SCHWEIZER SERVICE BULLETIN

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SUBJECT: HORIZONTAL STABILIZER, INSPECTION OF END PLATE AND ATTACHMENT

MODELS AFFECTED: 269D and 269D Config "A" serial numbers 0001 through 0022, equipped with Horizontal Stabilizer with aluminum endplates (269D3413-11).

TIME OF COMPLIANCE: **Part I:** Prior to further flight
Part II: At next 100 hour inspection or before as required by Part I

REFERENCE:

269D HMI	09 Dec 2002	or later revision
269D HMI Appx. B	09 Dec 2002	or later revision
269D Config "A" HMI	09 Dec 2002	or later revision
269D Config "A" HMI Appx. B	09 Dec 2002	or later revision
Pilots Operating Handbook 333	20 Jun 01	or later revision
Pilots Operating Handbook 330 ER	28 Aug 98	or later revision
Pilots Operating Handbook	16 Sep 98	or later revision
Appendix D Corrosion Control	30 Aug 94	or later revision

Engineering aspects are FAA approved.

PREFACE:

- There have been reports of loose endplates and of a separation of an endplate in flight. To prevent loss of the endplate in flight, an inspection of the end plate is required before the next flight and at each 100 hour inspection. The HMI and Appendix B Inspections have been revised to incorporate this information. After completion of this Service Bulletin, scheduled inspection is then performed as specified in the appropriate HMI Appendix B. Rework the horizontal stabilizer in accordance with this Bulletin to gain access for internal inspections.

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

Note

Two versions of endplates are in service and the later fiberglass skin endplates (standard on SN 0023 and subs) may be retrofitted to 269D3411-1 stabilizers. The aluminum skin endplate(269D3413-11) is approximately 0.2 inches thick and the fiberglass endplate (269D3413-13) is approximately 0.3 inch thick.

(▌) Denotes portion of text added or revised

*Supersedes DB-011, dated 09 Dec 2002

PROCEDURE:

Part I: Prior to Further Flight Inspection

NOTE

Pilot's preflight inspection includes checks of this area.

1. Visually inspect the exterior of the horizontal stabilizer and its end plate.

    a. Visually inspect end plate for signs of bending particularly at the reinforcement strip on the outboard side. A straightedge laid vertically against the outboard side may be used as visual reference. Kinks and wrinkles in the aluminum skin of the endplate indicate bending.

    b. Inspect the inboard and outboard areas of the end plate (aluminum honeycomb) forward edge and aft lower edges for cracks, damage and evidence of fretting.

    c. Inspect the area adjacent to and the end plate attaching angles for damage, cracks corrosion, evidence of loose rivets and fretting deposits.

NOTE

When conditions require parts replacement, use 269D3413-13 end plate or later approved parts.

2. If cracks are found in the honeycomb end plate or attach angles, remove and replace the endplate, attach angles and tip rib with new parts before further flight.

3. If the end plate is bent it indicates internal damage to the honeycomb core. Remove and replace bent end plates, attach angles and tip rib with new parts before further flight.

4. If there are indications of fretting deposits or suspected loose rivets in the attachment angles, before further flight perform **Part II** and inspect the internal structure in accordance with Section 11 of the appropriate HMI.

Part II: Installation of Inspection Port

1. Cut a hole in the bottom of the stabilizer in accordance with Figure DB-011-1.

2. Install nut plates in the skin.

3. Fabricate a cover in accordance with Figure DB-011-1.

4. Touch up bare metal in accordance with HMI Appendix D. Prime and paint to match the aircraft.

Required materials:

Screws	4 ea	AN525-832R6
Nut plates	4 ea	NAS697A08K
Rivets	8 ea	MS20426AD3
Aluminum sheet	4in X 2.5 inch	2024 T-3, 0.016 thick minimum

Weight and balance not affected.

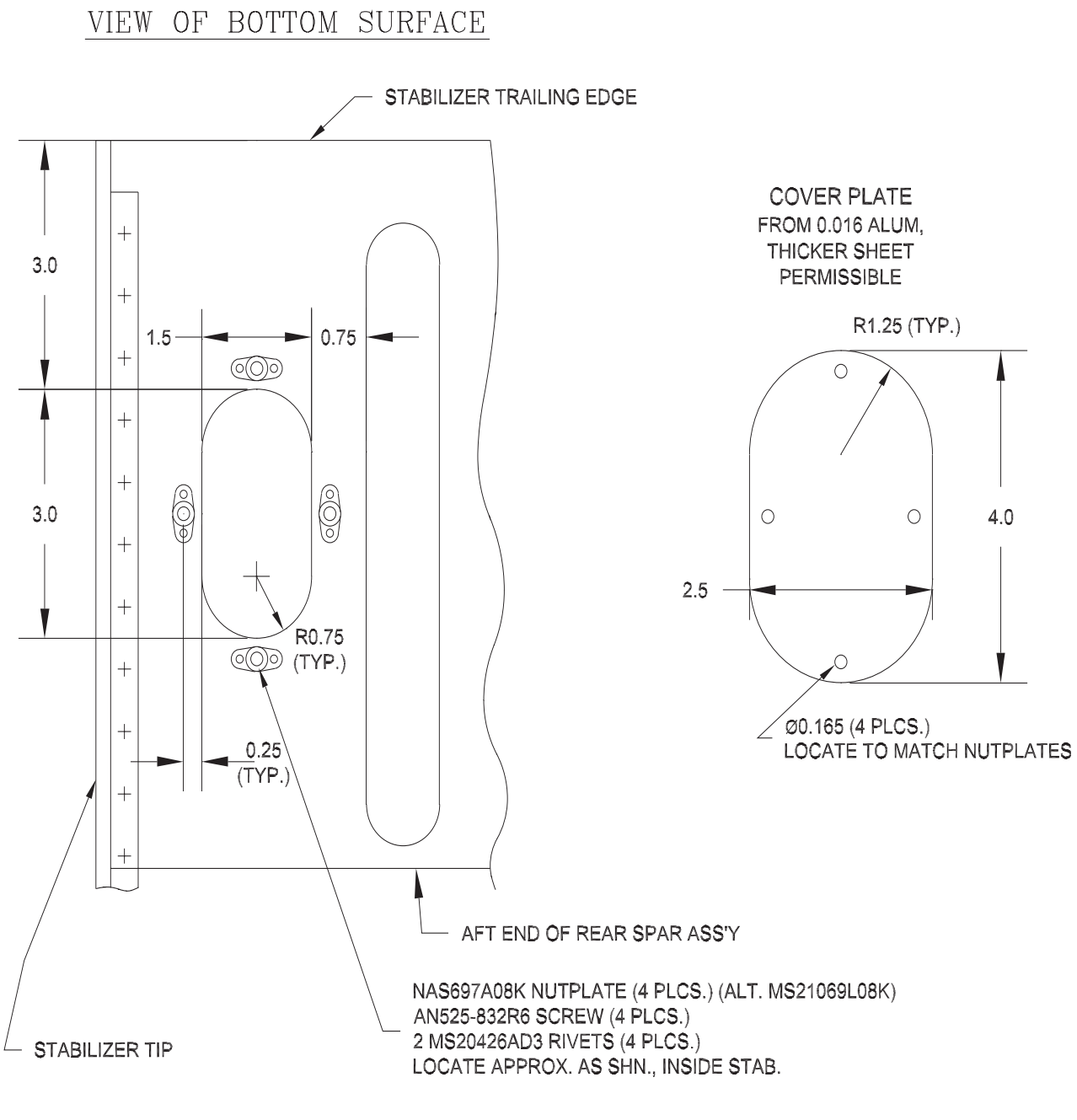

Figure DB-011-1 - Field Modification for Inspection Purposes