



SCHWEIZER SERVICE BULLETIN

B-240
8 May 1992

MANDATORY

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SUBJECT: ONE TIME INSPECTION - THRUST BEARING NUT P/N 269A1315 WITH POSSIBLE INCOMPLETE THREADS

MODELS AFFECTED:

- Part I**
 - Model 269C Helicopters with main rotor thrust bearing nut P/N 269A1315, which has been removed and replaced with thrust bearing nut from spare stock after November 01 1988 and prior to Compliance Time of Part II unless Part II has been previously accomplished
 - Model 269C Helicopters with Serial Numbers 1339, 1342 thru 1473, 1475, 1476, 1478 and 1479
- Part II**
 - All 269A1315 main rotor thrust bearing nuts in spares inventory

NOTE

All thrust bearing nuts shipped from factory after July 31 1990 are in compliance with this Bulletin.

TIME OF COMPLIANCE:

- Part I**
 - Shall be accomplished at next removal of main rotor drive shaft, 600-Hours time in service inspection or 12-month interval inspection, whichever occurs first
- Part II**
 - Shall be accomplished prior to July 01 1992 or prior to installation on helicopter, whichever occurs first

REFERENCE: 269 Series Basic HMI (Reissued: 15 March 1982; Revision 1: 24 Aug 1990)

PREFACE: The possibility exists that some main rotor thrust bearing nuts have threads that are not fully cut to the root diameter at the flange end. This may cause the thrust bearing nut to bottom on threads and consequently fail to clamp-up properly against the main rotor thrust bearing.

Part I of this Service Bulletin provides instructions for a one time inspection of the thrust bearing nut to determine if threads are fully cut to root diameter at the flange end of threads.

Part II of this Service Bulletin provides instructions for a one time inspection of thrust bearing nuts in spares inventory to determine if threads are fully cut to root diameter at the flange end of threads, prior to installation.

Failure to comply with this Service Bulletin may lead to a loss of control of the helicopter and subsequent serious injury, death and/or property damage.

Parts

<u>Nomenclature</u>	<u>Part #</u>	<u>Quantity</u>	<u>Source</u>
Thrust bearing nut	269A1315	1 (AR)	SAC
Thrust bearing lockwasher	269A1308-3	1	SAC

PROCEDURE:

PART I

- a. Remove main rotor blades
- b. Loosen the main rotor thrust bearing nut, remove hub and shaft assembly. (Refer to Basic HMI, Section 10.)
- c. Remove, tag and dispose of the thrust bearing lockwasher.
- d. Remove the main rotor thrust bearing nut from the hub and shaft assembly. (Refer to Basic HMI, Section 10.)
- e. Coat the threads of the thrust bearing nut with thread lube prior to installation.
- f. Install the thrust bearing nut and hand tighten in the thrust bearing housing.
- g. Inspect the position of the thrust bearing nut flange relative to the thrust bearing housing.
- h. If the thrust bearing nut flange seats against the thrust bearing housing, the thrust bearing nut is acceptable.
 - (1) Remove the main rotor thrust bearing nut.
 - (2) Reassemble the hub and shaft assembly.
 - (3) Install a new thrust bearing lockwasher.
 - (4) Reinstall hub and shaft assembly.
 - (5) Reinstall main rotor blades.
 - (6) Record compliance with this Service Bulletin in the aircraft records.
- i. If the thrust bearing nut flange does not seat against the thrust bearing housing, the thrust bearing nut is unacceptable.
 - (1) Remove the thrust bearing nut; tag, destroy or conspicuously mark thrust bearing nut to prevent inadvertent return to service.
 - (2) Reassemble the hub and shaft assembly with a serviceable thrust bearing nut.

- (3) Install a new thrust bearing lockwasher.
- (4) Reinstall hub and shaft assembly.
- (5) Reinstall main rotor blades.
- (6) Record compliance with this Service Bulletin in the aircraft records.

PART II INSPECTION OF IN STOCK SPARES

- a. Coat the threads of the thrust bearing nut with thread lube prior to installation.

NOTE

The thrust bearing nut may be inspected or checked in spare thrust bearing housing or in a housing already installed on an aircraft.

- b. Install and hand tighten the thrust bearing nut in the thrust bearing housing.
- c. Inspect position of the thrust bearing nut flange relative to the thrust bearing housing.
- d. If the thrust bearing nut flange seats against the thrust bearing housing, the thrust bearing nut is acceptable.
 - (1) Remove the main rotor thrust bearing nut; if thrust bearing nut is to be returned to stock, tag the thrust bearing nut with a note indicating compliance with this Bulletin.
 - (2) Install on aircraft or return to stock.
- e. If the thrust bearing nut flange does not seat against the thrust bearing housing, the thrust bearing nut is unacceptable.
 - (1) Remove the thrust bearing nut; tag, destroy or conspicuously mark the thrust bearing nut to prevent inadvertent return to service.

WEIGHT AND BALANCE DATA

Weight and balance are not affected.

