



**HUGHES
SERVICE INFORMATION
NOTICE**

NOTICE NO. N-78

DATE July 31, 1970

PAGE 1 OF 4

FAA/DOA WE-1-APPROVED

MANDATORY

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SUBJECT: INSPECTION - P/N HS1446-10-68 BOLT,
LEAD LAG AND FLAPPING HINGE

MODELS AFFECTED: All 269A, 269A-1, 269B and 269C Helicopters
delivered prior to August 1, 1970

TIME OF COMPLIANCE: Part I - Shall be accomplished on a one time basis
within next 50 hours of helicopter operation.

Part II - Shall be accomplished prior to installation
on a helicopter.

PREFACE: The information given in this Service Information Notice lists a
procedure for inspection and removal, as required, of the subject
bolts shipped as spares replacement following May 7, 1970 and
either installed on the helicopter or in spares inventory. These
bolts may have been improperly processed during vendor manufacture.

If suspect bolts are found, notify Customer Service Manager,
Hughes Tool Company, Bldg. 307 - T-218, 800 No. Sepulveda Blvd.,
El Segundo, California 90245.

Reference

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

Customer Service Department

PARTS LIST

| <u>Nomenclature</u> | <u>Part No.</u> | <u>Qty.</u> | <u>Source</u> |
|---------------------|-----------------|-------------|---------------|
| Bolt | HS1446-10-68 | A/R | BM (HTC) |

MATERIALS

Paint - white Commercial

PART I - INSPECTION - INSTALLED BOLTS

NOTE

Lead lag and flapping hinge bolts (P/N HS1446-10-68) carrying the vendor identification AC and having a green paint dot in the bolt head recess (indicating compliance with Service Information Notice N-75.2, dated 14 April 1970), and bolts carrying the vendor identification BM and having the complete bolt head dyed green, are not affected by this notice.

- a. Visually inspect (6) lead lag and flapping hinge bolts (Model 269C lead lag bolts only) to determine if vendor identification BM is impression stamped on bolt head. (See figure 1)
- b. Remove bolts identified BM and not having head dyed green from rotor head. (Refer to applicable HMI)
- c. Magnaflux inspect removed bolts for evidence of cracking.
 1. If cracks are noted, retire bolt, identify as unserviceable, and notify HTC; install serviceable bolt prior to next flight.
 2. If no cracks are found, apply white paint dot in bolt head recess and return bolt to service.

PART II - INSPECTION - SPARE BOLTS

a. Inspect all bolts (BM) maintained in spares inventory in accordance with Part I, step c. 1 and 2, excluding bolts excepted in Part I NOTE. Accomplish inspection prior to installation on a helicopter.

NOTE

Record compliance with Part I of this Notice in the helicopter Log Book.

WEIGHT AND BALANCE

Weight and balance not affected.

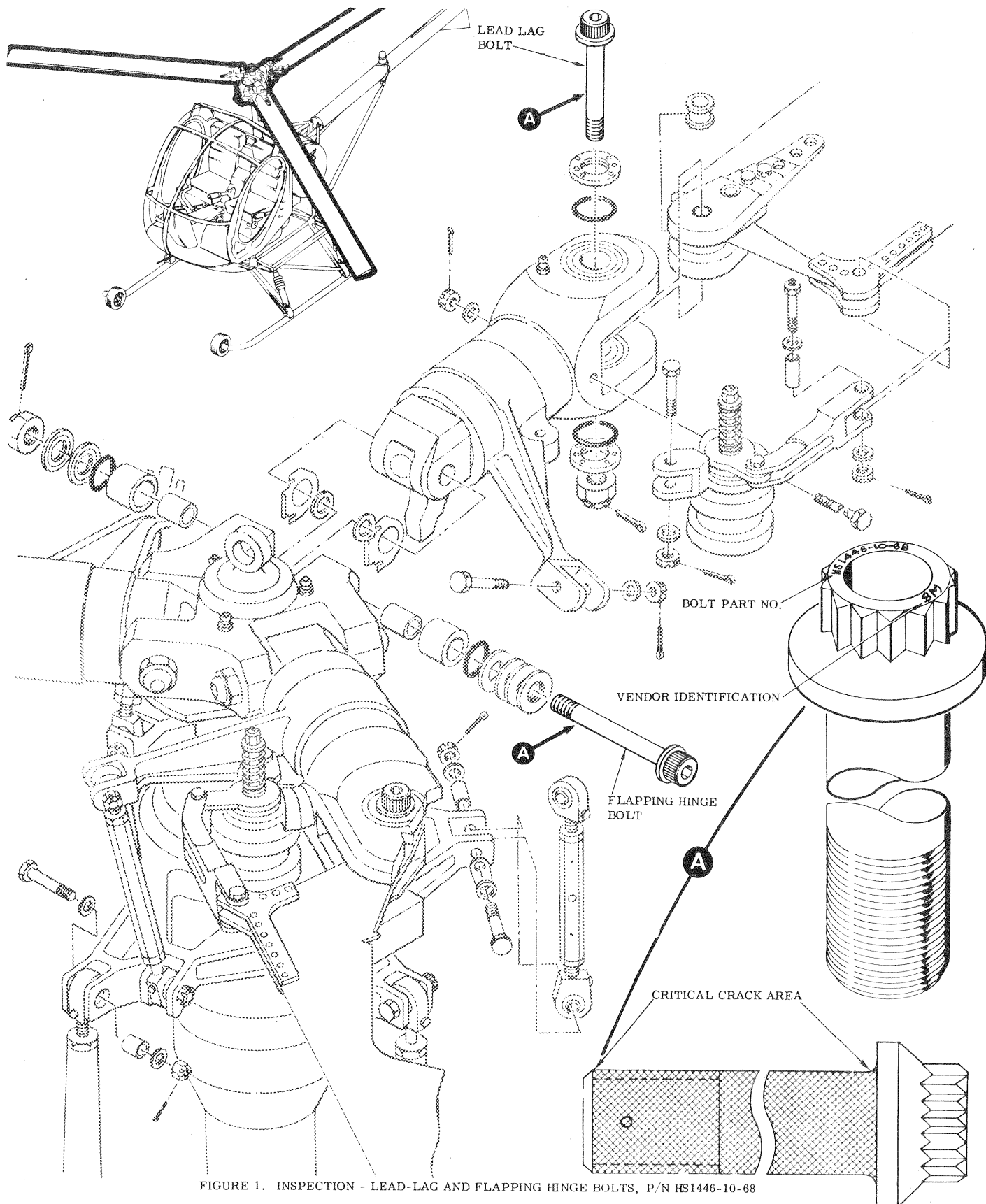


FIGURE 1. INSPECTION - LEAD-LAG AND FLAPPING HINGE BOLTS, P/N HS1446-10-68