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McFarlane Aviation Products

NOTICE

On February 28, 2000, KINZIE INDUSTRIES, INC. and PLANE PLASTICS, LTD became two separate entities. Correspondingly, the Federal Aviation Administration reissued Kinzie Parts Manufacturer Approval (PMA) Supplements to Kinzie Industries, Inc., and Plane Plastics, Ltd. per FAA letter dated March 29, 2000. Please note that the FAA letter contains a table that now assigns the applicable former Kinzie Supplement numbers to either Plane Plastics or Kinzie.

Attached to this notice is the applicable FAA recognized and approved PMA supplement for Plane Plastics, Ltd.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Southwest Region
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

Manufacturing Inspection District Office, #41
FAA Building Room 206
Wiley Post Airport
Bethany, OK 73008

MAR 29 2000

Mr. Paul Kinzie
Plane Plastics Ltd.
129 East Flynn
Post Office Box 199
Alva, OK 73717

PQ939SW

Dear Mr. Kinzie:

FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL

This is a reply to your letter of February 2, 2000, notifying the Federal Aviation Administration (FAA) of splitting your companies into two divisions. The following are Plane Plastics Ltd. Parts Manufacturing Approvals (PMA).

In accordance with the provisions of 14 CFR part 21, (part 21), Subpart K, the FAA has found that the design data, as submitted by Plane Plastics Ltd., hereinafter referred to as "the Manufacturer" on February 28, 2000, meets the airworthiness requirements of the Federal Aviation Regulations applicable to the product(s) on which the part(s) is to be installed. Additionally, the FAA has determined that the manufacturer has established the fabrication inspection system required by part 21 § 21.303(h) at 129 East Flynn, P.O. Box 199, Alva, OK. Accordingly, Parts Manufacturer Approval (PMA) is hereby granted to the manufacturer to produce the replacement/modification parts, as applicable listed in the enclosed supplement(s) in conformity with the FAA-approved design data. Any subsequent changes to their design data must be approved in a manner acceptable to the FAA.

The following terms and conditions are applicable to this approval:

1. The manufacturer's fabrication inspection systems, methods, procedures, and manufacturing facilities, including suppliers, are subject to FAA surveillance and investigation. Accordingly, the manufacturer must advise their suppliers that their facilities are also subject to FAA surveillance and investigation.
2. The manufacturer must notify our district office located at FAA Building, Room 206, Wiley Post Airport, Bethany, Oklahoma 73008, telephone number (405) 798-2052, in writing within 10 days from the date the manufacturing facilities at which parts are manufactured are relocated or expanded to include additional facilities at other locations. This requirement also applies to the manufacturer's suppliers, but only those who have been delegated major inspection authorization and those who furnish

parts or related services where a determination as to safety and conformance to the approved design cannot or will not be made upon receipt at the approved receiving facility.

3. The manufacturer must make available to the FAA, upon request, a list of suppliers and any pertinent information concerning their suppliers who furnish parts/services, including:

- a. A description of the part or service;
- b. Where and by whom the part or service will undergo inspection;
- c. Any delegation of inspection duties;
- d. Any delegation of materials review authority;
- e. Name and title of the FAA contact at the supplier facility;
- f. The inspection procedures required to be implemented;
- g. Any direct shipment authority;
- h. Results of the manufacturer's evaluation, audit, and/or surveillance of their suppliers;
- i. The purchase/work order number (or equivalent);
- j. Any feedback relative to service difficulties originating at the manufacturer's suppliers.

4. Parts, appliances, or manufacturing services furnished by any suppliers located in a foreign country may not be used in the production of any part or appliance listed in the supplement unless:

- a. That part or service can and will be completely inspected for conformity at the manufacturer's U.S. facility; or
- b. The FAA has determined that the location of the foreign supplier facility places no undue burden on the FAA in administering applicable airworthiness requirements. When the use of such foreign suppliers are contemplated, the manufacturer must advise the FAA at least 10 days in advance to allow the FAA to make this determination; or
- c. The parts/services furnished by the foreign supplier are produced under the "components" provisions of U.S. bilateral airworthiness agreements, and approved for import to the U.S. in accordance with part 21 § 21.502.

5. Parts produced under the terms of this approval must be permanently marked with the identification information as required by 14 CFR part 45 (part 45) § 45.15; i.e., with the letters "FAA-PMA", the name, trademark, or symbol of the company, the part number, and the name and model designation of each type certificated product on which the part is eligible for installation. Alternate means of identification, if the part is too small or if it is otherwise impractical to mark, must be approved by the FAA. In the case of a part based on an STC, the identification of installation eligible type certificated products must include reference to the STC on the shipping document. If a PMA is granted for an

assembly, detail parts of the assembly sold separately must also be marked in accordance with the requirements of part 45 § 45.15 and reference the assembly PMA part number on the shipping document.

6. This approval is not transferable and may be withdrawn for any reason which would preclude its issuance, or at any time that the FAA finds that the fabrication inspection system is not being maintained, or if unsafe or nonconforming parts are accepted under the fabrication inspection system.

7. Our district office must be notified within 10 days from the date that the address shown in the approval has been changed.

8. The manufacturer must maintain their fabrication inspection system in continuous compliance with the requirements of part 21 § 21.303(h), and ensure that each part conforms with the approved design data and is safe for installation on type-certificated products.

9. The manufacturer is eligible for the appointment of qualified individuals in their employ to represent the FAA as Designated Manufacturing Inspection Representatives (DMIRs) or Organization Designated Airworthiness Representative (ODAR) for the purpose of issuing Export Airworthiness Approvals for Class II and Class III products.

10. The manufacturer shall report to our district office in a timely manner, information concerning service difficulties on any part produced under this approval, in addition to any failures, malfunctions, and defects required to be reported in accordance with part 21 § 21.3.

11. All technical data required by part 21 § 21.303(c) (3), for the parts to be produced under this approval, must be readily available to the FAA at the facility at which the parts are being produced.

12. The manufacturer shall notify our district office immediately in writing of any changes to the Fabrication Inspection System that may affect the inspection, conformity, or airworthiness of the parts approved in this letter.

13. This condition should only be prescribed when the applicant has voluntarily submitted inspection system data/procedures as evidence of compliance with part 21 § 21.303(h). The manufacturer shall produce all parts in accordance with Plane Plastics Ltd., Quality Control Manual, Revision N/A, 2/1/00, which has been presented as evidence of compliance with Part 21 § 21.303(h). Accordingly, any revisions to these data must be submitted for approval by this office prior to implementation.

Sincerely,


Darrell A. Freeman

Manager, Manufacturing Inspection District Office

Enclosures

Parts Manufacturer Approval Listing

Supplement Numbers: (1 through 68)

KINZIE INDUSTRIES, INC. & PLANE PLASTICS, LTD.

SUPPLEMENTS

WAS	PP NEW #'s	KI NEW #'s
1 Helicopter		1
2 Helicopter	1	
3 Helicopter/Plastic	2	
4 Helicopter		2
5 Helicopter		3
6 Plastic	3	
7 Plastic	4	
8 Plastic	5	
9 Helicopter		4
10 Helicopter		5
11 Helicopter		6
12 Helicopter		7
13 Helicopter		8
14 Helicopter		9
15 Helicopter/Plastic	6	10
16 Plastic	7	
17 Helicopter		11
18 Helicopter/Plastic	8	12
19 Plastic	9	
20 Plastic	10	
21 Plastic	11	
22 Plastic	12	
23 Plastic	13	
24 Plastic	14	
25 Plastic	15	
26 Plastic	16	
27 Plastic	17	
28 Helicopter		13
29 Helicopter		14
30 Helicopter		15
31 Helicopter/Plastic	18	16
32 Plastic	19	
33 Helicopter		17
34 Helicopter/Plastic	20	18
35 Helicopter/Plastic	21	19
36 Helicopter		20
37 Plastic	22	
38 Helicopter		21
39 Helicopter/Plastic	23	22
40 Plastic	24	
41 Plastic	25	23
42 Plastic	26	
43 Plastic	27	
44 Plastic	28	
45 Helicopter		24
46 Plastic	29	
47 Helicopter/Plastic	30	
48 Plastic	31	
49 Helicopter		25

50 Plastic	32	
51 Plastic	33	
52 Helicopter		26
53 Helicopter		27
54 Helicopter		28
55 Plastic	34	
56 Plastic	35	
57 Plastic	36	
58 Helicopter		29
59 Helicopter		30
60 Helicopter		31
61 Plastic	37	
62 Plastic	38	
63 Plastic	39	
64 Helicopter		32
65 Plastic	40	
66 Plastic	41	
67 Plastic	42	
68 Plastic	43	
69 Plastic	44	
70 Plastic	45	
71 Plastic	46	
72 Plastic	47	
73 Plastic	48	
74 Plastic	49	
75 Plastic	50	
76 Plastic	51	
77 Plastic	52	
78 Helicopter		33
79 Helicopter/Plastic	53	34
80 Plastic	54	
81 Plastic	55	
82 Plastic	56	
83 Plastic	57	
84 Plastic	58	
85 Plastic	59	
86 Plastic	60	
87 Helicopter/Plastic	61	35
88 Plastic	62	
89 Plastic	63	
90 Helicopter		36
91 Helicopter		37
92 Plastic	64	
93 Plastic	65	
94 Plastic	66	
95 Plastic	67	
96 Helicopter		38
97 Plastic	68	
98 Helicopter		39
99 Helicopter		40

FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL

Kinzie Industries, Inc
Alva Municipl Airport
Alva, OK 73717

PMA NO. PQ231SW
SUPPLEMENT NO. 87
DATE January 15, 1997

<u>Name and Part No.</u>	<u>Approved Replacement For</u>	<u>Approval Basis and Approved Design Data</u>	<u>Installation Eligibility</u>
<u>Part Name:</u> Seat Back Support L/H <u>P/N:</u> K4044-11	Hughes <u>P/N:</u> 269A4044-11	FAA Stamp & Approval Signature on <u>Dwg. No:</u> K4044-11 <u>Rev:</u> New <u>Date:</u> 5/6/85 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Seat Back Support R/H <u>P/N:</u> K4044-12	Hughes <u>P/N:</u> 269A4044-12	FAA Stamp & Approval Signature on <u>Dwg. No:</u> K4044-12 <u>Rev:</u> New <u>Date:</u> 5/6/85 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Horizontal Stabilizer Light Bracket <u>P/N:</u> K4752	Hughes <u>P/N:</u> 269A4752	FAA stamped and Approval signature on <u>Dwg. No:</u> K4752 <u>Rev:</u> New <u>Date:</u> 7/9/86 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Rod Assy. - Cyclic & Collective Pitch Flt. Control <u>P/N:</u> K7410-5	Hughes <u>P/N:</u> 269A7410 269A7410-5	FAA stamped and approved signature on <u>Dwg. No:</u> K7410, -5 <u>Rev:</u> New <u>Date:</u> 7/3/86 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Rod Assy. - Cyclic & Collective Pitch Flt. <u>P/N:</u> K7409-9, -11	Hughes <u>P/N:</u> 269A7409-9, -11	FAA stamped and approval signature on <u>Dwg. No:</u> K7409-9, -11 <u>Rev:</u> New <u>Date:</u> 7/3/86 or later FAA Approved Revision	Schweizer Model 269C1

<u>Name and Part No.</u>	<u>Approved Replacement For</u>	<u>Approval Basis and Approved Design Data</u>	<u>Installation Eligibility</u>
<u>Part Name:</u> Mast Doublers <u>P/N:</u> K2291	Hughes <u>P/N:</u> 269A2291	FAA stamped and approved signature on <u>Dwg. No:</u> K2291 <u>Rev:</u> New <u>Date:</u> 3/16/87 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Tailskid <u>P/N:</u> K2305-9	Hughes <u>P/N:</u> 269A2305-9	FAA stamped and approved signature on <u>Dwg. No:</u> K2305 <u>Rev:</u> New <u>Date:</u> 3/23/87 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Low Speed Tail Rotor Control Rod <u>P/N:</u> K6044-5	Hughes <u>P/N:</u> 269A6044-5	FAA stamped and approved signature on <u>Dwg. No:</u> K6044 <u>Rev:</u> B <u>Date:</u> 7/16/87 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> End Fitting <u>P/N:</u> K7418	Hughes <u>P/N:</u> 269A7418	FAA stamped and approved signature on <u>Dwg. No:</u> K6044 <u>Rev:</u> B <u>Date:</u> 7/16/87 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Fitting <u>P/N:</u> K2323-7	Hughes <u>P/N:</u> 269A2323-7	Identical Design Approval per FAR 21.303(c) and <u>Dwg. No:</u> E. O. #11 & #12 <u>Rev:</u> New <u>Date:</u> 6/1/89 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Clip <u>P/N:</u> K2267	Hughes <u>P/N:</u> 269A2267	Identical Design Approval per FAR 21.303(c) <u>Dwg. No:</u> <u>Rev:</u> A <u>Date:</u> 12/11/89 or later FAA approved revision	Schweizer Model 269C1

<u>Name and Part No.</u>	<u>Approved Replacement For</u>	<u>Approval Basis and Approved Design Data</u>	<u>Installation Eligibility</u>
<u>Part Name:</u> Fitting <u>P/N:</u> K2518-3	Hughes <u>P/N:</u> 269A2518-3	Identity Design Approval per FAR 21.303(c) <u>Dwg. No:</u> <u>Rev:</u> A <u>Date:</u> 1/3/90 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Stricker <u>P/N:</u> K2288	Hughes <u>P/N:</u> 269A2288	Identity Design Approval per FAR 21.303(c) <u>Dwg. No:</u> K2288 <u>Rev:</u> New <u>Date:</u> 8/20/90 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Stricker <u>P/N:</u> K2288-3	Hughes <u>P/N:</u> 269A2288	Identity Design Approval per FAR 21.303(c) <u>Dwg. No:</u> K2288 <u>Rev:</u> New <u>Date:</u> 8/20/90 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Bushing <u>P/N:</u> K1323	Hughes <u>P/N:</u> 269A1323	FAA approved drawing <u>Dwg. No:</u> K1323 <u>Rev:</u> New <u>Date:</u> 9/28/89 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Fitting <u>P/N:</u> K2515	Hughes <u>P/N:</u> 269A2515	FAA approved drawing <u>Dwg. No:</u> K2515 <u>Rev:</u> New <u>Date:</u> 6/23/89 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Clevis <u>P/N:</u> K5489	Hughes <u>P/N:</u> 269A5489	FAA approved drawing <u>Dwg. No:</u> K5489 <u>Rev:</u> A <u>Date:</u> 12/11/89 or later FAA approved revision	Schweizer Model 269C1

<u>Name and Part No.</u>	<u>Approved Replacement For</u>	<u>Approval Basis and Approved Design Data</u>	<u>Installation Eligibility</u>
<u>Part Name:</u> Washer <u>P/N:</u> K8603	Hughes <u>P/N:</u> 269A8603	FAA approved drawing <u>Dwg. No:</u> K8603 <u>Rev:</u> New <u>Date:</u> 2/12/91 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Washer <u>P/N:</u> K8615	Hughes <u>P/N:</u> 269A8615	FAA approved drawing <u>Dwg. No:</u> K8615 <u>Rev:</u> New <u>Date:</u> 2/7/91 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Spacer Fwd - Engine Support <u>P/N:</u> K8611	Hughes <u>P/N:</u> 269A8611 Rev I/R	Per FAA Memo dtd 4/22/91 and <u>Dwg. No:</u> K8611 <u>Rev:</u> I/R <u>Date:</u> 3/7/91 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Guide Door Stop <u>P/N:</u> K2311-3	Hughes <u>P/N:</u> 269A2311	Per FAA Memo dtd 7/16/92 and <u>Dwg. No:</u> K2311 <u>Rev:</u> B <u>Date:</u> 2/1/93 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Hinge Half, Door Latch <u>P/N:</u> K2293	Hughes <u>P/N:</u> 269A2293 Rev B3, Dtd 6/8/92	Per FAA Memo dtd 6/10/92 and <u>Dwg. No:</u> K2293 <u>Rev:</u> I/R <u>Date:</u> 2/13/92 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Fitting-Boom Attaching Strut <u>P/N:</u> K2017-5	Hughes <u>P/N:</u> 269A2016-5 Rev B, dtd 5/19/61	Per FAA Memo dtd 10/23/92 and <u>Dwg. No:</u> K2017-5 <u>Rev:</u> I/R <u>Date:</u> 5/27/92 or later FAA approved revision	Schweizer Model 269C1

<u>Name and Part No.</u>	<u>Approved Replacement For</u>	<u>Approval Basis and Approved Design Data</u>	<u>Installation Eligibility</u>
<u>Part Name:</u> L/H Side Console <u>P/N:</u> K4544-5	Hughes <u>P/N:</u> 269A4544-5	Per FAA Memo dtd 7/30/93 and <u>Dwg. No:</u> K6-269 <u>Rev:</u> New <u>Date:</u> 3/1/93 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> R/H Side Console <u>P/N:</u> K4544-6	Hughes <u>P/N:</u> 269A4544-6	Per FAA Memo dtd 7/30/93 and <u>Dwg. No:</u> K6-269 <u>Rev:</u> New <u>Date:</u> 3/1/93 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Trim Console <u>P/N:</u> K4544-7	Hughes <u>P/N:</u> 269A4544-7	Per FAA Memo dtd 7/30/93 and <u>Dwg. No:</u> K6-269 <u>Rev:</u> New <u>Date:</u> 3/1/93 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Plug <u>P/N:</u> K3213	Hughes <u>P/N:</u> 269A3213	Per FAA Memo dtd 7/30/93 and <u>Dwg. No:</u> K6-269 <u>Rev:</u> New <u>Date:</u> 3/1/93 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Cap <u>P/N:</u> K3232-3	Hughes <u>P/N:</u> 269A3232-3	Per FAA Memo dtd 7/30/93 and <u>Dwg. No:</u> K6-269 <u>Rev:</u> New <u>Date:</u> 3/1/93 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Pitch Bearing Tail Rotor <u>P/N:</u> K3-6062-3 -5	Hughes <u>P/N:</u> 369A1716-3 -5 Rev G, dtd 12/22/82 and E.O. No. 143371 dtd 12/22/82	Per FAA Memo dtd 9/10/93 and <u>Dwg. No:</u> K3-1716 <u>Rev:</u> B <u>Date:</u> 2/28/93 or later FAA approved revision	Schweizer Model 269C1

<u>Name and Part No.</u>	<u>Approved Replacement For</u>	<u>Approval Basis and Approved Design Data</u>	<u>Installation Eligibility</u>
<u>Part Name:</u> Rod-Engine Mount Drive End <u>P/N:</u> K8614	Hughes <u>P/N:</u> 269A8614	Per FAA Memo dtd 7/16/92 and <u>Dwg. No:</u> K8614 <u>Rev:</u> New <u>Date:</u> 2/19/91 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Nut, Lower Pulley Coupling Retainer <u>P/N:</u> K5415	Hughes <u>P/N:</u> 269A5415 Rev D, dtd 7/17/61	Per FAA Memo dtd 11/5/93 and <u>Dwg. No:</u> K5415 <u>Rev:</u> New <u>Date:</u> 6/6/90 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Drag Strut Assy. Landing Gear <u>P/N:</u> K3119	Hughes <u>P/N:</u> 269A3119	FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> K3119 <u>Rev:</u> New <u>Date:</u> 7/3/86 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Retainer Assy. Pump Drive <u>P/N:</u> K5109	Hughes <u>P/N:</u> 269A5109	Identity Design Approval per FAR 21.303(c) and <u>Dwg. No:</u> <u>Rev:</u> A <u>Date:</u> 12/11/89 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Sleeve <u>P/N:</u> K3231	Hughes <u>P/N:</u> 269A3231	Identity Design Approval per FAR 21.303(c) and <u>Dwg. No:</u> <u>Rev:</u> New <u>Date:</u> 9/19/89 or later FAA approved revision	Schweizer Model 269C1

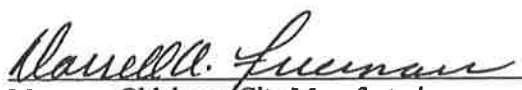
<u>Name and Part No.</u>	<u>Approved Replacement For</u>	<u>Approval Basis and Approved Design Data</u>	<u>Installation Eligibility</u>
<u>Part Name:</u> Plate <u>P/N:</u> K4583-3	Hughes <u>P/N:</u> 269A4583-3	Identity Design Approval per FAR 21.303(c) and FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> <u>Rev:</u> New <u>Date:</u> 4/11/89 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Nut <u>P/N:</u> K6031	Hughes <u>P/N:</u> 269A6031	Per FAA Stamped Approval dtd 3/8/95 <u>Dwg. No:</u> K6031 <u>Rev:</u> New <u>Date:</u> 6/23/89 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Nut <u>P/N:</u> K5714	Hughes <u>P/N:</u> 269A5714	FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> K5714 <u>Rev:</u> New <u>Date:</u> 6/21/89 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Strut Assy. <u>P/N:</u> K3120-5 -6 -7 -8	Hughes <u>P/N:</u> 269A3120-5 -6 -7 -8	FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> K3120 <u>Rev:</u> A <u>Date:</u> 8/24/90 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Skid Cap <u>P/N:</u> K3226	Hughes <u>P/N:</u> 269A3226	FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> K5-269 <u>Rev:</u> New <u>Date:</u> 2/14/92 or later FAA approved revision	Schweizer Model 269C1

<u>Name and Part No.</u>	<u>Approved Replacement For</u>	<u>Approval Basis and Approved Design Data</u>	<u>Installation Eligibility</u>
<u>Part Name:</u> Plug <u>P/N:</u> K1275	Hughes <u>P/N:</u> 269A1275	FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> K1275 <u>Rev:</u> New <u>Date:</u> 8/3/91 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Plug <u>P/N:</u> K1276	Hughes <u>P/N:</u> 269A1276	Per FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> K1276 <u>Rev:</u> New <u>Date:</u> 8/3/91 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Bearing <u>P/N:</u> K1312	Hughes <u>P/N:</u> 269A1312	FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> K1312 <u>Rev:</u> A <u>Date:</u> 12/11/89 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Bearing Set Main Rotor Pitch <u>P/N:</u> K1231	Hughes <u>P/N:</u> 269A1231 Rev I/R, dtd 8/15/60	FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> K1231 <u>Rev:</u> I/R <u>Date:</u> 7/21/92 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Bushing-Skid Assy (Balloon Tire) <u>P/N:</u> K3227	Hughes <u>P/N:</u> 269A3227 Rev B, dtd 7/12/67	FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> K3227 <u>Rev:</u> A <u>Date:</u> 10/29/92 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Skid Cap <u>P/N:</u> K3226M	Hughes <u>P/N:</u> 269A3226 Rev I/R dtd 11/24/61	FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> K3226 <u>Rev:</u> B <u>Date:</u> 9/22/92 or later FAA approved revision	Schweizer Model 269C1

<u>Name and Part No.</u>	<u>Approved Replacement For</u>	<u>Approval Basis and Approved Design Data</u>	<u>Installation Eligibility</u>
<u>Part Name:</u> Bellcrank Tail Rotor Swash Plate <u>P/N:</u> K6042	Hughes <u>P/N:</u> 269A6042	FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> K6245 <u>Rev:</u> A <u>Date:</u> 5/23/90 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Beam <u>P/N:</u> K3117-7	Hughes <u>P/N:</u> 269A3117-7	Identity Design Approval per FAR 21.303(c) and FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> <u>Rev:</u> New <u>Date:</u> 6/27/89 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Shaft <u>P/N:</u> K1240-7	Hughes <u>P/N:</u> 269A1240-7	FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> K1240 <u>Rev:</u> New <u>Date:</u> 6/21/89 or later FAA approved revision	Schweizer Model 269C1
<u>Part Name:</u> Sleeve-Landing Gear Skid Tube Fwd <u>P/N:</u> K3230-1 -2	Hughes <u>P/N:</u> 269A3230-1 -2	FAA Stamped Approval dtd 3/8/95 and <u>Dwg. No:</u> K3230 <u>Rev:</u> New <u>Date:</u> 1/4/90 or later FAA approved revision	Schweizer Model 269C1

-----END OF LISTING-----

NOTE: Minor design changes (reference 14 CFR part 21 §§ 21.93 and 21.95) must be submitted in a manner as determined by the ACO. Major design changes (reference 14 CFR part 21 §§ 21.93 and 21.97) to drawings and specifications are to be handled in the same manner as that for an original FAA-PMA.


 Darrell A. Linnam
 Manager, Oklahoma City Manufacturing
 Inspection District Office

Attachment to FAA-PMA issued on March 2, 1976