

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll / byte av huvudrotorns trycklager

GÄLLER: Modellerna 269A S/N 0011 t o m 1109, 269A-1 S/N 0001 t o m 0041, 269B S/N 0001 t o m 0444 och TH-55A med installerat trycklager P/N 269A5050-50, -51 eller -73.

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 97-05-06.

TID FÖR ÅTGÄRD: Inom 25 flygtimmar räknat från detta LVD's utgivningsdatum.

UNDERLAG: FAA AD 97-05-06 och där under punkt (i) angivna underlag.

REFERENS: FAA AD 97-05-06.

BESLUTSDATUM: 1997-03-18

LFS 1997:16

Åtgärder 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 senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram Civilair	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Norrköping	62450

AIRWORTHINESS DIRECTIVE

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).

97-05-06 SCHWEIZER AIRCRAFT CORPORATION AND HUGHES HELICOPTERS, INC.: Amendment 39-9950. Docket No. 94-SW-17-AD. Supersedes AD 68-21-05, Amendment 39-1055 and Amendment 39-672.

Applicability: Model 269A helicopters, serial numbers (S/N) 0011 through 1109, Model 269A-1 helicopters, S/N 0001 through 0041, Model 269B, S/N 0001 through 0444, and Model TH-55A, with main rotor thrust bearing, part number (P/N) 269A5050-50, -51, or -73, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (g) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required within 25 hours time-in-service (TIS) after the effective date of this AD, unless accomplished previously.

To prevent failure of the main rotor thrust bearing (bearing), loss of the main rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) From available helicopter records, determine the TIS of the appropriate bearing, part number (P/N) 269A5050-50, P/N 269A5050-51, or P/N 269A5050-73.

(1) If the TIS on the bearing, P/N 269A5050-50 or -51, equals or exceeds 300 hours TIS, replace the bearing with an airworthy bearing before further flight.

(2) If the TIS on the bearing, P/N 269A5050-50 or -51, equals or exceeds 275 hours TIS, and is less than 300 hours TIS, replace the bearing with an airworthy bearing within the next 25 hours TIS.

(3) If the TIS on the bearing, P/N 269A5050-50 or -51, is less than 275 hours TIS, replace the bearing with an airworthy bearing on or before 300 hours TIS.

(b) Inspect bearing, P/N 269A5050-50 or -51, for rotational roughness, corrosion, inadequate lubrication, physical damage, moisture or inadequate drainage due to build-up of zinc chromate paste in accordance with Step II, paragraph b of Schweizer Service Notice (SSN) No. N-59, dated October 9, 1968.

(1) If bearing rotational roughness, corrosion, inadequate lubrication, physical damage, moisture or inadequate drainage due to build-up of zinc chromate paste is found, replace the bearing with an airworthy bearing.

(2) If no bearing rotational roughness, corrosion, lack of lubrication, physical damage, moisture or inadequate drainage due to build-up of zinc chromate paste is found, thereafter, inspect the bearing in accordance with this paragraph upon attaining an additional 150 hours TIS.

(3) For replacement bearings, inspect in accordance with this paragraph upon attaining 150 hours TIS, unless the bearing reaches its 300 hour TIS retirement life limit prior to this inspection.

(c) For bearing, P/N 269A5050-73:

(1) Inspect the bearing for corrosion, rust, freedom of rotation, looseness, binding, nicks, burrs, cracks and lubrication. Thereafter, inspect the bearing at intervals not to exceed 600 hours TIS.

(2) As necessary, repack the bearing cavity in accordance with Schweizer Aircraft Corporation CKP-C-41 "Installation Instructions For 269 Series Helicopters, SA-269K-057-1 Main Rotor Thrust Bearing Kit," dated June 9, 1994.

(d) This AD establishes a retirement life of 300 hours TIS for bearings, P/Ns 269A5050-50 and -51 and a retirement life of 3,000 hours TIS for bearing, P/N 2695050-73. However, bearings, P/Ns 269A5050-50 and -51, with at least 275 hours TIS but less than 300 hours TIS, need not be retired until or before the accumulation of an additional 25 hours TIS.

(e) Inspect the thrust bearing nut (nut), P/N 269A1306-5, for corrosion and physical damage and determine whether the nut has been modified in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(1) If corrosion or physical damage is found, replace the nut with an airworthy nut that has been modified in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(2) If the nut has not been modified, modify the nut in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(f) Inspect the interior of the main rotor mast (mast) for corrosion, physical damage, foreign materials, moisture or inadequate drainage due to a buildup of zinc chromate paste and determine whether the mast has been modified in accordance with Step II of SSN No. N-59, dated October 9, 1968 to install a drain hole.

(1) If corrosion or physical damage is found, replace the mast with an airworthy mast that has been modified in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(2) If the interior of the mast has foreign materials, moisture or inadequate drainage due to a buildup of zinc chromate paste, clean the area with a suitable solvent in accordance with Step II of SSN No. N-59, dated October 9, 1968.

(3) If the mast has not been modified, modify the mast in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(g) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office. 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 2: 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.

(h) 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.

(i) The inspections, modifications, and replacements shall be done in accordance with Schweizer Service Notice No. N-59, dated October 9, 1968 and Schweizer Aircraft Corporation CKP-C-41 "Installation Instructions For 269 Series Helicopters, SA-269K-057-1 Main Rotor Thrust Bearing Kit," dated June 9, 1994. 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, Room 663, 2601 Meacham Blvd., Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(j) This amendment becomes effective on April 7, 1997.

FOR FURTHER INFORMATION CONTACT:

Mr. Ray O'Neill, Aerospace Engineer, Airframe and Propulsion Branch, New York Aircraft Certification Office, FAA, New England Region, 10 5th Street, Valley Stream, New York 11581, telephone (516) 256-7505, fax (516) 568-2716.