



# SCHWEIZER SERVICE BULLETIN

\* B-239.1  
7 Nov 1991

MANDATORY

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SUBJECT: INSPECTION AND RETIREMENT OF 269A2324-7 TAILBOOM CENTER ATTACHMENT FITTING

MODELS AFFECTED: All Model 269C Helicopters equipped with tailbooms incorporating 269A2324-7 center attachment fitting

## WARNING

**CENTER ATTACHMENT FITTING 269A2324-7 IS NOT APPROVED FOR USE ON TAILBOOM ASSEMBLY 269A2320-11. IDENTIFY TAILBOOM AND CENTER ATTACHMENT FITTING IN ACCORDANCE WITH BHMI, SECTION 11, AS AMENDED BY HMI TEMPORARY REVISION 42 (R-42).**

TIME OF COMPLIANCE: ● Tailboom Assembly (269A2320-7) with 400 HOURS OR LESS Time in Service on 8 October 1990

- ☐ Before next flight, and every **50** hours time in service thereafter until reaching **500** hours time in service, perform **Part I**.
- ☐ Within **25** hours time in service, and every **100** hours time in service thereafter until reaching **500** hours time in service, perform **Part II**.
- ☐ When reaching **500** hours time in service, or if center attachment fitting is found to be unserviceable, comply with **Part III**.

● Tailboom Assembly (269A2320-7) with **MORE THAN 400 HOURS** Time in Service on 8 October 1990

- ☐ Before next flight, and after **50** additional hours time in service, perform **Part II**.
- ☐ Before first flight of each day, perform **Part I**.
- ☐ Within **100** additional hours time in service (not to exceed **2100** total hours time in service) or prior to 8 October 1991 (whichever occurs first), or if center attachment fitting is found to be unserviceable, comply with **Part III**.

(■) Denotes portion of text added or revised.

\* Supersedes B-239, dated 8 Oct 1990

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- REFERENCES:
- BHMI - 269 Series Basic HMI (Reissued: 15 March 1982; Revision 1: 24 August 1990)
  - HMIB - 269 Series HMI, Appendix B (Reissued: 15 August 1982)
  - R-40 - HMI Temporary Revision 40 (8 Oct 1990)
  - R-42 - HMI Temporary Revision 42 (8 Oct 1990)
  - R-63 - HMI Temporary Revision 63 (7 Nov 1991)

PREFACE: Field reports indicate that: cracking of the center attachment fitting; corrosion and fretting corrosion between the tailboom assembly and center attachment fitting; and the loosening or working of the fitting attaching rivets have occurred. A one-time inspection for these conditions is required. Periodic Inspections are specified in HMIB, Table B-2, as amended by HMI Temporary Revision 63 (R-63). The service life of tailboom assembly 269A2320-7 with center attachment fitting 269A2324-7 installed has been reduced, as specified in HMIB, Table B-5, as amended by HMI Temporary Revision 40 (R-40). Failure to comply with this Service Bulletin could result in failure of the center attachment fitting, which may lead to loss of control of the helicopter and subsequent injury or death.

NOTE
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Replacement of center attachment fitting with 269A2324-11 allows the tailboom to continue in service to the 2100 hour retirement time.

TC Data Sheet 4H12, Note 3 will be revised to reflect this change.

#### TOOLS AND EQUIPMENT

Nomenclature

Glass, 10X magnifying  
Gun, rivet

Source

Commercial  
Cherry Division  
of Textron, Inc.  
or Huck  
Manufacturing  
Co., as  
appropriate

MATERIALS

(Item Numbers specified refer to BHMI, Section 2, Table 2-2.)

<u>Nomenclature</u>	<u>Item Number</u>	<u>Specification</u>	<u>Source</u>
Adhesive (tetrahydro-furan)	97	---	---
Cloth, emery	68	---	---
Kit, dye penetrant	---	Spotcheck	Commercial
Paint, enamel, color match (optional)	103	---	---
Paint stripper, acid fortified	---	#A202	McGean Chemical Co.
Primer, epoxy	---	E42GP15	Sherwin-Williams Co.
Primer, zinc chromate	9	---	---
Sealing compound	129	---	---
Solvent	---	M114M	J.B. Moore
Solvent, methylethylketone (MEK) or equivalent grease-free solvent	3	---	---

PARTS

<u>Nomenclature</u>	<u>Part Number</u>	<u>Quantity</u>	<u>Source</u>
Bolt, blind lock	Huck BP-T10-5# or NAS 1669-5L5#	4	Commercial
	oversize (A/R)		
Fitting, center attachment	Huck BL-10-5# or NAS 1751-5L5#	4	Commercial
	oversize (A/R)		
Rivet	269A2324-11T	1	SAC
Rivet	NAS 1919B06-(length as required)	16	Commercial
	oversize (A/R)		
	CR2249-6-(length as required)	16	Commercial

# -6 or -7 length fasteners may be required depending on tolerance buildup

**WARNING**

**IMMEDIATELY RETIRE FROM SERVICE AND TAG UNSERVICEABLE ANY CENTER ATTACHMENT FITTING FOUND TO HAVE CRACKS OR OTHER STRUCTURAL DAMAGE. REMOVAL AND REPLACEMENT SHALL BE PERFORMED IN ACCORDANCE WITH BHMI, SECTION 11, AS AMENDED BY HMI TEMPORARY REVISION 42 (R-42).**

PROCEDURE:

PART I 10X VISUAL INSPECTION

- a. Perform 10X visual inspection in accordance with BHMI, Section 11, as amended by HMI Temporary Revision 42 (R-42).
- b. If cracking is suspected, perform dye penetrant inspection (R-42).
- c. Record compliance with Part I of this Service Bulletin in the aircraft records.

PART II DYE PENETRANT INSPECTION

- a. Perform dye penetrant inspection in accordance with BHMI, Section 11, as amended by HMI Temporary Revision 42 (R-42).
- b. If cracking is noted, remove and replace unserviceable center attachment fitting with a new (undrilled) 269A2324-11 center attachment fitting (R-42).
- c. Record compliance with Part II of this Service Bulletin in the aircraft records.

PART III REMOVAL AND RETIREMENT OF 269A2324-7 CENTER ATTACHMENT FITTING

- a. Remove and replace center attachment fitting in accordance with BHMI, Section 11, as amended by HMI Temporary Revision 42 (R-42).
- b. Record compliance with Part III of this Service Bulletin in the aircraft records.

WEIGHT AND BALANCE

Weight and balance are not affected.