

SB369H-227R1 SB369E-64R1 SB500N-042 SB369D-173R1 SB369F-52R1 SB600N-051

SERVICE BULLETIN

DATE: 06 JULY 2009

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MANDATORY MANDATORY MANDATORY MANDATORY

INSPECTION OF LEAD-LAG LINK ATTACH NUTS

* Supersedes service bulletin HN-227, DN-173, EN-64 and FN-52 dated 04 September 1990. Revised to add all MD Helicopters, Inc. (MDHI) 500N and 600N series helicopters and changed to new SB format.

1. PLANNING INFORMATION

A. Aircraft Affected:

All MDHI 369A (OH-6A), 369H series, 369D, 369E, 369FF, 500N and 600N series helicopters.

B. Assembly/Components Affected By This Bulletin:

369A1219 Lead-lag link attach nuts.

C. Reason:

A field report indicated that cracking of the 369A1219 nut, attaching the lead-lag links, has occurred due to stress corrosion. Main rotor hub assemblies found to have cracked nuts at the lead-lag link attach bolts must be removed from service and replaced before further flight.

D. <u>Description</u>:

The procedures in this bulletin give instructions to check all main rotor lead-lag link attachment nuts for integrity.

E. FAA Approval:

The technical design aspects of this bulletin are FAA approved.

F. Time of Compliance:

Part A. must be completed before the next flight.

Part B. must be completed at each daily preflight check.

G. Manpower:

N/A

H. Interchangeability:

None

I. Points of Contact:

For further assistance, contact the Field Service Department at MDHI, Mesa, Arizona. Telephone 1-800-388-3378 or (480) 346-6387. DATAFAX: (480) 346-6813.

J. Material/Part Availability:

REPLACEMENT PARTS/SUPPLIES			
Nomenclature	Part No.	Qty.	Source
Lead-lag link attach nut	369A1219	As Required	MDHS



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K. Warranty Policy:

N/A

L. <u>Disposition of Parts Removed:</u>

Scrap.

M. Tooling:

N/A

N. Weight and Balance:

N/A

O. Electrical Load Data:

N/A

P. Other Publications Affected:

CSP-HMI-2 Handbook of Maintenance Instruction, Servicing and Maintenance Manual.

CSP-H-2 Basic Handbook of Maintenance Instructions (Basic HMI).

2. ACCOMPLISHMENT INSTRUCTIONS



Main rotor hub assemblies found to have cracked nuts at the lead-lag link attach bolts must be removed from service and replaced before further flight. Main rotor hub assemblies that have cracked lead-lag link attach nuts must be returned to MDHI Warranty and Repair for repair.

A. One Time Initial Inspection

- **NOTE:** On models 369A (OH-6A), 369H, 369D, 369E and 369FF. If this service bulletin has been completed before, do not do step (1) thru step (3).
 - (1). Before the next flight, visually check all lead-lag link attach nuts (P/N 369A1219) for cracks.
 - (2). Make a record in the Compliance Record section of the Rotorcraft Log Book that this service bulletin has been completed.
 - (3). Complete Bulletin Completed Record form (attached) and FAX or e-mail to MDHI Field Service Department.

B. Daily Preflight Check

(1). Visually check all lead-lag link attach nuts (P/N 369A1219) for cracks at each daily preflight check.



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Bulletin Completed Record

Service Bulletin SB369H-227R1, SB369D-173R1, SB369E-64R1, SB369F-52R1, SB500N-42 and SB600N-51, Inspection of Lead-Lag Link Attach Nuts.

FAX this form to MDHI (480) 346-6813 or E-mail to ServiceEngineering@mdhelicopters.com

MD Helicopters, Inc. Field Service Department 4555 E. McDowell Road Mesa, AZ 85215-9734

800–388–3378 phone (U.S. and Canada) 480–346–6387 phone (International) 480–346–6813 Fax

400-340-0013 F dX
Dear Sir:
This is to tell you that this service bulletin has been completed as shown below:
Owner/Operator:
Aircraft Serial No:
Address:
Phone:
E-mail address:
Helicopter Total Time:
Date:
Location:
This bulletin is complete:
(Signature)
(Print Name)
(Title)

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