

TRANSMITTAL SHEET

Subject: ALERT SERVICE BULLETIN NO. DB-040A – POWER TRAIN – Ring Gear Carrier Assembly – To Implement a Reduction in Service Life

This page transmits Revision A to Alert Service Bulletin (ASB) No. DB-040 dated June 21/12.

ASB DB-040A supersedes ASB DB-040 dated June 21/12.

The text changed by this revision is indicated by a vertical line in the outer margin of the page. Illustration changes are indicated by a vertical line next to the figure title.

**REVISION INSTRUCTIONS:**

Operators who have already complied with the basic issue of ASB DB-040, no further action is required.

Operators who have not complied with ASB DB-040, comply with ASB DB-040A in its entirety.

Revision Feature:

**PLANNING INFORMATION**

Revised Paragraph D, Compliance.

**ACCOMPLISHMENT INSTRUCTIONS**

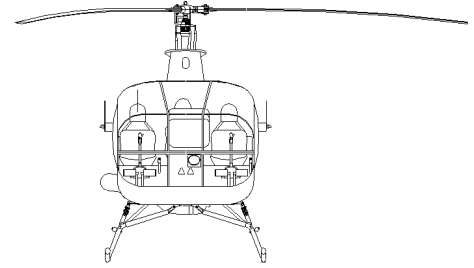
Revised Paragraph A to reflect revised compliance requirements.

SIKORSKY AIRCRAFT  
Technical Directives Section

# 269D<sup>®</sup> Helicopter

## ALERT

## SERVICE BULLETIN



NOTICE TO ALL PERSONS RECEIVING THIS DOCUMENT:

WARNING: THIS DOCUMENT, OR AN EMBODIMENT OF IT IN ANY MEDIA, DISCLOSES INFORMATION WHICH IS PROPRIETARY, IS THE PROPERTY OF SIKORSKY AIRCRAFT CORPORATION AND/OR ITS SUBSIDIARIES, IS AN UNPUBLISHED WORK PROTECTED UNDER APPLICABLE COPYRIGHT LAWS, AND IS DELIVERED ON THE EXPRESS CONDITION THAT IT IS NOT TO BE USED, DISCLOSED, REPRODUCED, IN WHOLE OR IN PART (INCLUDING REPRODUCTION AS A DERIVATIVE WORK), OR USED FOR MANUFACTURE FOR ANYONE OTHER THAN SIKORSKY AIRCRAFT CORPORATION AND/OR ITS SUBSIDIARIES WITHOUT ITS WRITTEN CONSENT, AND THAT NO RIGHT IS GRANTED TO DISCLOSE OR SO USE ANY INFORMATION CONTAINED HEREIN. ALL RIGHTS RESERVED. ANY ACT IN VIOLATION OF APPLICABLE LAW MAY RESULT IN CIVIL AND CRIMINAL PENALTIES.

EXPORT WARNING: THESE COMMODITIES, TECHNICAL DATA OR SOFTWARE ARE SUBJECT TO THE EXPORT CONTROL OF EITHER THE INTERNATIONAL TRAFFIC IN ARMS REGULATIONS (ITAR) OR THE EXPORT ADMINISTRATION REGULATIONS (EAR) AND CANNOT BE EXPORTED WITHOUT THE PRIOR AUTHORIZATION OF EITHER THE DEPARTMENT OF STATE OR THE DEPARTMENT OF COMMERCE. THE TERM "EXPORT" INCLUDES ANY DISCLOSURE AND/OR PROVISION OF ACCESS TO COMMODITIES, TECHNICAL DATA OR SOFTWARE TO OR BY FOREIGN NATIONALS (WHETHER LOCATED IN THE UNITED STATES OR ABROAD). THIS REQUIREMENT ALSO APPLIES TO FOREIGN NATIONAL EMPLOYEES OF U.S. COMPANIES AND THEIR FOREIGN SUBSIDIARIES.

269D<sup>®</sup> IS A REGISTERED TRADEMARK OF SIKORSKY AIRCRAFT CORPORATION.

ASB DB-040A

June 21/12

Revision A • December 04/12

SUBJECT: POWER TRAIN – Ring Gear Carrier Assembly – To Implement a Reduction in Service Life

### Section 1. PLANNING INFORMATION

- A. Effectivity All Schweizer model 269D helicopters with ring gear carrier assembly 269A5194 installed.
- All Schweizer model 269D Configuration "A" helicopters with ring gear carrier assembly 269A5194 installed with the following exceptions:
- Helicopters with SA-269DK-0027 333 Increased Take Off Power (TOP) upgrade.
- B. Purpose To change the replacement interval of 269A5194 ring gear carrier assembly from 6000 to 5000 flight hours.
- C. Description Helicopter records are reviewed to determine total flight hours of ring gear carrier assembly. If ring gear carrier assembly is approaching life limit it is removed and replaced before life limit is reached. Ring gear carrier assembly component log card is annotated with new life limit and helicopter is returned to service.

Section 1. PLANNING INFORMATION (Continued)

- D. Compliance Compliance is essential. The reduction in service life described herein shall be implemented in accordance with the following schedule:
  1. Ring gear carrier assembly flight hours less than 4975 on the basic issue date of this ASB: no immediate maintenance action required. New life limit of 5000 flight hours shall be observed.
  2. Ring gear carrier assembly flight hours between 4975 and 5850 on the basic issue date of this ASB: replace ring gear carrier assembly within the next 25 flight hours or 30 days from the issue date of Revision A to this ASB, whichever occurs first.
  3. Ring gear carrier assembly flight hours greater than or equal to 5850 on the basic issue date of this ASB: replace ring gear carrier assembly within the next 10 flight hours or 15 days from the issue date of Revision A to this ASB, whichever occurs first. Total time in service shall not exceed 6000 flight hours.
  
- E. Approval The technical aspects of this ASB are FAA approved.
  
- F. Manpower (Estimated)

| <u>Task</u>                                      | <u>No. of Men</u> | <u>No. of Hours</u> | <u>Man-Hours*</u> |
|--------------------------------------------------|-------------------|---------------------|-------------------|
| Review helicopter records                        | 1                 | 0.5                 | 0.5               |
| Remove main transmission (if required)           | 2                 | 3.0                 | 6.0               |
| Replace ring gear carrier assembly (if required) | 1                 | 8.0                 | 8.0               |
| Install main transmission (if required)          | 2                 | 4.0                 | 8.0               |
| Perform run-in and test procedure (if required)  | 1                 | 5.0                 | <u>5.0</u>        |
| <b>Total Man-Hours</b>                           |                   |                     | <b>27.5</b>       |

\*Estimate does not include time required to prepare helicopter or return it to flight status.

- G. Material  
Refer to applicable HMI.
  
- H. Tooling  
Refer to applicable HMI.
  
- I. Weight and Balance  
Not affected.

Section 1. PLANNING INFORMATION (Continued)

J. Electrical Load Data

Not affected.

K. Software Load Data

Not changed.

L. References

- (1) HMI CSP-D-2, Section 10.
- (2) HMI CSP-D-2, Appendix C, CSP-D-5, Part I.
- (3) HMI CSP-D-9, Section 10.
- (4) HMI CSP-D-9, Appendix C, CSP-D-12, Part I.

M. Publications Affected

- (1) Model 269D:

CSP-D-4 Appendix B, Airworthiness Limitations Section, issued 18 September 2002, revised 11 March 2010, or later revision.

- (2) Model 269D Configuration "A":

CSP-D-11 Appendix B, Periodic Inspections, Overhaul and Retirement Schedule, and Weight and Balance Procedures, reissued 20 July 2001, revised 20 August 2010, or later revision.

N. Attachment

None.

Section 2. MATERIAL INFORMATION

A. Basis for Material Data

Per helicopter.

B. Bill of Material

Refer to applicable HMI.

C. Consumable Material

Refer to applicable HMI.

Section 3. ACCOMPLISHMENT INSTRUCTIONS

A. Review helicopter records to determine total flight hours of ring gear carrier assembly.

- (1) Ring gear carrier assembly flight hours less than 4975 on the basic issue date of this ASB: no maintenance action required. Proceed to paragraph B, step (6).
- (2) Ring gear carrier assembly flight hours between 4975 and 5850 on the basic issue date of this ASB: replace ring gear carrier assembly within the next 25 flight hours or 30 days from the issue date of Revision A to this ASB, whichever occurs first. Proceed to paragraph B.
- (3) Ring gear carrier assembly flight hours greater than or equal to 5850 on the basic issue date of this ASB: replace ring gear carrier assembly within the next 10 flight hours or 15 days from the issue date of Revision A to this ASB, whichever occurs first. Total time in service shall not exceed 6000 flight hours. Proceed to paragraph B.

B. Replace ring gear carrier assembly as follows:

- (1) Turn off all helicopter electrical power.
- (2) Remove main transmission.
  - (a) For model 269D, reference HMI CSP-D-2, Section 10.
  - (b) For model 269D Configuration "A", reference HMI CSP-D-9, Section 10.
- (3) Remove ring gear carrier assembly from main transmission.
  - (a) For model 269D, reference HMI CSP-D-2, Appendix C, CSP-D-5, Part I.
  - (b) For model 269D Configuration "A", reference HMI CSP-D-9, Appendix C, CSP-D-12, Part I.
- (4) Install serviceable ring gear carrier assembly in main transmission.
  - (a) For model 269D, reference HMI CSP-D-2, Appendix C, CSP-D-5, Part I.

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

- (b) For model 269D Configuration "A", reference HMI CSP-D-9, Appendix C, CSP-D-12, Part I.
  - (5) Install main transmission.
    - (a) For model 269D, reference HMI CSP-D-2, Section 10.
    - (b) For model 269D Configuration "A", reference HMI CSP-D-9, Section 10.
  - (6) Annotate ring gear carrier assembly log card with new replacement interval of 5000 flight hours.
  - (7) Return helicopter to service.
- C. Record of compliance:
- (1) Make an appropriate helicopter logbook or component log card entry to show compliance with this ASB.
  - (2) Upon compliance with this ASB, complete attached ALERT SERVICE BULLETIN COMPLIANCE RECORD CARD and return it to Sikorsky Aircraft Corporation.

(Fold over and tape closed)

SIKORSKY AIRCRAFT CORPORATION

**FACSIMILE NUMBER (860) 998-7565**

**EMAIL ADDRESS: [GPSIKSASProductSafet@utc.com](mailto:GPSIKSASProductSafet@utc.com)**

ATTENTION: SAS PRODUCT SAFETY MANAGER  
SIKORSKY AEROSPACE SERVICES



**IMPORTANT NOTICE**

Upon **COMPLIANCE** with the attached ASB, Sikorsky requests your cooperation in completing and returning this **ENTIRE PAGE** by MAIL, FAX, or scan & EMAIL.

*If you have internet access, you may go to [www.sikorsky.com](http://www.sikorsky.com) to record your compliance.*

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.

**ALERT SERVICE BULLETIN:**            No. DB-040A            **Compliance Record Card**

**TITLE:** POWER TRAIN – Ring Gear Carrier Assembly – To Implement a Reduction in  
Service Life

**OWNER/OPERATOR:** \_\_\_\_\_

**SUBMITTED BY:** \_\_\_\_\_      **DATE:** \_\_\_\_\_

**FOLLOWING SERIAL NUMBERS ARE NOT AFFECTED BY THIS ASB**

**ASB HAS BEEN COMPLIED WITH ON HELICOPTER SERIAL NUMBERS:**

\_\_\_\_\_  
\_\_\_\_\_

(Fold Up to Arrows)



**Sikorsky**

A United Technologies Company

No Postage  
Necessary

---

**BUSINESS REPLY MAIL**

**FIRST-CLASS MAIL PERMIT NO. 432 BRIDGEPORT CT**

---

**POSTAGE WILL BE PAID BY ADDRESSEE**

**SIKORSKY AIRCRAFT CORPORATION**

P.O. BOX 9729

6900 MAIN STREET

STRATFORD, CONNECTICUT 06615-9129 U.S.A.

MAILSTOP: **S328A**

ATTENTION: SAS PRODUCT SAFETY MANAGER

SIKORSKY AEROSPACE SERVICES

**Please complete the form on the reverse side and FAX to**

**FACSIMILE NUMBER (860) 998-7565**

**Or scan and email to:**

**EMAIL ADDRESS: [GPSIKSASProductSafet@utc.com](mailto:GPSIKSASProductSafet@utc.com)**

**or fold and return ENTIRE form to Sikorsky Aircraft Corporation**