

SCHWEIZER AIRCRAFT CORP.

Supplement to the FAA Approved
Rotorcraft Flight Manual

For

300C Model 269C Helicopters

Serial Numbers 120 and Subsequent and
Those Incorporating Modification Kit M10068

with an

ENGINE OVERSPEED INSTALLATION

Part Numbers 269A4997-1 or 269A4997-3

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SCHWEIZER MODEL 269C SERIES HELICOPTERS
CSP-C-1K

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT
FOR
300C MODEL 269C HELICOPTERS
WITH AN
ENGINE OVERSPEED INSTALLATION

HELICOPTER EFFECTIVITY

All Model 269C Aircraft with 28V Electrical System

LOG OF PAGES

PAGE	DATE	PAGE	DATE
1	13 Mar 1997	6	25 Apr 1994
2	13 Mar 1997	7	13 Mar 1997
3	13 Mar 1997	8	13 Mar 1997
4	21 Sep 1988	9	13 Mar 1997
5	13 Mar 1997	10	13 Mar 1997

NOTES

The change bar (■) defines the latest FAA Approved changes.
The asterisk (*) indicates not officially approved.

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REVISION TABLE

Revision Number	Date	Description
	Issued 30 May 1986	
	Reissued 21 Sep 1988	Updated to reformat
1	Revised 24 Apr 1994	Updated material, effectivity, and format.
2	Revised 13 Mar 1997	Updated to add caution regarding overspeed limiter usage.

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SECTION I

Introduction and General

This supplement must be attached to the FAA Approved Flight Manual and be kept aboard the aircraft at all times when the aircraft is equipped with the Engine Overspeed Control Installation, Part Numbers 269A4997-1 or 269A4997-3.

This supplement contains the limitations and normal operating procedures for the Engine Overspeed Control Installation. When operating in accordance with this supplement, these limitations and operating procedures are in addition to, or in place of, those contained in the basic FAA Approved Flight Manual.

SECTION II

Limitations
Not Affected

SECTION III

Emergency And Malfunction Procedures
Not Affected

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SECTION IV
Normal Procedures

When the 269A4997-1 or -3 RPM limiter (engine overspeed control) is installed, it will prevent engine overspeed with clutch disengaged by grounding the magnetos momentarily at approximately 1850 RPM, and will reduce engine speed to just above the low idle speed. The limiter will ground the magnetos repeatedly until the engine speed is reduced. RPM indicator needle fluctuations exceeding 2000 RPM can result when the limiter is activated, which does not require a maintenance inspection. When the clutch switch is in HOLD or ENGAGED position, the limiter is inoperative.

CAUTION

Do not abuse overspeed limiter by starting the engine with the throttle open excessively, or by suddenly advancing the throttle causing the engine to rapidly accelerate through the limiter's range of operation. Such abuse may exceed the limiter's capability to prevent an overspeed condition.

Under no circumstances should the limiter be used as a governor to replace the pilot's responsibility to observe the 1600 RPM limitation. The occasions for limiter actuation are intended to be extremely rare.

SECTION V
Performance Data
Not Affected

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SECTION VI
Weight and Balance

At the time of delivery, Schweizer Aircraft Corporation provides each rotorcraft with an original weight and balance report and a list of equipment (equipment both required and optional) installed on the helicopter at the time of licensing. The removal or addition of any equipment can affect the basic empty weight and center of gravity. Any change to the permanently installed equipment or modification which affects weight or moment must be entered in the weight and balance record.

See Table 6-1 for Weight, Arm, and Moment for the Engine Overspeed installations.

Table 6-1

Part Number	Name	Weight (lbs)	Longitudinal	
			Arm (in)	Moment (in/lbs)
269A4997-1	Engine Overspeed Control	1.0	68.25	68.25
269A4997-3	Engine Overspeed Control	.75	54.0	40.5

SECTION VII
Aircraft Handling, Servicing and Maintenance
Not Affected

SECTION VIII
Additional Operations and Performance Data
Not Affected

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