



# SCHWEIZER SERVICE NOTICE

NOTICE NO. N-206  
DATE: 17 NOV 1986  
PAGE 1 of 1

MANDATORY

MANDATORY

MANDATORY

SUBJECT: UNITED INSTRUMENTS, INC. ALTIMETERS  
(SZR PART NO. 369H4505)

MODELS AFFECTED: All Model 269C Helicopters equipped with United Instruments, Inc. 5934 Series Altimeters with serial number as listed in the attached Service Bulletin.

TIME OF COMPLIANCE: Per attached United Instruments, Inc. Service Bulletin No. 2.

PREFACE: Schweizer Aircraft Corporation has learned from United Instruments, Inc. that numerous 5934 Series altimeters manufactured from approximately February 1985 through February 1986 are subject to an inspection and possible modification per the attached Service Bulletin.

REFERENCE: United Instruments, Inc. Service Bulletin No. 2, February 24, 1986.

## Procedure

- a. Perform the Inspection/Modification procedure listed on United Instruments, Inc. Service Bulletin No. 2.
- b. Record compliance with this Service Information Notice in Compliance Section of Helicopter Log Book.

## WEIGHT AND BALANCE DATA

Weight and balance not affected.

The procedures and information provided by this Service Information Notice has been shown to comply with applicable Federal Aviation Regulations and is FAA approved.



Service Bulletin No. 2  
February 24, 1986

### SERVICE BULLETIN

TO: Owner and/or User of United Instruments, Inc. 5934 Series Altimeters.

TITLE: Setting knob locking mechanism - Inspection/Modification

PURPOSE: Check for possible disengagement of setting knob locking mechanism during barometric adjustment.

EFFECTIVITY: Part number 5934 series altimeters with serial numbers listed below that were manufactured from approximately February 1985 through February 1986.

S/N

6C461 through 6C999  
7C000 through 7C999  
8C000 through 8C999  
9C000 through 9C999  
0D000 through 0D999  
1D000 through 1D999  
2D000 through 2D869

GENERAL: The normal operation of the barometric setting knob mechanism is to drive both the barometric dial and the mechanism assembly (altitude pointers) simultaneously when entering barometric pressure settings.

DESCRIPTION: Improper function of the locking stud (P/N 34-1-27) may allow the adjustment stem (P/N 34-1-5) to slide outward by more than its normal end-play of approximately 0.01 inch, causing a disengagement of the barometric gears which would allow the barometric dial to turn independently from the mechanism assembly (altitude pointers) as the barometric knob is turned.

CORRECTIVE ACTION: Replace with new corrected locking stud (P/N 34-1-27).

IDENTIFICATION: Instruments modified will be identified with a yellow dot, approximately 0.25 inch diameter in the lower half area on the rear side of

the case and letter "M" approximately one-eighth inch high will be metal stamped on the nameplate preceding the name "Altimeter".

COMPLIANCE AND HANDLING INSTRUCTION:

1. Instruments Currently Installed in Aircraft:

Prior to next flight check to see if the barometric gear disengages from the mechanism assembly by gently pulling the barometric knob outward and rotate the barometric knob. If the altitude pointers do not move simultaneously with the barometric dial, remove the instrument from the aircraft for modification by the manufacturer.

If the barometric setting knob functions satisfactorily, use of the instrument may continue until the next regular scheduled inspection not to exceed 120 days from the issue date of this service bulletin at which time the instrument should be removed from service and sent to the altimeter manufacturer for warranty modification.

2. Instruments Other Than Currently Installed in Aircraft:

Return all affected instruments to the altimeter manufacturer for warranty modification no later than July 1, 1986.

3. When returning the instruments to the altimeter manufacturer, each instrument should be adequately wrapped and packaged in a container no smaller than 8" x 8" x 8" to protect from damage, and sent by United Parcel Service (UPS).

CREDIT INFORMATION:

1. Removal and Installation: For an instrument already installed in an aircraft falling within the affected serial numbers, the actual charges incurred for removal and reinstallation (to include required check for Static Sytem leaks) will be reimbursed in the amount of a maximum of \$40.00 for a single engine aircraft and \$65.00 for a twin engine aircraft. A completed claim form must be submitted to be eligible for reimbursement.

2. Freight: Ship by United Parcel Service (UPS) freight collect to:

United Instruments, Inc.  
3625 Comotara Avenue  
Wichita, Kansas 67226

UNITED INSTRUMENTS, INC.



3625 Comotara Avenue, Wichita, Kansas 67226 Phone: (316) 685-9203

TELEX NO. 417-491  
CABLE CODE: UNITEDINST

Service Bulletin No. 2  
February 24, 1986

CLAIM FORM

OWNER NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

ACFT MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ SERIAL # \_\_\_\_\_

ALT P/N \_\_\_\_\_ ; ALT S/N \_\_\_\_\_ REMOVED; S/N \_\_\_\_\_ INSTALLED

DATE COMPLETED \_\_\_\_\_ CERTIFIED MECH. \_\_\_\_\_

FBO NAME \_\_\_\_\_ CERT. NO. \_\_\_\_\_

FBO ADDRESS \_\_\_\_\_

DO NOT WRITE BELOW THIS LINE