



HUGHES SERVICE INFORMATION NOTICE

NOTICE NO. N-37.2*

DATE March 10, 1969

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*Supersedes Service Information Notice
No. N-37.1, dated 3 April 1968

MANDATORY

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SUBJECT: RETIREMENT - BELLCRANK ASSEMBLY, LATERAL
PITCH MIXER IDLER (P/N269A7506)

MODELS AFFECTED: { 269A Helicopter Serial Nos. 0011 through 1033
269A-1 Helicopter Serial Nos. 0001 through 0041
269B Helicopter Serial Nos. 0001 through 0398

TIME OF COMPLIANCE: { STEP I - Shall be accomplished at or before 900 hours
of operation, for subject bellcrank assembly
having 799 or less hours total time in service
at date of this publication.
STEP II - Shall be accomplished within next 100 hours
of operation, for subject bellcrank assembly
having 800 or more hours total time in
service at date of this publication.

PREFACE:

The information given in this Service Information Notice lists instructions for removal of the P/N269A7506 lateral control bellcrank assembly after 900 hours total time in service; and replacement of the subject bellcrank with a new P/N269A7508 bellcrank assembly having infinite service life.

It is to be noted that STEP II permits conditional use of P/N269A7506 bellcrank assemblies having or accruing over 900 hours time in service during the 100-hour Time of Compliance period, if specified inspection procedure and flight operating restrictions are accomplished.

Reference

269A/A-1/Th-55A Handbook of Maintenance Instruction, Revised 1 June 1968
269B Handbook of Maintenance Instruction, Revised 1 July 1968
Hughes Service Information Notice No. N-37.1, dated 3 April 1968

(■) Denotes portion of text superseded.

Customer Service Department

PARTS LIST

<u>Nomenclature</u>	<u>Part No.</u>	<u>Qty</u>	<u>Mfgr</u>
Kit-Bellcrank Assembly, Lateral Pitch Mixer Idler	269A7508-901	1	HTC-AD

TOOLS AND EQUIPMENT

Glass, magnify - 6X minimum	Commercial
Kit - Dye penetrant inspection	Commercial
Paste - zinc chromate	W. P. Fuller Co.

STEP I - Applicable to helicopters equipped with subject bellcrank assembly having 799 or less hours total time in service at date of this publication.

- a. At or before 900 hours total time in service, remove existing P/N269A7506 lateral control bellcrank assembly, per HMI.

CAUTION

Mark removed bellcrank assembly so that it can be readily identified as non-serviceable; discard retired bellcrank assembly to prevent inadvertent return to service.

- b. Install spacer and press fit bushing with wet zinc chromate in new P/N269A7508 lateral control bellcrank assembly; install new bellcrank assembly, per HMI.
- c. Check bellcrank installation for discrepancies.
- d. Perform operational check of flight control system.
- e. Record compliance with this Service Information Notice in Compliance Record of the helicopter Log Book.

STEP II - Applicable to helicopters equipped with subject bellcrank assembly having 800 or more hours total time in service at date of this publication.

- a. Within next 100 hours of operation, remove existing P/N269A7506 lateral control bellcrank assembly from helicopter, and install new P/N269A7508 bellcrank assembly, per Step I, a through e.

NOTE

Existing bellcrank assemblies having or accruing over 900 hours total time in service may be continued in service during the 100-hour Time of Compliance period, if the following inspection procedure and flight operating restrictions are accomplished:

1. Remove P/N269A7506 lateral control bellcrank assembly, per HMI, at scheduled 50-hour inspection period(s).
2. Visually and dye penetrant inspect bellcrank assembly; record compliance with inspection in helicopter Log Book.

CAUTION

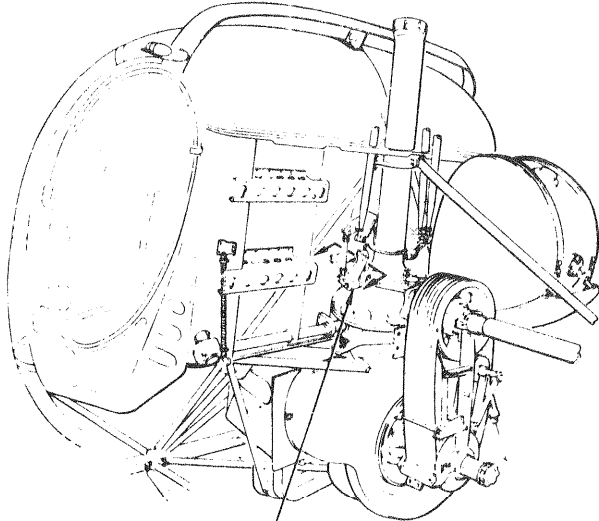
If inspection reveals damage, deformation or cracks, replace bellcrank assembly with new P/N269A7508 bellcrank assembly per Step I. Pay particular attention to junction of bellcrank arms, on inboard side of arms (See Figure 1).

NOTE

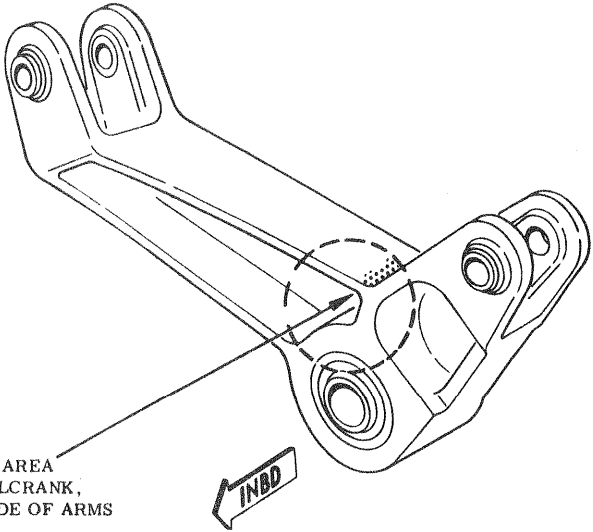
Use good light source and 6X minimum power magnifying glass for visual inspection. Removal of paint from bellcrank not necessary for dye penetrant inspection.

3. Reinstall bellcrank assembly, per HMI, with following operating restrictions:

- (a) Avoid severe flight maneuvers such as:
 - (1) Severe cyclic and collective reversals
 - (2) Severe pull-ups
 - (3) Steep turns in excess of 45° angle.



269A7506 BELLCRANK ASSEMBLY



APEX AREA
OF BELLCRANK,
INBOARD SIDE OF ARMS

FIGURE 1. INSPECTION - 269A7506 LATERAL PITCH MIXER IDLER BELLCRANK ASSEMBLY

