



SCHWEIZER SERVICE NOTICE

NOTICE NO.: N-196

DATE: 28 FEB 86

PAGE 1 OF 4

MANDATORY

MANDATORY

MANDATORY

SUBJECT: INSPECTION OF THROTTLE AND GOVERNOR CONTROL CABLE ASSEMBLIES

MODELS AFFECTED: Part 1 of this Notice affects all Model 269 Series and Model TH-55A Helicopters using throttle and governor control cables manufactured by Cablecraft.

Part 2 of this Notice affects all Model 269 Series and Model TH-55A Helicopters regardless of manufacture of throttle and governor cables.

TIME OF COMPLIANCE: Part 1 of this Notice shall be accomplished at next 100 hour inspection for cables in service.

Part 1 of this Notice shall be accomplished prior to installation of cables on helicopters for all cables in spares inventory.

Part 2 of this Notice shall be performed within next 100 hours of helicopter operation and at each subsequent 100 hours of helicopter operation thereafter.

PREFACE: Reports indicate that the 269A4683-5, 269A4683-3, 269A8410-3 and 269A8410-7 throttle cables and governor control cables manufactured by Cablecraft may have a manufacturing defect, wear and/or handling damage which may result in malfunction of the suspect cables.

Part 1 of this Notice lists instructions for identification and a one-time inspection of those cables manufactured by Cablecraft.

Part 2 of this notice lists instructions for a repetitive visual inspection of all throttle and governor control cables regardless of manufacture, including those manufactured by Cablecraft.

CAUTION

CARE SHOULD BE EXERCISED WHEN HANDLING OR INSTALLING THE THROTTLE CABLE ASSEMBLY. MISHANDLING OR BENDING OF THE CABLE ENDS MAY RESULT IN PERMANENT DAMAGE TO THE CABLE. ALSO THE THROTTLE CABLE SHOULD NOT BE LUBRICATED. LUBRICATING THE CABLE CAUSES DUST PARTICLES AND OTHER MATTER TO ACCUMULATE INSIDE THE

CONDUIT CAUSING INCREASED FRICTION IN THE CABLE
DURING OPERATION.

REFERENCE: 269 Series Basic HMI (CSP-C-2) Reissued 15 March 1982
269 Series HMI Appendix B (CSP-C-4) Reissued 15 August
1982

PART 1

TOOLS AND SPECIAL EQUIPMENT:

Vernier Calipers
Spring Scale

Commercial
Commercial

NOTE

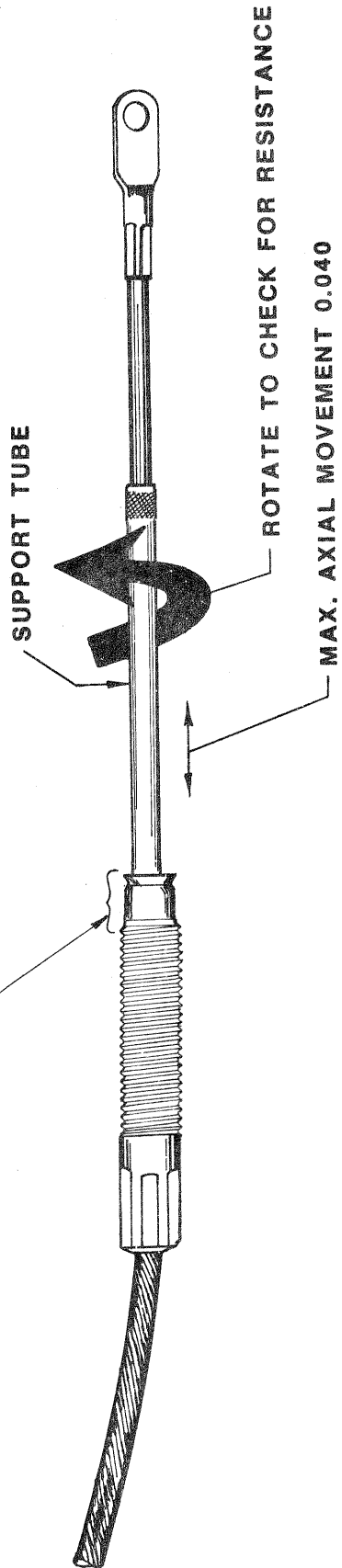
ONLY THE CABLE ASSEMBLIES WHICH WERE MANUFACTURED
BY CABLECRAFT ARE SUBJECT TO THE INSPECTION RE-
QUIRED BY PART 1 OF THIS NOTICE.

AS MORE THAN ONE VENDOR MAY HAVE MADE THESE CABLES,
THE SUBJECT CABLE ASSEMBLIES MANUFACTURED BY CABLE-
CRAFT CAN BE IDENTIFIED IN THAT THEY HAVE A WIRE
SPIRAL OUTER WRAP WITHOUT A BLACK PLASTIC COVERING.
CABLE ASSEMBLIES MANUFACTURED WITH THE PLASTIC
COVERING ARE NOT SUBJECT TO INSPECTION.

PROCEDURE: Perform the following inspection procedure on both ends
of suspect cables. Visually inspect the conduit caps for
cracks, deformation and wear of the swage joint area.
The support tube should be checked for any in-line
movement (end play). Movement greater than .040 inches
is unacceptable. Check cable assembly for installation
of the O-rings by rotating the support tube and check
to see that there is drag. If any free movement is
evident and there is no resistance of the support tube
against the O-ring then remove and replace the cable.

Having passed the visual and rotational test, then
perform a pull test to insure that the support tube will
not separate from the conduit cap swage. A proof load
of 8 to 12 pounds should be applied in-line with the
support tube. Following the pull test visually inspect
the joint again. If partial or full separation occurs,
remove and replace the cable assembly.

INSPECT FOR CRACKS AND DEFORMATION - THIS AREA ALL AROUND



PART 2

Once the initial visual inspection and pull test has been completed, the cables should receive a repetitive visual inspection at 100 hour intervals. This inspection is to be performed on all cables regardless of manufacture.

NOTE

NO PULL TEST IS REQUIRED

PROCEDURE: The cables are to be checked for freedom of movement, wear, deformation and cracks. In the case of Cablecraft cables, check the in-line movement (end play) and installation at the O-ring. This inspection shall be performed in the same manner as in Part 1 of this Notice.

Any cables in which the physical or tolerance parameters, as outlined by this Notice, are not met, must be replaced.

For cable replacement and rigging refer to the Basic HMI, Section 4.

WEIGHT AND BALANCE DATE: Weight and Balance not Affected.

Record compliance with this Service Information Notice in the Compliance Record Section of the Helicopter Log book.

The resultant removal, replacement and inspection procedures of this Notice has been shown to comply with applicable Federal Aviation Regulations and is FAA Approved.

REFERENCE SHEET

SERVICE INFORMATION NOTICES AND LETTERS

ACTION REFERENCE: For required inspection procedure and intervals, refer to Service Information Notice N-196.

HMI REFERENCE: Insert this sheet in 269 Series HMI, Appendix B, Section 2, Page 2-9.

This reference sheet shall be kept as a part of the manual until the data is incorporated at the next revision to the 269 Series HMI, Appendix B. (See Service Information Summary, HMI Appendix B, Page 1)

