

Schweizer (Hughes) 269 Series Helicopters

AD/HU 269/108

Main Rotor Blade Abrasion Strip

**5/99
DM**

Applicability: Model 269C-1 helicopters with main rotor blades, part number 269A1185-1, serial number S222, S312, S313, S325, S326, S327, S339, S341, S343, S346, S347, S349 through S367, S369 through S377, S379 through S391, S393, S394, 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 main rotor blade 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 abrasion strip debonding, separation, or a hidden corrosion void is found or suspected, before further flight, remove the blade with the defective abrasion strip and replace it with a serviceable blade.

Rebonding of an affected blade's abrasion strip is considered a terminating action for the requirements of this Directive for that blade. Identify a blade that has a rebonded strip by adding a white dot adjacent to the blade serial number.

Note: FAA AD 99-04-14 Amdt 39-11038 refers.

Compliance: Within 50 hours time in service after 24 March 1999 or before 24 June 1999, whichever occurs first; 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 24 March 1999.

Background: The FAA received four reports of debonding and corrosion on certain blades where the abrasion strip attaches to the blade skin. The actions specified by this Directive are intended to prevent loss of the abrasion strip from the blade and subsequent loss of control of the helicopter.