



**HUGHES
SERVICE INFORMATION
NOTICE**

NOTICE NO. N-63

DATE Nov. 8, 1968

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SUBJECT: INSPECTION - TAIL ROTOR DRIVE SHAFT DAMPER
BEARING BLOCK P/N 269A5722 and 269A5722-3

MODELS AFFECTED: 269A (TH-55A) Helicopter Serial Nos. 0796 through 0993.
269B Helicopter Serial Nos. 0357 through 0370 and 0373.
All 269A5722 and 269A5722-3 bearing blocks received
after 1 March 1968, either installed in aircraft or in
inventory.

TIME OF COMPLIANCE: PART I - Shall be accomplished within the next 10
hours of aircraft operation.

PART II - Shall be accomplished based on the findings
of the inspection in Part I.

PREFACE:

An engineering evaluation has indicated that a limited number of the subject bearing blocks did not receive a sufficient amount of heat stabilization to assure normal service life.

The Part I procedure defines an inspection to determine if the bearing blocks installed in the noted serial numbered aircraft and spares of the part fall within the lot.

Part II defines two alternate remedial procedures to be utilized if the block is identified as one having insufficient heat stabilization.

Reference

269A/A-1/TH-55A Handbook of Maintenance Instruction, Revised 1 June 1968
269B Handbook of Maintenance Instruction, Revised 1 July 1968

PART I

- a. Remove tail rotor, tail rotor transmission, tail rotor drive shaft and tail rotor drive shaft damper assembly. (Reference applicable to HMI).
- b. Visually inspect drive shaft damper bearing block as follows:
 1. Proper identification to determine condition. Bearing blocks stamped with letters "HT3" filled with white paint, blocks stamped "HT3" with an orange paint mark, blocks stamped "HT" with or without paint are all acceptable for continued service.
 2. Bearing blocks stamped "HT3" without paint must be replaced or reworked. (See Part II) When a part is determined to be servicable proceed with step c. and subsequent.
- c. Visually inspect tail rotor drive shaft damper for general condition; check breakway torque.
- d. Examine removed components for damage and other discrepancies.
- e. Install components in reverse order of removal. (Reference applicable HMI).

PART II

Alternative A

- a. Disassemble tail rotor drive shaft damper assembly.
- b. Measure inside diameter of damper block bore, 2.690 to 2.695 in. dia.; record dimension obtained.
- c. Using any oven with a thermostat control preheated to 300^oF., place block on flat, metal sheet, bake block four hours at 300^oF. Turn oven off, allow block to cool in oven.
- d. Measure inside diameter of damper block bore if diameter is within tolerance (step b.) return part to service. If diameter has decreased more than 0.005 inch so as to be out of tolerance, repeat bake cycle (step c.) until inside diameter decrease is less than 0.005 in.
- e. Machine bore of out of tolerance block to within tolerance. Use slow feed, finish block bore to $\sqrt{32}$, fill stamped letters with red paint on reworked parts.

NOTE

If difficulties encountered in obtaining 32 finish polish bore with abrasive paper.

- f. Reassemble and install parts and assemblies per applicable HMI.
- g. Perform an operational check of tail rotor system.

Alternative B

- a. Return damper bearing block to HTC-AD addressed as follows:

Hughes Tool Company - Aircraft Division
Warranty and Repair Activity
800 N. Sepulveda Blvd.
El Segundo, Calif.

NOTE

Contact Service Dept. - W. Tucker for replacement part.
Bearing blocks reworked at HTC-AD will be stamped "HT3"
and filled with gold paint. All parts shipped from HTC-AD
after 1 November 1968 have been properly heat stabilized.

