

**HUGHES
SERVICE INFORMATION
LETTER**

LETTER NO. HL-43
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TO—All owners and operators of Hughes Helicopters

SUBJECT: INTERIM REVISION TO HMI APPENDIX C. COMPONENT OVERHAUL
MANUAL - TAIL ROTOR DRIVE FORK AND HUB ASSEMBLY EQUIPPED
WITH CONICAL TYPE TEETER BEARINGS

MODELS AFFECTED: All 500 Model 369H Series Helicopters

Reference

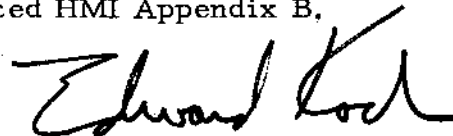
500 Series - Basic HMI Issued 1 October 1972; Revision No. 5, 15 June 1975
500 Series - HMI Appendix B, Issued 1 October 1975; Revision No. 5, 15 June 1975
500 Series - HMI Appendix C, Issued 1 April 1976; Revision No. 1, 1 August 1976

Service and operation reports indicate that loss of torque of the tail rotor teeter bolt may occur due to improper shimming and field assembly of the drive fork and hub unit, or excessive wear on the drive fork conical type bearings.

The above referenced interim Revision No. 1 to the HMI Appendix C incorporates new procedures and criteria to ensure proper shimming and assembly of the drive fork and hub unit in the field, including a torque check of the teeter bolt to be made at 50 hours of operation following each reassembly of the tail rotor drive fork and hub, and at each subsequent 100-hour periodic inspection interval.

Unless already accomplished, the special 50-hour torque check also applies to presently installed tail rotor drive fork and hub units equipped with conical type bearings. If the teeter bolt torque is found to be less than 170 to 210 inch pounds, disassemble and reshim the hub and fork unit per the above referenced Revision No. 1 to HMI Appendix C. It is to be noted that if the conical bearing liner is not worn through to the metal, the bearing outer race may be rotated 180° in the drive fork and continued in service.

The 50-hour and 100-hour periodic torque check of the teeter bolt will be incorporated in the next revision to the above referenced HMI Appendix B.



Edward Koch, Manager
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