



SCHWEIZER SERVICE BULLETIN

C1B-020
29 Nov 2006

MANDATORY

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SUBJECT: SLICK SERVICE BULLETIN SB1-06A

MODELS AFFECTED: • All 269C-1 models serial numbers 0067 thru 0069 and 0076 through 0266.

- Any 269C-1 helicopter that has had the 269A4623-11 (Continental/Bendix start vibrator) replaced with an SS1001 SLICK START™ booster.

TIME OF COMPLIANCE: As required by SLICK Service Bulletin SB1-06A.

REFERENCE: • SLICK Service Bulletin SB1-06A (See attached copy).

- 269C-1 Basic HMI (Issued 14 Jul 1995, Revised 17 Mar 2006).
- SA-269K-119 Kit drawing.

PREFACE: • Slick Service Bulletin SB1-06A has been issued by Unison Industries requiring that the right magneto "P" lead ground be removed from the SS1001 SLICK START™ ignition booster and the #2 terminal be removed from the booster assembly. The Bulletin requires that the existing right magneto starting ground circuit internal to the Slick SS1001 booster be disabled and that the right magneto be grounded during start through a combination ignition/start switch. In accordance with Step 3.C of the Bulletin, if the back of the magneto switch cannot be rewired, the switch is to be replaced with one that can or the Slick booster must be removed from service. The configuration of the start ignition circuit used in the Model 269C-1 helicopter will not accept these changes, therefore the SA-269K-119 kit has been developed to provide an alternate method of grounding the right magneto during engine start in order to comply with this Slick Service Bulletin.

- Failure to comply with this Service Bulletin may lead to a significant loss of engine power which would occur on initial engine start, and that would be noticeable during the engine run-up magneto check prior to take-off, and during helicopter take-off as well as whenever engine power is required.

APPROVAL: Engineering aspects of this Service Bulletin are FAA approved.

PARTS REQUIRED: SA-269K-119 Installation Kit

PROCEDURE:

- a. Install right magneto "P" lead ground relay in accordance with instructions on face of SA-269K-119 kit drawing.
- b. Modify SS1001 SLICK START™ booster in accordance with Paragraph 2. of Slick Service Bulletin SB1-06A.
- c. Enter compliance with this Service Bulletin and Slick Service Bulletin SB1-06A in aircraft records.

WEIGHT AND BALANCE

Weight and Balance are not effected

SLICK SB1-06A

Service Bulletin

TO: Aircraft manufacturers, distributors, dealers, engine overhaul facilities, owners and operators of SlickSTART™ ignition booster P/N SS1001.

SUBJECT: Removal of pin #2 on SS1001 SlickSTART™ ignition boosters.

BACKGROUND INFORMATION:

Previous installation instructions for the SS1001 allowed connection of the SlickSTART™ to both left and right magnetos. Unison Industries now recommends the removal of this connection method because it potentially compromises the redundancy of the ignition system. Therefore, this unit must be disconnected from the right hand magneto and pin #2 must be removed from the SlickSTART™ unit, thus allowing the right magneto to operate independently.

In most applications, this pin will not be connected, but the pin should still be physically removed to prevent any connection in the future.

COMPLIANCE: Within four calendar months from the date of issue of this Service Bulletin revision, or 20 flight hours, whichever is later, operators of aircraft that have the SS1001 SlickSTART™ booster installed should physically remove the #2 pin from the unit.

PROOF OF COMPLIANCE: Appropriate engine/airframe logbook entries.

TOOLS REQUIRED PER BULLETIN: Pin #2 can be cut off using standard side cutters. No other special tooling is required.

WEIGHT CHANGE: None.

MAGNETO MODELS AFFECTED: SlickSTART™ model SS1001.

DETAILED INSTRUCTIONS:

- If installed, remove and discard the associated wire that connects the #2 pin to the P-lead on the right magneto.

WARNING: WEAR APPROPRIATE EYE PROTECTION WHEN CUTTING THE PIN.

- If the SlickSTART™ unit is accessible, cut of the #2 pin as short as possible to prevent future use of this pin. See Figure 1. If necessary, remove the SS1001 from the firewall to complete this operation then re-install it.

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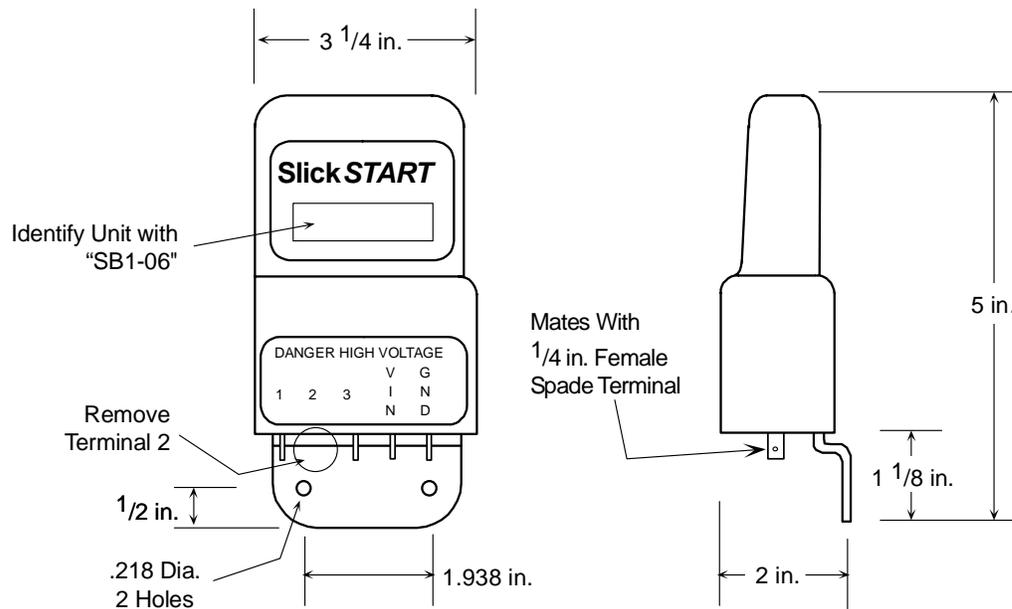


Figure 1

3. If the #2 pin was connected to the right magneto P-lead, an alternative method of grounding the right magneto P-lead during starting is provided below.

CAUTION: ON ENGINES WITH ONE RETARD BREAKER MAGNETO OR ONE IMPULSE COUPLING MAGNETO INSTALLED, FAILURE TO GROUND THE RIGHT MAGNETO DURING START WILL RESULT IN ENGINE KICKBACK AND POSSIBLE DAMAGE TO THE STARTER AND ASSOCIATED ACCESSORY GEAR TRAIN.

- A. In most applications, the right magneto can be grounded during start by the ignition switch. If the wiring connections on the back of the ignition switch are similar to those shown in Figure 2, a jumper can be added to the two terminals shown to provide a ground path during start.

Verify that this jumper is installed if your aircraft is equipped with this type of switch.

These diagrams show the most common switches. Refer to the switch manufacturer's installation instructions for your switch.

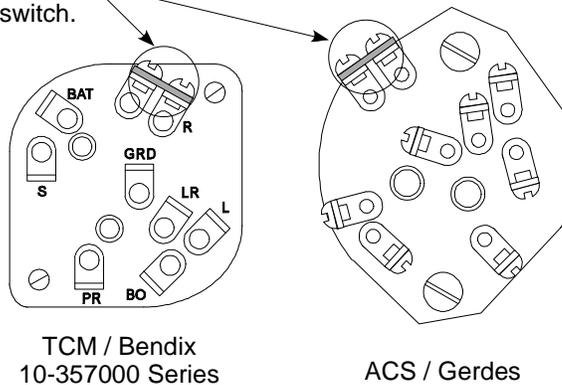


Figure 2

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- B. Some aircraft have a switch or switches that provide the ability to select only one magneto during start. In this circumstance, verify that the "pilot operating handbook" allows the right magneto switch to remain off during start, and placard the right magneto switch to remain off during start. If this method is not allowed by the aircraft manufacturer, a combination ignition / start switch shown must be installed to ground the right magneto during start.

- C. If the switch installed does not provide a means to ground the right magneto during start, it must be replaced with a combination ignition / start switch that provides this function, or the SlickSTART™ booster must be removed from the aircraft.

PART IDENTIFICATION: Following removal of the #2 pin from the SlickSTART™, print using a permanent marker on the white portion of the unit's label "SB1-06". This marking will provide further indication that this Service Bulletin has been complied with.

THIS SERVICE BULLETIN IS A SUPPLEMENT TO SLICK MAINTENANCE AND OVERHAUL MANUAL L-1492. CHECK WITH SLICK TO BE SURE YOU HAVE THE MOST CURRENT REVISION OF SLICK MANUAL L-1492 AND PERTINENT SERVICE LETTERS AND BULLETINS BEFORE PERFORMING MAINTENANCE OR OVERHAUL.

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