



**HUGHES
SERVICE INFORMATION
NOTICE**

NOTICE NO. N-143

DATE 31 May 1977

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MANDATORY

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SUBJECT: PERIODIC INSPECTION - PN 269A5179-3 DRIVE SHAFT AND COUPLING ASSEMBLY, MAIN ROTOR GEAR DRIVE ASSEMBLY (PN 269A5175 Basic, -3 or -5*)

MODELS AFFECTED: All Model 269 Series Helicopters equipped with subject Main Rotor Gear Drive Assembly incorporating PN 269A5179-3 Drive Shaft and Coupling Assembly*

TIME OF COMPLIANCE: Shall be accomplished at each 1000-hours of operation, until removal of shaft and coupling assembly at no more than 4000 hours total time in service.

REFACE: The information given in this Service Information Notice lists a procedure for a 1000-hour inspection of the 269A5179-3 drive shaft and coupling assembly, to provide a periodic check for condition and structural integrity of the assembly until retirement from service.

It is to be noted that the 269A5179-3 Drive Shaft and Coupling Assembly is a limited-life item and shall be retired at no more than 4000* hours total time in service.

The information in the Notice is to be considered a part of the Handbook of Maintenance Instructions, and will be incorporated in the next scheduled revision to the below referenced manuals.

*269A5175 Basic, -3 or -5 Main Rotor Gear Drive Assemblies assembled at Hughes or modified in the field with 269A5179-3 Drive Shaft and Coupling Assembly are identified by the letter "L" following the transmission Serial Number on nameplate.

Reference

269 Series - Basic HMI, Issued 1 April 1973; Revision No. 4, 15 December 1976

269 Series - HMI Appendix B, Issued 1 July 1973; Revision No. 5, 1 August 1976

269 Series - HMI Appendix C, Issued 15 March 1976

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INSPECTION PROCEDURE

- a. At each and every 1000 hours of operation, perform the following:
 1. Remove and disassemble main transmission and remove drive shaft and coupling assembly. Refer to Basic HMI and HMI Appendix C.

NOTE

(a) The 269A5179-3 shaft and coupling assembly has twelve locking collars, and an antifretting liner bonded to the lower bearing cup seat. Do NOT remove liner when performing inspection of lower bearing cup seat.

(b) Removal of upper bearing cone not required.

2. Inspect shaft and coupling assembly, per HMI Appendix C; also inspect lower bearing cup seat for evidence of cracking or fretting in areas adjacent to bonded liner.
3. Reassemble removed components and reinstall, per Basic HMI and HMI Appendix C.

b. Record compliance with this Service Information Notice in Compliance Record of helicopter Log Book.

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