



SCHWEIZER SERVICE BULLETIN

C1B-003
28 Jan 1997

MANDATORY

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SUBJECT: 50-HOUR INSPECTION OF MAIN ROTOR BLADE ABRASION STRIP

MODELS AFFECTED: All Model 269C-1 Helicopters equipped with 269A1185-1 main rotor blades with any of the following Serial Numbers:

S222	S401 thru S417	S625
S312 thru S313	S419 thru S424	S628
S325 thru S327	S426 thru S449	S633
S339	S451 thru S507	S641 thru S644
S341	S509 thru S513	S646
S343	S516 thru S527	S653
S346 thru S347	S529 thru S540	S658
S349 thru S367	S542	S664 thru S665
S369 thru S377	S544 thru S560	S667
S379 thru S391	S562 thru S584	
S393 thru S395	S586 thru S595	
S397	S597 thru S611	
S399	S620 thru S623	

- TIME OF COMPLIANCE:
- At next 50-Hour Inspection or 90 days from issue date of this bulletin, whichever occurs first, and at each 50-Hour Inspection thereafter.
 - Affected spares must be inspected prior to installation on aircraft.

REFERENCE: Model 269C-1 Basic HMI (Issued: 14 Jul 1995; Revised: 06 Sep 1996)

Model 269C-1 HMI, Appendix B (Issued: 14 Jul 1995; Revised: 24 Jul 1996)

- PREFACE:
- Reports indicate that debonding/corrosion may occur at interface of main rotor blade abrasion strip and blade skin. This Service Bulletin increases the frequency of the existing required inspection to check for this condition on all main rotor blades listed above. The frequency is increased from 100-hour intervals (269C-1 HMI, Appendix B, Table B-2) to 50-hour intervals as specified in TIME OF COMPLIANCE above.

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- PREFACE: ● Main rotor blades incorporating abrasion strips re-bonded by Schweizer Aircraft Corp. will have a white dot added adjacent to the blade serial number. Blades listed above that have been marked with a white dot are NOT subject to the requirements of this bulletin. Likewise, main rotor blades listed above with abrasion strips that have been re-bonded by an FAA approved facility other than Schweizer Aircraft Corp., are NOT subject to the requirements of this bulletin.
- Failure to comply with this Service Bulletin may lead to loss of control of the helicopter, and subsequent serious injury, death and/or property damage.

PROCEDURE:

- a. Visually inspect the abrasion strip to airfoil bond line for voids, separation, and lifting of the abrasion strip. Inspect adhesive bead around perimeter of abrasion strip for erosion, cracks and blisters.
- b. Tap (ring) test entire abrasion strip for debonding and hidden corrosion voids in accordance with Basic HMI, Section 8.
- c. If any deterioration of the abrasion strip sealant is observed (step **a.** above) restore bead (Basic HMI, Section 8). If abrasion strip voids (step **b.** above) are found or suspected, the main rotor blade shall be immediately removed from service. Defective blade(s) may be returned to Schweizer Aircraft Corp. or an FAA approved repair facility for repair disposition.
- d. Record compliance with this Service Bulletin in the aircraft records.

WEIGHT AND BALANCE

Weight and balance are not affected.