



# SCHWEIZER SERVICE BULLETIN

B-245  
8 May 1992

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SUBJECT: MAINTENANCE AND OPERATION REQUIREMENTS FOR SAFE OPERATION OF SURPLUS TH-55A HELICOPTERS

MODELS AFFECTED: Model 269A/TH-55A Series Helicopters serial numbers 0315 to 1109

- REFERENCE:
- Federal Aviation Regulations, (Parts 21, 39, 43 and 91)
  - Type Certificate Data Sheet 4H12 (Latest Issue)
  - Schweizer Model 269A (U.S. Army TH-55A Primary Trainer) Owners Manual Configuration d, (Reissued: 5 Nov 1964; Revision: 27 Mar 1992)
  - 269 Series Basic HMI, (Reissued: 15 March 1982; Revision: 22 Jan 1992)
  - 269 Series HMI Appendix B, (Reissued 15 March 1982)
  - 269 Series Configuration Supplement TH-55A, (Issued: 1 September 1970; Revised: 15 October 1978)

- BACKGROUND:
- In 1955 the Hughes Tool Company (HTC) initiated the design of the 269 Series Helicopter.
  - In 1961 the first production Model 269A (Hughes 200) rolled off the assembly line.
  - In 1964 the U.S. Army procured 269A Helicopters from Hughes as an off the shelf FAA certificated design. Designated the TH-55A OSAGE, over seven hundred and ninety were delivered for use as the primary U.S. Army trainer.
  - In 1986 the Type Certificate was purchased by Schweizer Aircraft Corporation.
  - In 1979 and then again in 1988 the U.S. Army released surplus TH-55A helicopters to public service agencies. Some have since been obtained by private owners. These aircraft may not have been in compliance with the applicable FAA Regulations at the time they were made surplus, but must be made to comply in order to be certified and operated as civil aircraft by private owners.

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TH-55A helicopters were owned by the U.S. Army and operated as Public Aircraft. These helicopters were maintained in accordance with the then current applicable U.S. Army maintenance and inspection programs. As such, these helicopters may not have been operated or maintained in accordance with FAA Regulations regarding certificated aircraft.

As the current owner of a TH-55A helicopter, you are required to operate and maintain your helicopter as either a Public Aircraft (for government agencies) or, a civil aircraft with an FAA Certificate of Airworthiness. Civil aircraft are required to be maintained in accordance with the applicable Federal Aviation Regulations (FAR). This requirement does not apply to Public Aircraft.

Schweizer Aircraft Corporation, however, strongly recommends that all Model 269A/TH-55A helicopters, whether operated as public or civil aircraft, be maintained in accordance with Schweizer Model 269 Series Handbook of Maintenance Instructions, all Service Notices, Letters and Bulletins, and any related Schweizer and FAA publications; and that they be operated in accordance with the latest revision to the FAA approved Schweizer Model 269A (U.S. Army TH-55A Primary Trainer) Owners Manual. The latest revision to these documents may be obtained through a Schweizer authorized Distributor, Service Center or from Schweizer Aircraft Corporation.

Failure to comply with established Airworthiness Directives, mandatory retirement and overhaul life limits, and proper inspection and maintenance procedures may lead to loss of control of the helicopter and subsequent injury, death and/or property damage.

It is further recommended that owners/operators contact a Schweizer authorized Service Center or Schweizer's Product Support Department with any questions or problems that may arise.

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