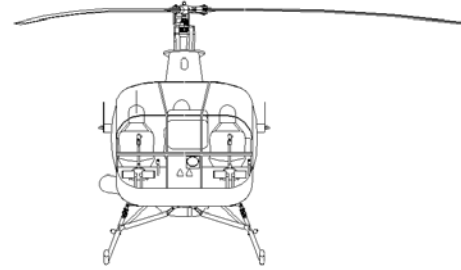


269D™ HELICOPTER

ALERT SERVICE

BULLETIN



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ASB DB-046
BASIC ISSUE • August 13/13

SUBJECT: One-Time Visual Inspection of Main Rotor (M/R) Blade Assemblies and Implement a Recurring Visual Inspection for Cracks and/or any other Anomalies

Section 1. PLANNING INFORMATION

- A. **Effectivity** All 269D Configuration "A" model helicopters.
Component: M/R Blade Assembly, Part Number (P/N) 269D1120-001.
- B. **Purpose** To perform a one-time inspection of M/R Blade Assemblies for nicks, gouges, dents, ripples, gaps, scratches, and cracks and to provide instructions to implement a recurring inspection of the M/R Blade Assemblies.
- C. **Description** Helicopter is prepared for maintenance. A one-time inspection of M/R Blade Assemblies for nicks, gouges, dents, ripples, gaps, scratches, and cracks is performed. If any of the M/R Blade Assemblies fail the inspection performed in this Alert Service Bulletin (ASB), and/or any discrepancies are found, remove the M/R Blade Assembly from service and contact Sikorsky Aircraft Corp. for further instruction and disposition. Record findings in the ASB Work Sheet (Section 3.E). If M/R Blade Assemblies pass this inspection, helicopter is returned to service.

A recurring inspection of the M/R Blade Assemblies is implemented in accordance with the Temporary Revisions listed in Section M., Publications Affected.
- D. **Compliance** Compliance is essential. Inspection must be accomplished within the next 10 flight hours or 30 days from the issue date of this ASB, whichever occurs first.

The implementation of the recurring inspection shall be accomplished subsequent to the one-time inspection.

Section 1. PLANNING INFORMATION (Continued)

E. Approval Inspection item.

F. Manpower (Estimated)

Task	No. of Men	No. of Hours**	Man-Hours*
M/R Blade Assembly Inspection	1	0.76	<u>0.8</u>
Total Man-Hours			0.8

*Estimate does not include time required to prepare helicopter or return it to flight status.

**If replacement of blade assembly is required, add an additional 2.1 man-hours.

G. Material

(1) Magnifying glass (10X) (commercially available or equivalent).

(2) High intensity light (commercially available or equivalent).

H. Tooling

None.

I. Weight and Balance

Not Affected.

J. Electrical Load Data

Not Affected.

K. Software Load Data

Not Applicable.

L. References

Handbook of Maintenance Instructions (HMI) CSP-D-9.

M. Publications Affected

(1) HMI CSP-D-9, Appendix B.

(2) HMI CSP-D-9, Section 8.

(3) Temporary Revision No. 269DA-21, against HMI CSP-D-9, Section 8.

(4) Temporary Revision No. 269DA-22, against HMI CSP-D-9, Appendix B.

Section 1. PLANNING INFORMATION (Continued)

N. Attachment

None.

Section 2. MATERIAL INFORMATION

A. Basis for Material Data

Per helicopter.

B. Bill of Material

None.

C. Consumable Material

None.

Section 3. ACCOMPLISHMENT INSTRUCTIONS

A. Prepare helicopter for inspection:

- (1) Turn off all helicopter electrical power.

B. Perform M/R Blade Visual Inspection:

NOTE: Refer to Figure 1 for example of cracking.

- (1) Visually inspect M/R blade in the midspan region of transition from the basic blade to the droop-nose/extended trailing edge trim tab. Refer to Figure 2.
 - (a) Inspect the trailing edge tab and tab-skin corner radius five inches spanwise on either side of this radius and six inches forward of the trailing edge of the basic airfoil for the presence of any nicks, gouges, dents, and/or any other anomalies.
 - (b) If evidence of any damage is found in this area, refer to damage allowable criteria (HMI CSP-D-9, Paragraph 8-11).
 - (c) Inspect upper and lower blade skins for evidence of any cracks, ripples, dents or any other deformation. Cracks of any size, regardless of location, are unacceptable and cause for rejection of the blade. If any evidence of cracking is found, remove M/R blade from service.
 - (d) Record findings in the ASB Work Sheet (Section E).
- (2) Using a 10x magnifying glass, or equivalent, and high intensity light, or equivalent, perform visual inspection of the tab-skin corner radius area of the extended trim tab. Refer to Figure 3.

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

- (a) Inspect the area two inches spanwise on either side of this radius and two inches forward of the trailing edge of the basic airfoil section. Cracks of any size, regardless of location, are unacceptable and cause for rejection of the blade. If any evidence of cracking is found, remove blade from service.
- (b) If any damage is found in this area that was not identified during the previous visual inspection, refer to damage allowable criteria (HMI CSP-D-9, Paragraph 8-11) prior to rejecting M/R blade.
- (c) If a rejected condition is found, fill out attached Sikorsky Engineering Evaluation return form and ASB Work Sheet (Section E). Forward M/R Blade Assembly and completed forms to:

Helicopter Support, Inc. (HSI)
URGENT: Engineering Evaluation
Attn: SAS Commercial Aircraft Product Support
300 Montowese Avenue Extension
North Haven, CT 06473

- (1) Complete attached ASB Work Sheet (Section E) and return with compliance card.

C. Return helicopter to service.

D. Implement recurring inspection as follows:

- (1) Review and comply with Temporary Revisions listed in Section M, Publications Affected, of this ASB.

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

E. ASB Work Sheet:

(1) Was any damage evident during the visual inspection? ____ No ____ Yes

If 'Yes', list type of damage, location, and size for each indication:

Type (nick, gouge, dent, etc.)	Location (distance from feature)	Size of Damage (in.)

(2) Was any damage evident during the 10x magnified inspection? ____ No ____ Yes

If 'Yes', list type of damage, location and size for each indication:

Type (nick, gouge, dent, etc.)	Location (distance from feature)	Size of Damage (in.)

(3) Where cracks of any size or form evident during this inspection?

____ No ____ Yes

(4) Was M/R blade rejected from service? ____ No ____ Yes

If 'Yes', list criteria: _____

(5) Was M/R blade removed from service? ____ No ____ Yes

If 'Yes', list criteria: _____

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

F. Record of Compliance:

- (1) Make an appropriate helicopter logbook entry to show compliance with this ASB.
- (2) Upon compliance with the ASB, complete attached ALERT SERVICE BULLETIN COMPLIANCE RECORD CARD and ASB Work Sheet (Section E) and return it to Sikorsky Aircraft Corporation.

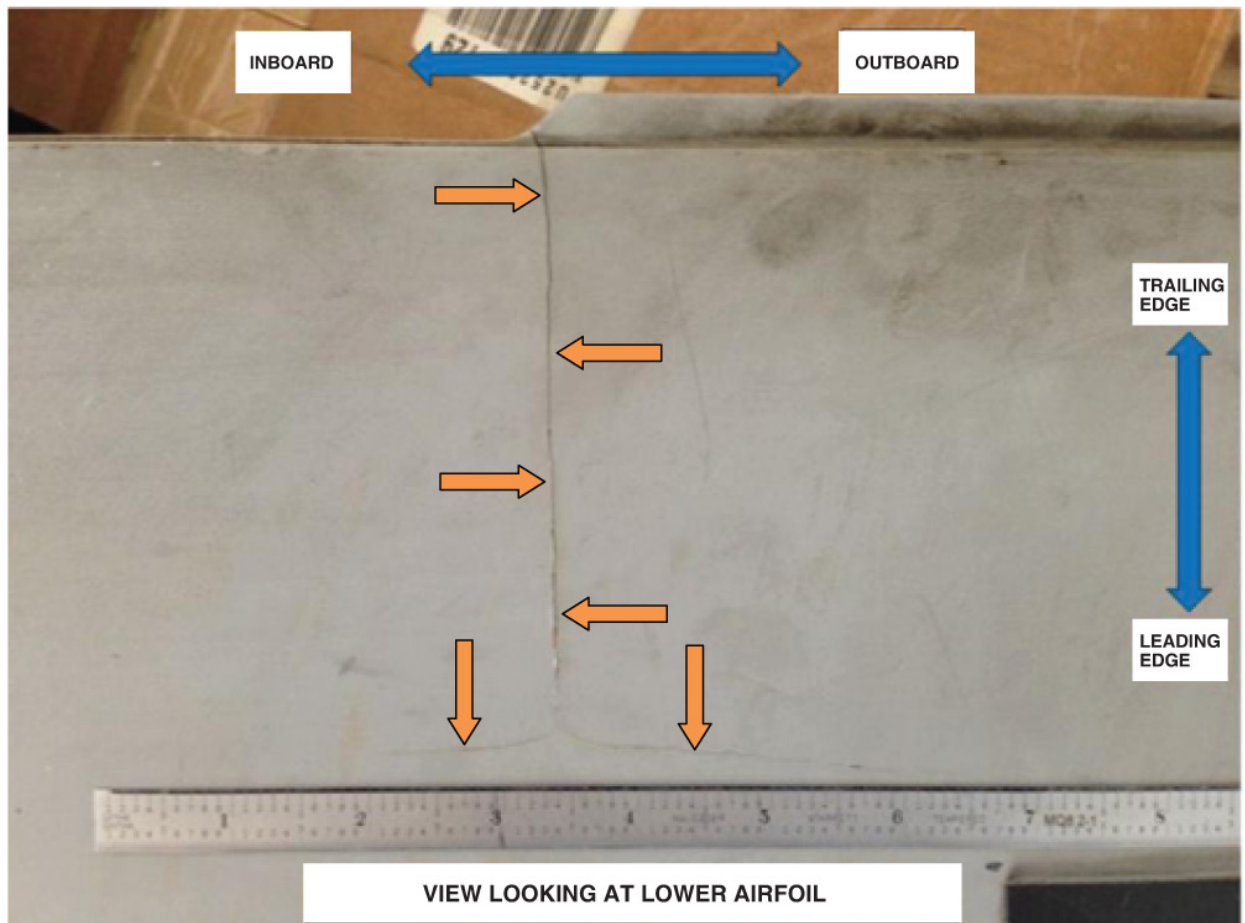


Figure 1. Blade Crack Condition

TD3124
SA

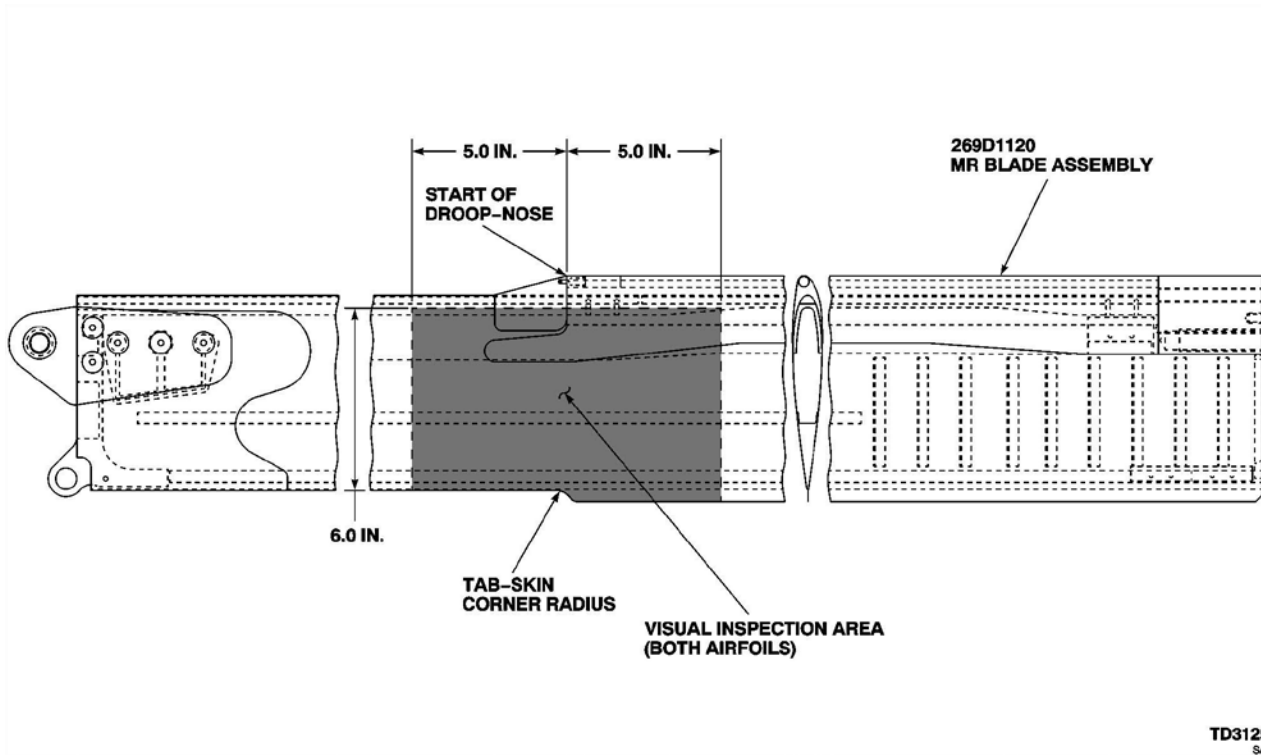
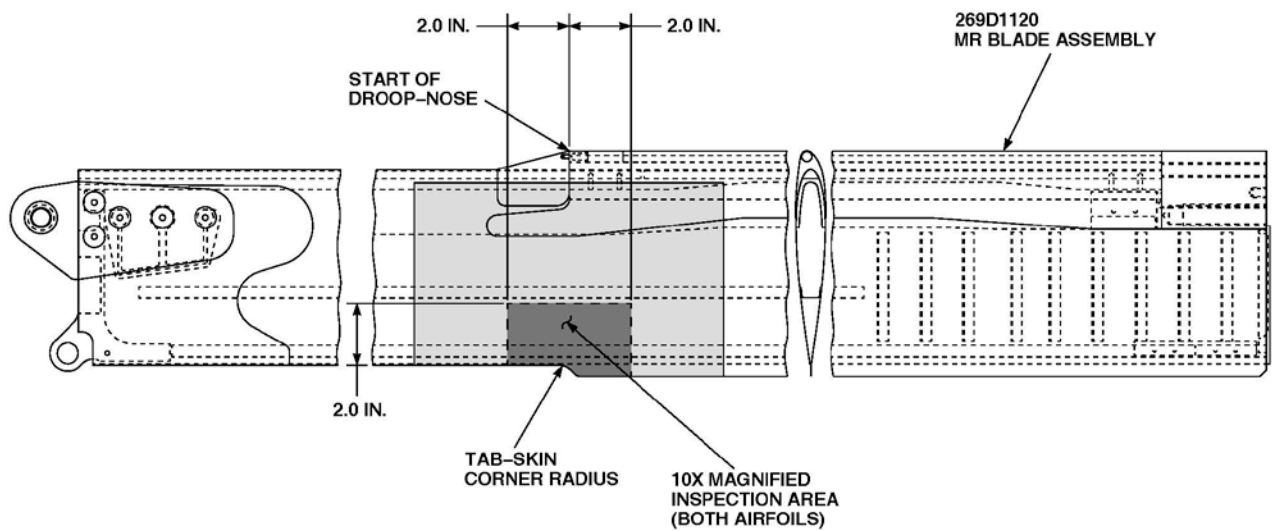


Figure 2. Visual Inspection Area of Blade



TD3126
SA

Figure 3. Magnified Inspection Area of Blade

Return for Sikorsky Engineering Evaluation

RETURN INSTRUCTIONS:

Return parts indicated below to Sikorsky Aircraft Corporation by the fastest traceable means with the following information:

Send to:

Helicopter Support, Inc. (H.S.I.)
URGENT: Engineering Evaluation
Attn: SAS Commercial Aircraft Product Support
300 Montowese Avenue Extension
North Haven, CT 06473

Mark for:

- SLH/269 S-70 S-76 S-92
- Product Safety/Engineering Evaluation
- Engineering
- HUMS Anomaly or Exceedance

PART INFORMATION:

Part Number 269D1120 Serial Number: _____

Nomenclature Main Rotor Blade

Reason for Removal Failed Inspection Per ASB

Helicopter Serial Number _____ A/C Hours at Removal: _____

Date Removed: _____ Component Hours at Removal: _____

TSR: _____ TSO: NA

Customer/Operator Name _____

Sikorsky FTR # _____

Sikorsky RFA # _____

Requested by customer or Sikorsky? Sikorsky – Jake Fehrman
(if Sikorsky, please list requestor name)

Remarks: Send blade to Mat-Lab Attn Pete Zovas

ADDITIONAL INSTRUCTIONS:

1. Fax or email a copy of this form with shipping information (AWB#, Flight#, Shipper Tracking#) as applicable to **+1 860-353-6557** or **sascommercialproduct@utc.com**
Include a copy of this form in the box with the part.

2. If a Sikorsky FSR is on-site, obtain the FTR # from him/her and record in the spaces above, if not already annotated.

3. Any questions regarding the return of this part should be directed to the Requestor listed above.

(Fold over and tape closed)

SIKORSKY AIRCRAFT CORPORATION

FACSIMILE NUMBER (860) 998-7565

EMAIL ADDRESS: GPSIKSASProductSafet@utc.com

ATTENTION: SAS PRODUCT SAFETY MANAGER
SIKORSKY AEROSPACE SERVICES

IMPORTANT NOTICE

Upon **COMPLIANCE** with the attached ASB, Sikorsky requests your cooperation in completing and returning this **ENTIRE PAGE** by **MAIL, FAX, or scan & EMAIL**.

If you have internet access, you may go to www.sikorsky.com to record your compliance.

Please fill in the requested information at the bottom of the page, so we may maintain proper records documenting the configuration of your aircraft. This information is useful when determining configuration and effectivity of issues affecting fielded aircraft.

This request is in keeping with our policy to assure that our customers receive the latest information applicable for the maintenance of your aircraft. Thank you.

ALERT SERVICE BULLETIN: ASB No. DB-046 **Compliance Record Card**

TITLE: One-Time Visual Inspection of Main Rotor (M/R) Blade Assemblies and Implement a
Recurring Visual Inspection for Cracks and/or any other Anomalies

OWNER/OPERATOR: _____

SUBMITTED BY: _____ **DATE:** _____

FOLLOWING SERIAL NUMBERS ARE NOT AFFECTED BY THIS ASB

ASB HAS BEEN COMPLIED WITH ON HELICOPTER SERIAL NUMBERS:

(Fold Up to Arrows)



No Postage
Necessary

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 432 BRIDGEPORT CT

POSTAGE WILL BE PAID BY ADDRESSEE

SIKORSKY AIRCRAFT CORPORATION
P.O. BOX 9729
6900 MAIN STREET
STRATFORD, CONNECTICUT 06615-9129 U.S.A.
MAILSTOP: **S328A**
ATTENTION: SAS PRODUCT SAFETY MANAGER
SIKORSKY AEROSPACE SERVICES

Please complete the form on the reverse side and FAX to
FACSIMILE NUMBER (860) 998-7565
Or scan and email to:
EMAIL ADDRESS: GPSIKSASProductSafet@utc.com
or fold and return ENTIRE form to Sikorsky Aircraft Corporation