



SCHWEIZER SERVICE BULLETIN

B-264
15 Sep 1995

MANDATORY

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SUBJECT: ONE-TIME INSPECTION OF TAIL ROTOR BLADES

MODELS AFFECTED: All Model 269C Helicopters equipped with 269A6035-23 tail rotor blade(s) with any of the following serial numbers:

S1642	S1674	S1682	S1691	S1722	S1726	S1729	S1733
S1737	S1741	S1742	S1745	S1747	S1748	S1749	S1751
S1752	S1753	S1754	S1755	S1756	S1757	S1759	S1760
S1761	S1762	S1765	S1768	S1772	S1774	S1778	S1779
S1781	S1785	S1786	S1788	S1789	S1790	S1795	S1796
S1798							

TIME OF COMPLIANCE:

PART I ● At next removal of affected tail rotor blade (not to exceed 600 hours of operation) OR within one year from last HMI Appendix B required inspection, whichever occurs first.

PART II ● Within six months of accomplishing PART I.

AFFECTED SPARES: ● PART I and PART II, if applicable: Prior to installation on helicopter OR within one year from issue date of this Service Bulletin, whichever occurs first.

REFERENCE: HMI Appendix B (Reissued: 20 May 1993; Revised 15 Sep 1995)

PREFACE: ● Certain spars of tail rotor blades listed under MODELS AFFECTED may have been manufactured without the cadmium plating process. These spars must therefore be inspected for corrosion (PART I) and if acceptable for continued service must be factory treated for corrosion prevention (PART II). All periodic inspections of tail rotor blades subsequent to this Service Bulletin shall be in accordance with HMI Appendix B.

● Failure to comply with this Service Bulletin may lead to loss of control of the helicopter, and subsequent serious injury, death and/or property damage.

PROCEDURE:

PART I - INSPECTION

- a. Identify affected tail rotor blade(s) by serial number.
- b. Using borescope, Inspect tail rotor blade spars for red corrosion (rust), pits, and machine tool marks. (Some black corrosion (heat treat residue) may be present, but is not cause for immediate rejection.)

WARNING

ALL AFFECTED TAIL ROTOR BLADES MUST BE EITHER REMOVED FROM SERVICE OR RETURNED TO FACTORY FOR TREATMENT, DEPENDING ON INSPECTION RESULTS. NO RUST IS ALLOWED AND NO FIELD REPAIRS ARE ALLOWED.

- c. If rust, pitting, or tool marks are visible, remove blade from service. (If inspection results are not conclusive, blade may be returned to factory for disposition.)
- d. If no rust, pitting, or tool marks are found, or if only black (heat treat residue) is found, comply with PART II.
- e. Record compliance with PART I of this Service Bulletin in the aircraft records.

PART II - CORRECTIVE ACTION

- a. Contact Schweizer Aircraft Customer Service Department and arrange for factory inspection/treatment of affected tail rotor blade(s) (Phone (607) 739-3821; Fax (607) 739-3931).
- b. Record compliance with PART II of this Service Bulletin in the aircraft records.

WEIGHT AND BALANCE

Weight and balance are not affected.