



SCHWEIZER SERVICE NOTICE

Notice No. N-201.1*

Date: 23 March 1987

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* Supersedes Service Information
Notice No. N-201, Dated 22 Aug 1986

MANDATORY

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SUBJECT: INSPECTION AND SEALING OF MAIN ROTOR BLADE ELASTOMERIC DAMPERS

MODELS AFFECTED: PART I - All 269 Series helicopters equipped with 269A1290-1 Elastomeric Dampers, that were not factory sealed.
PART II - All 269 Series helicopters equipped with 269A1290-1 Elastomeric Dampers.

TIME OF COMPLIANCE: Part I - Shall be accomplished on a onetime basis within next 300 hours of helicopter operation.
Part II - Shall be accomplished following final adjustment of damper spindle or following any maintenance which requires adjustment of damper spindle.

REFERENCE: 269 Series - Basic HMI Reissued 15 March 1982.

PREFACE: Detailed analysis of the subject elastomeric dampers, indicates that moisture and contaminants have seeped into some elastomeric damper assemblies, causing bun separation and corrosion. This Service Information Notice lists instructions to inspect and seal elastomeric dampers. Part I is to be performed on a onetime basis to determine damper serviceability and provide an initial seal. Part II is to be performed after final adjustment of damper spindle, to maintain the seal.

MATERIALS

Turco W0-1 Surface Cleaner	TT-C-490 or MIL-C-10578	Turco Products Inc. Wilmington, CA
Zinc Chromate Primer	TT-P-1757	Commercial
Sealant	MIL-S-81733	Commercial
Isopropyl Alcohol	TT-I-735	Commercial

([]) - Denotes a change.

PART I.

NOTE

Elastomeric dampers that were factory sealed may be detected by observing a fillet of sealer between damper case and end cap (Figure 1). The following procedure does not pertain to factory sealed elastomeric dampers.

- a. Remove main rotor blade elastomeric damper (Basic HMI, para 8-21).
- b. If damper is going to be reinstalled on same main rotor blade, proceed as follows:

NOTE

Six hours of rest is required to allow elastomeric dampers to return to unloaded condition.

- (1) Allow damper to return to unloaded condition.
- (2) Measure from centerline of bolt hole on damper clevis to centerline of bolt hole on end cap. (See Figure 1.)
- (3) Record the distance measured above.
- c. Remove damper spindle by loosening jam nut and turning spindle counter-clockwise (See Figure 1).
- d. Check damper for internal moisture with a swab on end of a small diameter stick.
- e. If internal moisture is evident, dry damper as follows:
 - (1) Shake out as much water as possible.
 - (2) Dry damper in 100 \pm 15 F oven for at least four hours.
 - (3) Allow damper to return to ambient temperatures.
- f. Inspect damper spindle for corrosion.
- g. If corrosion is evident, proceed as follows:
 - (1) Remove corrosion with wire brush.
 - (2) Wipe threads with Turco WO-1 cleaner.
 - (3) Wash damper spindle with clear water.
- h. Determine if threads of spindle are still serviceable.
- i. If threads are still serviceable, proceed as follows:
 - (1) Coat spindle with zinc chromate primer.
 - (2) Reinstall damper spindle.
 - (3) Perform elastomeric damper load test (Basic HMI, para 8-23).
- j. If damper passes load test, proceed as follows:
 - (1) Prepare surface adjacent to cap threads by wiping with a clean, damp rag and isopropyl alcohol.
 - (2) Use sealant to form a fillet between damper case and end cap thread. (See Figure 2.)

PART I. (Con't)

NOTE

Six hours of rest is required to allow elastomeric dampers to return to unloaded condition.

- (3) Allow damper to return to unloaded condition.
- (4) If damper is going to be reinstalled on same main rotor blade, adjust spindle to length measured in step b-(2).
- k. Perform steps a. through k. (above) for the remaining elastomeric dampers.

NOTE

Elastomeric dampers which are going to be reinstalled on same main rotor blade (established in step b.) do not require the adjustment described in step c. of the installation procedure (Basic HMI, para 8-24).

- l. Reinstall main rotor blade elastomeric dampers (Basic HMI, para 8-24).
- m. Check phase of elastomeric dampers and adjust main rotor balance (Basic HMI, para 8-25).
- n. Prepare surfaces and hardware adjacent to threaded shaft by wiping with clean, damp rag and isopropyl alcohol.
- o. Apply sealant (MIL-S-81733) completely around jam nut and shaft (Figure 3).
- p. Record compliance with this Service Information Notice in Compliance Section of Helicopter Log Book.

PART II.

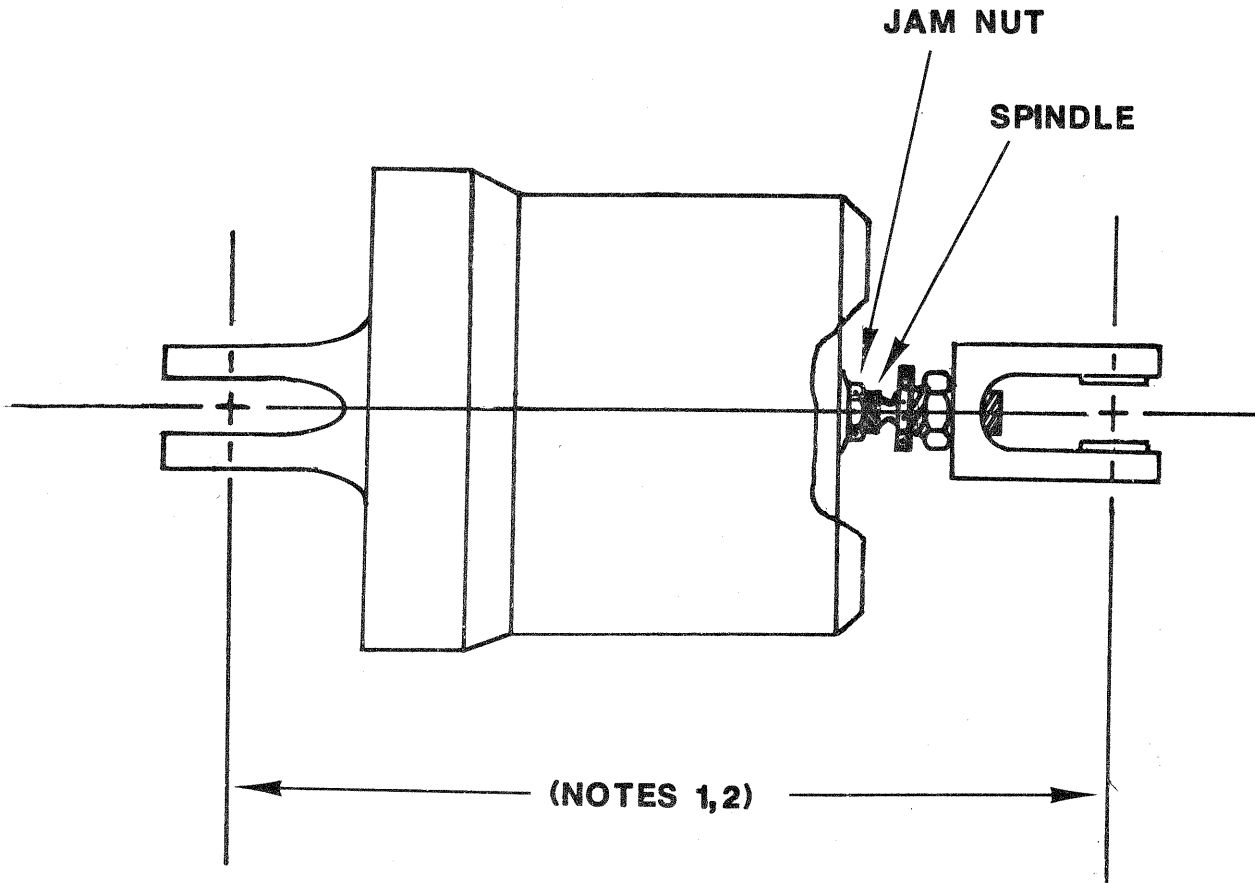
NOTE

The following procedure is to be performed following final adjustment of damper spindle to maintain the damper as a sealed unit.

- a. Prepare surfaces and hardware adjacent to threaded shaft by wiping with a clean, damp rag and isopropyl alcohol.
- b. Apply sealant (MIL-S-81733) completely around jam nut and shaft (Figure 3).

WEIGHT AND BALANCE DATA

Weight and balance not affected.



NOTES

- 1. ADJUST TO ORIGINAL LENGTH WHEN REINSTALLING DAMPER ON SAME MAIN ROTOR BLADE.**
- 2. USE NOMINAL LENGTH WHEN INSTALLING DAMPER ON DIFFERENT MAIN ROTOR BLADE.**

FIGURE 1. ELASTOMERIC DAMPER

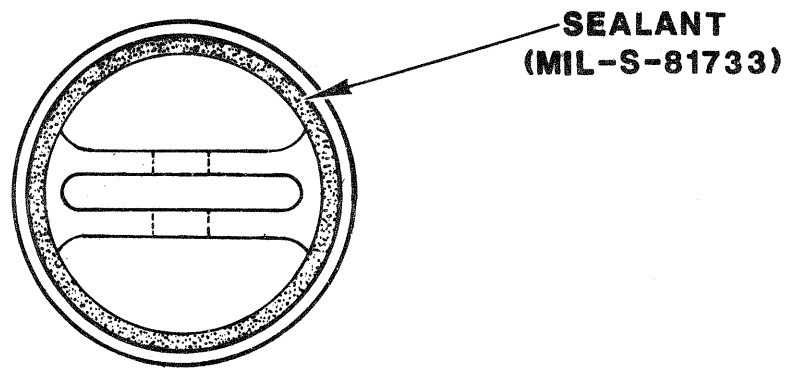


FIGURE 2. ELASTOMERIC DAMPER (END VIEW)

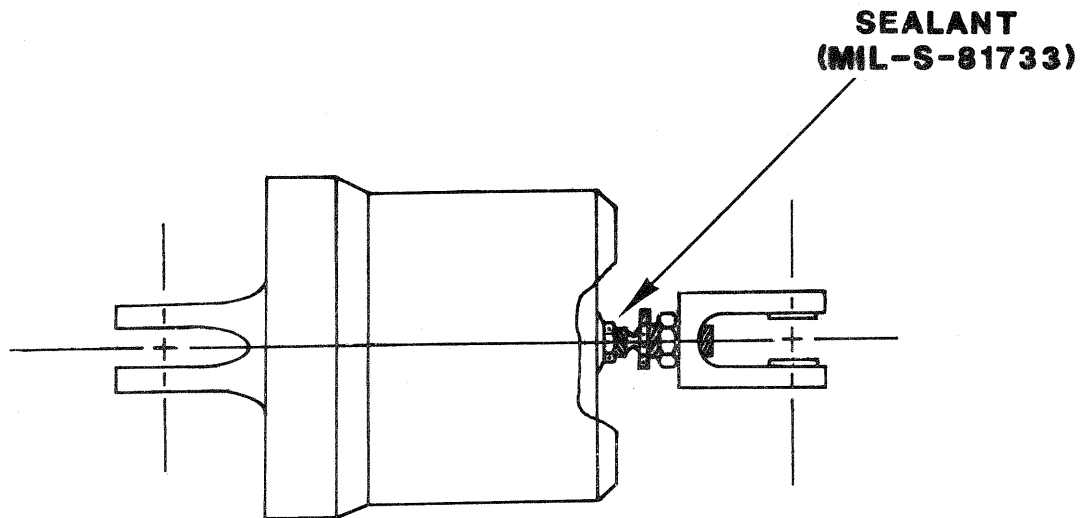


FIGURE 3. ELASTOMERIC DAMPER

REFERENCE SHEET

SERVICE INFORMATION NOTICES AND LETTERS

ACTION REFERENCE: Refer to Service Information Notice No. N-201 when performing maintenance to main rotor blade elastomeric dampers.

HMI REFERENCE: Insert this sheet in 269 Series Basic HMI, Section 8, page 8-26A.

This reference sheet shall be kept as part of the manual until the data is incorporated at the next revision of the 269 Series Basic HMI. (See Service Information Summary, Page i of Basic HMI.)