



SERVICE BULLETIN

DATE: 19 NOVEMBER 1969

PAGE 1 OF 5

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INSPECTION AND POSSIBLE RETIREMENT – MAIN ROTOR BLADES, P/N 369A1100–501

1. PLANNING INFORMATION

A. MODELS AFFECTED:

369H, 369HM, 369HS and 369HE Helicopters utilizing Main Rotor Blade Serial Numbers listed on Page 2

* Main Rotor Blades, P/N 369A1100–501 in spares inventory

B. PREFACE:

It has recently been determined that a number of P/N 369A1104 main rotor blade root fitting doublers have been improperly processed. This can result in unsatisfactory bonding of the doubler to the blade, which can cause a reduction in service life.

C. TIME OF COMPLIANCE:

See Page 2

D. WEIGHT AND BALANCE:

Weight and balance not affected

E. REFERENCE:

500 Series - Basic Handbook of Maintenance Instructions, Revised 1 November 1969

/// MANDATORY ////////////////////////////////////// MANDATORY ////////////////////////////////////// MANDATORY ///

DATE: 19 NOVEMBER 1969

PAGE 4 OF 5

SERVICE BULLETIN

/// MANDATORY /// MANDATORY /// MANDATORY ///

d. Inspect doubler for bonding voids per the following:

(1) Using coin tapping test, check for separation between doubler and blade skin top and bottom.

(2) Visually inspect doubler for peeling along doubler edge; inspect doubler for cracks adjacent to root fitting and blade for cracks emanating from under doubler. Pay particular attention to leading edge of blade adjacent to outboard root fitting bolt.

NOTE: If damage is noted, retire blade from service prior to next flight.

PART II

a. Main rotor blades displaying conditions noted in PART I, step (3), (a) and (b) and not showing evidence of damage may be returned to service. Blade total time in service not to exceed 100 hours.

b. Inspect blades returned to service for evidence of voids at each and every Daily Inspection per the following:

(1) Using coin tapping test, check for separation between doubler and blade skin, top and bottom.

(2) Visually inspect doubler for peeling along doubler edge; inspect doubler for cracks adjacent to root fitting and blade for cracks emanating from under doubler.

NOTE:

- If damage or cracking are noted, retire blade from service prior to next flight.
- Blades refinished and identified by a green dot painted on the under side of the blade need not be inspected.

c. Record compliance with this Service Information Notice in the Helicopter Log Book.

d. Notify the Customer Service Department, Hughes Tool Company - Aircraft Division of the quantity and serial numbers of any blades affected by PART I and PART II of this notice.

3. PAINING PROCEDURE

a. Using thinner and soft cloth, clean area to be painted.

b. Mix epoxy enamel F55PB16 one-to-one with catalyst V66KP11; reduce as required using reducer R7KP36; spray two mist coats of enamel; air dry for ten minutes between coats.

c. Allow to air dry to 24 hours.

d. Check newly painted areas for discrepancies.

e. Apply 1/4-inch diameter green paint dot to under side of blade on doubler. (Refer to Figure 1).

f. Install blades and flight test helicopter. (Refer to HMI)

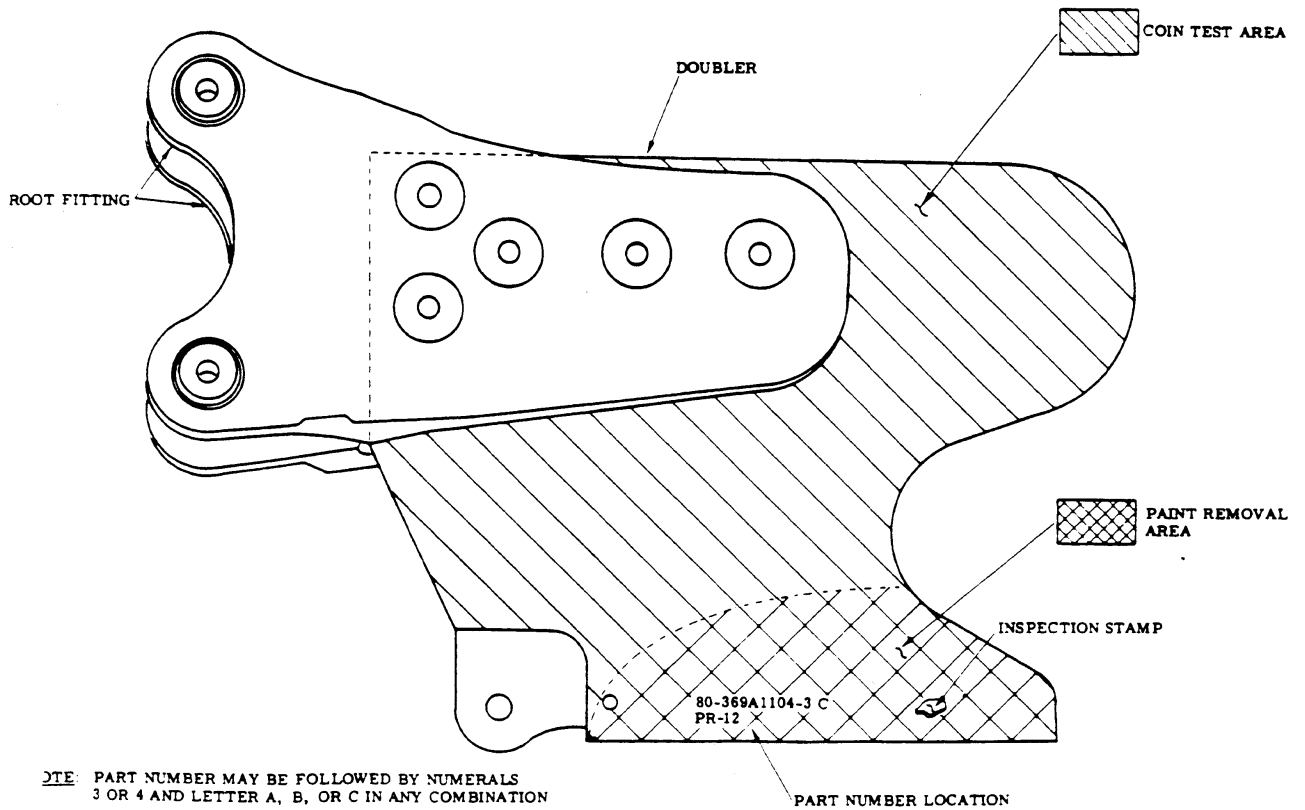
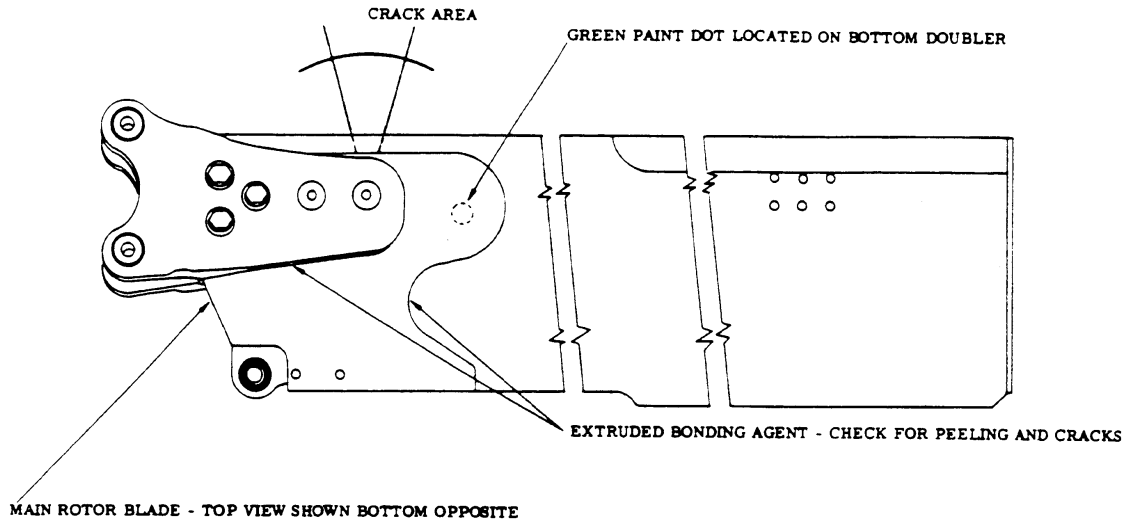
/// MANDATORY /// MANDATORY /// MANDATORY ///

SERVICE BULLETIN

DATE: 19 NOVEMBER 1969

PAGE 5 OF 5

MANDATORY



88-705

Figure 1. Main Rotor and Doubler Inspection

MANDATORY