



SCHWEIZER SERVICE BULLETIN

B-249
20 Mar 1992

MANDATORY

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SUBJECT: ONE-TIME INSPECTION OF THROTTLE OVERRIDE BELLCRANK ASSEMBLY

MODELS AFFECTED: Model 269C Helicopters S/N 1166 through 1543

TIME OF COMPLIANCE: Within 25 hours flight time or before 31 July 1992, whichever occurs first

REFERENCE: 269 Series Basic HMI (Reissued: 15 March 1982; Revision 1: 24 August 1990)

PREFACE: There is a possibility that the throttle bellcrank may have excessive lateral movement on the hub of the throttle override bellcrank. This Service Bulletin provides a one-time inspection to check for this condition, and subsequent corrective action if required.

Excessive lateral movement may allow the override spring (located between the bellcranks) to slip past the bellcrank pins, resulting in loss of throttle control. This condition could lead to a loss of control of the helicopter and subsequent serious injury, death and/or property damage.

MATERIALS

<u>Nomenclature</u>	<u>Part Number</u>	<u>Quantity</u>	<u>Source</u>
Shim	269A7270-1	A/R	SAC

PROCEDURE:

- a. Gain access to throttle bellcrank area.
- b. Push inboard on throttle bellcrank (Figure B-249-1) and verify that it is in solid contact with throttle override bellcrank. Using a feeler gage or similar tool, inspect for 0.020 to 0.050 inch clearance between throttle bellcrank and bushing, as shown on Figure B-249-1, Detail A.
- c. If clearance (step b.) is within specified tolerance, the requirements of this Service Bulletin are satisfied. Reinstall all parts removed to gain access, and record compliance in accordance with step f.
- d. If clearance (step b.) is greater than 0.050 inch, install shim(s) at outboard end of throttle bellcrank, in accordance with the following:
 - (1) Calculate the number of .020 inch shims (P/N 269A7270-1) necessary to reduce the clearance to 0.020 to 0.050 inch.
 - (2) Prior to disassembly, observe/mark the orientation of bolt and bushing on gearshaft assembly. (This is necessary to ensure correct reassembly.)
 - (3) Remove nut, washers, bolt and bushing from gearshaft assembly.
 - (4) Using the data from step (1), install 269A7270-1 shim(s) at outboard end of throttle bellcrank, as shown on Figure B-249-1.

- (5) Align holes and reinstall bushing, bolt, washers and nut on gearshaft assembly. Ensure that bushing, bolt and gearshaft assembly are oriented in original position.
 - (6) Verify that clearance between throttle bellcrank and bushing is correct, as specified in step b.
 - (7) Operate throttle through entire range of override (in both directions) to verify correct operation of override assembly.
- e. Reinstall all parts removed to gain access.
- f. Record compliance with this Service Bulletin in the aircraft records.

WEIGHT AND BALANCE

Weight and balance are not affected.

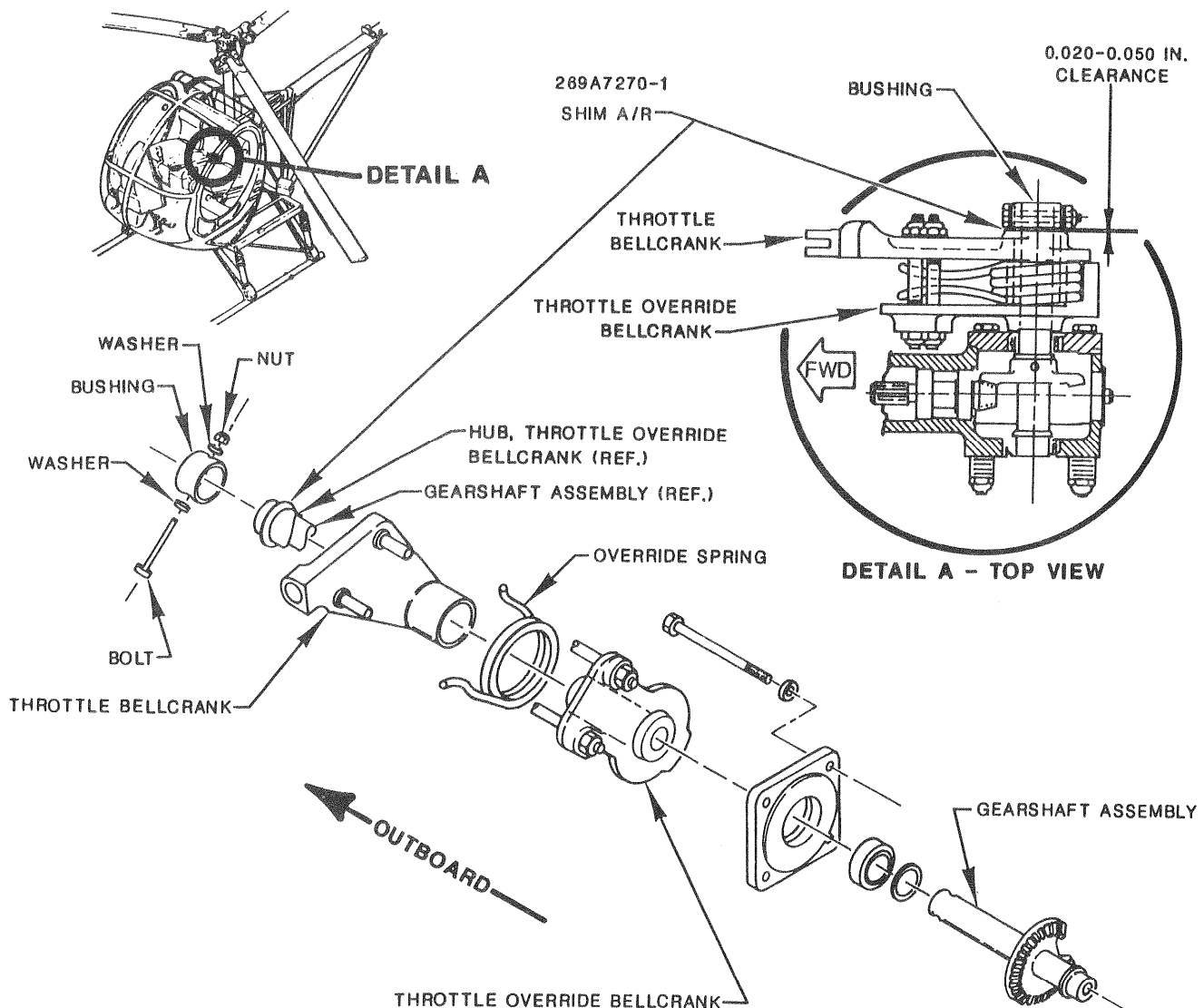


Figure B-249-1. Throttle Override Bellcrank Assembly.