



Manual: CSP-H-4, Appendix B
Models: 369H Helicopters
Issued: 17 November 1999
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FILING INSTRUCTIONS:

- (4) Before inserting this change, ensure the manual is current.
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| Remove Pages | Insert Pages | Remove Pages | Insert Pages |
|---------------------|---------------------|---------------------|---------------------|
| Cover/Title | Cover/Title | | Chapter 01 |
| | TR | i/(ii blank) | i and ii |
| 1/(2 blank) | 1 and 2 | | Chapter 04 |
| | LOEP | i/(ii blank) | i and ii |
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| | CONTENTS | | 05-20-15 |
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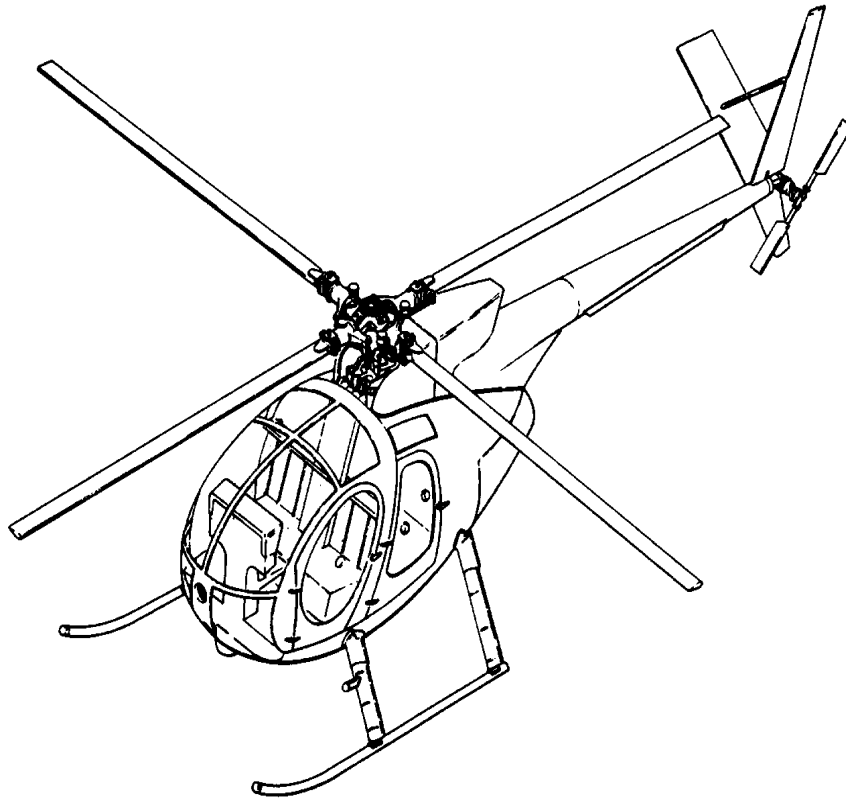
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MDHI MODEL HELICOPTERS

MODEL 369H

APPENDIX B

AIRWORTHINESS LIMITATIONS OVERHAUL AND REPLACEMENT SCHEDULES PERIODIC INSPECTIONS WEIGHT AND BALANCE PROCEDURES



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MD HELICOPTERS, INC.

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MANUAL TITLE: CSP-H-4 MAINTENANCE MANUAL

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The highest revision number indicates pages changed, added or removed by the current change.

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| CHAPTER 01 | | 1 and 2 | Revision 2 |
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| i/(ii blank) | Revision 1 | 201 and 202 | Original |
| | | 08-10-00 | |
| | | 201 thru 211/(212 blank) | Original |

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TABLE OF CONTENTS

CSP-H-4

[Cover / Title Page](#)

[Technical Manual Recommended Change Report](#)

[Record of Temporary Revisions](#)

[List of Effective Pages](#)

| | |
|----|---|
| 01 | <u>Introduction</u> |
| 04 | <u>Airworthiness Limitations</u> |
| 05 | <u>Continued Airworthiness Checks / Inspections</u> |
| 08 | <u>Leveling / Weight and Balance</u> |

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TABLE OF CONTENTS

| Para/Figure/Table | Title | Page |
|--------------------------|---|-------------|
| 01-00-00 | Introduction | A |
| | Description and Operation | 1 |
| 1. | Purpose of this Appendix | 1 |
| 2. | Contents of this Appendix | 1 |
| 3. | ATA Numbering System and Format | 1 |
| | Figure 1. ATA Numbering System | 2 |
| 4. | Page Number Blocks | 2 |
| 5. | Figure and Table Numbering | 2 |
| 6. | MDHI Publications Changes and Revisions | 3 |
| | A. Revision | 3 |
| | B. Reprint | 3 |
| 7. | Application of Notes, Cautions and Warnings | 3 |
| 8. | Service and Operations Report Form 1601 | 3 |

TABLE OF CONTENTS (Cont.)

| Para/Figure/Table | Title | Page |
|-------------------|-------|------|
|-------------------|-------|------|

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TABLE OF CONTENTS

| Para/Figure/Table | Title | Page |
|--------------------------|--|-------------|
| 04-00-00 | Airworthiness Limitations | A |
| 1. | General | 1 |
| | Airworthiness Limitations | 3 |
| 2. | Component Mandatory Replacement | 3 |
| 3. | Component Mandatory Inspections | 3 |
| 4. | Torque Event (TE) | 4 |
| 5. | External Lift and Torque Event (TE) Requirements | 4 |
| | Table 1. Airworthiness Limitations Component Mandatory Replacement Schedule | 5 |

TABLE OF CONTENTS (Cont.)

| Para/Figure/Table | Title | Page |
|-------------------|-------|------|
|-------------------|-------|------|

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AIRWORTHINESS LIMITATIONS

Type Certificate No. H3WE

FAA Approved Airworthiness Limitations for MD Helicopters, Inc., Models 369H/HE/HS/HM.

1. General

The Airworthiness Limitations Section specifies maintenance required under CFR 43.16 and 91.403 of the Code of Federal Regulations unless an alternative program has been FAA approved.

| REVISION: | DATE | FAA SIGNATURE AND DATE |
|-----------------|-------------------|--|
| Original Issue: | November 17, 1999 | Not FAA approved |
| Revision 1: | May 14, 2001 | <i>Michael E. O'Neil</i> 5/14/01 |
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This document conforms to Service Life Analysis 369H/HE/HS/HM, Rev. U.

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AIRWORTHINESS LIMITATIONS

2. Component Mandatory Replacement

The Airworthiness Limitation Replacement Schedule specifies the mandatory replacement time, structural inspection interval and related structural inspection procedures approved per the certificate basis of the Type Certificate Data Sheet No. H3WE and CAR 6 (6.250, 6.251). At the listed finite-life, components or assemblies must be removed from the helicopter and permanently retired from service. At the listed inspection interval, the components or assemblies must be inspected in accordance with the 500 Series – Basic HMI.

NOTE: Refer to CFR Part 43.10 for latest requirements for the removal, installation, storage and disposition of life-limited parts.

- (1). A “life-limited” part is a physical component of the helicopter to which a maximum number of allowable operating hours or cycles are assigned. Certain assemblies and components on the helicopter have a limited life established by MDHI and approved by FAA Engineering. For example, a part with an assigned limit of 1000 hours, may accumulate 1000 hours of operation in service. Upon completion of the 1000 hours of operation, useful life of the part is ended. The finite-life assigned to different parts varies according to engineering fatigue tests, part experience, etc. The parts listed in this section must be removed from the helicopter at the finite-life indicated.
- (2). All parts not having an assigned life or stated to be of unlimited life, have a life of not less than 20,000 hours.
- (3). When a life-limited part or an assembly that incorporates a life-limited part is installed on a new or used helicopter, the nomenclature, part number, serial number, component time and current helicopter hours are recorded in the Log Book and component log for the helicopter. Whether the life-limited part is new or used, the remaining number of useful life hours and pre-

vious inspection time, if applicable, for the part is added to the existing helicopter time. The total helicopter hours obtained then denotes the subsequent time at which the part must be removed from the helicopter or inspected.

- (4). If a life-limited item is part of an assembly, the assembly must be removed from the helicopter when the time expires. The assembly may be overhauled and restored to maximum number of hours of useful life by installing new life-limited parts plus all other parts specified in the overhaul instructions (Refer to Component Overhaul Manual).
- (5). If interchanged between different model helicopters (for instance, Model 369D to 369H), any component having a limited-life or overhaul schedule must be restricted to the lowest service life or TBO schedule indicated for the helicopter models and serial numbers affected.
- (6). An “N/A” entered in a column in Table 1 means that the component is not certified in that particular configuration helicopter.
- (7). Refer to the appropriate Allison Operation and Maintenance Manual for engine component replacement requirements.

3. Component Mandatory Inspections

Some components with mandatory inspection intervals require inspections to be completed in accordance with procedures detailed in other sections of this maintenance manual. The appropriate inspection procedures are referenced in the **Notes** flagged to each component to be inspected. All maintenance manual procedures which are referenced in the FAA Approved Airworthiness Limitations Component Mandatory Replacement Schedule are FAA approved procedures which cannot be changed without FAA review and approval of the proposed changes.

4. Torque Event (TE)

A Torque Event (TE) is defined as:

The transition to a hover from forward flight.

Any external lift operation.

NOTE: An external lift can either be on the cargo hook, external hoist or in external baskets.

For external lift operators, an external load is recorded as two (2) TE's (pick-up and drop-off).

Hover taxi with no external load will typically result in no TEs.

5. External Lift and Torque Event (TE) Requirements

The 369H/HS/HE/HM Model helicopters are multi-use helicopters. If the helicopter is used primarily for external lifts or training flights (high TE flights), there may be a reduction in inspection intervals of some components.

CAUTION For safe operation of the helicopter, TE's must be recorded in the Rotorcraft Log Book. Each external lift will be recorded as two (2) TE's.

- (1). Determine the number of TE's and external lifts the helicopter accumulates per hour of flight time.
- (2). Record all TE's in Rotorcraft Log Book and continue to record all TE's.
- (3). Perform required TE inspections.

**Table 1. Airworthiness Limitations
Component Mandatory Replacement Schedule**

| Component (1) | Part No. (2) (3) | Models 369H/HM/HS (S/N 0001 To 0100) | Model 369HM/HS/HE (S/N 0101 & up) with 250-C18 engine, unless otherwise noted | Model 369H/HM/HS/HE (S/N 0101 & up) with 250-C20 engine, unless otherwise noted | Mandatory Inspection Hours |
|--------------------------------|---------------------|---|--|--|----------------------------------|
| Main Rotor System | | | | | |
| Blade, main rotor | 369A1100-501 | 1655 (7)(22) | 1570 (7)(22) | 1570 (7)(22) | 25 (14)(18) |
| | | 2440 (8)(22) | 2440 (8)(22) | 2440 (8)(22) | 25 (14)(18) |
| | 369A1100-503 | 2440 (8)(22) | 2440 (8)(22) | 2440 (8)(22) | 25 (14)(18) |
| | 369A1100-505 | 2440 (8)(22) | 2440 (8)(22) | 2440 (8)(22) | 25 (14)(18) |
| | 369A1100-507 | 1750 (19) | 1750 (19) | 1750 (19) | 25 (20) |
| | 369A1100-507 | 2440 (22) | 2440 (22) | 2440 (22) | 100 (18) |
| | 369D21123-501 (23) | 2440 (22) | 2440 (22) | 2440 (22) | 100 (18) |
| | 369A1100-511 | 3500 (22) | 3500 (22) | 3500 (22) | 100 (18) |
| Main rotor folding pin | 369A1004 | 5760 | 5760 | 5760 | |
| Hub sub-assy, main rotor | 369A1201 (9) | 8900 | 8900 | 8900 | |
| | 369A1201-615 | 8900 | 8900 | 8900 | |
| | 369A1201-619 (11) | 8900 | 8900 | 8900 | |
| Pitch housing, main rotor | 369A1300 | 6200 | 6200 | 6200 | |
| | 369D21300 | 6200 | 6200 | 6200 | |
| Retention straps, main rotor | 369A1210 | 2774 | 2774 | 2774 | 300 (4) |
| Vertical hinge pin, main rotor | 369A1220 | 5490 | 4220 | 4220 | |
| | 369D21220 | 5490 | 4220 | 4220 | |
| Lead lag links, main rotor | 369A1234 | 2860 | 2650 | 2650 | 25 (21) |
| | 369H1203-BSC | 6396 | 6396 | 6396 | 25 (21) |
| | 369H1203-21 | 6396 | 6396 | 6396 | 25 (21) |
| | 369H1203-31 | 6396 | 6396 | 6396 | 25 (14) |
| | 369H1203-51 | 10600 | 10600 | 10600 | |
| | 369H1203-61 | 10600 | 10600 | 10600 | |
| Drive shaft, main rotor | 369A5500 | 6500 | 3960 | 3960 | |
| | 369A5520 | 1900 | 1740 | 1300 | |
| Mast assy, main rotor | 369A2014 (9) | 5710 | 5710 | 5710 | |
| | 369A2014-501 | 5710 | 5710 | 5710 | |
| | 369A2014-601 | 5710 | 5710 | 5710 | |
| | 369A2014-603 | 5710 | 5710 | 5710 | |
| | 369D22014 | 5710 | 5710 | 5710 | |

**Table 1. Airworthiness Limitations
Component Mandatory Replacement Schedule (Cont.)**

| Component (1) | Part No. (2) (3) | Models 369H/HM/HS (S/N 0001 To 0100) | Model 369HM/HS/HE (S/N 0101 & up) with 250-C18 engine, unless otherwise noted | Model 369H/HM/HS/HE (S/N 0101 & up) with 250-C20 engine, unless otherwise noted | Mandatory Inspection Hours |
|---|-----------------------------------|---|--|--|----------------------------------|
| Drive Shafts, Couplings and Clutches | | | | | |
| Engine drive shaft (Bendix only) | 369A5510 | 3700 | 3700 | 3700 | |
| Sprag assy, overrunning clutch | 369A5364 | (6) | (6) | (6) | 300 (13) |
| | 369D25351 | (6) | (6) | (6) | 300 (13) |
| Drive shaft, tail rotor | 369A5518 | 8730 | 8730 | 8730 | |
| Coupling, tail rotor drive shaft, (Bendix only) (15) | 369A5501 (5) | 7080 | 7080 | 7080 | |
| | 369H92564 (5) | N/A | 7080 | 7080 | |
| Anti-Torque System | | | | | |
| Gearshaft assy, tail rotor input (10) | 369A5425 | 1800 | 1800 | 1800 | |
| | 369A5425-3 | 1800 | 1800 | 1800 | |
| | 369A5425-5 | Unlimited | Unlimited | Unlimited | |
| Gearset, tail rotor Input (10) | 369A5406 | 1800 | 1800 | 1800 | |
| | Output (10) | 369A5406 | 2940 | 2940 | 2940 |
| Blade assy, tail rotor (fiberglass) | 369A1607 | 2861 | 2861 | N/A | 100 (16) |
| | (fiberglass) | 369A1710 | 2861 | 2861 | 100 (16) |
| | (aluminum) | 369A1613 (17) | 5600 | 5600 | |
| | (aluminum) | 369D21643 (24) | 5600 | 5600 | |
| Retention strap assy, tail rotor | 369A1706 (12) | 5100 | 5100 | 5100 | |
| Tailboom | | | | | |
| Bolts, tailboom attach For model 369HS and 369HE For model 369HM For all models with 369A1620 (aluminum blade) tail rotor installed | MS21250-05014 (alt. NAS625-14) | 2600 | 2500 | N/A | |
| | | 2600 | 2400 | N/A | |
| | | 2400 | 2400 | 2400 | |

**Table 1. Airworthiness Limitations
Component Mandatory Replacement Schedule (Cont.)**

| Component (1) | Part No. (2) (3) | Models 369H/HM/HS (S/N 0001 To 0100) | Model 369HM/HS/HE (S/N 0101 & up) with 250-C18 engine, unless otherwise noted | Model 369H/HM/HS/HE (S/N 0101 & up) with 250-C20 engine, unless otherwise noted | Mandatory Inspection Hours |
|--|--------------------------|---|--|--|----------------------------------|
| Tailboom 369HS and 369HE 369HM For model 369HS and 369HE with 369A1620 (aluminum blade) tail rotor installed For model 369HM with 369A1620 (aluminum blade) tail rotor installed | 369A3500-503 | 2674 | 2450 | N/A | |
| | | 2674 | 2177 | N/A | |
| | | 2030 | 2030 | 2030 | |
| | | 1880 | 1880 | 1880 | |
| | 369A3500-505 | Same as 369A3500-503 | | | |
| Upper vertical stabilizer For model 369HM, 369HS, and 369HE For model 369HS and 369HE with 369A1620 (aluminum blade) tail rotor installed For model 369HM with 369A1620 (aluminum blade) tail rotor installed | 369A3625 | 3840 | 3840 | N/A | |
| | | 3840 | 3840 | 3840 | |
| | | 3280 | 3280 | 3280 | |
| Horizontal stabilizer For model 369HM, 369HS and 369HE For model 369HS and 369HE with 369A1620 (aluminum blade) tail rotor installed For model 369HM with 369A1620 (aluminum blade) tail rotor installed | 369A3600 | 3150 | 3050 | N/A | |
| | | 3450 | 3450 | 3450 | |
| | | 3050 | 3050 | 3050 | |
| Floats | | | | | |
| Emergency float kit squib cartridge | 12552-1 (Holex, Inc.) | 5 years | 5 years | 5 years | |
| | 281993 (Walter Kidde) | 5 years | 5 years | 5 years | |
| | 12754-1 (Holex, Inc.) | 5 years | 5 years | 5 years | |
| | 5003527 (Tavco) | 5 years | 5 years | 5 years | |

NOTES:

- (1) Life-limited components interchanged between models or configurations must be restricted to the lowest service life indicated for the models or configurations affected. Life-limited components removed at retirement are to be mutilated/destroyed or conspicuously marked to prevent inadvertent return to service. Parts are applicable only on models under which a service life is listed. Life-limited components cannot be altered or permanently marked in any manner without compromising the part integrity. Part tagging or other record keeping system is required. Related component records must be updated each time component is removed from service.
- (2) Service life shown for the basic (no dash number) part numbers apply to all dash numbered versions unless otherwise indicated.
- (3) Applicable to all 369H models and configurations, except as noted.
- (4) Inspect in accordance with Main Rotor Strap Pack Lamination Inspection Procedure, at 300-hour intervals, or at 100-hour intervals if 2 laminates have failed in any one leg or tongue area of any strap assembly. A single cracked laminate between the shoes at the outboard end of a strap pack is cause for rejection of the hub assembly.
- (5) Used with 369H90123 Rotor Brake Kit.
- (6) With no cargo hook attached: – No retirement life assigned, refer to Section 05-10-00, Component Overhaul or Recommended Replacement Schedule.
With cargo hook attached and no separate log: – 1800 hours
With cargo hook attached and with separate log: – 1800 hours of external load operating time when logged separately per CFR 91.417 (Reference AD 90-19-02).
- (7) Applicable only to blade serial numbers 0001 thru 3499.
- (8) Applicable only to blade serial numbers 3500 and subsequent; and blade serial numbers A000 and subsequent.
- (9) Not used on Model 369HE.
- (10) Input and output gearshafts of 369A5406 tail rotor gearset are individually replaceable.
- (11) Used with 369H1200 main rotor hub assembly.
- (12) 3250-hours on all 369H, HE, HM and HS series helicopters which have a 369A1706 (BSC) tail rotor strap pack assembly installed in conjunction with fiberglass tail rotor blades, P/N 369A1710 (BSC), -9, -11, -13 and 369A1607 (BSC) or if strap assembly has ever been installed in conjunction with fiberglass tail rotor blades (Reference AD 89-11-05).
- (13) For helicopters equipped with a cargo hook, inspect overrunning clutch sprag assembly P/N 369A5364 or 369D25351, clutch inner race P/N 369A5353 and outer race 369A5352 every 300 hours in accordance with Overrunning Clutch Sprag Inspection (300 Hour). To establish time in service, either clutch total time with hook attached or a separate and permanent log of external load operating time per CFR 91.417, may be used (Reference AD 90-19-02).
- (14) Inspect main rotor blade root fittings and lead-lag link assemblies every 25 hours in accordance with HN-211.4 (Reference AD 95-03-13) (Ref. Sec. 7, Main Rotor Blade Upper and Lower Root Fitting Attach Lug and Lead-Lag Link Inspection (25 Hour) and Main Rotor Blade Upper and Lower Root Fitting, Attach Lug and Lead-Lag Link Inspection (100 Hour)).
- (15) Failsafe devise, P/N 369D25530 bolt and 369D25531 socket, must be used at both end of the tail rotor drive shaft in accordance with Installation of Tail Rotor Drive Shaft with Bendix Couplings Installed (Reference AD 86-20-07).
- (16) Inspect interior of blade spar for obvious corrosion penetrating the zinc primer as per HN-88 (Reference AD 75-22-04).
- (17) The 369A1613-7, -9 and -11 tail rotor blades are for military use only (OH-6A) and are not FAA certified for use on the Model 369H Series Helicopters.
- (18) Inspect upper and lower blade root fittings every 100 hours in accordance with Main Rotor Blade Upper and Lower Root Fitting, Attach Lug and Lead-Lag Link Attach Lug Inspection (100 Hour) (Ref. Sec. 7) (For main rotor blades 369A1100-501 thru -507, Reference AD 96-10-09).

- (19) The following main rotor blades have a finite life of 1,750 hours or 10,600 torque events*, whichever occurs first;
P/N 369A1100-507 with S/N D139 thru D203, D209 thru D223.
* TORQUE EVENT (TE) – A TE is recorded for every transition from forward flight to a hover (Reference Service Bulletin SB369H-243R3).
- (20) Inspect main rotor blades with 600 or more hours of operation every 25 hours of helicopter operation with a 10X magnifying glass for cracking of the lower surface of the blade emanating from the root fitting and doubler at the inboard end of the blade and to detect debonding between the blade root end fitting and doubler if missing or cracked adhesive or paint is observed. (Reference Service Bulletin SB369H-243R3) (Reference AD 98-15-26).
- (21) Inspect main rotor lead-lag links in accordance with Main Rotor Blade Upper and Lower Root Fitting, Attach Lug and Lead-Lag Link Attach Lug Inspection (25 Hour) up to a total time of 500 hours and every 15 hours thereafter and every 100 hours in accordance with Main Rotor Blade Upper and Lower Root Fitting, Attach Lug and Lead-Lag Link Attach Lug Inspection (100 Hour) until retirement of 369A1234, 369H1203-BSC and -21 Lead-Lag Link Assembly. (Reference AD 95-03-13).
- (22) After accumulation of 750 flight hours and 13,720 TE, perform Main Rotor Blade Torque Event Inspection (Ref. Sec. 7) every 35 flight hours or 200 TE's (whichever occurs first).
- (23) The 369D21123-501 main rotor blade has all the same inspections and interchangeability as the 369A1100-507 main rotor blade.
- (24) The 369D21643 tail rotor blade has all the same inspections and interchangeability as the 369A1613 tail rotor blade.

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CONTINUED AIRWORTHINESS

COMPONENT OVERHAUL/RECOMMENDED REPLACEMENT

1. Component Overhaul or Recommended Replacement Schedule

This table is the Recommended Overhaul Schedule. The listed components or assemblies should be removed from the helicopter and overhauled at intervals specified.

Neither the assignment of an airworthiness life to a component nor failure to assign an airworthiness life constitutes a warranty of any kind. The only warranty applicable to the helicopter and any components is that warranty included in the Purchase Agreement for the helicopter or the component.

Table 1. Component Overhaul or Recommended Replacement Schedule

| Component (1) | Part Number (2) | Hours | |
|---|--------------------------------|----------|----------|
| Main rotor transmission assembly | 369A5100-709 | 2400 | |
| | 369A5100-707 | 1200 | |
| | 369A5100-707M | 1200 | |
| | 369A5100-705 | 1200 | |
| | 369A5100-705M | 1200 | |
| | 369A5100-701 | 1200 | |
| | 369A5100-607 | 1200 | |
| | 369A5100-605 | 1200 | |
| | 369A5100-603 | 1200 | |
| | 369A5100-601 | 1200 | |
| | Main rotor swashplate assembly | 369A7609 | 2770 |
| Main rotor hub assembly | (5)(11) 369A1200 | 2650 | |
| | | 369H1200 | 2650 |
| Lead-lag damper | 369D21400-503 | On Cond. | (8)(13) |
| Overrunning clutch assembly | 369A5350-603 | 1800 | (4) |
| | 369A5350-605 | 1800 | (4) |
| Tail rotor transmission | 369A5400-701 | 3000 | |
| | 369A5400-607 | 1800 | |
| | 369A5400-603 | 1800 | |
| | 369A5400-601 | 1800 | |
| | 369A5400 | 1800 | |
| Tail rotor swashplate (duplex) bearings | 369A7951-45 | On Cond. | (3)(14) |
| Tail rotor hub assembly | 369A1725 | On Cond. | (7) |
| Tail rotor assembly | (6) 369A1600 | 2400 | |
| | | 369A1620 | On Cond. |
| Starter/Generator | (9)(10) 369A4550 | 1200 | |
| Bearings, oil cooler blower | 369H5655-3 | 1200 | |
| | 369H5655-5 | 1200 | |
| Belt, oil cooler blower | 369H5648 | 1200 | |
| | 369D25623 | 1200 | |

Table 1. Component Overhaul or Recommended Replacement Schedule (Cont.)

| Component (1) | Part Number (2) | Hours |
|-------------------------------|-----------------|--------------|
| Cyclic stick trim switch (12) | A218-100646-02 | 1000 |
| Landing gear damper | 369A6300 | 1200 |
| | 369H92800 | 1200 |
| | 369H92801 | 1200 |
| | 369H6340 | On Cond. (8) |
| | 369H92131 | On Cond. (8) |

NOTES:

- (1) Limited-life components interchanged between models or configurations must be restricted to the lowest service life indicated for the models or configurations affected. Limited-life components removed at retirement are to be destroyed or conspicuously marked to prevent inadvertent return to service. Parts are applicable only on models under which a service life is listed.
- (2) Service life shown for basic part number applied to all dash-numbered versions unless otherwise indicated.
- (3) Bearing assembly must be relubricated every 2 years or 2770 hours, whichever occurs first.
- (4) Under some operating conditions, overrunning clutch splines and bearings may need to be regreased more often than at the 300-hour intervals.
With no cargo hook attached, inspect and regrease bearing and splines every 300 hours (Ref. 500 Series – Basic HMI and COM, Overrunning Clutch Sprag Inspection).
With cargo hook attached, inspect sprag assembly, inner race and outer race, regrease clutch splines and bearing every 300 hours or 300 hours of actual hook time when logged separately as per FAR 91.417 (Ref. 500 Series – Basic HMI and COM, Overrunning Clutch Sprag Inspection).
- (5) Overhaul period for main rotor hub lead-lag dampers is the same as for main rotor hub.
- (6) Specified overhaul intervals **DO NOT** apply to the pitch control assembly (swashplate) portion of the tail rotor configurations listed. Pitch control assemblies should be inspected as required and repaired or replaced on an individual condition basis.
- (7) 2440-hours when interchanged from Model 369D helicopter during service life.
- (8) When inspected per 500 Series – Basic HMI (CSP-H-2).
- (9) Refer to data plate to determine starter/generator manufacturer.
Affects all dash numbered version starter/generators.
- (10) For overhaul parts books and service bulletins, contact:
Aircraft Parts Corp.
160 Finn Court
Farmingdale, N.Y. 11735
Tele – 516-249-3053
Datafax – 516-249-2577
or
Lucas Aerospace (formerly Lear Siegler Inc.)
17600 Broadway Ave.
Maple Heights Ohio 44137
Tele – 216-662-1000
Datafax – 216-663-5336
- (11) Use only main rotor hubs rebuilt by MDHI or approved MDHI Licensees.
- (12) Installed in 369D27133 grip assembly made by Guardian Electric Co., PN A218966714-00.
- (13) Inspect for deterioration every 600 hours up to a total time of 4200 hours and every 300 hours thereafter until deterioration is sufficient to retire assembly.
- (14) The shelf life of bearings preserved with grease is limited to 4 years.

CONTINUED AIRWORTHINESS YEARLY INSPECTION CHECKLIST

1. Yearly Inspection

This check sheet is designed to be used when performing special inspections as defined under FAR Part 91. This checklist, when completed, should be kept as a permanent part of the helicopter's records. Adherence to Maintenance Manual information is required,

and the manual should be consulted when using the checklist.

NOTE:

- Refer to applicable Allison engine inspection check list for required engine maintenance.
- Inspections in this table are for MDHI 369H helicopters only.

Table 1. Yearly Inspections

| Registration No. _____ | Serial No. _____ | Helicopter Hours _____ |
|---|------------------|------------------------|
| Requirement | | Initial |
| 1 YEAR | | |
| EXTERIOR | | |
| Perform Pitot Static System Inspection. | | |
| Check outside air temperature probe for security and obvious damage. | | |
| Particle separator for condition and servicing. | | |
| NOTE: If equipped with a Donaldson Particle Separator, ensure O-rings for rubber boot are not deteriorated. | | |
| LANDING GEAR | | |
| Perform Landing Gear Strut Inspection (Ref. Section 6). | | |
| CABIN | | |
| * First aid kit contents and security of attachment. | | |
| * Fire extinguisher for charge pressure and security of attachment. | | |
| * Inspect seats, interior trim, panels and covers for damage and security. | | |
| * Inspect seat base structure for evidence of deformation. | | |
| * Perform Tank Vent System Inspection. | | |
| * Actuate and visually inspect fuel shutoff valve for proper operation. | | |
| * Inspect fuel cell sending unit for electrical terminals and wiring for security and condition. | | |
| * Inspect wiring harness between sending unit and instrument cluster. | | |
| * Check FUEL LEVEL LOW caution light for proper operation. | | |
| Inspect instrument plumbing and electrical wiring for chafing, damage and security. | | |
| NOTE: In the following inspection, do not pull on torque or oil pressure lines. | | |
| Inspect torque and oil pressure lines from the firewall forward to the instruments for seepage, chafing, cracking, damage and security. | | |
| ANTI-TORQUE | | |
| Drain tail rotor transmission. Flush with sufficient new oil to remove sludge accumulation. Refill with new oil. | | |
| ELECTRICAL | | |
| NOTE: When possible, use auxiliary power source, not battery, during POWER ON inspection. | | |
| Check wiring from battery connector to warning lights for continuity, use an ohmmeter. | | |

Table 1. Yearly Inspections

| Registration No. _____ | Serial No. _____ | Helicopter Hours _____ |
|--|------------------|------------------------|
| Requirement | | Initial |
| ENGINE COMPARTMENT | | |
| Inspect firewall insulator panels for security and obvious damage. | | |
| Inspect overrunning clutch firewall seal and engine compressor firewall (plenum chamber) seal for proper sealing and good condition. | | |
| 4 YEARS | | |
| NOTE: Shelf life of bearings preserved with grease is limited to 4 years. For this reason, it is of extreme importance that bearings carry the date of last lubrication or preservation and inspection. After 2 years of shelf life, it is advisable to relubricate bearings upon installation. | | |
| Clean, inspect and relubricate (repack) main rotor swashplate bearings that have been in storage. | | |
| Clean, inspect and relubricate (repack) tail rotor swashplate (duplex) bearings that have been in storage. | | |

CONTINUED AIRWORTHINESS

SPECIAL INSPECTIONS

1. Special Inspection Hourly and Calendar

This table is a schedule of time-phase inspections that are contingent upon elapsed flight time or calendar time. These inspections require a Log Book entry. Adherence to Maintenance Manual information is required, and the manual should be consulted when using this checklist.

NOTE:

- Refer to applicable Allison engine inspection check list for required engine maintenance.
- Inspections in this table are for MDHI 369H helicopters only.

Table 1. Special Inspections Hourly

| What to Inspect |
|---|
| EVERY 15 HOURS |
| For 369A1234, 369H1203-BSC and -21 lead-lag link assemblies with at least 500 hours, perform Main Rotor Blade Upper and Lower Root Fitting Attach Lug and Lead-Lag Link Attach Lug Inspection (25 Hour) and every 100 hours in accordance with Main Rotor Blade Upper and Lower Root Fitting Attach Lug and Lead-Lag Link Attach Lug Inspection (100 Hour) until retirement of 369A1234, 369H1203-BSC and -21 Lead-Lag Link Assembly. (Reference AD 95-03-13). |
| 25 HOURS AFTER REPLACEMENT OF TAIL ROTOR DRIVE FORK HINGE BOLT |
| Check rotational torque of bolt by applying 125 inch-pounds (14.12 Nm) with torque wrench. If 125 inch-pounds (14.12 Nm) torque does not rotate bolt, preload is correct (Ref. COM, Tail Rotor Pitch Control Assembly). |
| 25 HOURS AFTER INSTALLATION OF OIL COOLER BLOWER |
| With two pounds of force applied, check belt tension for 0.17 – 0.20 inch (4.318 – 5.08 mm) deflection. Check pulley. Check pulley shaft and splines for condition. Check oil cooler blower driven pulley retaining nut for minimum torque of 160 inch-pounds (18.08 Nm) . If loss of torque is noted, remove pulley nut and inspect pulley shaft and splines for condition. Reinstall nut and torque to 160 – 190 inch-pounds (18.08 – 21.47 Nm) plus drag torque. |
| EVERY 25 HOURS |
| NOTE: This inspection does not apply to 369A1100-507/511 main rotor blades or the 369H1203-51/61 lead-lag links. Visually inspect exposed portion of all installed main rotor blade upper and lower root fitting attach lugs, and main rotor hub lead-lag link attach lugs for broken or cracked lugs, corrosion or other damage to the lug areas (Ref. Sec. 04-00-00, Component Mandatory Replacement Schedule). |
| EVERY 50 HOURS |
| On models equipped with Rotorcraft Litter Kit: visually inspect litter doors for condition and security of quick-release fasteners. Rubber gasket between window glass and door for proper sealing. |
| EVERY 100 HOURS WITH 2 FAILED LAMINATES IN MAIN ROTOR STRAP ASSEMBLY |
| Inspect in accordance with Main Rotor Strap Pack Lamination Inspection at 50-hours intervals if 2 laminates have failed in any one leg or tongue area of any strap assembly. A single cracked laminate between the shoes at the outboard end of a strap pack is cause for rejection of the hub assembly, |
| EVERY 300 HOURS OR ONE YEAR (Whichever occurs first) |
| For main transmission serviced with MIL-L-23699 oil, drain main transmission oil system; Flush with sufficient new oil to remove sludge accumulation. Replace filter if paper or clean filter if metal, and refill with new oil. |

Table 1. Special Inspections Hourly (Cont.)

| What to Inspect |
|--|
| EVERY 300 HOURS |
| For 369D21400–503 lead–lag dampers with at least 4200 hours, inspect for deterioration until deterioration is sufficient to retire assembly. |
| EVERY 600 HOURS OR ONE YEAR (Whichever comes first) |
| For main transmission serviced with Mobil SHC 626 oil, drain main transmission oil system; Flush with sufficient new oil to remove sludge accumulation. Replace filter if paper or clean filter if metal, and refill with new oil. |
| EVERY 600 HOURS |
| Cyclic control system for excessive slack or free play. Cyclic control stick, at grip, for play in excess of 3/8 inch (9.525 mm). |
| For 369D21400–503 lead–lag dampers with less than 4200 hours, inspect for deterioration until deterioration is sufficient to retire assembly. |
| EVERY 1200 HOURS |
| Remove and test battery over temperature sensor unit for proper operation and accuracy (Ref. Operational Check – Battery Temperature Sensing Equipment). |
| EVERY 6000 HOURS |
| Replace the 369H6414 Edgelighted Panel (Ref. CSP-H-3). |
| EVERY 2 YEARS OR 2770 HOURS (WHICHEVER OCCURS FIRST) |
| Clean, inspect and relubricate (repack) main rotor washplate bearings and main rotor hub tapered bearings (Ref. COM). |
| Clean, inspect and relubricate (repack) tail rotor washplate bearings (Ref. COM). |

Table 2. Special Inspections Calendar

| What to Inspect |
|---|
| (DAILY) BEFORE FINAL SHUTDOWN IN CORROSIVE ENVIRONMENT |
| It is recommended that before shutdown from the last flight of the day, for helicopters operating in a corrosive environment, a Tri–Flow wash be performed on the main rotor hub and strap pack assembly (Ref. Main Rotor Hub Corrosion Prevention (Tri–Flow Wash Procedure)). |
| EVERY 6 MONTHS OR 5 INFLATIONS |
| Inflate emergency floats to 4.5 psi (31 kPa) for one hour. Check for leaks and condition. Continue inflation to 5.5 psi (38 kPa) and check that chamber pressure relief valves operate. Pressure–test float compartments. |
| AFTER COMPRESSOR WATER WASH/RINSE WITH PARTICLE SEPARATOR INSTALLED |
| During engine run after compressor water wash with particle separator installed, it is recommended that scavenge air switch be switched on to remove any moisture that has accumulated in the solenoid air valve. |
| BEFORE OPERATION OF BREEZE HOIST SYSTEM |
| Prior to daily hoisting operations: unreel and inspect entire length of hoist cable for broken strands (cluster of 7 wires), excessive broken wires, corrosion, and security of attachment to cable drums and swivel hook. Replace cable if broken strand or excessive broken wires are noted (Refer to hoist manufacturer’s handbook). |