HUGHES
SERVICE INFORMATION
NOTICE

FAA Approved

SUBJECT: INSPECTION - BELT DRIVE IDLER PULLEY ARM P/N 5506

MODELS AFFECTED: All 269A, TH55A, 269A-1 and 269B Helicopters

TIME OF COMPLIANCE: Mandatory on a one time basis within next 25 hours of flight time.

PURPOSE: To determine that the structural integrity of the arms have not been impaired by improper maintenance procedures.

Cracks have been found radiating from the bottom pivot point holes; examination of the arms revealed that the holes were egg-shaped indicating that the bolts had been overtorqued, with resultant preload, hole distortion and cracking. The referenced service information notice defines the above problem and gives the proper inspection procedures and remedial action. The information is restated in this notice.

CUSTOMER SERVICE DEPARTMENT • HUGHES TOOL COMPANY • AIRCRAFT DIVISION • CULVER CITY, CALIFORNIA

Reference

269A/A-1 Handbook of Maintenance Instructions

TH55A HMI Addendum

269B Handbook of Maintenance Instructions

Service Information Notice 2A-10 dated 11 October 1962

a.   As required, remove upper and lower belt drive transmission covers. (See reference)

b.   Visually inspect idler pulley arm at pivot point for cracks and other evidence of damage.

NOTE

If damage is suspected, but not readily visible, proceed with steps c. through e.

c.   Remove idler pulley assembly from aircraft.

d.   Using dye check or zyglo method, inspect idler pulley arms for cracks.

e.   Check pivot point holes for concentricity.

NOTE

Replace arms if damage is noted per the preceeding steps.

f.   Check torque on bolts securing idler pulley arms to shaft.   (20 to 30 in. lbs.)

NOTE

If excessive torque is noted, proceed with steps c. through e. and NOTE.

g.   Retorque bolts to correct value (20 to 30 in. lbs.)

h.   Install upper and lower belt drive transmission covers.

Parts Required	Weight and Balance Data
None	None