



# SCHWEIZER SERVICE BULLETIN

C1B-033  
05 Jan 2011

**MANDATORY**

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**SUBJECT: CLEVIS PIN CHAFFING BOTTOM OF FUEL TANK**

**MODELS AFFECTED:** • All Model 269C-1 Helicopters

**TIME OF COMPLIANCE:** At next scheduled inspection.

**REFERENCE:** 269C-1 Model Basic HMI, Revised: 16 Jul 2010

**PREFACE:** • Schweizer Aircraft Corp. has received several reports that the heads of the clevis pins and washers, attaching the lower half of the fuel tank retention strap (band clamp) to the airframe, are chaffing the bottom of the tank. Investigation of the condition revealed that the rubber extrusion was not properly positioned between the fuel tank and strap attachment. The extrusion holds the strap away from the fuel tank and prevents the strap and pin assembly from contacting the tank. This Service Bulletin requires a one-time inspection to assure the extrusion is properly positioned and chaffing has not occurred.

**CAUTION**

**Failure to comply with this service bulletin can result in fuel leakage or chafe damage that will require extensive repair or replacement of the tank.**

**FAA APPROVAL:** The engineering aspects of this Service Bulletin are FAA Approved

**PARTS REQUIRED:** As required:

MEK	ASTM D740	Procure Locally
Rubber Extrusion	269A8330-11	SAC
Waterproof Cement	Weldwood Contact Cement	DAP Inc. Baltimore, MD
	or Pliobond #20	Goodyear Akron, OH
Paint Remover	Turco 5851	Turco Products Westminster, CA
Abrasive Paper	Silicon Carbide, 360 grit	Procure Locally
Chemical Film	Iridite 14-2 (MIL-C-5541 Class 3)	Procure Locally
Epoxy Primer	HMS-15-1100	Procure Locally

Paint, Epoxy Primer	FED-STD-595 (Color as Required)	Procure Locally
Sponge, Closed Cell	SCE-41 PSA	Procure locally

**PROCEDURE:**

**PART I: INSPECTION AND AS REQUIRED REPLACEMENT OF RUBBER EXTRUSION**

- a. Using a bright light and mirror, examine bottom of fuel cell and check that 269A8330-11 rubber extrusion is properly positioned between tank and retention strap clevis pin as shown in C1B-033-1. Verify there is proper clearance between the clevis pin head, washers and fuel tank. Clearance needs to be verified again after the fuel tank is fueled.

NOTE

If rubber extrusion is installed as shown in Figure C1B-033-1, proper clearances have been established and there is no evidence of contact or chaffing then no further action is required. Record compliance with this Service Bulletin in the aircraft records.

- b. If extrusion is not in proper position or there is not sufficient clearance between clevis pin head, washers and fuel tank, defuel and remove fuel tank from helicopter in accordance with Basic HMI, Section 5. If chaffing of fuel tank has occurred, inspect and repair in accordance with Part II of this Service Bulletin.
- c. Remove installed 269A8330-11 extrusion from seat structure vertical beam and using MEK, remove all residual adhesive.
- d. Trial fit a new length of 269A8330-11 extrusion on the seat beam and trim to .12 to .18 inch past the center line of the clevis pin position as shown in Figure C1B-033-1. Using waterproof cement, bond extrusion to vertical beam and portion of stainless steel strap attached to vertical beam.
- e. Reinstall fuel tank on helicopter in accordance with Basic HMI, Section 5.
- f. Check for proper clearance of clevis pin head. Verify clearance after fuel tank has been fueled. If there is not adequate clearance, repeat Step b. above and add additional layers of SCE-41 PSA closed Cell Sponge, as required, as shown in Figure C1B-033-1.
- g. Record compliance with PART I of this Service Bulletin in the aircraft records.

**PART II: INSPECTION AND REPAIR OF CHAFED FUEL TANK**

- a. Using paint remover, remove paint from surrounding area of chafe damage.
- b. Measure depth of chafed area from surrounding bare metal surfaces. Depth is not to exceed .004 inch deep. If damage exceeds .004 inch, remove tank from service and contact Schweizer Customer Service at HSI – Helicopter Support, Inc. (203) 416-4000 or Email [schweizerhsi@hsius.com](mailto:schweizerhsi@hsius.com).
- c. If damage is within limits, using abrasive paper, sand out damage until bottom blends smoothly into surrounding areas. Repair area should be not less than .080 inch in diameter. After blending in repair, check depth of repair has not exceed .004 inch below the surrounding

- area. Fuel tanks outside of damage limits must be removed from service and replaced with a serviceable tank.
- d. Apply corrosion protection and restore paint film in accordance with HMI Appendix D, Corrosion Control Manual.
  - e. Reinstall fuel tank on helicopter in accordance with Basic HMI, Section 5.
  - f. Check for proper clearance of clevis pin head. Verify clearance after fuel tank has been fueled.
  - g. Record compliance with PART II of this Service Bulletin in the aircraft records.

### WEIGHT AND BALANCE

Weight and Balance are not affected.

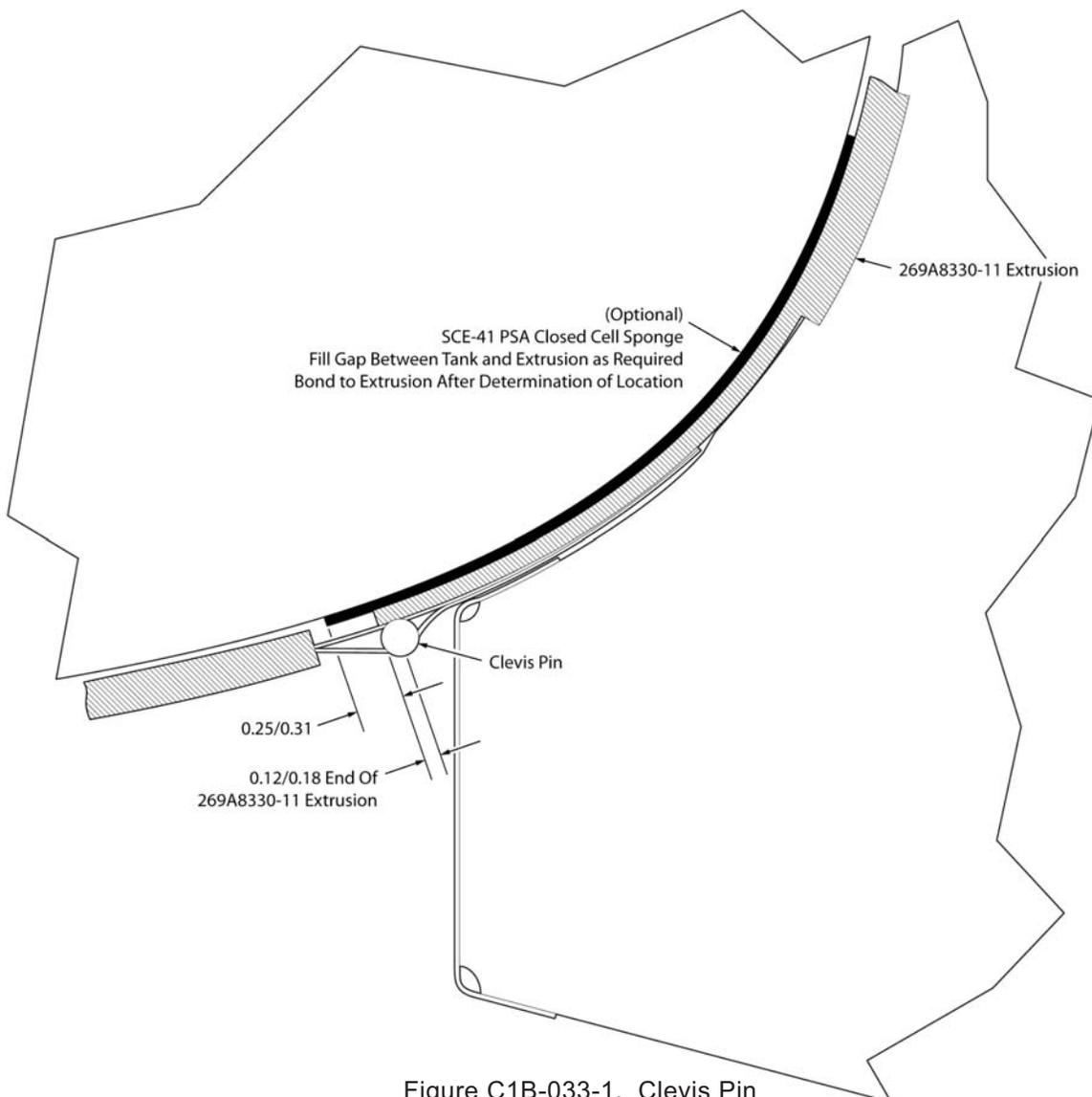


Figure C1B-033-1. Clevis Pin