



# SCHWEIZER SERVICE INFORMATION NOTICE

NOTICE NO. N-199.1\*

DATE: 15 July 1987

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\* Supercedes Service Information  
Notice No. N-199 Dated 28 Feb  
1986

MANDATORY

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SUBJECT: ONE-TIME INSPECTION OF MAIN ROTOR DRIVE SHAFT, PART NUMBER 269A5305-11. THIS INSPECTION APPLIES TO THOSE UNITS WHICH ARE INSTALLED ON AIRCRAFT AS WELL AS THOSE IN SPARES INVENTORY.

MODELS AFFECTED: All Model 269C Helicopters equipped with 269A5305-9 main rotor hub and drive shaft assembly with serial numbers listed below:

All 269A5305-9 main rotor hub and drive shaft assemblies in spares inventory having a serial number listed below.

SERIAL NUMBERS AFFECTED:		
	6570	6622
	6573	6623
	6574	6624
	6575	6625
	6604	6641
	6616	6642
	6617	6643
		6644

TIME OF COMPLIANCE: Shall be accomplished at the next 300 hour inspection, or within next 6 months, whichever occurs first.

PREFACE: The information given in this Service Information Notice lists an inspection procedure for a special one-time inspection of suspect main rotor drive shafts with the serial numbers as indicated above. This Notice requires inspection of the shaft for proper heat treat.

REFERENCE: 269 Series Basic HMI, Reissued 15 March 1982

## MATERIALS

### NOMENCLATURE

Scotch Bright, Type A,  
Very Fine  
Presto Black

### SOURCE

Commercial  
Birchwood Casey

(■) - Denotes a change

### PROCEDURE

- a. Remove main rotor blade assemblies, pitch bearing assemblies, damper assemblies and main rotor hub assembly per Basic HMI paragraphs 8-10, 8-37, 8-28 and 8-46.
- b. If access to a portable hardness tester such as the Ames Portable Model 4 Precision Hardness Tester (or equiv.) is available, the drive shaft will not need to be removed from the aircraft for inspection. However, if a portable unit is not available, remove the drive shaft per the Basic HMI Section 10, paragraph 10-6 for inspection.
- c. Perform a hardness check at top of shaft within .25 inches of top edge on outside diameter. The core hardness should be RC C-33 to C-42 per AMS 6265. If shaft hardness is within limitations specified, no further inspection is required.
- d. If shaft does not meet the hardness limitations, strip off parco-luberite finish and repeat the hardness test as follows:

### NOTE

The parco-luberite finish on the OD of the drive shaft may cause the hardness reading to be slightly lower than normal. As a result, it may be necessary to strip off some of the parco-lube to obtain an acceptable reading. When stripping parco-luberite finish from shaft in next step, be sure to strip only enough of the finish to perform the hardness test.

- (1) Use scotch bright to mechanically strip parco-luberite finish from two places 180° apart, at top of shaft within .25 inch from top edge.
- (2) Perform a hardness check at location on shaft where parco-lube was removed. The core hardness should be RC C-33 to C-42 per AMS 6265.
- (3) If shaft hardness is within the required limitations, touchup stripped portions of shaft with Presto Black, by following manufacturer's instructions.

NOTE

Main rotor hubs, drive shafts, and hoisting eyes are manufactured as a matched set. Therefore, the entire set (hub, shaft, and hoisting eye) must be replaced if the drive shaft does not meet the requirements stated above.

- e. If the shaft hardness is not within the proper hardness limitations, the hub and shaft assembly (269A5305-9) must be removed and replaced with a new matched set. (Reassemble components in accordance with Basic HMI, Sections 8 and 10.)
- f. Notify SAC Manager of Technical Services (phone no. (607) 739-3821 ext. 316) if shaft hardness is not within the proper hardness limitations.
- g. Record compliance with this Service Information Notice in Compliance Record of Helicopter Log Book.

**WEIGHT AND BALANCE DATA**

Weight and balance are not affected.

