



HUGHES SERVICE INFORMATION NOTICE

NOTICE NO. N-75.2*

DATE April 14, 1970

PAGE 1 OF 4

*Supersedes Service Information
Notice No. N-75.1, dated
January 23, 1970

FAA / DOA WE-1 APPROVED

MANDATORY

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SUBJECT:

INSPECTION - MAIN ROTOR LEAD-LAG AND
FLAPPING HINGE BOLTS, P/N HS1446-10-68

MODELS AFFECTED:

All Model 269A/A-1/A-2 Helicopters
All Model 269B Helicopters

TIME OF COMPLIANCE:

PART I - Shall be accomplished within next 25 hours
of helicopter operation.

PART II - Shall be accomplished within next 400 hours
of helicopter operation, or within next six (6)
months after date of this Notice, whichever
is sooner.

PART III - Same as Part II above.

PREFACE:

The information given in this Service Information Notice lists a procedure for inspection and removal, as required, of the subject bolts installed on the helicopter and in spares inventory. These bolts may have been improperly processed during vendor manufacture.

It is noted that suspect bolts removed from helicopter or spares inventory will be exchanged without cost for serviceable replacements, if returned to HTC-AD prior to December 31, 1970.

Reference

269A/A-1/TH-55A Handbook of Maintenance Instruction, Revised 15 March 1969
269B Handbook of Maintenance Instruction, Revised 1 January 1970

(|) Denotes portion of text added or revised

Customer Service Department

PARTS LIST

<u>Nomenclature</u>	<u>Part No.</u>	<u>Qty.</u>	<u>Source</u>
Bolt	HS1446-10-68	A/R	HTC/AD

MATERIALS

Kit - Dye penetrant inspect, or equivalent	Commercial
Paint - green	Commercial

PART I - BOLT INSPECTION

a. Visually inspect all P/N HS1446-10-68 bolts installed on helicopter (two bolts on each main rotor pitch bearing assembly), to determine if a vendor identification (AC) is impression-stamped on top of bolt heads. (See Figure 1)

NOTE

If vendor identification (AC) is noted on bolt head, perform following inspections until (AC) bolt is removed from helicopter, as required per PART II of this Notice.

Initial dye penetrant or magnaflux inspection per step 1. below is not required, if (AC) bolt has green dot painted in recessed head of bolt, denoting prior compliance with Hughes Service Information Notice No. N-75 or N-75.1.

1. Remove and dye penetrant inspect or magnaflux inspect all (AC) bolts for evidence of cracking. Pay particular attention to area of bolt shank at radius of bolt head. (See Figure 1)
 - (a) If cracking is noted, identify bolt as unserviceable; install serviceable bolt prior to next flight.
 - (b) If no evidence of cracking is found, paint green dot in recessed head of bolt, reinstall bolt.
2. At each and every preflight inspection, visually check all lead-lag and flapping hinge bolts (6 bolts total) in main rotor system to determine that no bolt head has separated from shank.
 - (a) Remove all bolts with head separation; install serviceable bolts prior to next flight.

3. At each 200 \pm 25 hours of helicopter operation, remove and dye penetrant inspect or magnaflux inspect all (AC) bolts, per step 1. above.

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

PART II - BOLT REMOVAL

a. Remove all bolts with vendor identification (AC) from helicopter main rotor system as follows:

1. Remove main rotor blades and pitch bearing assemblies, as required. Refer to HMI.
2. Remove all (AC) bolts from service; return bolts to HTC-AD for exchange.
3. Reinstall pitch bearing assemblies and main rotor blades, using new P/N HS1446-10-68 bolts other than (AC) type.

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

PART III - SPARES INSPECTION

a. Inspect all P/N HS1446-10-68 bolts in spares inventory to determine if a vendor identification (AC) is impression-stamped on top of bolt head.

NOTE

If vendor identification (AC) is noted on bolt head, remove spare bolt from inventory and return to HTC-AD for exchange.

b. Record compliance with Part III of this Service Information Notice in compliance record of helicopter Log Book.

WEIGHT & BALANCE DATA

Weight and balance not affected.

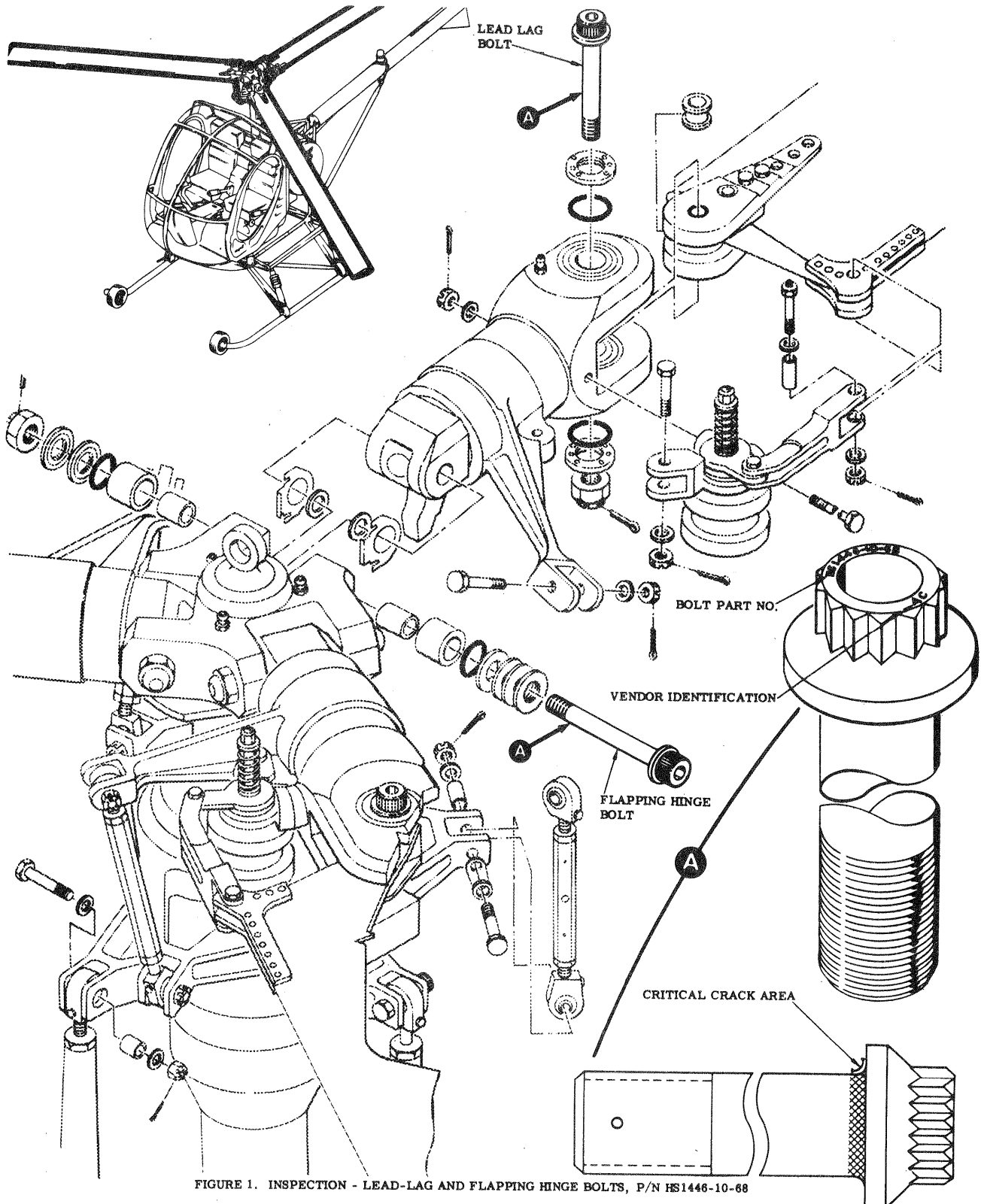


FIGURE 1. INSPECTION - LEAD-LAG AND FLAPPING HINGE BOLTS, P/N HS1446-10-68