



SERVICE BULLETIN

DATE: 11 SEPTEMBER 1970

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MODIFICATION FOR DOORS – OFF FLIGHT – CANOPY UPPER WINDSHIELD ASSEMBLIES, P/N 369A2405–3 AND 369A2405–4

1. PLANNING INFORMATION

A. MODELS AFFECTED:

369HE Helicopter Serial Nos. 0101E thru 0215E
369HM Helicopter Serial Nos. 0101M thru 0204M
369HS Helicopter Serial Nos. 0101S thru 0247S; 0260S; 0261S

B. PREFACE:

The information given in this Service Information Notice lists a procedure for modifying and strengthening the canopy upper windshield assemblies on the above affected helicopters, to permit doors-off flight with forward speeds in excess of 85 knots (98 mph) IAS.

Compliance with this Service Information Notice lifts forward speed restriction for doors-off flight, as specified in Section I of applicable Rotorcraft Flight Manual.

It is noted that removal or security of interior trim and components on above affected helicopters must also be accomplished prior to doors-off flight, as specified in Section II of applicable Rotorcraft Flight Manual.

C. TIME OF COMPLIANCE:

Shall be accomplished prior to helicopter flight with Door(s)-off configuration.

D. WEIGHT AND BALANCE:

Weight and balance not affected

E. REFERENCE:

500 Series - Basic Handbook of Maintenance Instruction, Revised 1 May 1970 Model
369HM Rotorcraft Flight Manual, Revised August 18, 1970

Model 369HE Rotorcraft Flight Manual, Revised August 18, 1970

Model 369HS Rotorcraft Flight Manual, Revised August 18, 1970

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F. PARTS LIST:

REPLACEMENT PARTS/SUPPLIES			
Nomenclature	Part No.	Qty.	Source
Stiffener	369A2405-29	1	HTC -AD
Stiffener	369A2405-30	1	HTC -AD

G. MATERIALS:

MATERIALS	
Nomenclature	Source
Naptha, aliphatic TT-N-95	Commercial
Tape, masking No. 250	3M Company
Tape, masking (fiber or cellophane) No. 670	3M Company
Cloth, clean Flannel or equivalent	Commercial
Cement S147 or PS-18 (MIL-A-8576B)	Swedlow, Inc. Rohm & Haas Co.
Cellophane sheet or Kraft paper	Commercial

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2. MODIFICATION PROCEDURE

- a. Thoroughly clean faying surfaces of -29 and -30 acrylic stiffeners and inboard area of upper windshield assemblies; rub lightly with clean flannel cloth or equivalent dampened with aliphatic naphtha to remove all dirt, grease, etc. (See Figure 1 for bonding location and dimensions)
- b. Mask windshield areas adjacent to faying surfaces with masking tape. Large areas may be masked with cellophane sheet or Kraft paper held in place with masking tape or with strips of masking tape.

NOTE:

1. During bonding operation, cement should not be allowed to seep under edges of tape.
 2. Apply masking tape to within 1/8-inch of faying surface.
 3. If several strips of tape are used, overlap each strip approximately 1/2-inch.
- c. Prepare cement in accordance with manufacturer's instructions.
 - d. Apply mixed cement at one or both surfaces to be joined; immediately assemble stiffeners to windshield with contact pressure at dimensions shown in Figure 1.

NOTE: Application of too much pressure may cause crazing.

- e. Apply light pressure on stiffeners to press out any air bubbles; remove any excess cement by scraping it onto masking tape, then remove tape.
- f. Secure stiffeners to windshields with masking tape; cure for 24 hours and remove masking tape.
- g. Check upper windshield assembly modification for discrepancies.
- h. Record compliance with this Service Information Notice in Compliance Record of helicopter Log Book.

NOTE:

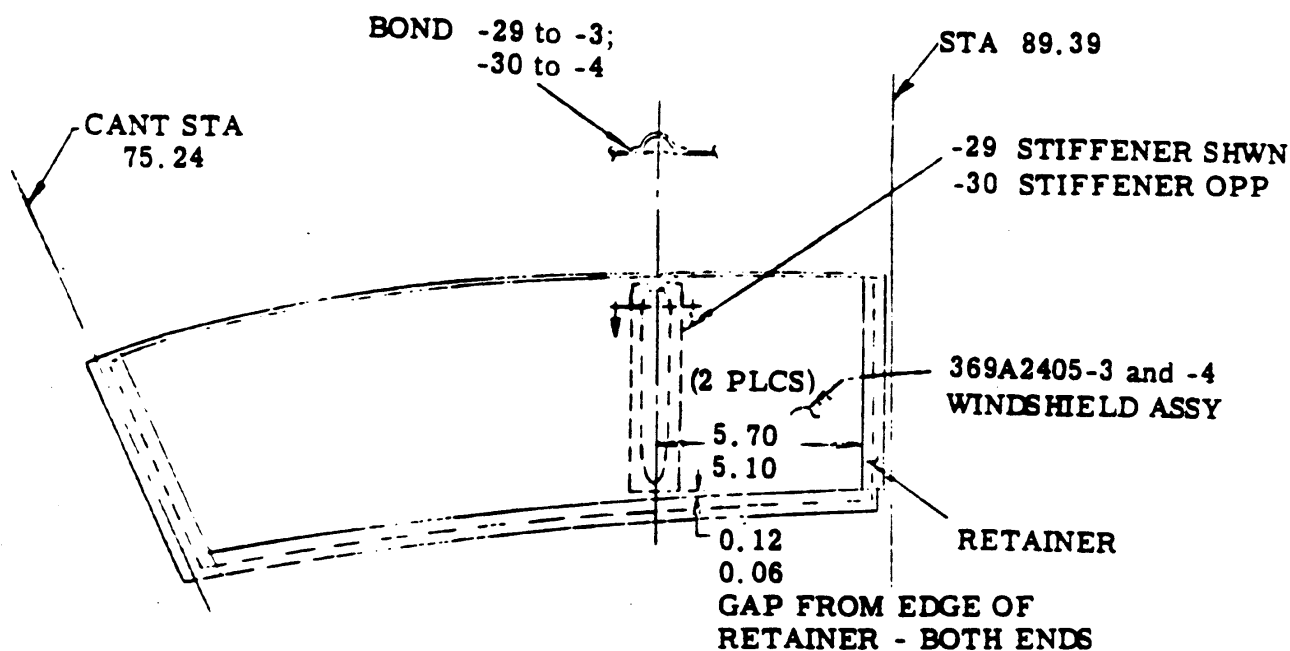
1. Prior to doors-off flight, ensure that removal or security of interior trim and components has been accomplished, as applicable and specified in Section II of Rotorcraft Flight Manual.
2. If stiffeners are not installed, flight with doors-off is restricted to 85 knots (98 MPH) I.A.S. unless canopy upper windshield assys (P/N 369A2405-3 and P/N 369A2405-4) are replaced with P/N 369H2410-3 and P/N 369H2410-4 with 0.080 minimum thickness.

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Figure 1. Modification - Canopy Upper Windshield Assembly

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