



Manual: CSP-H-4, Appendix B
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FILING INSTRUCTIONS:

- (4) Before inserting this change, ensure the manual is current.
Check the existing List of Effective Pages in the manual to ensure all prior revisions are inserted.
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Remove Pages	Insert Pages	Remove Pages	Insert Pages
Cover/Title	Cover/Title		04-00-00
	TR	1 thru 10	1 thru 10
1 and 2	1 and 2		Chapter 05
	LOEP	i/(ii blank)	i and ii
TR 03-001	None		05-00-00
A and B	A and B	1 and 2	1 and 2
	Chapter 04		05-10-00
i and ii	i and ii	1 and 2	1 thru 4

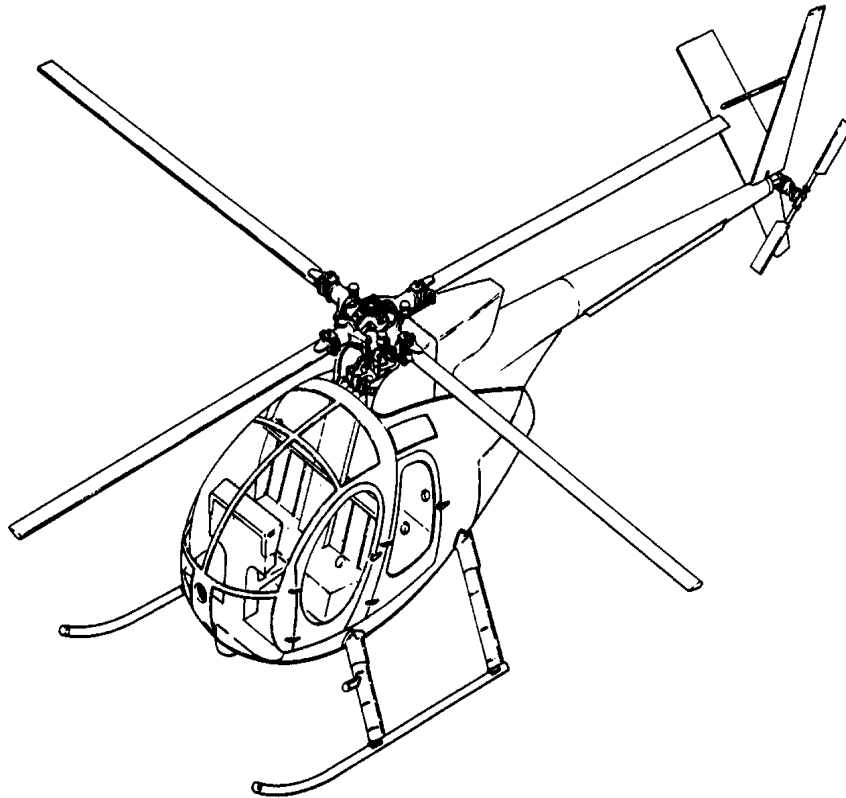
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MDHI MODEL HELICOPTERS

MODEL 369H

APPENDIX B

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



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MD HELICOPTERS, INC.

RECORD OF TEMPORARY REVISIONS

MANUAL TITLE: CSP-H-4 MAINTENANCE MANUAL

REV. NO.	DATE INSERTED	BY	DATE REMOVED	BY	REV. NO.	DATE INSERTED	BY	DATE REMOVED	BY
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00-002									
00-003									
01-001			Removed by Incorporating Revision 2						
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Page	Revision	Page	Revision
Cover/Title	Revision 3	05-00-00	
CR		1 and 2	Revision 3
CRi/(CRii blank)	N/A	05-10-00	
TR		1 thru 4	Revision 3
1	Revision 3	05-20-00	
2	Revision 2	1 thru 7/(8 blank)	Revision 1
LOEP		05-20-10	
A	Revision 3	1 and 2	Original
B	Revision 2	05-20-15	
CONTENTS		1 and 2	Revision 2
i and ii	Revision 2	05-20-20	
CHAPTER 01		1	Revision 1
i and ii	Revision 2	2	Revision 2
01-00-00		05-50-00	
1 and 2	Original	1 thru 6	Original
3/(4 blank)	Revision 1	7 and 8	Revision 1
CHAPTER 04		CHAPTER 08	
i	Revision 3	i/(ii blank)	Original
ii	Revision 2	08-00-00	
04-00-00		08-10-00	
1 thru 10	Revision 3	201 and 202	Original
CHAPTER 05		08-10-00	
i and ii	Revision 3	201 thru 211/(212 blank)	Original

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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 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
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Revision 1:	May 14, 2001	<i>Michael E. O'Neil</i> 5/14/01
TR 01-001:	9 August 2001	<i>[Signature]</i> 8/9/01
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TR 03-001:	18 June 2003	<i>[Signature]</i> 6/13/03
Revision 3:	25 June 2003	<i>[Signature]</i> 7/25/03

This document conforms to Service Life Analysis 369H/HE/HS/HM, Rev. W.

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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 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)
	369D21123-503 (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 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) (fiberglass) (aluminum) (aluminum) (aluminum) (aluminum)	369A1607	2861	2861	N/A	100 (16)
	369A1710	2861	2861	N/A	100 (16)
	369A1613 (17)	5600	5600	5600	
	369D21643-501 (24)	400	400	400	
	369D21643-503 (24)	5600	5600	5600	
	369D21643-505 (24)	5600	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 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, -503 main rotor blade has all the same inspections and interchangeability as the 369A1100-507 main rotor blade.
- (24) The 369D21643-501, -503, -505 tail rotor blades are two-way interchangeable with the 369A1613 tail rotor blades in sets of two only.

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TABLE OF CONTENTS

Para/Figure/Table	Title	Page
05-00-00	Continued Airworthiness	A
	Checks/Inspections	1
1.	General Description of Inspections	1
A.	Airworthiness Limitations	1
B.	Continued Airworthiness	1
05-10-00	Continued Airworthiness	A
	Component Overhaul/Recommended Replacement	1
1.	Component Overhaul or Recommended Replacement Schedule	1
Table 1.	Component Overhaul Schedule	1
Table 2.	Component Recommended Replacement Schedule	3
05-20-00	Continued Airworthiness	A
	100-Hour or Annual Inspection Checklist	1
1.	100-Hour or Annual Inspection	1
Table 1.	100-Hour or Annual Inspection	1
2.	Torque Event Attachment	7
Table 2.	Permanent Record of Torque Events	7
05-20-10	Continued Airworthiness	A
	300-Hour Inspection Checklist	1
1.	300-Hour Inspection	1
Table 1.	300-Hour Inspection	1
05-20-15	Continued Airworthiness	A
	Yearly Inspection Checklist	1
1.	Yearly Inspection	1
Table 1.	Yearly Inspections	1
05-20-20	Continued Airworthiness	A
	Special Inspections	1
1.	Special Inspection Hourly and Calendar	1
Table 1.	Special Inspections Hourly	1
Table 2.	Special Inspections Calendar	2
05-50-00	Continued Airworthiness	A
	Conditional Inspections	1
1.	Conditional Inspections	1
Table 1.	Conditional Inspections	1

TABLE OF CONTENTS (Cont.)

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

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CONTINUED AIRWORTHINESS CHECKS/INSPECTIONS

1. General Description of Inspections

The following Continued Airworthiness Sections specify inspections and other maintenance required under the Federal Aviation Regulations unless an alternative program has been FAA approved.

The inspection intervals designated herein are the maximum allowable and should not be exceeded. When unusual local conditions, such as environmental conditions, utilization, etc. dictate, it is the prerogative and responsibility of the operator to increase the scope and frequency of the inspections as necessary to ensure safe operation. Each item shall conform with the FAA Requirements, A.D.'s and Manufacturer Bulletins and Letters. Over flying the inspection interval, or any change desired to the requirements of this chapter, may be requested through the local aviation regulatory authority.

A. Airworthiness Limitations

Refer to section 04-00-00 for mandatory inspections and component mandatory retirement schedule.

B. Continued Airworthiness

This section contains the requirements for Component Overhaul/Recommended Replacement, 100-Hour or Annual Inspection Checklist, 300-Hour Inspection Checklist, Yearly Inspection Checklist, Special Inspections and Conditional Inspections.

- (1). **COMPONENT OVERHAUL/RECOMMENDED REPLACEMENT** (Ref. Sec. 05-10-00) is a schedule for the overhaul and recommended replacement of components and/or assemblies and scheduled maintenance checks.
- (2). **100-HOUR OR ANNUAL INSPECTION CHECKLIST** (Ref. Sec. 05-20-00) is a schedule of inspections that must be accomplished every 100 hours of helicopter operation or on a 12-month (annual) basis.
An Annual Inspection is required on

this helicopter for continued airworthiness and may be accomplished in combination with a 100-hour inspection.

NOTE:

- To comply with the requirements of service bulletins which have been incorporated into the appropriate maintenance and inspection manuals, the latest 100-Hour or Annual Inspection must be used.
 - Refer to applicable Allison Engine Operation and Maintenance Manual for detailed requirements on inspection of the engine.
- (3). **300-HOUR INSPECTION CHECKLIST** (Ref. Sec. 05-20-10) is a schedule of inspections that must be accomplished every 300 hours of helicopter operation.
 - (4). **YEARLY INSPECTION CHECKLIST** (Ref. Sec. 05-20-15) is a schedule of inspections that must be accomplished on a yearly basis.
 - (5). **SPECIAL INSPECTIONS** (Ref. Sec. 05-20-20) consist of inspections that are contingent upon elapsed flight time or calendar time.
 - (a). **Special Inspections Hourly** should be referred to for additional inspection requirements that must be performed at specified periodic hourly intervals.
 - (b). **Special Inspections Calendar** should be referred to for additional inspection requirements that must be performed at specified periodic calendar intervals.
 - (6). **CONDITIONAL INSPECTIONS** (Ref. Sec. 05-50-00) includes inspection requirements for unusual or other specific conditions or circumstances that might occur.
 - (7). **WEIGHT AND BALANCE** (Ref. Sec. 08-10-00) includes data required to

perform weight and balance on the helicopter.

- (8). Federal Aviation Regulations require pilot's, mechanics, owners and operators to be familiar with, and to maintain records of aircraft maintenance, inspections and repairs. This includes, but is not limited to, Airworthiness Directives, Manufacturers Notices, Scheduled Inspections and Time/Cycle limited-life components.
- (9). Additional documentation is required to be available, or inside the aircraft, during operation. This documentation

includes: Airworthiness and Registration Certificates, Rotorcraft Flight Manual, Weight and Balance information and Radio Permits. It is important that all required documentation be reviewed and revised as necessary during regular inspections, maintenance and operation of the helicopter.

NOTE: Because this manual pertains to all MDHI Model 369H helicopters. It may contain inspection requirements applicable to specific equipment not installed on individual helicopters. When this situation is encountered, requirements that are not applicable should be disregarded.

CONTINUED AIRWORTHINESS

COMPONENT OVERHAUL/RECOMMENDED REPLACEMENT

1. Component Overhaul or Recommended Replacement Schedule

removed from the helicopter and scrapped at intervals specified.

Table 1 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 2 is the Recommended Replacement Schedule. The listed components should be

Table 1. Component Overhaul 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	(3)(11)
Main rotor hub assembly	(5)(10) 369A1200	2650	
	369H1200	2650	
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 assembly	(6) 369A1600	2400	
	369A1620	On Cond.	
Starter/Generator	(8)(9) 369A4550	1200	
Landing gear damper	369A6300	1200	
	369H92800	1200	
	369H92801	1200	
	369H6340	On Cond.	(7)
	369H92131	On Cond.	(7)

NOTES:

- (1) Components interchanged between models or configurations must be restricted to the lowest service life indicated for the models or configurations affected. 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) When inspected per 500 Series – Basic HMI (CSP-H-2).
 - (8) Refer to data plate to determine starter/generator manufacturer.
Affects all dash numbered version starter/generators.
 - (9) 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
 - (10) Use only main rotor hubs rebuilt by MDHI or approved MDHI Licensees.
 - (11) The shelf life of bearings preserved with grease is limited to 4 years.
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Table 2. Component Recommended Replacement Schedule

Component (1)	Part Number (2)	Hours
Lead-lag damper	369D21400-503	On Cond. (5)(7)
Tail rotor swashplate (duplex) bearings	369A7951-45	On Cond. (3)(8)
Tail rotor hub assembly	369A1725	On Cond. (4)
Bearings, oil cooler blower	369H5655-3	1200
	369H5655-5	1200
Belt, oil cooler blower	369H5648	1200
	369D25623	1200
Cyclic stick trim switch (6)	A218-100646-02	1000

NOTES:

- (1) Limited-life or scheduled replacement components interchanged between models or configurations must be restricted to the lowest service life indicated for the models or configurations affected. Limited-life or scheduled replacement 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) 2440-hours when interchanged from Model 369D helicopter during service life.
- (5) When inspected per 500 Series – Basic HMI (CSP-H-2).
- (6) Installed in 369D27133 grip assembly made by Guardian Electric Co., PN A218966714-00.
- (7) 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.
- (8) The shelf life of bearings preserved with grease is limited to 4 years.

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