HUGHES SERVICE INFORMATION LETTER

INCORP

TO—All owners and operators of Hughes Helicopters

SUBJECT: NEW PN 269A3150-9 AFT LANDING GEAR DAMPER ASSEMBLIES INCREASE STATIC HEIGHT OF TAIL SKID FOR 269C HELICOPTERS OPERATING IN COLD WEATHER OR WITH INCREASED GROSS WEIGHT.

MODELS AFFECTED: All Model 269C Helicopters

Reference

269 Basic Handbook of Maintenance Instruction (CSP-C-5) Reissued 1 April 1980
269 HMI Appendix C (CSP-C-5) Component Overhaul Manual, Revised 15 December 1981
269 HMI Configuration Supplement C (CSP-C-2C) Reissued 1 April 1980

Field reports indicate that a low tail skid clearance has occurred on Model 269C helicopters operating in sub-freezing temperatures, and on helicopters equipped with certain kits, i.e., auxiliary fuel tank, Ag, etc.

A new PN 269A3150-9 aft landing gear damper assembly designed with a higher charge pressure and a lower fluid level, is now being incorporated on production Model 269C helicopter Serial No. 1115 and subsequent, to increase the static height of the tail skid assembly to provide for increased gross weight and for cold weather operation.

Existing PN 269A3150-7 aft landing gear damper assemblies may be upgraded to the new -9 configuration by overhauling the dampers in accordance with specific instructions provided in the above referenced HMI Appendix C Component Overhaul Manual, dated 15 December 1981. Rework of the damper incorporates a change in charge pressure and fluid level only. The damper hardware is not affected.

Owners and operators are reminded that since damping characteristics are based on an exact gas pressure to oil ratio, dampers must be filled and charged only as

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specified in the HMI Appendix C Component Overhaul Manual. Also, PN 269A3150-7 and PN 269A3150-9 aft damper assemblies must not be intermixed on the same helicopter.

Edward Koch, Manager
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