

SERVICE BULLETIN

DATE: 24 DECEMBER 1976
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MANDATORY  **MANDATORY**  **MANDATORY**

100-HOUR INSPECTION – MAIN ROTOR HUB LEAD-LAG LINKS, PN 369A1234, 369A1234-7, 80-369H1234; AND LEAD-LAG LINK ASSEMBLY, PN 369H1203

1. PLANNING INFORMATION:

A. Models Affected:

All 500 Model 369H Series Helicopters

B. Time of Compliance:

Shall be accomplished at each and every 100-Hour Inspection Interval

C. Preface:

The information given in this Service Information Notice lists a procedure for a periodic inspection of the subject main rotor hub lead-lag links and link assembly, to ensure that the links are free of cracks, particularly the area around the blade pin hole in the lug of the Lag portion of each Link.

It is to be noted that the 369H1203 main rotor hub lead-lag link assembly Mid 80-369H1234 lead-lag links, are limited life items and are to be replaced at the same interval as specified for the 369A1234 and 369A1234-7 lead-lag links in the HMI Appendix B Component Mandatory Replacement Schedule.

D. Reference Publications:

500 Series- Basic HMI, Issued 1 October 1972; Revision No. 6, 1 November 1976

500 Series -- HMI Appendix B, Issued 1 October 1972; Revision No. 6, 1 August 1976

TOOLS AND EQUIPMENT	
Nomenclature	Source
Magnifying Glass, 5X minimum	Commercial

2. INSPECTION PROCEDURE

(1). Perform the following for each of the four main rotor hub lead-lag link assemblies:

- (a). Remove NAS-1305-14D bolt or 369A1005 damper pin attaching damper arm to main rotor blade. Refer to Basic HMI.
- (b). Remove 369A1004 or 369A1004-3 lag blade attach pin.
- (c). Rotate blade about lead blade attach pin and visually inspect for evidence of cracks around the blade pin hole in the lug of the lag portion of all four lead-lag links. Use a bright light and 5X magnifying glass.



If cracking is suspected, dye penetrant inspect lugs. If dye check reveals cracking exists, return main rotor hub assembly to Hughes Helicopters Warranty and Repair Depot for overhaul/repair.

- (d). Reinstall lag blade attach pin; reinstall damper attach pin or bolt. As applicable, torque nut to 30 to 60 inch-pounds and safety with cotter pin.



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- (2). Record compliance with this Service Information Notice in Compliance Record of helicopter Log Book.

NOTE: The component overhaul schedule (TBO) for the main rotor hub assembly has been increased from 1800 hours to 2400 hours. The new 2400-hour TBO is applicable to all Main Rotor Hub Assemblies, PN 369A1200-3, 369A1200-501, 369A1200-613, 369A1200-615, and 369H1200.

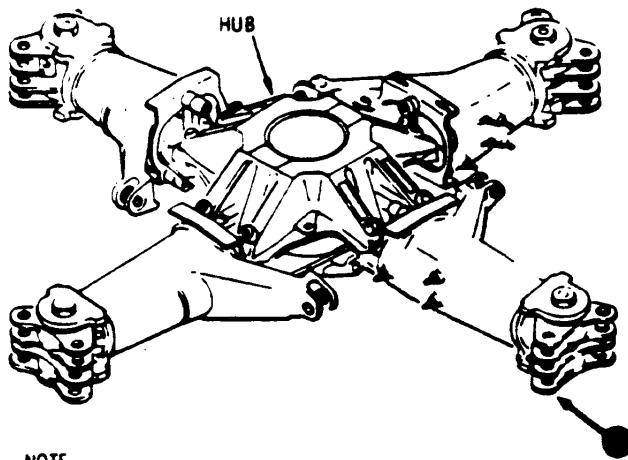
Also, as noted in the Preface on Page 1, the retirement schedule for the 369H1203 Main Rotor Hub Lead-Lag Link Assembly, and 80-369H1234 Lead-Lag Link has been established at the same limited life interval as specified for the 369A1234 and 369A11234-7 Lead-Lag Links in the HMI Appendix B Component Mandatory Retirement Schedule.

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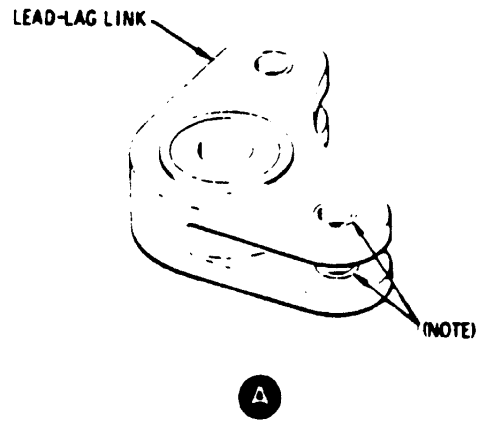
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NOTE:
INSPECT FOR CRACKS IN BLADE PIN HOLE
IN LUG OF LAG PORTION OF ALL LEAD-LAG
LINKS.



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Figure 1. Inspection - Main Rotor Hub Lead-Lag Links

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