

# 269C™ HELICOPTER

## ALERT SERVICE

## BULLETIN



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269A, TH-55A, A-1, B, and C™ IS A REGISTERED TRADEMARK OF SIKORSKY AIRCRAFT CORPORATION.

ASB B-306

Basic Issue ▪ November 21/14

**SUBJECT:** One-Time Inspection of Tail Rotor Flight Control Cables, Pulleys, and Forward and Aft Bellcranks for Damage and/or Wear, and Verification of Parts Configuration

### Section 1. PLANNING INFORMATION

- A. **Effectivity** All 269A, TH-55A, A-1, B and C model helicopters.
- B. **Purpose** To perform a one-time inspection of tail rotor flight control cables, pulleys, and forward and aft bellcranks for damage and/or wear, and verification of parts configuration.
- C. **Description** Helicopter is prepared for inspection. Access is gained to the tail rotor flight control cables, pulleys, and forward and aft bellcranks. Tail rotor flight control cables, pulleys, and forward and aft bellcranks are inspected. Routing and alignment of cables are inspected. Tail rotor control cables, forward and aft bellcranks, pulleys, and hardware are removed. Tail rotor flight control cables, pulleys, and forward and aft bellcranks are re-inspected. Cleanliness and corrosion inspection is completed. If necessary, any worn and/or damaged parts are replaced. Tail rotor control cables are reinstalled. Cable routing inspection and rigging checks are completed. Results are recorded on Tail Rotor Flight Control Cables, Pulleys, and Forward and Aft Bellcranks Inspection Data Sheet (attached). Helicopter is returned to service.
- D. **Compliance** Compliance is essential. The inspection outlined herein shall be accomplished no later than the next 100 hour inspection or 90 days from the issue date of this Alert Service Bulletin (ASB), whichever occurs first.

ONE-TIME  
INSPECTION

Section 1. PLANNING INFORMATION (Continued)

E. Approval Inspection Item.

F. Manpower (Estimated)

<u>Task</u>	<u>No. of Men</u>	<u>No. of Hours</u>	<u>Man-Hours*</u>
Prepare aircraft for inspection.	1	0.25	0.25
Inspect tail rotor cables, cable tension, cable bellcranks, and associate hardware.**	2	0.60	0.80
Remove tail rotor cables.	1	0.50	0.50
Inspect removed tail rotor cables.	1	0.25	0.25
Reinstall tail rotor cables.**	2	0.70	0.90
Conduct rigging check of tail rotor controls.**	2	0.80	1.00
Reinstall/close access panels.	1	0.40	<u>0.40</u>
<b>Total Man-Hours</b>			<b>4.10</b>

\*Estimate does not include time required to prepare helicopter or return it to flight status.

\*\*Estimate does not require two people for entire task.

G. Tooling

None.

H. Weight and Balance

Not affected.

I. Electrical Load Data

Not affected.

J. Software Load Data

Not applicable.

K. References

- (1) Handbook of Maintenance Instructions (HMI) CSP-C-2.
- (2) HMI, Appendix D, Corrosion Control Manual.
- (3) HMI CSP-C-10.
- (4) HMI, Section 13.

Section 1. PLANNING INFORMATION (Continued)

L. Publications Affected

- (1) Temporary Revision No. 269A-27 against HMI CSP-C-2, Section 9, Figure 9-1 will be issued at a later date.
- (2) Temporary Revision No. 269A-28 against HMI CSP-C-2, Section 9, Paragraph 9-40 will be issued at a later date.
- (3) Temporary Revision No. 269A-29 against HMI CSP-C-2, Appendix B, Section 2, Table B-2 will be issued at a later date.
- (4) Temporary Revision No. 269A-30 against HMI CSP-C-2, Appendix B, Section 2, Table B-2 will be issued at a later date.
- (5) Temporary Revision No. 269C-25 against HMI CSP-C-10, Section 9, Figure 9-1 will be issued at a later date.
- (6) Temporary Revision No. 269C-26 against HMI CSP-C-10, Section 9, Paragraph 9-33 will be issued at a later date.
- (7) Temporary Revision No. 269C-27 against HMI CSP-C-10, Appendix B, Section 2, Table B-2 will be issued at a later date.
- (8) Temporary Revision No. 269C-28 against HMI CSP-C-10, Appendix B, Section 2, Table B-2 will be issued at a later date.

M. Attachment

None.

Section 2. MATERIAL INFORMATION

A. Basis for Material Data

Per helicopter.

B. Bill of Material

None.

C. Consumable Material

None.

Section 3. ACCOMPLISHMENT INSTRUCTIONS

A. Prepare helicopter for inspection:

- (1) Turn off all helicopter electrical power.

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ONE-TIME  
INSPECTION

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

- (2) Gain access to tail rotor flight control cables, pulleys, and forward and aft bellcranks.

B. Perform tail rotor flight controls inspection as follows:

NOTE: Make sure to record inspection results on Tail Rotor Flight Control Cables, Pulleys, and Forward and Aft Bellcranks Inspection Data Sheet. (Refer to Step D, and Tables 1, 2, and 3).

- (1) Inspect tail rotor flight control cables, pulleys, and forward and aft bellcranks, and measure initial cable tension. (Refer to HMI CSP-C-2, Paragraph 9-43 or HMI CSP-C-10, Paragraph 9-35). Record initial cable tension results on Tail Rotor Flight Control Cables, Pulleys, and Forward and Aft Bellcranks Inspection Data Sheet.
- (2) Inspect routing and alignment of cables around bellcranks, pulleys, and through routing holes on airframe. No rubbing or chafing is allowed. (Refer to HMI CSP-C-2, Paragraph 9-43 or HMI CSP-C-10, Paragraph 9-35).

NOTE: Perform only steps necessary to remove tail rotor control cables.

- (3) Remove tail rotor control cables. (Refer to HMI CSP-C-2, Paragraph 9-39 or HMI CSP-C-10, Paragraph 9-32).
- (4) With cables removed, inspect tail rotor control cables, forward and aft bellcranks, pulleys, and hardware. (Refer to HMI CSP-C-2, Paragraph 9-40 or HMI CSP-C-10, Paragraph 9-33).

NOTE: Make sure forward bellcrank is secure, and not rubbing against the forward spacer and/or aft stop.

- (5) Apply slight force to bellcrank, and make sure forward bellcrank mounting bolt is not loose or elongated. If repair is required, refer to HMI, section 13.
- (6) Inspect tail rotor control cable pulleys and aft bellcrank for worn cable grooves and worn bearings. (Refer to HMI CSP-C-2, Paragraph 9-40 or HMI CSP-C-10, Paragraph 9-33).
- (7) Inspect all tail rotor control cable components, bellcranks, mounts, and hardware for cleanliness and corrosion. If corrosion is found or corrosion protection is required, refer to HMI Appendix D, Corrosion Control Manual.
- (8) Replace any worn and/or damaged cables, and/or any unserviceable parts. (Refer to HMI CSP-C-2, Paragraph 9-40 or HMI CSP-C-10, Paragraph 9-33).
- (9) Reinstall tail rotor control cables. (Refer to HMI CSP-C-2, Paragraph 9-43 or HMI CSP-C-10, Paragraph 9-35).

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

NOTE: Make sure cable is routed around forward bellcrank in the intended guiding slots, and not over forward spacer.

NOTE: Make sure cable is not chafing anywhere, including against forward spacer, aft stop, and/or any other part of airframe.

- (10) Inspect routing of tail rotor control cables. (Refer to HMI CSP-C-2, Paragraph 9-40 or HMI CSP-C-10, Paragraph 9-33).
  - (11) Perform rig check of tail rotor controls. (Refer to HMI CSP-C-2, Paragraph 9-3 or HMI CSP-C-10, Paragraph 9-3).
  - (12) Record inspection results on Tail Rotor Flight Control Cables, Pulleys, and Forward and Aft Bellcranks Inspection Data Sheet. (Refer to Step D, and Tables 1, 2, and 3).
- C. Return helicopter to service.

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ONE-TIME  
INSPECTION

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

D. Tail Rotor Flight Control Cables, Pulleys, and Forward and Aft Bellcranks Inspection Data Sheet

(1) Report the following data to Sikorsky Aircraft Corporation.

Date ASB is Performed: \_\_\_\_\_

Customer/Operator Name: \_\_\_\_\_

Helicopter Serial Number: \_\_\_\_\_

Helicopter Total Time Since New: \_\_\_\_\_

Initial Tail Rotor Control Cable Tension: \_\_\_\_\_

Tail Rotor Control Cables correctly installed per HMI:

Yes \_\_\_\_\_ No \_\_\_\_\_

Wear and/or damage found on the tail rotor cables:

Yes \_\_\_\_\_ No \_\_\_\_\_

If Yes, complete Table 1.

Damage to cables or airframe due to misrouting:

Yes \_\_\_\_\_ No \_\_\_\_\_

If Yes, complete Table 2.

Any additional discrepancies, improper assembly, pulley damage, bellcrank damage, etc:

Yes \_\_\_\_\_ No \_\_\_\_\_

If Yes, complete Table 3.



Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

<b>TABLE 1</b>					
Damage Type (Chafing, wear, or other damage)	Location (distance from feature)	Size of Damage (inches)	Part Number	Part Serial Number (if applicable)	Total Time on Discrepant Part (if applicable)

<b>TABLE 2</b>					
Damage Type (Chafing, wear, or other damage)	Location (distance from feature)	Size of Damage (inches)	Part Number	Part Serial Number (if applicable)	Total Time on Discrepant Part (if applicable)

<b>TABLE 3</b>					
Type and/or Condition	Location (distance from feature)	Size of Damage (inches)	Part Number	Part Serial Number (if applicable)	Total Time on Discrepant Part (if applicable)

**ONE-TIME  
 INSPECTION**

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

E. Record of compliance:

- (1) Make an appropriate helicopter logbook entry to show compliance with this ASB.
- (2) Upon compliance with the ASB, complete attached ALERT SERVICE BULLETIN COMPLIANCE RECORD CARD and ASB Work Sheet and return it to Sikorsky Aircraft Corporation.



(Fold over and tape closed)

SIKORSKY AIRCRAFT CORPORATION

**FACSIMILE NUMBER (860) 998-7565**

**EMAIL ADDRESS: [GPSIKSASProductSafet@utc.com](mailto:GPSIKSASProductSafet@utc.com)**

ATTENTION: SAS PRODUCT SAFETY MANAGER  
SIKORSKY AEROSPACE SERVICES



**IMPORTANT NOTICE**

Upon **COMPLIANCE** with the attached ASB, Sikorsky requests your cooperation in completing and returning this **ENTIRE PAGE** by **MAIL, FAX, or scan & EMAIL**.

*If you have internet access, you may go to [www.sikorsky.com](http://www.sikorsky.com) to record your compliance.*

Please fill in the requested information at the bottom of the page, so we may maintain proper records documenting the configuration of your aircraft. This information is useful when determining configuration and effectivity of issues affecting fielded aircraft.

This request is in keeping with our policy to assure that our customers receive the latest information applicable for the maintenance of your aircraft. Thank you.

**ALERT SERVICE BULLETIN:**      ASB No. B-306      **Compliance Record Card**

**TITLE:** One-Time Inspection of Tail Rotor Flight Control Cables, Pulleys, and Forward  
and Aft Bellcranks for Damage and/or Wear, and Verification of Parts  
Configuration

**OWNER/OPERATOR:** \_\_\_\_\_

**SUBMITTED BY:** \_\_\_\_\_      **DATE:** \_\_\_\_\_

**FOLLOWING SERIAL NUMBERS ARE NOT AFFECTED BY THIS ASB**

**ASB HAS BEEN COMPLIED WITH ON HELICOPTER SERIAL NUMBERS:**

\_\_\_\_\_  
\_\_\_\_\_

(Fold Up to Arrows)



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