



# SCHWEIZER SERVICE BULLETIN

C1B-016.1\*  
24 Sep 2004

MANDATORY

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**SUBJECT:** SUPPORT BRACKET (269A8460-1) THROTTLE BELLCRANK, INSPECTION FOR CRACKS

**MODELS AFFECTED:** All 269C-1 Helicopters equipped with carbureted engines incorporating the 269A8460-1 support bracket, that have not been modified by installation of SA-269K-115-1 or -3 Kit.

NOTE

Fuel injected aircraft are not subject to this Service Bulletin. Serial numbers 0139 and subsequent were factory built with fuel injected engines.

**TIME OF COMPLIANCE:**

- PART I**
- Within 10 hours of flight time or the next Annual Inspection, whichever occurs first.
- PART II**
- Within 100 hours of flight time or within three months from issue date of this Service Bulletin, whichever occurs first.

**REFERENCE:** Model 269C-1 Basic HMI (Issued 14 July 1995; Revised: 20 Nov 2003)

**PREFACE:**

- There have been reports of failures resulting from fatigue cracks in the 269A8460-1 support, just below the throttle control bellcrank attach lug. Part I of this Service Bulletin requires an inspection for cracks and to identify those 269A8460-1 supports that may be unserviceable and remove them from service. Part II of this Service Bulletin requires installation of Field Modification Kit; SA-269K-115-1 or -3.

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

**FAA APPROVAL:** The engineering aspects of this Service Bulletin (C1B-016.1) are FAA approved.

**PARTS REQUIRED:**

SA-269K-115-1 or -3 Field Modification Kit (The -1 Kit includes all necessary parts; the -3 Kit requires local fabrication of 269A8460-15 angle.)

**PROCEDURE:**

**PART I:**

- a. Remove lower cowling to gain access to the front of the engine.

(█) Denotes portion of text added or revised

\*Supersedes C1B-016, dated 06 Apr 2004

NOTE

Two versions of support may be in service.

- b. Determine which version of the support is installed. This may require removal of the bellcrank.
  - (1) 269A8452-1 or -13 is a welded support used with a separate 269A8453-15 tube to which the inlet hose is attached. This installation is not subject to this Service Bulletin.
  - (2) 269A8460-1 a one-piece casting, which is subject to this Service Bulletin.
- c. Inspect the 269A8460-1 support as follows:
  - (1) Remove the bellcrank.

CAUTION

**Do not bend throttle extension to cable housing more than 5° or damage to the swaged joint may result requiring cable replacement.**

- (2) Clean the upper web area below the bellcrank attachment lug.
  - (3) Measure the web thickness in the area between the bellcrank lug and the body of the support. Minimum thickness is .090 inch.
  - (4) Using a 10X glass and bright light, inspect for cracks in the webs between the bellcrank lug and the body of the support for cracks, missing paint or corrosion in the magnesium.
  - (5) Remove any corrosion and re-inspect for cracks.
  - (6) If determination of condition is not conclusive; remove support, strip paint and dye check in accordance with Basic HMI, Section 2.
- d. Remove from service any cracked or excessively corroded parts, or parts that measure below minimum dimension.
- e. Install serviceable support and new gasket.
- f. Record compliance with Part I of this Service Bulletin in the aircraft records.

**PART II:**

- a. Inspect the 269A8460-1 support in accordance with Part I. Modify serviceable parts by installation of Field Modification Kit; SA-269K-115-1 or -3.
- b. No further action is required by this bulletin after the SA-269K-115-1 or -3 Field Modification Kit is installed.
- c. Record compliance with Part II of this Service Bulletin in the aircraft records.

WEIGHT AND BALANCE

Weight and balance are not affected.