

SCHWEIZER MODEL 269 SERIES HELICOPTER
CSP-C-1A

SCHWEIZER AIRCRAFT CORP.

Supplement to the FAA Approved
Rotorcraft Flight Manual

For

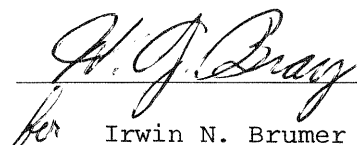
300C Model 269C Helicopters

(See Page 2 for Serial Number Effectivity)

ROTORCRAFT AMPHIBIOUS FLOAT LANDING GEAR

Part No. 269A4300-9

Reissue #1 Approved By:



for Irwin N. Brumer

Manager, ANE-170
New York Aircraft Certification Office

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FAA APPROVED
ROTORCRAFT FLIGHT MANUAL SUPPLEMENT
ROTORCRAFT AMPHIBIOUS FLOAT LANDING GEAR
PART NO. 269A4300-9
FOR
300C MODEL 269C HELICOPTERS

HELICOPTER SERIAL NO. EFFECTIVITY
269C Serial No. 0004 and subsequent

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NOTE

The change bar (█) defines the latest FAA Approved changes.

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CONFIGURATION TABLE

Number Change	Date	Description
	Issued 26 Jun 1970 Reissued 21 Sep 1988	Per Drawing No. 269A4300-9 Updated to reformat

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IMPORTANT NOTICE

Sections I Limitations, II Operating Procedures, and III Performance Data, constitute the "Approved Rotorcraft Flight Manual." Portions of the approved RFM were and are, authorized under FAR Part 21, Sub-part J, Delegation Option Authorization; other portions of the RFM are approved under the standard procedures of the Federal Aviation Administration - Department of Transportation.

In order to eliminate any data which might reduce the usability of the approved RFM in its intended purpose of providing specific operational information to the pilot, all reference between DOA and FAA approved data has been eliminated from the body of the manual. For convenience all pages are identified as "FAA Approved." Any individual may procure at no charge a current report dated the same as the latest revision, defining the portions of the RFM approved under Delegation Option Authorization by contacting:

SCHWEIZER AIRCRAFT CORP.
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INTRODUCTION

The 269A4300-9 Amphibious Float Landing Gear Kit consists of two multiple cell type inflatable floats, landing gear skid extensions and attachment fittings.

Except as modified by this Rotorcraft Flight Manual Supplement, operation in compliance with Section I of the basic FAA Approved Rotorcraft Flight Manual is mandatory. Other sections of the RFM or Supplement are recommended procedures.

SECTION I

OPERATING LIMITATIONS

1. CG Limits

<u>Longitudinal</u>	<u>Lateral</u>
95	+ 2.25, -1.0
100	+ 3.33, -2.25

NOTE: Lateral "+" is right of centerline, lateral "-" is left of centerline when looking forward.

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2. The cylinder head temperature probe must be moved to cylinder number three for proper indication when floats are installed. The cylinder head temperature probe must be relocated to cylinder number two for the nonfloat configuration.
3. On unmodified aircraft S/N's 0004 through 0058 the 269A4600-11 airspeed indicator is required when the float kit is installed. The 269A45600-9 airspeed indicator must be reinstalled for the 269C with floats removed.

On aircraft S/N's 0059 and subsequent and earlier aircraft modified in accordance with Hughes Kit PN M10059, relocating the static source to the tailboom, the 269A4600-9 airspeed indicator installed in the helicopter is used with no charge.

4. Night flight with floats permitted if the following equipment is installed; landing, navigation (including 2 extra side position lights), anticollision lights and instrument lights.
5. Takeoff and landing to and from water not permitted above 1900 pounds gross weight or if 269H4335 Quad Searchlight is installed.
6. Minimum float inflation pressure 1.5 psig; maximum float inflation pressure is 6 psig. To maintain these limits, changes in operating altitude should be considered as follows:

If the Initial Altitude Float Pressure is (psig)	Allowable Altitude Increase is: (feet)	Allowable Altitude Decrease is: (feet)
1.5	9800	0
2	8800	1000
3	6600	3000
4	4400	5400
5	2200	7600
6	0	9800

Note: This will include the normal variation in ambient temperature associated with changes in altitude.

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To account for variations in ambient temperature or water temperature at a given base of operations, the following criteria should be used to maintain the minimum 1.5 psig inflation pressure:

When an ambient (air) temperature or water temperature colder than the temperature at initial inflation is anticipated, float inflation pressure should be increased 0.5 psig (above the minimum 1.5 psig) for each 15 degrees decrease in temperature anticipated.

Example: Floats inflated to 1.5 psig

70°F	ambient temperature at time of inflation
45°F	anticipated water temperature at scheduled landing or parking site

25°F	temperature decrease

Pressure change to account for:

$$(25^{\circ} \div 15^{\circ}) \times 0.5 \text{ psig} = 0.8 \text{ psig}$$

Minimum float inflation pressure for this operation would be:

$$1.5 \text{ psig} + 0.8 \text{ psig} = 2.3 \text{ psig}$$

Note: Temperature increases will increase float inflation pressure, and need not be considered. However, 6 psig must not be exceeded.

7. When a Muffler Kit (269A8801 or 269A8801-3) is installed with the Float Kit the cooling air deflectors (269A8520, included in the 269A8801-2 Muffler Kit) and the cooling baffle (269A5563, included in the Float Kit) must be installed and both side fairings (269A2303-3 and -4) removed.
8. Doors off operation permitted.
Aircraft of configuration "a" maximum speed limited to 92 mph, IAS.

If passenger seats are not occupied the center seat back must be fastened and right seat cushion removed (or lashed in place).

Aircraft of configuration "b", see basic approved flight manual supplement.

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SECTION II

OPERATING PROCEDURES

1. Rotor Engagement on Water - Determin that sufficient clearance exists between aircraft and any obstacle during rotor engagement. Tail swing before directional control is obtained will be approximately 200 degrees.
2. Water touchdown speed should be less than 20 mph.
3. On water landing the collective should not be fully lowered until forward speed is 5 mph or less.
4. Water taxi speed should be less than 10 mph. A slight application of collective pitch may be used to increase speed, but speed should be kept down so the bows of the floats do not submerge.

For cross-wind taxiing, apply a slight amount of cyclic in order to maintain correct control of the helicopter.

5. Ballast may be required when in solo flight and can be added by the use of the 269A4314-17 weight kit. Ballast consists of a 2.5-pound bag, 45-pound weight, and 20-pound weight. Maximum ballast is 65 pounds.
6. When ballast is air transported, in or on the helicopter, it should be stowed and secured on the center passenger seat.

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SECTION III

PERFORMANCE

1. On unmodified aircraft S/N's 0004 through 0058 with the 269A4600-11 airspeed indicator, the performance data in the basic DO-Approved Rotorcraft Flight Manual "a" configuration is applicable except for the Airspeed Calibration Diagram (see Figure 3-1).

On aircraft S/N's 0059 and subsequent and on earlier aircraft modified in accordance with HTC Kit P/N M10059 with the 269A4600-9 airspeed indicator, relocating the pitot static source to the tailboom, the performance data in the basic FAA Approved Rotorcraft Flight Manual "b" or "c" configurations is applicable.

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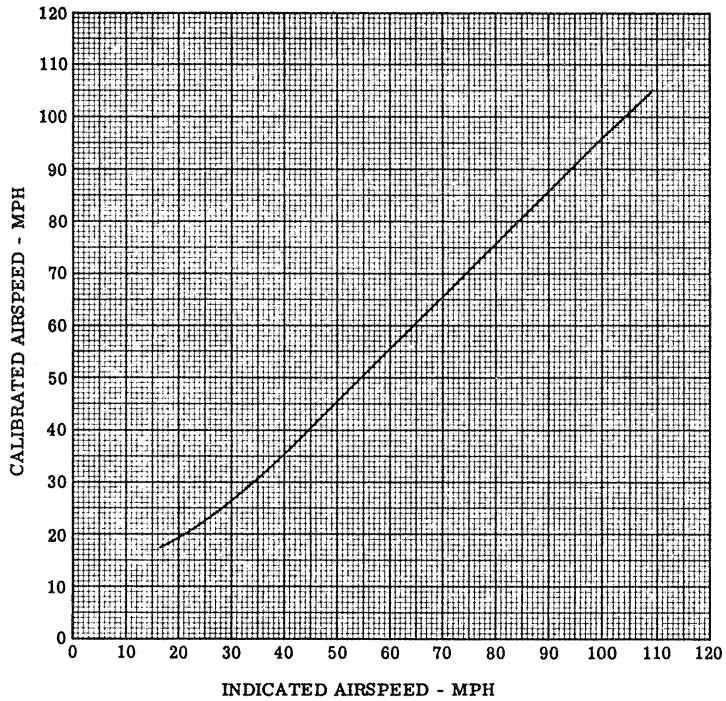


Figure 3-1. Airspeed Calibration Curve -
269A4300-9 Float Kit Installed
(For S/N's 0004 Through 0058 -
Using 269A4600-11 Airspeed Indicator)

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SECTION IV

WEIGHT AND LOADING

1. Float installation center of gravity limits are shown under operating limitation, Section I. Weight and balance calculation should use the following information to ensure these center of gravity limitations are not exceeded:

	Item	Weight	Arm
269A4300-9	Float Installation	57.5	122.0
269A4314	Ballast Bag	2.5	52.5
269A4314-7	Weight		
	In Bag	45.0	52.5
	In Seat	45.0	79.0
269A4314-9	Weight		
	In Bag	20.0	52.5
	In Seat	20.0	79.0