

Schweizer (Hughes) 269 Series Helicopters

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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/HU 269/109 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.

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**AD/HU 269/109**                      **Tail Rotor Swashplate Shaft Inspection**                      **13/2000**  
**Amdt 1**

Applicability: Schweizer (Hughes) Model 269A, 269A-1, 269B, 269C, 269C-1, 269D and TH-55A Helicopters equipped with a;

1. Part number (P/N) 269A6049-3 tail rotor swashplate assembly shipped from the Schweizer factory as a spare between 1 September 1998 and 1 December 1998 inclusive; or
2. P/N 269A6049-3 tail rotor swashplate assembly shipped from the Schweizer factory as a spare where the shipping date is unknown; or
3. P/N 269A6050-5 tail rotor control assembly serial number S1047 through S1061 inclusive.

Requirement: 1. Comply with "PROCEDURE, PART I, Check for Looseness:" of Schweizer Service Bulletin B-271.1, C1B-009.1 or DB-007.1, all dated 14 Oct 1999, as applicable.

2. Comply with "PROCEDURE, PART II, Inspect for Proper Size:" of Schweizer Service Bulletin B-271.1, C1B-009.1 or DB-007.1, all dated 14 Oct 1999, as applicable.

3. For spare assemblies described in 1., 2. or 3. of the Applicability section of this airworthiness directive; comply with the relevant steps of "PROCEDURE, PART II, Inspect for Proper Size:" of Schweizer Service Bulletin B-271.1, C1B-009 or DB-007.1, all dated 14 Oct 1999, as applicable.

Confirmation of swashplate size for correctness is closing action for this Directive.

*Note: FAA Airworthiness Directive 2000-16-05 , Amendment 39-11859 refers.*

Compliance: 1. Unless previously accomplished, within 10 flight hours of the effective date of this airworthiness directive amendment and thereafter at 10 flight hour intervals until Requirement 2. of this airworthiness directive has been accomplished.

2. Unless previously accomplished; at the next scheduled 100-Hour or Annual Inspection, whichever occurs first.
3. Prior to installation onto a helicopter.

This Amendment becomes effective on 28 December 2000.

**Background:** An undersized replacement swashplate shaft was discovered during routine maintenance in the US. An undersized shaft could lead to failure of the shaft and loss of control of the helicopter. This Directive is to check all helicopters for correctly sized shafts and to remove and replace any that are found to be undersized. This amendment has been raised to: add an additional helicopter model, clarify which helicopters are affected, include requirements for affected assemblies held as spares and to refer to the latest issue of the relevant Schweizer service bulletins as the action documents. Helicopters complying with the original issue of the airworthiness directive could be affected by this amendment as some helicopters may now not be applicable.

The original issue of this Airworthiness Directive became effective on 29 September 1999.



Eugene Paul Holzapfel  
Delegate of the Civil Aviation Safety Authority

13 November 2000