SERVICE BULLETIN

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*This Notice supercedes Service Information Letters, HL-92, DL-60 and EL-11, dated 15 July 1985.

SUBJECT: START PUMP WIRE ROUTING AND FUEL QUANTITY SENDER INSPECTION.

MODELS AFFECTED: All MD Helicopters, Inc. (MDHI) 369A (OH−6A), 369H, 369HE, 369HM, 369HS, 369D and 369E Series helicopters. In addition, all 369F/FF Series helicopters equipped with internal start pumps.

TIME OF COMPLIANCE: This Service Information Notice shall be accomplished within the next 25 hours of helicopter operation or at the next removal of the fuel start pump or fuel quantity sender unit, whichever occurs first and at each subsequent removal of the start pump from the fuel cell.

PREFACE: There have been recent incidents where the fuel tank start pump wiring interfered with the 369A4245 fuel float after the start pump and fuel quantity sending unit had been replaced in the field. This interference can result in erroneous fuel quantity indications. To prevent this situation, the fuel pump wiring shall be wrapped around or tie−wrapped to the fuel inlet hose per the HMI. This Notice provides for an inspection to be performed to ensure proper start pump wire routing and fuel quantity sender unit operation.

REFERENCE PUBLICATIONS:

369D/E HMI Vol. I (CSP−D−2) Revised 15 June 1985
369H Basic HMI (CSP−H−2) Revised 15 June 1985
369F/FF HMI Vol. I (CSP−F−2) Revised 15 April 1986

WEIGHT AND BALANCE: Weight and balance data not affected.

The resultant alteration to affected models as described by procedures in this Notice has been shown to comply with Federal Aviation Regulations and is FAA Approved.

PROCEDURE

WARNING

Use all necessary precautions consistent with safe practice when working in or around fuel cells.

CAUTION

Care shall be taken not to damage fuel float arm or low fuel level warning contact spring while accomplishing this Notice.

a. Ensure all electric power is off.

b. Remove left fuel cell access cover per applicable HMI, Section 12.

c. Disconnect start pump electrical harness from access cover. (See Figure 1.)

d. Ensure that electrical harness is wrapped around fuel inlet hose preventing any interference with the fuel quantity float arm as shown in Figure 1.

e. Inspect fuel float arm and low level warning contact spring for damage. Replace any damaged parts as necessary.

CAUTION

Do not reinstall any current configuration float assembly that shows indications that attempts have been made to adjust fuel level indications by bending fuel float arm. (See Figure 2.)

f. Connect start pump electrical harness to access cover.

g. Install left fuel cell access cover per Section 12 of applicable HMI. Turn access cover clockwise and slide as far aft as possible.

h. Bleed fuel system as necessary per HN-185 for 369H Series helicopters and Section 12 of HMI for 369D and 369E Series helicopters.

i. Perform an operational check of the fuel quantity transmitter and indicator per the following instructions:

NOTE

This operational check is not for accuracy of the fuel quantity indicating system but rather for proper functioning of the fuel float arm.

1. With fuel cell fuel, set main power switch to EXT PWR (24 to 28.5 VDC). Fuel gage should read FULL.

2. Begin defueling fuel cell per Section 2 of applicable HMI. Observe movement of fuel gage.

3. Continue draining fuel cell until empty. Note point at which, if any, indicator ceases to show decreasing fuel quantity. Verify proper operation of FUEL LOW warning light. If gages and warning lights function properly until fuel cell is empty, proceed to Step j.

4. If fuel float interference is experienced, loosen (5) sensor attach bolts and rotate sensor clockwise as far as possible and tighten. If float is still interferred with, loosen fuel cell access cover and slide access cover aft as far as possible and turn clockwise. One or both of these actions should free the float arm. If float arm is still interferred with, disconnect electrical power, remove sensor unit and verify start pump wiring does not interfere with fuel float arm.

5. When fuel float arm is free from any interference, tighten all bolts and recheck operation of fuel quantity sending unit per Step i, (1) through (3).

j. Ensure fuel system is properly serviced per HN-185 for 369H Series helicopters and Section 2 of HMI, Vol. I for 369D, 369E and 369F/FF Series helicopters.

k. Record compliance to this Service Information Notice in the Compliance Record Section of the helicopter Log Book.

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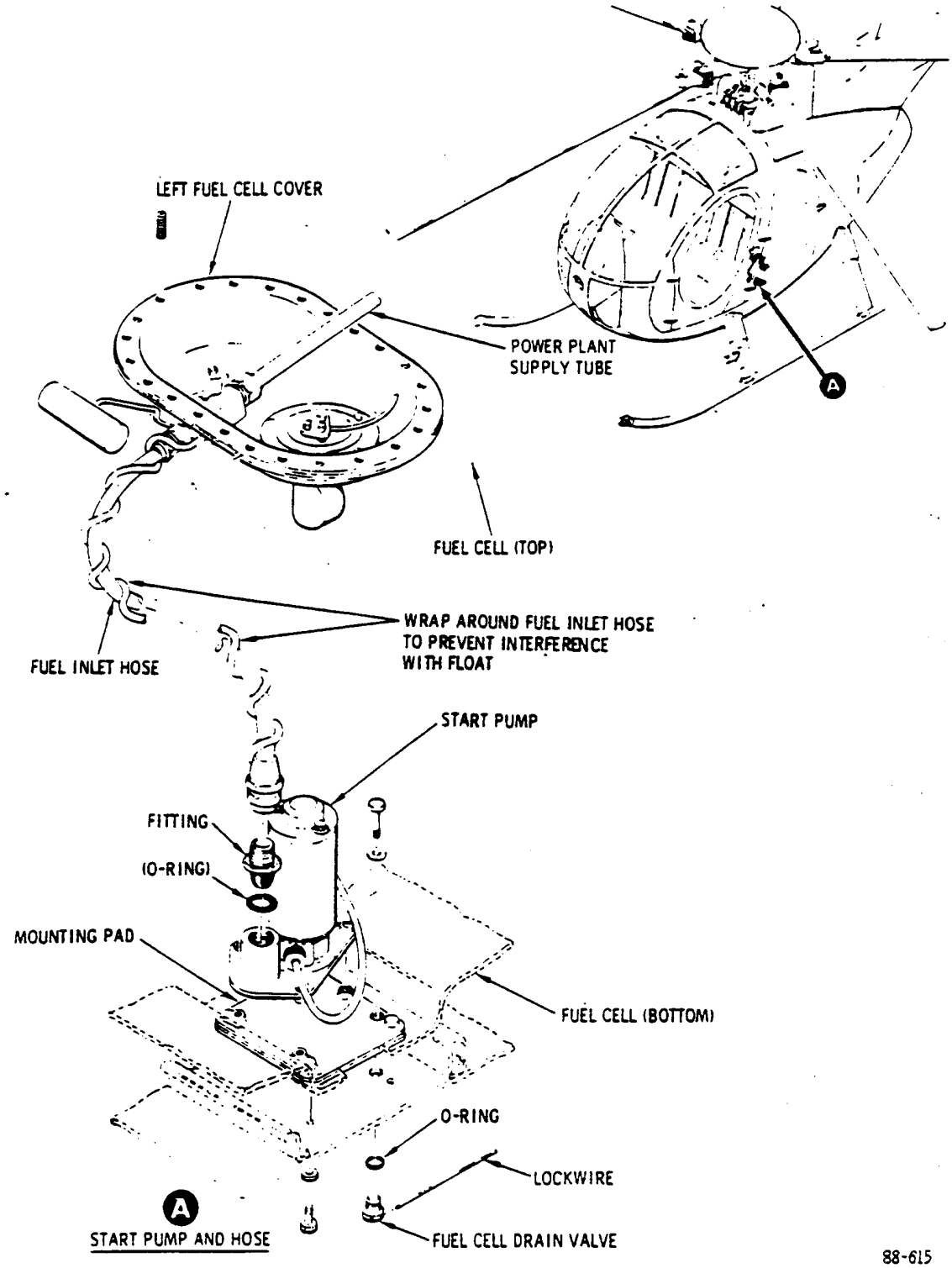

Figure 1. Fuel Start Pump Wire Routing Inspection

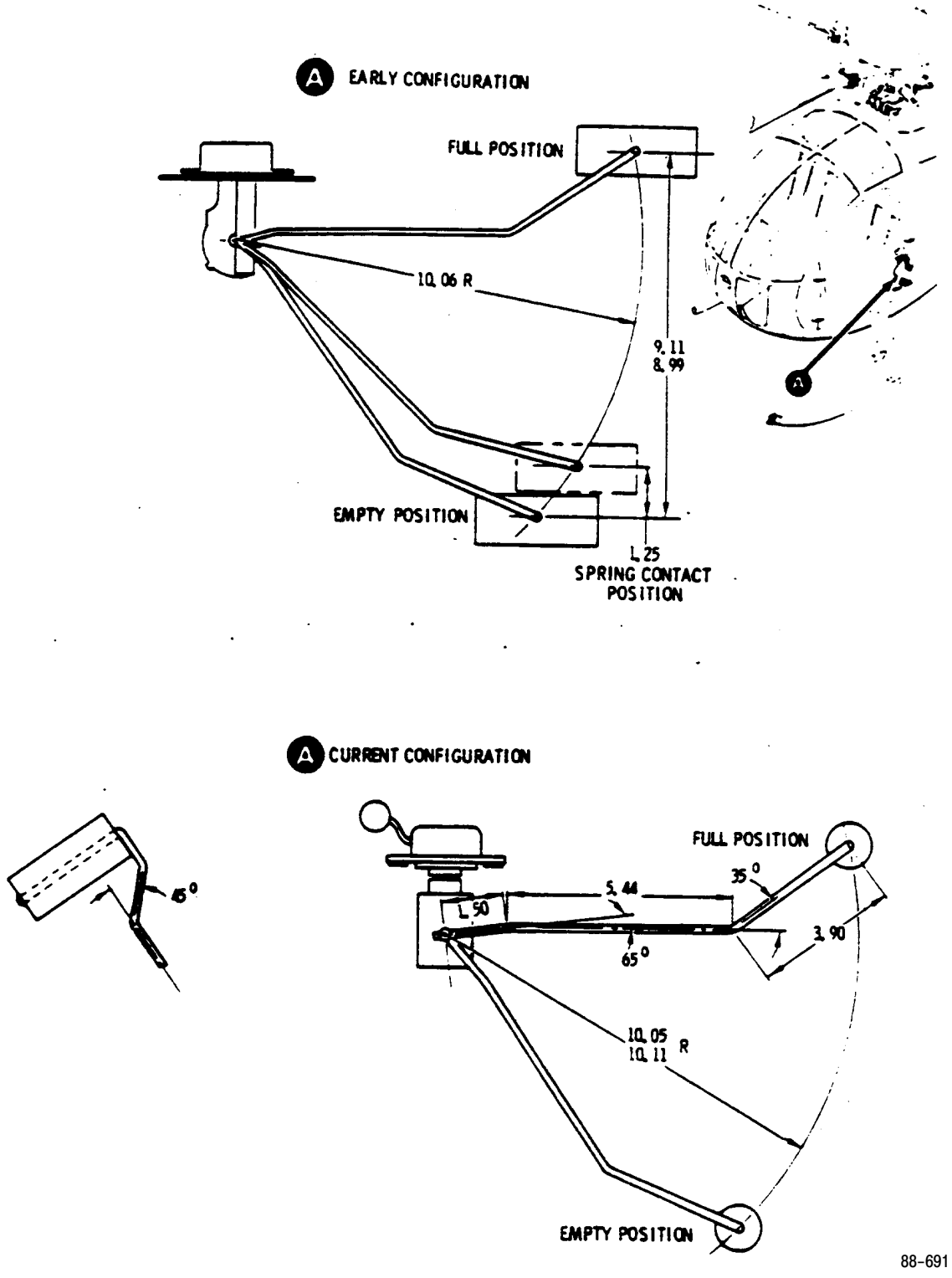

Figure 2. Fuel Float Arm Assembly Inspection