

Schweizer (Hughes) 269 Series Helicopters

AD/HU 269/97

Rotor Blades

**2/91
DM**

Applicability: All model 269A, 269A-1, 269B and 269C with Main Rotor Blades P/N 269A1160; 269A1185, -1, -1M, -7 and/or Tail Rotor Blades P/N 269A1185-1M; 269A6035-23, with the S/Nos listed in the AD Requirement.

Requirement: Pending completion of an investigation currently being undertaken to confirm the airworthiness of certain overhauled/repaired main/tail rotor blades with P/Nos and S/Nos detailed herein, accomplishment of the following is required:

1. Main and tail rotor blades. Inspect and determine whether installed blades have affected P/N and S/N. Blades not affected require no further action.

Main rotor blade P/N 269A1160

Serial Numbers:

0569, 0616, 0834, 0856, 0867, 0871, 0894, 0913, 0966, 0988, 1008, 1134, 1138, 1143, 1163, 1569, 1593, 1808, 2343, 2433, 2437, 2439, 2452, 2657, 2677, 2755, 2841, 2860, 2936, 2993, 3006, 3020, 3118, 3119, 3237, 3577, 3588, 3637, BD52.

Main rotor blade P/N 269A1185, -1, -1M

Serial Numbers

0118, 0201, 0218, 0234, 0243, 0269, 0304, 0306, 0482, 0732, 0745, 0765, 0784, 0799, 0807, 0809, 0813, 0848, 0853, 0864, 0868, 0873, 0906, 0948, 0956, 0984, 1010, 1011, 1077, 1140, 1141, 1142, 1288, 1345, 1412, 1416, 1565, 1570, 1571, 1578, 1629, 1641, 1689, 1695, 1706, 1725, 1792, 1866, 1878, 1879, 1972, 2028, 2335, 2433, 2437, 2439, 2471, 2499, 2537, 2540, 2549, 2657, 2787, 2830, 2860, 2936, 3006, 3237, 3322, 3341, 3577.

Main rotor blade P/N 269A1185-7

Serial Numbers:

0482, 1565, 1578.

Tail rotor blade P/N 269A6035-23

Serial Number:

0579.

2. Affected main rotor blades

Visually inspect leading edge abrasion strip attachment integrity. Any blisters, bubbling or lifting of the strip is cause for removal before further flight.

SCHEDULE OF AIRWORTHINESS DIRECTIVES

3. Affected tail rotor blades

- (a) Dye-penetrant and tap test per Part II of Schweizer SIN N-183.3.
- (b) Visually inspect each tail rotor blade abrasion strip for any evidence of bond failure along the abrasion strip/airfoil bond line.

Note: If evidence of separation along the abrasion strip/airfoil bond line is suspected; using a 10X magnifying glass, closely check along abrasion strip/airfoil bond line and at blade tip for any separation between epoxy adhesive and abrasion strip.

Any blade with void or bond separation beyond prescribed limits must be removed from service before further flight.

Compliance:

- 1. Within next 5 hours time in service after 14 December 1990.
- 2. Within next 5 hours time in service after 14 December 1990 and thereafter at intervals not exceeding 50 hours time in service. Also prior to the first flight of each day the helicopter is to be operated.
- 3. (a) Within next 5 hours time in service after 14 December 1990 and thereafter at intervals not exceeding 50 hours time in service.
(b) Within next 5 hours time in service after 14 December 1990 and thereafter prior to the first flight of each day the helicopter is to be operated.

Note: This Directive shall be entered on the Maintenance Release as maintenance required. The visual inspection required by Para 2 and 3 may be performed by the pilot in command, in which case certification is to be made by entering AD/HU269/97 against the daily inspection certification of the Maintenance Release. A copy of this Airworthiness Directive is to be kept in the aircraft.

Background:

An investigation in New Zealand has revealed that certain main and tail rotor blades repaired in that country had not been repaired in accordance with proper procedures (eg time expired adhesives etc).

The New Zealand CAA believe this to be a potentially serious safety of flight issue and that some of these blades are in Australia.