



**Sikorsky Aircraft Corporation**

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# 269D™ HELICOPTER

## ALERT SERVICE

## BULLETIN



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ASB DB-064

Basic Issue • May 6/16

SUBJECT: POWER TRAIN SYSTEM – KAflex® Driveshaft – KAflex Driveshaft Reduction in Service Life

### Section 1. PLANNING INFORMATION

- A. Effectivity All 269D and 269D Configuration “A” model helicopters with KAflex driveshaft and coupling assembly part numbers SKCP2738-5 and SKCP2738-7 installed and spares.
- B. Purpose To reduce the life limit of KAflex driveshaft and coupling assembly (SKCP2738-5 and SKCP2738-7) on 269D Configuration “A” helicopters and communicate the elimination of the requirement for a 1,200 flight hour overhaul/inspection on all 269D and 269D Configuration “A” model helicopters.
- C. Background The reduction in service life of the KAflex driveshaft and coupling assembly (SKCP2738-5 and SKCP2738-7) is to mitigate a potential fretting mode in the fielded helicopters which was verified through vibration and strain surveys, and was instituted partly due to the removal of the 1,200 flight hour overhaul. Now that overhauling the driveshaft is not an approved option, the retirement time of the driveshaft and coupling assemblies for the 269D Configuration “A” is reduced to 1,200 flight hours.

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Section 1. PLANNING INFORMATION (Continued)

- D. Description Helicopter is prepared for maintenance. For 269D and 269D Configuration “A” model helicopters, the requirement for a 1,200 flight hour overhaul interval for KAflex driveshaft and coupling assembly is eliminated. For 269D Configuration “A” model helicopters, a reduction in retirement life to 1,200 flight hours is implemented. If KAflex drive shaft has more than 1,200 flight hours, it is removed from service and replaced with fail-safe KAflex driveshaft and coupling assembly (SKCP2738-9 and SKCP2738-101). Helicopter is returned to service.
- E. Compliance Compliance is essential. The reduction in service life described herein shall be implemented in accordance with the following schedule:
- (1) For model 269D:
    - (a) KAflex driveshaft and coupling assembly flight hours less than 6,000 on the issue date of the Alert Service Bulletin (ASB): no immediate maintenance action required. Existing life limit of 6,000 flight hours shall be observed.
    - (b) Modification of appropriate log cards to be performed within the next 25 flight hours or no later than August 4, 2016.
  - (2) For model 269D Configuration “A”:
    - (a) KAflex driveshaft and coupling assembly flight hours less than 1,200 on the issue date of this ASB: no immediate action required. New reduced life limit of 1,200 flight hours shall be observed.
    - (b) Modification of appropriate log cards to be performed within the next 25 flight hours or no later than August 4, 2016.
    - (c) KAflex driveshaft and coupling assembly flight hours greater than or equal to 1,200 on the issue date of this ASB: within the next 25 flight hours or no later than August 4, 2016, whichever occurs first, remove KAflex driveshaft and coupling assembly and replace with fail-safe KAflex driveshaft and coupling assembly.
- F. Approval The design change specified by this document is FAA approved in accordance with the applicable requirements of United States Civil Air Regulations Part 6 and Federal Aviation Regulations 14 CFR Part 27. FAA approval constitutes EASA and Transport Canada approval under the terms of current bilateral agreement procedures.

Section 1. PLANNING INFORMATION (Continued)

G. Manpower (Estimated)

<u>Task**</u>	<u>No. of Men</u>	<u>No. of Hours</u>	<u>Man-Hours*</u>
Review of helicopter log cards	1	1.00	<u>1.00</u>
<b>Total Man-Hours</b>			<b>1.00</b>

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

\*\*Estimate does not include removal and replacement of KAflex driveshaft and coupling assembly.

H. Tooling

None.

I. Weight and Balance

Not affected.

J. Electrical Load Data

Not affected.

K. Software Load Data

Not changed.

L. References

- (1) Handbook of Maintenance Instructions (HMI) CSP-D-2.
- (2) HMI CSP-D-9.
- (3) Temporary Revision No. 269D-92 against HMI CSP-D-2, Appendix B, Section 2 to be issued concurrently with this ASB.
- (4) Temporary Revision No. 269DA-99 against HMI CSP-D-9, Appendix B, Section 2 to be issued concurrently with this ASB.
- (5) Temporary Revision No. 269DA-101 against HMI CSP-D-9, Appendix B, Airworthiness Limitations Section to be issued concurrently with this ASB.
- (6) Temporary Revision No. 269DA-108 against HMI CSP-D-9, Section 6, Paragraph 6-26 to be issued concurrently with this ASB.
- (7) Temporary Revision No. 269DA-109 against HMI CSP-D-9, Section 6, Paragraph 6-28 to be issued concurrently with this ASB.

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Section 1. PLANNING INFORMATION (Continued)

M. Publications Affected

- (1) Temporary Revision No. 269D-92 against HMI CSP-D-2, Appendix B, Section 2 to be issued concurrently with this ASB.
- (2) Temporary Revision No. 269D-98 against HMI CSP-D-2, Section 3, Paragraph 3-33A to be issued concurrently with this ASB.
- (3) Temporary Revision No. 269D-99 against HMI CSP-D-2, Section 6, Paragraph 6-25 to be issued concurrently with this ASB.
- (4) Temporary Revision No. 269D-100 against HMI CSP-D-2, Section 6, Paragraph 6-27 to be issued concurrently with this ASB.
- (5) Temporary Revision No. 269DA-99 against HMI CSP-D-9, Appendix B, Section 2 to be issued concurrently with this ASB.
- (6) Temporary Revision No. 269DA-100 against HMI CSP-D-9, Section 3, Paragraph 3-31A to be issued concurrently with this ASB.
- (7) Temporary Revision No. 269DA-101 against HMI CSP-D-9, Appendix B, Airworthiness Limitations Section to be issued concurrently with this ASB.
- (8) Temporary Revision No. 269DA-108 against HMI CSP-D-9, Section 6, Paragraph 6-26 to be issued concurrently with this ASB.
- (9) Temporary Revision No. 269DA-109 against HMI CSP-D-9, Section 6, Paragraph 6-28 to be issued concurrently with this ASB.

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. For 269D model helicopters:

NOTE: KAflex driveshaft and coupling assembly flight hours less than 6,000 flight hours on the issue date of this ASB: no immediate maintenance action required. Existing life limit of 6,000 flight hours shall be observed.

- (1) Annotate the appropriate log cards to eliminate the 1,200 flight hour overhaul interval on KAflex driveshaft and coupling assembly (SKCP2738-5 and SKCP2738-7) (Refer to Temporary Revision No. 269D-92).

B. For 269D Configuration "A" model helicopters:

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

- (1) Review helicopter log cards for flight hours on KAflex driveshaft and coupling assembly (SKCP2738-5 and SKCP2738-7).
- (2) Annotate the appropriate log card to revise component retirement life for KAflex driveshaft and coupling assembly (SKCP2738-5 and SKCP2738-7) 1,200 flight hours (Refer to Temporary Revision No. 269DA-101).
- (3) Annotate the appropriate log cards to eliminate the 1,200 flight hour overhaul interval on KAflex driveshaft and coupling assembly (SKCP2738-5 and SKCP2738-7) (Refer to Temporary Revision No. 269DA-99).

- (a) Annotate log card to reflect new retirement time of 1,200 flight hours.

NOTE: • Replacement of the KAflex driveshaft will require the driveshaft, lower pulley, lower pulley bearings, and oil cooler impeller to be dynamically balanced as an assembly by an authorized repair center.

- Replacement of the KAflex driveshaft will require replacement of fireshield (269D4111-073) with new fireshield (269D4110-001).

- (b) If KAflex driveshaft and coupling assembly (SKCP2738-5 and SKCP2738-7) exceeds 1,200 flight hours in logbook records, it is removed and replaced with fail-safe KAflex driveshaft and coupling assembly (SKCP2738-9 and SKCP2738-101). Fireshield (269D4111-073) is removed and replaced with fireshield (269D4110-001) (Refer to HMI CSP-D-9, Paragraph 6-26, Paragraph 6-28, Temporary Revision No. 269DA-108, and Temporary Revision No. 269DA-109).

C. Record of compliance:

- (1) Upon compliance with the ASB, complete attached ALERT SERVICE BULLETIN COMPLIANCE RECORD CARD and return it to Sikorsky Aircraft Corporation.

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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:**                            No. DB-064                            **Compliance Record Card**

**TITLE:** POWER TRAIN SYSTEM – KAflex® Driveshaft – KAflex Driveshaft Reduction in  
Service Life

**OWNER/OPERATOR:** \_\_\_\_\_

**SUBMITTED BY:** \_\_\_\_\_                      **DATE:** \_\_\_\_\_

**FOLLOWING SERIAL NUMBERS ARE NOT AFFECTED BY THIS ASB**

**ASB HAS BEEN COMPLIED WITH ON HELICOPTER SERIAL NUMBERS:**

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