
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/HU 269/67 Amdt 1 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Schweizer (Hughes) 269 Series Helicopters

**AD/HU 269/67
Amdt 2**

**Tailboom Centre Attachment Fitting
Assembly - Inspection**

13/2002

Applicability: All models.

- Requirement:
1. Inspect the tailboom centre attachment (saddle) fitting in accordance with Hughes SIN No. B-238 (for models 269A, 269A-1, 269B) and B-239 (for model 269C).
 2. Check the thickness of the saddle fitting lugs. The thickness of the lugs that are nearer the tailboom should be equal to, or less than, the thickness of the lugs away from the tail-boom. If the lug thickness does not meet this condition, the saddle fitting must be retired from service within the next 100 hours time in service.

Note: FAA AD's 91-05-18 and 93-21-03 refer.

- Compliance:
1. As detailed in Hughes SIN No. B-238 or B-239 as applicable (depending on model).
 2. Coincident with the initial inspection required by SIN No. B-238 or B-239.

This Amendment becomes effective on 26 December 2002.

Background: These inspections are required to prevent fatigue failure of the tailboom centre attachment fitting, which could result in loss of the tailboom of the helicopter. This amendment changes the requirement document from Hughes SIN No. N-165.1 (now cancelled) to Hughes SIN B-239 or B-239 (depending on the model). Minor changes are also made to the text and a note added which refers to the original FAA AD's. There is no technical change to the inspections required by this AD.

Schweizer (Hughes) 269 Series Helicopters

AD/HU 269/67 Amdt 2 (continued)

The original issue of this Airworthiness Directive became effective in August 1982.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

14 November 2002