

Schweizer (Hughes) 269 Series Helicopters

AD/HU 269/107

Main Rotor Blade Abrasion Strip

**13/98
DM**

Applicability: Model 269A, 269A-1, 269B, and TH-33A helicopters with main rotor blades, part number 269A1190-1, serial numbers S0001 through S0012 installed; and Model 269C and 269D helicopters with main rotor blades, part number 269A1185-1, serial numbers S222, S312, S313, S325 through S327, S339, S341, S343, S346, S347, S349 through S367, S369 through S377, S379 through S391, S393 through S395, S397, S399, S401 through S417, S419 through S424, S426 through S449, S451 through S507, S509 through S513, S516 through S527, S529 through S540, S542, S544 through S560, S562 through S584, S586 through S595, S597 through S611, S620 through S623, S625, S628, S633, S641 through S644, S646, S653, S658, S664, S665, and S667, installed.

Requirement:

1. Visually inspect the adhesive bead around the perimeter of each abrasion strip for erosion, cracks, or blisters.
2. Visually inspect the bond line between each abrasion strip and each blade skin for voids, separation, or lifting of the abrasion strip.
3. Inspect each abrasion strip for debonding or hidden corrosion voids using a tap (ring) test as described in the applicable maintenance manual.

If any deterioration of an abrasion strip adhesive bead is discovered, before further flight, restore the bead in accordance with the applicable maintenance manual.

If any abrasion strip bonding, separation, or a hidden corrosion void is found or suspected, before further flight, remove the affected blade and replace it with a serviceable blade.

A permanent repair of an affected blade's entire abrasion strip is considered terminating action for the requirements of this Directive. Identify the repaired blade with a white dot added adjacent to the blade serial number.

Note: FAA AD 98-18-11 Amdt 39-10727 refers.

Compliance: Within 50 hours time in service after 21 October 1998, or before 21 January 1998, whichever occurs first, or before installing an affected replacement blade; and thereafter at intervals not to exceed 50 hours time in service from the date of the last inspection or replacement installation.

This Airworthiness Directive becomes effective on 21 October 1998.

Background: The FAA received four reports that indicated that debonding and corrosion have occurred on certain blades where the abrasion strip attaches to the blade skin. Loss of the abrasion strip from the blade could result in loss of control of the helicopter.

