



SCHWEIZER SERVICE NOTICE

NOTICE NO. N-182
DATE 26 MAY 1982
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MANDATORY

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SUBJECT: PERIODIC INSPECTION OF IDLER PULLEY SUPPORT BRACKET ASSEMBLY, PN 269A5575 AND PN 269A5575-3

MODELS AFFECTED:

All Model 269 Series Helicopters equipped with PN 269A5447 Series Belt Drive Idler Pulley Clutch Assembly*

TIME OF COMPLIANCE:

Shall be accomplished within next 100 hours of helicopter operation and at each subsequent 100 hours of helicopter operation thereafter

PREFACE: The information given in this Service Information Notice lists a procedure for a periodic visual inspection of the subject idler pulley support bracket assembly to check for possible cracks or damage. This inspection is in addition to inspections presently listed in the 100-hour inspection schedule in the below referenced HMI Appendix B.

*It is to be noted that early Model 269 Series helicopters equipped with PN 269A5444 or PN 269A5515 dual-arm idler pulley clutch assemblies are NOT affected by this Notice.

Reference

269 Series - Basic HMI, Issued 15 March 1982
269 Series - HMI Appendix B, Issued 1 April 1980

TOOLS AND EQUIPMENT

Glass, magnifying - 10X
Light, bright

INSPECTION PROCEDURE

- a. Remove V-belt drive cover from belt drive transmission. (Refer to Section 10 of Basic HMI.)
- b. Using bright light and 10X magnifying glass, closely inspect the entire top area and both sides of FWD and AFT bracket arms (see Figure 1) for cracks or damage. Pay particular attention to the top inside corner of bracket arm between the clutch spring boss and bearing boss as shown. Clean and wipe bracket arms free of dirt, grime, etc, prior to visual inspection. Removal of paint from bracket arms not required.

CAUTION

If cracking of bracket arm is noted, replace bracket with new PN 269A5575-3 idler pulley support bracket assembly. Notify HMI Customer Service Department of any bracket where cracking is found.

- c. Reinstall V-belt drive cover on belt drive transmission.
- d. Check clutch control cable tension for proper tension as follows:

NOTE

Black band on clutch control spring assembly housing represents original calibration tension of 230 ± 5 pounds.

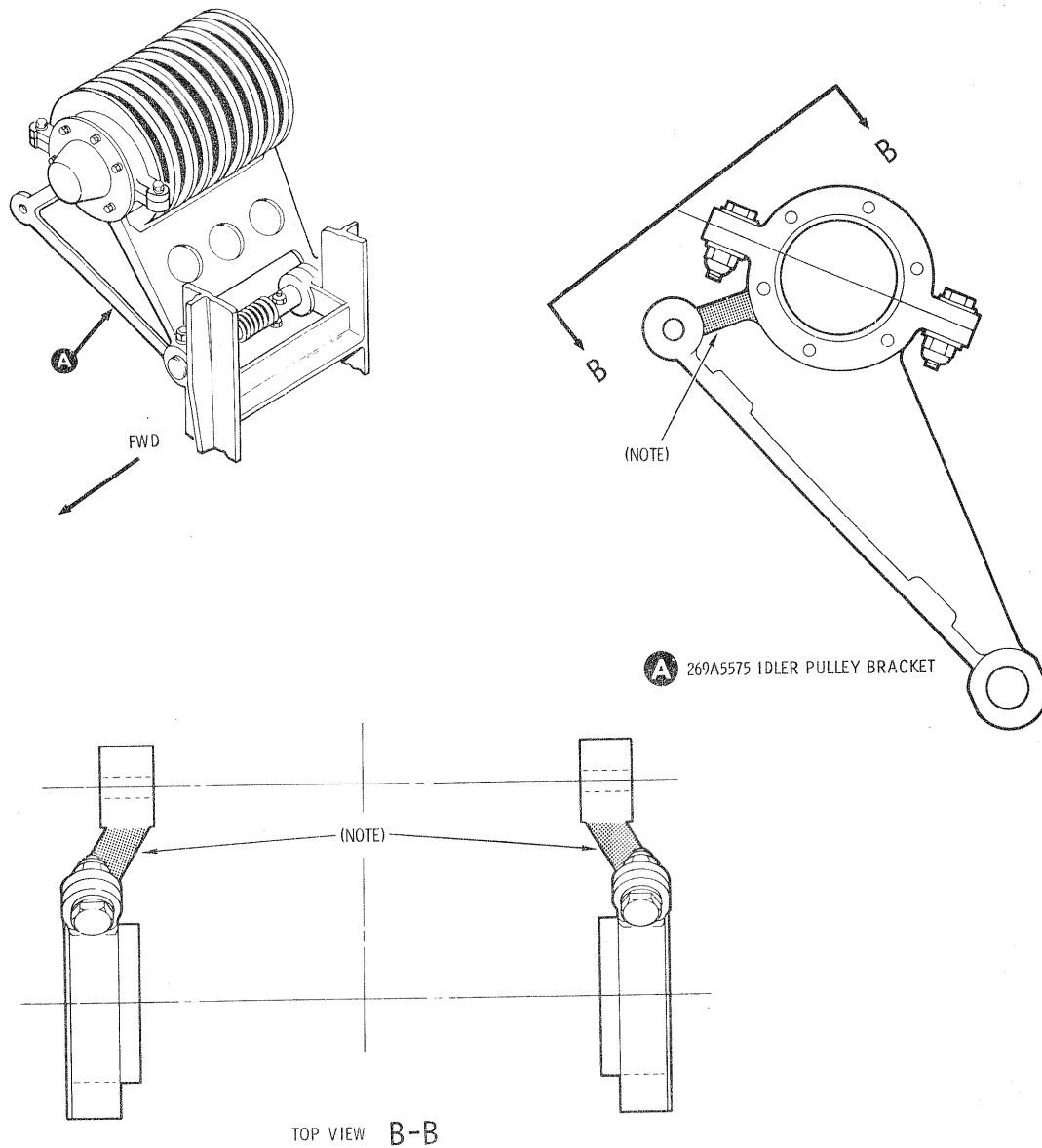
1. With engine stopped and clutch in ENGAGED position, check that centerline of clutch spring guide aligns within black band on housing strip.
2. If adjustment is required, remove locking clips or lockwire from cable turnbuckle. Adjust turnbuckle to increase cable tension and lower spring guide; or relieve cable tension to raise spring guide; secure turnbuckle with locking clips or lockwire.

e. Record compliance with this Service Information Notice in Compliance Record of helicopter Log Book.

WEIGHT AND BALANCE DATA

Weight and balance not affected

The resultant alteration to the affected helicopters described by the Inspection Procedure on this Notice has been shown to comply with Federal Aviation Regulations and is FAA Approved.



NOTE:
INSPECT SHADED AREAS OF FWD AND AFT BRACKET
ARMS FOR CRACKING. CLOSELY INSPECT (WITH 10X GLASS) ENTIRE TOP
AND SIDE AREAS OF BRACKET ARMS; PAY PARTICULAR ATTENTION TO
TOP INSIDE CORNER AREA BETWEEN CLUTCH SPRING AND BEARING BOSSES

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Figure 1. Inspection of Idler Pulley Support Bracket Assembly