



**HUGHES
SERVICE INFORMATION
NOTICE**

NOTICE NO. N-14
DATE June 27, 1967
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SUBJECT: FIELD MODIFICATION-THROTTLE BELLCRANK AND CONTROL COVER CLEARANCE

MODELS AFFECTED: 269A Helicopter Serial Nos. 0011 and subsequent
269A-2 Helicopter Serial Nos. 0001 and subsequent

TIME OF COMPLIANCE: Mandatory within next 50 hours of operation.

PURPOSE:

To provide additional clearance between throttle cable linkage and the control cover. A procedure for fabricating and installing a protective fibreglass doubler the collective stick cover is also included.

Reference

269A/A-1 Handbook of Maintenance Instruction
TH-55A HMI Addendum

Parts List

<u>Nomenclature</u>	<u>Part No.</u>	<u>Manufacturer</u>
Kit-throttle attachment	M10012 *	HTC-AD

* Required only if throttle governor is installed.

Materials

Fabric Material	Woven glass, Finished	Commercial Type 181; MIL-C-9084
Cement	Resin, polyester-low pressure laminating	Commercial; MIL-R-7575
Solvent	Naptha or MEK	Commercial
Sandpaper	Fine	Commercial

Tool & Equipment

Brush (Alternate:squeegee)	Commercial
Spatula (Alternate:roller)	Commercial
Gloves-lint-free, cloth, nylon or rubber	Commercial

- a. Remove collective control cover from aircraft. (See HMI)
- b. Using solvent and clean cloth, remove dirt and other foreign material from faying surface of cover. (See Figure 1)
- c. Lightly abrade faying surface of cover with sandpaper, wipe sanding dust from cover.
- d. Using template, cut four layers of fiberglass material to shape.

NOTE

When handling glass cloth, wear lint-free gloves.

- e. Using brush or squeegee, apply resin (mixed with catalyst, as required) to faying surface of cover.
- f. Position fibreglass layer on outer right hand side of cover; press firmly into place; continue adding fibreglass layers and resin until four-ply doubler is fabricated. (See Figure 1)
- g. Slowly wipe air and excess resin out of laminates, using spatula, roller or hand. Continue wiping process until all entrapped air has moved past edges of laminates and impregnated plies are firmly pressed together.

NOTE

Wiping should not be carried to point of resin starvation.

- h. Remove hardware attaching throttle flexible cable to bellcrank. (See Figure 2)
- i. Count number of threads or measure distance from jam nut to shoulder of clevis bolt in bellcrank, record findings.
- j. Remove clevis bolt from bellcrank.
- k. Modify clevis as shown in Figure 2.

NOTE

Two types of clevises are used; one with two bolt holes is used when the throttle governor is installed; one with a single bolt hole on rotorcraft without the governor. M10012 kit is required for rework of clevis with two bolt holes.

- l. Reinstall clevis bolt to throttle bellcrank, per dimension recorded; reassemble bellcrank assembly and flexible cable.

CAUTION

Install attaching hardware from right to left, i. e. the nut/cotter key facing inboard to left of rotorcraft.

- m. Check and adjust as required, throttle rigging per reference.
- n. Reinstall collective control stick cover.
- o. Inspect installation of fibreglass doubler.
- p. Inspect throttle cable installation to determine that no interference exists between cover/seat belt installation and throttle bellcrank.

Weight & Balance Data

Weight and balance not affected.

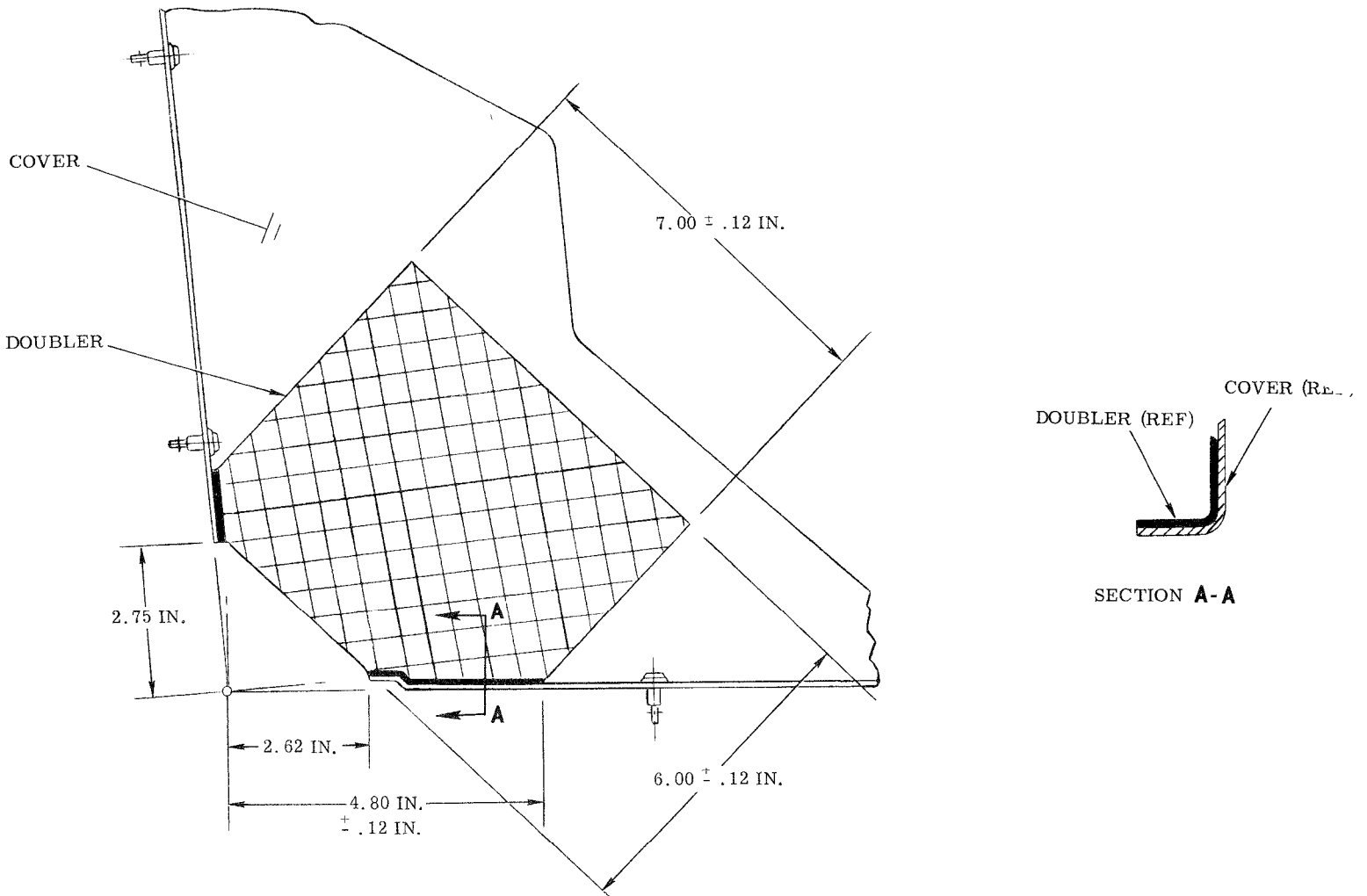


FIGURE 1. FIBREGLASS DOUBLER-COLLECTIVE CONTROL STICK COVER ASSEMBLY

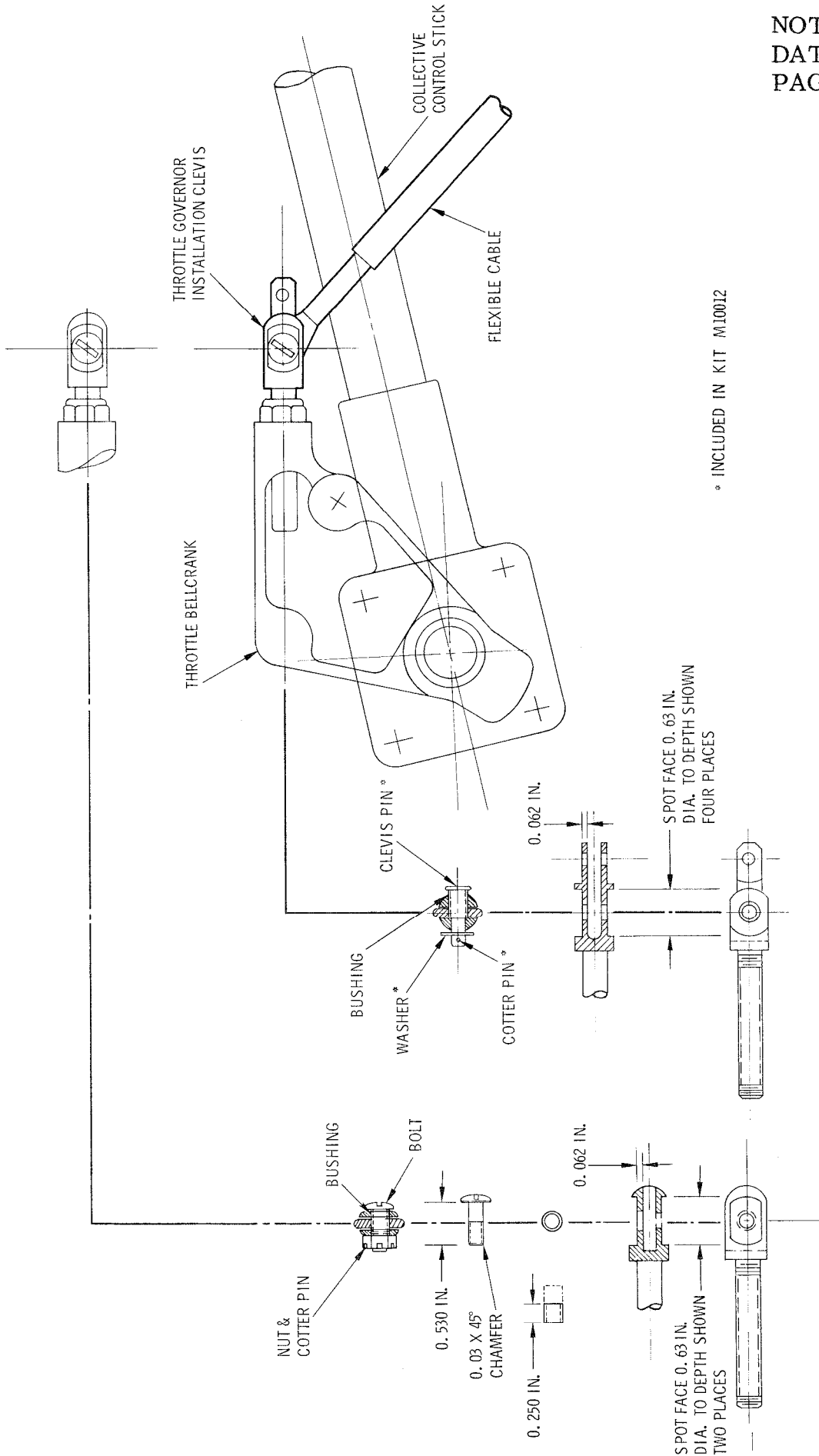


FIGURE 2. THROTTLE ATTACHMENT MODIFICATION

