



SERVICE BULLETIN

DATE: 4 JUNE 1981

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CORROSION INSPECTION/TREATMENT – ONE-WAY LOCK SUPPORT ASSEMBLY, P/N 369A7314 AND 369N2648

1. PLANNING INFORMATION

A. MODELS AFFECTED:

All 500C Model 369H Series Helicopters

B. PREFACE:

The information Siren in this Service Information Notice lists a procedure to be used to inspect the magnesium alloy support link, P/N 369A7314, for galvanic corrosion resulting from contact with dissimilar metals (steel and brass). Subsequent corrosion prevention is included herein.

It is to be noted that galvanic corrosion has occurred at the aft (lower) ends of the magnesium alloy support links where the brass pivot bushing (P/N NAS77A8-21P) and steel washer contact the link. However, the possibility for corrosion also exists at the forward (upper) end of each link where it contacts the brass flange bushing (P/N NAS77A6-23P) and a steel washer. Each of the support links is to be inspected, treated if necessary, and sealed with a corrosion inhibiting sealing and coating compound. Procedures are also included for the interchangeable aluminum support assembly, PN 369N2648.

C. TIME OF COMPLIANCE:

Shall be accomplished at the next 100 hour inspection.

D. FAA APPROVAL:

FAA/DER APPROVED 18 June 1981

E. WEIGHT AND BALANCE:

Weight and balance not affected

F. REFERENCE:

500 Model 369H Series Basic HMI; Issued 1 October 1972, Revision No. 8, 1 December 1980

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G. MATERIALS:

MATERIALS	
Nomenclature	Source
Sealing compound MIL-S-81733A PRI436-G Class B2	Product Research Glendale, Calif.
Chromic acid solution (Ph 2.6 – 3.4) magnesium touchup Dow #19 or equivalent	Dow Chemical Co.
Thinner, acrylic-nitrocellulose lacquer MIL-T-19544 Prepsol, DuPont 3919	I.E. DuPont Co. Los Angeles, Calif.
Aluminum oxide cloth	
Abrasive paper, silicon carbide, 400 grit (or equivalent aluminum oxide paper) P-P-101	

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2. Using abrasive paper, remove corrosion and. polish affected area.
 3. Wash affected area with solution of mild soap and water. Rinse area with clean water and wipe dry with clean, soft, lintless cloth.
- e. Use sealing compound to fill seams and joints that might trap water. Seal all contacting surfaces of dissimilar metals as follows:

1. Check that seam or joint is clean and free of foreign matter and moisture.
2. Apply sealant with putty knife or similar tool.
3. Force sealant well down into seam or joint to eliminate any air pockets.
4. Fillet sealant to give joint or seam a smooth appearance.

f. Reassemble support link assemblies and the one-way lock assembly into the cyclic control system, as follows:

1. Assemble aft end (farthest from center hole) as follows:

- (a) Insert the brass pivot bushing.
- (b) Place the assembled bushing and support link on a uni-loc trunnion, with the bushing flange next to the uni-loc.
- (c) Place steel washer on protruding trunnion and secure with cotter pin.
- (d) Ensure that all contacting surfaces between the magnesium alloy or aluminum support link and all dissimilar metals are coated with sealant.

2. Assemble forward end (closest to center hole) as follows:

- (a) Place the steel sleeve bushing on the bolt.
- (b) Place the brass flange bushing on the assembled bolt and sleeve. Ensure that the bushing flange is next to the bolt head.
- (c) Align the hole in the forward end of the support link with the hole in the seat structure flange.
- (d) Insert the assembled bolt and bushings through the support link and through the seat structure flange.
- (e) On the threaded end of the protruding bolt, place steel washer and nut. Secure with cotter pin.
- (f) Ensure that all contacting surfaces between the magnesium alloy or aluminum support link and all dissimilar metals are coated with sealant.

f. Record compliance with this Service Information Notice in Compliance Record of the helicopter Log Book.

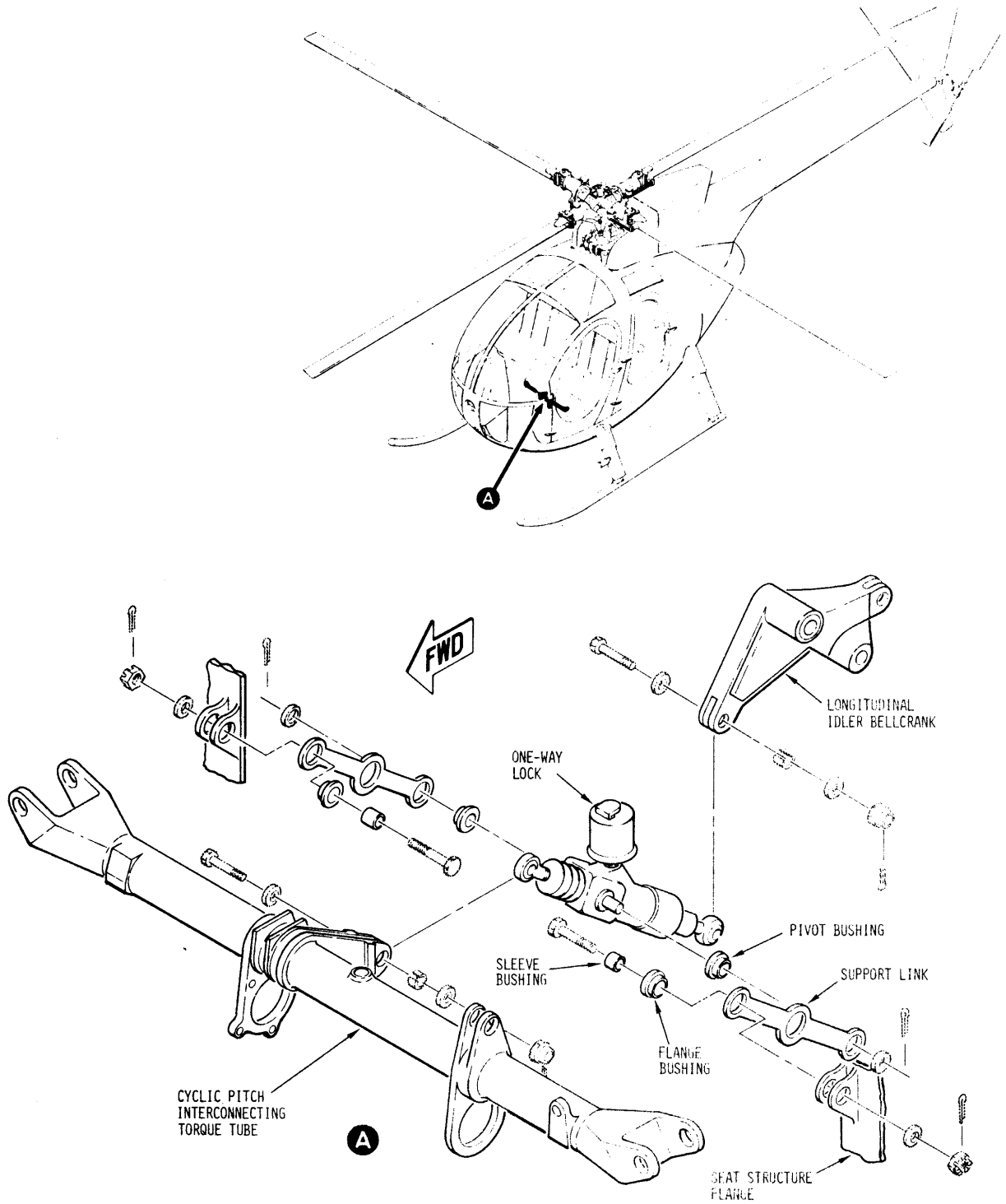
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Figure 1. One-Way Lock Control System

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