



SCHWEIZER SERVICE BULLETIN

C1B-011
02 Jan 2001

MANDATORY

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SUBJECT: TEXTRON LYCOMING SPECIAL ADVISORY NO. 62-1200

MODELS AFFECTED: All Model 269C-1 Helicopters

TIME OF COMPLIANCE: ● Specified compliance times under SERIAL NUMBERS AFFECTED in the subject Lycoming Special Advisory.

REFERENCE: ● Attached copy of TEXTRON Lycoming Special Advisory No. 62-1200

PREFACE: ● Refer to compliance under SERIAL NUMBERS AFFECTED in subject service bulletin.

- 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.

PROCEDURE:

1. Disconnect splined lower pulley coupling drive shaft, idler pulley actuating spring and lower H-frame side brace.
2. Peel "V" drive belts from upper pulley (four forward and four aft). Remove the upper H-frame bearing clamps. Rotate the H-frame to the right and raise it high enough that the four belts forward of the upper pulley will clear the pulley. Move the H-frame assembly aft and allow the assembly to hang on the tail rotor drive shaft.
3. Remove the cooling impeller and shroud from the engine in accordance with the basic HMI Section 6.
4. Perform the Lycoming eddy current inspection.
5. Reattach the cooling impeller, scroll assembly and belt drive system to the helicopter in reverse order in accordance with the pertinent paragraphs of the Basic HMI Sections 6 and 10.
6. Record Compliance with this Service Bulletin in the aircraft records and historical service record.

WEIGHT AND BALANCE

Weight and Balance are not affected.

652 Oliver Street
Williamsport, PA 17701 U.S.A.
570/323-6181**Special Advisory**
No. 62-1200SAC
P.O. Box 147
Elmira NY 14902

December 13, 2000

SUBJECT: Engine/Crankshaft Inspection (Schweizer Helicopters)
ENGINES AFFECTED: HO-360-C1A
SERIAL NUMBERS AFFECTED: L-35999-36A L-36139-36A

For compliance within the next **10 hours** of operation:

L-36000-36A, L-36091-36A and L-36202-36A

For compliance within the next **50 hours** of operation:

L-35885-36A, L-35886-36A, L-35897-36A, L-35939-36A, L-36047-36A, L-36068-36A, L-36248-36A, L-36289-36A, L-36321-36A, L-36325-36A, L-36364-36A, L-36395-36A, L-36458-36A, L-36504-36A, L-36533-36A, L-36549-36A, L-36788-36A, L-36789-36A, L-36887-36A, L-36930-36A, L-37127-36A, L-37176-36A, L-37250-36A, L-37329-36A, L-37355-36A, L-37400-36A, L-37439-36A, and L-37457-36A

Textron Lycoming has identified a metallurgical problem on a small number of crankshafts in our facility. Our records indicate that your engine was assembled with a suspect crankshaft. Due to the nature of the possible problem, the affected engines/crankshafts must be inspected within next 10 or 50 hours of operation as stated above.

Textron Lycoming would like to inspect the crankshaft using a nondestructive inspection method called Eddy Current testing, which will be performed without removing the engine from the aircraft. The Eddy Current test requires that the engine not be run for approximately 12 to 14 hours prior to the testing.

Textron Lycoming will perform the inspection and, if required, the replacement of the crankshaft, at no cost to you. Up to 5 hours for labor associated with the inspection will be reimbursed through an authorized Textron Lycoming Distributor using the standard Warranty Procedure.

Textron Lycoming will make every effort to contact affected owners by phone at the address on file at the factory. In the event you have not been contacted by December 29, 2000, please call Textron Lycoming at 800-258-3279, Extension 7316, to make arrangements for compliance.

Thank you in advance for your cooperation.

Sincerely,

Jay Mankad
Director, Quality Assurance