



SCHWEIZER SERVICE BULLETIN

MANDATORY

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

MODELS AFFECTED: ● All Model 269D (330) 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 main transmissions used on any 269 Series Helicopter.

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

- New Model 269D main transmissions 269A5175-027 serial numbers S0001 through S0006
- 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
- 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

(|) Denotes portion of text added or revised.

*Supersedes DB-006, dated 12 Mar 1999

REFERENCE: Model 269D Basic Handbook of Maintenance Instructions (Basic HMI), issued 01 Feb 1993, revised 05 Nov 1999

HMI Appendix C, Part I, issued 30 Aug 1994, revised 12 Feb 1997

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).

NOTE

In the next step, index mark the oil nozzle before removing nozzle from transmission.

- b. Disconnect oil cooler line from oil nozzle and remove the oil nozzle from the right side of the main transmission.
- c. With a strong light visually inspect the entire tooth face on all 49 ring gear teeth for cracks, pits, spalling or other deterioration. Pay particular attention to the contact pattern area.
- d. Inspect all ring gear teeth for deterioration with a sharp tipped probe (approximately 0.005 inch) using the method described in HMI Appendix C, Part I, Section 3. If the sharp tipped probe "hangs up" or catches with light finger pressure, the gear must be removed from service.
- 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 HMI, 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. Attach oil cooler line to oil nozzle and carefully tighten fitting without disturbing index mark alignment of oil nozzle. Install and safety the inspection plug in the main transmission.
- h. For all subject gears, fill out the attached response form and mail or Fax a copy to Schweizer Aircraft Corp.
- i. Record compliance with this Service Bulletin in the aircraft records and other component service record.

WEIGHT AND BALANCE

Weight and Balance are not affected.

RESPONSE FORM

For Schweizer Service Bulletin DB-006.1

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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