

SCHWEIZER MODEL 269C SERIES HELICOPTERS
CSP-C-1L

SCHWEIZER AIRCRAFT CORP.

Supplement to the Do-Approved
Rotorcraft Flight Manual

For

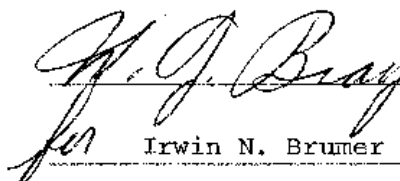
Model 269C Helicopters

(See Page 2 for Serial Number Effectivity)

ROTORCRAFT COMBINATION DISPERSAL AG KIT
(Wet or Dry Chemical)

Part Number 269A4153-3

Reissue #1 Approved By:



for Irwin N. Brumer

Manager, ANE-170
New York Aircraft Certification Office

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APPROVED
SUPPLEMENT TO THE ROTORCRAFT FLIGHT
MANUAL AND INSTALLATION INSTRUCTIONS
ROTORCRAFT COMBINATION DISPERSAL AG KIT
(WET OR DRY CHEMICAL)
PART NUMBER 269A3153-3
FOR
MODEL 269C HELICOPTERS

HELICOPTER SERIAL NO. EFFECTIVITY

269C Serial No. 0004 and subsequent

LOG OF PAGES

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6	21 Sep 1988	12	21 Sep 1988

NOTE

The change bar (█) defines the latest FAA Approved changes.

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CONFIGURATION TABLE

Number Change	Date	Description
	Issued 07 Aug 1970 Reissued 21 Sep 1988	Updated to reformat

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INTRODUCTION

This Supplement must be attached to the Approved Rotorcraft Flight Manual when wet or dry chemical dispensing system is installed. Except as modified by this Rotorcraft Flight Manual Supplement, operation in compliance with Section I of the basic approved Rotorcraft Flight Manual is mandatory. Other sections of the RFM or addendum are recommended procedures.

For 269C Model, this Supplement supersedes the RFM Supplement which is supplied with the A-2-Z Ag Kit.

SECTION I

LIMITATIONS

Approved for operations under the provisions of FAR 137 for day operation only.

1. The never exceed speed V_{NE} is 72 mph IAS at sea level and up to 7,000 feet. Above 7,000 feet reduce V_{NE} 8 mph per 1,000 feet of altitude.
2. Maximum sideward flight speed is 20 mph.
3. Dispensing of liquids or solids in sideward or rearward flight is prohibited.

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SECTION II

PROCEDURES

1. When dispensing dry loads (pellets, dust) if increasing displacement of the cyclic is required for hovering or forward flight, an immediate landing should be made and the loading situation investigated.

Note: When adjusting dry dispensing impellers for swath width check for clearance with drag strut when landing gear is fully extended.

SECTION III

PERFORMANCE

1. Indicated airspeed (IAS) corrected for position and instrument error equals calibrated airspeed (CAS). See Figure 3-1, Airspeed Calibration Curve.
2. No other performance data are available for the rotorcraft with the spray/dusting equipment installed.

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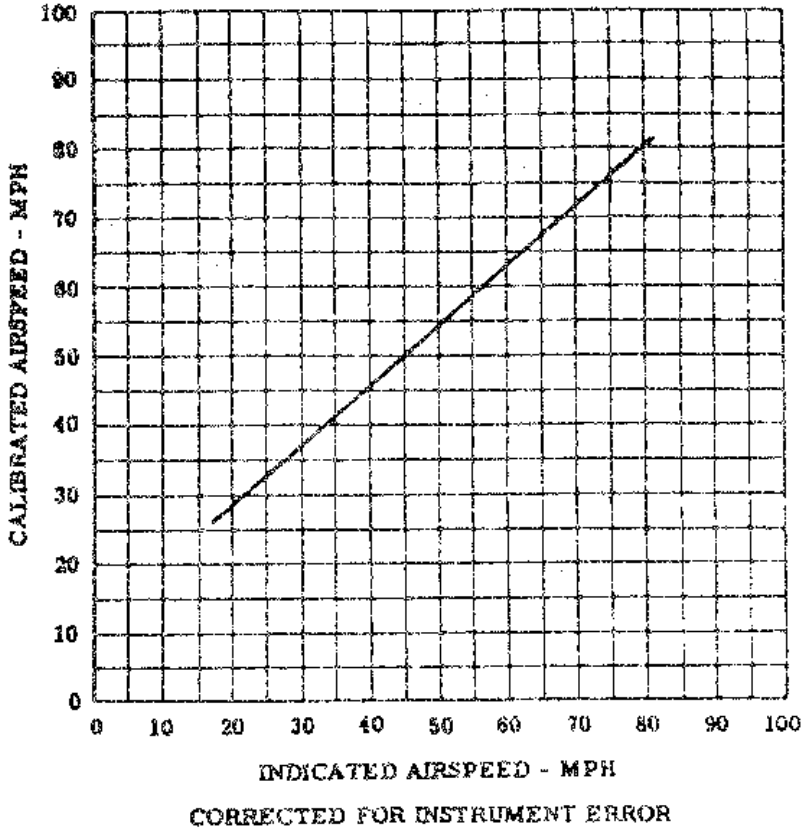


Figure 3-1. Airspeed Calibration Curve

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SECTION IV

WEIGHT AND LOADING

1. The following information can be used in conjunction with the Helicopter Owner's Manual to determine helicopter weight and center of gravity.

Item	Weight	Arm
Wet configuration, removable portion	114.4	107.2
Dry configuration, removable portion	87.0	104.3
Provisions remaining on aircraft (Standard Category)	12.2	96.6
Dispersion tank load		100.1

Note: If operations above 1,900 pounds gross weight are considered, the operator must apply to the local FAA for a restricted area. Under no circumstances does the Manufacturer recommend operations in excess of 2,100 pounds.

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SECTION V

INSTALLATION INSTRUCTIONS

The information contained in this section is for installation and removal of wet or dry dispensing systems and for conversion from Standard Category to restricted operation and return to Standard.

Note: It is suggested that application for license in multiple category (Standard and restricted), along with approval of following conversion procedures be made through the appropriate local office of FAA at time of initial installation.

1. Initial installation for the 269A4153-3 Wet or Dry Dispersal System to be made in accordance with "Installation Instructions" for the 269B provided with the A-2-Z kit as modified by instructions is provided on drawing 269A4153. The following items remain on the helicopter when returned to Standard Category.
 - a. Step Rail Assemblies (including Destaco Clamps)
 - b. P.T.O. Assembly
 - c. Eye Bolt Assembly with Extension and Extension Adapter
 - d. Pressure Gage
 - e. Clutch Control Cable
 - f. Electrical Harness and Switches

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2. Installation and removal procedures for Wet and Dry Dispersal Systems for "Restricted" operation are as follows:

WET INSTALLATION

- a. Position tanks on Step Rails, secure with Destaco Clamps, and secure tanks to helicopter at upper tank mount bracket with pip pins.
- b. Position Wet Center Section Assembly on Step Rails, secure with Destaco Clamps and safety clamps with cowling pins.
- c. Attach Cross Feed Assembly to spray tanks by inserting Throat Adapters into tank throats and secure with existing Destaco Clamps.
- d. Attach Clutch Control Cable to clutch arm.
- e. Place Drive Belt on P.T.O.
- f. Connect three (3) electric plugs (Pressure Sender, Valve Motor, and Emergency Dump Motor). Check that plugs are secure.
- g. Inspect installation.

Note: Check electric switches to assure that they activate motors.

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WET REMOVAL

- a. Reverse steps a through g of installation.

DRY INSTALLATION

- a. Position tanks on Step Rails, secure with Destaco Clamps and secure tanks to helicopter at upper tank bracket with pip pins.
- b. Position Dry Center Section on Step Rails, secure with Destaco Clamps, and safety clamps with cowling pins.
- c. Insert Left Dry Throat in tank, align punch marks on throat and tank outlet, and secure Destaco Clamps.
- d. Connect electric plug to motor. Check that plug is secure.
- e. Using switch make sure Butterfly Valve is closed and in this position insert Right Dry Throat in tank.
- f. Rotate right throat to left until Butterfly Valve is closed and secure with clamps.

Note: Activate Butterfly Valve and visually check both valves for proper closing. If valves are not closed, repeat step f.

- g. Place Drive Belt from gearbox to impellers and Drive Belt from lower drive coupling to gearbox.

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DRY REMOVAL

- a. Remove Drive Belt from Drive coupling.
- b. Remove Dry Center Section by releasing Destaco Clamps on Step Rails.

Note: This will allow belt to impellers to slack, then remove.

- c. Disconnect electric plug.
 - d. Leaving Valve Linkage Tube attached, remove right and left throats by releasing Destaco Clamps.
 - e. Release Destaco Clamps on tanks, pip pins in upper tank bracket, and remove tanks.
3. To return helicopter to Standard Category, remove wet or dry Dispersal System in accordance with removal instructions above and proceed with following steps.
- a. Cap Electric Plugs and tape loose ends to cross beam.
 - b. Tape Eye Bolt Extension and Linkage to helicopter frame.
 - c. Close aft Destaco Clamps on Step Rails and secure clamps with cowling pins.
 - d. Inspect helicopter.
 - e. Make Log Book entry and sign after each conversion is made from Restricted to Standard Category or Standard to Restricted.
 - f. Inspection and Log Book entry can be made and signed by licensed pilot when converting from Standard to Restricted Category. Licensed mechanic has to make inspection and Log Entry when converting from Restricted to Standard Category.

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