



# SCHWEIZER SERVICE BULLETIN

C1B-008.1  
08 Jan 2001

MANDATORY

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SUBJECT: INSPECTION OF 269A5104-007 MAIN TRANSMISSION RING GEARS WITH SPECIFIC SERIAL NUMBERS AND REPORTING OF INSPECTION RESULTS

MODELS AFFECTED: ● All 269C-1 (300CB) Helicopters equipped with 269A5104-007 ring gears with Serial Numbers S2000ACR through S2099ACR

- Affected spare ring gears in stock

NOTE

Model 269C-1 Helicopters, Serial Numbers 0002 and subsequent equipped with original factory transmissions and gears are not affected by this Bulletin. Model 269C-1 Serial Number 0001 is not affected by this Service Bulletin.

These gears may have been installed in the main transmissions used on any 269 Series Helicopter.

The following main transmissions were delivered from Schweizer Aircraft Corp. with the ring gears identified above:

- Overhauled or repaired transmissions 269A5175- ( ) Serial Numbers OS0001, OS0002, OS0003, OS0004, OS0005, OS0008, OS0009, OS0010, OS0022, OS0036, S0241, S0282, S0436, S0451, WGC5962, WGC5994, and WGC6169R
- New transmissions 269A5175-023 Serial Numbers, S0455 through S0460, S0462 through S0472, S0474 through S0477, and S0479 through S0519
- Ring gears in this serial number group were sold as spare parts for field installation after June of 1992.

TIME OF COMPLIANCE: ● At the next 100-Hour Inspection or three months from the date of this Service Bulletin, whichever occurs first

- At 300 hour intervals thereafter until 3000 hours are accumulated; if gear teeth are serviceable after 3000 hours, the requirements of this Service Bulletin are satisfied and the special inspections in this Service Bulletin are no longer required. The ring gear will then be subject to the standard inspection procedures and intervals found in the HMI.
- Prior to installation of affected spare parts

(|) Denotes portion of text added or revised.

Supersedes C1B-008, dated 12 Mar 1999

REFERENCE: Model 269C-1 Basic Handbook of Maintenance Instructions (Basic HMI), issued 14 Jul 1995, revised 07 Jul 2000

Model 269C-1 HMI Appendix C, Part I, issued 14 Jul 1995, revised 05 Feb 1996

PREFACE: ● Several gears of the group listed under Models Affected have been found with cracked and fractured teeth.

PROCEDURE:

- a. Remove the inspection plug from the top of the main transmission (Basic HMI, Section 10).
- b. Remove the oil nozzle from the right side of the main transmission (Basic HMI, Section 10).
- c. With a strong light visually inspect the entire tooth face on all 49 ring gear teeth for cracks, pits, spalling or other deterioration. Pay particular attention to the contact pattern area.
- d. Inspect all ring gear teeth for deterioration with a sharp tipped probe (approximately 0.005 inch) using the method described in HMI Appendix C, PART I, Section 3. If the sharp tipped probe "hangs up" or catches with light finger pressure, the gear must be removed from service.
- e. Reject the ring gear and remove it from service if cracks, pits, or spalling are found or if the probe hangs up (catches) on a tooth. Install 269A5104-007 ring gear serial number S2100ACR or higher in accordance with HMI, Appendix C Part I reassembly procedures or install a serviceable main transmission.
- f. If installed ring gear is serviceable, install and orient pinion spray nozzle in accordance with HMI Appendix C, Part I, Section 6. Install and safety the inspection plug in the main transmission.
- g. For all subject gears, fill out the attached response form and mail or Fax a copy to Schweizer Aircraft Corp.
- h. Record compliance with this Service Bulletin in the aircraft records and component historical service records.

WEIGHT AND BALANCE

Weight and Balance are not affected.

## RESPONSE FORM

For Schweizer Service Bulletin C1B-008.1

RING GEAR P/N \_\_\_\_\_ RING GEAR S/N \_\_\_\_\_

RING GEAR TOTAL TIME \_\_\_\_\_

RING GEAR CONDITION:     Accept     Reject

TRANSMISSION S/N \_\_\_\_\_ TRANSMISSION TOTAL TIME \_\_\_\_\_

AIRCRAFT MODEL & S/N \_\_\_\_\_ AIRCRAFT TOTAL TIME \_\_\_\_\_

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