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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Kontroll av stjärtrotorblad P/N 269A6035

**GÄLLER:** Schweizer (Hughes) 269, alla modeller, S/N på stjärtrotorblad enligt referens och underlag

**ÅTGÄRD:** Utför åtgärder i enlighet med bifogad kopia av FAA AD 89-20-03 R1

**TID FÖR ÅTGÄRD:** Utför modifiering före nästa flygning och därefter i enlighet med FAA AD 89-20-03 R1

**UNDERLAG:** Schweizer Service Information Notice N-183.3, daterad 1989-09-15  
Schweizer Installation Instructions No. CKP-C-40, Kit No. SCA-269-K-056, daterad 1989-08-31

**REFERENS:** FAA AD 89-20-03 R1

**UTGIVNINGS-DATUM:** 1991-05-02

**LFS: 1991:10**

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.



U.S. Department  
of Transportation  
  
Federal Aviation  
Administration

## AIRWORTHINESS DIRECTIVE

AVIATION STANDARDS NATIONAL FIELD OFFICE  
P.O. BOX 26460  
OKLAHOMA CITY, OKLAHOMA 73125

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. They 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 (FAR 39.3).

89-20-03 R1 SCHWEIZER AIRCRAFT CORPORATION (HUGHES HELICOPTERS, Inc.): Amendment 39-6540 as revised by Amendment 39-6863. Docket No. 89-ASW-41.

Applicability: All Model 269 series helicopters, certified in any category, equipped with 269A6035 series tail rotor blades manufactured before September 15, 1989.

Compliance: Required as indicated, unless already accomplished.

To prevent the loss of the abrasion strips on the tail rotor blades with subsequent loss of tail rotor control, accomplish the following:

(a) Install rivets in the tail rotor blades as follows:

(1) Prior to further flight after the effective date of this AD, modify the affected tail rotor blades with the following serial numbers (S/N) in accordance with the procedures detailed in Appendix 1 of this AD:

### Blade S/N's Affected

R0056	S524	S584	S640-S644
R0086	S534	S586	S646
R1059	S538	S588	S648-S650
R1066	S539	S589-S594	S653
R1560	S544	S596	S654
R1922	S546	S598-S603	S657
R3296	S547	S605	S660-S662
R3314	S549	S607	S664-S666
R3330	S550	S608	S668
R3349	S553	S611-S620	S670-S672
S21	S556-S563	S623-S626	S675-S677
S431	S565	S631-S633	S679-S682
S513	S566	S637	S684-S688
S515	S568-S571	S638	S691-S694
S518	S573		
S521	S576-S582		

(2) Within the next 100 hours' time in service after the effective date of this AD, modify all tail rotor blades, whether manufactured by Schweizer or Hughes, except those listed in paragraph (a)(1) in accordance with procedures described in Appendix I of this AD.

(b) Before the first flight of each day, visually check the abrasion strip of these blades for any evidence of cracking or chipping along the entire abrasion strip/airfoil bond line and the blade tip.

2 89-20-03 R1

(c) If, during the check required by paragraph (b), cracking or chipping is observed, inspect the bond line for bond separation using a 10 power or higher magnifying glass. If evidence of debonding along the abrasion strip/bond line or blade tip is detected, inspect the tail rotor blade using dye penetrant or equivalent inspection method and tap test prior to further flight in accordance with Appendix I of this AD.

(d) Remove from service, prior to further flight, any rotor blade found to contain bond separation.

(e) The visual check required by paragraph (b) of this AD may be performed by the pilot and must be recorded in accordance with FAR Section 43.9.

NOTE: The pilot, when complying, must make appropriate entries and the record must be maintained in accordance with FAR Section 91.173 or 135.439.

(f) Aircraft may be ferried in accordance with the provisions of FAR Section 21.197 and 21.199 to a base where the requirements of this AD can be accomplished.

(g) Alternative inspections, modifications, or other actions which provide an equivalent level of safety may be used when approved by the Manager, New York Aircraft Certification Office, FAA, 181 South Franklin Avenue, Room 202, Valley Stream, NY.

NOTE: Blades modified to Schweizer Installation Instructions No. CKP-C-40, Kit No. SCA-269-K-056, dated August 31, 1989, or Schweizer Service Information Notice No. N-183.3, September 15, 1989, Part III, comply with paragraph (a) of this AD.

(h) Tail rotor blades manufactured by Schweizer with a bond date on or after September 15, 1989, shown on the identification plate located on the inboard end of the blade, are exempt from the requirements of this AD.

NOTE: Appendix I, which is not reprinted in this AD, includes material from Schweizer Aircraft Corporation Service Information Notice (S/N) N-183.3, dated September 15, 1989. A copy of the service information may be obtained from Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York 14902.

Airworthiness Directive 89-20-03 R1 supersedes AD 87-22-07, Amendment 39-5730 (52 FR 4155, October 29, 1987).

Airworthiness Directive 89-20-03 R1 amends AD 89-20-03, Amendment 39-6540 (55 FR 10228, March 20, 1990) which was the Final Rule of Priority Letter AD 89-20-03 issued on September 28, 1990.

This amendment (39-6863, AD 89-20-03 R1) becomes effective on February 22, 1991.

FOR FURTHER INFORMATION CONTACT:

Mr. Anthony Socias, Aerospace Engineer, Airframe Branch, New York Aircraft Certification Office, ANE-172, FAA, New England Region, 181 South Franklin Avenue, Valley Stream, New York 11581, telephone (516) 791-6680.