



**SCHWEIZER
SERVICE
LETTER**

LETTER NO. L-63
DATE Nov. 1, 1971
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TO—All owners and operators of Hughes Helicopters

SUBJECT: LYCOMING SERVICE BULLETIN NOS. 340 AND 341,
DATED AUGUST 27, 1971

RE: BENDIX MAGNETO BULLETINS

MODELS AFFECTED: All 269 Series Helicopters

Your attention is directed to the subject Lycoming Service Bulletins reprinted as part of this Service Information Letter.

The Lycoming Bulletins incorporate previously issued Bendix Magneto Bulletins which provide information for securing the coil to the primary breaker lead in S-1200 single breaker magnetos; also a method to check for proper depth of the locating shoulder for the carbon brush spring in the large distributor gear.

The manufacturer recommends to owners and operators that compliance with these bulletins be accomplished as specified.

Edward Koch , Manager
Customer Service Department
Hughes Tool Company



LYCOMING DIVISION
WILLIAMSPORT, PA. 17701

Service Bulletin



DATE: August 27, 1971

Service Bulletin No. 340
Engineering Aspects are
FAA (DEER) Approved

SUBJECT: Bendix Electrical Components Division Magneto Bulletin No. 530A

MODELS AFFECTED: Avco Lycoming engines with S-1200 series magnetos.

TIME OF COMPLIANCE: As required by subject bulletin.

Bendix Electrical Components Division Service Bulletin 530A is reprinted herewith. Compliance with this bulletin is recommended for all owners of applicable Avco Lycoming powered aircraft.



SERVICE BULLETIN NO. 530A

Printed May 1968
Page 1 of 1 page

AIRCRAFT

SUBJECT: Securing Clamp for Coil to Breaker Primary Lead. S-1200 Single Breaker Magnetos.

REASON FOR BULLETIN: To Inform Operators of the Availability of Securing Clamp No. 10-5752 for the Coil to Breaker Primary Lead in Single Breaker Magnetos.

EQUIPMENT AFFECTED: S-1200 Single Breaker Left Hand Rotation Magnetos Only.

3/4 inch wide tape be wrapped around the lead to provide secure clamping.

Maintenance (Spare) Parts Affected:
None.

Parts Required Per Article:

- 1. Clamp 10-5752
- 1. Screw 10-35936-7
- * 1 inch of 3/4 inch wide #32 Scotch Tape

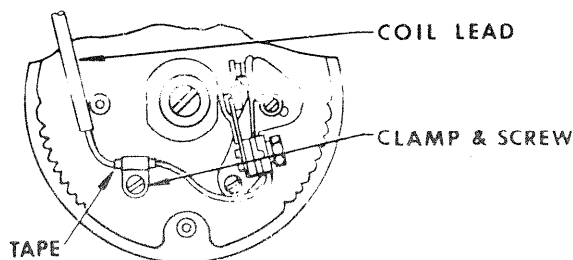
Compliance:
First opportunity, not later than the next ignition inspection period.

Special Tools Required:
None.

Detailed Instructions:
Service experience indicates it is desirable to secure the coil to breaker primary lead in single breaker left hand rotation S-1200 Magnetos with a clamp as shown in sketch. Two different diameter primary leads have been used on the S-1200 series coils. For the smaller diameter lead it is recommended that a 1 inch piece of

Man Hours Required:
5 Minutes.

Weight Change:
None.



*Available from Minnesota Mining and Manufacturing, St. Paul, Minn.



LYCOMING DIVISION
WILLIAMSPORT, PA. 17701

Service Bulletin



DATE: August 27, 1971

Service Bulletin No. 341
Engineering Aspects are
FAA (DEER) Approved

SUBJECT: Bendix Electrical Components Division Magneto Bulletin No. 549

MODELS AFFECTED: Avco Lycoming engines with S-1200 series magnetos.

TIME OF COMPLIANCE: As required by subject bulletin.

Bendix Electrical Components Division Service Bulletin 549 is reprinted herewith; compliance with it is recommended for all owners of applicable Avco Lycoming powered aircraft.



SERVICE BULLETIN NO. 549

Printed May 1971
Page 1 of 2 Pages

AIRCRAFT

SUBJECT: Locating Shoulder for Carbon Brush Spring

REASON FOR BULLETIN: To inform users of a possible dimensional discrepancy and provide a method for checking.

EQUIPMENT AFFECTED: All S-1200 Light Aircraft Magnetos

Maintenance (Spare) Parts Affected:

S-1200 Series Magneto large distributor gear assemblies, part numbers 10-349234 and 10-349237 (4 and 6 cylinder magnetos, respectively).

Compliance:

1. During next removal of magnetos from engine for bench check or overhaul.
2. Maintenance (spare) parts, at first opportunity.

Detailed Instructions:

Field reports indicate that some S-1200 magnetos presently in service have the locating shoulder for the carbon brush spring in the large distributor gear incorrectly positioned. This shoulder is either missing or is located deeper than the 0.541 inch maximum spring recess depth illustrated in figure 1.

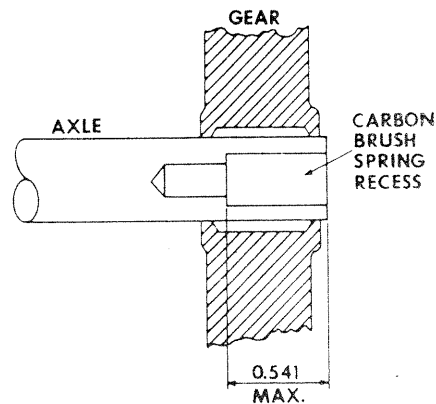


Figure 1.
S-1200 Distributor Gear Detail



SERVICE BULLETIN NO. 549

Printed May 1971
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Improper shoulder location allows the carbon brush to move too far within the axle, thus reducing brush tension against the coil tab and under certain conditions produces arc erosion on the tab face. Operational effect on magneto output is inconsequential, however it is recommended that any gear found with the shoulder out of dimension be removed from service.

Shoulder location can be checked with Verniers or with a suggested tool which can be locally fabricated as illustrated in figure 2.

To check shoulder location, remove the carbon brush spring assembly, insert Verniers and measure for shoulder location or use the suggested tool. The 0.541 edge of the annular groove of the tool shall not disappear from view within the axle spring recess. Spare gear assemblies must be checked in a similar manner.

Reject any gear assembly which has a shoulder incorrectly located. Repair any coil tab showing arc erosion following the procedure described in Bendix Service Bulletin No. 526B.

Parts Disposition:

Rejected gear assemblies which are new or have seen actual service, not

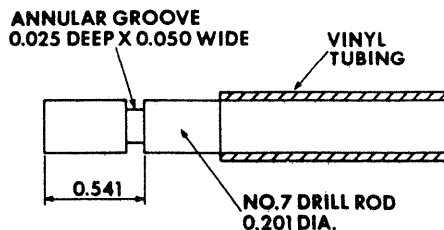


Figure 2.
Suggested Tool for Checking Carbon Brush Spring Recess Dimension

exceeding the normal warranty time (1000 hours or 1 year), may be returned through our distributor organization under recognized warranty procedure for replacement.

Parts Required Per Article:

None

Special Tools Required:

None

Man Hours Required:

Negligible

Weight Change:

Not applicable