

269D[®] HELICOPTER

ALERT SERVICE

BULLETIN



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ASB DB-050
 BASIC ISSUE ▪ May 2/13

SUBJECT: One-Time Tail Rotor (T/R) Blade Borescope Inspection for Excess Primer

Section 1. PLANNING INFORMATION

- A. **Effectivity** All 269D model helicopters with T/R blade serial number (S/N) S4098, S4103, S4504, or S4751.

Component: T/R Blade Assembly, Part Number (P/N) 269A6035-023.
- B. **Purpose** To perform a one-time inspection of T/R blade with S/N S4098, S4103, S4504, or S4751.

As a result of excess primer collecting in the root end fiberglass airfoil area of a T/R blade, a Foreign Object Debris (F.O.D.) incident occurred.
- C. **Description** Helicopter is prepared for inspection. T/R blades are removed and inspected. If inspection criteria are not met, T/R blades are returned to Helicopter Support Inc. If inspection criteria are met, T/R blades are reinstalled and helicopter is returned to service.
- D. **Compliance** Compliance is essential. The one-time inspection outlined herein shall be accomplished within the next 50 hours of operations or 60 calendar days whichever occurs first.
- E. **Approval** Inspection Item.

Section 1. PLANNING INFORMATION (Continued)

F. Manpower (Estimated)

<u>Task</u>	<u>No. of Men</u>	<u>No. of Hours</u>	<u>Man-Hours*</u>
Cleaning and Inspection of Airfoil.	1	0.15	0.15
Removal of T/R Blades.	1	0.30	0.30
Borescope Inspection.	1	0.75	0.75
Installation of T/R Blades.	2	0.80	1.60
Total Man-Hours		2.0	2.7

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

G. Material

None.

H. Tooling

<u>Qty</u>	<u>Nomenclature</u>	<u>Part No.</u>	<u>Source</u>
1	Borescope	BK6000, or equivalent	(1)

(1) Procure from local supply

I. Weight and Balance

Not Affected.

J. Electrical Load Data

Not affected.

K. Software Load Data

Not applicable.

L. References:

(1) Handbook of Maintenance Instructions (HMI) CSP-D-2.

(2) HMI CSP-D-9.

M. Publications Affected

None.

Section 1. PLANNING INFORMATION (Continued)

N. Attachment

None.

Section 2. MATERIAL INFORMATION

A. Basis for Material Data

Per helicopter.

B. Bill of Material

Refer to applicable HMI.

C. Consumable Material

Refer to applicable HMI.

Section 3. ACCOMPLISHMENT INSTRUCTIONS

A. Prepare helicopter for inspection:

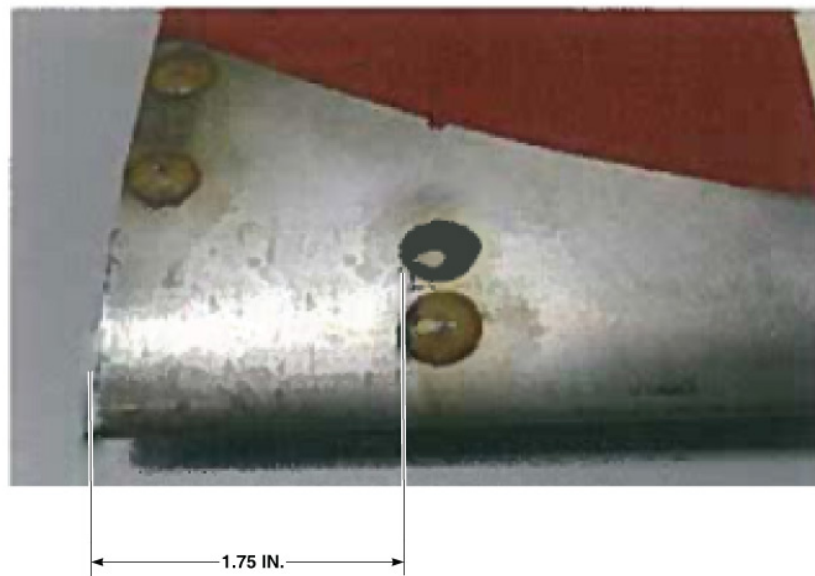
- (1) Turn off all helicopter electrical power.

B. Perform T/R inspection:

- (1) Clean and visually inspect the airfoil in accordance with the HMI (Section 9).
- (2) Remove T/R blades from the T/R hub assembly in accordance with the HMI (Section 9).
- (3) Measure 1.75 inches from the tip of the blade and mark the location with a non-permanent marker. (Refer to Figure 1). Use this line shown in Figure 1 as a reference measurement. As the primer coating inside the spar is allowed to extend from the root end of the blade to a location no closer than 1.75 inches from the blade tip.
- (4) Using a Snap-On Borescope BK6000, or equivalent, inspect the inside primer coating of the T/R blade spar by inserting the borescope fiber optic cable (with mirror attachment, or built in 90° lens) into the root end of the T/R blade.
- (5) Slowly push the borescope cable into the blade until the end of the primer coating is visible on the borescope monitor. Figure 2 shows how the end of the primer coating typically appears. When the borescope reaches the “break line” of the end of the primer, hold the borescope cable steady and apply a wrap of tape to the borescope cable coming out of the root end of the blade so that the depth measurement (“break line” location) can be determined.
- (6) Remove the borescope cable and using the dimension from the mirror (or built in 90° lens) to the wrap of the tape, determine the distance from the tip of the blade where the break in the primer is located.

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

- (a) If any primer coating extends to within 1.75 inches from the tip of the T/R blade, remove the blade from service and contact Customer Service Engineering at 1-800-WINGED-S for further blade disposition.
 - (b) If the break line of the primer is not within 1.75 inches from the tip of the T/R blade, the blade inspection is complete and the blade may continue in service. (Refer to Figure 3).
- (7) Reassemble T/R with serviceable blades to T/R hub and complete T/R assembly in accordance with HMI (Section 9)
- C. Return helicopter to service.



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Figure 1: Reference Mark

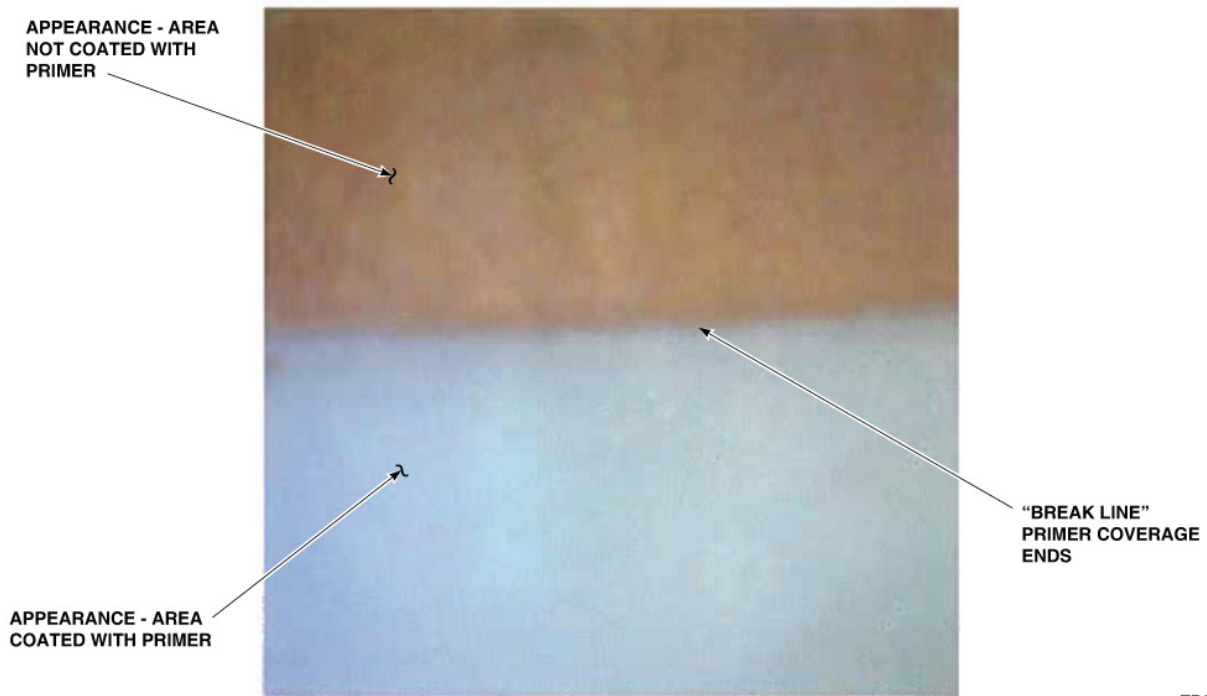
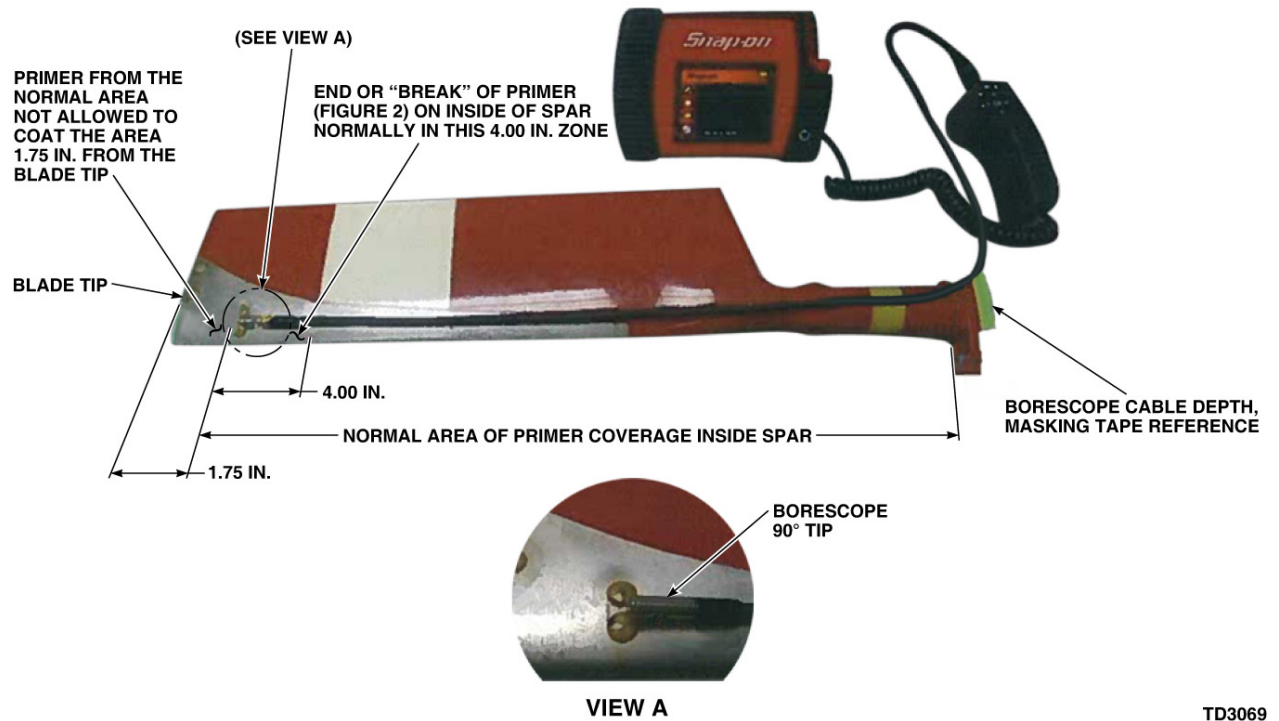


Figure 2: Typical Borescope View – End of Primer Coating



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Figure 3: Correct Length of Primer Coating

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

D. Record of Compliance:

- (1) Make an appropriate helicopter logbook entry to show compliance with this ASB.
- (2) Complete attached ALERT SERVICE BULLETIN COMPLIANCE RECORD CARD 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

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 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. DB-050 Compliance Record Card

TITLE: One-Time Tail Rotor (T/R) Blade Borescope Inspection for Excess Primer

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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Necessary

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