



SCHWEIZER SERVICE NOTICE

SERVICE NOTICE: N-231
DATE: 5/31/89
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MANDATORY

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SUBJECT:

IDENTIFICATION AND POSSIBLE REPAIR OF PRECISION AIRMOTIVE FUEL INJECTOR MODEL RSA-7AA1, PRECISION AIRMOTIVE SERVICE BULLETIN PRS-92.

MODELS AFFECTED:

- Model 269C helicopters Serial Numbers 1335 thru 1386.
- Any model 269C helicopters which have had the fuel injector servo replaced between August 31, 1988 and July 1, 1989 including those injectors which were supplied installed on an engine.
- All fuel injectors manufactured by Precision Airmotive, in spares inventory.

NOTE

These injectors will have Bendix data plates. Therefore, it is important to check the serial numbers for compliance of this service notice.

TIME OF COMPLIANCE:

- Shall be accomplished on affected aircraft before further flight of the aircraft.
- Shall be accomplished on servos in spares inventory prior to installation on an aircraft, or within 60 days of this service notice whichever occurs first.

REFERENCE:

Precision Airmotive Corporation Service Bulletin number PRS-92, dated May 26, 1989.

Textron Lycoming Service Bulletin 485.

269 Series - Basic Handbook of Maintenance Instruction, CSP-C-2, Reissued 15 Mar 1982.

269 Series Service Information Notice N-202 Dated 23 Feb 1987.

PREFACE:

A possibility exists that subject fuel injectors may have been manufactured with damaged "O" rings, resulting in contamination. This problem could lead to improper fuel flow to the engine and subsequent loss of power or engine stoppage. The suspect injectors must be removed from service and spares and returned for repair prior to further flight.

PROCEDURE:

- a. Confirm the applicability of this service notice by comparing the serial number on the servo data plate with the list of serial numbers in the Precision Airmotive Service Bulletin PRS-92 (attached).

NOTE

For injectors with serial numbers not affected; make a log book entry to the effect that N-231/PRS-92 was complied with and found to be not applicable by serial number. No further action is required and the aircraft may be returned to service.

- b. For injectors with serial numbers on the affected list, remove fuel injector servo in accordance with Basic HMI, Section 5, paragraph 5-58.
- c. Return the servo to an authorized Precision Airmotive Corporation overhaul facility for corrective action in accordance with PRS-92.
- d. In accordance with Basic HMI, Section 5, paragraph 5-59; install a serviceable servo (not affected by PRS-92) or a servo that has been corrected in accordance with PRS-92.
- e. Check and adjust idle mixture and idle speed in accordance with Schweizer Service Notice N-202.
- f. Record compliance with this service notice in helicopter log and engine log books.
- g. For all aircraft that are included in models affected; contact Schweizer Aircraft, Product Support Department, with aircraft serial number and corresponding injector serial number.

WEIGHT AND BALANCE DATA:

Weight and balance not affected.



AIRMOTIVE CORPORATION

SNOHOMISH COUNTY AIRPORT
EVERETT, WASHINGTON 98204

MANDATORY

Service Bulletin

Fuel Systems

Bulletin No.: PRS-92
Date: May 26, 1989

Subject: CONTAMINATION IN BENDIX FUEL INJECTOR SYSTEM, MODEL RSA-7AAl, P/L 2524347.

NOTE: THESE INJECTORS WILL HAVE BENDIX DATA PLATES. THEREFORE, IT IS IMPORTANT TO CHECK THE SERIAL NUMBERS FOR COMPLIANCE OF THIS SERVICE BULLETIN.

1. Planning Information:

A. Effectivity:

1. Model RSA-7AAl servo fuel injectors (P/L 2524347) with the following serial numbers with the exceptions noted below in A-2:

70001101 through 70001110
70001401 through 70001405
70001601 through 70001605
70001701 through 70001710
70007001 through 70007010
70007101 through 70007110
70010101 through 70010110
70013701 through 70013710
70013801 through 70013811
70013901 through 70013910
70014001 through 70014010
70014101 through 70014107

2. The following serial numbers are not affected by PRS-92:

70001405
70001601
70001605
70007107
70007108
70010101

11231-03



70010102
70010103
70010107
70013706
70013801
70013803
70013809
70013811
70013901
70013902
70013909
70014002
70014005
70014007
70014008
70014010
70014102
70014103
70014105
70014106
70014107

B. Reason:

Contamination from damaged "O" rings has been discovered in recently manufactured units shipped from Precision Airmotive Corporation.

C. Description:

This bulletin provides information for cleaning and repair of subject fuel injectors. Compliance to the bulletin will be identified by the letter "P" on the right hand side of the data plate.

D. Compliance:

Prior to next flight of aircraft

E. Approval: Not applicable

F. Manpower:

Not effected when accomplished at an authorized overhaul facility.

G. Material: Not applicable

H. Tooling: Not applicable

I. Weight and Balance: Not affected

- J. Electrical Load Data: Not applicable
- K. Publications Affected: Not applicable
- L. Compensation for removal and installation. 3 hours labor allowed for, at posted shop rate.

2. Accomplishment Instructions:

- A. Remove the subject unit from the engine and cap the fuel inlet and outlet fittings.
- B. The subject unit must be returned to an authorized Precision Airmotive Corporation overhaul facility for corrective action. Contact Precision Airmotive Corporation, Product Support, for the location of your nearest authorized facility. Precision: phone, (206)353-8181, fax, (206)348-3545, tlx 32-9510.

Upon return of reworked fuel servo unit from Precision overhaul facility proceed with installation as follows:

- C. Disconnect fuel injection lines from fuel injection nozzles.
- D. Carefully remove inserts from nozzles and indentify to allow the inserts to be reinstalled in the proper location.
- E. Use CLEAN shop air to blow out all fuel injection lines, inserts and nozzle bodies (still installed in cylinder).
- F. Visually inspect inserts for cleanliness.
- G. Reinstall fuel injector and reconnect fuel lines to fuel injector but do not reconnect to nozzles.
- H. Purge fuel injector system by flowing fuel through the lines for 10 seconds with boost pump on, injector in full rich and full throttle.
- I. Reinstall inserts in original nozzle locations and torque fuel injector line nuts to 40-50 in.-lbs maximum.
- J. Make appropriate mixture and idle adjustments per Schweizer Service Information Notice N-202.
- K. Make appropriate log book entry.



Albert Frazier
Chief Inspector

