



HUGHES SERVICE INFORMATION NOTICE

NOTICE NO. N-80.2*

DATE 1 MAY 1972

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*Supersedes Service Information
Notice No. N-80.1, dated
18 June 1971

SUBJECT: STATIC SOURCE RELOCATION - MODIFICATION KIT M10059-5

MODELS AFFECTED: Part I through Part IV applicable to 269C Helicopter Serial No. 0001 thru 0058 with static source located on aft cabin structure.

Part V applicable to 269C Helicopter Serial No. 0001 thru 0058 with M10059 Static Source Relocation Kit installed per Notice No. N-80 or N-80.1; also 269C Helicopter Serial No. 0059 thru 0139 with factory-installed tailboom static source.

TIME OF COMPLIANCE: At owners and operators discretion. Compliance of Part I thru Part IV required prior to doors-off flight, for 269C Helicopter Serial No. 0001 thru 0058.

PREFACE: The information given in this Service Information Notice lists a procedure for relocating the static source to allow doors-off flight, and for upgrading of the static system.

Part I of this Notice provides instructions for removal of the static source for its present location on the aft cabin structure and relocating it to the tailboom. Part II thru Part IV provide instructions for installing a new V_{ne} placard, for painting the forward landing gear damper and skid assemblies, and for securing the center back seat cushion.

Part V of this Notice lists a special procedure for upgrading existing tailboom static source installations to the current M10059-5 configuration.

(■) Denotes portion of text added or revised.

It is noted that the 269A4600-9 airspeed indicator is used in conjunction with the static source kit. If helicopter is equipped with the 269A4600-11 airspeed indicator, the -11 shall be replaced with the -9 indicator when the M10059-5 kit is installed.

The M10059-5 static source modification is usable with all option kits.

Reference

269 Series - Basic Handbook of Maintenance Instruction, Revised 1 Feb 1972
269 Series - HMI Appendix A, Revised 1 Feb 1972
269 Series - HMI Configuration Supplement C, Revised 1 Feb 1972

TOOLS AND EQUIPMENT

Drill motor - portable	Commercial
Drill bit #40	Commercial
Drill bit #30	Commercial
Gun rivet	Commercial
Spray gun - paint	Commercial

MATERIALS

Adhesive - Scotchweld EC1838	3M Company, St. Paul, Minn
Cement PR1221	Product Research, Burbank, Calif
Epoxy enamel - lusterless black	Federal Standard 595
Epoxy primer (alternate zinc chromate primer)	W. P. Fuller Company
Thinner No. 200	Standard Oil Company
Zinc chromate putty	Commercial
Tape - masking	Commercial
Paper - craft	Commercial
Needle	Commercial
Thread	Commercial

PARTS LIST

<u>Nomenclature</u>	<u>Part No.</u>	<u>Qty</u>
Tubing	M10059-3	1
Fitting*	269A8310	1
Clip	269A8309-3	4
Cover	269A8309-5	1
Plug*	269A8309-11	1
Placard	269A4646-189	1
Strap	269A4038-55	1
Tape	269A4042-37	1
Clamp	MS21919DG16	1
Clamp	MS21919DG4	1
Rivet	AD42BS	2
Rivet*	NAS1398D4-3	A/R
Screw	NAS221-10	1
Washer	AN960PD10L	1
Washer	AN960PD4L	4
Nut	MS20365-1032	1
Sta-strap	SSC-2	A/R

*For Part V modification of existing static source installation to M10059-5 kit configuration, order only asterisked items.

PART I MODIFICATION - STATIC SOURCE RELOCATION ON TAILBOOM

- a. Remove fuel tank. (reference basic HMI)
- b. Remove existing hardware securing static source tube to aft right hand side of cabin structure.
- c. Cut end fitting from present static source tube 0.250 in. aft of fitting. Tube end shall be cut square.
- d. Route existing static source tube along bottom side of upper left fuselage frame tube; secure with sta-straps as required and double clamp assembly (see Figure 1).
- e. Install 269A8310 fitting on existing static source tube as follows:
 1. Install B nut on existing static source tube.
 2. Slide swage ring assembly (2 pieces) onto existing tube with shoulder facing B nut.

3. Insert existing tube firmly into chamfered counter bore of union body.
 4. With tube firmly in place slide swage ring assembly along tube to seat against union.
 5. Secure assembled fitting with B nut, do not overtorque.
- f. Repeat step e. 1. through 5. for other half of fitting installed on new static source tube.
- g. Connect existing and new static source tubes.
- h. Extend tube aft along bottom centerline of boom, cut new tube to provide 7.00 in. between end of tube and forward center edge of saddle fitting and boom (see View F-F).
- i. Heat end of static tube, press new 269A8309-11 plug into tube using small amount of EC1838 adhesive (see View G).

NOTE

Ensure that orifice hole through plug is not blocked after bonding.

- j. Locate and mark longitudinal centerline on bottom of boom forward of saddle fitting.
- k. Lay out rivet pattern for (4) clips and (1) cover; pilot drill twelve holes using #40 drill bit, finish holes to size using #30 drill bit.

CAUTION

Damage to tail rotor drive shaft will result if care is not exercised during drilling operations.

- l. De-burr rivet holes and touch up with zinc chromate primer.
- m. Secure static source tube to boom as follows:
1. Locate and mark (4) clip positions on tube; bond (4) clips to tube using PR1221 cement.

2. Secure (4) clips to boom using (8) rivets.
- n. Secure cover to boom using (4) rivets.
- o. Reinstall all removed components.
- p. Inspect installation for discrepancies.
- q. Perform a leakage test of static system to ensure proper function.

PART II INSTALLATION PLACARD (INITIAL STATIC SOURCE RELOCATION)

- a. Remove paper backing from adhesive side of placard and attach to instrument panel in location shown (see View E-E).

PART III PAINTING - LANDING GEAR DAMPER/SKIDS (INITIAL STATIC SOURCE RELOCATION)

- a. Using thinner, thoroughly clean two front landing gear dampers and skids.
- b. Using masking tape and craft paper, mask areas to be painted (see Detail B).
- c. Mix primer catalyst and reducer one-to-one, allow primer to stand one hour before using.
- d. Apply primer by spray method 0.3 to 0.5 mil dry film thickness.

NOTE

Zinc chromate primer may be used in lieu of epoxy primer.

- e. Allow two hours drying time prior to applying finish coat.
- f. Mix and apply enamel finish in accordance with steps c. and d. with the exception that coat thickness shall be 0.5 to 0.8 mil.
- g. Allow finish coat to dry a minimum of one hour before removing masking.

PART IV INSTALLATION - SEAT STRAP (INITIAL STATIC SOURCE RELOCATION)

It is noted that some aircraft may have some of the seat strap components already installed. Discard items in the kit which are already on the aircraft.

- a. Locate and mark rivet pattern on seat structure (see View C-C, Detail A).
- b. Pilot drill two holes using #40 drill bit; finish holes to size using #30 drill bit.
- c. De-burr holes and touch up with zinc chromate primer.
- d. Secure strap to seat structure using two AD42BS rivets and four washers.
- e. Locate tape on exterior fabric of center seat (see Section D-D).
- f. Stitch tape to seat fabric.
- g. Inspect installation, determine that strap makes full contact with tape.
- h. Record compliance with this Part I through Part IV of Service Information Notice in Helicopter Log Book.
- i. Install removed components.

PART V MODIFICATION - PRIOR INSTALLED BOOM MOUNTED STATIC SOURCE TO M10059-5 CONFIGURATION

CAUTION

Damage to tail rotor drive shaft will result if care is not exercised during drilling operations.

- a. Remove four rivets securing 269A8309-5 cover to boom at aft end of static tube (see Figure 1).
- b. Measure distance from aft end of static tube to forward center edge of 269A2324-7 saddle fitting (see View F-F).

NOTE

If distance is less than 7.00 inches, perform step c.; otherwise perform step d.

c. Remove two rivets securing 269A8309-3 clip to boom at aft end of static tube; remove clip from tube. Cut static tube so that aft end of tube is 7.00 inches from forward center edge of saddle fitting. Tube end shall be cut square.

d. Remove existing 269A8309-7 plug from aft end of tube.

e. Heat end of static tube and press new 269A8309-11 plug into tube, using small amount of EC1838 adhesive (see View G).

NOTE

Ensure that orifice hole through plug is not blocked after bonding.

f. Reinstall cover at aft end of static tube at dimension shown, using four NAS1398D4-3 rivets. As required, reinstall clip to boom, using two NAS1398D4-3 rivets. Bond clip to tube using PR1221 cement (see View F-F).

NOTE

As required, pilot drill rivet holes using #40 drill bit; finish holes to size using #30 drill bit. De-burr holes and touch up with zinc chromate primer.

g. Remove existing A400-6 fitting connecting static tube assemblies.

h. Install new 269A8310 restrictor fitting; connect static tube assemblies.

i. Inspect modification for discrepancies.

j. Perform a leak test of static system to ensure proper function.

k. Record compliance with Part V of this Service Information Notice in Compliance Record of helicopter Log Book.

WEIGHT AND BALANCE

Weight: 0.2 lb Arm: 159.0 in.

