



**HUGHES
SERVICE INFORMATION
LETTER**

LETTER NO. L-12

DATE December 5, 1966

PAGE 1 OF 2

TO—All owners and operators of Hughes Helicopters

SUBJECT: INTERIM REVISION - HANDBOOK OF MAINTENANCE
INSTRUCTIONS (HMI) RE: MAIN AND TAIL ROTOR
OVERSPEED CRITERIA

MODELS AFFECTED: 269A, TH55A and 269A-1 Helicopters

Reference

269A/A-1 Handbook of Maintenance Instructions
TH55A HMI Addendum

The information given in this Service Information Letter is to be used when inspecting the main and tail rotor system following an overspeed. This data is an alteration of that given in the current revision of the HMI's. The data is to be considered a part of the HMI until formal incorporation is accomplished at the next revision cycle.

DELETE: Existing step b. paragraph 4-5.

ADD: New step b. (see below) to paragraph 4-5.

b. Rotor overspeed above 540 but less than 560 rpm - no disassembly required; inspect visually and by listening for audible evidence of damage to bearings while moving articulated components;

Main Rotor Assembly- Inspect main rotor blades and root fittings, lead-lag bearings and bolts, pitch bearing assemblies, flapping hinge bolts and bearings and main rotor hub.

Tail Rotor Assembly - Inspect tail rotor blades, pitch control arm assembly, tension torsion assembly; exposed portions and alignment of tail rotor drive shaft.

LETTER NO. L-12
DATE December 5, 1966
PAGE 2 OF 2

DELETE: Existing step d. paragraph 4-5.

ADD: New step d. (see below) to paragraph 4-5.

d. Rotor overspeed above 580 but less than 600 rpm - disassemble as required, inspect dimensionally and by either dye penetrant or magnetic method the following:

Main Rotor Assembly - Flapping hinge bolts, spacers and bearings, tip weight attachment rivets, blade root fittings, blade root fitting attaching holes (paying particular attention to outboard holes).

Tail Rotor Assembly - Tension torsion rod and nut, pitch arm, exposed root area of blade spar, tail rotor drive shaft; inspect damage, buckles out of round or flat spots, scrapes and other visible damage (no penetrant or magnetic inspection required for tail rotor drive shaft).

DELETE: Existing step e. paragraph 4-5.

ADD: New step e. (see below) to paragraph 4-5.

e. Rotor overspeed above 600 rpm - retire from service centrifugally loaded components on rotor blades and retention system (items noted in step b.) Tail rotor drive shaft need not be retired unless damage defined in steps c and d is noted.