
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 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.

Schweizer (Hughes) 269 Series Helicopters

**AD/HU 269/111 Lateral Control Trim Actuator Assembly 8/2005
TX**

Applicability: Model 269C, serial number (S/N) 1865 through 1874 with a prefix of S; Model 269C-1, S/N 0169 through 0191; and Model 269D, Configuration A, S/N 0044 through 0050 with an A suffix, helicopters, with a lateral control trim actuator assembly, part number (P/N) 269A7316-13, installed, except for an actuator assembly containing a number 30 twist drill drilled hole in the lateral trim control housing through the wall of the inner spring tube socket.

Requirement:

- 1. For Model 269C, S/N 1865 through 1874, with a prefix of S, and Model 269C-1, S/N 0169 through 0191.**
 - (a) Inspect the lateral control trim actuator assembly for a scuffmark, indentation, or outer spring guide tube deformation. Inspect for security of the inner spring tube in the socket of the lateral trim control housing by rotating and pulling on the inner spring tube. Examine the resin bead around the base of the inner spring tube and housing socket. Resin should be translucent dark pink in colour to indicate a good bond. Conduct the inspection by following the Procedures in Part I of Schweizer Service Bulletin B-283.1 or C1B- 017.1, both dated 4 March 2005, respectively, as applicable.
 - (b) If a scuffmark, indentation, or deformation exists on the outer spring tube, or the inner spring tube is loose or has motion, or the bonding is separated, remove the lateral control trim actuator assembly; modify the trim control housing and the inner spring tube; and test run the actuator assembly. Modify and test run the actuator assembly by following the Procedures in Part II of Schweizer Service Bulletin B-283.1 or C1B- 017.1, as applicable.
 - (c) If no scuffmark, indentation, or deformation exists on the outer spring tube, or the inner spring tube is not loose, or the bonding is not separated, modify the lateral control trim actuator assembly as required by Requirement 1(b) of this Directive.
- 2. For Model 269D, Configuration A, S/N 0044 through 0050 with a suffix of A.**

Modify the lateral control trim actuator assembly by following the Procedures in Schweizer Service Bulletin DB-012, paragraphs a through i, dated 8 February 2005.

Schweizer (Hughes) 269 Series Helicopters

AD/HU 269/111 (continued)

Note: FAA AD 2005-10-12 Amdt 39-14089 refers.

Compliance: For Requirement 1(a) Before further flight after the effective date of this AD.
For Requirement 1(b) Before further flight after the effective date of this AD.
For Requirement 1(c) Within the next 25 hours time-in-service (TIS) following the inspection as detailed in Requirement 1(a) of this Directive.
For Requirement 2 Within the next 50 hours TIS after the effective date of this Directive.

This Airworthiness Directive becomes effective on 2 June 2005.

Background: This Directive requires inspecting, modifying, and testing the lateral control trim actuator assembly on certain serial-numbered helicopters following three reported incidents of the inner spring tube separating from the lateral trim control housing resulting in a lateral cyclic control restriction. The actions specified in this Directive are intended to prevent separation of the inner spring tube from the lateral trim control housing and the associated loss of trim control, increased local resistance to right cyclic stick movement, and an emergency landing or subsequent loss of control of the helicopter.



James Coyne
Delegate of the Civil Aviation Safety Authority

30 May 2005