

269C™ HELICOPTER

ALERT SERVICE

BULLETIN



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ASB B-304

Basic Issue ▪ April 15/14

SUBJECT: One-Time Load/Stroke Inspection of Landing Gear Dampers to be Performed at an Overhaul or Repair Facility

Section 1. PLANNING INFORMATION

- A. Effectivity All 269C model helicopters.
- B. Purpose To perform a one-time load/stroke inspection of landing gear damper Part Numbers (P/N) 269A3150-005/-009/-015/-017/-019/-021/-023/-025/-027 in service and spares.

A load/stroke check has been developed to be accomplished during an overhaul and servicing of 269A3150 series landing gear dampers to make sure servicing is correct.
- C. Description Helicopter is prepared for inspection. Landing gear damper is removed from helicopter and sent to an overhaul or repair facility that is capable of conducting the load/stroke inspection. A maintenance brace is fabricated and installed in place of landing gear damper (optional). Once servicing is completed, maintenance brace is removed and a certified landing gear damper is installed. Helicopter is returned to service.
- D. Compliance Compliance is essential. The inspection outlined herein shall be accomplished no later than January 9, 2015 on all 269A3150 series landing gear dampers in service and spares that have been previously overhauled, serviced, disassembled or otherwise had the charge or fluid level affected.

Section 1. PLANNING INFORMATION (Continued)

E. Approval Inspection Item.

F. Manpower (Estimated)

<u>Task</u>	<u>No. of Men</u>	<u>No. of Hours</u>	<u>Man-Hours*</u>
Locally Fabricate Maintenance Brace (in suitable fabrication shop, not including dry-time for finishes) (if required)	1	1.2	1.2
Removal of Landing Gear Damper	2	0.3	0.6
Installation of Maintenance Brace (if required)	2	0.1	0.2
Removal of Maintenance Brace (if required)	2	0.1	0.2
Installation of Landing Gear Damper	2	0.4	<u>0.8</u>
Total Man-Hours (Per Damper)			3.0

*Estimate does not include time required to prepare helicopter or return it to flight status.

G. Tooling

None.

H. Weight and Balance

Not affected.

I. Electrical Load Data

Not affected.

J. Software Load Data

Not changed.

K. References

(1) Handbook of Maintenance Instructions (HMI) CSP-C-2.

(2) HMI CSP-C-10.

L. Publications Affected

(1) Temporary Revision No. 269A-19 against HMI CSP-C-2, Appendix C, Part 6, Section 5 is issued concurrently with this ASB.

Section 1. PLANNING INFORMATION (Continued)

- (2) Temporary Revision No. 269A-20 against HMI CSP-C-2, Appendix C, Part 6, Section 5 is issued concurrently with this ASB.
- (3) Temporary Revision No. 269C-20 against HMI CSP-C-10, Appendix C, Part 3, Section 5.

M. Attachment

None.

Section 2. MATERIAL INFORMATION

A. Basis for Material Data

Per helicopter.

B. Bill of Material

None.

C. Consumable Material

None.

Section 3. ACCOMPLISHMENT INSTRUCTIONS

A. Prepare helicopter for inspection:

- (1) Turn off all helicopter electrical power.



HELICOPTER SHALL NOT BE OPERATED WITH LANDING GEAR DAMPERS REMOVED AND/OR WITH MAINTENANCE BRACES INSTALLED.

B. Remove Landing Gear Damper as follows:

- (1) Remove landing gear damper P/N 269A3150. (Refer to HMI CSP-C-2, Section 12 or HMI CSP-C-10, Section 12).
- (2) An optional maintenance brace can be used in place of the landing gear damper to support the helicopter while it is removed.
 - (a) Locally fabricate maintenance brace(s) as required. (Refer to Figure 1).
 - (b) Paint brace using red high visibility paint and mark "Flight not Allowed" on brace in contrasting colors.
 - (c) Install in place of each removed landing gear damper and secure with damper upper and lower hardware.

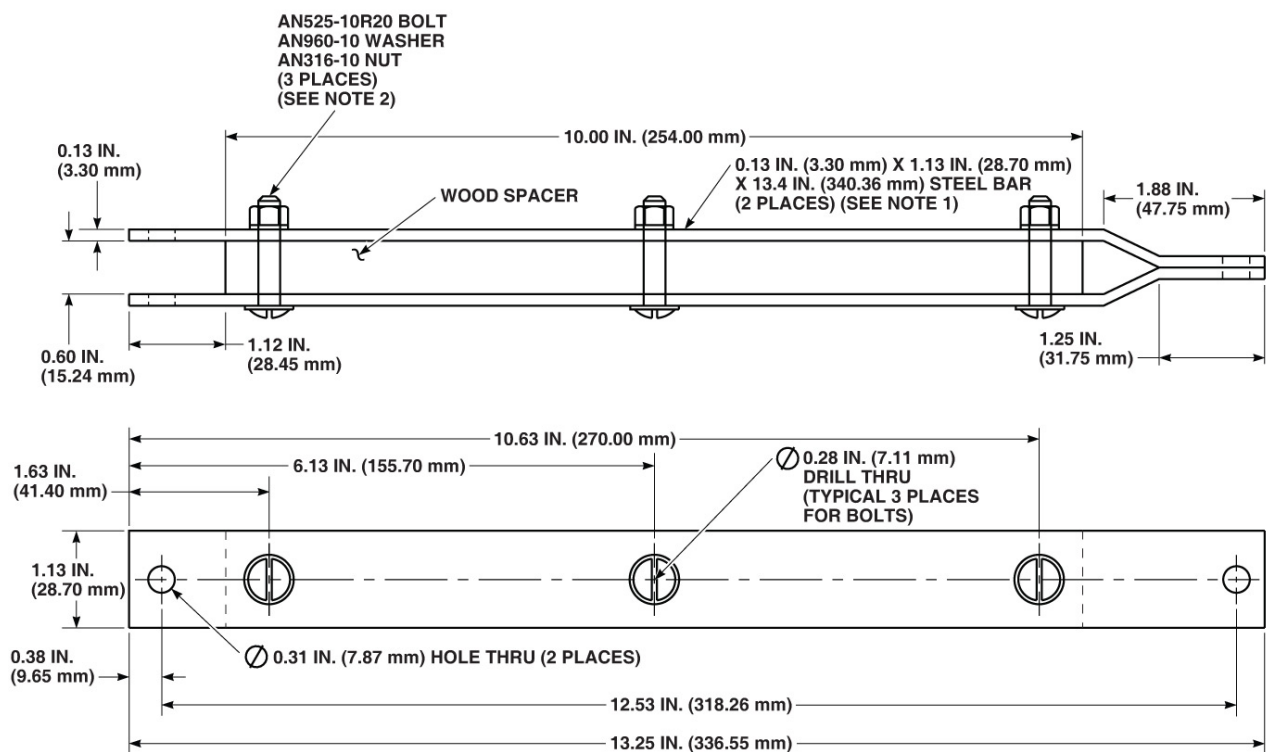
Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

- (3) Send landing gear damper to an overhaul or repair facility that is capable to conduct load/stroke inspection per HMI CSP-C-2, Appendix C, Part 6, Section 5 or HMI CSP-C-10, Appendix C, Part 3, Section 5.
- C. Remove maintenance brace(s) as required.
- D. Upon receipt, install certified serviceable landing gear damper and secure with upper and lower hardware. (Refer to HMI CSP-C-2, Section 12 or HMI CSP-C-10, Section 12).
- E. Return helicopter to service.

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)



SEE NOTE 3



NOTES

1. USE OF ANY 75 KSI (MIN) STEEL IS PERMISSIBLE.
2. FASTENER CALLOUT IS INTENDED AS A GUIDE. PERMISSIBLE TO USE ALTERNATE BOLT, WASHER AND NUT OF SAME SIZE.
3. PAINT BRACE USING RED HIGH VISIBILITY PAINT AND MARK "FLIGHT NOT ALLOWED" ON BRACE IN CONTRASTING COLORS.

TD3255
SA

LANDING GEAR MAINTENANCE BRACE
FIGURE 1

ONE-TIME
INSPECTION

Section 3. ACCOMPLISHMENT INSTRUCTIONS (Continued)

F. Record of compliance:

- (1) Make an appropriate helicopter logbook entry to show compliance with this ASB.
- (2) Upon compliance with the ASB, complete attached ALERT SERVICE BULLETIN COMPLIANCE RECORD CARD and return it to Sikorsky Aircraft Corporation.

(Fold over and tape closed)

SIKORSKY AIRCRAFT CORPORATION

FACSIMILE NUMBER (860) 998-7565

EMAIL ADDRESS: GPSIKSASProductSafet@utc.com

ATTENTION: SAS PRODUCT SAFETY MANAGER
SIKORSKY AEROSPACE SERVICES

IMPORTANT NOTICE

Upon COMPLIANCE with the attached ASB, Sikorsky requests your cooperation in completing and returning this ENTIRE PAGE by MAIL, FAX, or scan & EMAIL.

Please fill in the requested information at the bottom of the page, so we may maintain proper records documenting the configuration of your aircraft. This information is useful when determining configuration and effectivity of issues affecting fielded aircraft.

This request is in keeping with our policy to assure that our customers receive the latest information applicable for the maintenance of your aircraft. Thank you.

ALERT SERVICE BULLETIN: ASB No. B-304 **Compliance Record Card**

TITLE: One-Time Load/Stroke Inspection of Landing Gear Dampers to be Performed at
an Overhaul or Repair Facility

OWNER/OPERATOR: _____

SUBMITTED BY: _____ **DATE:** _____

☐ **FOLLOWING SERIAL NUMBERS ARE NOT AFFECTED BY THIS ASB**

☐ **ASB HAS BEEN COMPLIED WITH ON HELICOPTER SERIAL NUMBERS:**

(Fold Up to Arrows)



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