN N-59.



If the mast has not been modified, modify the mast in accordance with Step III of SSN N-59.

(FAA AD 97-05-06 refers)

**Compliance:** Within 25 hours TIS. Thereafter inspect and retire from service as detailed in the Requirement paragraphs 1 through 4 of this AD.

**Effective Date:** DCA/HU269/33 - 31 December 1968  
DCA/HU269/33A -11 April 1997

**DCA/HUGHES/34 Tail Rotor Blade Assembly (P/N 269A6124) - Inspection**

**Applicability:** All Model 269 series equipped with tail rotor blade assembly having S/N 126-3312 or lower.

**Requirement:** Inspect per Hughes SIN N-58.

**Compliance:** 1. Step I - within the next 25 hours TIS.  
2. Step II - shall be accomplished at intervals not exceeding 25 hours TIS following compliance with Step 1.

**Effective Date:** 31 May 1969

**DCA/HUGHES/35 Cancelled - Once only inspection, purpose fulfilled**

**DCA/HUGHES/36 Cancelled - Once only inspection, purpose fulfilled**

**DCA/HUGHES/37 Low Tip Speed Tail Rotor Blade - Replacement**

**Applicability:** Models 269A, 269A-1, 269A-2 and 269B helicopters with P/N 269A6035 tail rotor blade fitted.

**Requirement:** Retire tail rotor blades P/N 269A6035 from service. Blades removed must be marked permanently and conspicuously to avoid inadvertent return to service.

**Compliance:** At 5000 hours TTIS.

**Effective Date:** 31 May 1969

**DCA/HUGHES/38 Control Covers - Bonding Upper And Lower - Modification**

**Applicability:** Model 269B S/N 0001 through 0454.

**Requirement:** Modify per Hughes SIN N-68.

**Compliance:** Within next 100 hours TIS unless already accomplished.

**Effective Date:** 31 May 1969

**DCA/HUGHES/39 Cancelled - Once only inspection, purpose fulfilled.**

**DCA/HUGHES/40A Main Rotor Lead Lag And Flapping Hinge Bolts - Inspection**

**Applicability:** All Model 269 series.

**Requirement:** Inspect per SIN N-75.2.

(FAA AD 70-08-01 refers)

**Compliance:** Part I - next periodic inspection and again thereafter between 175 and 225 hours TIS.  
Part II - as detailed in the SIN. Additionally within the next 400 hours TIS or six months whichever occurs first. Replace all bolts identified "AC" with bolts P/N HS1446-10-68. Inspections may cease after "AC" bolts are replaced.

**Effective Date:** 30 June 1970

**DCA/HUGHES/41**      **Cancelled - Once only inspection, purpose fulfilled.**

**DCA/HUGHES/42**      **Cancelled - Purpose Fulfilled**

**DCA/HUGHES/44**      **Cancelled - Once only inspection, purpose fulfilled.**

**DCA/HUGHES/45**      **Idler Pulley Bearings - Periodic Replacement**

**Applicability:**      Model 269A S/N 0011 and subsequent, 269A-1 S/N 0001 and subsequent 269B S/N 0001 and subsequent.

**Requirement:**      Replace per Hughes SIN N-95.

**Compliance:**      As detailed

**Effective Date:**    31 March 1972

**DCA/HUGHES/46**      **Landing Gear Damper Assembly - Inspection**

**Applicability:**      Model 269C S/N 0001 through 0113, 0116 through 0118, and 0120 through 0149.

**Requirement:**      Inspect per Hughes SIN N-102.

**Compliance:**      Within the next 100 hours TIS, or before installation.

**Effective Date:**    31 December 1972

**DCA/HUGHES/47**      **Cancelled - Refer to DCA/HUGHES/28B, Part 1.**

**DCA/HUGHES/48**      **Cancelled - Refer to DCA/HUGHES/28B, Part 3.**

**DCA/HUGHES/49**      **Idler Pulley Bearings - Inspection**

**Applicability:**      All Model 269C which have Idler Pulley Bearings P/N 269A5050/62 installed.

**Requirement:**      Inspect per Hughes SIN N-90.1.

**Compliance:**      Bearings with 550 hours or more TTIS, within next 50 hours TIS and thereafter at intervals not exceeding 600 hours TIS.

**Effective Date:**    31 August 1973

**DCA/HU269/50B**      **Cancelled - HMI refers.**

**DCA/HU269/51 MRB Root Fitting and Blade Damper Bolts – Inspection**

**Applicability:**      All Model 269 having main rotor blades P/N 269B1145 and/or main rotor blade dampers P/N 269A1222 or 269A1927.

**Requirement:**      Inspect and replace per Hughes SIN N-119.

**Compliance:**      As detailed.

**Effective Date:**    1 July 1974

**DCA/HU269/52** **Cancelled - HMI refers**

### **DCA/HU269/53 Cable Attaching Cargo Hook To Helicopter - Replacement**

**Applicability:** All Model 269 equipped with Helo Maintenance Ltd. Modification WHL-013 cargo hook.

**Requirement:** As a result of a local failure accomplish the following:

Replace the 1/8" cable MIL-C-5424 attaching the cargo hook to the helicopter with 5/32" cable MIL-C-5424.

**Compliance:** Within the next 50 hours TIS.

**Effective Date:** 15 November 1974

### **DCA/HU269/54 Clutch Actuator Retaining Screws - Inspection**

**Applicability:** All Model 269 equipped with linear clutch actuators, P/N DL1020M81C (12V), 269A4564, or DL1020M82C (28V) including those helicopters on which Hughes SIN N-126 has been accomplished.

- Requirement:**
1. Remove the actuator and cover at the lug end of the linear clutch actuator in accordance with Hughes 269 series Maintenance Manual of Instructions, issued April 1973, Revision 2, 1 January 1974.
  2. Visually identify the markings on the four number 4-40 Allen screw heads which secure the lug to the housing. If any retainer screw has a single band of vertical lines around the outside diameter of the raised head, mutilate and discard the screw. Replace any retainer screw having such vertical lines with new screws having either of the following part numbers, and torque to five to seven inch-pounds: New Ny-lock P/N P60HS440-12C or new Simmonds P/N S6370CESCS4-12.
  3. Operators who have complied with paragraph "D", per Hughes SIN N-126, dated 24 February 1975, by installing these new screws, are not required to repeat the replacement of the new screws if the procedures of paragraph 2 of this AD have been followed.
  4. If the identifying markings on the outside diameter of the raised head consist of anything other than the single band of vertical lines, such as cross hatched band, double band of vertical lines, etc., the retainer screws need not be replaced.
  5. After complying with paragraphs 1, 2, 3 and 4 as applicable, identify the actuators by hand impression stamping the letter "B" on the bottom line of the actuator data plate.
  6. Reassemble and install the actuator in accordance with the Hughes Maintenance Manual of Instructions.  
(FAA AD 75-08-12 refers)

**Compliance:** Before further flight unless previously accomplished.

**Effective Date:** 19 March 1975

**DCA/HU269/55D Tail Boom Support Strut & Aft Cluster Fitting – Inspection.**

**Applicability:** Model 269A, 269A-1, 269B, 269C, and TH-55A helicopters, with a tailboom support strut P/N 269A2015 or 269A2015-5; or with a center frame aft cluster fitting, P/N 269A2234 or 269A2235, and an aft cluster fitting listed in the following table:

Model	S/N	With aft cluster fitting, P/N
269C	0570 through 1165	269A2234-3
269C	0500 through 1165	269A2235-3
269A, A-1, B, or C, or TH-55A	All	269A2234-3 or 269A2235-3

**Exception:** For the Model 269A, A-1, B, or C or TH-55A helicopters with cluster fittings, P/N 269A2234-3 or P/N 269A2235-3 installed, if there is written documentation in the aircraft or manufacturer's records that shows the cluster fitting was originally sold by the manufacturer after 1 June 1988, the requirements of Part 5 this AD are not applicable.

**Requirement:** To prevent failure of the strut clevis lug and the support strut, accomplish the following:

- 1) For helicopters with aft cluster fitting P/N 269A2234 or A269A2235, strip the paint from the tail boom support strut attachment lugs and dye-penetrant inspect the lugs on each aft cluster fitting. If a crack is found, replace the cluster fitting before further flight with an airworthy cluster fitting. Cluster fittings P/N 269A2234 and 269A2235 un-modified by kit P/N, SA-269K-106-1, are not to be fitted.
- 2) Replace cluster fitting P/N 269A2234 or 269A2235 with an airworthy cluster fitting or modify cluster fitting with kit, P/N SA-269K-106-1. Installing the kit is a terminating action for the inspections required by part 1 of this AD.
- 3) For helicopters with strut assemblies P/N 269A2015 or 269A2015-5, modify the struts by replacement of the aluminium end fittings with stainless steel fittings and attachment bolts per Step III of SIN N-109.2. Alternatively, replace P/N 269A2015 with 269A2015-9 and replace strut P/N 269A2015-5 with 269A2015-11.
- 4) For Model 269C helicopters, apply S/Ns to each strut assembly P/N 269A2015-5 and 269A2015-11 per SIN N-108. Retire struts from service at 10 700 hours TTIS.
- 5) For cluster fittings P/N 269A2234-3 and A2692235-3, perform a one-time inspection, and repair if required, per the procedures in Part II of Schweizer SB No.B-277.

(FAA AD 2003-13-15R1 refers)

- Compliance:**
- 1) Within 10 hours TIS and thereafter at intervals not to exceed 50 hours.
  - 2) Within 150 hours TIS or 6 months whichever occurs first.
  - 3) Before further flight unless previously accomplished.
  - 4) Within 100 hours TIS unless previously accomplished.
  - 5) Before 30 September 2004 unless previously accomplished.

**Effective Date:** DCA/HU269/55C 25 September 2003  
DCA/HU269/55D 29 July 2004

### **DCA/HU269/56 Induction Air Duct - Inspection**

**Applicability:** All Model 269 series

**Requirement:** As a result of a local defect involving separation of the internal lining accomplish the following:

1. Remove air induction inlet hose and inspect internal lining.
2. If inspection reveals any deterioration which could result in restriction of induction inlet, renew hose before further flight.

**Compliance:** Within the next 10 hours TIS and thereafter at intervals not exceeding 100 hours TIS.

**Effective Date:** 21 April 1975

### **DCA/HU269/57 Mixture Control - Inspection**

**Applicability:** All Model 269 series.

**Requirement:** As a result of local defects involving excessive wear of the inner cable, accomplish the following:

1. Disconnect and withdraw the inner cable.
2. Inspect for wear particularly at the engine end of cable.
3. Reject any cable with excessive wear and replace with a serviceable item.

**Compliance:** Within the next 50 hours TIS and thereafter at intervals not exceeding 300 hours TIS.

**Effective Date:** 4 July 1975

### **DCA/HU269/58 Aluminium Throttle Gear Sector - Modification And Inspection**

**Applicability:** All Model 269A, 269A-1 and 269B.

**Requirement:** Modify and inspect per FAA AD 75-15-02.  
(Hughes SIN N-131 also refers)

**Compliance:** As detailed.

**Effective Date:** 24 July 1975

### **DCA/HU269/59A Fibreglass Tail Rotor Blades - Inspection Removal or Rework**

**Applicability:** All Model HU269 with following fibreglass tail rotor blades:-

Group I: P/N 269A6124, 269A6124-9, 269A6035, 269A6035-9, 269A6035-17, 269A6035-19, 269A6035-M, 269ASK15 and 269-6100.

Group II: P/N 269A6035-21 and 269A6035-23.

**Requirement:** Inspect, replace or rework per Hughes SIN N-130 or N-162 for Group I or Group II blades respectively.

(FAA ADs 69-04-03 and 79-23-03R1 refer)

**Compliance:** Blades with 500 hours or more TIS - within next 100 hours TIS, or 6 months, whichever is the sooner. Blades with less than 500 hours TIS - prior to the accumulation of 600 hours TIS or 6 months, whichever is the sooner. Repeat at intervals not exceeding 12 months thereafter until retired from service.

**Effective Date:** DCA/HU269/59 - 30 September 1975  
DCA/HU269/59A - 25 January 1980

**DCA/HU269/60 Idler Pulley Clutch Assembly - Modification**

**Applicability:** Model 269A S/N 0011 through 0314; 269A-1 S/N 0001 through 0041; 269B S/N 0-0001 through 0472 and 269C S/N 0001 through 0149.

**Requirement:** Modify per Hughes SIN N-85.3.

**Compliance:** By 31 March 1976.

**DCA/HU269/61 Engine Operating Placard - Revision**

**Applicability:** All Model 269C.

**Requirement:** Blank out limitation, "3200 RPM Minimum Below 400 Feet Above Terrain", located on instrument panel at bottom of the MP placard and replace with the following:-

Below 450 feet A.G.L. - use 3100 RPM

Above 450 feet A.G.L. - use 3000 to 3100 RPM.

(Hughes SIN N134.3 also refers)

**Compliance:** Upon receipt of FAA approved rotorcraft flight manual, revised 25 November 1975.

**Effective Date:** 17 March 1976

**DCA/HU269/62 Cancelled - purpose fulfilled**

**DCA/HU269/63 Linear Clutch Actuator - Inspection**

**Applicability:** All Model 269 equipped with linear clutch actuators P/N 269A4564 or DL1020M2C (24VDC), or DL1020M48 or DL1020M81C (12VDC), which have not been modified per Part I of SIN N-141.1.

**Requirement:** Inspect per Hughes SIN N-141.1.

(FAA AD 77-07-01 refers)

**Compliance:**

1. Visual inspection per Part II within next 10 days and thereafter prior to first flight each day. This visual inspection may be performed by the pilot.
2. Dye penetrant inspection per Part III, within next 100 hours TIS and thereafter at intervals not exceeding 100 hours TIS.

**Effective Date:** 26 April 1977

**DCA/HU269/64A Main Rotor Upper Scissors Support P/N 269A 1328 - Inspection**

**Applicability:** All Model 269 series.

**Requirement:** 1. Inspect for cracks using dye penetrant method:-

(a) Area surrounding scissor mounting lug where it intersects with support body. Remove paint as necessary.

(b) Corners of location slot.

2. Visually inspect faces of location slot for deformation.

3. Remove from further service any part found defective.

**Compliance:** Not later than next 300 hour inspection and thereafter at intervals not exceeding 600 hours TIS. Also prior to installation of previously used part.

**Effective Date:** DCA/HU269/64 - 31 May 1977  
DCA/HU269/64A - 27 October 1978

**DCA/HU269/65A Belt Drive Transmission - Inspection**

**Applicability:** Model 269A, S/N 0011 through 1109; Model 269A-1, S/N 0001 through 0041; Model 269B S/N 0001 through 0462 and Model 269C S/N 0004 through 0589.

**Requirement:** Inspect per Hughes SIN N-146.2.

**Compliance:** Part I - within next 100 hours TIS.  
Part II - at intervals not exceeding 100 hours TIS

**Effective Date:** DCA/HU269/65 - 30 /September 1977  
DCA/HU269/65A - 16 December 1977

**DCA/HU269/66 Rudder Pedals - Inspection And Rework**

**Applicability:** All Model 269 series.

**Requirement:** Inspect and rework per Hughes SIN N-121.1.  
(FAA AD 78-02-02 also refers)

**Compliance:** Part I - within next 100 hours TIS and thereafter at intervals not exceeding 100 hours TIS.  
Part II - within next 100 hours TIS.

**Effective Date:** 17 March 1978

**DCA/HU269/67A Main Transmission Pinion Assembly - Inspection**

**Applicability:** All Model 269A, 269A-1, 269B and 269C with pinion assembly P/N 269A 5103-9.

**Requirement:** As result of overseas reported cracking of 'HTC' manufactured pinions and local failure of 'AGC' manufactured pinion, inspect all pinions irrespective of origin per Hughes SIN N-151.2.  
(FAA AD 78-25-04 also refers)

**Compliance:** 1. Pinion assemblies with S/N listed in Hughes SIN N-151.2 - within next 50 hours TIS or 60 calendar days, whichever is the sooner, unless already accomplished. Pinions with less than 250 hours TTIS when initially inspected shall be re-inspected between 450 and 500 hours TTIS.  
2. All other pinions - within next 100 hours TIS.  
3. Pinions held as spares - prior to installation and again between 450 and 500 hours TTIS if S/N included in SIN N-151.2 list and TTIS is less than 250 hours at installation.

**Effective Date:** DCA/HU269/67 - 24 November 1978  
DCA/HU269/67A - 9 February 1979

**DCA/HU269/68C Tail Rotor - Inspection And Rework**

- Applicability:** All Model 269A, 269A-1 and 269B with LTS tail rotor assembly P/N 269A 6034 also Model 269C S/N 0004 through 0716.
- Requirement:**
1. Inspect all tail rotor hub assemblies P/N 369A 1725 and 369A 1725-501, also 369A 1725-5 S/N 001 through 862, per Hughes SIN N-153.1 and rework as necessary.
  2. Visually inspect hub using 10x magnification. If cracks, pits, corrosion or other damage found, inspect and rework per N-153.1.
- (FAA AD 78-26-04 refers)
- Compliance:**
1. Within next 100 hours TIS unless already accomplished.
  2. At intervals not exceeding 300 hours TIS or one year, whichever is the sooner.
- Effective Date:** DCA/HU269/68B - 12 September 1980  
DCA/HU269/68C - 9 July 1982

**DCA/HU269/69 Main Rotor Mast - Inspection And Rework**

- Applicability:** All Model 269 series with thrust bearing P/N 269A5050-63 or -73.
- Requirement:** Inspect and rework as necessary per Hughes SIN N-160.1.
- Compliance:** Not later than initial 1200 hour inspection. Masts which have exceeded 1200 hours TTIS shall comply not later than next 600 hour inspection.
- Effective Date:** 25 January 1980

**DCA/HU269/70A Lower Pulley Bearing/Installation - Replacement/Inspection**

- Applicability:** Model 269A, 269A-1, 269B and 269C with lower belt drive pulley bearings P/N 269A5050-57 or 269A5050-80 installed.
- Requirement:** To prevent failure of the lower belt drive pulley bearings and subsequent loss of power to the rotor systems, accomplish the following:
1. Replace all pulley bearings, P/N 269A5050-57 or 269A5050-80 at 1800 hours TTIS.
  2. Helicopters equipped with sheet metal lower bearing straps, P/N 269A5463, inspect and shim per Hughes SIN N-146.2, Part I.
  3. Helicopters equipped with machined lower pulley bearing caps, that are part of a P/N 269A5573-11 "H" frame assembly, inspect caps and frame assembly per Hughes SIN N-164 Part I and rectify as necessary per SIN N-164 Part I.
  4. Inspect pulley bearings per SIN N-164 Part III.
  5. Inspect replacement "H" frame assemblies per Part 2 or 3 of this airworthiness directive, as appropriate.
- (FAA AD 94-12-06 refers)
- Compliance:**
1. Replace at 1800 hours TTIS or within next 50 hours TIS, whichever is the later.
  2. Within next 50 hours TIS.
  3. Within next 50 hours TIS.
  4. Within 300 hours TIS of accomplishing part 2 or 3 of this airworthiness directive and thereafter at intervals not to exceed 300 hours TIS.
  5. Before returning to service.
- Effective Date:** DCA/HU269/70 - 7 March 1980  
DCA/HU/269/70A - 28 October 1994



**DCA/HU269/71D Tailboom Support Assembly - Inspection and Retirement**

**Applicability:** All model 269 series with tailboom centre attachment (saddle) fitting P/N 269A2324(BSC) and -7.

**Requirement:** To prevent fatigue failure of the magnesium tailboom centre attachment (saddle) fitting, accomplish the following:-

A. Model 269A, 269A-1, and 269B helicopters

1. Visually inspect per Part I of Schweizer SB B-238.1. If cracking is suspected perform dye penetrant inspection per Part II.
2. Perform dye penetrant inspection per Part II of Schweizer SB B-238.1. Renew fittings found cracked as prescribed in the SB before further flight.
3. Retire tailboom centre attachment fitting (P/N 269A2324-(BSC)or -7) at 4100 hours total time in service.

(FAA AD 93-21-03 refers)

B. Model 269C helicopters

1. Visually inspect per Part I of Schweizer SB B-239.1. If cracking is suspected perform dye penetrant inspection per Part II.
2. Perform dye penetrant inspection per Part II of Schweizer SB B-239.1. Renew fittings found cracked as prescribed in the SB before further flight.
3. Retire tailboom centre attachment fitting (P/N 269A2324-7) at 500 hours total time in service. Replacement of centre attachment fitting with P/N 269A2324-11 allows the tailboom to continue in service to the 2100 total hours retirement time.

(FAA AD 91-05-18 refers)

**Compliance:** A. Model 269A, 269A-1, and 269B helicopters

1. Within next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS for attachment fittings with less than 4000 hours TTIS, or before the first flight of each day for attachment fittings with more than 4000 hours TTIS.
2. Within next 50 hours TIS and thereafter at intervals not to exceed either 100 hours TIS for attachment fittings with less than 4000 hours TTIS, or intervals not to exceed 50 hours TIS for attachment fittings with more than 4000 hours TTIS.
3. At 4100 hours total TTIS or within next 100 hours TIS, whichever is the later but not to exceed 17,300 hours TTIS.

Note: The daily inspection may be accomplished by pilot subject to:

- (a) Adequate instruction by LAME responsible for the aircraft.
- (b) Maintenance Release endorsed to refer to inspection requirement.
- (c) Copy of Schweizer SB B-238.1 to be attached to the tech log.

B. Model 269C helicopters

1. Within next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS.
2. Within next 50 hours TIS and thereafter at intervals not to exceed either 100 hours TIS for attachment fittings with less than 400 hours TTIS, or intervals not to exceed 50 hours TIS for attachment fittings with more than 400 hours TTIS.
3. At 500 hours total TTIS or within next 100 hours TIS, whichever is the later but not to exceed 2100 hours TTIS.

**Effective Date:** DCA/HU269/71C - 29 May 1992  
DCA/HU269/71D - 21 January 1994

**DCA/HU269/72A Main Rotor Transmission - Inspection And Retirement**

**Applicability:** All Model 269 series with main rotor drive shaft and coupling assembly P/N 269A 5179 or 269A 5179-3.

**Requirement:** To preclude possibility of main rotor drive shaft and coupling assembly failing in flight, inspect and retire per Hughes SIN N-179.1.  
(FAA AD 81-17-04 refers)

**Compliance:** As detailed in Hughes SIN N-179.1.

**Effective Date:** DCA/HU269/72 - 25 July 1980  
DCA/HU269/72A - 9 July 1982

**DCA/HU269/73 Cancelled - Once only inspection, purpose fulfilled.**

**DCA/HU269/74 Tail Rotor Drive Fork Hinge Bolt Installation - Modification And Inspection**

**Applicability:** All Model 269 series with tail rotor assembly P/N 269A6034 series.

**Requirement:** Modify hinge bolt assembly and accomplish torque check per Hughes SIN N-155.2 Parts I and II respectively.

**Compliance:** Modification - within next 100 hours TIS.  
Torque check - at 25 hours TIS following modification and thereafter at intervals not exceeding 300 hours TIS.

**Effective Date:** 24 October 1980

**DCA/HU269/75A Main Rotor Drive Shaft - Inspection**

**Applicability:** All Model 269A, 269A-1, 269B and 269C

**Requirement:** To prevent failure of the main rotor drive shaft inspect for cracks, distortion, corrosion or other surface damage per Part II of Schweizer SB B-255.1. Replace any unairworthy shaft before further flight.

**Compliance:** At intervals not to exceed 600 hours TIS.

**Effective Date:** DCA/HU269/75 - 12 March 1982  
DCA/HU269/75A - 18 December 1998

**DCA/HU269/76A Shoulder Harness Inertia Reel Installation - Inspection**

**Applicability:** All Model 269 series with shoulder harness inertia reel installation.

**Requirement:** To further preclude possibility of incorrect shoulder harness inertia reel installation, inspect per Schweizer (Hughes) SIN N-194. Incorrect installations to be rectified before further flight.

**Compliance:** Within next 50 hours TIS and whenever an inertia reel is installed.

**Effective Date:** DCA/HU269/76 - 14 May 1982  
DCA/HU269/76A - 28 February 1986

**DCA/HU269/77 Main Transmission Ring Gear - Inspection And Modification**

- Applicability:** All Model 269A, 269A-1, 269B and 269C.
- Requirement:** To preclude possible failure of ring gear assembly, inspect, rework as prescribed, fit new M39320-12 washers and retorque attachment bolts per Hughes SIN N-181.  
(FAA AD 82-15-01R1 refers)
- Compliance:** Within next 100 hours TIS.
- Effective Date:** 9 July 1982

**DCA/HU269/78 Idler Pulley Support Bracket Assembly - Inspection**

- Applicability:** All Model 269 series with idler pulley clutch assembly P/N 269A5447 series installed and with support bracket assembly P/N 269A5575 or 269A5575-3 incorporated therein.
- Requirement:** Inspect per Hughes SIN N-182. Renew cracked parts before further flight.  
(FAA AD 82-15-03 refers)
- Compliance:** Within next 50 hours TIS and thereafter at intervals not exceeding 100 hours TIS.
- Effective Date:** 13 August 1982

**DCA/HU269/79 Main Rotor Pitch Damper Installation - Inspection And Modification**

- Applicability:** All Model 269A, 269A-1 and 269B, 269C S/N 0001 through 1165.
- Requirement:** Inspect and modify per Hughes SIN N-189.1.
- Compliance:** Inspection - within next 100 hours TIS and thereafter whenever damper attachment bolt is retorqued until modified.  
Modification - within next 300 hours TIS.
- Effective Date:** 6 April 1984

**DCA/HU269/80 Main Transmission Pinion Aft Bearing Oil Strainer - Installation**

- Applicability:** Models 269A, 269A-1, 269B and 269C with main rotor transmission not having oil strainer P/N 269A5192 or approved alternative fitted.
- Requirement:** Install oil strainer in accordance with Schweizer SIN N-193.
- Compliance:** Within next 300 hours TIS.
- Effective Date:** 12 July 1985

**DCA/HU269/81 Engine Starter Vibrator Circuit Modification**

- Applicability:** All Model 269A and 269B, 269C S/N 0001 through to 1119.
- Requirement:** To prevent unselected starter engagement modify per Hughes SIN N-147.4.
- Compliance:** Within next 100 hours TIS.
- Effective Date:** 2 May 1986

### **DCA/HU269/82 Tail Rotor Assembly - Inspection And Modification**

**Applicability:** All Model 269A, 269A-1 and 269B with P/N 269A6034 series tail rotor assembly. Models 269C with S/N prior to 1260.

**Requirement:** To prevent possible fatigue failure inspect and install higher strength bolts per Schweizer SIN N-188.2 Parts I, II and III.

**Compliance:** Part I - Within next 100 hours TIS.  
Part II - Prior to first flight of each day helicopter is to be operated.  
Part III - At each assembly overhaul.

**Effective Date:** 19 February 1988

### **DCA/HU269/83 Cancelled – HMI Refers**

### **DCA/HU269/84 Main Transmission Pinion Assembly - Inspection**

**Applicability:** All Model 269A, 269A-1, 269B and 269C with P/N 269A5103, 269A5103-9 or 269A5103-21 pinion assemblies not previously inspected per Hughes SIN's N-151.2 or N-170. Also P/N 269A5103-31 pinion assemblies with S/N's not beginning with 'S'.

**Requirement:** Inspect and rework as necessary per Schweizer SIN N-216. Pinions which cannot be reworked within limits prescribed must be removed from service before further flight.

**Compliance:** During next 300 hours inspection or transmission overhaul whichever is the sooner.

**Effective Date:** 19 February 1988

### **DCA/HU269/85A Tail Rotor Blades - Inspection And Modification**

**Applicability:** All Model 269A, 269A-1, 269B and 269C with P/N 269A6035 series low tip speed tail rotor blade assemblies as detailed in Schweizer SIN N-183.3.

**Requirement:** To prevent possible abrasion strip separation, inspect and modify affected blades per Schweizer SIN N-183.3 Parts I, II and III respectively.  
(FAA AD 89-20-03R1 refers)

**Compliance:** Part I - Prior to first flight of each day helicopter is to be operated.  
Part II - At intervals not exceeding 100 hours TIS and as required by Part I.  
Part III - Before further flight for blades with S/N detailed in SIN N-183.3. Within next 50 hours TIS for all other affected blades.

**Effective Date:** DCA/HU269/85 - 19 February 1988  
DCA/HU269/85A - 24 November 1989

### **DCA/HU269/86 Luggage Rack/Utility Compartment Load Limitation - Placard**

**Applicability:** All Model 269A, 269A-1, 269B and 269C modified to incorporate a luggage rack/utility compartment in place of the auxiliary fuel tank.

**Requirement:** To prevent over loading of luggage rack attachment structure and ensure security of rack/compartment contents, the following placard is to be installed adjacent to luggage rack/utility compartment:

"MAX PAYLOAD 54 kg (120 lb).  
MAX. DISTRIBUTED LOAD 234 kg/sq.m.  
(48 lb/sq.ft).  
SECURE LOAD BEFORE FLIGHT"

Placard is to be of sufficient size, contrast and location to be conspicuous when loading rack/compartment.

**Compliance:** Within next 50 hours TIS, or by 30 June 1988 whichever is the sooner.

**Effective Date:** 8 April 1988

#### **DCA/HU269/87 Fatigue Critical Components - Retirement**

**Applicability:** All Models 269A, 269A-1, 269B and 269C.

**Requirement:** All life limited components must be retired from service not later than the times shown in Hughes 269 Series Basic Handbook of Maintenance Instructions Appendix B, Table B-5 reissue dated 15 August 1982 and Table 1 of H.M.I. revision R-7 dated 2 January 1987. Also Schweizer SIN N-214, reduced service lives for tail rotor retention strap assemblies P/N 269A6065 and 369A1706.

(FAA AD 88-12-02 refers).

**Effective Date:** 29 July 1988

#### **DCA/HU269/88 Centre Frame Cluster Fittings - Inspection And Modification**

**Applicability:** Models 269A, 269A-1, 269B and 269C, as detailed in Schweizer SIN's N-217, N-220 and N-221.

**Requirement:** To prevent possible loss of tail boom support strut and tail boom, accomplish the following:-

1. Inspect, renew and replace cluster fittings as prescribed in Schweizer SIN's N-217, N-220 and N-221.
2. Install "NO STEP" placard per SIN N-217.

(FAA AD 88-17-04 refers)

**Compliance:** 1. Initial actions within next 25 hours TIS, or 60 days, whichever is the sooner and thereafter re-inspect at intervals specified in Requirement documents.

2. Within next 25 hours TIS.

**Effective Date:** 7 October 1988

#### **DCA/HU269/89 Throttle Cable - Inspection And Modification**

**Applicability:** Models 269A, 269A-1, 269B and 269C S/N 0004 through 0819 and those subsequent to 0819, which have had throttle cables replaced.

**Requirement:** To prevent loss of throttle control, accomplish the following:-

1. Identify, inspect and replace if necessary, throttle cable assembly per Schweizer SIN N-210.1, Part I. If cable incorporates a threaded steel end fitting, inspect before further flight and perform repetitive daily inspections per Part II of SIN N-210.1 until Part III is accomplished.

2. Replace throttle cable assemblies having threaded and/or Aluminium fittings per Part III of SIN N-210.1.

(FAA AD 90-06-10 refers)

**Compliance:** 1. Inspection - Within next 50 hours TIS, or, 60 days whichever is the sooner.

2. Modification - Within next 400 hours TIS or 12 months whichever is the sooner.

**Effective Date:** 4 May 1990

**DCA/HU269/90B            Cyclic Pitch Control Rod – Inspection and Modification**

**Applicability:** Model 269C series helicopters, S/N 0004 through 1456.

**Note 1:** This AD revised with Schweizer SB No. B-237.1 no longer active. There is no change to the AD requirement. No action required if already in compliance with DCA/HU269/90A. The requirements of the SB now incorporated in the Helicopter Maintenance Instruction (HMI).

**Requirement:** To prevent possible loss of cyclic control, accomplish the following:

1. Inspect the lower longitudinal cyclic control rod assembly P/N 269A9940-7 and determine that the rod spring attachment clamp P/N AN735-9 is correctly located and determine the spring attach angles are positioned as follows:

Gain access to the lower longitudinal cyclic control rod assembly and move the cyclic stick to the full forward position. Confirm the stud in the friction linkage is completely forward in the friction link slot. If the stud in the friction linkage is not completely forward accomplish Note 2 in this AD.

On the lower longitudinal cyclic control rod assembly, measure the distance between the aft face of the forward jam nut and the forward edge of the clamp P/N AN735-9. The distance should be between 7.85 and 7.97 inches. If the distance is not between these limits accomplish Note 2 in this AD.

Confirm that the horizontal legs of the angles attached to the clamp P/N AN735-9 are parallel to the control rod and aligned with each other. If found correct, prevent movement of the parts and torque the clamp nut to 20-25 in-lb. If not found correct, accomplish Note 2 in this AD.

Install the new worm type hose clamp P/N AN737TW22 or AN737TW24 on the control rod, forward of and touching the clamp P/N AN735-9. Torque the screw to a range of 40-45 in-1b. Determine that the clamp is secure.

**Note 2:** Adjust the clamp and the attached angles, if required, by disconnecting the springs and loosening the screw and nut holding the angles and clamp P/N AN735-9 together. Set a distance of 7.85 to 7.97 inches between the aft face of the rod forward jam nut and the forward edge of the clamp P/N AN735-9. Position the horizontal legs of the angles attached to the clamp P/N AN735-9, parallel to the control rod, and align with each other. Prevent movement of the parts and torque the nut to 20-25 in-lb. Determine that the clamp is secure. Reconnect the springs to the angles.

2. Perform periodic inspection of worm clamp installation per the Schweizer HMI.

**Note 3:** The installation of a spacer tube over the control rod assembly per the Schweizer HMI is a terminating action to the repetitive inspections of requirement 2 of this AD.

(FAA AD 1990-09-07 refers)

**Compliance:**

1. Within the next 50 hours TIS unless previously accomplished.
2. Within the next 100 hours TIS unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS until a spacer tube is fitted over the control rod assembly per the Schweizer HMI.

**Effective Date:** DCA/HU269/90 - 11 May 1990  
DCA/HU269/90A - 26 July 1991  
DCA/HU269/90B - 27 August 2009

**DCA/HU269/91 Rotor Blades - Inspection**

**Applicability:** All Model 269A, 269A-1, 269B and 269C with Main Rotor Blades P/N 269A1160; 269A1185, -1, -1M, -7 and/or Tail Rotor Blades P/N 269A1185-1M; 269A6035-23, with the S/N's listed in the AD Requirement.

**Requirement:** Pending completion of an investigation currently being under-taken to confirm the airworthiness of certain overhauled/repaired main/tail rotor blades with P/N's and S/N's detailed herein, accomplishment of the following is required:-

1. Main and tail rotor blades. Inspect and determine whether installed blades have affected P/N and S/N. Blades not affected require no further action.

Main rotor blade P/N 269A1160

Serial Numbers:

0569	0616	0834	0856	0867	0871	0894
0913	0966	0988	1008	1134	1138	1143
1163	-	1593	1808	2343	-	2437
2439	2452	-	2677	2755	2841	2860
2936	2993	3006	3020	3118	3119	3237
3577	3588	3637	BD52			

Main rotor blade P/N 269A1185, -1, -1M

Serial Numbers:

0118	0201	0218	0234	0243	0269	0304
0306	0482	0732	0745	0765	0784	0799
0807	0809	0813	0848	0853	0864	0868
-	0906	0948	0956	0984	1010	1011
1077	-	-	-	1288	1345	-
1416	1565	1570	1571	1578	1629	1641
1689	1695	1706	1725	1792	1866	1878
1879	1972	2028	2335	-	2437	2439
2471	2499	2537	2540	-	-	2787
2830	2860	2936	3006	3237	3322	3341

Main rotor blade P/N 269A1185-7, S/N 0482, 1565 and 1578.

Tail rotor blade P/N 269A6035-23, S/N 0579.

2. Affected main rotor blades. Visually inspect leading edge abrasion strip attachment integrity. Any blisters, bubbling or lifting of the strip is cause for removal before further flight.

3. Affected tail rotor blades.

(a) Dye-penetrant and tap test per Part II of Schweizer S.I.N. N-183.3.

(b) Visually inspect per Part I of Schweizer S.I.N. N-183.3.

Any blade with void or bond separation beyond prescribed limits must be removed from service before further flight.

- Compliance:**
1. Within next 5 hours TIS (TIS).
  2. Within next 5 hours TIS and thereafter at intervals not exceeding 50 hours TIS. Also prior to the first flight of each day the helicopter is to be operated.
  3. (a) Within next 5 hours TIS and thereafter at intervals not exceeding 50 hours TIS.  
(b) Within next 5 hours TIS and thereafter prior to the first flight of each day the helicopter is to be operated.
- Note: 1. Daily inspections may be accomplished by a pilot per Note (1).  
2. Inspection requirement no longer applicable when affected blades have been reworked by an approved facility, subject to blade details being notified to ATD, Attention: CCAW.

**Effective Date:** 28 November 1990

- Note: 1. Daily inspection may be accomplished by pilot subject to:
- (a) Adequate instruction by LAME responsible for the aircraft.
  - (b) Maintenance Release endorsed to refer to inspection requirement.
  - (c) Copy of requirement document(s) attached to Maintenance Release

#### **DCA/HU269/92 Cancelled - DCA/HU269/95 refers**

#### **DCA/HU269/93 Clutch Control Spring Assembly - Inspection**

**Applicability:** Models 269A, 269A-1, 269B and 269C with an aluminium spring retainer P/N 269A5452, 269A5452-3, 269A5452-5 or 269A5483-7.

**Requirement:** To prevent failure of the clutch control spring assembly due to excessive wear of the aluminium spring retainer, accomplish the following:-

Inspect the clutch control spring assembly for component wear and security per Schweizer SB B-256.2, Part 1 paragraph a (2). If worn parts are found, before further flight inspect the clutch control spring assembly and replace parts found unairworthy per SB B-256.2, Part 1 paragraph b.

(FAA AD 93-03-12 refers)

**Compliance:** Within next 5 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

**Effective Date:** 10 March 1993

#### **DCA/HU269/94 Fuel Pump Drain Assembly - Inspection and Modification**

**Applicability:** Models 269A with fuel injected engines, all model 269A-1, 269B, and 269C S/N 0004 through 1480 and 1482 through 1486, equipped with an engine-driven fuel pump drain tube assembly P/N 269A8326-95.

**Requirement:** To prevent a restriction to the movement of the engine throttle control linkage that could result in loss of control of engine power due to drain tube interference, accomplish the following:-

1. Inspect drain tube assembly P/N 269A8326-95 for correct length per Schweizer SB B-235.1, Part I. If the tube assembly is less than 192 mm (7.50 inches), install tube assembly P/N 269A8326-235, with a clamp P/N MS21333-98 per SB B-235.1, Part III within a further 10 hours TIS.
2. Check the tube assembly P/N 269A8326-95, for security and clearance from the throttle linkage as follows:
  - (a) Move the throttle linkage from fully open to fully closed and verify that the tube assembly is not loose and does not interfere with movement of the throttle linkage.



(b) If the tube assembly interferes with movement of the throttle linkage, before next flight:

(i) Install tube assembly P/N 269A8326-235, with a clamp P/N MS21333-98 per SB B-235.1, Part III; or

(ii) Secure tube assembly, P/N 269A8326-95 and conduct repetitive inspections per SB B-235.1, Part II.

(c) After the initial inspection, the repetitive inspections may be performed by the pilot subject to:

(i) Adequate instruction by LAME responsible for the aircraft.

(ii) Maintenance Release endorsed to refer to inspection requirement.

(iii) Copy of requirement document to be attached to Maintenance Release.

(iv) Pilot to certify AD compliance, date and licence number on requirement document attached to Maintenance Release.

3. Install improved tube assembly, P/N 269A8326-235, and clamp P/N MS21333-98 per SB B-235.1, Part III. This constitutes terminating action for this airworthiness directive.

(FAA AD 93-05-11 refers)

**Compliance:**

1. Within next 50 hours TIS.
2. Within next 50 hours TIS.
3. By 31 January 1994.

**Effective Date:** 9 July 1993

**DCA/HU269/95A Main Rotor Drive Shaft - Inspection**

**Applicability:** Model 269A, 269A-1, 269B, and 269C with main rotor drive shaft P/Ns 269A5305-3 and -11.

**Requirement:** To prevent structural failure of the main rotor drive shaft, that could result in separation of the main rotor from the helicopter, accomplish the following:-

Inspect main rotor drive shafts except those that have a S/N with a prefix "SZ" or "ZS", for cracks, distortion, corrosion or other surface damage per Part 1 of Schweizer SB B-255.1. Replace any unairworthy shaft before further flight.

(FAA AD 95-21-02 refers)

Note: A facility is available in New Zealand to perform the radiographic inspection per NDE Inc Radiographic Inspection Procedure Number 2035. Contact Schweizer Agent, Flightline Aviation Ltd, for details.

**Compliance:** Shafts S/N S0001 through S1111 and any shaft without an "S" prefix on the S/N, having less than 1,100 hours TIS, inspect:-

- (a) At the next removal of the drive shaft; or
- (b) Within the next 600 hours TIS; or
- (c) Prior to attaining 1200 hours TTIS; or
- (d) Within the next 12 months, whichever is the sooner.

Shafts S/N S0001 through S1111 and any shaft without an "S" prefix on the S/N, with 1,100 hours or more TIS, inspect:-

- (a) Within the next 100 hours TIS; or
- (b) At the next removal of the drive shaft; or
- (c) Within the next 12 months, whichever is the sooner.

Shafts with S/N S1112 and higher, inspect:-

- (a) Within the next 25 hours TIS; or
- (b) At the next removal of the drive shaft; or
- (c) Within the next 12 months, whichever is the sooner.

Inspect the shaft before further flight if main rotor vibrations occur that cannot be corrected with track and balance procedures, or if the main rotor track and balance procedures are required more than once in a 25 hour TIS interval.

Inspect any replacement shaft prior to installation.

**Effective Date:** DCA/HU269/95 24 December 1993  
DCA/HU269/95A 24 November 1995

**DCA/HU269/96 Cancelled – FAA AD 2017-14-06**

**Effective Date:** 25 August 2017

**DCA/HU269/97 Clutch Control Spring Assembly - Clevis Pin Replacement**

**Applicability:** Model 269A, 269A-1, 269B and 269C series with S/N up to 1632.

**Requirement:** To prevent separation of the belt drive clutch control spring assembly from the idler pulley assembly and loss of power to the main rotor system, replace the clevis pins in the spring assembly per Schweizer SB B-256.2, Part II.  
(FAA AD 94-13-04 refers)

**Compliance:** By 31 October 1994

**Effective Date:** 30 September 1994

**DCA/HU269/98 Tail Rotor Pedal Bulkhead Gusset - Inspection**

**Applicability:** All Models 269A, 269A-1, 269B and 269C.

**Requirement:** To prevent failure of the tail rotor pedal support structure that could result in loss of control of the helicopter, accomplish the following:

Inspect tail rotor pedal bulkhead gussets to detect missing or cracked gussets, elongated rivet holes, and loose or missing rivets per Part I of Schweizer SB B-247.

If the gussets are missing, install gussets per Part II of SB B-247 before further flight.

If the gussets are cracked or contain elongated rivet holes, install replacement gussets per Part III of SB B-247 before further flight.

If gussets contain loose or missing rivets, install new (zero time) rivets per Part III of SB B-247 before further flight.

(FAA AD 94-16-04 refers)

**Compliance:** Within next 100 hours TIS.

**Effective Date:** 28 October 1994

**DCA/HU269/99 Main Transmission Pinion Input Shaft Assembly - Inspection**

**Applicability:** Models 269A, 269A-1, 269B and 269C equipped with pinion shaft assembly P/N 269A5103 BSC or 269A5103-9.

**Requirement:** To prevent failure of the main transmission pinion inspect per Schweizer SB B-261. If defects are found, the pinion shaft assembly must be retired from service before further flight.

**Compliance:** Within next 200 hours TIS or 12 months, whichever is the sooner and thereafter at intervals not to exceed 1500 hours TIS.

**Effective Date:** 20 January 1995

**DCA/HU269/100C Unapproved Components - Removal****Applicability:** Model 269 series fitted with any of the following components.

Elastomeric dampers	P/N 269A1290-1				
Serial Numbers:	2756	2777	3262	3372	3397
	3402	3428	3434	3496	3595
	3631	3639	3640		
Horizontal Stabiliser	P/N 269A2516-009				
Serial Numbers:	3909				
M/R pitch shaft	P/N 269A1240-7				
Serial Numbers:	S3520	S3529	S3624		
Main Rotor Blade	P/N 269A1185-001				
Serial Numbers:	SO608				
Main Rotor Blade	P/N 269B1145-1				
Serial Number:	A-633				
Main Rotor Transmission	P/N 269A5175-7				
Serial Number:	5754				
Strap Pack	P/N 369A1706				
Serial Numbers:	3280	15B149	38C857	38C860	74A-662
	74A721	84A866	85B389	94A981	
Tail Boom	P/N 269A2320-11				
Serial Number:	S957				
Bearing ( Belt Drive )	P/N 269A5050-78				
International Heliparts Release Note Number:	179				
Bearing ( Lower Pulley )	P/N 269A5050-080				
International Heliparts Release Note Number:					
	45	57	60	63	44 88
Bearing ( Lower Pulley )	P/N 269A5050-57				
International Heliparts Release Note Number:	42				
Bearing ( Upper Pulley )	P/N 269A5050-56				
International Heliparts Release Note Number:	42 49				
Bushing Main Rotor Attach	P/N 269A1227-7				
International Heliparts Release Note Number:	128				
Transmission Ring gear Carrier	P/N 269A5194				
International Heliparts Release Note Number:	40				

**Requirement:** To prevent possible in-service failure of unapproved components, remove the components listed from service.

Any of the components listed held as spares must not be fitted to any helicopter.

**Compliance:** Before further flight.**Effective Date:** DCA/HU269/100B - 14 February 1997  
DCA/HU269/100C - 1 August 1997

**DCA/HU269/101 Main Transmission Pinion Assembly and Ring Gear Teeth - Inspection**

**Applicability:** Model 269A, A-1, B, and C, and TH-55A helicopters, fitted with main rotor transmission ring gear P/N 269A5104-5, identified by the letters EGC (Eastern Gear Corporation), ACR (ACR Industries), or the manufacturer code number 23751 (EGC) or 57152 (ACR).

**Requirement:** To prevent failure of the ring gear, loss of drive to the main rotor gearbox, and a subsequent forced landing, accomplish the following:

1. Inspect the ring gear teeth for surface deterioration which includes pitting, excessive wear, cracking or corrosion per Schweizer SB B-244.2. If surface deterioration is found, before further flight, remove the transmission from service and replace the ring gear with a ring gear, P/N 269A5104-7, S/N S2100 or higher.

2. At the next main rotor transmission overhaul, remove and replace the ring gear, P/N 269A5104-5, identified on the face of the ring gear by the letters EGC, ACR, or the manufacturer code number 23751 (EGC) or 57152 (ACR) and replace it with a ring gear, P/N 269A5104-7, S/N S2100 or higher.

Note: Installation of a ring gear, P/N 269A5104-7, S/N S2100 or higher constitutes terminating action for the requirements of this AD.

(FAA AD 97-23-06 refers)

**Compliance:** 1. Within the next 50 hours TIS, or at the next annual inspection, whichever occurs first, and thereafter at intervals not to exceed 50 hours TIS.

Also, before further flight, if a clicking or tapping sound or other unusual noise or unusual vibration is detected while operating the helicopter, or if a metal particle is found on the magnetic drain plug during routine maintenance, and before installing a main rotor transmission which contains an affected ring gear on the helicopter.

2. At the next main rotor transmission overhaul.

**Effective Date:** 21 November 1997

**DCA/HU269/102 Main Rotor Blade Abrasion Strip - Inspection**

**Applicability:** Model 269A, 269A-1, 269B, and TH-55A helicopters with main rotor blades, P/N 269A1190-1, S/N S0001 through S0012 installed; and Model 269C and 269D helicopters with main rotor blades, P/N 269A1185-1, S/N S222, S312, S313, S325 through S327, S339, S341, S343, S346, S347, S349 through S367, S369 through S377, S379 through S391, S393 through S395, S397, S399, S401 through S417, S419 through S424, S426 through S449, S451 through S507, S509 through S513, S516 through S527, S529 through S540, S542, S544 through S560, S562 through S584, S586 through S595, S597 through S611, S620 through S623, S625, S628, S633, S641 through S644, S646, S653, S658, S664, S665, and S667.

**Requirement:** To prevent loss of the abrasion strip from a main rotor blade and subsequent loss of control of the helicopter, accomplish the following:-

Visually inspect the adhesive bead around the perimeter of each abrasion strip for erosion, cracks, or blisters. Visually inspect the bond line between each abrasion strip and each blade skin for voids, separation, or lifting of the abrasion strip. Inspect each abrasion strip for debonding or hidden corrosion voids using a tap (ring) test as described in the applicable maintenance manual.

If any deterioration of an abrasion strip adhesive bead is discovered, prior to further flight, restore the bead in accordance with the applicable maintenance manual.

If abrasion strip debonding, separation, or a hidden corrosion void is found or suspected, prior to further flight, remove the blade with the defective abrasion strip and replace it with an airworthy blade.

Repair of an affected blade's abrasion strip is considered a terminating action for the requirements of this AD. Identify the repaired blade with a white dot added adjacent to the blade S/N.

(FAA AD 98-18-11 refers)

**Compliance:** Within the next 50 hours TIS, or by 24 December 1998, whichever is earlier, or prior to installing an affected replacement blade, and thereafter at intervals not to exceed 50 hours TIS from the date of the last inspection or replacement installation.

**Effective Date:** 25 September 1998

**DCA/HU269/103                    Large Diameter Main Rotor Hub - Inspection**

**Applicability:** Model 269D helicopters with a large diameter main rotor hub, P/N 269A1002-11, and main rotor drive shaft, P/N 269A5305-139, -143, -145, or -147, installed.

**Requirement:** To prevent failure of the shaft and subsequent loss of the helicopter, accomplish the following:-

1. Inspection

Remove the shaft from the power train system.

Clean and inspect the shaft for a crack in the area of the six hub attach bolt holes using a 10-power or higher magnifying glass and bright light.

If no crack is found, inspect the shaft using a direct or indirect magnetic particle inspection method in accordance with ASTM Standard No. E1444 as follows:

For direct magnetization, use an AC, DC, or AC/DC wet continuous method with fluorescent or nonfluorescent particles.

a) Circular (Head Shot) - 1,100 amperes

Look for a longitudinal crack.

b) Longitudinal (Coil Shot) - Because of variations in coil design, only the length-to-diameter ratio based on effective diameter and inspection region is provided.

Effective diameter - 1.279 inches

Length - 6.00 inches

L/D Ratio - 5

Look for a circumferential crack.

c) Demagnetize and clean the inspection areas with solvent to remove residual particles.

d) For indirect magnetization, use an AC electromagnetic yoke (Magnaflux product No. Y-6 or equivalent). Set the spacing and the angle to suit the external diameter of the shaft.

Magnetize each of the six hole areas by applying the AC electromagnetic yoke (yoke) circumferentially across the hole.

During each magnetization, apply dry color contrasting particles to the inspection area and look for a circumferential crack propagating from any hole.

Demagnetize and repeat the inspections with the poles of the yoke positioned longitudinally across each hole group looking for a circumferential crack.

e) Demagnetize and clean the inspection areas with solvent to remove residual particles.

If no crack is found as a result of the magnetic particle inspection, reassemble the hub and shaft.

NOTE: Procedures in Model 269D Handbook of Maintenance Instructions (HMI) revised on June 12, 1998, include installing a three-piece retention fitting, applying a higher torque to each bolt, assembling with no lubricant, and applying zinc chromate primer between the hub and the shaft.

If a crack is found, replace the shaft with an airworthy shaft.

## 2. Torque Verification

Unsafety and clean the exterior of the bolts.

Unsafety and loosen the droop stop nut.

Apply 390 in-lbs of torque to each of the six bolts. If any bolt rotates, accomplish the requirements of Part 1 of this AD.

Apply 390 to 410 in-lbs of torque to each of the six bolts and resafety.

Torque and safety the droop stop nut.

Seal the exterior of the bolts and washers with a corrosion preventative compound.

(FAA AD 98-26-06 refers)

- Compliance:**
1. Prior to 200 hours TIS since the assembly of the hub and a shaft having zero hours TIS, and thereafter at intervals not to exceed 100 hours TIS.
  2. At intervals not to exceed 50 hours TIS after accomplishing Part 1.

**Effective Date:** 12 February 1999

## **DCA/HU269/104 Main Rotor Blade Abrasion Strip - Inspection**

**Applicability:** Model 269C-1 with main rotor blades, P/N 269A1185-1, S/N S222, S312, S313, S325, S326, S327, S339, S341, S343, S346, S347, S349 through S367, S369 through S377, S379 through S391, S393, S394, S395, S397, S399, S401 through S417, S419 through S424, S426 through S449, S451 through S507, S509 through S513, S516 through S527, S529 through S540, S542, S544 through S560, S562 through S584, S586 through S595, S597 through S611, S620 through S623, S625, S628, S633, S641 through S644, S646, S653, S658, S664, S665, and S667, installed.

**Requirement:** To prevent loss of the abrasion strip from a main rotor blade and subsequent loss of control of the helicopter, accomplish the following:-

Visually inspect the adhesive bead around the perimeter of each abrasion strip for erosion, cracks, or blisters. Visually inspect the bond line between each abrasion strip and each blade skin for voids, separation, or lifting of the abrasion strip. Inspect each abrasion strip for debonding or hidden corrosion voids using a tap (ring) test as described in the applicable maintenance manual.

If any deterioration of an abrasion strip adhesive bead is discovered, prior to further flight, restore the bead per the applicable maintenance manual.

If abrasion strip debonding, separation, or a hidden corrosion void is found or suspected, prior to further flight, remove the blade with the defective abrasion strip and replace it with an airworthy blade.

Rebonding of an affected blade's abrasion strip is considered a terminating action for the requirements of this AD for that blade. Identify a blade that has a rebonded strip by adding a white dot adjacent to the blade S/N.

(FAA AD 99-04-14 refers)

**Compliance:** Within the next 50 hours TIS, or by 9 July 1999 whichever is the sooner, and thereafter at intervals not to exceed 50 hours TIS. Also, prior to installing an affected replacement blade.

**Effective Date:** 9 April 1999

**DCA/HU269/105A Tail Rotor Swashplate Shaft - Inspection**

**Applicability:** Any model 269A, 269A-1, 269B, 269C, 269C-1, and 269D, with a P/N 269A6049-3 tail rotor swashplate assembly shipped from the Schweizer factory as a spare between; 1 September 1998 and 1 December 1998, or

Any model 269A, 269A-1, 269B, 269C, 269C-1, and 269D, with a P/N 269A6049-3 tail rotor swashplate assembly shipped from the Schweizer factory as a spare with an unknown shipment date, or

Any model 269A, 269A-1, 269B, 269C, 269C-1, and 269D, with a P/N 269A6050-5 tail rotor control assembly, S/N S1047 through S1061. (These assemblies incorporate 269A6049-3 swashplates from the 1 September 1998 through 1 December 1998 production lot).

**Requirement:** To prevent failure of the tail rotor swashplate shaft, accomplish the following:-

1. Cut the lockwire; retract the boot on the pitch control assembly, and inspect the shaft nut, P/N 269A6258, for looseness by using a firm hand pressure. If the shaft nut is loose and can be turned by hand, determine if the shaft, P/N 269A6049-3, is undersized per Part II of Schweizer Aircraft Corp SB B-271, DB-007, or C1B-009, as applicable. Prior to further flight, replace any undersized shaft per Part II of the applicable SB.

2. Inspect the shaft, P/N 269A6049-3, for the proper size, per Part II of the applicable SB. Prior to further flight, replace any undersized shaft per Part II of the applicable SB.

(FAA AD 99-17-10 refers)

**Compliance:** 1. Within the next 10 hours TIS and thereafter at intervals not to exceed 10 hours TIS, until the next 100-hour or annual inspection, whichever occurs first.

2. At the next 100-hour or annual inspection, whichever occurs first.

**Effective Date:** DCA/HU269/105 - 2 September 1999  
DCA/HU269/105A - 9 September 1999

**DCA/HU269/106 Horizontal Stabiliser Endplate - Inspection**

**Applicability:** Model 269D helicopters, serial numbers 0001 through 0022, with an aluminum horizontal stabilizer endplate (P/N) 269D3413-11,

**Requirement:** To prevent loss of an endplate in flight, which could strike the tail rotor and cause loss of control of the helicopter, accomplish the following:

1. Inspect each endplate and the attach angles in accordance with the Procedure, Part I, of Schweizer Service Bulletin No. DB-011.1, dated March 20, 2003 (SB). If an endplate is bent or a crack is found in an endplate or an attach angle, replace the attach angles and tip rib with new, airworthy parts and replace the endplate with a new, airworthy endplate, P/N 269D3413-13, before further flight.

2. If fretting is found, as indicated by a powder residue adjacent to a rivet head in an attach angle, install an inspection hole in the bottom of the horizontal stabilizer in accordance with the Procedure, Part II, of the SB, inspect the internal structure of the horizontal stabilizer, and replace all unairworthy parts before further flight.

(FAA AD 2003-09-05 refers)

**Compliance:** Within 10 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

**Effective Date:** 31 July 2003

**DCA/HU269/107                    Lateral Control Trim Actuator – Inspection and Modification**

**Applicability:** Model 269C aircraft, S/N 1865 through 1874, with a prefix of S, and  
Model 269C-1 aircraft, S/N 0169 through 0191, and  
Model 269D aircraft, Configuration A, S/N 0044 through 0050 with an A suffix, and  
installed with a lateral control trim actuator assembly, P/N 269A7316-13, except for an  
actuator assembly containing a number 30 twist drill hole in the lateral trim control  
housing through the wall of the inner spring tube socket.

**Requirement:** To prevent separation of the inner spring tube from the lateral trim control housing,  
which may lead to loss of trim control and increased local resistance to right cyclic  
stick movement, and subsequent emergency landing or loss of control of the  
helicopter, accomplish the following:

1. For 269C and 269C-1 aircraft S/N 1865 through 1874, with a prefix of S, inspect  
the lateral control trim actuator assembly for a scuffmark, indentation, or outer spring  
guide tube deformation. Inspect for security of the inner spring tube in the socket of  
the lateral trim control housing by rotating and pulling on the inner spring tube.  
Examine the resin bead around the base of the inner spring tube and housing socket.  
Resin should be translucent dark pink in colour to indicate a good bond. Conduct the  
inspection per Part I of Schweizer SB B-283.1 or C1B- 017.1, both dated March 4,  
2005.

If a scuffmark, indentation, or deformation exists on the outer spring tube, or the inner  
spring tube is loose or has motion, or the bonding is separated, remove the lateral  
control trim actuator assembly; modify and test run the lateral control trim actuator  
assembly per the procedures in Part II of SB B-283.1 or C1B- 017.1.

2. For 269C and 269C-1 aircraft, S/N 1865 through 1874, with a prefix of S, if no  
scuffmark, indentation, or deformation exists on the outer spring tube, or the inner  
spring tube is not loose, or the bonding is not separated, modify and test run the  
lateral control trim actuator assembly per the procedures in Part II of SB B-283.1 or  
C1B- 017.1.

3. For model 269D aircraft, Configuration A, S/N 0044 through 0050 with an A  
suffix, modify the lateral control trim actuator assembly by following paragraphs a to i  
in Schweizer SB DB-012, dated 8 February 2005.

(FAA AD 2005-10-12 refers)

**Compliance:** 1. Before further flight.  
2. Within next 25 hours TIS.  
3. Within next 50 hours TIS.

**Effective Date:** 2 June 2005

**DCA/HU269/108                    Fuel Vent System - Modification**

**Applicability:** All models 269A, 269A-1 and 269B aircraft.  
Model 269C aircraft, S/Ns 1 through 1802.  
Model 269C-1 aircraft, S/Ns 1 through 105.

**Requirement:** To prevent release of fuel from the fuel tank vent in the event of a roll-over on landing  
and the subsequent risk of fire, embody the applicable Schweizer Aircraft Corporation  
modification kit, per Schweizer Service Letter L-169.

(EASA AD 2006-0171 R1 and UK CAA 002-02-2000 R1 refer)

**Compliance:** Before 31 December 2007.

**Effective Date:** 21 December 2006



**DCA/HU269/109            Daily Inspection Requirement – AFM Amendment**

**Applicability:** All model 269C aircraft

**Requirement:** The manufacturer of the Schweizer 269C helicopter requires a daily inspection to be performed within 24 hours prior to the first flight of each day, in accordance with the Handbook of Maintenance Instructions (HMI) Appendix B (publication number CSP-C-4), Table B-1.

This inspection requirement shall be accomplished by inserting the Daily Inspection Requirement, revision 0, date 27 September 2007 into the Schweizer 269C Flight Manual (AIR 2164) facing page 4-ii.

Compliance with this Daily Inspection Requirement is mandatory.

**Note:** For a copy of the Daily Inspection Requirement, revision 0, date 27 September 2007 contact the CAA Flight Manual Administrator.

**Compliance:** By 27 October 2007

**Effective Date:** 27 September 2007

**DCA/HU269/110            Door Hinge Plates – Modification and Replacement**

**Applicability:** Model 269A, 269A-1, 269B, 269C, 269C-1 and 269D helicopters, all S/N.

**Note 1:** This AD is prompted by the manufacturer and the CAA receiving reports of incidents of cabin door separations on Schweizer 269 series aircraft. In these incidents the release pin came out of the door hinge pin, the hinge pin dropped out of the hinge, which in most cases resulted in the door separating from the aircraft in flight.

**Requirement:** To prevent a cabin door separating from the aircraft, accomplish the following:

1. Modify all door hinges P/N 269A4755-7 per the instructions in Schweizer SB No. B-292 for models 269A, 269A-1, 269B and 269C aircraft, or SB No. C1B-028 for model 269C-1 aircraft, or SB No. DB-026 for model 269D aircraft, as applicable, or replace all the door hinges with new door hinge halves P/N 269A4755-13 that have a cap welded to the outside end of the door hinge pin receptacle.

2. Door hinges P/N 269A4755-7 may not be fitted to any helicopter unless it has been modified per the instructions in the applicable Schweizer SB.

**Note 2:** Schweizer Aircraft Corporation SB No. B-292, SB No. C1B-028 and SB No. DB-026, all dated 24 October 2008 and later EASA approved revisions are acceptable to comply with the requirements of this AD.

(EASA AD 2010-0219 and NZ Occurrence 07/4632 refers)

**Compliance:** 1. Within the next 300 hours TIS or by 25 May 2011 whichever occurs sooner.

2. From 25 November 2010.

**Effective Date:** 25 November 2010

**DCA/HU269/111            Cancelled – DCA/HU269/112 refers**

**Effective Date:** 21 July 2011

**DCA/HU269/112            Aft Cluster Locknut – Inspection and Modification**

**Applicability:** Model 269A, A-1, B, C aircraft, S/N 1846 onwards  
Model 269C-1 aircraft, S/N 0156 onwards  
Model TH-55 series aircraft fitted with an Aft Cluster Fitting Modification Kit P/N SA-269K-106.

**Note:** This AD superseded DCA/HU269/111 to introduce a modification for the expandable bolts to allow the installation of a cotter pin to prevent strut and driveshaft separation from the helicopter. The modification per requirement 2 is a terminating action to the AD requirements.

**Requirement:** To prevent the locknut working loose on the tailboom aft cluster fitting strut which could result in the strut and driveshaft separation from the helicopter and loss of aircraft control, accomplish the following:

1. Remove both the LH and RH locknuts P/N MS21043-3 and reinstall while determining the locknut drag torque. If the drag torque is a minimum of 2 in-lbs., retorque the locknut to 23 in-lbs. If the drag torque is not at least 2 in-lbs, replace the locknut with an airworthy part.
2. Modify expandable bolts P/N ADB221-1A, then torque locknut P/N MS21043-3 and install cotter pin P/N MS24665-132 or MS24665-151 per the instructions in Part II of Schweizer SB No. B-295, dated 21 December 2010 for model 269A, A-1, B, C and TH-55 series aircraft, or per SB No. C1B-032, dated 21 December 2010 for model 269C-1 aircraft.
3. Expandable bolts P/N ADB221-1A shall not be fitted to any aircraft to secure the tailboom support strut to the tailboom aft cluster fitting unless the expandable bolts have been modified per the requirements in this AD.

(FAA AD 2011-12-16 refers)

- Compliance:**
1. Before further flight, unless previously accomplished.
  2. Within the next 10 hours TIS.
  3. From 21 July 2011.

**Effective Date:** 21 July 2011

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and you can obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/> 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.

**2013-03-04 Horizontal Stabiliser – Inspection**

**Effective Date:** 19 March 2013

**2015-23-01 Tail Rotor Driveshaft – Inspection**

**Effective Date:** 15 December 2015

**2017-14-06 Lower Coupling Driveshaft – Inspection**

**Applicability:** Model TH55A, 269A, 269A-1, 269B, 269C and 269C-1 helicopters fitted with a lower coupling driveshaft P/N 269-5412, 269A5504, 269A5504-003, 269A5504-005, 269A5559 or 269A5559-003.

**Effective Date:** 25 August 2017

**\* DCA/HU269/113 Helipod NZ Limited STCs – Report of Installation**

**Applicability:** Sikorsky (formerly Schweizer and Hughes etc.) 269 series helicopters, all S/N.

**Requirements:** If the helicopter is embodied with the following Helipod NZ Limited Supplemental Type Certificates (STC), notify the CAA by emailing [airworthinessdirectives@caa.govt.nz](mailto:airworthinessdirectives@caa.govt.nz) In the email notification please provide the AD number, the STC number, the number of STC 1/21E/1 auxiliary baggage containers in service, the aircraft operator name, and the helicopter registration.

<b><u>STC number:</u></b>	<b><u>STC description:</u></b>	<b><u>Eligible aircraft models:</u></b>
1/21E/1	Auxiliary baggage containers	Hughes/Schweizer 269 series

**Note:** This AD is prompted by a review of the STCs designed and manufactured by Helipod NZ Limited. The CAA is aware that these STCs no longer have continued airworthiness support by Helipod NZ Limited, or a Part 146 Design Organization.

**Compliance:** By 23 April 2018.

**Effective Date:** 22 March 2018