

# HUGHES SERVICE INFORMATION LETTER

LETTER NO. L-106.1\*

DATE 1 February 1982

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\* Supersedes Service Information Letter  
No. L-106 dated 26 November 1979

*TOTALLY INCORPORATED W/ HMI*

TO—All owners and operators of Hughes Helicopters

SUBJECT: DRIVE SYSTEM ROTATING BEARINGS - DAILY PURGE  
WITH MOBIL 28 GREASE

MODELS AFFECTED: All Model 269 Series Helicopters

### Reference

269 Series Basic HMI, Reissued 1 April 1980

Hughes Service Information Letter No. L-98.1 dated 2 November 1981


Hughes Service Information Letter No. L-119.1 dated 2 November 1981

It is recommended that Mobil 28 (MIL-G-81322) grease be used daily to purge all drive system rotating bearings on helicopters operating in corrosive coastal, marine or agricultural environments. Other MIL-G-81322 greases should not be used since their corrosion protective properties have not been verified by Hughes. If other acceptable greases are found later, notification will be made.

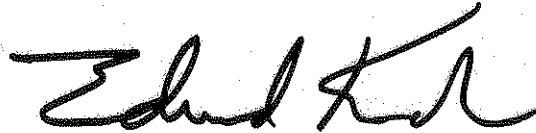
It is important to note that Mobil 28 grease is no longer an approved lubricant for pitch (feathering) and flapping bearings, or any other oscillating bearings in the main and tail rotor systems. If Mobil 28 grease is currently being used in oscillating bearings, it should be completely cleaned from the bearings and replaced with Aeroshell 14 grease. The Aeroshell 14 grease is the only approved lubricant for use in the main and tail rotor system oscillating bearings. Also, the pitch (feathering) and flapping bearings must be removed from their assemblies and cleaned thoroughly when changing types and/or brands of grease.

All operators are reminded that the use of two different greases mixed in one bearing is not permitted. The existing grease must be thoroughly cleaned from the bearing before changing lubricants. Cleaning, to avoid mixing of grease, should not be confused with purging. Grease purging is acceptable only when regreasing with the same type of grease.

Customer Service Department

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Refer to Section 2 of the HMI for general lubrication instructions. The above information is to be considered as a part of the HMI and will be incorporated at the next scheduled revision of the above referenced Handbook of Maintenance Instructions.



Edward Koch, Manager  
Customer Service Department  
Hughes Helicopters, Incorporated

(I) Denotes portion of text added or revised