



SCHWEIZER SERVICE BULLETIN

B-270.2
12 Mar 2001

MANDATORY

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SUBJECT: INSPECTION OF 269A5104-007 MAIN TRANSMISSION RING GEARS WITH SPECIFIC SERIAL NUMBERS AND REPORTING OF INSPECTION RESULTS

MODELS AFFECTED: ● All 269A, TH-55A, A-1, B & C Helicopters equipped with 269A5104-007 ring gears with Serial Numbers S2000ACR through S2099ACR

- Affected spare ring gears in stock

NOTE

These gears may have been installed in the main transmissions used on any 269 Series Helicopter.

The following main transmissions were delivered from Schweizer Aircraft Corp. with ring gears identified above:

- Overhauled or repaired transmissions 269A5175- () Serial Numbers OS0001, OS0002, OS0003, OS0004, OS0005, OS0008, OS0009, OS0010, OS0022, OS0036, S0241, S0282, S0436, S0451, WGC5962, WGC5994, and WGC6169R
- New transmissions 269A5175-023 Serial Numbers, S0455 through S0460, S0462 through S0472, S0474 through S0477, S0479 through S0519
- Ring gears in this serial number group were sold as spare parts for field installation after June of 1992.

- TIME OF COMPLIANCE:
- At the next 100-Hour Inspection or three months from the date of this Service Bulletin, whichever occurs first
 - At 300 hour intervals thereafter until 3000 hours are accumulated; if gear teeth are serviceable after 3000 hours, the requirements of this Service Bulletin are satisfied and the special inspections in this Service Bulletin are no longer required. The ring gear will then be subject to the standard inspection procedures and intervals found in the HMI.
 - Prior to installation of affected spare parts

REFERENCE: Model 269A, TH-55A, A-1, B & C Basic Handbook of Maintenance Instruction (Basic HMI), issued 15 Mar 1982, revised 28 Nov 2000

HMI Appendix C, Part I, reissued 30 Apr 1995, revised 17 Apr 1998

(■) Denotes portion of text added or revised.

*Supersedes B-270.1, dated 08 Jan 2000

PREFACE: Several gears of the group listed under Models Affected have been found with cracked and fractured teeth.

PROCEDURE:

- a. Remove the inspection plug from the top of the main transmission (Basic HMI, Section 10).
- b. Remove the oil nozzle from the right side of the main transmission (Basic HMI, Section 10).
- c. With a strong light visually inspect the entire tooth face on all 49 ring gear teeth for cracks, pits, spalling or other deterioration (Refer to Basic HMI Paragraph 10-15A, Step d. for details.). Pay particular attention to the contact pattern area; disregard the reference to suspect area. (Inspect entire tooth face.)
- d. Inspect, "feel" the surface of the teeth for pits, cracks, and deterioration using the probe and procedure called out in Paragraph 10-15A.
- e. Reject the ring gear and remove it from service if cracks, pits, or spalling are found or if the probe hangs up (catches) on the teeth. Install 269A5104-007 ring gear serial number S2100ACR or higher in accordance with Appendix C, Part I reassembly procedures, or install a serviceable main transmission.
- f. If installed ring gear is serviceable, install and orient pinion spray nozzle in accordance with HMI Appendix C, Part I, Section 6. Install and safety the inspection plug in the main transmission.
- g. For all subject gears, fill out the attached response form and mail or Fax a copy to Schweizer Aircraft Corp.
- h. Record compliance with this Service Bulletin in the aircraft records and historical service records.

WEIGHT AND BALANCE

Weight and balance are not affected.

RESPONSE FORM

For Schweizer Service Bulletin B-270.2

RING GEAR P/N _____ RING GEAR S/N _____

RING GEAR TOTAL TIME _____

RING GEAR CONDITION: Accept Reject

TRANSMISSION S/N _____ TRANSMISSION TOTAL TIME _____

AIRCRAFT MODEL & S/N _____ AIRCRAFT TOTAL TIME _____

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