



SCHWEIZER SERVICE BULLETIN

C1B-027
03 Oct 2008

MANDATORY

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SUBJECT: FUEL STRAINER LEAK CHECK

- MODELS AFFECTED:**
- All 269C-1 Model Helicopters, Serial No. 0319 through 0342
 - All 269C-1 Model Helicopters, Serial No. 342 and below that had a Fuel Strainer Assembly, PN 269A8313-7 or PN G155-105-5D replaced in the field with one purchased from Schweizer Aircraft Corporation between July 7, 2007 and March 31, 2008.
 - All spare Fuel Strainer Assemblies, PN 269A8313-7 or PN G155-105-5D in spares inventory purchased from Schweizer Aircraft Corporation between July 7, 2007 and March 31, 2008.

NOTE

Any strainers in spares inventory that are subject to this Bulletin and have not been installed in helicopters, may be returned for warranty consideration to Schweizer Aircraft Corp.; Attention Customer Support Services.

TIME OF COMPLIANCE: Upon receipt of this Bulletin

REFERENCE: 269C-1 Basic HMI, Revised: 26 Sep 2008

- PREFACE:**
- Several reports have been received that inlet and outlet nipple fittings in the fuel strainers are leaking. This Service Bulletin requires a one time check for fuel leaks and special sealing procedures for strainers that leak.

WARNING

FAILURE TO COMPLY WITH THIS SERVICE BULLETIN MAY LEAD TO SERIOUS INJURY, DEATH AND/OR PROPERTY DAMAGE.

FAA APPROVAL: The technical aspects of this Service Bulletin are FAA approved.

PARTS REQUIRED:

TT-I-735	Isopopanol or
ASTM D470	MEK
PR1422 Class B-1/2 or B-2	Sealing Compound

CAUTION

During helicopter operation in accordance with this Service Bulletin, the helicopter must be operated by a qualified person in accordance with the Pilot's Flight Manual.

PROCEDURE:

- Start engine and engage rotor system in accordance with Pilot's Flight Manual.

NOTE

The leak check in following step may be performed by a pilot.

- b. Assure electric airframe fuel pump is on (if installed) and while engine is running and rotor system is engaged, closely examine fuel strainer inlet and outlet nipple fittings for any signs of fuel leakage. After inspection is complete, shut engine down. If no leaks are present proceed to step g.
- c. If fitting(s) in strainer are leaking, before further flight, remove fuel strainer from helicopter and remove fittings from strainer. Thoroughly clean threads in fuel strainer and nipple with Isopopanol or MEK. Examine threads in strainer and nipple fitting for missing sections of threads, cracks, voids or any other form of damage. If threads are damaged, replace strainer and /or fitting with serviceable parts.
- d. If threads are serviceable, mix PR1422 Class B-1/2 or B-2 sealing compound in accordance with manufactures instructions. Apply sealant to lead threads of nipple fitting leaving the first thread free, cover four threads 360° around fitting. Force sealant into threads to thoroughly fill voids to top of thread. Install nipple fittings in strainer assembly and torque fittings to 260 in-lbs.
- e. Check for bead of sealant 360° around entrance of nipple into filter. If gap exist, remove nipple and clean sealant from inside strainer. Reapply sealant to nipple and reinstall in accordance with paragraph d. When no gap sealant exist, level bead around nipple.
- f. Before sealant cures, inspect interior of fuel passage for sealant squeeze-out into passage; NO sealant is allowed in passage. If any sealant is visible, remove fitting and clean all sealant from strainer and fitting. Apply fresh sealant and reinstall fittings in accordance with step b. above. Allow sealant to cure for 24 hours for PR 1422 Class B-1/2 or 36 hours for PR 1422 B-2 before installing strainer in aircraft.
- g. Install strainer in helicopter in accordance with Basic HMI and perform ground run of helicopter for a minimum of 30 minutes. After 30 minutes, while aircraft is still running, check fuel strainer inlet and outlet nipple fittings for leaks in accordance with step b. above. Over next two hours of flight, check strainer assembly for leaks.
- h. Record compliance with this Service Bulletin in the aircraft records.

WEIGHT AND BALANCE

Weight and Balance are not affected.