



SERVICE BULLETIN

DATE: 4 JANUARY 1982

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INSPECTION OF PN 369A1200 SERIES MAIN ROTOR HUB ASSEMBLY INSPECTION OF PN 369A1220 MAIN ROTOR BLADE LEAD-LAG PIVOT BOLT (VERTICAL HINGE PIN)

1. PLANNING INFORMATION

A. Models Affected:

All 500 Model 369H Series Helicopters

All PN 369A1200 Series Main Rotor Hub Assemblies in Spares Inventory

B. Preface:

Hughes Helicopters, Inc. has been advised that a foreign registered Hughes Helicopter experienced failure of a PN 369A1220 main rotor lead-lag bolt at 327 hours after overhaul of the main rotor hub. Investigation disclosed that the bore of the bolt had not been properly protected with zinc chromate. Moreover, the hub contained surplus parts, and the overhaul had not been performed by Hughes Helicopters, Inc.

Owners and operators are reminded that Hughes Helicopters, Inc. has not authorized any organization to overhaul main rotor hubs, and does not supply spare parts for hub overhaul to anyone other than Hughes' licensees.

Part I of this Notice lists a procedure for a review of the Components Records to determine whether a spares or an installed hub assembly have been overhauled by any party other than HHI, A one-time inspection of the subject lead-lag bolts is also included,

Part II of this Notice lists instructions for a periodic 300-Hour inspection of the lead-lag bolts for possible cracks and corrosion. Procedures for corrosion removal and repair are also provided.

It is to be noted that the PN 369A1220 vertical hinge pin is a limited life item; refer to HMI Appendix B for Mandatory Replacement Schedule.

C. Time of Compliance:

Part I - Shall be accomplished within next 25 hours of helicopter operation

- Shall be accomplished at or prior to installation of Spares main rotor hub assembly on helicopter

Part II - Shall be accomplished within next 50 hours or 100 hours of helicopter operation, per Part I of this Notice; and at each and every 300 hours of helicopter operation thereafter

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D. Reference:

500 Model 369H Series - Basic HMI, Reissued 15 September 1981

500 Model 369H Series - Basic HMI Appendix B, Reissued 15 April 1981

E. Weight and Balance Data:

Weight and balance not affected

F. FAA Approval:

FAA Approved

G. Parts/Supplies:

REPLACEMENT PARTS/SUPPLIES			
Nomenclature	Part No.	Qty.	Source
Pin, cotter	MS24665-300	4	Commercial

H. Materials:

MATERIAL	
Nomenclature	Source
Abrasive cloth, aluminum oxide P-C-45 Grade 180	Commercial
Abrasive cloth, aluminum oxide P-C-45 Grade 400	Commercial
Methyl ethyl ketone (MEK) TT-M-261	Commercial
Primer, zinc chromate TT-P-1757	Commercial
Sealant, corrosion inhibitive PR-1436-G, Class B-2 MIL-S-S1733, Type II-2	Product Research G1 & Chemical Corp., Glendale, CA

2. PART I – REVIEW OF COMPONENT RECORD AND ONE-TIME INSPECTION

- (1). As applicable refer to Component Record of helicopter Log Book, or Component Record or Tag on Spares PN 369A1200 Series main rotor hub assembly, to determine whether overhaul of main rotor hub assembly has been accomplished.
 - (a). If main rotor hub has been overhauled by any party other HHI, perform Part II of this Notice within next 50 hours of helicopter operation.
 - (b). If main rotor hub has not been overhauled, or if main rotor hub has been overhauled by HHI, perform Part II of this Notice within next 100 hours of helicopter operation.
- (2). Record compliance with Part I of this Notice in Compliance Record' of helicopter Log Book.

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3. PART II – PERIODIC 300-HOUR INSPECTION OF PN 369A1220 LEAD-LAG BOLTS

WARNING MEK solvent is flammable. Use only in well ventilated area and away from heat and flame.

CAUTION Do not disturb torque on lead-lag bolts or remove lead-lag bolts. Special tools are required to remove/retorque lead-lag bolts.

NOTE: There are pre-balanced main rotor hubs [n service. Lead-lag bolts on pre-balanced hubs may contain balancing hardware. If so, color code each set of balance hardware at removal, to ensure proper reinstallation.

- (1). Remove cotter pin securing nut at lower end of lead-lag bolt. Do not disturb torque on nut or remove nut from bolt. (see Figure 1.)
- (2). Remove screw, washers, and balance hardware if installed, lead-lag bolts. (Refer to Section 7 of Basic HMI.)
- (3). Using bright light and 5X magnifying glass, closely inspect interior surface or bore of each lead-lag bolt for evidence of cracks or corrosion.
 - (a). If no cracking or corrosion is noted in bore of bolts, swab entire ID of each bolt with unthinned zinc chromate primer.
 - (b). If surface corrosion in bore of bolt is noted, remove corrosion with grade 180 abrasive cloth and finish with grade 400 abrasive cloth. Swab cleaned surface with MEK and apply coat of unthinned zinc chromate primer to entire ID of bolt
 - (c). If corrosion pitting is noted in bore of bolt, corrosion is more than superficial. Remove hub from service and return to HHI. Install new main rotor hub.

NOTE: Main rotor hubs overhauled by any organization other than HHI are NOT eligible for repair or exchange by HHI.

- (d). If cracking is noted in bore of bolt, remove hub from service and return to HHI. Install new main rotor hub.
- (4). Reinstall original hardware (and balance hardware as applicable) and torque locknut per Figure 1. Coat screw threads, washers and nuts with PR-1436-G sealant.

NOTE: Excessive amount of sealant can unbalance rotor system. Apply light but thorough coat of sealant.

- (5). Install new cotter pin to secure nut on each lead-lag bolt.
- (6). Record compliance with Part II of this Service Information Notice in Compliance Record of helicopter Log Book.

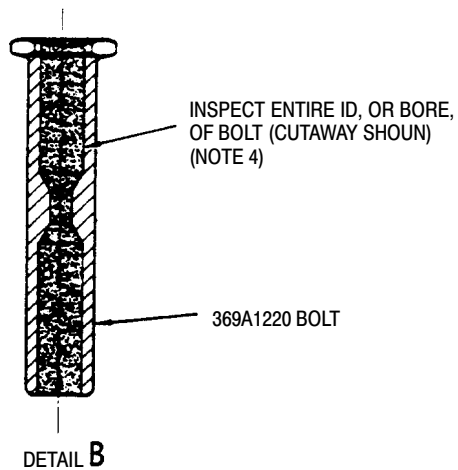
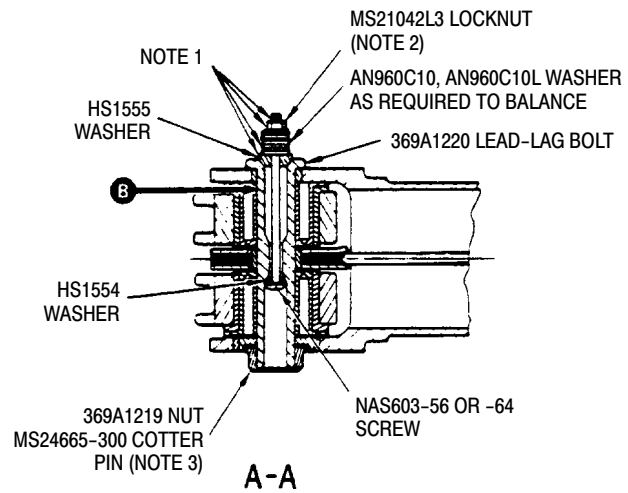
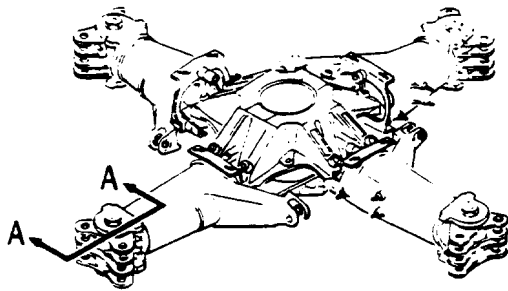
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NOTES:

1. COAT SCREW THREADS, NUT AND WASHERS WITH PR-1456-G, CLASS B-2 SEALANT.
2. TORQUE MS21042L3 LOCKNUT TO 30 - 60 INCH-POUNDS.
3. DO NOT REMOVE OR DISTURB TORQUE ON 369A1219 NUT.
4. COAT ENTIRE ID, OR BORE, OF BOLT WITH UNTHINNED ZINC CHROMATE PRIMER.

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Figure 1. Lead-Lag Bolt and Balance Hardware

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