HUGHES SERVICE INFORMATION NOTICE

NOTICE NO. N-69
DATE October 8, 1969

SUBJECT: INSPECTION, CORROSION DAMAGE - MAIN ROTOR DRIVE SHAFT (P/N 269A5305-3)

MODELS AFFECTED: All 269 Series Helicopters

TIME OF COMPLIANCE: Shall be accomplished within next 150 hours of helicopter operation, or at next scheduled inspection or retirement of main rotor thrust bearing, P/N 269A5050-50 or 269A5050-51. (*)

PREFACE:

The information given in this Service Information Notice lists a procedure for a one-time inspection of the main rotor drive shaft to determine if evidence of corrosion exists in ID of the drive shaft.

Reference

269A/A-1/TH-55A Handbook of Maintenance Instruction, Revised 15 March 1969

269B Handbook of Maintenance Instruction, Revised 1 July 1968

(*) Refer to Hughes Service Information Notice No. N-59, dated October 9, 1968

FORM NO. 9578A HTC AD REV 11-67

MATERIAL

Tetrachloroethylene (Perchloroethylene)	Commercial; O-T-236b
Cleaner	Turco WO-1
Wash primer	Commercial; MIL-C-8514
Primer-zinc chromate	W.P. Fuller Co.; MIL-P-8585

TOOLS AND EQUIPMENT

Brush - wire	Commercial
Rod, extension - 3 to 6 ft. length	Commercial

PROCEDURE

a. Remove main rotor drive shaft and thrust bearing, per Method 1 in HMI.

b. Using flashlight, visually inspect inside diameter of the drive shaft to determine if evidence of corrosion exists.

NOTE

Pay particular attention to ID area at middle of drive shaft. Zinc chromate coating appears greenish yellow in color and has a shiny, smooth satin-like finish.

1. If no evidence of corrosion exists, perform step i.

2. If evidence of corrosion is noted, or if any portion of shaft ID is unpainted, perform following step c.

c. Degrease entire inside diameter of drive shaft, using perchloroethylene.

WARNING

Inhalation of perchloroethylene is injurious to health. Absorption through the skin produces the same health hazard as inhalation. Personal injury will result.

d. Use wire brush to remove corrosion and contaminants from ID of drive shaft.

e. Swab ID of drive shaft with cleaner (dilute one part Turco WO-1 with four parts water). Allow solution to remain on surface approximately five minutes.

CAUTION

Turco WO-1 will irritate the skin; therefore, rubber gloves must be worn when handling this material. Immediately wash with water any skin areas that may have been accidentally exposed to this solution.

f. Rinse drive shaft ID thoroughly with clear water; dry thoroughly with compressed air.

CAUTION

If evidence of heavy pitting is noted on shaft ID after degreasing, return to Hughes Tool Company-Aircraft Division for inspection or retire main rotor drive shaft from service; install new matched set of main rotor hub and drive shaft, per Handbook of Maintenance Instruction.

g. Using swab and extension rod, apply one coat of wash primer to entire length of shaft ID; air dry 30 to 60 minutes.

NOTE

Mix one part wash primer component B (acid accelerator) to four parts of component A (resin). Always add accelerator to resin slowly, in small portions, and with constant stirring. Never add resin to accelerator.

h. Using swab and extension rod, apply one coat of primer to entire length of shaft ID; air dry one hour.

i. Install main rotor drive shaft and thrust bearing, per Handbook of Maintenance Instruction.

j. Record compliance with this Service Information Notice in Compliance Record of Helicopter Log Book.

WEIGHT AND BALANCE

Weight and balance not affected.