



HUGHES SERVICE INFORMATION NOTICE

NOTICE NO. HN-196

DATE 1 October 1984

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MANDATORY

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SUBJECT: INSPECTION - LANDING GEAR STRUTS AND FEET

MODELS AFFECTED: All 500C Model 369HS Series Helicopters

TIME OF COMPLIANCE: Shall be accomplished at or prior to next 300-hour inspection.

PREFACE: The information given in this Service Information Notice lists a procedure for a one time inspection of landing gear (P/N 369H60000 and P/N 369H90006) struts and feet for cracks. Additionally, new torque values for ABC5244 bolts attaching landing gear feet to struts and procedures for sealing bolts to prevent corrosion are included.

Reference

Basic Handbook of Maintenance Instructions (CSP-H-2), Reissued 15 September 1981.

Corrosion Control Manual (CSP-A-3), Issued 9 February 1981.

Customer Service Department

Material

Primer, zinc chromate, color Y	TT-P-1757	Commercial
Sealing compound	MIL-S-81733A (Type II-2)	PR1436-G Class B2
	OR	
	Pro-Seal 870	Product Research Glendale, CA
		Essex Chemical Corp. Specialty Chemicals Div. Compton, CA
Duct tape		Commercial
	Tools and Equipment	
Magnifying glass, 10X		Commercial

PROCEDURE

- a. Remove skid, with feet attached, from struts.
 1. Jack up helicopter until landing gear dampers are fully extended (Section 2, Basic HMI).
 2. Remove lower landing gear fairings (Section 6, Basic HMI).

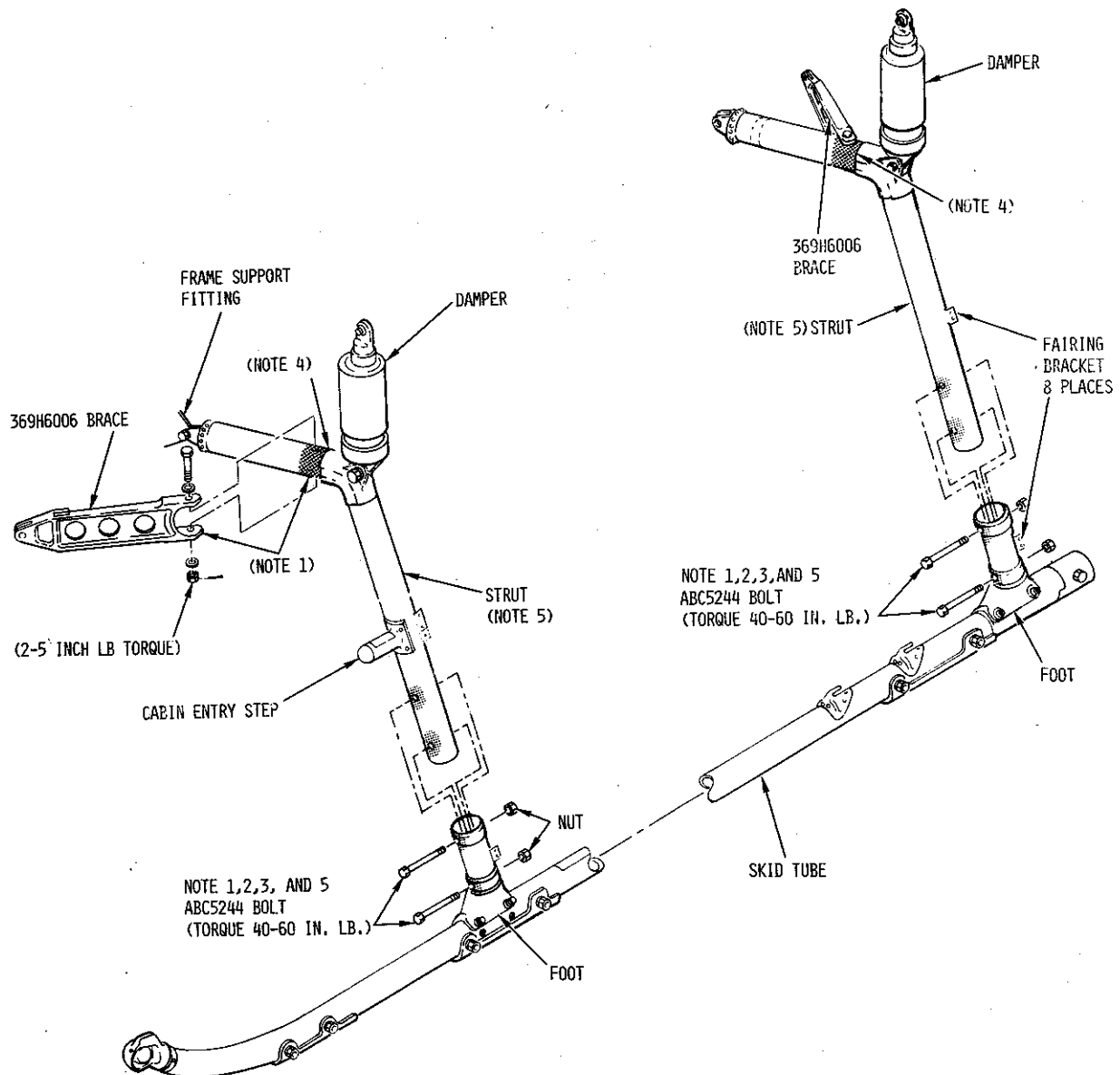
CAUTION

Support skid when removing ABC bolts attaching feet to struts. Skid and feet may drop from strut when ABC bolts are removed. Damage to skid and/or position light wiring could occur if skid is not supported.

3. Remove nuts and ABC bolts connecting feet to forward and aft struts.
4. Carefully lower the skid until the feet are fully disengaged from the struts.

NOTE

Disconnect wire splices as required to prevent damage to position light wiring.



NOTES:

1. APPLY ZINC CHROMATE PRIMER, COLOR Y TO MATING HOLES AND ALL ATTACHING HARDWARE. REASSEMBLE WHILE WET.
2. SEAL AROUND BOLT HEAD AND NUT WITH PR1436-G SEALANT.
3. NUT IS PROVIDED WITH ABC5244 BOLT.
4. INSPECT ALL BOLT HOLES IN SHADED AREAS FOR CRACKS.
5. INSPECT FOR CRACKS, CHIPPED PAINT OR LOSS OF CORROSION PROTECTION.

Figure 1. Landing Gear Feet and Strut Inspection

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b. Using 10X glass and bright light, visually check bolt holes in feet and struts for cracks or corrosion.

1. Remove light surface corrosion and treat affected area according to Section 2, HMI - Volume 1. If more severe corrosion (ref. Corrosion Control Manual) is present, replace affected part.
2. Cracks are not permitted in landing gear struts or feet. If any cracks are noted, replace affected part (Section 6, Basic HMI).

c. Using 10X glass and bright light, visually check struts and feet for cracks around and between the foot to strut bolt holes. Replace cracked parts per Section 6, Basic HMI).

d. Remove each 369H6006 brace from strut and check bolt holes in strut where brace attaches for cracks or corrosion. See Figure 1.

1. Pull strut fairing fillet downward against spring tension. Secure in place with duct tape.

NOTE

For access to forward brace-to-strut attachment, remove foot support fairings in passenger/cargo compartment. For access to aft brace-to-strut attachment, open engine access doors.

2. Remove cotter pin, nut, two washers and bolt attaching 369H6006 brace to strut.
3. Carefully swing brace away from strut.

e. Using flashlight and mirror, inspect bolt holes where 369H6006 brace attaches to strut, and area of strut covered by clevis of brace for cracks and/or corrosion.

1. If cracks are noted, replace strut (Section 6, Basic HMI).
2. Remove light surface corrosion and treat affected area according to Section 2, HMI - Volume 1. If more severe corrosion (ref. Corrosion Control Manual) is present, replace strut (Section 6, Basic HMI).

f. Inspect entire strut for chipped or scratched paint. Check unpainted areas for loss of corrosion protection. Repaint or seal damaged areas per Section 2, Basic HMI.

- g. Reinstall 369H6006 brace on strut.
 - 1. Carefully position outboard clevis of 369H6006 brace over strut at brace-strut attach holes.
 - 2. Apply zinc chromate primer to holes and attaching hardware. Install attaching hardware while primer is wet. Torque nut 2 to 5 inch-pounds. Install new cotter pin.
 - 3. Remove tape holding fairing fillet down and allow fillet to gently move upward into position.
- h. Reinstall assembled skid and feet on helicopter.
 - 1. Resplice wiring as necessary and remove fish strings. Slide wiring slack into strut or foot as required while sliding upper portion of feet into struts.
 - 2. Apply zinc chromate primer to bolt holes, ABC bolts, and nuts. Install hardware while primer is wet. Torque bolts to 40 to 60 inch-pounds.
 - 3. Seal bolts and nuts with sealant mixed according to manufacturers instructions.
 - 4. Reinstall lower landing gear fairings (Section 6, Basic HMI).
 - 5. Remove supports, lower helicopter, and remove jacks (Section 2, Basic HMI).

NOTE

Visual inspection using 10X glass and bright light, of area not covered by sealant at, around, and between foot to strut attach bolts for cracks and corrosion is required at each subsequent 300-hour or annual inspection. Removal of feet from struts is not required unless damage is suspected.

- i. Record compliance with this Notice in Compliance Record of helicopter Log Book.

WEIGHT AND BALANCE DATA

Weight and balance not affected.

The resultant alteration to the affected helicopters described by the one time inspection in this Notice has been shown to comply with Federal Aviation Regulations and is FAA Approved.