

SCHWEIZER AIRCRAFT CORP.

Supplement to the FAA Approved
Rotorcraft Flight Manual

For

Schweizer 300C Helicopter
Model 269C

with a

CABIN HEATER KIT INSTALLATION
Part Numbers 269A4451-105, -107, -115, -117

Date of Original Approval: 18 Jul 1997

Date of Revision #3 Approval: MAY 6 2003

Approved By: *Vito Pulera*

for Vito A. Pulera
Manager, NYACO, ANE-170

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1S

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT
FOR
300C MODEL 269C HELICOPTERS
WITH A
CABIN HEATER KIT INSTALLATION

LOG OF PAGES

PAGE	DATE	PAGE	DATE
1	06 May 2003	9	06 May 2003
2	06 May 2003	10	06 May 2003
3	06 May 2003		
4	18 Jul 1997		
5	06 May 2003		
6	18 Jul 1997		
7	06 May 2003		
8	08 Jan 1998		

NOTES

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

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1S

REVISION TABLE

Revision Number	Date	Description
#1	08 Jan 1998	Add limitation of use of heater during hover and ground operations.
#2	02 Dec 1999	Expand and modify instructions for warm weather removal of heater components.
#3	06 May 2003	Addition of 269A4451-115 & -117 installations.

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1S

This page is intentionally left blank.

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1S

Table of Contents

Section/ Para No.	Title	Page No.
Section I	Introduction and General	7
Section II	Limitations	8
Section III	Emergency and Malfunction Procedures	8
Section IV	Normal Procedures	8
Section V	Performance Data	8
Section VI	Weight & Balance	9
Section VII	Aircraft Handling, Servicing, & Maintenance	9
Section VIII	Additional Operations & Performance Data	10

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1S

This page is intentionally left blank.

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1S

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 cabin heater, Part Number 269A4451-105 or -115 (standard) or 269A4451-107 or -117 (with provisions for exhaust diffuser's).

The 269A4451-105 and -107 installations utilize an exhaust pipe assembly that incorporates the heater muff as an integral part of the exhaust pipe. To identify this assembly, note that the bolted flanged edges of the two piece muff cover are installed vertically with the support cable attached to the top flange and that the flexible air ducts are attached to fittings that are independent of the cover and are welded to the exhaust pipe assembly.

The 269A4451-115 and -117 installations utilize an independent heat muff that can be removed from the exhaust pipe. This assembly can be identified by the bolted edges of the two-piece muff cover being horizontal and by the heater attaching to the support cable by a steel strap. The flexible air ducts are attached to fittings that are integral parts of the muff covers.

This supplement contains the limitations and normal operating procedures for the cabin heater. 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.

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

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1S

SECTION II
Limitations

Heater operation:

1. Avoid use of heater during hover and ground operations.

SECTION III
Emergency and Malfunction Procedures
Not Affected

SECTION IV
Normal Procedures

4-1. Preflight Check

ENGINE RIGHT SIDE

Cabin heater (if installed); security of muff and hoses,
heater control operation*

CHECK

*See Section VII for warm weather operation

4-2. Heater Operation

The cabin heat is regulated by a control lever that is mounted between the cabin seats. With the lever in OFF position, unwanted hot air is released to the atmosphere. With the lever in the ON position heat is directed to the cabin.

SECTION V
Performance Data

Reduce hover ceiling as specified for muffler installation in Figure 5-4, 5-5 and 5-6 (of the 269C Rotorcraft Flight Manual) when equipped with optional cabin heater (with or without exhaust diffusers).

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1S

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.

For summer operation, due to the several different exhaust system options available for replacement of the heater assembly used in the 269A4451-105 and -107 heater installation, the approved equipment list must be consulted for the correct weight and arm of the replacement exhaust system.

When the 269A4451-115 or -117 heater assembly is installed, the following table provides the net change in the weight and arm when converting from cold weather to warm weather operation:

WEIGHT (LBS)	LONG ARM	LATERAL ARM
-13.5	117.6	+10.1

SECTION VII
Aircraft Handling, Servicing and Maintenance

With this installation, warm air is taken from the engine plenum and vented through the heater muff for additional heating. The heated air is then vented through the valve box and into the cabin. The cabin heat is regulated by a control lever that is mounted between the cabin seats. Through the connecting cable, this lever controls the air flow through the valve box. With the lever in the OFF position, unwanted hot air is released to the atmosphere from the valve box.

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1S

To increase the heater life and to reduce the helicopters empty weight during warm weather operation it is recommended that the heater muff be removed from the exhaust system. The 269A4451-105 and -107 installations require replacement of the exhaust pipe assembly with an exhaust pipe configuration that does not contain a heater muff. When the 269A4451-115 or -117 installation is installed, only the heater shroud is removed from the exhaust pipe and the pipe remains in position. When modified for warm weather operation the air duct between the control box and the heat distribution plenum must be removed and the opening in the plenum must be suitably capped. Consult the HMI for the modification of the heater installation for summer operation.

SECTION VIII

Additional Operations and Performance Data
Not Affected