



SCHWEIZER SERVICE BULLETIN

B-260
19 Oct 1994

MANDATORY

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SUBJECT: CORROSION INSPECTION AND TREATMENT OF LOWER COUPLING DRIVE SHAFT

MODELS AFFECTED: Model 269A, TH-55A, 269A-1, 269B and 269C Helicopters equipped with:

- Any 269A5559-3 lower coupling drive shaft with a black oxide finish in the serial number range S478 through S712. (Shafts in this serial number range that are cadmium plated or painted with primer are not subject to the requirements of this Service Bulletin.)

TIME OF COMPLIANCE: ● PART I at next 50-Hour Inspection or within 30 days from issue date of this Service Bulletin, whichever occurs first, and at each 30 day interval thereafter until PART II is complied with. (PART I inspection is not required after PART II has been accomplished.)

- PART II at next 300-Hour Inspection, or next 12-Month (Annual) Inspection, or 12 months from issue date of this Service Bulletin, whichever occurs first.

- Affected spares must be inspected and treated in accordance with PART II prior to installation on helicopter, or 12 months from issue date of this Service Bulletin, whichever occurs first.

REFERENCE: Models 269A, TH-55A, A-1, B & C Basic HMI (Reissued: 15 March 1982; Revised 19 Oct 1994)

PREFACE: ● Surface corrosion has been found on some lower coupling drive shafts with the black oxide finish (shaft Serial Numbers specified under MODELS AFFECTED). It is therefore necessary to inspect these shafts for corrosion and apply a protective coat of primer, even if no corrosion is found. The inspection procedures specified in this Service Bulletin are in addition to all other inspection requirements for the lower coupling drive shaft.

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

PART I - 50-HOUR/30-DAY INSPECTION

PROCEDURE:

- a. Without removal from aircraft, visually inspect surface of lower coupling drive shaft for obvious corrosion. Pay particular attention to the area underneath and adjacent to the rubber alignment ring. Carefully move the ring as required to facilitate inspection. If the inspection results are not conclusive with the lower coupling drive shaft installed in the aircraft, remove the drive shaft from the aircraft (Basic HMI, Section 10) and re-inspect. If corrosion is found, perform PART II procedure prior to next flight.
- b. Record compliance with PART I of this Service Bulletin in the aircraft records.

PART II - 300-HOUR/12-MONTH INSPECTION/TREATMENT

PROCEDURE:

- a. Remove lower coupling drive shaft from helicopter (Basic HMI, Section 10). Remove/reposition boot and associated parts as necessary to gain access to shaft surface.
- b. Degrease lower coupling drive shaft and remove surface corrosion (if any) as follows:
 - (1) Clean shaft with either mineral spirits, alcohol, or Stoddard solvent.
 - (2) Lightly abrade by hand, any area of corrosion on the shaft surface between forward and aft splines with 3M Scotch Brite (gray or red).
- c. With a 10X magnifying glass, visually inspect shaft surface for corrosion pitting. If pitting is found, the drive shaft must be retired from service or returned to SAC for further evaluation and disposition. In this event, install serviceable drive shaft (step f. below).
- d. If lower coupling drive shaft is acceptable for continued service, perform the following:
 - (1) Cover forward and aft splines with masking tape.
 - (2) Paint entire shaft surface between splines with MIL-P-23377 primer (Basic HMI, Table 2-2, Item 140); allow adequate drying time and remove masking tape.
- e. Install/position boot and associated parts on shaft and secure.
- f. Lubricate and install lower coupling drive shaft (Basic HMI, Section 10).
- g. Record compliance with PART II of this Service Bulletin in the aircraft records.

WEIGHT AND BALANCE

Weight and balance are not affected.