



HUGHES SERVICE INFORMATION LETTER

LETTER NO. L-119.1*

DATE 2 November 1981

PAGE 1 OF 2

* Supersedes Service Information Letter
No. L-119 dated 8 May 1981

INCORP

TO—All owners and operators of Hughes Helicopters

SUBJECT: AEROSHELL 14 GREASE ONLY APPROVED LUBRICANT FOR
ROTOR SYSTEM OSCILLATING BEARINGS

MODELS AFFECTED: All Model 269 Series Helicopters

Reference

Model 269 Series Basic HMI, Reissued 1 April 1980, Hughes Service Information
Letter No. L-98.1 dated 2 November 1981


Mobile 28 grease is no longer an approved lubricant for the pitch (feathering) and flapping bearings, and all other oscillating bearings in the main and tail rotor systems. Therefore, if applicable, Mobil 28 grease is to be completely removed from any oscillating bearings and replaced with Aeroshell 14 (MIL-G-25537) grease. The Aeroshell 14 grease is the only lubricant approved for use in the rotor system oscillating bearings. It is to be noted that the flapping and feathering bearings must be removed from their assemblies for thorough cleaning of existing grease, when changing to a new type of grease.

All operators are reminded that different greases should not be mixed. Also, different types of greases made by the same manufacturer (i. e., Aeroshell 7, 14 and 22) should not be intermixed, when lubricating bearings, except where specifically approved by the manufacturer.


When changing lubricants, the bearings must be thoroughly cleaned of all existing grease. Standard bearing cleaning solvents may be used, such as Stoddard solvent or Varsol with 10% solution of oil (Petro Fluid 3806 or equivalent). Do not use freon, gasoline or petroleum products which leave a residue that might later act as a lapping compound.

Cleaning, to avoid mixing of greases, must not be confused with purging. Grease purging is acceptable only when regreasing with the same type grease.

Customer Service Department

LETTER NO. L-119.1 *  Hughes Helicopters, Inc.
DATE 2 November 1981
PAGE 2 of 2

The above information is to be considered as a part of the HMI and will be incorporated at the next revision of the above referenced Basic Handbook of Maintenance Instructions.



Edward Koch, Manager
Customer Service Department
Hughes Helicopters, Incorporated

(I) Denotes portion of text added or revised