

Schweizer (Hughes) 269 Series Helicopters

**AD/HU 269/85
 Amdt 2**

Tail Rotor Blade Abrasion Strip

**6/91
 DM**

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

Requirement: Action in accordance with the technical requirement of FAA AD 89-20-03 R1, which requires the following:

1. Modify the affected tail rotor blades with the following serial numbers (S/N) in accordance with the procedures detailed in Schweizer SIN N-183.3 Part III.

Blade S/N's Affected

R0056	S521	S573	S638
R0086	S524	S576-S582	S640-S644
R1059	S534	S584	S646
R1066	S538	S586	S648-S650
R1560	S539	S588	S653
R1922	S544	S589-S594	S654
R3296	S546	S596	S657
R3314	S547	S598-S603	S660-S662
R3330	S549	S605	S664-S666
R3349	S550	S607	S668
S21	S553	S608	S670-S672
S431	S556-S563	R611-S620	S675-S677
S513	S565	S623-S626	S679-S682
S515	S566	S631-S633	S684-S688
S518	S568-S571	S637	S691-S694

2. Modify all tail rotor blades, whether manufactured by Schweizer or Hughes, except those listed in Requirement 1, in accordance with procedures detailed in Schweizer SIN N-183.3 Part III.
3. 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.
 - (a) If, during the check required by Requirement 3, 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 Schweizer SIN N-183.3 Part II.

SCHEDULE OF AIRWORTHINESS DIRECTIVES

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

Note 1: Blades modified to Schweizer Installation Instructions No. CKP-C-40, Kit No. SCA-269-K-056, dated 31 August 1989, or Schweizer Service Information Notice No. N-183.3, 15 September 1989, Part III, comply with Requirements 1 and 2.

Note 2: Tail rotor blades manufactured by Schweizer with a bond date on or after 15 September 1989, shown on the identification plate located on the inboard end of the blade, are exempt from the requirements of this AD.

- Compliance:
1. Unless already accomplished in accordance with AD/HU 269/85 Amdt 1; Prior to further flight after 10 April 1991.
 2. Within 100 hours time in service after 10 April 1991.
 3. At each daily inspection.

Note: This Directive shall be entered on the Maintenance Release as maintenance required. The visual inspection required by Requirement 3 may be performed by the Pilot in command, in which case certification is to be made by entering AD/HU 269/85 against the daily inspection certification of the Maintenance Release. A copy of this Airworthiness Directive is to be kept in the aircraft.

Background: The FAA has issued a new Airworthiness Directive, which amends an existing FAA AD that requires an inspection and modification of the abrasion strip of tail rotor blades with certain serial numbers; and supersedes an FAA AD for the same model helicopter that currently requires an inspection of Hughes-manufactured tail rotor blades with certain serial numbers. This AD is prompted by reports of separation of the abrasion strips from tail rotor blade skins, which if not corrected, could result in the loss of abrasion strips, loss of tail rotor blades, and subsequent loss of control of the helicopter. Effective date required by the FAA extended by six weeks.