



# SCHWEIZER SERVICE NOTICE

NOTICE NO. N-192  
DATE: 7 MAY 1984  
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MANDATORY

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**SUBJECT:** ONE-TIME INSPECTION OF MAIN ROTOR HUBS AND SHAFTS; PART NUMBER 269A5305 AND 269A5305-9. THIS INSPECTION APPLIES TO THOSE UNITS WHICH HAVE BEEN INSTALLED ON AIRCRAFT AS WELL AS THOSE ADDED TO INVENTORY BETWEEN 1 NOVEMBER 1983 AND 1 MAY 1984

**MODELS AFFECTED:** All 269 series Model 300 Helicopters using new or overhauled hubs and shafts with serial numbers as per list below.

**SERIAL NUMBERS AFFECTED:**

6854	6832	6927	6924
6841	6852	6725	6860
6781	6856	7062	6744
6871	7115	6680	6925
6848	6735	6831	6719
6811	6612	6671	6933
6820	6709	6662	6739
6830	6698	6836	
6846	6708	6937	
6855	6675	6663	

**NOTE:** The affected hubs and shafts were shipped between 11/1/83 and 5/1/84.

**TIME OF COMPLIANCE:** Shall be accomplished at either the next 300 or 400 hour inspection; not to exceed 600 hours from new or overhaul.

**PREFACE:** The information given in this service information notice lists an inspection procedure for a special one time inspection of suspect main rotor hubs and shafts with serial numbers as indicated above shipped by Schweizer Aircraft Corporation. This notice requires inspection of the hub to shaft bolt mounting holes for oversize and proper press fit of the flapping hinge bearing installation.

**REFERENCE:** 269 Series -Basic HMI (CSP-C-2), Re-issued 15 March 1982

INSPECTION PROCEDURES:

1. Remove main rotor blade assemblies, pitch bearing assemblies, damper assemblies and main rotor hub assembly per HMI paragraphs 8-10, 8-37, 8-28 and 8-46.
2. Inspect main rotor shaft attachment bolt holes in hub for oversize. Diameter should be 0.3745 to 0.3755 inch. Diameter oversize is allowable for either of the two following conditions but not both: 0.3760 inch maximum for one or two bolt holes in same vertical centerline; or 0.3765 inch maximum for one hole only, any location. Any other oversize bolt hole condition requires replacement of hub, shaft and lifting eye with a new matched shaft, or return of existing matched set items to Schweizer Aircraft Corp. for modification. Refer to HMI paragraph 10-8b.
3. Inspect flapping hinge bearing race for press fit into main rotor hub. NOTE: NO LOOSENESS IS ALLOWABLE.
  - A. Mark and identify flapping hinge bearings so they may be reinstalled in same location.
  - B. Press bearings out of hub (Section 8, Basic HMI Config. Supplement C).
  - C. Complete a close visual inspection of bearing bores in hub for any indication of fretting caused by movement of bearing race within the bearing bore. Do not mistake machine marks for fretting.
  - D. Inspect flapping hinge bearing bore in main rotor hub for proper diameter. Diameter should be 1.4991 to 1.4998.
  - E. Any looseness, indication of movement, or bore oversize condition requires replacement of hub and shaft with a new matched set or return of existing matched set items to Schweizer Aircraft Corp. for modification.
  - F. If bore diameter is acceptable, reinstall flapping hinge bearing in same location from which it was removed, pressing bearing inward until it is flush with inside surface of hub slot. (Refer to Section 8, Basic HMI Config. Supplement C).
4. Reassemble hub and rotor (Section 8, Basic HMI).

DISPOSITION: In the event an unacceptable oversize hole exists in the affected assembly, the assembly must be removed from service and/or inventory.

REPORT: Report any oversize to your service center/distributor, who will report via telex to Schweizer Aircraft Corp., Attn: Jim Dayton, who will advise corrective action.

WEIGHT AND BALANCE DATA: Weight and balance not affected.

The resultant alteration to the affected helicopters described by the inspection and rework procedures of this Notice has been shown to comply with the applicable Federal Aviation Regulations and is FAA Approved.

