

TRANSMITTAL SHEET

Subject: SERVICE BULLETIN No. DB-038.1 - Inspection of Main Rotor Drive Thrust Bearing Journal Radius

This page transmits Revision 1 to Service Bulletin (SB) No. DB-038, dated October 6, 2011.

SB No. DB-038.1 supersedes SB No. DB-038, dated October 6, 2011.

Revision Instructions:

Operators who have already complied with SB No. DB-038, dated October 6, 2011, must review effectivity and helicopter records as outlined in Revision 1 to determine whether any further action is required.

Operators who have not complied with SB No. DB-038, dated October 6, 2011 must comply with Revision 1 in its entirety.

The text changed by this revision is indicated by a vertical line in the outer margin of the page.

Revision Feature:

PLANNING INFORMATION

Revised Effectivity and Description to provide additional information on which main rotor drive shafts and thrust bearing spacer tubes require inspection.

ACCOMPLISHMENT INSTRUCTIONS

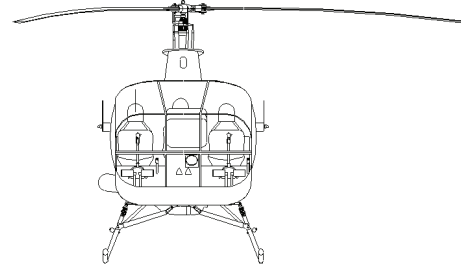
Added new paragraph A to require a check of helicopter records prior to performing the inspection procedure.

SIKORSKY AIRCRAFT
Technical Directives Section



269D/SHU-40

SERVICE BULLETIN



NON FAA CERTIFIED AIRCRAFT

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DB-038.1

October 6/11

Revision 1 ▪ December 12/11

SUBJECT: Inspection of Main Rotor Drive Thrust Bearing Journal Radius

Section 1. PLANNING INFORMATION

- A. Effectivity Schweizer model 269D Configuration M and MB model helicopters delivered after June 1, 1999, including serial numbers 0026 through 0093, with 269A1318-005 main rotor thrust bearing spacer tube installed.

All spare 269A1318-005 main rotor thrust bearing spacer tubes, in stock or installed, that were delivered after June 1, 1999.

No action is required if:

- Main rotor thrust bearing spacer tube can be positively identified as part number 269A1318-003, or
- Main rotor thrust bearing spacer tube was delivered and/or installed before June 1, 1999 and has not been replaced since that time, or
- Helicopter was delivered before June 1, 1999, and main rotor thrust bearing spacer tube has never been replaced.

Action is required if:

- Helicopter records cannot confirm main rotor thrust bearing spacer tube part number, or
- Main rotor thrust bearing spacer tube, 269A1318-005, was delivered, installed and/or replaced after June 1, 1999.

ONE-TIME
INSPECTION

POWERTRAIN

Section 1. PLANNING INFORMATION (Continued)

- B. Purpose To perform a one-time inspection for contact between the main rotor thrust bearing spacer tube and the main rotor drive shaft journal radius above the main rotor drive shaft thrust bearing, and for a minimum allowable chamfer diameter at the bottom of the main rotor thrust bearing spacer tube.
- C. Description Helicopter records are reviewed to determine main rotor thrust bearing spacer tube part number and/or date delivered from manufacturer.

 If main rotor thrust bearing spacer tube was in service before June 1, 1999 and/or is part number 269A1318-003, no further action is required.

 If main rotor thrust bearing spacer tube was placed in service after June 1, 1999 and/or is part number 269A1318-005, or if records are incomplete, tube is removed and inspected, together with main rotor drive shaft, for evidence of contact and/or damage.
- D. Compliance Compliance is essential. The instructions outlined herein shall be accomplished at the next 100 hour inspection or 60 days from the issue date of this service bulletin, whichever occurs first.
- E. Approval Inspection item.
- F. Manpower (Estimated)

<u>Task</u>	<u>No. of Men</u>	<u>No. of Hours</u>	<u>Man-Hours*</u>
Disassembly			
(a) Remove Blades	2	0.4	0.8
(b) Remove MR Hub (Splined) or Pitch Bearings and Hub (Bolted)	1	1.0	1.0
(c) Remove MR Driveshaft	1	0.5	0.5
Inspect Driveshaft	1	0.5	0.5
Measure Spacer	1	0.2	0.2
Reassembly			
(a) Install Blades	2	0.5	1.0
(b) Install Driveshaft	1	1.0	1.0
(c) Install Hub and Pitch Bearings	1	1.2	1.2
(d) Follow-On Retorque	1	0.8	0.8
Documentation	1	0.3	<u>0.3</u>
Total Man-Hours			7.3
*Estimate does not include time required to prepare helicopter or return it to flight status.			

Section 1. PLANNING INFORMATION (Continued)

G. Material

As Required by HMI.

H. Tooling

As Required by HMI.

I. Weight and Balance

Not affected.

J. Electrical Load Data

Not affected.

K. Software Load Data

Not changed.

L. References

- (1) CSP-C-2 Models 269A, TH55A, A-1, B and C Helicopters, Basic Handbook of Maintenance Instructions (HMI) dated 15 March 1982, Revised 16 July 2010, or later revision.
- (2) CSP-C-10, S-300C Model 269C Helicopter Basic HMI (Effective S/N 1809 and Subsequent) Dated 03 Oct 2003, Revised 21 May 2010, or later revision.

M. Publications Affected

None.

N. Attachment

None.

Section 2. MATERIAL INFORMATION

A. Basis for Material Data

Per helicopter.

B. Bill of Material

As Required by HMI.

C. Consumable Material

As Required by HMI.

Section 3. ACCOMPLISHMENT INSTRUCTIONS

- A. Review helicopter records to determine main rotor thrust bearing spacer tube part number and/or date of delivery or installation:
- (1) If records confirm any of the following requirements, no further action is required; proceed to paragraph B, step (6):
 - (a) Main rotor thrust bearing spacer tube part number is 269A1318-003.
 - (b) Main rotor thrust bearing spacer tube was delivered and/or installed before June 1, 1999 and has not been replaced since that time.
 - (c) Helicopter was delivered before June 1, 1999, and main rotor thrust bearing spacer tube has never been replaced.
 - (2) If records are incomplete or cannot confirm any of the requirements listed in steps (a) through (c) above, comply with paragraph B in its entirety.

NOTE: The Illustrated Parts Catalog (IPC) is not a reliable reference to determine the part number of the installed main rotor thrust bearing spacer tube.

- B. Prepare helicopter for maintenance/inspection:
- (1) Turn off all helicopter electrical power.
 - (2) Remove main rotor drive shaft thrust bearing nut and main rotor thrust bearing spacer tube in accordance with CSP-C-2, section 10 or CSP-C-10, section 10.
 - (3) Inspect main rotor drive shaft journal radius directly above main rotor drive shaft thrust bearing for loss of paint or any indications of main rotor thrust bearing spacer tube contact in journal radius.
 - (a) If a groove is found that has penetrated the shot peened metal surface per section 10 of CSP-C-2 or section 10 of CSP-C-10, remove main rotor drive shaft, and contact a Sikorsky Light Helicopter Service Center to obtain an RSA number. Fill out the RSA as applicable and mail the form and the main rotor drive shaft to the address shown on the form.
 - (b) If no groove is found, continue to next step.
 - (4) Measure chamfer in the bottom of main rotor thrust bearing spacer tube for minimum diameter of 1.991-inches (Figure 1).
 - (a) If diameter is less than 1.991-inches, remove main rotor thrust bearing tube, and contact a Sikorsky Light Helicopter Service Center to obtain an RSA number. Fill out the RSA as applicable and mail the form and the main rotor thrust bearing spacer tube to the address shown on the form.
 - (5) As required, install serviceable main rotor drive shaft and main rotor thrust bearing spacer tube in accordance with CSP-C-2, section 10 or CSP-C-10 section 10.

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

- (6) Return helicopter to service.
- (7) Record compliance with this service bulletin in the helicopter and/or detail parts records, and submit the Compliance Card to the address shown on the form.

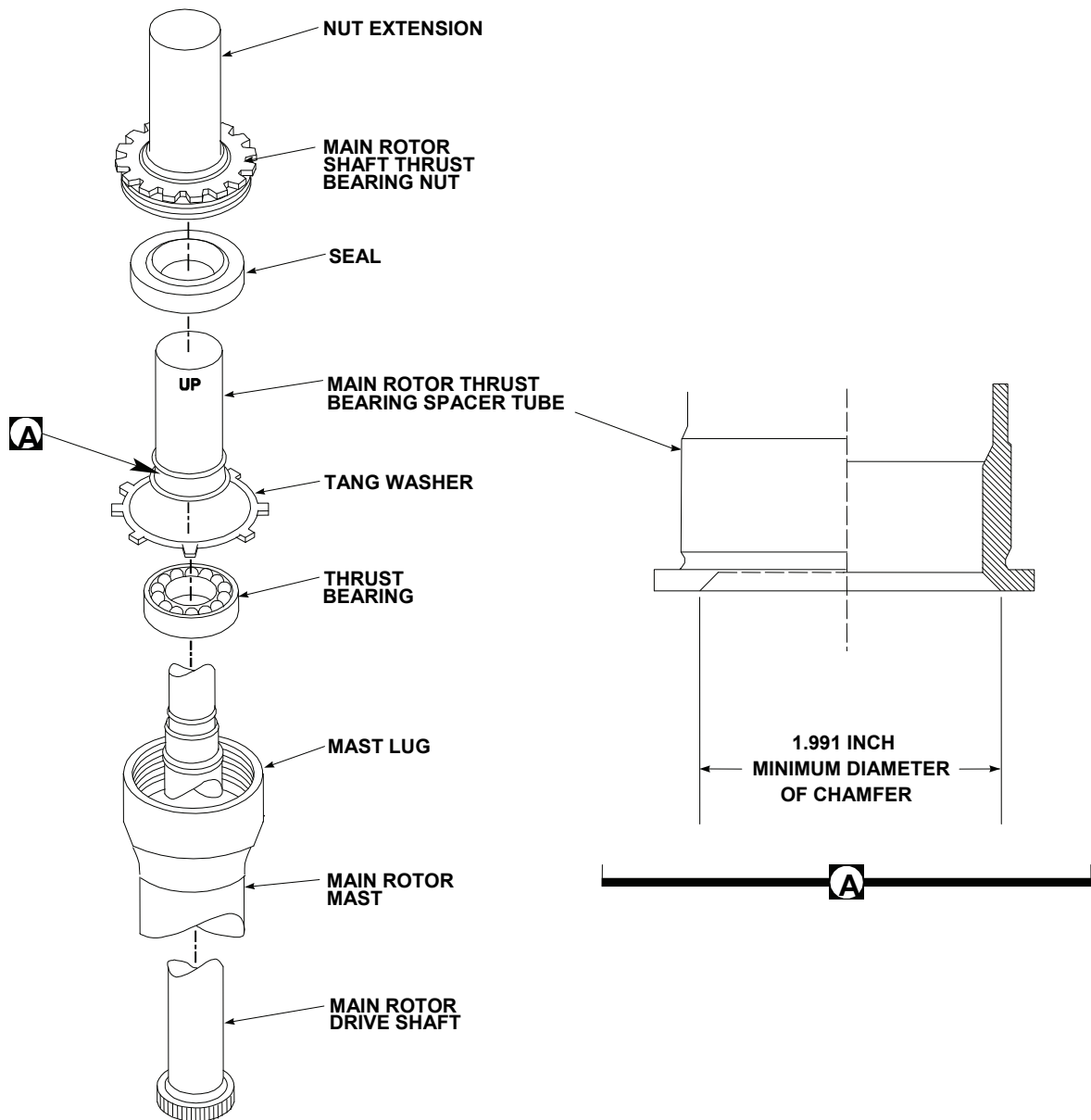


Figure 1. Main Rotor Thrust Bearing Spacer Tube Inspection

HSI Helicopter Support Inc.

A Sikorsky Aerospace Services Company.

RETURN TO:
Helicopter Support Inc.
124 Quarry Rd Trumbull CT 06611
Jared W. Lombardo

RSA # _____

RSA

CUSTOMER INFORMATION NAME: _____

ADDRESS: _____ COUNTRY: _____

REFERENCE TO PREVIOUS COMMUNICATIONS:

RSA TYPE:

AIRCRAFT INFORMATION

MODEL: _____ SERIAL NUMBER: _____ TOTAL HRS.: _____

REMOVED PART INFORMATION

DESCRIPTION: _____

PART NUMBER: _____

SERIAL NUMBER: _____

INSTALLATION DATE: _____ AIRCRAFT HRS. AT INSTALLATION: _____

REMOVAL DATE _____ AIRCRAFT HOURS AT REMOVAL: _____

TSO:

REASON FOR REMOVAL: _____

REPLACEMENT PART INFORMATION URGENCY LEVEL:

PART NUMBER: _____ SERIAL NUMBER: _____

QUANTITY: _____ CUSTOMER P.O.:

ORIGINATOR: _____ TITLE/POSITION: _____

SIGNATURE: _____ DATE _____

REQUESTED ADJUSTMENT

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WARRANTY	SPARES EXCHANGE	EXCHANGE & OVERHAUL	OTHER
	TRADE-IN RETURN	PROGRAM, RETURN OF	_____
		OPERATIONAL COMPONENTS	_____

REMOVED PART SOURCE (WARRANTY ADJUSTMENT ONLY)

NEW AIRCRAFT ORIG. EQUIP

SPARES PURCHASE _____

SPARES EXCHANGE PURCHASE _____ DATE RECEIVED _____

OVERHAUL/REPAIR SERVICES PURCHASE _____

SZR-20-003

(Fold over and tape closed)

SIKORSKY AIRCRAFT CORPORATION

FACSIMILE NUMBER (860) 998-7565

EMAIL ADDRESS: GPSIKSASProductSafet@utc.com

ATTENTION: SAS PRODUCT SAFETY MANAGER
SIKORSKY AEROSPACE SERVICES



IMPORTANT NOTICE

Upon COMPLIANCE with the attached SB, Sikorsky requests your cooperation in completing and returning this ENTIRE PAGE by MAIL.

Please fill in the requested information at the bottom of the page, so we may maintain proper records documenting the configuration of your aircraft. This information is useful when determining configuration and effectivity of issues affecting fielded aircraft.

This request is in keeping with our policy to assure that our customers receive the latest information applicable for the maintenance of your aircraft. Thank you.

SERVICE BULLETIN: DB-038.1 **Compliance Record Card**

TITLE: Inspection of Main Rotor Drive Thrust Bearing Journal Radius

OWNER/OPERATOR: _____

SUBMITTED BY: _____ **DATE:** _____

- FOLLOWING SERIAL NUMBERS ARE NOT AFFECTED BY THIS SB**
- SB HAS BEEN COMPLIED WITH ON THE FOLLOWING SERIAL NUMBERS**

(Fold Up to Arrows)



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