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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Byte av lager för rotorsystemets kopplingsenhet

**GÄLLER:** Modell 269A, 269A-1, 269B, 269C och TH-55A med lager P/N 269A5050-57 eller 269A5050-80 installerade i nedre drivrullen.

**ÅTGÄRD:** Utför åtgärder angivna i bifogad kopia av FAA AD 94-12-06.

**TID FÖR ÅTGÄRD:** Inom 50 flygtimmar och därefter i intervaller angivna i FAA AD 94-12-06.

**UNDERLAG:** FAA AD 94-12-06  
SIN N-146.2 och SIN N-164 daterade 7 december 1979.

**REFERENS:** FAA AD 94-12-06

**UTGIVNINGS-DATUM:** 1994-09-22

**LFS: 1994:33**

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

# AIRWORTHINESS DIRECTIVE

Bilaga till LVD Nr 1587A



FLIGHT STANDARDS SERVICE  
REGULATORY SUPPORT DIVISION  
P.O. BOX 26460  
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

**94-12-06 SCHWEIZER AIRCRAFT CORPORATION AND HUGHES HELICOPTERS, INC.:** Amendment 39-8934. Docket Number 92-ASW-50. Supersedes AD 80-02-14, Amendment 39-3668.

**Applicability:** Model 269A, 269A-1, 269B, 269C, and TH-55A helicopters, with lower belt drive pulley bearings, part number (P/N) 269A5050-57 or 269A5050-80, installed, certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent failure of the lower belt drive pulley bearings (pulley bearings), loss of power to the rotor systems, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 50 hours' time-in-service (TIS) after the effective date of this AD, replace all pulley bearings, P/N 269A5050-57 or 269A5050-80, that have accumulated 1,750 or more hours' TIS on the effective date of this AD. For pulley bearings that have accumulated less than 1,750 hours' TIS on the effective date of this AD, replace these pulley bearings on or prior to attaining 1,800 hours' total TIS. If replaced with pulley bearings, P/N 269A5050-57 or 269A5050-80, the repetitive inspection requirements of paragraph (d) of this AD are applicable.

**NOTE:** The following paragraphs of the AD, relative to bearing retention system inspection, cover two systems of retention. At delivery, all Model 269A, 269A-1, 269B, TH-55A, and certain 269C helicopters, serial numbers 1 through 589, were equipped with sheet metal lower bearing straps, P/N 269A5463. Model 269C helicopters, serial numbers 590 and subsequent, were equipped with machined lower bearing caps that are part of a 269A5573-11 "H" frame assembly. Paragraph (b) concerns the sheet metal straps and paragraph (c) concerns the machined caps.

(b) Within the next 50 hours' TIS after the effective date of this AD, on helicopters equipped with sheet metal lower bearing straps, P/N 269A5463--

(1) Inspect the pulley bearings in accordance with paragraphs a. through f. of Part I of Schweizer Aircraft Corporation or Hughes Helicopters, Inc. Service Information Notice (SIN) N-146.2, dated December 7, 1979, and,

(2) Shim bearing straps in accordance with paragraph h.(2) of Part I of SIN N-146.2, dated December 7, 1979.

(c) Within the next 50 hours' TIS after the effective date of this AD, on helicopters equipped with machined lower pulley bearing caps (caps) that are part of a 269A5573-11 "H" frame assembly, inspect caps and frame assembly lower bearing bore for out-of-roundness in accordance with paragraphs l. through p., Part I of SIN N-164, dated December 7, 1979.

(1) If out-of-roundness exceeds 0.001 inch Total Indicator Reading (T.I.R.), reverse the caps and repeat the inspections of paragraph (c) of this AD for both caps.

(2) If out-of-roundness exceeds 0.001 inch T.I.R. after reversing and reinspecting the caps, replace both caps with two lower bearing straps, P/N 269A5463, in accordance with paragraph r. of Part I of SIN N-164, dated December 7, 1979.

(d) Within 300 hours' TIS after accomplishing paragraphs (b) or (c) of this AD, and thereafter at intervals not to exceed 300 hours' TIS from the last inspection, inspect the pulley bearings in accordance with paragraph a. through e. of Part III of SIN N-164, dated December 7, 1979.

(e) Before returning any helicopter equipped with a replacement "H" frame assembly to service, accomplish the inspections of paragraphs (b) or (c) of this AD as appropriate.

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, New York Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, New York Aircraft Certification Office.

**NOTE:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York Aircraft Certification Office.

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(h) The inspections and replacements shall be done in accordance with Schweizer Aircraft Corporation or Hughes Helicopters, Inc. SIN N-164 and SIN 146.2, both dated December 7, 1979. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York 14902. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on September 19, 1994.

**FOR FURTHER INFORMATION CONTACT:**

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