MD Helicopters, LLC

MD500/600 Series
Service Letters Package

This package contains a complete set of all
Service Letters issued through:

22 August 2023

The documents are presented in the order shown in the
CSP–500/600–INDEX.

MODEL 369D, 369E, 369F/FF, 500N, 600N HELICOPTERS
(500D, 500E, 530F, 520N, 600N)
SERVICE LETTER PACKAGE TABLE OF CONTENTS

Service Letters

Service Letters are are not mandatory and do not provide maintenance instructions.

Model Effectivity

This table is a cross reference of the various helicopter designations and service letter prefixes:

DESIGNATION

MODEL		SERVICE DOCUMENT	
FAA	**Marketing**	**New SL**	**Old SIL**
369D	500D	SL369D–	DL–
369E	500E	SL369E–	EL–
369F	530F	SL369F–	FL–
369FF	530F Plus	SL369F–	FL–
500N	520N	SL500N–	NL–
600N	600N	SL600N–	N/A

NOTE:

As Service Information Letters are re–issued, they will be identified as Service Letters with the helicopter model designation as the prefix.

SERVICE LETTERS

369D SL369D– or DL–	369E SL369E– or EL–	369F/FF SL369F– or FL–	500N SL500N– or NL–	600N SL600N–	SUBJECT	DATE ISSUED
7					Utlilzation of Engine Air Particle Separator and Engine Compressor Water Wash	14 Feb 1978
10					(INSCO) Instrument Specialties Co. Inc. – Authorized Repair Stations and Official Sales and Service Facilities	22 May 1978
19					Operation and Maintenance Guidelines for Model 250–C20B Engine Fuel System	01 Aug 1979
21					New Comfort Clips for Seat Belt and Shoulder Harness Assemblies, PN 369H6541, 369H6541–21, 369H6541–23 and 369H6541–25	10 Dec 1979
27					Compliance with FAA Airworthiness Directive and Hughes Mandatory (Red Border) Service Information Notices	30 Sep 1980
31					Substitution of Wet Spline Drive Starter–Generator for Existing Dry Spline Drive Starter–Generator	13 Mar 1981
34					Ground Handling Precautions for Main Rotor Blades with Elastomeric Dampers	31 Jul 1981
36					Tail Rotor Drive Shaft Flexible Coupling PN 369A5501 and 369H92564 — Treatment with Molykote Metal Protector	21 Aug 1981
38					New Protective Boots for Main Rotor Hub and Tail Rotor Assembly	01 Sep 1981
40					Field Replacement of “O" Ring for PN 369A8321 Oil Tank Filler Cap	02 Nov 1981

SERVICE LETTERS

369D SL369D– or DL–	369E SL369E– or EL–	369F/FF SL369F– or FL–	500N SL500N– or NL–	600N SL600N–	SUBJECT	DATE ISSUED
41.1					Installation of Surplus Military Parts Salvaged or Used Parts on Model 500D Helicopters	10 Feb 1984
42					Lubrication of Drive End Bearing Liner in Aircraft Parts Corp Model 150SG Series Starter–Generator	26 Mar 1982
49					Ground Testing – Engine Automatic Reignition and Engine Anti–Ice Fuel Filter Systems	22 Nov 1982
50					Prevention of Water Leakage Through Canopy Geon Strips	10 Jan 1983
52					New Attitude Gyro Indicator and Support Assembly	25 Feb 1983
57	5	1			Surplus or Bogus 369D21100 Series Main Rotor Blades (Ref. FAA AD 84–12–01R1)	10 Feb 1984
	7				Installation of Surplus Military Parts Salvaged or Used Parts on Model 500E Helicopters	10 Feb 1984
58	9				Unauthorized Tail Rotor Teeter Bearings	16 May 1984
59	10	2			Major Installations and Alterations to Your Hughes Helicopter	12 Nov 1984
61	12	5			Explanation of Parts Serialization	15 Sep 1985
64	14	6			Unauthorized Overhaul of Main Rotor Hub Assemblies	17 Mar 1986
67	18	8			Re–Lubrication of Bearings in Storage	06 Apr 1987
68	19	9			External Scavenge Oil Filter System	01 May 1987
70	21	11			Unauthorized Distribution of Main Rotor Hub Overhaul Manual	15 Jun 1987
74	25	16			Illustrated Parts Breakdown of Ground Handling Wheel Assemblies (PN 369D2610)	19 Feb 1988
76	27	18			Addition of Identification Decal on Aircraft Exterior. (Compliance to FAR 45.11[D])	06 May 1988
79					Additional Inspection Requirements of the Breeze–Eastern Rescue Hoist System.	18 May 1988
80	30	22			Chafe Wrapping of Stainless Steel Tube Assemblies and Allison Commercial Service Letter CSL 145, CSL 1140 and CSL 3092, dated May 1, 1988	26 May 1988
82.2	33.2	40			Facet Scavenge Oil Filter Kit, P/N 1741050 (369H Series, 369D and 3 69E) and P/N 1741300 (369F/FF)	21 Nov 1990
84	35	28			Validity of Spectrum Oil Analysis Program (S.O.A.P.)	15 Jan 1989
87R3	38R3	31R3			Customer Requests for Original Aircraft Records	10 Nov 2004
91	42	35			Availability of Wire Strike Protection System (Trademark WSPS) on all MDHC 369 Series Helicopters	15 Sep 1989
94	45	38			Compliance to BREEZE–EASTERN Customer Service Bulletin CSB–120 (Warning Plate for Cargo Hooks)	15 Dec 1989
95	46	39			Storage Time Limitations of the Engine N_2 and Rotor Tachometer Indicators (PN 369D24518(BSC), –3, & –5)	01 Sep 1990
96	47	41			Availability of Improved Spacers to Be Used on the Shock–Mounted Skid Tube Position Light Assembly	01 May 1991
97	48	42			Main Rotor Hub Balancing	11 Oct 1991

MD HELICOPTERS™

SERVICE LETTERS

369D SL369D– or DL–	369E SL369E– or EL–	369F/FF SL369F– or FL–	500N SL500N– or NL–	600N SL600N–	SUBJECT	DATE ISSUED
100R3	51R3	45R2			Maintenance and Operation Requirements for Safe Operation of Surplus 369A (OH–6A) Series Helicopter	10 Nov 2004
101	52	46			Main Rotor Blade Inspection Program	27 Jan 1993
102	53	47			Antenna Location and Flight Maneuver Caution	22 Mar 1993
104	55	49			Compliance to Service Information Notices DN–185, EN–78 and FN–64, Dated 23 September 1994 and FAA Airworthiness Directive 94–24–04	21 Dec 1994
105	57	50			Compensation for Complying With Tail Rotor Blade Notice	10 May 1995
108	60	53	005	001	Service Notice, Letter and Bulletin Designations	13 Feb 1998
111R1	063R1	056R1	008R1	005R1	Torque Event/Retirement Index Number Explanation	15 May 2001
113	065	058	010	007	Required Inspections and Critical Inspection Areas	16 Aug 1999
114R1	066R1	059R1	011R1	008R1	Availability of Federal Aviation Administration Airworthiness Directives Affecting MD Helicopters	16 Dec 2022
115R2	067R2	060R2	012R2	009R2	Availability of Federal Aviation Administration Supplemental Type Certificates for MD Helicopters	16 Dec 2022
			013		NOTAR® Fan Diffuser Interchangeability	09 Nov 2000
116	068	061	014	010	New Standard Warranty Statement	02 Mar 2001
118	070	063			Certain Helicopters Not Eligible for FAA Certificate of Airworthiness	31 Mar 2004
			017	013	Thruster Control Cables	13 Feb 2007
			018	014	NOTAR® Fan Tension – Torsion Strap Replacement	27 Dec 2007
				015	Fuselage Aft Section and Tailboom Modification (Ref. FAA AD 2008–20–05)	16 Apr 2008
				016	Yearly Fuel Transfer System Functional Check	06 May 2010
119	071	064	019	017	Helicopter Operation in Volcanic Ash Atmosphere	06 May 2010
122	074	067	022	020	Technical Publications Price Increase	22 Dec 2010
123	075	068	023		Engine Power Out Warning Control Unit – Filter Installation	20 Jul 2011
			026		Aft Ring Frame and Tailboom Attachment Inspection	24 Jul 2013
126R1	078R1	071R1	027R1	023R1	Procedures for Service and Operations Reports	16 Dec 2022
	079	072			Inspection of United Instruments Products	27 Sep 2013
127	080		028		Inspection of the Engine Exhaust Tail Pipes	11 Jul 2014
128	081	073			Inspection of the Tail Rotor Stop	12 Aug 2014
129	082	074			Tail–Rotor Transmission 369D25400 Series Run–In Instructions	14 Nov 2014
			029		Inspection of the Cable Hoist V_{NE} Card	19 Nov 2014
130	083	075	030	024	Inspection of the Engine Exhaust Pipe Support Fitting	27 Oct 2015
131	084	076	031	025	Inspections of the Main Rotor Blades	25 Feb 2016
132	085	077	032	026	Transfer of All Technical Publications into MyMD.aero™	31 Mar 2017
133	086	078	033	027	New MD 369, 500 & 600 Concorde Battery Upgrade Resulting in 85% More Power	12 Oct 2017
134	087		034		Installation of the Exhaust Hangers	01 Dec 2017

MD HELICOPTERS™

SERVICE LETTERS

369D SL369D- or DL-	369E SL369E- or EL-	369F/FF SL369F- or FL-	500N SL500N- or NL-	600N SL600N-	SUBJECT	DATE ISSUED
135	088	079	035	028	Addition of a Software Configuration List to the Rotorcraft Log Book	15 May 2018
			036	029	Anti- Torque System Flight Controls for the 500N and 600N Models	12 May 2019
				030	Airworthiness Directive (AD) Issued for Aspen EFD500H Multifunction Flight Display	26 May 2019
	089	080			Inspection of the Aft Position Light Mounting Bracket Assembly	20 Dec 2019
136	090	081	037	031	How to Clean and Disinfect the Helicopter	15 Apr 2020
137	091	082	038	032	Use of Engine Fuel Biocides	26 May 2020
138	092	083	039	033	Garmin GPS and TAWS Alerts Service Advisory	9 Oct 2020
139	093	084	040	034	Prevention of Cracks in the Anti- Torque Bracket Assemblies	26 Mar 2021
140	095	086	042	036	MD Helicopters Ownership Change	6 Oct 2022
141	096	087	043	037	Instructions for the Droop Stop Follower Assembly	13 Jan 2023
142	097	088	044	038	Instructions for the Pilot's Interconnecting Cyclic Pitch Torque Tube Assembly	13 Jan 2023
	098				MD Helicopter 369E to 369FF Conversion Available	17 Aug 2023

SUBJECT: UTILIZATION OF ENGINE AIR PARTICLE SEPARATOR AND ENGINE COMPRESSOR WATER WASH

TO--All owners and operators Hughes

MODELS AFFECTED: All 500D Model 369D Helicopters

Reference

369D Basic HMI–Vol I, Issued 15 Sep 1976; Revision No. 1, 15 Nov 1977
369D Optional Equipment Installation and Illustrated Parts List;
Publication No. CSP–004
FAA Approved Rotorcraft Flight Manual for 500D Model 369D Helicopter
Supplement to Approved Rotorcraft Flight Manual, Engine Air Particle Separator Kit,
PN 369H90148–503 and –508; Publication No. CSP–D–1C
Hughes Service Information Notice No. DN–17, dated 6 Feb 1978.
Detroit Diesel Allison Commercial Service Letter 250–C20 CSL–1020

The PN 369A90148–503 and –508 engine air particle separator kit is available as optional equipment to filter and scavenge the engine intake air of contaminants (dirt, dust, debris, etc.) which can be detrimental to the operation and life of the helicopter engine.

Field reports indicate that on helicopters equipped with the particle separator, some pilots are not turning on the SCAV–AIR switch to obtain maximum filtration. This switch should be turned off during engine start up and on during take off and landing. Based on atmospheric conditions at cruise altitudes over 500 feet the particle separator may be deactivated at the discretion of the pilot, by turning off the SCAV–AIR switch during cruise flight. The loss in power at TOT limiting conditions is approximately 7 horsepower or 60 pounds in hover performance.

Operating procedures and performance data for helicopters equipped with the particle separator kit are provided in the above referenced Supplement to the Rotorcraft Flight Manual.

DATE: 14 FEBRUARY 1978

When the helicopter is used for agricultural spraying or operated in an atmosphere containing corrosive chemicals or salt water air, smoke, fumes, etc., it is recommended that owners and operators perform a daily water wash of the engine to clean corrosive deposits from the compressor blades. A PN 369H92537 engine compressor water wash kit is available for this purpose for 369D helicopters. Initial installation instructions are provided in Hughes Notice No. DN–17. Wash procedures, flow requirements, etc. are provided in the referenced DDA Commercial Service Letter CSL–1020.

Installation and proper use of the engine air particle separator and engine compressor water wash kits will help ensure optimum performance and improve service life of the engine.

Edward Kock, Manager
Customer Service Department
Hughes Helicopters

(INSCO) INSTRUMENT SPECIALTIES CO. INC. – AUTHORIZED REPAIR STATIONS AND OFFICIAL SALES AND SERVICE FACILITIES

TO: All owners and operators of Hughes Helicopters

MODELS AFFECTED:

All 500D Model 369D Helicopters

REFERENCE:

500D Basic HMI–Vol I, Issued 15 September 1976; Revision No. 1, 15 November 1977.
Hughes Service Information Notice No. DN–16, dated I February 1978

The Instrument Specialties Co. Inc. authorized repair stations listed in this letter are fully equipped to handle maintenance and repair problems for the Insco instruments (TOT indicator, torque pressure indicator, etc) installed on your Model 500D helicopter. The official Insco sales and service facilities listed can also provide direct contact and assistance whenever and wherever needed.

It is to be noted that the referenced Hughes Service Notice No. DN–16, which provide instructions for optional upgrading of early configuration TOT indicators, specifies that the hermetically sealed instrument be evacuated and protected by trained personnel. If the TOT indicator is unsealed by any facility other than an Insco–approved repair station, the vendor warranty is automatically voided.

Hughes Helicopters feels that utilization of these listed support facilities can improve the time involved for service and repair of the Insco instruments installed on your helicopter.

Edward Koch. Manager
Customer Service Department
Hughes Helicopters

INSCO AUTHORIZED REPAIR STATIONS

USA – EASTERN

Consolidated Instrument Go. Inc.
Teterboro Airport
Teterboro, New Jersey

Durham Aircraft Service
56–15 Northern Boulevard
Woodside, New York 11377

Hermetic Aircraft Instrument Corporation
200 Marine Street
Farmingdale, New York. 11735

NASCO International Inc.
P.O. Box 48–515
Miami, Florida 33148

Olmstead Instrument Co.
28 Fourth Street
Harrisburg International Airport
Midtown, Pennsylvania 17507

USA – CENTRAL

Aircraft Instrument and Development, Inc.
317 East Lewis
Wichita, Kansas 67202

Beacon Instrument Service Inc.
Detroit City Airport Bay 9
Detroit, Michigan 48213

Castleberry Instruments and Avionics
Tims Airpark
817 Dessau Road
Rt. 3
Austin, Texas 78753

Gem Instrument and Manufacturing Co.
331 North Briarly
Suite 325
Irving, Texas 75061

Vermin G. Gillette
Meacham Field
Fort Worth, Tens

MASCO Instrument Co.
2822 Century
Dallas, Texas

Mitsui and Co. (USA) Inc.
5000 One Shell Plaza
Houston, Texas

USA–WESTERN

Air Asia Co., Ltd.
P.O. Box 3957
No. Hollywood, California 91609

Air Stream Instrument Labs, Inc.
3605 East Spring Street
Long Beach, California 90806

Airtronics
1650 East 18th Street
Unit X
Tucson, Arizona 85719

Alaskan Aircraft Equipment Supply, Inc.
4707 Spenard Drive
Anchorage, Alaska

American Instruments, Inc.
6860 Perimeter Road
Boeing Field
Seattle, Washington 98108

Ansett Industries of Australia
10881 Latuna Canyon Road
Sun Valley, California 91352

Astro Air Enterprises
P.O. Box 2335, Airport Station
Oakland, California 94614

Bemm Aircraft Instrument Service, Inc.
Stapleton International Airport
Denver, Colorado 80207

Bill Johnson Instrument Inc.
7705 Woodley Avenue
Van. Nuys, California 91406

Paine Field Instruments
Paine Field
Washington 98204

Scott Instrument Co.
3734 W. Slauson Avenue
Los Angeles, California 90043

Thompson Instrument and Avionics
AMF Box 22190
Salt Lake City, Utah 84122

AUSTRALIA

A.E.O.S. Ltd.
29 Norman Street
Peakhurst N. S. W.
Australia

Aircraft Instrument Service Pty. Ltd.
69 Caroline Crescent
Georges Hall, 2198
Sydney, N.S.W.
Australia

BRAZIL

O.L.D.I.
Av. Dr. Alberto Benedetti
No. 121
Santo Andre – S.P. Brazil

CANADA– EASTERN

Aviation Electric Ltd.
P.O. Box 2140
Montreal, Quebec, Canada

J. H. McKinnon Ltd.
3120 Sartelon Street
Montreal P. Q. Canada

CANADA– WESTERN

Airborne Precision Instruments, Ltd.
Field Aviation Hanger
International Airport
Calgary, Alberta, Canada

Aviation Electric Pacific Ltd.
482 Hoffar Street
International Airport South
Vancouver, B.C. Canada

ENGLAND

Aeronautical and Commercial Instrumentation Ltd.
143A London Road
Apsley, NR. Hemel Hempstead, Herts
HP3 9SQ

Aviation Activities OVHL Services Ltd.
Willow Lane
Mitcham, Surrey, England

Aviation Engineering and Maintenance Co.
Haine Industrial Estate
Ramsgate, Kent, England

British Airways Helicopters Ltd.
Gatwick Airport South
Horley, Surrey, England

C. S. E. Aircraft Service Ltd.
Oxford Airport
Kidlington, Oxford, England

Field Aircraft Services Ltd.
12 Imperial Way
Croydon Airport
Croydon, England

FINLAND

lnstrumentointi Oy
Sarankulmankatu 20
SF–33900, Tampere, Finland

MOZAMBIQUE

D.E.T.A.
P.O. Box 2060
Lourenco Marques
Mozambique

SOUTH AFRICA

Dart Aircraft Components (Pty) Ltd.
P.O. Rand Airport
Germiston 1419 R. S. A.

SWEDEN

Osterman' s Aero AB
5161 10 Stockholm, Bromms 10
Sweden

SWITZERLAND

Air Maintenance S. A.
B.P. ll0
1215 Geneve 15 Aeroport
Geneve, Switzerland

OFFICIAL SALES AND SERVICE FACILITIES

FOR INSCO PRODUCTS

USA

West Coast: A. Biederman
1045 Air Way
Glendale, Calif. 91201

Central: INSCO, Inc.
1111 Stanley Drive
Euless, Texas 76039

East Coast: Barfield Instruments Corporation
4101 N.W. 29 Street
Miami, Florida 33142

Canada.

Western Region: Pacific Avionics
Vancouver International Airport
Vancouver, B.C.

Eastern Region: Wright Instruments
2762 Slough St.
Mississauga, Ontario

Greece

Nicos Gr. Drettas
12 Messogion Ave. and 2,
Farantaton Str.
Athens, 610, Greece

Singapore

Heli-Orient (PTE) Ltd.
Jalan Kayu Post Office No. 17
Singapore 28
(East Camp, Seletar Airfield)

India

Indian Avitronics
Flat No. 1
10 Hailey Road
New Delhi
India 110001

West Germany

Motorflug GMBH
Flughafen
7570 Badeb-Baden
West Germany

South America

Brazil — Arthur G. Hirsch LTDA
Rua Rafael Iorio, 67-CJ. 709
CX. Postal 18666
Sao Paulo - SP - Brazil

Bolivia — Mr. Peter Koechlin Von Stein
Aero Andes LTDA
Edificio Litoral
Piso 11
Calle Colon 150
La Paz, Bolivia

Chile — Mr. Albert Le Blanc
Valport LTDA
Bandera 75-OFS. 106-108
Santiago, De Chile

Columbia — James Leaver, Sr.
Aero Mercantil LTDA
Apt. Aereo 6781
Bogota, Columbia

Peru — Mr. Pedro Larranaga
Aero Comercial Peruana S. A.
Las Magnolias 791
Oficina 702-703
San Isidro, Lima, Peru

Venezuela	Taven SRL Aeropuerto International Maiquetia, Venezuela
Egypt	
	Mr. Kamel Abdel Fattar #30 Abbel Rahin Sabry Dokki. Cairo. Egypt

DATE: 01 AUGUST 1979

OPERATION AND MAINTENANCE GUIDELINES FOR MODEL C250–C20B ENGINE FUEL SYSTEM

TO: All owners and operators of Hughes Helicopters

MODELS AFFECTED:

All 500D Model 369D Series Helicopters

REFERENCE:

Detroit Diesel Allison Commercial Service Letter CSL–1080, dated 11 May 1979

500D Basic HMI–Volume I, Issued 15 September 1976; Revision No. 3, 15 March 1979

The attached Allison Commercial Service Letter CSL–1080 lists basic guidelines for maintenance and operation of the Model 250–C20B engine fuel system.

It is recommended that these guidelines be used by owners and operators of Hughes Model 369D helicopters to help preclude engine fuel problems and ensure reliable fuel system service.

Edward Koch, Manager
Customer Service Department
Hughes Helicopters

COMMERCIAL SERVICE LETTER

Detroit Diesel Allison Division of General Motors Corporation
Indianapolis, Indiana 46206

May 11, 1979
FAA-DER Approved

SUBJECT: Model 250 Fuel System - Operational and Maintenance Guidelines

The purpose of this CSL is to provide a summary of operational and maintenance guidelines for the Model 250 engine fuel system. It is advisable that both pilots and maintenance personnel utilize this information to best prevent problems such as flameouts and power losses from occurring and to provide reliable fuel system service. Some of the information in this CSL is NEW. Please read it completely.

1. The engine demands clean, dry fuel. Refer to FAA Advisory Circular No. 00-34, "Aircraft Ground Handling and Servicing", paragraph 8, "Aircraft Fueling" for important tips on fuel handling.

2. The aircraft fuel tanks and related system must be clean. Maintain and clean the fuel tanks and lines according to the instructions in the airframe maintenance manual. Drain the fuel tank sump daily in accordance with the aircraft flight manual.

3. All fuel lines must be properly torqued. It is possible to have a leak in a fuel line, anywhere from the tank to the outlet of the engine fuel nozzle, which will "suck" air but won't leak fuel. A slug of air to the fuel nozzle may cause a flameout.

4. If the aircraft flight manual requires flight with the boost pumps "on", then they must be "on". This will not only ensure a proper head of pressure to the engine pump, but will reduce the probability of "sucking" air thru a tiny fuel line leak.

5. The uncovering of a fuel boost pump or the fuel inlet fitting in the tank, due to a low fuel level and/or flight maneuver, can result in a slug of air entering the engine fuel system.

COMMERCIAL SERVICE LETTER

MODEL 250 FUEL SYSTEM-OPERATIONAL AND MAINTENANCE GUIDELINES

6. All pneumatic lines, double check valves, and accumulators must be properly torqued with special care to avoid any twists that may develop cracks later on. A leak in the pneumatic section can cause erratic operation, power loss, or a flameout.

7. If the aircraft has an engine fuel filter differential pressure warning system, it must be checked periodically for proper operation. Depressing the caution light in the cockpit in most installations only confirms that the light bulb is functional, hence, a functional check of the total system is necessary. Refer to the aircraft maintenance manual for instructions.

8. The engine fuel pump filter (low pressure) is not cleanable. Current instructions in the engine maintenance manual require that this filter be replaced only when the engine fuel filter differential pressure warning system indicates filter contamination. If the aircraft is not equipped with a fuel filter differential pressure warning system the filter must be replaced every 300 hours unless operating experience demonstrates that lower time increments are advisable. DDA NOW RECOMMENDS THAT THE LOW PRESSURE FUEL FILTER BE REPLACED EVERY 300 HOURS (regardless of whether the aircraft has a differential pressure warning system) or whenever the warning system is activated, whichever comes first.

CAUTION: Some operators have inadvertently installed the old ten micron low pressure fuel filter (P/N AN6235-3A) in place of the recommended five micron filter (P/N 6895177). This is a critical item, especially for those engines utilizing CECO fuel systems. Please inspect your engine and spare stock to ensure the correct filter is installed. The ten micron filter is identifiable by its brown paper element, whereas the five micron element contains a wire mesh surrounding a white element.

9. The engine fuel pump will not pump fuel with a sheared spline. Certain Sundstrand pumps require periodic backlash checks or visual inspections for spline wear. Refer to the engine operation and maintenance manual for instructions.

10. If the low pressure fuel filter has bypassed, the CECO control and governor should be flushed per DDA CSL-1034 and CSL-1035.

COMMERCIAL SERVICE LETTER

MODEL 250 FUEL SYSTEM-OPERATIONAL AND MAINTENANCE GUIDELINES

11. DDA CEB-1095 recommends installation of a high pressure fuel filter assembly if the engine is equipped with a CECO system. If you have the CECO system and don't have the high pressure fuel filter, please get one.

12. The high pressure fuel filter has done a tremendous job in reducing the number of incidents resulting from contaminated CECO controls and governors. Now that the filter has been in service for several years, it is evident that additional maintenance is necessary. DDA NOW RECOMMENDS THAT THE HIGH PRESSURE FUEL FILTER ELEMENT BE REPLACED WITH A NEW OR THOROUGHLY CLEAN ELEMENT AND THAT THE BY-PASS VALVE BE INSPECTED FOR WEAR EVERY 100 HOURS. See the 14 November 1978 revision to the C20 Operation and Maintenance Manual for by-pass valve assembly wear inspection.

13. Recent information provided to DDA revealed that ultrasonic cleaning of high pressure filter may not provide the best removal of imbedded contaminates. Therefore, the following procedure is recommended as a primary and/or additional method.

    a. Fill the inside of the filter with a clean liquid bio-degradable, undiluted, dishwashing detergent, such as Joy, Ivory, Palmolive, Dove, Dawn, Dermassage, Amway L.O.C., etc. Immerse into a container of undiluted detergent.

    b. Let the detergent soak for a minimum of 5 minutes. Then remove from container.

    c. Apply filtered shop air to the inside of the filter thru the opening in the end cap, forcing detergent out via convolution/pleats. Repeat application of detergent and water flush.

    d. Run hot clean water into the inside of the filter thru the hole, until the water runs clear of soap bubbles and contaminates. The more effort expended will result in a cleaner filter element.

    e. Remove excess moisture.

COMMERCIAL SERVICE LETTER

MODEL 250 FUEL SYSTEM-OPERATIONAL AND MAINTENANCE GUIDELINES

14. Quick check for Filter Element cleanliness.
CAUTION: Be aware of the potential fire hazard when using the below procedure.

    a. Fill a flat bottom container with fuel or Stoddard solvent, at approximately room temperature, to 1 3/4 ± 1/16 inch deep. This is a level which will cover the convolutions/ pleats; but does not reach the center opening with the element standing upright-open end on top.

    b. Throughly wet the filter element media with fuel or Stoddard solvent to reduce surface tension. This can be accomplished by forcing the liquid through the element utilizing a 3/8 inch outside diameter tube in the element opening and forcing fuel thru.

    Pour out any liquid from the inside and immerse the element in the above container.

    Determine the time it takes for the fluid to rise inside the element to the level of the surrounding liquid.

    If cleaned sufficiently, the element should fill within 5 seconds.

    Repeat cleaning procedures if necessary. If unable to meet the 5 second limit, replace the element with one that meets the 5 second limit.

15. The pneumatic (air) circuit of the Bendix System will accumulate dirt during normal operation. The Troubleshooting section of the C20 Operation and Maintenance Manual currently lists troubles that can be corrected by cleaning the Bendix air circuit. The manual also provides instructions for proper cleaning. DDA NOW RECOMMENDS THAT THE BENDIX AIR CIRCUITS BE CLEANED EVERY 300 HOURS.

COMMERCIAL SERVICE LETTER

MODEL 250 FUEL SYSTEM-OPERATIONAL AND MAINTENANCE GUIDELINES

16. The DDA Operation and Maintenance Manual recommends a postflight deceleration check of the Bendix system. DDA CSL-1047 recommends a daily deceleration check for the CECO system. These deceleration checks are a good method to uncover impending problems. DDA RECOMMENDS THAT A POSTFLIGHT DECELERATION CHECK BE CONDUCTED ON BOTH THE BENDIX AND CECO SYSTEMS.

17. Rigging to the fuel control and governor is very important. Don't overlook the aircraft and engine manual requirements. Wear in the linkages can sneak up on you and cause a flameout.

18. Go over the above list again. If there is something you don't understand, please ask questions. The reliable operation of your engine is your responsibility.

L. O. Davidson
Service Manager
Gas Turbine Engines

NJB/bw

NEW COMFORT CLIPS FOR SEAT BELT AND SHOULDER HARNESS ASSEMBLIES, PN 369H6541, 369H6541–21, 369H6541–23, AND 369H6541–25

TO: All owners and operators of Hughes Helicopters

MODELS AFFECTED:

500D Model 369D Helicopter Serial No. 0003D thru 0604D

Reference

369D Series – Basic HMI Volume I, issued 15 September 1976

A new comfort clip (PN E3403) designed to maintain proper strap tension, and relieve excessive pressure of the inertia reel shoulder harness on the pilot or passenger during flight, is now available for the above affected helicopters equipped with Sam Browns seat belt assemblies,

After each seat belt and shoulder harness assembly is fastened and adjusted for individual comfort and safety, the comfort clip is moved from its original position next to the buckle and relocated by sliding up on the harness strap as close as possible to the inertia real (see Figure 1). The clip prevents any further retraction of the strap into the inertia reel, thus keeping a constant yet comfortable tension of the harness strap against the pilot or passenger. After each flight, the comfort clip is to be returned to its original location on the harness strap next to the buckle.

The comfort clips may be obtained without charge by contacting your authorized HH Service Center. Please order by helicopter Serial Number; and specify four PN E3403 comfort clips and three PN 369D24042–3 decals for each helicopter. Hughes Service Centers may procure the comfort clips by contacting Warranty and Repair.

Edward Koch, Manager
Customer Service Department
Hughes Helicopters

LETTER NO. DL-21
DATE: 10 December 1979
PAGE: 2 of 3

Hughes Helicopters, Inc.

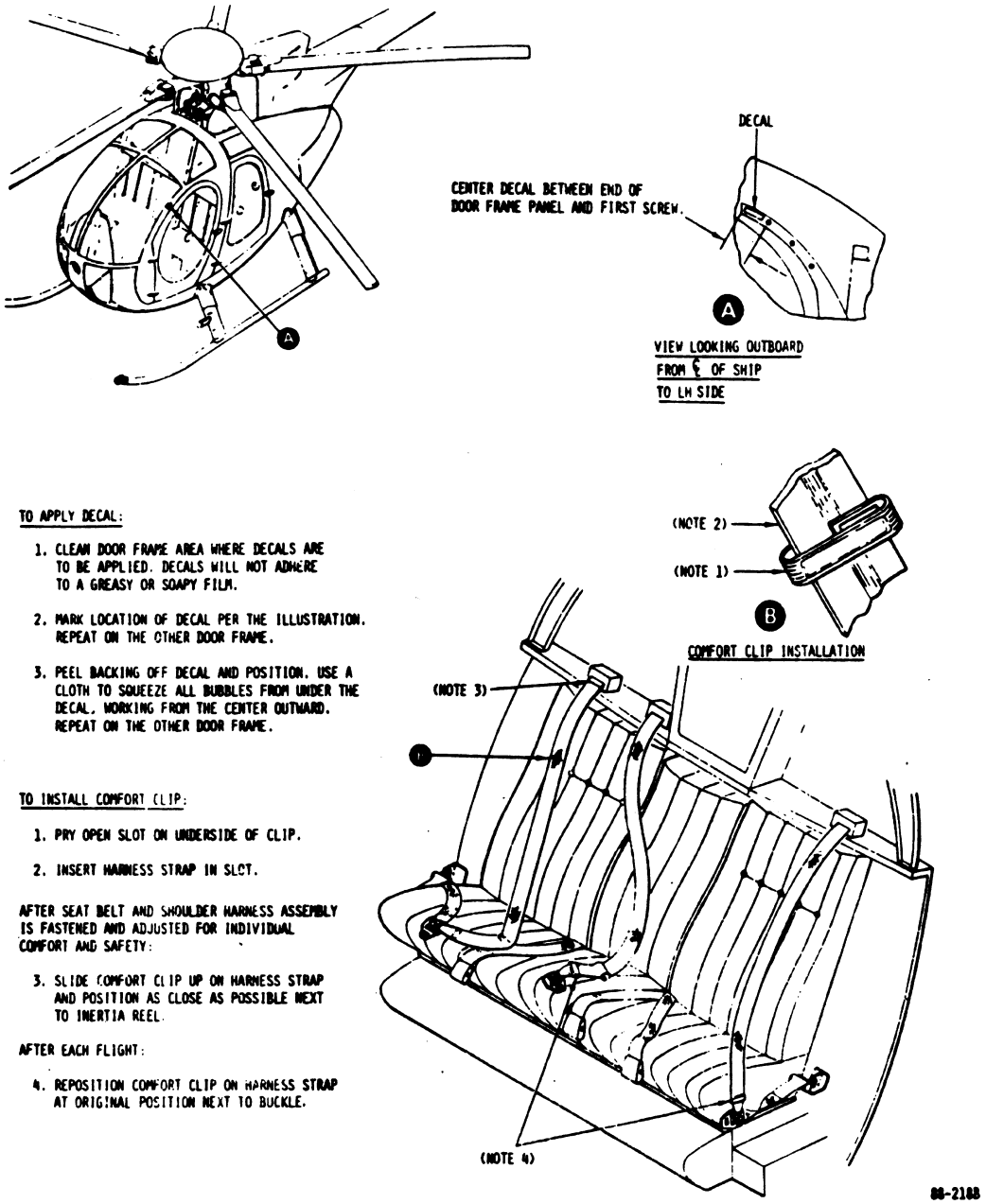
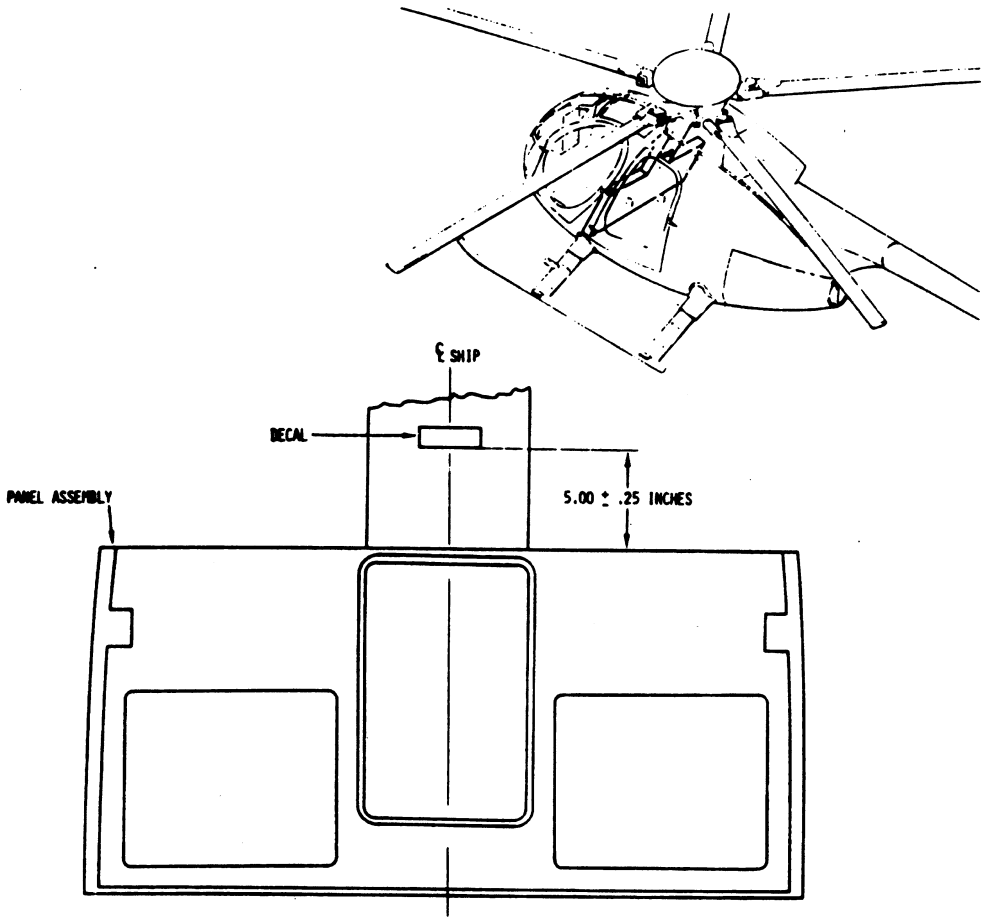


Figure 1. Comfort Clip Decal Application And Clip Installation Instructions

Hughes Helicopters, Inc.

LETTER NO. DL-21
DATE: 10 December 1979
PAGE: 3 of 3



TO APPLY DECAL:

1. CLEAN PANEL AREA WHERE DECAL IS TO BE APPLIED. DECAL WILL NOT ADHERE TO A GREASY OR SOAPY FILM.
2. MARK LOCATION OF DECAL PER THE ILLUSTRATION.
3. PEEL BACKING OFF DECAL AND POSITION. USE A CLOTH TO SQUEEZE ALL BUBBLES FROM UNDER THE DECAL, WORKING FROM THE CENTER OUTWARD.

88-360

Figure 2. Comfort Clip Decal Application - Rear Seat

* Supersedes Service Information Letter No. DL-23.1, dated 29 September 1981.

INTERCHANGEABILITY OF PN 369D21100 SERIES MAIN ROTOR BLADES; PN 369D21100–513 MAIN ROTOR BLADE NOW STANDARD PRODUCTION CONFIGURATION

TO: All owners and operators of Hughes Helicopters

MODELS AFFECTED:

All 500D Model 369D Series Helicopters

REFERENCE

369D HMI Volume 1 (CSP-D-2), Reissued 15 January 1982; Revision No. 3, 15 August 1983.

Model 500D Illustrated Parts Catalog, CSP-D-4, (IPC), Reissue No. 3, 15 July 1982.

Hughes Service Information Notice No. DN-39, Dated 1 June 1979.

The PN 369D21100-513 main rotor blade, which incorporates a 36 inch stainless steel abrasion strip to reduce wear, and new fixed tip weights, is now the standard production blade configuration for all 369D Commercial helicopters.

The PN 369D21100-509 main rotor blade configuration will no longer be provided as a spare item. The -513 blade is not interchangeable with any earlier configuration blade (Basic, -505 or -509); however, -505 and -509 configuration blades may be modified by an authorized Hughes blade repair station to the -513M configuration, which is fully compatible with the -513 blade. (For further information concerning modification of -505 and -509 blades, contact your Hughes Service Center or Distributor, or Hughes Customer Service Department .)
Do not mix - 513 and 513M blades in a ship set with any other blade configuration.

The finite life for the PN 369D21100-513 blade is 2500 hours, the same as for prior blade configurations. The leading edge abrasion strip may be replaced, if required, during the service life of the blade.

Serviceable PN 369D21100-505 and -509 blades with service life remaining may still be used. The -505 and -509 blades are interchangeable, but are not to be mixed with the -513 or -513M blades.

(I) Denotes portion of text added or revised.

It is to be noted that the PN 369D21100 Basic main rotor blade is also no longer provided by HHI. In accordance with the above referenced Service Notice No. DN-39, the Basic Blade may be modified in the field by installing one or two layers of stainless steel abrasion tape to the leading edge of the blade. Basic blades installed in a ship set, however, must be of the same configuration (i.e., no tape, or with one layer or with two layers of PN 369D21104 leading edge tape). The Basic Blade, with or without leading edge tape, must NOT be intermixed with PN 369D21100-505, -509 or -513 blades.

Edward Koch, Manager
Customer Service Department
Hughes Helicopters, Incorporated

COMPLIANCE WITH FAA AIRWORTHINESS DIRECTIVES AND HUGHES MANDATORY (RED BORDER) SERVICE INFORMATION NOTICES

TO: All owners and operators of Hughes Helicopters

MODELS AFFECTED:

All 500D Model 369D Series Helicopters maintained by Hughes Service Center or Distributor

REFERENCE:

Hughes Helicopter/Hughes Service Center and Distributor Policy Agreement

Applicable Model 500D Series Helicopter Log Book Compliance Record

A new policy covering compliance with FAA Airworthiness Directives and mandatory (red border} Hughes Service Information Notices is now in effect for all Model 500D Series Helicopters maintained by authorized Hughes Service Centers and Distributors.

In the future, the above 500D helicopters must have a record of compliance with all applicable Hughes Service Information Notices (red border), and all applicable FAA (or equivalent government agency) AD notes, before releasing the helicopter for flight.

If non-compliance is noted in the helicopter Log Book Compliance Record, !he Hughes Service Center or Distributor must notify the owner/operator in writing if the owner/operator declines to comply, the Service Center or Distributor must receive such a declaration in writing, and the written declination kept on file by the Service Center or Distributor.

It is to be noted that Hughes Commercial Service Publications Department distributes Model 500D Notices and Letters to all Hughes Service Centers and Distributors. However, it is the responsibility of the Service Center and Distributor to obtain and maintain an active FAA file (or equivalent foreign government documents) including AD's applicable to the 500D Series helicopter.

DATE: 30 SEPTEMBER

The above policy changes will be included in a forthcoming amendment to the Hughes Helicopters Hughes Service Center and Distributor policy agreement.

Edward Koch,
Manager Customer Service Department
Hughes Helicopters

DATE: 13 MARCH 1981

SUBSTITUTION OF WET SPLINE DRIVE STARTER–GENERATOR FOR EXISTING DRY SPLINE DRIVE STARTER–GENERATOR

TO: All owners end operators of Hughes Helicopters

MODELS AFFECTED:

500D Model 369D Helicopter
Serial No. 0003D through 0993D

A wet spline drive will be applied to all 500D Model 369D helicopters beginning with serial number 0994D (Allison engine number CAE833741). This production change will reduce wear and associated replacement costs for both gearbox and starter–generator drive splines. A modification kit is available for replacement of existing dry spline drive, if desired, during engine–gearbox repair or major overhaul. Contact your local Allison Distributor for further information.

Edward Koch, Manager
Customer Service Department
Hughes Helicopters, Inc.

DATE: 31 JULY 1981

GROUND HANDLING PRECAUTIONS FOR MAIN ROTOR BLADES WITH ELASTOMERIC DAMPER ASSEMBLIES

TO: All owners end operators of Hughes Helicopters

MODELS AFFECTED:

All Model 369D Helicopters

REFERENCE:

369D Series – Basic HMI–Volume I, Issued 15 September 1976;
Revision No. 5, 1 December 1980

Field reports indicate that excessive lead–lag loads applied to the main rotor blades during ground handling can result in damage to the elastomeric damper bun and failure of the damper assembly.

Operators and maintenance personnel should use extra caution, therefore, to avoid lead–lag loads in excess of 35 pounds at the tip of the main rotor blades.

The above information is to be considered as a part of the HMI and will be incorporated at the next scheduled revision of HMI–Volume I.

Edward Koch, Manager
Customer Service Department
Hughes Helicopters, Inc.

DATE: 21 AUGUST 1981

TAIL ROTOR DRIVE SHAFT FLEXIBLE COUPLINGS PN 369A5501 AND 369H92564 – TREATMENT WITH MOLYKOTE METAL PROTECTOR

TO: All owners and operators of Hughes Helicopters

MODELS AFFECTED:

All 500D Model 369D Series Helicopters

REFERENCE:

500D Series – Basic HMI – Volume I, Issued 15 September 1976;
Revision No. 5, 15 May 1981

Whenever the subject Bendix couplings are washed with a solvent or detergent, a light coating of Molykote Metal Protector should be applied to the coupling before reinstallation on the helicopter.

Molykote Metal Protector is available in 16–ounce aerosol cans and in 15–gallon drums (liquid form), from Dow Corning Corporation, Midland, Michigan. Apply Molykote from an aerosol can to the interior and exterior of the coupling diaphragm packs. Or spray or dip the coupling flange in Molykote; remove any excess liquid by gently blowing with compressed air.

When applying Molykote Metal Protector, it is important that the work area be well ventilated and maintenance personnel follow all safety precautions normally used with a chlorinated solvent. Also follow the handling precautions on the container label.
Cure time for the Molykote coating is 8 hours at room temperature and 15 minutes at 65° C.

It is to be noted that couplings should not be immersed in fluids or cleaners such as magnetic particle, fluorescent penetrant, visible dye, etc. Any application of corrosion protective fluids should also be done very sparingly.

The information given in this Letter will be incorporated in the next scheduled revision to the above referenced Basic HMI – Volume I.

Edward Koch, Manager
Customer Service Department
Hughes Helicopters, Inc.

DATE: 01 SEPTEMBER 1981

NEW PROTECTIVE BOOTS FOR MAIN ROTOR HUB AND TAIL ROTOR ASSEMBLIES

TO: All owners and operators of Hughes Helicopters

MODELS AFFECTED:

All 500D Model 369D Series Helicopters

REFERENCE:

Model 500D Basic HMI–Volume I, Reissued 15 September 1976;
Revision No. 5, 15 May 1981

New protective boots designed for extra stiffness and longer wear are now available as replacement for the existing flexible boots installed on the main rotor hub assembly and tail rotor assembly. Made of neoprene impregnated nylon fabric for greater rigidity and toughness, the new PN 369D21811 inboard boot and 369D21812 outboard boot for the tail rotor assembly must be safetywire in place at installation. This safetywire requirement also applies to the new PN 369D21011 upper boot when installed on the main rotor hub assembly.

The new boots are to be secured at each end with a double wrap of MS20995C32 safetywire, drawn snug and twisted together per standard safetywire techniques.

When ordering, specify the 369D21811 tail rotor inboard boot as replacement for existing 369D21806 or 369D21806–3 non–rotating boot; the 369D21812 tail rotor outboard boot as replacement for existing 369D21807 rotating boot; and 369D21011 boot as replacement for existing 369H1001 upper boot on the main rotor hub.

Edward Koch, Manager
Customer Service Department
Hughes Helicopters, Inc.

DATE: 02 NOVEMBER 1981

FIELD REPLACEMENT OF '0' RING FOR PN 369A8321 OIL TANK FILLER CAP

TO: All owners end operators of Hughes Helicopters

MODELS AFFECTED:

500D Model 369D Helicopter Serial No. 0003D thru 1209D

REFERENCE:

500D Model 369D Basic HMI–Vol. I, Reissued 15 September 1976; Revision No. 15 May 1981

There were several reports from operators that on occasion the oil tank filler cap would stick and was thus hard to remove. An investigation revealed that the oil cap ’ 0 ’ ring caused the cap to stick.

An improved ’ 0 ’ ring (Parker PN 2–223, N304–75) is now available for field installation as replacement, if desired, for the existing tot ring, to minimize cap removal problems. The new ’ 0 ’ ring is a special Parker Lube treated ring and is available only through Hughes Helicopters, Inc.

It is to be noted that the new ’ 0 ’ ring is incorporated on oil tank filler caps on production Model 500D Helicopter Serial No. l210D and subsequent..

For further information, contact your authorized HHI Service Center or Distributor, or HHI Parts Sales Department.

Edward Koch, Manager
Customer Services Department
Hughes Helicopters, Inc.

* Supersedes Service Information Letter No. DL-41, dated 11 January 1982.

INSTALLATION OF SURPLUS MILITARY PARTS, SALVAGED OR USED PARTS ON MODEL 500D HELICOPTERS

TO: All owners and operators of Hughes Helicopters

MODELS AFFECTED:

All 500D Model 369D Series Helicopters

REFERENCE

Model 500D HMI-Volume 1 (CSP-D-2), Reissued 15 January 1982; Revision No. 3, 15 August 1983.

Model 500D Illustrated Parts Catalog, Reissue No. 3, 15 July 1982.

Model 500D Illustrated Parts List and Maintenance Instruction, Optional Equipment Manuals, Publication No. CSP-001 and subsequent

HHI Service Procedures Manual, Publication No. CSP-A-1, Reissued 15 May 1983.

FAA Advisory Circular, AC No. 2O-62C, dated 8/26/76.

Field reports indicate that the us of surplus military, salvaged and/or used parts have been contributing factors for incidents involving Hughes Model 369D helicopters.

Hughes Helicopters, Inc. strongly emphasizes that surplus military parts are not approved by HHI for use on Model 500D helicopters. Also, surplus items are not eligible for overhaul or repair by the Hughes Factory Repair Station, nor are they acceptable for the Hughes Exchange Program.

It is to be noted that any owner or operator who installs a surplus military part, a salvaged or a used part purchased from other than HHI or its authorized sources does so at his own risk. HHI disclaims responsibility as the part may not have been made under HHI control and/or may not be in an airworthy condition. Moreover, any existing warranty applicable to the helicopter involved becomes null and void

(I) Denotes portion of text added or revised.

It is highly probable that the physical condition and/or finite life of such parts will be marginal or unacceptable for operational use. Therefore, if it is necessary to buy any used component, be sure to check the source of purchase and obtain all historical records regarding the finite life and service usage of the part, and make a thorough inspection as to airworthiness of the part before installation on the helicopter. Following installation of an acceptable used part, transfer all records to the appropriate helicopter log.

Prior to purchasing any part or component exchange item from a source other than HHI, remember the following, as stated in FAA Advisory Circular No. AC 20-62C: "In accordance with Federal Aviation Regulations, certification of materials, parts, and appliances for return to services for use on an aircraft, is the responsibility of the person or agency who signs the approval. The owner/operator ... is responsible for the continued air-worthiness of the aircraft."

All new spare parts procured from HHI include a warranty (1000 hours of service or one year, whichever occurs first) that starts the date the part is sold by an authorized Hughes Service Center or Distributor. As stated above, this warranty becomes null and void, if any surplus military item, used part or salvaged part purchased from other than HHI is installed on the helicopter.

If you have any question as to whether a component or assembly is acceptable for installation on your helicopter, contact your Hughes Service Center or Distributor, or call HHI Commercial Parts Sales.

Edward Koch, Manager
Customer Service Department
Hughes Helicopters, Incorporated

DATE: 26 MARCH 1982

LUBRICATION OF DRIVE END BEARING LINER IN AIRCRAFT PARTS CORP MODEL 150SG SERIES STARTER–GENERATOR

TO: All owners and operators of Hughes Helicopters

MODELS AFFECTED:

All 500D Model 369D Series Helicopters equipped with subject APC Model 150SG Starter–Generator

REFERENCE:

500D Series –– Basic HMI– Volume I, Issued 15 January 1982

Aircraft Parts Corporation Service Bulletin No. SB150SG103

The attached APC Bulletin, reprinted as part of this HHI Service Information Letter, provides instructions for inspection and lubrication of the subject drive end bearing liner during overhaul of the starter–generator, to preclude loosening of the liner in the generator housing.

It is recommended that owners and operators of affected Model 500D helicopters comply with the APC Bulletin, as indicated, to help ensure optimum generator performance and service.

Edward Koch, Manager
Customer Service Department
Hughes Helicopters, Inc.

AIRCRAFT PARTS CORP.
160 Finn Court, Farmingdale, N. Y., 11735, U.S.A.

SUBJECT: Lubrication of Drive End Bearing Liner in Model 150SG series Starter-Generators

A. PURPOSE: To prevent the outer race of the drive end ball bearing from seizing to the mounting head bearing liner.

B. PROCEDURE: Apply a continuous film of NEVER-SEIZE, anti-seize and lubricating compound, or equal to the inside diameter of the steel bearing liner in the drive end housing, prior to assembly at the time of overhaul.

NOTE: Seizure of the ball bearing outer race induced by abnormally high engine mounting pad heat, or insufficient generator cooling can cause the mounting head steel bearing liner to loosen in the aluminum housing.

Inspect the generator mounting head bearing liner at overhaul and replace the mounting head if bearing liner looseness is noted.

DATE: 22 NOVEMBER 1982

TO--All owners and operators of Hughes Helicopters

GROUND TESTING – ENGINE AUTOMATIC REIGNITION AND ENGINE ANTI–ICE FUEL FILTER SYSTEMS

MODELS AFFECTED:

All 500D Model 369D Series helicopters with Engine Automatic Reignition and/or Engine Anti–Ice Fuel Filter System(s) Installed

When ground testing the Engine Automatic Reignition System or Engine Anti–Ice Fuel Filter System using helicopter battery power, the automatic reignition system RE–IGN indicator or the anti–ice fuel filter system FUEL FILTER caution indicator may not light if the battery used is not fully charged.

The RE–IGN indicator and the anti–ice FUEL FILTER caution indicator lights are activated by solenoid switches which require 23.8 vdc, minimum, to assure operation. If the helicopter 28 volt battery bus does not supply at least 23.8 vdc during ground testing of either system, the RE–IGN indicator or the FUEL FILTER caution indicator, as applicable, may not light. Other components of the systems are not affected by the low voltage.

To assure valid ground testing of the Engine Automatic Reignition System, or the Engine Anti–Ice Fuel Filter System, ensure that the battery is fully charged, or use an approved auxiliary power unit.

Ground testing procedures for the Engine Automatic Reignition System and the Engine Anti–Ice Fuel Filter System are contained in the FAA Approved Rotorcraft Flight Manual and the FAA Approved Supplements applicable to the affected systems.

Edward Koch, Manager,
Customer Service Department
Hughes Helicopters, Inc.

DATE: 10 JANUARY 1983

PREVENTION OF WATER LEAKAGE THROUGH CANOPY GEON STRIPS

TO: All owners end operators of Hughes Helicopters

MODELS AFFECTED: All 500D Model 369D Series Helicopters

REFERENCE:

500D Model 369D HMI–Vol. 1, Reissued 15 January 1982; Revision No. 1, 15 March 1982.
500D Model 369D–SRM (CSP–D–6), Reissued 15 September 1981.

Should water leakage through the geon strips of the forward canopy occur, seal all faying surfaces of the geon strip(s) where the leakage occurs with PR1221 sealant (Product Research, Glendale, CA). Remove any existing sealant bead in the area of the leak using a plastic or other non–metallic scraper which will not scratch the canopy glass. Apply a 0.06–inch bead of sealant (refer to manufacturers instructions) along faying surfaces in the affected area.

When replacement of components mating with the geon strips and removal of the canopy glass is required, apply a 0.010– to 0.020–inch coating of PR1221 sealant to all faying surfaces of the geon strip and to the adjoining components–prior to reinstallation. Carefully align and join mating surfaces with as few movements as possible. Do not reposition or shift the faying surfaces once they are joined. Install any attaching hardware necessary during the working life of the sealant (refer to manufacturers instructions). Remove any sealant squeeze–out in excess of 0.125–inch using a non–metallic spatula or scraper.

The information given in this Service Information Letter is to be considered as a part of the HMI, and will be incorporated in the next scheduled revision to the above referenced manuals.

Edward Koch, Manager,
Customer Service Department
Hughes Helicopters, Inc.
Product Support Department

DATE: 25 FEBRUARY 1983

NEW ATTITUDE GYRO INDICATOR AND SUPPORT ASSEMBLY

TO: All owners and operators of Hughes Helicopters

MODELS AFFECTED:

All 500D Model 369D Series Helicopters equipped with optional 369H90038–501 Attitude Gyro Indicator Kit.

REFERENCE:

500D Model 369D HMI–Vol. 1 (CSP–D–2), Reissued 15 January 1982; Revision No. 1, 15 March 1982.
500D, Model 369D Attitude Gyro Indicator Opt. Eqpt. Manual (CSP–008), 1 August 1976.

Attitude Gyro Indicator (P/N 369H92831) is no longer available from the vendor, R.C. Allen. When the existing stock of R.C. Allen indicators is exhausted, Attitude Gyro Indicator (P/N 369H92831–3) manufactured by Aviation Instrument Manufacturing, Inc. (AIM) Will be supplied. The AIM indicator is longer than the R.C. Allen indicator: and uses the 369H6455–51 Support Assembly. The 369H6455–51 Support Assembly is to be installed using the same type rivets and the same rivet pattern used for the 369H6455–11 Support Assembly. Connector P506 must be modified when replacing an R.C. Allen indicator with the AIM indicator by removing the blue wire attached to pin D of the connector and reattaching it to pin A.

When ordering a replacement for Attitude Gyro Indicator (P/N 369H92831), order P/N 369H92831–3, Attitude Gyro Indicator and P/N 369H6455–51, Support Assembly.

Edward Koch, Manager,
Customer Service Department
Hughes Helicopters, Inc.
Product Support Department

*Include a copy of this Letter in the Notice/Letter file for each affected model.

TO: All owners and operators of Hughes Helicopters

SURPLUS OR BOGUS 369D21100 SERIES MAIN ROTOR BLADES

MODELS AFFECTED: All Model 369D, 369E, 369F, 369H, 369HE, 369HM and 369HS Series Helicopters.

Hughes Helicopters has recently obtained five bogus main rotor blades which had been sold to a 369D owner/operator as 369D21100 blades. The blades were in fact, surplus military blades (PN 369A1100 Series) designed for the OH-6A and sold by HHI to the U. S. Army in 1967/8. The identification plate and markings on the blades had been altered to reflect the 369D21100 blade configuration. When these blades were examined by Hughes, there were no records with them to indicate total time in service. Such blades are not designed for use with 369D helicopters and must not be used under any circumstances.

It is possible that more of these bogus main rotor blades have been sold. These blades have probably exceeded their FAA assigned service life. If used, they could fail, causing an accident in which personal injury could occur. In addition, use of these blades could void insurance claims.

Any main rotor blade acquired from other than a Hughes authorized Service Center or Distributor must be considered suspect, and should be checked closely to determine if it is an authentic 369D21100 Series blade, of if it is an altered 369A1100 Series main rotor blade designed for use on OH-6A and Hughes 369H Series helicopters. Because the 369D blade required improved structural design to accommodate increased loads at higher airspeeds, the following checks can be made to determine if a suspect blade is an authentic 369D blade, or an altered 369A Series blade:

(1). The coin tap test can be used to identify the number of ribs in the blade. Carefully tap along the length of the blade, from the tip end, using a heavy coin, e.g., U. S. quarter, half dollar, or equivalent. Note the number of ribs in the blade by the difference in sound. The 369D blade has 20 ribs, 1.5 inches apart, beginning 1.5 inches from the blade tip. The 369A Series blade has only four ribs, three inches apart, beginning three inches from the blade tip. (See figure 1.)

(2). The bogus 369D blades have a painted over, flush plug installed to fill a 0. 218 – 0.224 inch diameter hole required in all 369A1100 Series blades. (See figure l.) There is no such hole or plug in 369D blades

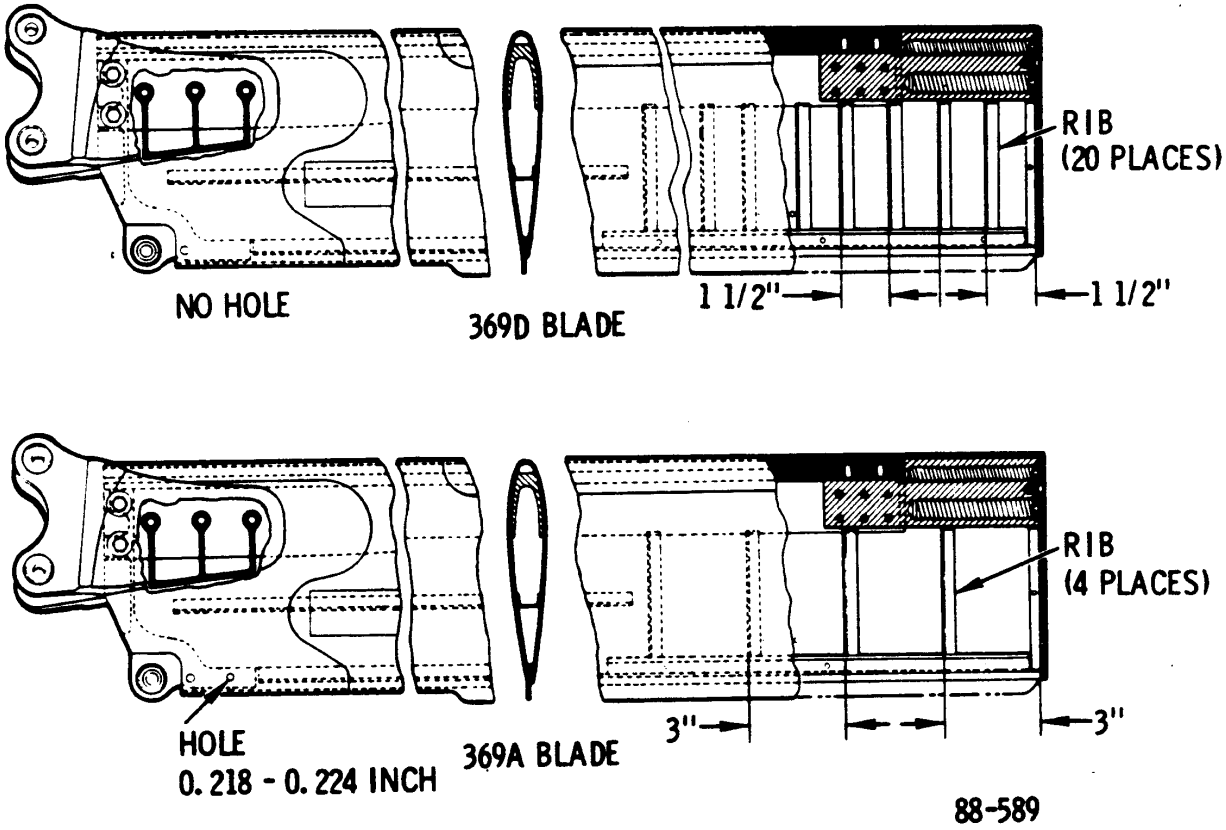


Figure 1. Bogus 369D Main Rotor Blade Identification

Any main rotor blade found that has been altered or suspected of having been altered, should be removed from service or spares inventory immediately. Contact Hughes Customer Service Department, or your Hughes Service Center if any such blades are found, or if you have any questions concerning this matter.

We have also received information concerning a PN 369A1200-501 main rotor hub, serial No. 3425, that we suspect does not meet our quality standards. Owner/operators who have had the main rotor hub replaced within the last six months should ascertain whether this particular hub is installed. When purchasing a main rotor hub from other than a Hughes approved source, be aware that bogus hubs are being marketed. If you find that the suspect hub, serial No. 3425, has been installed on your helicopter, or if anyone attempts to sell you a main rotor hub you suspect is not authentic, please notify Hughes Customer Service Department immediately.

Edward Koch, Manager,
Customer Service Department
Hughes Helicopters, Inc.

HL-89
DL- 58
EL-9

DATE: 16 MAY 1984

*Include a copy of this Letter in the Notice/Letter file for each affected model.

TO: All owners and operators of Hughes Helicopters

UNAUTHORIZED TAIL ROTOR TEETER BEARINGS.

MODELS AFFECTED: All 369D, 369E, 369H, 369HE, 369HM and 369HS Series helicopters.

During the period 1981 through 1983, New Hampshire Ball Bearings, Inc., manufactured and sold tail rotor teeter bearings marked with Hughes PN 369A1726 and 369A1727 to JEPCO, 10919 N. W. Third Place, Belleview, Washington, and AHEPSCO, 216 West Florence, Inglewood, California. These bearings were not subjected to Hughes inspection and quality control, and their use is not authorized on any Hughes Helicopter. Since these bearings cannot be shown to meet FAA quality control requirements, their use violates Federal Aviation Regulations, and can result in warranty or insurance claims being rejected.

There is no way to visually differentiate between the unauthorized and authorized parts; therefore, all 369A1726 and 369A1727 tail rotor teeter bearing inner/outer races purchased from other than a Hughes authorized distributor or service center should be removed from service immediately and replaced with Hughes authorized 369A1726 and 369A1727 bearings from Hughes authorized sources. All such parts should be removed from spares inventory.

If you have any questions concerning this matter, please contact your Hughes Service Center or Distributor.

Edward Koch, Manager,
Customer Service Department
Hughes Helicopters, Inc.

TO: All owners and operators of Hughes Helicopters

MAJOR INSTALLATIONS AND ALTERATIONS TO YOUR HUGHES HELICOPTERS

MODELS AFFECTED: All Hughes Model 369D, 369E, 369F, 369H, 369HE, 369HM and 369HS Series helicopters.

Hughes Helicopters, Inc., recommends that extreme care be used when selecting a facility to make major structural repairs, install major systems or components, or make any alteration to your Hughes Helicopter. The facility selected should use only parts, materials and procedures authorized by Hughes for accomplishment of the task.

Major structural repair, system or component installation, and helicopter alteration can change the structural load paths of the helicopter. The application of greater loads to structural components, not designed or tested for such loads, can reduce the fatigue life of those components. Any such repair, installation, or alteration that changes the structural load paths which were determined during testing and certification of the original helicopter design revokes the FAA certification of that helicopter. Recertification requires sufficient stress and fatigue analysis/testing to determine if the certificated service and fatigue life of the helicopter has been affected. Additionally, modification of a basic system which is part of the original design, should not be made without conducting a failure mode and effect analysis.

Hughes Helicopters, Inc., will not accept responsibility or liability for any Hughes Helicopter on which work beyond the scope authorized by Hughes maintenance instructions has been performed. These instructions are not intended for the purpose of major structural modifications or rebuilding of helicopters. If you have any questions concerning major repairs, installation or alterations to your Hughes Helicopter, contact your Hughes Service Center or Distributor.

Edward Koch, Manager,
Customer Service Department
Hughes Helicopters, Inc.

TO: All owners and operators of Hughes Helicopters

EXPLANATION OF PARTS SERIALIZATION

MODELS AFFECTED: All Model 500H, 500D, 500E, 530F and 530F Plus Helicopters.

The following is a brief explanation of the part serialization system used at Hughes Helicopters, Inc. All parts are assigned a basic part number. The basic part number of an assembly or component may be further identified by a serial number. In most cases, the serial number consists of a four digit number. Serialization of each basic part number starts with 0001 and progresses through numerical and alphanumerical combinations as follows:

0001–9999

A001–Y999

AA01–YY99

AAA0–YYY9

To further explain, identical part numbers with serial numbers 0001 through 9999 were manufactured prior to serial numbers A001 through Y999. Identical part numbers with serial numbers A001–Y999 were manufactured prior to serial numbers AA01–YY99, etc. It should be noted that the alphabetic characters I, O, Q, X and Z are not used for regular production parts.

Edward Koch, Manager,
Product Support Technical
Hughes Helicopters, Inc.

TO: All owners and operators of MDHC Helicopters.

UNAUTHORIZED OVERHAUL OF MAIN ROTOR HUB ASSEMBLIES

MODELS AFFECTED: All 369H, 369HE, 369HM, 369HS, 369A, 369D, 369E, 369F and 369FF Model Helicopters.

McDonnell Douglas Helicopter Company (MDHC) has learned that some operators of MDHC helicopters have had main rotor hub assemblies (lead lag links, strap pack assemblies, blade root fittings, etc.) overhauled at repair facilities outside of MDHC or MDHC Approved overhaul Licensees. MDHC does not recommend or approve overhaul of the main rotor hub assemblies outside of MDHC or Approved overhaul Licensees. Such practice may jeopardize the safety of the helicopter and the eligibility of the part to be qualified for MDHC's major component exchange program.

Edward Koch, Manager,
Product Support Technical
Hughes Helicopters, Inc.

TO: All owners and operators of McDonnell Douglas Helicopter Company helicopters and MDHC Approved Service Centers.

RE-LUBRICATION OF BEARINGS IN STORAGE

MDHC re-lubricates all pre-lubricated bearings (lubricated by manufacturer) after four years of shelf life (storage) or prior to installation into a helicopter. Owners, operators and service centers should also comply with this requirement of relubricating any pre-lubricated bearing which has been in storage more than four years since date of manufacture or before installing the bearing into a helicopter. Spares inventories should be checked periodically to ensure the above re-lubricating requirement is complied with. Re-lubrication shall be performed in accordance with the applicable portions of the Handbook of Maintenance Instructions.

Cary Brown, Manager
Product Support Department
McDonnell Douglas
Helicopter Company

TO: ALL OWNERS AND OPERATORS OF MCDONNELL DOUGLAS HELICOPTER COMPANY (MDHC) 369 SERIES HELICOPTERS.

EXTERNAL SCAVENGE OIL FILTER SYSTEM

The Allison Gas Turbine Commercial Service Letters referenced below outline the benefits of the use of an approved scavenge oil filter. MDHC has been informed that Allison plans to make this type of filter mandatory on new applications and we strongly endorse the addition of any approved external scavenge oil filter system to existing 369 Series helicopters.

The oil scavenge filter kit and vendor listed below have been approved by Supplemental Type Certificate to be installed on all 369A, 369HE, 369HM, 369HS, 369D and 369E Series helicopters. A Supplemental Type Certificate is currently in the approval cycle at the Federal Aviation Administration and should be approved to be installed on all 369F/FF Series helicopters by the Fall of 1987.

Kit Number 1741050
Facet Enterprises, Inc.
8439 Triad Drive
Greensboro, N.C. 27409
Tele: (919)668-4444

Cary Brown, Manager
Product Support Department
McDonnell Douglas
Helicopter Company

REFERENCES

Allison Publication CSL-128 (250-C18 Series Engines)
Allison Publication CSL-1118/CSL-1093 (250-C20 Series Engines)
Allison Publication CSL-3061 (250-C30 Series Engines)

TO: All owners and operators of McDonnell Douglas Helicopter Company (MDHC) 369 Series helicopters.

UNAUTHORIZED DISTRIBUTION OF MAIN ROTOR HUB OVERHAUL MANUAL.

MDHC has learned that an unauthorized copy of Publication No. CSP–O73IL, Main Rotor Hub (P/N 369D21200–711) overhaul procedures may have been inadvertently delivered to some owners and operators of MDHC helicopters.

This manual is not approved for general usage and should be destroyed. MDHC does not approve overhaul of the main rotor hub assemblies outside of MDHC or MDHC Approved Overhaul Licensees.

Cary Brown, Manager,
Product Support Department
McDonnell Douglas

TO: All owners and operators of McDonnell Douglas Helicopter Company (MDHC) 369 Series helicopters, including the 369A (OH-6A) Series helicopter.

ILLUSTRATED PARTS BREAKDOWN OF GROUND HANDLING WHEEL ASSEMBLY (PN 369D2610)

MDHC has received requests from operators in the field to provide them with a parts breakdown of ground handling wheel assembly which will enable them to procure individual items when needed. Unless otherwise noted, all items shown in the attached parts breakdown are available from:

AER-BEA CO. INC.
1925 Doreen Ave.
South El Monte, CA. 91733

Tele: (818)443-1757

Cary Brown, Manager
Product Support Department
McDonnell Douglas
Helicopter Company

PARTS LIST

Item/Nomenclature	Part No.	Qty.	Source
2 Spring	AB2472–2	2	Aer–Bea Co., Inc.
3 Base	AB2472–3	1	*
5 Cotter Pin	AB2472–5	4	*
6 Bearing	AB2472–6	4	*
7 Tire	AB2472–7	2	*
8 Tube	AB2472–8	2	*
9 Fork	AB2472–9	1	*
10 Washer	AB2472–10	4	*
11 Axle	AB2472–11	2	*
12 Pivot Pin	AB2472–12	1	*
14 Snap Ring	AB2472–14	2	*
15 Roll Pin	AB2472–15	1	*
16 Roll Pin	AB2472–16	2	*
17 Retainer	AB2472–17	1	*
18 Roll Pin	AB2472–18	1	*
19 Ball Lock Pin with Lanyard 1	AB2472–19	1	*
22 Lock	AB2472–22	1	*
24 Washer	AB2472–24	A/R	*
25 Hub	AB2472–25	2	*
26 Inner Wheel	AB2472–26	2	*
27 Outer Wheel	AB2472–27	2	*

* Aer–Bea Co., Inc.

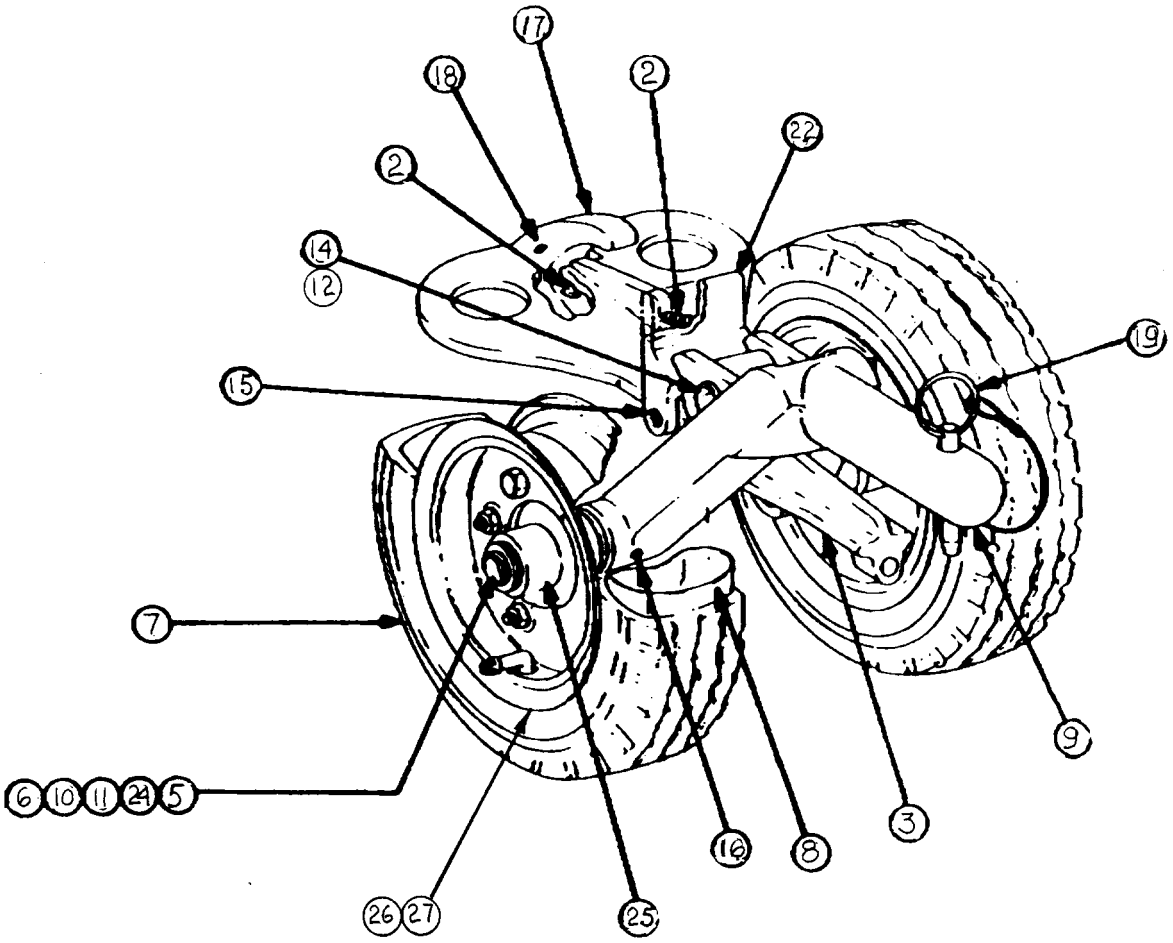


Figure 1. Ground Handling Wheel Assembly

TO: All owners and operators of McDonnell Douglas Helicopter Company (MDHC) 369 Series helicopters that are registered in the United States.

ADDITION OF IDENTIFICATION DECAL ON AIRCRAFT EXTERIOR (COMPLIANCE TO FAR 45.11 [D])

The FAA has imposed a requirement for all U.S. registered aircraft to have identification information displayed on the exterior surfaces of the aircraft. This Service Information Letter provides instructions for ordering and installing a new identification decal on the exterior of the aircraft in order to comply with this new regulation.

MDHC will provide an identification decal to registered owners of MDHC helicopters at no cost on a one-time basis for a limited period of time. Orders must be placed prior to September 1, 1988 to receive parts at no charge. All orders must include the specific helicopter model and serial number as shown on the existing data plate together with the current U.S. registration number along with the name and address of the registered owner. Orders must also reference this Service Information Letter. Orders may be telexed, telecopied or mailed to:

McDonnell Douglas Helicopter Company
Light Helicopter Center
5000 E. McDowell Rd. Bldg. LH1/G25
Mesa, Arizona 85205

ATTN: Les Ottem

Telex: 98-1557 Answer back: MD HC SERVICE MESA
Datafax: (602)891-6782
Telephone: (602)891-8515

MATERIAL	
Nomenclature	**Source**
Sealant (per PR1436G, PR1422G or commercially equivalent)	Commercial

Procedure

a. Ensure surface is clean and dry prior to installation of decal.

b. Install decal in location shown on Figure 1 attached.

c. Apply a bead of sealant around the faying surfaces of the decal.

d. Use the attached form when ordering exterior identification decals.

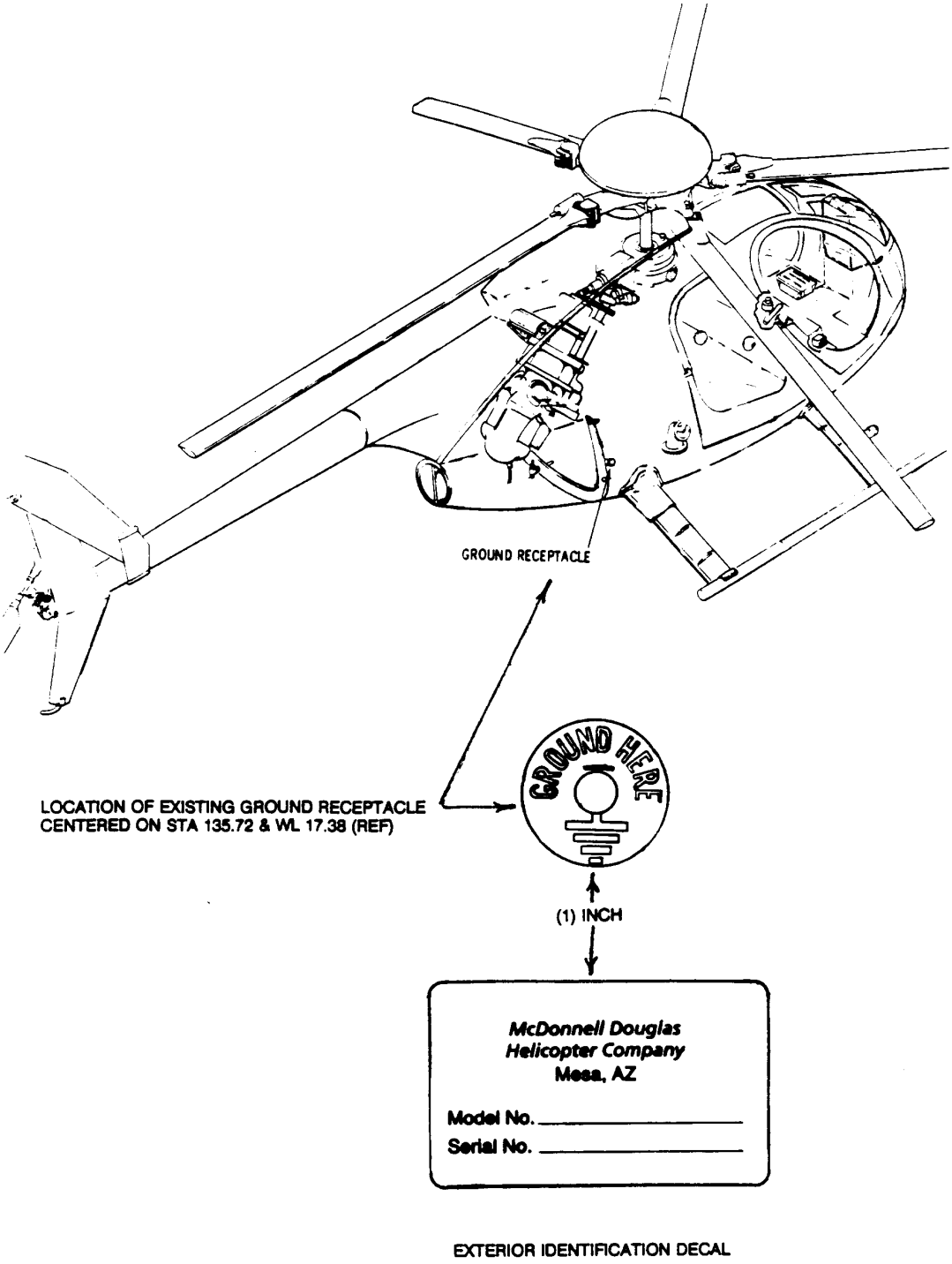


Figure 1. Location of Exterior Helicopter Identification Decal

USE THIS PAGE TO ORDER IDENTIFICATION DECALS

ONE (1) EACH PER AIRCRAFT

SHIP TO: _____

_____

_____

_____

A quantity of each is required for the following United States registered aircraft. MDHC helicopter model, MDHC helicopter Serial Number and current U.S. registration number are required for each decal issued. Orders will not be accepted or honored unless information is complete.

MODEL	MDHC S/N	CURENT U.S. REGISTRAION NO.

NAME _____

TITLE _____

TO: All Owners and Operators of McDonnell Douglas Helicopter Company (MDHC) 369H Series helicopters, including the 369A (OH-6A) Series helicopter, and 369D Series helicopters that have passenger/cargo hoists installed.

ADDITIONAL INSPECTION REQUIREMENTS OF THE BREEZE-EASTERN RESCUE HOIST SYSTEM

Breeze-Eastern, a division of TransTechnology Corporation, has issued a Customer Advisory Bulletin (CAB-100-30) which outlines a procedure to significantly improve the reliability of the rescue hoist system and, more importantly, further limit the possibility of personnel safety hazard.

Owners and operators can obtain copies of the Bulletin referenced below at 700 Liberty Avenue, Union, New Jersey, 07083.

TELEPHONE: (201) 686-4000
TELEX (TWX): 138212

REFERENCE

CAB-100-30, Customer Advisory Bulletin, Breeze-Eastern Corp.

TO: ALL OWNERS AND OPERATORS OF MCDONNELL DOUGLAS HELICOPTER COMPANY (MDHC) 369 SERIES HELICOPTERS.

CHAFE WRAPPING OF STAINLESS STEEL TUBE ASSEMBLIES AND ALLISON COMMERCIAL SERVICE LETTER CSL 145, CSL 1140 AND CSL 3092, DATED MAY 1, 1988.

It has been determined that wrapping stainless steel tube assemblies with chloride based materials (such as neoprene tubing and fiberglass tape) can result in premature tube failure. The referenced CSL's provide instruction to property mount and maintain the mounting hardware in the area of the engine compartment. MDHC urges owners and operators to obtain copies of the referenced CSL's and adhere to the instructions provided by Allison. Copies of the referenced CSL's can be obtained from Allison at the following address:

Allison Gas Turbine Division
Genereal Motors Corporation
P.O. Box 420
Indianapolis, Indiana 46206-0420

Telephone: (317)230-2725
Telex: 6876067 Ans Back: 250PROD
Datafax: (317)242-0968

REFERENCE

CSL 145* (250-C18 Series engines)
CSL 1140* (250-C20 Series engines)
CSL 3092* (250-C30 Series engines)

* Dated May 1, 1988.

* Supersedes Service Information Letters HL-108.1, DL-82.1 and EL-33.1, dated 25 July 1990.

TO: ALL OWNERS AND OPERATORS OF MCDONNELL DOUGLAS HELICOPTER COMPANY (MDHC) 369
Series helicopters.

FACET SCAVENGE OIL FILTER KITS, P/N 1741050 (369H SERIES, 369D AND 369E) AND P/N 1741300 (369F/FF)

The Filter Products Division of Facet Enterprises, Inc. has recently been granted a STC by the FAA for a scavenge oil filter kit for the 369F/FF series helicopter. Scavenge oil filter kits were developed for other models in 1988. Those operators that are currently using the Facet scavenge oil filter Kit must change the filter element per the following Facet Service Bulletin (ref. Serial No. 041888). Installation of the retrofit kit removes the 100-hour element change restriction.

NOTE: The Facet scavenge oil filter Kit is required equipment in the Allison 250-C20R/2 engine installation.

Additional Facet Service Bulletins involving the scavenge oil filter kit are as follows:

NOTE: The following Facet bulletins should be accomplished concurrently with Facet bulletin No. 041888, if not already accomplished.

No. 020689, dated 5 February 1989
Subject: Incorrect installation of
Facet scavenge oil filters.

No. 090589, dated 5 September 1989
Subject: Facet filter assembly
functional check tool PN 171145.

John Reagan, Manager,
MD500 Customer Support,
McDonnell Douglas

Serial No. 041888
April 18, 1988
GLP
Page 1 of 1

Facet
Filter Products Division
Facet Enterprises, Inc.
8439 Triad Drive
Greensboro, N.C. 27409
(919) 668-4444

SERVICE BULLETIN

Date: April 18, 1988

Subject: Facet Scavenge Oil Filter Kit, P/N 1741050

Models Affected: McDonnell Douglas (Hughes) 500 Series

Because of a potential for exceeding the engine's Scavenge pressure limits, operators with Facet Scavenge Oil Filter Kit 1741050 installed must change filter element, P/N 038088-08, if the filter goes into a bypass condition or at 100-hour intervals instead of every 200 hours.

Filter Products Division is in the process of obtaining approvals for a retrofit kit for operators flying with Kit 1741050. This kit, P/N 1741050-02, will include only those items needed to stay in the pressure limits and will also satisfy the mandatory filter requirements for the C20R engine.

Installation of the retrofit kit removes the 100-hour element change restriction. Retrofit kits and pricing will be available from our distributor network July, 1988. Filter Products Division strongly recommends this update be accomplished upon availability of retrofit kits.

Serial No.: 020689
February 6, 1989
KGN

SERVICE BULLETIN

Date: February 6, 1989

Subject: Incorrect Installation of Facet Scavenge Oil Filters

P/N 1740001-01

P/N 1740001-03

Models Affected:

Kits	Aircraft
1741010-01	Bell 206A & B
1741020-01	Bell 206L
1741030-01	Bell 206L-1
1741140	Bell 206L-3
1741040-01	Bell 206B-III
1741050-01	McDonnell Douglas 500
1741070	MBB BO105
1741080	Sikorsky S76A
1741090	G.A.F. Nomad
1741150	AS355 Twinstar
1741260	Agusta A109A
1741270	Agusta A109A-II

Facet Enterprises, Inc. has learned of an instance where Facet filter assembly 1740001-03 was installed incorrectly on a helicopter. The 10-micron filter was installed in reverse with the engine oil out line connected to the filter outlet port (marked "OUT") instead of the filter inlet port (marked "IN").

Such an incorrect installation could cause carbon accumulation on the outlet strainer, with no possiblity of bypass. With this reverse oil flow, the bypass valve will not open and the red bypass indicator will not function.

An incorrectly installed filter could lead to excessive back pressure in the scavenge system, causing damage to scavenge pumps, oil tanks, and other related components.

We, therefore, urge all operators of aircraft equipped with Facet scavenge oil filters to verify the correct installation of the filter assembly in accordance with the proper Facet Installation and Service Manual. If an incorrect installation is discovered, we suggest a thorough investigation of the oil tank for signs of distortion which would indicate extreme back pressure has developed during operation.

NOTE: This Service Bulletin does not apply to Facet scavenge kits with 10-micron filter assembly 037738-04 or 3-micron filter assembly 1742500.

Facet
Filter Products Division
8439 Triad Drive
Greensboro, NC 27409
(919) 668-4444
FAX: (919) 668-4452

Serial No.: 090589
September 5, 1989
KGN

Date: September 5, 1989

Subject: Facet Filter Assembly Functional Check Tool

P/N 1741145

Purpose: Provides simple check of operation of filter bypass indicator.

Applicability: Used on the following Facet Filter Assemblies:
037738-04
1740001-01
1740001-03
1740001-05

Aircraft	Facet Kit
Soloy Hiller UH12 E, D	1741000
Bell 206 A & B	1741010
	1741010-01
Bell 206L	1741020
	1741020-01
Bell 206L-1	1740130
	1741030-01
Bell 206B-III	1741040
	1741040-01
Bell 206L-3	1741140
McDonnell Douglas 500	1741050
	1741050-01
Soloy Bell 47	1741060
MBB BO105	1741070
Sikorsky S76A	1741080
G.A.F. Nomad	1741090
AS355 Twinstar	1741150
Agusta A109A	1741260
Agusta A109AII	1741270

SERVICE BULLETIN

Considering the fact that the first Facet/Ni-Cad filter was installed in 1976, some filters have been in service over 13 years. We are providing this Facet filter test tool to give the operator a simple way of ensuring the impending bypass indicator is still functioning properly.

Instructions for Use

Note: Do not attempt to adjust or replace indicator.

At next scheduled filter element change after receipt of tool and each subsequent 800-hour interval:

1. Remove safety wire from filter bowl, unscrew bowl, remove and discard installed filter element.
2. Install tool P/N 1741145, reinstall bowl (do not safety wire at this time), leave cowling locked open or removed for visual access to filter assembly.
3. Start engine, operate at ground idle until normal operating temperatures are reached and filter bypass indicator button extends (approximately 10 minutes). Bypass indicator must reach 100 degrees plus or minus 15 degrees Fahrenheit to operate.
4. If bypass indicator fails to extend, shut down the engine, wait 3 minutes, then repeat Step 3 while oil is still warm.
5. Secure engine, remove bowl and tool, install new seal kit and filter element, reinstall and safety wire bowl, reset indicator, drain and reservice engine oil system.
6. If bypass indicator fails to extend or will not reset, contact Facet Enterprises, Inc. Do not attempt to adjust or replace indicator.

Facet
Filter Products Division
8439 Triad Drive
Greensboro, NC 27409
(919) 668-4444
FAX: (919) 668-4452

TO: ALL OWNERS AND OPERATORS OF MCDONNELL DOUGLAS HELICOPTER COMPANY (MDHC) 369 SERIES HELICOPTERS.

VALIDITY OF SPECTRUM OIL ANALYSIS PROGRAM (S.O.A.P.)

MDHC does not have a recognized S.O.A.P. involving the main rotor or tail rotor transmissions. As limitations have not been established involving a S.O.A.P., MDHC does not recommend removing from service any main rotor or tail rotor transmissions due to the results of such a program. Serviceable limits for the main rotor and tail rotor transmissions can be found in the applicable HMI Vol. I and Component Overhaul Manuals. All applicable HMI Vol. II manuals state that when any filters or oil are changed due to illumination of chip detector lights, chips in the associated oil can not measure larger than .025 inches in any direction.

Cary Brown, Manager
Product Support Department
McDonnell Douglas
Helicopter Company

*Supercedes Service Information Notices HL–113.2, DL–87.2, EL–38.2 and FL–31.2, dated 06 September 2000.

TO: ALL OWNERS AND OPERATORS OF MD HELICOPTERS 369 SERIES HELICOPTERS.

CUSTOMER REQUESTS FOR ORIGINAL AIRCRAFT RECORDS

The MD Helicopters Field Service Department has been contacted by many customers over the years requesting copies of original aircraft records. In general, these requests are to replace a document which has been lost or destroyed. Due to the extensive time required to locate and duplicate these records, it is necessary for MD Helicopters to charge a nominal fee of $250.00 (U.S. funds) for the retrieval and reproduction of these documents. Requests for helicopter records must be made in writing and sent to the MD Helicopters Field Service Department (refer to address listed below). If the records are available, copies will be sent C.O.D. to the requestor.

NOTE: MD Helicopters does not support operators who are attempting to obtain a FAA Model 369A standard airworthiness certificate for surplus military OH–6A helicopters. Therefore, requests for FAA Form 8130–2 (formerly FAA Form 970) will not be processed.

Address records requests to:

MD Helicopters Inc.
4555 E. McDowell Road
Mesa, Arizona 85215–9734

ATTN: Field Service Supervisor

Phone: 1–800–388–3378

Datafax: (480) 346–6813

*Supercedes Service Information Notices DL-88, EL-39 and FL-32, dated 21 July 1989.

TO: ALL OWNERS AND OPERATORS OF MCDONNELL DOUGLAS HELICOPTER COMPANY (MDHC) 369D, 369E and 369F/FF SERIES HELICOPTERS.

SPECIAL WARRANTY CONSIDERATION FOR THE MAIN ROTOR HUB STRAP PACK INSPECTION.

MDHC has a special warranty consideration for the main rotor hub (P/N 369D21200) after the normal warranty has expired on new helicopters or 750 hrs. or nine months for main rotor hubs purchased through the Component Exchange Program. If a main rotor hub does not meet the inspection criteria called out in DN-154*, EN-44* or FN-33*, customers will be charged a pro-rated price for a replacement hub based on the hours the unserviceable hub has flown.

In addition to the above warranty MDHC will now pay for the labor to remove and replace the hub; and for tracking and balancing of the hub assembly. Reimbursement for labor hours will be based upon those specified in the Labor Allowance Manual (CSP-A-2) dated 01 March 1985. This work has to be performed at a MDHC Approved Service Center.

Example for hub Pro-rate Price:

Exchange list price - 2770 = List price per hour.
1200 hrs. x list price per hour = Customers list price.

Example for Labor:

10.3 hrs. x Service Center labor rate to remove and replace hub.
3 hrs. x Service Center labor rate to track and balance hub.
13.3 hrs. TOTAL

Replacement hubs will not always have a TBO of 2770; but it will have at least the same time or less than the one removed.

Cary Brown, Manager,
Product Support Department,
McDonnell Douglas
Helicopter Company

* Refer to the current Technical Publications indexes for the current revision of the noted Service Information Notices.

TO: ALL OWNERS AND OPERATORS OF MCDONNELL DOUGLAS HELICOPTER COMPANY 369 SERIES HELICOPTERS.

AVAILABILITY OF WIRE STRIKE PROTECTION SYSTEM (TRADEMARK WSPS) ON ALL MDHC 369 SERIES HELICOPTERS

Aeronautical Accessories, Inc., of Bristol, Tennessee, has made available for installation on all 369 Series aircraft a wire strike protection system. The WSPS kit consists of three major components: a roof–mounted deflector/cutter, a windshield mounted protector/cutter and a belly–mounted deflector/cutter.

The WSPS is certified under Supplemental Type Certificate (STC) by the Federal Aviation Administration. No restrictions or flight manual revisions are necessary according to the STC. There are no changes in the flight characteristics or handling qualities of the aircraft.

The WSPS is designed to offer a proven measure of protecting against horizontally strung mechanical, electric and communication cables. The system consists of two deflector cutters and a windshield protector/cutter. The wedge type cutters are designed to provide the required mechanical advantage to handle the most commonly used electrical and telephone cable. As an integral part of the cutters, sawtoothed deflectors are provided to guide the cables into the cuffing wedges while inflicting damage to the cable.

Fabricated of a special high tensile steel selected to handle multi–strand mechanical and electrical cable, the WSPS kit comes complete with hardware and instructions necessary for installation of the kit. There are no moving parts and the system is maintenance free. For further information contact:

Aeronautical Accessories, Inc.,
P.O. Box 3689
Bristol, TN 37625–3889
(615)538–5151 or 800–251–7094
TELEX: 55–3446, Datafax: (615)538–8469

Cary Brown, Manager,
Product Support Department
Helicopter Company
McDonnell Douglas

TO: ALL OWNERS AND OPERATORS OF MCDONNELL DOUGLAS HELICOPTER COMPANY (MDHC) 369 SERIES HELICOPTERS EQUIPPED WITH CARGO HOOK INSTALLATIONS.

COMPLIANCE TO BREEZE–EASTERN CUSTOMER SERVICE BULLETIN CSB–120 (WARNING PLATE FOR CARGO HOOKS)

Breeze–Eastern, a division of TransTechnology Corporation, has informed MDHC that they have issued a Customer Service Bulletin requiring Beeze–Eastern cargo hook operators to affix a warning plate to those affected cargo hooks. Instructions as to where and how to affix the warning plate (Breeze–Eastern Part No. 13830–1) are included in CSB–120, dated 01 May 1989. Breeze–Eastern request operators to provide them with the Part No. and Serial No. of their cargo hook and they will send a copy of the CSB and a warning plate directly to the operator. Breeze–Eastern is providing the warning plate to cargo hook operators free of charge.

Send cargo hook Part No. and Serial No. along with operators name and address to:

Breeze–Eastern
700 Liberty Avenue
Union, New Jersey 07083

Phone: (201)686–4000
Datafax (201)686–9292

Cary Brown, Manager,
Product Support Department
McDonnell Douglas
Helicopter Company

TO: ALL OWNERS AND OPERATORS OF MCDONNELL DOUGLAS HELICOPTER COMPANY 369D/E/F/FF SERIES HELICOPTERS.

STORAGE TIME LIMITATIONS OF THE ENGINE N_2 AND ROTOR TACHOMETER INDICATORS (P/N 369D24518(BSC), –3 & –5)

MDHC has set a limit to the time that the N_2/N_R tachometer indicator can remain in storage before it has to either be tested prior to installation into a helicopter or returned to an approved repair station for relubrication and/or function testing prior to installation into a helicopter.

NOTE: Indicators stored longer than 12 months must be sent to an approved repair station and **function tested** prior to being delivered to a customer or installed in a helicopter.

- Any indicator stored in excess of 24 months is to be sent to an approved repair station for **relubrication and function testing** prior to installation in a helicopter.
- If it cannot be determined how long an affected indicator has been held in storage, the indicator must be returned to an approved repair station for relubrication and function testing prior to installation in a helicopter.

John Reagan, Manager,
MD500 Customer Support Dept.
McDonnell Douglas
Helicopter Company

TO: ALL OWNERS AND OPERATORS OF MCDONNELL DOUGLAS HELICOPTER COMPANY (MDHC) 369 SERIES HELICOPTERS EQUIPPED WITH SHOCK-MOUNTED SKID TUBE POSITION LIGHT ASSEMBLIES (P/N 369H92041-35/-36).

AVAILABILITY OF IMPROVED SPACERS TO BE USED ON THE SHOCK-MOUNTED SKID TUBE POSITION LIGHT ASSEMBLIES

MDHC has received reports that some Lord shock mounts on the skid-mounted position light assemblies have been tearing in service. MDHC has improved the design with a change in mounting hardware and mounting procedures. The following parts list and procedure provides operators with instructions to modify their light assemblies to the improved configuration.

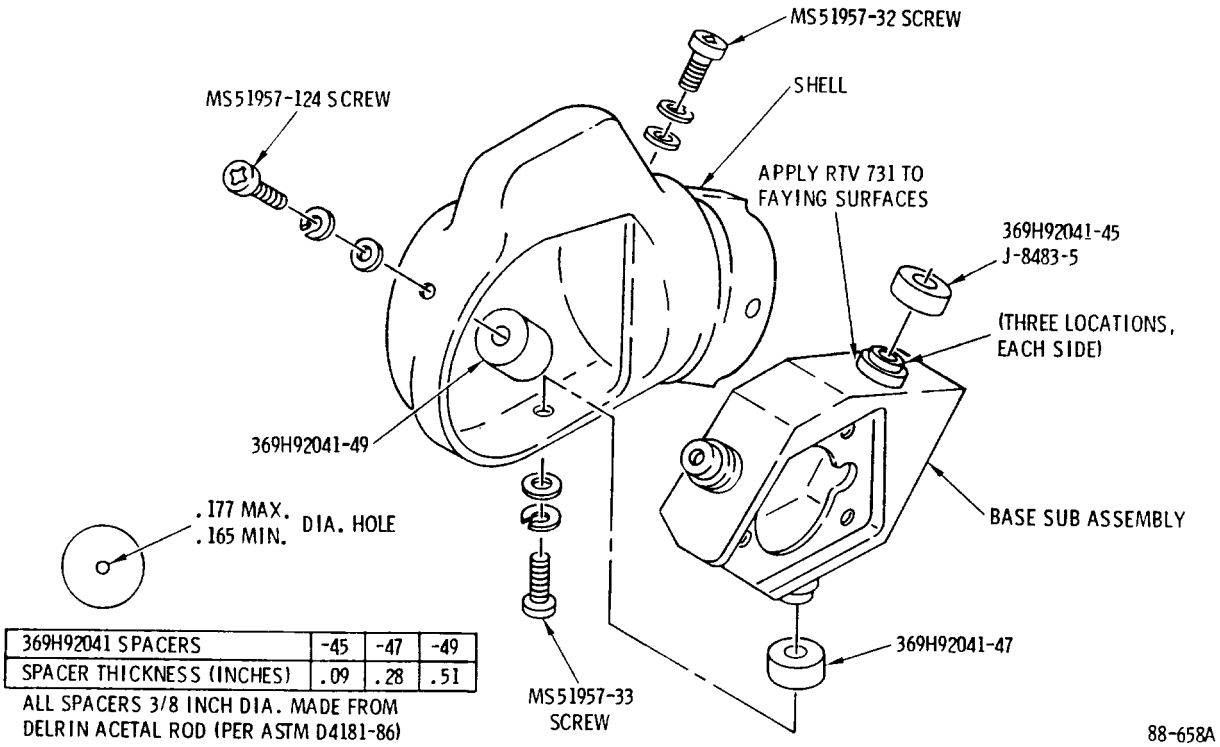
PARTS LIST			
Nomenclature	Part No.	Qty.	Source
Spacer	369H92041-45	2	MDHC or field fabricate
Spacer	369H92041-47	2	MDHC or field fabricate
Spacer	369H92041-49	2	MDHC or field fabricate
Screw	MS51957-32	2	MDHC or Commercial
Screw	MS51957-33	2	MDHC or Commercial
Screw	MS51957-124	2	MDHC or Commercial
Sealant	RTV-731	A/R	Commercial

a. Remove the left and right hand base sub-assemblies by removing (3) screws and associated hardware (each side). Discard existing spacers and mounting screws.

b. Bond the three J-8483-5 isolator mounts to their respective base sub-assemblies using RTV 731

c. Reinstall base sub-assemblies using the spacers and screws called Out in Figure I and the above parts list. Offer associated hardware is shown in Figure 1 and called out in the applicable illustrated parts catalogs.

The resultant alteration to affected models as described by procedures in this Notice has been shown to comply with Federal Aviation Regulations and is FAA Approved.



369H92041 SPACERS	-45	-47	-49
SPACER THICKNESS (INCHES)	.09	.28	.51

ALL SPACERS 3/8 INCH DIA. MADE FROM DELRIN ACETAL ROD (PER ASTM D4181-86)

Figure 1. Skid Tube Position Light Assembly

TO: ALL OWNERS AND OPERATORS OF MCDONNELL DOUGLAS HELICOPTER COMPANY 369 SERIES HELICOPTERS.

MAIN ROTOR HUB BALANCING

All new, overhauled or repaired main rotor hubs are not balanced at the factory unless requested by the customer to do so. These main rotor hubs must be balanced at the time of installation onto a helicopter per the requirements of CSP-HMI-2, Sections 18-10-00 and 62-20-00.

If you have any questions regarding balancing of the main rotor hub, contact your local MDHC Field Service Representative or the Warranty and Repair Department at (602)891-8565.

MD500 Customer Support Dept.
McDonnell Douglas
Helicopter Company
Product Support Department

*Supercedes Service Information Letters HL–124.2, DL–100.2, EL–51.2 and FL–45.1, dated 25 January 1993.

TO: ALL OWNERS AND OPERATORS OF MD HELICOPTERS, INC. (MDHI) MODEL 369/369A (YOH–6A/OH–6A) HELICOPTERS.

MAINTENANCE AND OPERATION REQUIREMENTS FOR SAFE OPERATION OF SURPLUS 369A (OH–6A) SERIES HELICOPTERS

REFERENCES:

Federal Aviation Regulations (Parts 21, 39, 43 and 91)
Type Certificate Data Sheet H3WE (latest issue)
U.S. Army Technical Manual, TM55–1520–214–10 (Operator's Manual)
U.S. Army Technical Manual, TM55–1520–214–23 (Maintenance Manual)
U.S. Army Technical Manual, TM55–1520–214–23P (Illustrated Parts Manual including Depot Maintenance Repair Parts and Special Tools)
Applicable U.S. Army *Safety of Flight Messages*
Applicable FAA Airworthiness Directives

Newport Aeronautical Sales
Web: www.newportaero.com
Phone: 949–574–4100

ISSUE: In the 1960s, Hughes Tool Company (former H3WE Type Certificate holder) initiated the design of the Model 369/369A (YOH–6A/OH–6A) helicopters. On June 30, 1964, the Model 369 was approved as a normal category helicopter. The model 369A was approved August 24, 1966.

NOTE: MD Helicopters does not support operators who are attempting to obtain a FAA Model 369A Standard Airworthiness Certificate for surplus military OH–6A helicopters. Therefore, requests for FAA Form 8130–2 (formerly FAA Form 970) will not be processed.

OH–6A helicopters were owned by the U.S. Army and are being operated as Public Service Aircraft. These helicopters were maintained in accordance with the then applicable U.S. Army maintenance and inspection programs. As such, ***these helicopters were not required to be operated or maintained in accordance with FAA Regulations*** regarding certificated aircraft.

WARNING **Failure to comply with established FAA Regulations, Airworthiness Directives, mandatory retirement, overhaul life limits and proper inspection and maintenance procedures may lead to loss of control of the helicopter and subsequent injury, death and/or property damage.**

If you are the current owner or operator of an OH-6A helicopter, or plan to acquire one, you must operate and maintain your helicopter as either a Public Service Aircraft (for other government agencies) or a civil aircraft with an FAA Certificate of Airworthiness. MDHI recommends a Restricted Certificate of Airworthiness since surplus military OH-6A Helicopters cannot meet the current FAA requirements for a model 369A Standard Airworthiness Certificate. Civil aircraft must be maintained and operated in accordance with applicable 14 CFR Federal Aviation Regulations (FAR) and the H3WE Type Certificate Data Sheet.

MDHI strongly recommends that any surplus military OH-6A aircraft used as Public Service Aircraft be operated and maintained in accordance with the applicable U.S. Army Technical Manuals:
TM 55-1520-214-10 Operator's Manual, TM 55-1520-214-23 Organizational Maintenance Manual and TM 55-1520-214-23P Illustrated Parts Manual. Additionally, owners and operators should ensure that all applicable FAA Airworthiness Directives, Manufacturer's mandatory Service Information Notices and U.S. Army Safety of Flight Messages have been complied with.

MDHI does not sell or distribute U.S. Army technical manuals. FAA Airworthiness Directives are available on MDHI and FAA web sites.

It is further recommended that owners/operators contact a MDHI authorized Service Center or the MDHI Field Service Department with any questions or problems that may arise.

For further assistance, contact the Field Service Department at MDHI, Mesa, Arizona. Telephone 1-800-388-3378 or (480) 346-6387. DATAFAX: (480) 346-6813.

TO: ALL OWNERS AND OPERATORS OF MCDONNELL DOUGLAS HELICOPTER COMPANY (MDHC) 369 SERIES HELICOPTERS.

MAIN ROTOR BLADE INSPECTION PROGRAM

The purpose of this Service Information Letter is to assure that all reissues of currently applicable Service Information Notices and all cancellations of existing Service Information Letters required to implement this change are clearly explained and justified.

MDHC is implementing a revised main rotor blade root fitting inspection procedure which will enhance the capability of operators to detect cracked main rotor blade root fittings by visual inspection. This revised procedure allows elimination of the mandatory requirement to inspect 369D21100-515 and 369D21102-501 main rotor blades every 25 hours in accordance with PART I of DN-183.1, EN-75.1 and FN-62.1.

The service information package that accompanies this Service Information Letter includes the following:

1. Service Information Notice, DN-183.2, EN-75.2 and FN-62.2 which supersedes DN-183.1, EN-75.1 and FN-62.1. This revision cancels the requirement of PART I to remove affected main rotor blades every 25 hours and inspect the main rotor blade root fittings. The revised Notice still requires that the affected main rotor blades be removed and returned to MDHC for rework to a new configuration in accordance with PART II.

2. Service Information Notice, HN-211.4, DN-51.6, EN-42.4 and FN-31.4 which supercedes HN-211.3, DN-51.5, EN-42.3 and FN-31.3. This revision requires a one-time removal inspection of the affected main rotor blades within the next 25 hours to inspect the root fittings and add a slippage mark to the root fittings to enhance the visual inspection procedure. The requirement to inspect the root fittings and lead-lag links on the aircraft every 25 hours and to remove the blades to inspect the root fittings and lead-lag links every 100 hours remains in affect after installation of the paint stripe.

3. Service Information Letter Cancellation Notification: SIL's HL-114.1, DL-89.1, EL-40.1 and FL-33.1 are canceled.

Issuance of Service Information Notices, DN-183.2, EN-75.2 and FN-62.2 to eliminate the 25 hour removal inspection requirement is justified by the enhanced inspection procedure incorporated by compliance with Service Information Notices HN-211.4, DN-51.6, EN-75.4 and FN-31.4.

The revised inspection also reminds operators of actions that must be taken if they experience a sudden onset or increased level of main rotor vibration. Historically, there has been an immediate onset of main rotor vibration after a single root fitting lug failure.

John Reagan, Dept. Manager,
Commercial Customer Support
McDonnell Douglas
Helicopter Company

TO: ALL OWNERS, OPERATORS AND PILOTS OF MCDONNELL DOUGLAS HELICOPTER COMPANY (MDHC) 369 SERIES HELICOPTERS THAT HAVE ANTENNAS INSTALLED ON THE UPPER SURFACE AREAS OF THE AFT BOOM FAIRING.

ANTENNA LOCATION AND FLIGHT MANEUVER CAUTION

RECOMMENDED HELICOPTER REWORK

MDHC has received information from operators indicating that antennas (e.g., LORAN antennas) installed on the upper surface of the aft boom fairing have been struck by the main rotor blades during practice touchdown autorotations. MDHC strongly recommends that operators who have installed antennas on the upper surfaces of the aft boom fairing relocate those installations to a position where contact between any rotating component and an antenna will not be possible. Figure 1 shows an acceptable location for such installations.

PILOT NOTIFICATION

Pilots flying MD500 series helicopters with antennas located on the upper surface of the aft boom fairing are cautioned that under certain operational maneuvers, such as practice touchdown autorotations, main rotor blades may contact the antenna. This contact occurs when the blades flap to an extreme downward position while, at the same time, the antenna moves to its most upward position.

NOTE: If a pilot suspects that contact has occurred between the main rotor blades and the antenna during any flight maneuver they must land as soon as possible and check the blades for damage. Further flight is prohibited if damage has exceeded HMI limits. Contact your local MDHC Field Service Representative if you have any doubt as to damage limits.

John Reagan, Dept. Manager,
Commercial Customer Support
McDonnell Douglas
Helicopter Company

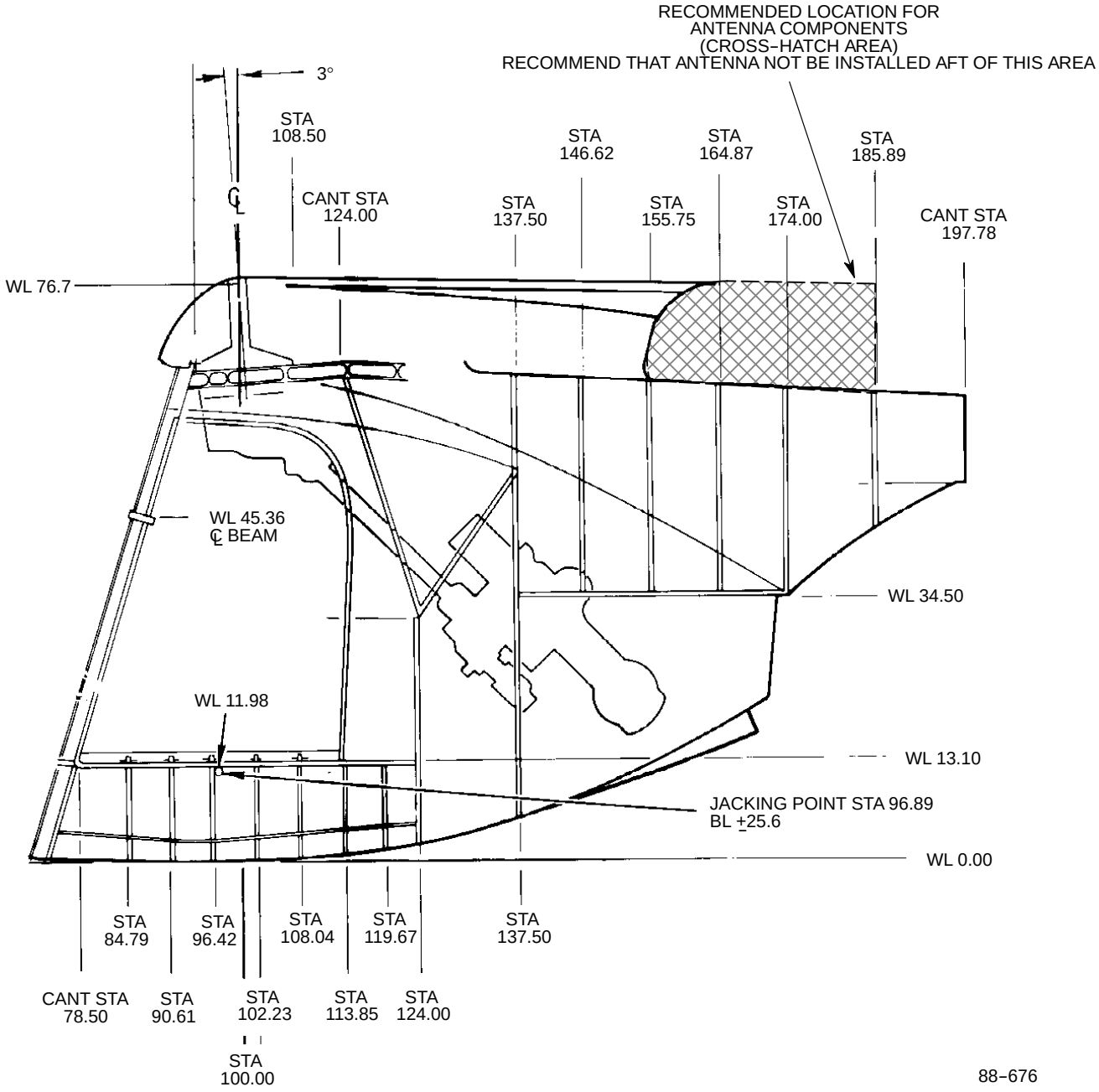


Figure 1. Recommended Antenna Location

TO: ALL OWNERS AND OPERATORS OF MCDONNELL DOUGLAS HELICOPTER SYSTEMS HELICOPTERS.

COMPLIANCE TO SERVICE INFORMATION NOTICES DN–185, EN–78 AND FN–64, DATED 23 SEPTEMBER 1994 AND FAA AIRWORTHINESS DIRECTIVE 94–24–04.

MODELS AFFECTED: All Model 369D, 369E and 369F/FF series helicopters.

MDHS issue Service Information Notices DN–185, EN–78 and FN–64 requiring operators to check torque of locknut to ensure torque on nut is within specific limits. Lockwashers do not have to be removed if the torque is within acceptable limits.

Subsequent to the issuance of DN–185, EN–78 and FN–64 the FAA issued AD 94–24–04. AD 94–24–04 Para: (a) and (b) requires operators to disassemble the tail rotor swashplate and remove and inspect the lockwasher. This is not a requirement of DN–185, EN–78 or FN–64. The FAA has agreed to an equivalent means of compliance with AD 94–24–04 sub paragraphs (a) and (b) by complying with PART II, paragraph A., of the subject Service Information Notice and replacing the lockwasher (P/N MS172209) at the next annual inspection. Therefore, operators can apply for this equivalent means of compliance to AD 94–24–04 by contacting Brent Banalley, Aerospace Engineer, Airframe Branch, ANM–123L, Northwest Mountain Region, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712. Telephone: (310)627–5237, fax (310)627–5210.

John Reagan, Dept. Manager
Commercial Customer Support
McDonnell Douglas
Helicopter Systems

TO: ALL OWNERS AND OPERATORS OF MCDONNELL DOUGLAS HELICOPTER SYSTEMS 369H, 369D, 369E AND 369F/FF HELICOPTERS.

TAIL ROTOR ABRASION STRIP WARRANTY POLICY/COMPENSATION.

MODELS AFFECTED: All Model 369H, 369HE, 369HM, 369HS, 369D, 369E and 369F/FF Series Helicopters.

MDHS has issued the following warranty policy/compensation regarding operator's requirement to comply with Service Information Notices HN-238, DN-187, EN-80 and FN-66, dated 26 October 1994.

Warranty Policy/Compensation for compliance to PART II of the Service Information Notices listed above.

If blades are still within the warranty period, MDHS will assume the cost to replace the abrasion strips, whether or not debonding has occurred, at an Authorized MDHS blade repair facility.

If debonding of an abrasion strip occurs on a blade that is outside of the normal warranty period, MDHS will pay a portion of the cost for replacement of the abrasion strip(s) on the entire set of blades for that aircraft. The costs to be covered by MDHS will be prorated based on hours on the blades. Contact the MDHS Commercial Warranty Repair Administrator for determination of coverage.

If blades are outside the warranty period and abrasion strips are replaced, even though no debonding has occurred, the cost of the abrasion strip replacement will be at the operator's expense.

John Reagan, Dept. Manager
Commercial Customer Support
McDonnell Douglas
Helicopter Systems

SERVICE NOTICE, LETTER AND BULLETIN DESIGNATIONS

Light Helicopter Division Technical Publications has restructured service information documents in anticipation of document electronic access and transmittal. The service document letterhead has changed to reflect the current document designation. Blue Border Service Information Notices (optional compliance) will be replaced by Technical Bulletin letterhead and Red Border Service Information Notices (mandatory compliance) will be replaced by Service Bulletin letterhead.

Document identification by the compliance requirements must be used and not the paper or border color; since, color information in a document can not be verified with local printing capabilities using black and white fax, dot matrix or laser printers for service documents transmitted electronically.

Older documents have been scanned and in some cases the format rearranged to match the current format; however the document technical content has remained the same.

Individual divider tabs are available for Service Bulletins, Technical Bulletins and Service Letters and will be mailed with this letter and can also be ordered separately.

1. SERVICE INFORMATION DOCUMENT DESIGNATION

Service Bulletins are service documents containing technical procedures, generally affect aircraft safety or performance, requires urgent attention by the operator, requires mandatory compliance and/or requires a record of accomplishment, and are issued for;

- special inspections/checks required to maintain the aircraft and/or components in safe operating condition (such as; special inspections/checks to detect a flaw or manufacturing error which could be one–time or performed until corrective action can be taken).
- reduction of existing life limits or establishment of first time life limits for components.
- providing instructions and authority for inspection, repair, alteration, and/or rework of the helicopter and/or its components.
- providing instructions and authority for retrofit of the helicopter or its components by modifying existing and/or incorporating new components.

Technical Bulletins are service documents containing technical procedures, not safety related, no compliance requirement (completed at owner/operator option), requires a record of accomplishment only when instructed, and are issued for;

- providing instructions and authority for inspection, repair, alteration, and/or rework of the helicopter and/or its components.
- providing instructions and authority for retrofit of the helicopter or its components by modifying existing and/or incorporating new components.

Service Letters are information documents which do not have a compliance requirement and are issued for;

- discussing field problems and highlight information already or scheduled to be incorporated in existing documentation.
- notifying operators of interchangeable or future spare part numbers of equipment which have no effect on aircraft safety, performance, maintainability and reliability.
- providing preliminary information of an impending Service Bulletin or Technical Bulletin.
- notifying operators of available or forthcoming modifications.
- notifying operators of changes in material finishes, protective coatings, etc.

2. SERVICE INFORMATION NUMBERING EXPLANATION

The existing document numbering will remain as originally published to ensure traceability and verification of compliance; however, as the document is superseded by either a revision/reissue, its numbering will change to conform with current service document numbering. Service document numbering and type designation, during revision/reissue, will be based on the information designation criteria defined on the previous page.

NOTE: The document designation (SB, TB, SL) and the helicopter model designation are currently being used in the numbering prefix.

SERVICE BULLETIN / SERVICE INFORMATION NOTICE

HELICOPTER MODEL DESIGNATION	SERVICE DOCUMENT	
FAA	New SB	Old SIN
369A (OH-6A)	SB369H-	HN-
369H/HE/HM/HS	SB369H-	HN-
369D	SB369D-	DN-
369E	SB369E-	EN-
369F/FF	SB369F-	FN-
500N	SB500N-	NN-
600N	SB600N-	N/A

TECHNICAL BULLETIN / SERVICE INFORMATION NOTICE

HELICOPTER MODEL DESIGNATION	SERVICE DOCUMENT	
FAA	New SB	Old SIN
369A (OH-6A)	TB369H-	HN-
369H/HE/HM/HS	TB369H-	HN-
369D	TB369D-	DN-
369E	TB369E-	EN-
369F/FF	TB369F-	FN-
500N	TB500N-	NN-
600N	TB600N-	N/A

SERVICE LETTER / SERVICE INFORMATION LETTER

HELICOPTER MODEL DESIGNATION	SERVICE DOCUMENT	
FAA	New SL	Old SIL
369A (OH-6A)	SL369H-	HL-
369H/HE/HM/HS	SL369H-	HL-
369D	SL369D-	DL-
369E	SL369E-	EL-
369F/FF	SL369F-	FL-
500N	SL500N-	NL-
600N	SL600N-	N/A

* Supersedes Service Letters SL369H–132, SL369D–111, SL369E–063, SL369F–056, SL500N–008, SL600N–005, dated 11 January 1999.

MD HELICOPTERS MODEL 369/500N/600N TORQUE EVENT/RETIREMENT INDEX NUMBER EXPLANATION

MD Helicopters, Inc. (MDHI) is currently establishing a new approach to tracking certain retirement lives and inspection intervals of various helicopter components. This is being implemented to ensure safe operation of the helicopter within the widest range of helicopter usage.

Components are assigned retirement lives based on flight test, fatigue test and field experience. This life is based on a flight spectrum that is representative of maneuvers a particular model helicopter is expected to see. A flight spectrum defines flight maneuvers and a percentage of time performing these maneuvers. Each maneuver produces different loads. The number of times these loads are applied has a cumulative effect on component lives.

The MDHI flight spectrum is FAA approved and represents our knowledge of helicopter usage. This spectrum is conservative in its representation. However, helicopter usage has changed since we first established our helicopter spectrum. Some operators have reported exceeding the estimated average amount of high stress maneuvers in our flight spectrum. This can result in reduced service life or early failure of components. Because of this, MDHI reevaluated the manner of establishing limited lives which currently considers only Time In Service (TIS).

Flight and fatigue testing have determined that a “Torque Event” (TE) accelerates fatigue damage on certain components. A Torque Event is defined as the transition to a hover from forward flight or any external lift operation. For this definition of TE, forward flight is considered to be flight at any airspeed in any direction after attaining transitional lift. A flight that has a takeoff and a landing is one (1) TE. Hover taxi with no external lift will typically result in no TE’s. For sling operators, each load will count as two (2) TE (pick–up and drop–off). For example, if an operator takes off and moves six (6) sling loads then lands, this would total twelve (12) Torque Events (thirteen (13) if the helicopter drops off the last load and then flies to another landing area). An external lift can either be on the cargo hook, external hoist or in external baskets. An autorotation from forward flight to a landing or a hover is one (1) TE. In order to account for a greater number of Torque Events than what was represented in our original FAA approved flight spectrum, we are asking owners and operators to record the number of Torque Events that their helicopters experience. The number of Torque Events should be entered into the helicopter Log Book. For each flight, the pilot should maintain a count of TE’s performed. At the end of each day, the number of TE’s should be added to the accumulated number of TE’s in the helicopter log or equivalent record.

Components affected by TE's will no longer have retirement lives or inspection intervals based solely on TIS. Components that are effected by Torque Events will have an inspection interval based on TE or be assigned a maximum Retirement Index Number (RIN). This RIN corresponds to the maximum allowed fatigue damage resulting from Torque Events and accumulated flight hours. The RIN is an adjustment factor times flight hours plus another adjustment factor times TE, or RIN = (Adjustment factor one x flight hours) + (Adjustment factor two x TE). For example, if factor one = 160 and adjustment factor two = 24 and flight hours equal 1,190 hours with 12,800 TE, RIN = (160 x 1,190) + (24 x 12,800) = 497,600 RIN. The RIN system accounts for flight hours and TEs and results in equal conservatism being applied to all operators. A new component will begin with an accumulated RIN of zero that will be increased as TEs and TIS occur. The operator will record the number of TEs, TIS and increase the number of RIN's accordingly. When the maximum number of hours or the maximum number of RIN is reached (whichever occurs first), the component will be removed from service.

For components that have inspections intervals based on TE, the inspection interval will occur at a set TE interval.

Refer to the latest revision of CSP–HMI–2 or CSP–H–4, Section 04–00–00, Table 1 Airworthiness Limitations Component Mandatory Replacement Schedule for component life limits, retirement index number formulas and inspection interval requirements.

For further assistance, contact the Field Service Department at MDHI, Mesa, Arizona. Telephone 1–800–388–3378 or (480) 346–6387. DATAFAX: (480) 346–6813.

REQUIRED INSPECTIONS AND CRITICAL INSPECTION AREAS

This Service Letter is issued to advise owners/operators of the importance of performing the published inspections and checks at the designated intervals. It is also to advise owners/operators of critical areas of the main rotor blade and lead lag links for helicopters which average more than six Torque Events (TE) per hour. Service Letter 369H–132, 369D–111, 369E–063, 369F–056, 500N–008, 600N–005, dated 11 January 1999, or later revision explains Torque Event/Retirement Index Number and recommends recording Torque Events on all helicopters.

Owners/operators should review and perform all the required inspections and checks at the required intervals published in the Airworthiness Limitations Section, Continued Airworthiness Section, Service Information Notices/Service Bulletins, Airworthiness Directives and Rotorcraft Flight Manual. The inspections/checks and intervals are critical for safe flight and continued airworthiness.

MD Helicopters Inc. (MDHI) wishes to emphasize the critical areas of the main rotor blade and lead–lag links for helicopters that average more than six Torque Events per hour (Refer to Figure 1). These areas are already included in the pilot preflight and maintenance inspections, but become more critical for helicopters which average more than six Torque Events per hour.

For further assistance, contact the Field Service Department at MDHI, Mesa, Arizona. Telephone 1–800–388–3378 or (480) 346–6387. DATAFAX: (480) 346–6813.

Figure 1. Main Rotor Blade and Lead-Lag Link Critical Areas

SERVICE LETTER

* Supersedes and cancels Service Information Letters SL369H-135, AL369D-114, SL369E-066, SL369F059, SL500N-011, and SL600N-008, dated 23 May 2000.

AVAILABILITY OF FEDERAL AVIATION ADMINISTRATION AIRWORTHINESS DIRECTIVES AFFECTING MD HELICOPTERS

TO: ALL OWNERS AND OPERATORS OF MD HELICOPTERS.

Federal Aviation Administration Airworthiness Directives affecting MD helicopters can be viewed and printed from the Internet at: https://drs.faa.gov/

If Internet access is not available, owners and operators can contact the Federal Aviation Administration for information on obtaining paper copies at the following address.

FAA Aircraft Registration Branch
P.O. Box 25504
Oklahoma City, OK 73125-0504
FAX 405-954-3548

SERVICE LETTER

* Supersedes Service Information Letters SL369H–136R1, SL369D–115R1, SL369E–067R1, SL369F–060R1, SL500N–012R1, and SL600N–009R1, dated 26 June 2000. Revision 2 is issued to update the Internet address.

AVAILABILITY OF FEDERAL AVIATION ADMINISTRATION SUPPLEMENTAL TYPE CERTIFICATES FOR MD HELICOPTERS

TO: ALL OWNERS AND OPERATORS OF MD HELICOPTERS.

A listing of Federal Aviation Administration Supplemental Type Certificates for MD Helicopters can be viewed and printed from the Internet at: https://drs.faa.gov/

If Internet access is not available, owners and operators can contact the Federal Aviation Administration for information on obtaining paper copies at the following address.

FAA Aircraft Registration Branch
P.O. Box 25504
Oklahoma City, OK 73125–0504
FAX 405–954–3548

The listing provides a summary of FAA Supplemental Type Certificates (STC) for optional kit items applicable to MD helicopters. Contact the STC holder to obtain a copy of a particular STC.

* Supersedes Service Letters DL–69, EL–20 and FL–10, dated 27 May 1987, DL–88.1, EL–39.1 and FL–32.1, dated 15 September 1989, and NL–002, dated 1 June 1994.

TO: ALL OWNERS AND OPERATORS OF MD HELICOPTERS.

SUBJECT: NEW STANDARD WARRANTY STATEMENT

The purpose of this letter is to inform all owners and operators of the new standard helicopter warranty of 2 years or 2,000 hours, prorated and a spare parts warranty of 12 months or 1,000 hours of operation. This warranty applies to new helicopters and parts and does not supercede or replace existing warranties. The new warranty is fully described in the revised Warranty & Exchange Program Information pamphlet (CSP–A–2), dated 1 November 2000, or later. Other changes included in the Warranty & Exchange Program Information pamphlet include:

Addition of the 600N Component Exchange Program.

Comprehensive Proration Schedule.

Improved Labor Allowance Chart.

Updated contact information.

SUBJECT: CERTAIN HELICOPTERS NOT ELIGIBLE FOR FAA CERTIFICATE OF AIRWORTHINESS

MODELS AFFECTED: Model 369D, 369E, 369F/FF Helicopters

Recently, MD Helicopters, Inc. has seen Export Certificates of Airworthiness issued by a Foreign CAA on two helicopters serial numbers listed on the H3WE Type Certificate Data Sheet Note 4.c) "not eligible for an FAA Certificate of Airworthiness" list. This event has prompted MDHI to provide the following clarification in regards to this list.

The list was intended to highlight the fact that helicopter serial numbers on this list did not receive an initial FAA Certificate of Airworthiness due to some major deviation from the FAA Type Design. These derivative helicopters were never intended for civil operations and were sold to United States and Foreign Governments / Military that do not require a FAA Certificate of Airworthiness. Unique (non-FAA approved) military or customer furnished parts, wiring and modifications were installed in these helicopters. Simply removing and replacing certain parts on these helicopters will not make them eligible for a FAA Certificate of Airworthiness. Many of these helicopters were operated outside the surveillance of a Civil Airworthiness Authority, may not have received adequate maintenance and may have been flown outside the FAA approved RFM limitations and exposed to a flight spectrum beyond what has been approved by the FAA. Spare and used parts used on these helicopters should be considered "suspect" until fully inspected to determine its service history and current airworthiness condition before installation on a civil helicopter.

Parts or components used on these helicopters which are returned to MDHI for repair or overhaul will be segregated and tagged so that these parts are returned only to the owner operator who shipped them to MDHI. These parts or components will not be put into an exchange pool where they would migrate into the civil fleet nor will they receive FAA approval documents.

The Data Plates on these helicopters are different than those helicopters issued a Standard Airworthiness Certificate. The "Not Eligible" helicopter data plates reflect the name and location of the manufacturer and a serial number; but, do not show the FAA model designation, the Type Certificate number nor a Production Certificate Number.

Potential buyers of helicopters on this list should validate that these helicopters would meet the airworthiness standards of the country in which they intend to operate. MDHI Service Centers should refer potential buyers of these helicopters to call MDHI Customer Support Division for verification prior to entering into a contract to purchase or refurbish helicopters on the non-eligible list.

For further information in regards to this letter, contact Roger Carlin, Manager, Certification Department (480) 346-6231 or E-Mail roger.carlin@mdhelicopters.com.

HELICOPTER OPERATION IN VOLCANIC ASH ATMOSPHERE

Helicopter operation in volcanic ash conditions can decrease engine performance and affect operation of the helicopter. This depends on the type and concentration of airborne particles which could increase the possibility of navigation system failures, partial power loss, engine flame out or pilot instrument malfunction. Air travel in such conditions can also reduce visibility and increase the chance of erosion of helicopter parts.

MDHI recommends owner/operators avoid flight in areas of volcanic ash contamination.

Helicopter operation conducted in a contamination zone must be treated as flight operations in a sandy or contaminated atmospheric environment and specific maintenance requirements must be applied. The use of Mylar tape as noted in the references below is an option to reduce erosion damage. Engines operated in this environment can ingest increased foreign material. Refer to the engine manufacturer for detailed information regarding engine operation and maintenance in volcanic ash atmosphere.

MDHI recommends owner/operators hanger helicopters wherever possible.

Helicopters that are left outside should be covered to avoid any accumulation or penetration of particles and corrosive debris. Helicopters exposed to volcanic ash should be brush cleaned, have the crevices vacuumed, and be fresh water washed as if operated in salt water, sand, and dust environments. Owners/Operators should contact MDHI field service if unusual findings or unusual helicopter damage or reduced performance occurs during flight.

Reference:

CSP–HMI–2 Section 62–10–00, and 64–10–00.

TB900–006R1 Main Rotor Hub Pitchcase Abrasion Tape.

TB900–007R1 Main Rotor Blade Root End Abrasion Tape.

CSP–SPM Section 20–40–00 Corrosion Control Maintenance Practices.

CSP–A–3 Corrosion Control Manual.

Pratt & Whitney Service Representative. http://www.pw.utc.com/About+Us/Contact+Us

Rolls–Royce Service Representative. Toll–free (North America) +1–888–255–4766 or E–mail: model250custsupp@rolls–royce.com

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TECHNICAL PUBLICATIONS PRICE INCREASE

Current costs require MDHI to increase the price of our technical publications allowing us to continue our publications improvement efforts to provide you with the most current and accurate manuals possible for maintenance, operation and modification of your MD helicopters.

The increase will be effective 1 February 2011. You can purchase a new subscription or renew/extend an existing subscription at the current price if your order is placed by 31 January 2011. A web site link is provided below to the publications price list/ order form available on the MDHI web site.

Reference: http://www.mdhelicopters.com/v2/pub_orders.php

		Current Price	New Price
Rotorcraft Flight Manual	New Purchase (with 2 year Revision Service)	$185.00	$205.00
	New Purchase (with 5 year Revision Service)	$390.00	$430.00
	2 year Revision Service	$130.00	$145.00
	5 year Revision Service	$290.00	$320.00
	One Time Purchase (no Revision Service)	$150.00	$165.00
Rotorcraft Maintenance Manual Set	New Purchase (with 2 year Revision Service)	$1,560.00	$1,750.00
	New Purchase (with 5 year Revision Service)	$2,990.00	$3,300.00
	2 year Revision Service	$1,040.00	$1,150.00
	5 year Revision Service	$1,950.00	$2,150.00
	One Time Purchase (no Revision Service)	$1,110.00	$1,250.00
Service Bulletins, Technical Bulletins and Service Letters.	New Purchase (with 2 year Revision Service)	$200.00	$220.00
	New Purchase (with 5 year Revision Service)	$330.00	$365.00
	2 year Revision Service	$130.00	$145.00
	5 year Revision Service	$260.00	$290.00
	One Time Purchase (no Revision Service)	$130.00	$145.00

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PROCEDURES FOR SERVICE AND OPERATIONS REPORTS

The MD Helicopters, Inc. (MDHI) Service and Operations Report (SOR) procedures will be improved and simplified. Please complete the on–line SOR form and send it (ref. MDHI Form CF–7.57 SOR, latest revision) to the MDHI SOR email at SOR@mdhelicopters.com. Follow the service and operations instructions (ref. CF–7.57SOR FI (latest revision) Instructions) to improve the time for an accurate and quick response. This process improvement will:

- Improve report status
- Reduce confusion
- Improve document flow and visibility
- Improve final actions
- Improve turnaround time to satisfy customer need

A complete form will immediately start the SOR procedure, while an incomplete form will slow and delay acceptance of forms and parts sent to MDHI for replacement, overhaul, or repair. The correct procedures for SOR submittal are:

(1). **SOR Procedure for Components Sent to MDHI:**

(a). Complete the SOR form (CF–7.57 SOR, latest revision).

NOTE: Make sure all information is put in, as an incomplete form will only delay the procedure.

(b). Send the completed SOR form to:

SOR@mdhelicopters.com (Preferred)
or
MD Helicopters, Inc.
Warranty and Repair
5456 E. McDowell Rd.
Mesa, AZ 85215
FAX: 480–324–1956

(c). After the SOR form is returned with Block 32 reviewed and completed, attach a copy to the component to be sent to MDHI.

(2). **SOR Procedures for All Other Situations With No Components Sent to MDHI:**

(a). Complete the SOR form (CF–7.57 SOR, latest revision).

NOTE: Make sure all information is put in, as an incomplete form will only delay the procedure.

(b). Send the completed SOR form to:

SOR@mdhelicopters.com (Preferred)
or
MD Helicopters, Inc.
Warranty and Repair
5456 E. McDowell Rd.
Mesa, AZ 85215
FAX: 480–324–1956

The SOR form and instructions can be found at:

http://www.mdhelicopters.com/v2/warranty.php

For further assistance, contact the Field Service Department at MDHI, Mesa, Arizona. Telephone 1–800–388–3378 or (480) 346–6387. DATAFAX: (480) 346–6813.

TAIL–ROTOR TRANSMISSION 369D25400 SERIES RUN–IN INSTRUCTIONS

Field reports have identified that the mandatory run–in requirement for the 369D25400 Tail–Rotor Transmission is not done in repair or overhaul facilities (ref. CSP–COM–5, Section 63–25–10). This service letter is issued to remind owners and operators that it is necessary to do the run–in procedure correctly after a transmission overhaul. Correct backlash, pattern checks, and end play cannot be found unless the tail rotor transmission has completed the Run–In and Test Check and Final Inspection (ref. the Assembly/Shipping procedures).

MD Helicopters Inc. (MDHI) recommends that owners and operators make sure that a test stand (Model DVE500T, Part No. (PN) A9932–1028) run–in is done before installation of an overhauled tail–rotor transmission on a helicopter. Alternatively, if a Run–In on Test Stand check has not been done, a Run–In on Helicopter must be performed in accordance with the conditions of Table 702, Left Pedal Travel/Run–In Time. The final inspection for either method must be acceptable.

Failure to comply with the run–in conditions after overhaul can cause premature wear and metal generation, or a failure of the gears and internal components of the transmission.

Contact MDHI Service Engineering (Telephone: 1–800–338–3378 or 480–346–6387; Fax: 480–346–6813) or your MDHI Field Service Representative to find an authorized service center to do a run–in test with an approved test cell with the correct test fixtures. Also, there is an alternative procedure to do a run–in check with the tail–rotor transmission installed in the helicopter (ref. CSP–COM–5, Section 63–25–10).

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HOW TO CLEAN AND DISINFECT THE HELICOPTER

MODELS AFFECTED: All 369H, 369D, 369E, 369F/FF, 500N, 600N, and 900 helicopters.

MDHI recommends owners and operators increase the frequency and level of cleaning to disinfect the cockpit, passenger, and cargo bays.

CAUTION Some commercial cleaning agents (for example, household cleaners) have chemicals (ammonia, bleach, or other harsh chemicals) that can cause corrosion or leave a residue that will also cause corrosion or cause damage to anti-reflective coatings. Examples of commercial products not to use are Fantastik® or Formula 409® or similar products with strong soap cleaners.

CAUTION Do not use a vacuum cleaner or blower to clean the helicopter. This can create airborne particles that can be dangerous.

General Cleaning:

- Cover your hands with disposable gloves, and wear protective face masks and eye wear.
- Clean oil and dirt deposits with dry-cleaning solvent, standard grade kerosene, or a solution of detergent soap and water.
- Clean dirt or dust from floors and metal surfaces with a moist cloth and small hand brush.
- A solution of 70 to 91% isopropyl alcohol can be use as a disinfectant, but there can be no ammonia in this solution.
- Be sure to clean surfaces of the helicopter interior and exterior and tools that are often touched during movement, entry and exit, and maintenance.

Interior Trim and Upholstery

- Clean knobs, buttons, and bezels with a moist cloth with soap and clean fresh water.
- Clean upholstery and trim panels with a mild soap and lukewarm water solution. Do not soak the upholstery or trim panels. Wipe the residue of the solution away with a soft cloth moistened with clean fresh water.
- Remove embedded dirt or grease from upholstery and carpet with a sponge or cloth moistened with an upholstery cleaner for the applicable fabric: leather, nylon, or vinyl.
- If necessary, dry-clean the seat upholstery with solvent. If the upholstery is dry-cleaned, the upholstery must be flameproofed again.
- Clean harnesses and seat belts with a soft-bristle brush and a mild solution of warm water and laundry detergent.

Transparent Plastic

- Clean the exterior surface with a hand rub and clean fresh water. Remove oil spots and imbedded dirt with a mild soap and water solution. Flush the surface with clean fresh water and let the surface fully dry at ambient or use a soft damp chamois.
- Clean the interior surface with a cleaner made for aircraft plastic and soft paper wipes.

For further assistance, email or speak to MDHI Field Service, or go to https://www.mdhelicopters.com/contact.html.

USE OF ENGINE FUEL BIOCIDES

MODELS AFFECTED: All 369H, 369D, 369E, 369F/FF, 500N, 600N, and 900 helicopters.

MDHI recommends owners and operators to carefully use engine fuel biocide additives. The European Union Aviation Safety Agency (EASA) and the United States of America (USA) Federal Aviation Administration (FAA) have issued Continued Airworthiness documents:

- EASA Safety Information Bulletin 2020-06, Use of DuPont KATHON™ FP 1.5 Biocide, dated 20 March 2020 (attached)
- FAA Special Airworthiness Information Bulletin NE-20-04, Engine Fuel — Jet Fuel Biocide Additive, dated 25 March 2020 (attached)

MDHI does not recommend or have procedures for fuel biocides in the applicable flight manuals or maintenance manuals. However, engine manufacturers do have recommendations and procedures in their manuals and supplements for biocide use for engine fuel systems installed in MDHI helicopters.

MDHI recommends that owners and operators examine and evaluate their use of fuel biocides in accordance with engine technical documentation. Use the guidelines and methods of the respective regulatory authorities to make sure biocides are correctly recorded in maintenance records and correctly used in aerospace systems.

For further assistance, email or speak to MDHI Field Service, or go to https://www.mdhelicopters.com/contact.html.

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INSTALLATION OF SURPLUS MILITARY PARTS, SALVAGED OR USED PARTS ON MODEL 500E HELICOPTERS

TO: All owners and operators of Hughes Helicopters

MODELS AFFECTED:

All 500E Model 369E Series Helicopters

REFERENCE

Model 500E HMI–Volume 1 (CSP–E–2), Reissued 30 November 1983.

Model 500D Illustrated Parts Catalog, Reissue No. 3, 15 July 1982.

Model 500D Illustrated Parts List and Maintenance Instruction, Optional Equipment Manuals, Publication No. CSP–001 and subsequent

HHI Service Procedures Manual, Publication No. CSP–A–1, Reissued 15 May 1983.

FAA Advisory Circular, AC No. 2O–62C, dated 8/26/76.

Field reports indicate that the us of surplus military, salvaged and/or used parts have been contributing factors for incidents involving Hughes Model 369E helicopters.

Hughes Helicopters, Inc. strongly emphasizes that surplus military parts are not approved by HHI for use on Model 500E helicopters. Also, surplus items are not eligible for overhaul or repair by the Hughes Factory Repair Station, nor are they acceptable for the Hughes Exchange Program.

It is to be noted that any owner or operator who installs a surplus military part, a salvaged or a used part purchased from other than HHI or its authorized sources does so at his own risk. HHI disclaims responsibility as the part may not have been made under HHI control and/or may not be in an airworthy condition. Moreover, any existing warranty applicable to the helicopter involved becomes null and void

DATE: 10 FEBRUARY 1984

It is highly probable that the physical condition and/or finite life of such parts will be marginal or unacceptable for operational use. Therefore, if it is necessary to buy any used component, be sure to check the source of purchase and obtain all historical records regarding the finite life and service usage of the part, and make a thorough inspection as to airworthiness of the part before installation on the helicopter. Following installation of an acceptable used part, transfer all records to the appropriate helicopter log.

Prior to purchasing any part or component exchange item from a source other than HHI, remember the following, as stated in FAA Advisory Circular No. AC 20-62C: "In accordance with Federal Aviation Regulations, certification of materials, parts, and appliances for return to services for use on an aircraft, is the responsibility of the person or agency who signs the approval. The owner/operator ... is responsible for the continued air-worthiness of the aircraft."

All new spare parts procured from HHI include a warranty (1000 hours of service or one year, whichever occurs first) that starts the date the part is sold by an authorized Hughes Service Center or Distributor. As stated above, this warranty becomes null and void, if any surplus military item, used part or salvaged part purchased from other than HHI is installed on the helicopter.

If you have any question as to whether a component or assembly is acceptable for installation on your helicopter, contact your Hughes Service Center or Distributor, or call HHI Commercial Parts Sales.

Edward Koch, Manager
Customer Service Department
Hughes Helicopters, Incorporated

INSPECTION OF UNITED INSTRUMENTS PRODUCTS

United Instruments, Inc. has issued a Service Bulletin regarding replacement of nonconforming dials and disk pointers in the affected instruments.

This Service Letter is to inform owners and operators of affected aircraft along with inventory/stores to inspect identified instruments for serial numbers that are listed in the United Instruments Inc. Service Bulletin.

See attached United Instruments Inc. Service Bulletin No. 12 August 27, 2013 for compliance and replacement instructions.

Aircraft and Sales Orders affected:

The following are aircraft and sales orders affected, along with part numbers and descriptions of those respective instruments:

369D24174 – Dual Scale Altimeter (5934 Series)

- MDHI 369FF Helicopters, serial number 0199FF and 0203FF
- MDHI 369E Helicopters, serial number 0616E
- Sales Order 129094 (Qty 1)
- Sales Order 129137 (Qty 1)
- Sales Order 129792 (Qty 1)
- Sales Order 129795 (Qty 2)
- Sales Order 126664 (Qty 2)
- Sales Order 128960 (Qty 2)
- Sales Order 134422 (Qty 1)

7130–C41 – Vertical Speed Indicator (7000/7100 Series)

- MDHI 369FF Helicopters, serial number 0188FF thru 0199FF
- MDHI 369E Helicopters, serial number 0614E thru 0616E
- Sales Order 128960 (Qty 2)
- Sales Order 128630 (Qty 2)

UI7130–C.203P – IVSI, Metric (7000/7100 Series)

- Sales Order 124678 (Qty 1)

For further assistance, contact MDHI Spares Sales Department. Telephone 1–800–388–3378 or (480) 346–6540. DATAFAX: (480) 346–6821.

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ENGINE POWER OUT WARNING CONTROL UNIT – FILTER INSTALLATION

MODELS AFFECTED: MD Helicopters, Inc. (MDHI) Model 369H/S serial number 0626 and subs), Model 369D, Model 369E, Model 369F/FF and Model 500N.

MDHI has seen incorrect Engine Power Out Warning Control Unit (EPO) output signals caused by high levels of Electro-Magnetic Interference (EMI). Correct engine power out warning indications are given by the EPO during normal EMI conditions.

This service letter is issued to tell owners and operators of a method to prevent the EPO from giving incorrect output signals caused by high EMI conditions.

MDHI has no technical objection to the following installation for any of the helicopter models listed that experience incorrect warning output signals caused by high EMI conditions.

Install a Quell EMI Filter, P/N 14-18.19, as follows:

(1). Follow the manufacturer's installation instructions to make sure the filter is oriented correctly in the EPO electrical receptacle.

(2). Align the holes in the filter with the EPO electrical receptacle pins.

(3). Put the filter into the EPO electrical receptacle.

(4). Connect and fully seat the P19 connector to seat the filter in the EPO electrical receptacle.

(5). Do the EPO Warning Control Unit Operational Check (Ref. CSP–HMI–3, 95–30–00, Adjustment/Test, para 6).

The Quell EMI Filter, P/N 14-18.19, can be purchased directly from:

Quell Corporation
5639-B Jefferson NE
Albuquerque, New Mexico 87109
(505) 243-1423.

Make a dated entry in the Rotorcraft Log Book to show the Quell EMI Filter, P/N 14-18.19 is installed in the Engine Power Out Warning Control Unit in accordance with MDHI Service Letter SL369X/500N–XXX.

For further assistance, contact the Field Service Department at MDHI, Mesa Arizona. Telephone 1–800–388–3378 or (480) 346–6387. DATAFAX: (480) 346–6813.

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INSPECTION OF THE TAIL ROTOR STOP

MD Helicopters has received field reports of cracks on the tail rotor stop, Part No. (PN) 369H5307–7. This service letter is issued to remind owners and operators of the importance of the daily preflight examination of the tail rotor (ref. Procedure 4–1, Preflight Requirements, Tailboom / Tail Rotor, of the applicable RFM; and CSP–HMI–2, Section 05–00–00, Checks/Inspections, Procedure 3.A.(2)). The tail rotor stop is made of molded synthetic rubber (SAE AMS3208). A complete and thorough visual inspection of all tail rotor components for damage and installation is necessary.

For further assistance, contact the Field Service Department at MDHI, Mesa, Arizona. Telephone 1–800–388–3378 or (480) 346–6387. DATAFAX: (480) 346–6813.

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NEW MD 369, 500 & 600 CONCORDE BATTERY UPGRADE RESULTING IN 85% MORE POWER

FAA STC SR00864DE has been approved to install Concorde Battery Corporation's NEW Platinum Series® RG-624 (24 Ah) battery in MD Helicopters' 369D, 369E, 369F, 369FF, 500N and 600N helicopters. The 85% improvement addresses increased power requirements for engine starts. Installing Concorde's RG-624 will result in stronger starts, prolonged service life and reduced wear on the engine.

The RG-624 is a drop-in, when replacing Concorde's RG-500, RG-600-1 or RG-600-2 installed under SR00716SE or SR01564LA. The new STC document is free of charge for these operators.

For those operators that are upgrading to Concorde's maintenance free sealed lead acid technology by replacing the original equipment nickel cadmium battery, a connector change is required. STC kits, including the connector and aircraft placard, are now available through Concorde's worldwide network of distribution.

MD Helicopters, Inc. Participated directly in the testing of this new battery in our products and recommends this upgrade for our operators.

For more information contact:
Concorde Battery Customer Service
Customer-service@concordebattery.com
Phone 800-757-0303 | 626-813-1234

For further assistance, contact:
Md Helicopters, Inc. Field Service Department
Telephone 1-800-388-3378 or (480) 346-6387. DATAFAX: (480) 346-6813.

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INSPECTION OF THE AFT POSITION LIGHT MOUNTING BRACKET ASSEMBLY

MODELS AFFECTED: 369E, Serial No. (SN) E0384 and subsequent
369FF, SN FF0076 and subsequent

The aft position light mounting bracket assembly, Part No. 369D23662–13, which holds the tail position light in place, can become loose from the horizontal stabilizer or the rivets can pull thru the bracket and horizontal stabilizer. Do a daily inspection of the installation of the bracket and tail position light (ref. Figure 1). Use a ladder to examine the bracket and light on the top of the horizontal stabilizer. Make sure the bracket or light is not loose, the bracket is not cracked, its rivets are not loose, missing, sheared, or are pulling thru the bracket, or the screw and nut are loose or missing. Make sure there are no signs that the rivets are strained (working loose), which includes visible oxides around the rivet heads.

Ref. CSP–HMI–2, 53–50–10, Maintenance Practices; CSP–HMI–3, 96–40–00, Maintenance Practices, Procedure 3.E, Tail Position Light; and CSP–IPC–4, 96–40–00, figures 1, 3, and 4.

If there is looseness or damage to the bracket, fill out a Service and Operations Report (SOR) at https://www.mymd.aero/dashboard (select the **SUPPORT** dropdown menu, and then select **New SOR**, to start).

For further assistance, email or speak to a MDHI Field Service at: https://www.mdhelicopters.com/contact.html.

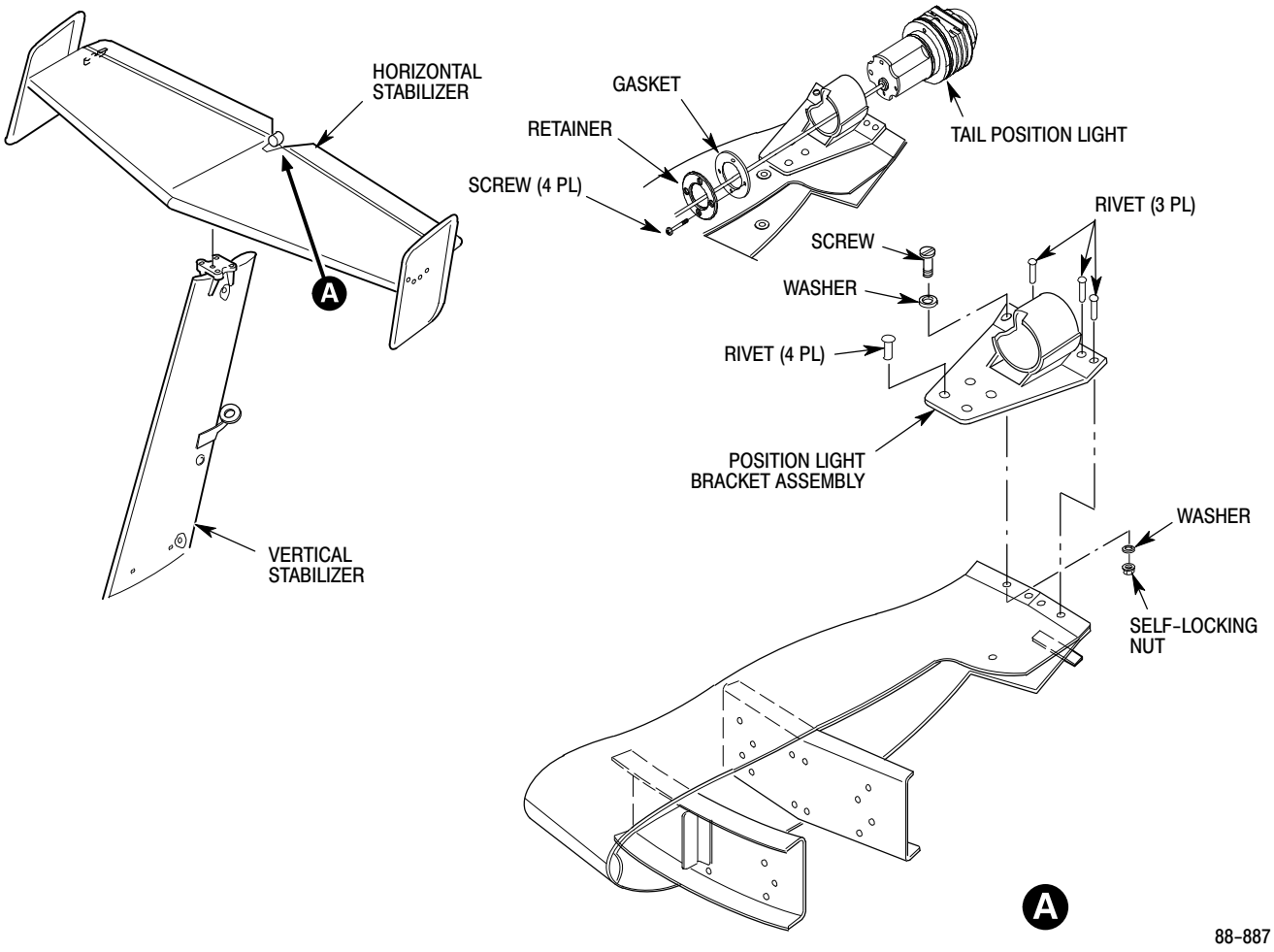

Figure 1. Position Light Mounting Bracket and Tail Position Light Installation

MD HELICOPTERS™

NOTAR® FAN DIFFUSER INTERCHANGEABILITY

TO: ALL OWNERS AND OPERATORS OF MD HELICOPTERS MODEL 500N HELICOPTERS.

The purpose of this letter is to inform all owners and operators of an improvement to be offered for model 500N helicopters. This improvement consists of replacing the MD500N NOTAR® fan diffuser P/N 500N5600–7, which is part of the fan stator assembly, with the MD600N NOTAR® fan diffuser P/N 600N5600–3.

This proposed change provides commonality between models as well as a slight weight reduction, as shown below.

Add/Subtract	Weight lbs (kg)	Arm inches (mm)	Moment inch–pounds (kg mm)
Subtract	0.5 (0.227)	176 (4470)	88 (1013)

The stator airfoils and bolt hole pattern are identical for both fan diffusers. The MD600N fan diffuser is shorter in length and weighs less, with no reduction in diffuser performance.

Contact MDHI Parts Sales to purchase the improved fan diffuser.

For further assistance, contact the Field Service Department at MDHI, Mesa, Arizona. Telephone 1–800–388–3378 or (480) 346–6387. DATAFAX: (480) 346–6813.

THRUSTER CONTROL CABLES

TO: ALL OWNERS AND OPERATORS OF MD HELICOPTERS MODEL 500N AND 600N HELICOPTERS.

This Service Letter is issued to inform owners and operators that an operator had a thruster cable fail in service. Other operators have found thruster control cables and pulleys with corrosion, fraying, wear, other damage, and pulleys that did not turn easily or smoothly. The Handbook of Maintenance Instructions, CSP-HMI-2, Sections 05-20-00 and 05-20-10 has inspections of the thruster control system that are necessary for continued airworthiness.

The United States of America Federal Aviation Administration Advisory Circular AC43.13-1B gives inspection procedures for control cable systems. Maintenance technicians should carefully examine flight control cables at the intervals specified in the maintenance manual. For more data on the control cable system inspection procedures, refer to AC43.13-1B

For further assistance, contact the Field Service Department at MDHI, Mesa Arizona. Telephone 1-800-388-3378 or (480) 346-6387. DATAFAX: (480)346-6813.

NOTAR® FAN TENSION–TORSION STRAP REPLACEMENT

MD Helicopters, Inc. and Lord Corporation have determined that it will eventually be necessary to replace NOTAR® Fan Blade Tension–Torsion Straps as part of maintenance of the NOTAR® System on the 500N and 600N model helicopters. Lord Corporation has determined that the Tension–Torsion Straps can, over time, absorb moisture that can cause the straps to have decreased strength.

MD Helicopters, Inc. will start a program to replace the Tension–Torsion Straps. A Service Bulletin with details of the program and compliance time will be issued later. The Service Bulletin will use the manufacture cure date and serial number marked on each strap to determine the replacement compliance time. When maintenance is done on the NOTAR® Fan Assembly, record the serial number and cure date of each Tension–Torsion Strap installed in the fan assembly. This will make it easy to schedule helicopter maintenance when the Service Bulletin is issued.

For further assistance, contact the Field Service Department at MDHI, Mesa, Arizona. Telephone 1–800–388–3378 or (480) 346–6387. DATAFAX: (480) 346–6813.

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AFT RING FRAME AND TAILBOOM ATTACHMENT INSPECTION

MD Helicopters has received a field report of cracks on the 500N aft ring frame – Cant. Sta. 168.20 where the tailboom attaches to the fuselage. This Service Letter is issued to remind owners and operators the importance of the 100–hour and 300–hour inspection requirements for the fuselage aft ring frame and tailboom attachment areas.

It is recommended that the tailboom is removed during the next 100–hour inspection (Ref. CSP–HMI–2, Section 05–20–00).

With the tailboom removed, use a bright light and a 10X magnifying glass and visually inspect the aft ring frame – Cant. Sta. 168.20 for cracks or damage. If alternate tailboom attach bolt P/N MHS5482–5–18 is used, make sure washer P/N NAS1149C0563R is used in addition to washer P/N NAS1587–5C (Ref. CSP–IPC–4, Section 53–40–30).

Please fill out the attached form and report your findings to the Field Service Department at MDHI, Mesa, Arizona. Telephone 1–800–388–3378 or (480) 346–6387. DATAFAX: (480) 346–6813.

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Aft Ring Frame and Tailboom Attachment Inspection

MD Helicopters, Inc.
Field Service Department
4555 E. McDowell Road
Mesa, AZ 85215–9734

800–388–3378 Phone (U.S. and Canada)
480–346–6387 Phone (International)
480–346–6813 Fax

FAX this form to MDHI (480) 346–6813 or E–mail to ServiceEngineering@mdhelicopters.com

Owner /Operator:	_____	**Helicopter Serial No:**	_____
Address:	_____	**Helicopter Total Time:**	_____
	_____	**Date Accomplished:**	_____
	_____	**Location:**	_____
	_____		
Phone:	_____		
E–mail:	_____		

Inspection Findings: _____

_____

_____

_____

_____

_____

_____

FAX this form to MDHI (480) 346–6813 or
Email to ServiceEngineering@mdhelicopters.com

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SERVICE LETTER

* Supersedes Service Letter SL369H-147, SL369D-126, SL369E-078, SL369F-071, SL500N-027. SL600N-023, SL900-080 dated 09 August 2013. Updated Service and Operation Report Procedures.

PROCEDURES FOR SERVICE AND OPERATIONS REPORTS

A Service and Operations Report (SOR) is used as a detailed record of service problems, solutions, and actions. It will:

- Improve report status
- Reduce confusion
- Improve document flow and visibility
- Improve final actions
- Improve turnaround time to satisfy customer need

Please complete the on-line SOR form (CF-7.57 SOR, latest revision) at https://www.mymd.aero/dashboard. Select the following options to fill out a new SOR:

- Select the SUPPORT dropdown menu.
- Select New SOR.
- Select the Purpose of SOR submittal dropdown menu.
- Select Next to fill out a new SOR.

A complete form will immediately start the SOR procedure. The correct procedures for SOR submittal are:

(1). **SOR Procedure for Components Sent to MD Helicopters:**

(a). Complete the SOR form (CF-7.57 SOR, latest revision) on-line.

(b). Attach a copy of the completed SOR form to the component to be sent to MD Helicopters.

(2). **SOR Procedures for All Other Situations With No Components Sent to MD Helicopters:**

(a). Complete the SOR form (CF-7.57 SOR, latest revision) on-line.

For further assistance, contact the Field Service Department at MD Helicopters, LLC, Mesa, Arizona. Telephone 1-800-388-3378 or (480) 346-6300.

INSPECTION OF THE ENGINE EXHAUST TAIL PIPES

MD Helicopters has received field reports of cracks on the left-hand (LH) and right-hand (RH) tail pipes, Part No. (PN) 369A8230-503/-504/-517/-519. This service letter is issued to remind owners and operators of the importance of the daily preflight examination of the engine compartment (ref. Procedure 4-1, Preflight Requirements, Engine Compartment, of the applicable RFM; and CSP-HMI-2, Section 05-00-00, Checks/Inspections, Procedure 3.A.(1) and Section 78-30-00, Exhaust System - Maintenance Practices, Procedure 3.). A complete and thorough visual inspection of all the engine compartment (engine, exhaust, hardware, etc.) is necessary. Make sure there is no damage to the tail pipes and that the tail pipes and the lower and upper hanger assemblies are correctly installed.

The use of installation hardware not in CSP-IPC-4 or an MDHI optional equipment supplement is not approved by MDHI. Use of non-approved aftermarket hardware will void MDHI warranties.

For further assistance, contact the Field Service Department at MDHI, Mesa, Arizona. Telephone 1-800-388-3378 or (480) 346-6387. DATAFAX: (480) 346-6813.

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INSPECTION OF THE CABLE HOIST V_{NE} CARD

MD Helicopters has found that the 369D292571-35 Cargo Hook V_{NE} Card has an incorrect weight (3201 to 3550 lb). This service letter is issued to have owners and operators that have installed the MDHI 369H90072-523 Cargo Hook Kit inspect the V_{NE} Card for the correct weight. The gross weight must be 3201 to 3850 lb (ref. Figure 1). If the gross weight is not correct, contact the MDHI Spare Parts Sales Department for a replacement V_{NE} Card at no cost. Telephone: 1-800-388-3378 Option 2 or 480-346-6540. DATAFAX: 480-346-6821.

REPLACEMENT PARTS/SUPPLIES			
Nomenclature	**Part No.**	**Qty.**	**Source**
Cargo Hook V_{NE} Card	369D292571-37	1	MDHI

For further assistance, contact the MDHI Field Service Department in Mesa, Arizona. Telephone 1-800-388-3378 or (480) 346-6387. DATAFAX: (480) 346-6813.

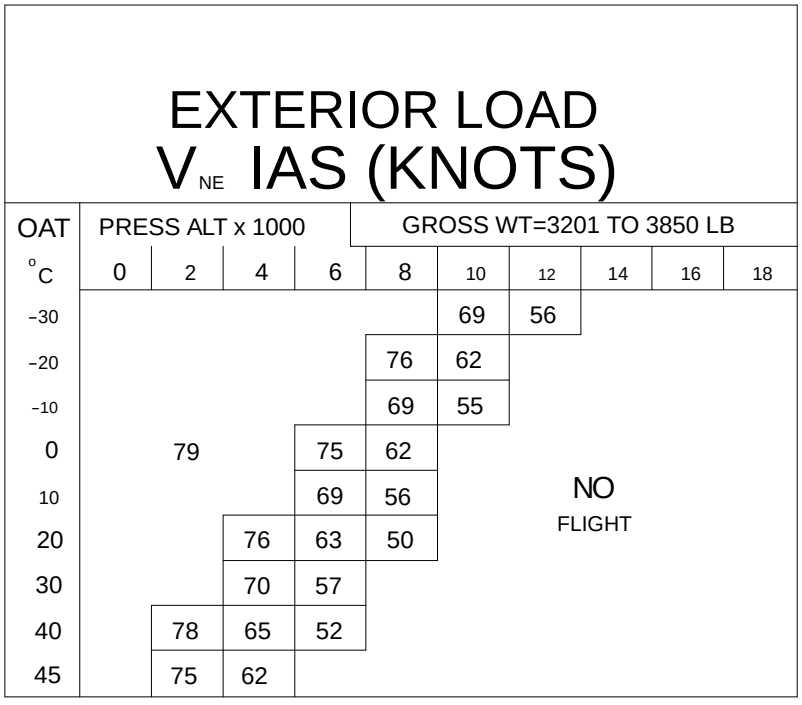

Figure 1. Cargo Hook V_{NE} Card

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INSPECTION OF THE ENGINE EXHAUST PIPE SUPPORT FITTING

MODELS AFFECTED: All 369H/HE/HM/HS helicopters
All 369D helicopters
All 369E helicopters
369F/FF, Serial Numbers (SNs) 0001FF thru 0114FF
All 500N helicopters
All 600N helicopters

This Service Letter is issued to tell owners and operators to do an inspection of the engine exhaust pipe support fitting, Part No. 369A3024 (preferred) or Part No. 369D23124–1 (alternative), for correct installation as shown in Temporary Revision TR15–003 of CSP–HMI–2, Basic Handbook of Maintenance Instructions — Servicing and Maintenance. Engine exhaust pipe support fittings have been found to be installed backwards in the engine bay. When correctly installed, the tab of the engine fitting must be to the left of the butt–line (BL 0.0) as you look forward to the nose of the helicopter. An engine fitting installed backwards can have an effect on the vertical geometry of the exhaust duct clamping assembly.

For further assistance, contact the Field Service Department at MDHI, Mesa, Arizona. Telephone 1–800–388–3378 or (480) 346–6387. DATAFAX: (480) 346–6813.

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INSPECTIONS OF MAIN ROTOR BLADES

MODELS AFFECTED: All 369D and 369E helicopters with main rotor blades, Part Number (PN) 369D21120–505, installed
All 369F, 369FF, 500N, and 600N helicopters with main rotor blades, PN 369D21121–505, installed

WARNING **Failure to examine the main rotor blades before flight, or to do an incomplete inspection, can cause the loss of personnel and equipment.**

MD Helicopters, Inc. (MDHI) has received field reports of separation and disbond of the abrasion strip on the main rotor blade, PN 369D21120–505 and 369D21121–505. This can cause vibration and potential loss of control of the helicopter. This service letter is issued to remind owners and operators to do the preflight inspections of the main rotor blades (ref. the applicable RFM, Chapter 4, Procedure 4–1) and to do a visual inspection of the abrasion strip every day during flight operations (ref. CSP–HMI–2, Chapter 62–10–00, Main Rotor Blade — Inspection/Check). Make sure that the abrasion strips have no blisters, bubbles, or separation.

For further assistance, contact the Field Service Department at MDHI, Mesa, Arizona. Telephone 1–800–388–3378 or (480) 346–6387. DATAFAX: (480) 346–6813.

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INSTALLATION OF THE EXHAUST HANGERS

MODELS AFFECTED: 369D, 369E, and 500N helicopters with Model 250–C20B and 250–C20R/2 engines.

This Service Letter is issued to tell owners and operators to that a temporary revision will be issued to clarify the installation of the exhaust hangers.

During installation of the exhaust system (ref. CSP–HMI–2, Section 78–20–00), the upper and lower hanger assemblies must have RTV 106 sealant (CM423, ref. CSP–HMI–2, Section 91–00–00) injected into the cavities around the attachment points for the spring. The overall thickness must be approximately 0.10 inch (2.5 mm) minimum above the cushions for optimal dampening. After installation of the cushions, fill voids between the cushions and the hanger assemblies with RTV 106 sealant to get full surface contact between the radius of the exhaust stack and the cushions.

For further assistance, contact the Field Service Department at MDHI, Mesa, Arizona. Telephone 1–800–388–3378 or (480) 346–6387. DATAFAX: (480) 346–6813.

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FUSELAGE AFT SECTION AND TAILBOOM MODIFICATION

The FAA has realized that in superseding AD 2006–08–12 with AD 2008–05–17 it inadvertently removed the inspection requirements of AD 2006–08–12 for the 24 month period allowed before the mandatory incorporation of TB600–07R2. The FAA is currently considering additional rulemaking on this issue.

MD Helicopters, Inc. would like to stress the importance of complying with the inspection requirements identified in AD 2006–08–12, Service Bulletin SB600N–043 and Service Bulletin SB600N–039 until the mandatory incorporation of TB600–007R2 is accomplished. Modifying the aft fuselage in accordance with TB600–007R2 removes requirements for SB600N–039, SB600N–043 and AD 2006–08–12.

For further assistance, contact the Field Service Department at MDHI, Mesa, Arizona. Telephone 1–800–388–3378 or (480) 346–6387. DATAFAX: (480) 346–6813.

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YEARLY FUEL TRANSFER SYSTEM FUNCTIONAL CHECK

MODELS AFFECTED: All MD600N helicopters without the airframe fuel filter option.

This service letter is issued to tell owners and operators of the yearly requirement to do a fuel transfer system functional check. The fuel transfer system functional check was added to Table 1, Yearly Inspection (CSP–HMI–2, Section 05–20–15). The fuel transfer system functional check procedure is located in section 28–00–60 of the CSP–HMI–2 maintenance manual.

MDHI currently has the Fuel Transfer System Functional Tester (ST803) available to rent.

For further assistance, contact the Field Service Department at MDHI, Mesa Arizona. Telephone 1–800–388–3378 or (480) 346–6387. DATAFAX: (480) 346–6813.

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TRANSFER OF ALL TECHNICAL PUBLICATIONS INTO MyMD.aero™

MODELS AFFECTED: All MD Helicopters, Inc. (MDHI) Technical Publications.

Effective: 1 May 2017 all Technical Publications will no longer be accessible or free of charge through mdhelicopters.com.

MD Helicopters, Inc. has received numerous requests for updated electronic technical manuals. In an effort to provide owners and operators with the most up-to-date information, MDHI is pleased to announce that Technical Manuals and Rotorcraft Flight Manuals for all MDHI model helicopters will be available electronically on the MDHI customer portal MyMD.aero™.

For customers to access MDHI technical publications users must sign up for a MyMD.aero™ login. Once your request for a login is approved, you will receive a confirmation e-mail with a link to the necessary steps to set up access to the on-line publications.

Annual subscription service fees will apply for all manuals and the user will have the ability to order individual publications rather than the entire package.

An electronic update notification service will notify registered users by e-mail of new or revised MDHI Technical Manuals, Rotorcraft Flight Manuals, Service Bulletins, Service Letters, Technical Bulletins, Overhaul Manuals, Illustrated Parts Catalogs, Part Price Lists, Publication Indexes, Publication Order Forms, Logbook Forms, Service Operations Reports, Publication Change Requests and applicable FAA Airworthiness Directives.

For further assistance, contact:

Aircraft Technical Publishers (ATP)
Attn: Customer Service Dept.
101 South Hill Drive
Brisbane, CA 94005
Office: 415-330-3730
Toll Free: 800-227-4610
www.atp.com

MD Helicopters, Inc. (MDHI)
Attn: Customer Service Dept.
4555 East McDowell Road
Mesa, AZ 85215
Office: 480-346-6300
http://www.mdhelicopters.com

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ADDITION OF A SOFTWARE CONFIGURATION LIST TO THE ROTORCRAFT LOG BOOK

MODELS AFFECTED: All 369H, 369D, 369E, 369FF, 500N, 600N, and MD900 helicopters.

This Service Letter is issued to tell owners and operators that a Software Configuration List (CSP–RLB–L16) (ref. Figure 1 for an example sheet) will be added to the Rotorcraft Log Book (CSP–RLB). Write the serial number of the helicopter in the space on the top left–hand side of the page. The Software Configuration List has six columns:

Date: Write the date the software is installed, maintained, tested, updated, or removed.

Nomenclature: Write the name of the line–replaceable unit (LRU).

OEM Serial Number: Write the serial number of the OEM (original equipment manufacturer) LRU.

MDHI Hardware Part Number: Write the part number of the LRU the software is used with as shown in the part catalogs (ref. CSP–H–7, CSP–IPC–4, or CSP–900IPL–4 as applicable).

MDHI Software Part Number: Write the part number of the software as shown in the part catalogs (ref. CSP–H–7, CSP–IPC–4, or CSP–900IPL–4 as applicable).

Notes: Write applicable notes that can help future maintenance of the software.

For further assistance, contact the Field Service Department at MDHI, Mesa, Arizona. Telephone 1–800–388–3378 or (480) 346–6387. DATAFAX: (480) 346–6813.

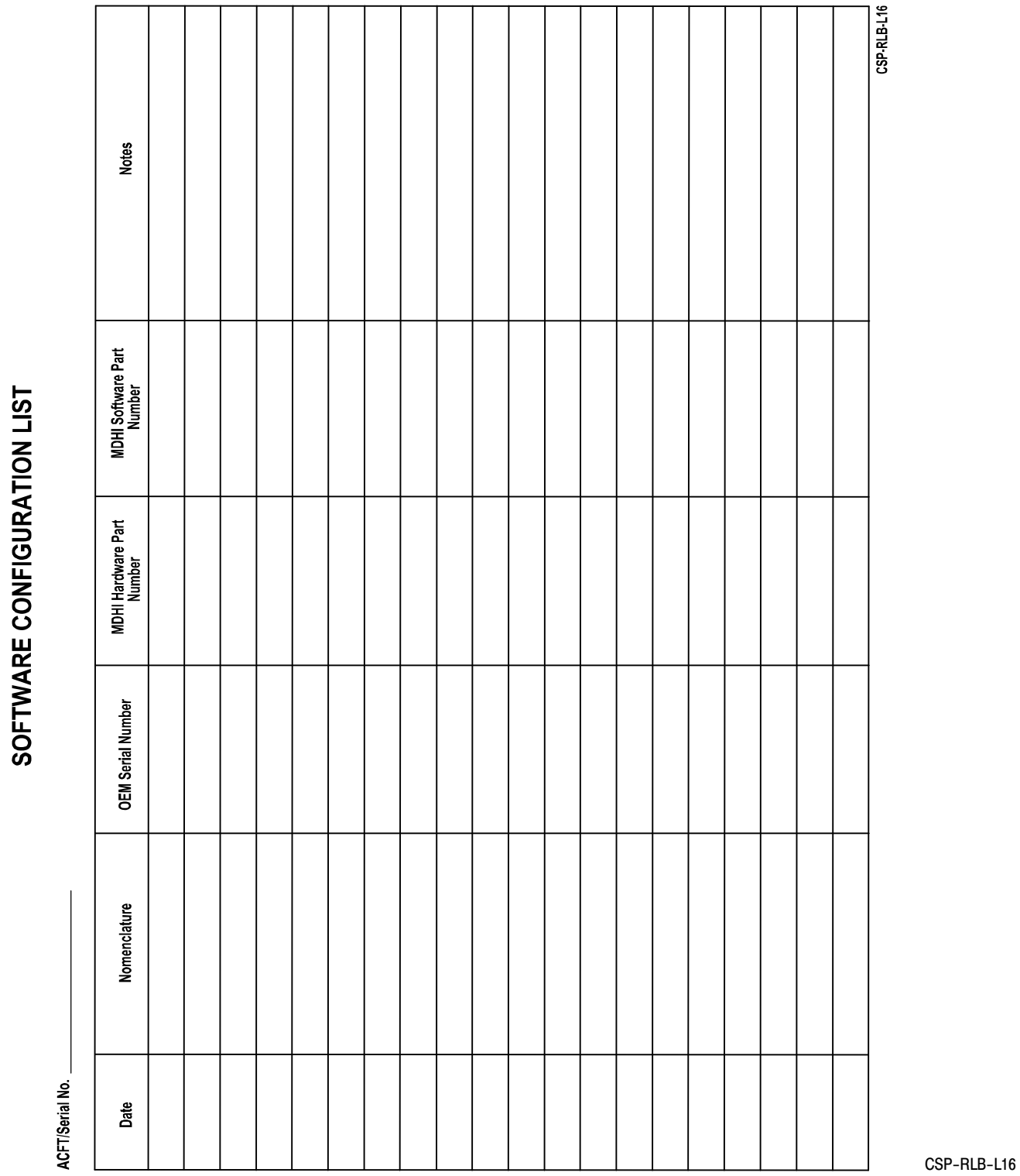

Figure 1. Software Configuration List CSP-RLB-L16

ANTI–TORQUE SYSTEM FLIGHT CONTROLS FOR THE 500N AND 600N MODELS

MODELS AFFECTED: All 500N helicopters
All 600N helicopters

This service letter is to tell owners and operators that an operator experienced a stuck right pedal in–flight and made an emergency landing. Inspection of the anti–torque system found the male hex was bound in the female hex housing of the forward thruster cable assembly, Part No. (PN) 500N7201–55, which prevented movement of the anti–torque pedals.

This service letter recommends owners and operators to do an inspection of the NOTAR anti–torque system flight controls and rigging. Carefully examine the aft end of the forward thruster cable and the forward end of the aft thruster cable for unusual wear.

Ref. CSP–IPC–4, Section 67–20–30, figures 2 and 4

Ref. CSP–HMI–2:

Section 05–20–00, Continued Airworthiness:

Table 1, 100–Hour or Annual Inspection, NOTAR® Anti–Torque System

Section 67–20–30, Inspection and Check:

Procedure 7., Forward and Center Cable Assembly Inspection (especially Figure 602, View B)

Section 67–20–30, Adjustment and Test:

Procedure 5., Thruster Control Rigging (500N)

Procedure 6., Thruster Control Rigging (600N)

For further assistance, contact MDHI Field Service at https://www.mdhelicopters.com/contact.html.

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AIRWORTHINESS DIRECTIVE (AD) ISSUED FOR ASPEN EFD500H MULTIFUNCTION FLIGHT DISPLAY

MODELS AFFECTED: 600N helicopter, Serial No. (SN) RN0083

There are reports of flight display units that reset uncommanded in-flight. This can cause a loss of altitude, attitude, and airspeed information. Refer to the latest revision of Federal Aviation Administration (FAA) Airworthiness Directive (AD) 2019-01-02 to disable the ADS-B In Function to improve flight safety.

For further assistance, contact MDHI Field Service at https://www.mdhelicopters.com/contact.html.

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GARMIN GPS AND TAWS ALERTS SERVICE ADVISORY

MODELS AFFECTED: All 369H, 369D, 369E, 369F, 369FF, 500N, 600N, and 900 helicopters.

Garmin has released Service Advisory 20109 Rev A dated 07 October 2020. The Service Advisory relates to the erroneous GPS position and momentary false TAWS alerts for specific Garmin products within a specified global region.

See the complete Service Advisory at: https://www.garmin.com/en-US/aviationalerts/service-advisory-20109-erroneous-gps-position-and-momentary-false-taws-alerts/

For further assistance, email or speak to a MDHI Field Service at: https://www.mdhelicopters.com/contact.html.

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PREVENTION OF CRACKS IN THE ANTI–TORQUE BRACKET ASSEMBLIES

MODELS AFFECTED: All 369H, 369D, 369E, 369F, 500N, 600N helicopters

Owners and operators are advised to tell flight crews not to use the tail rotor pedals as leverage to adjust their body into the seated position. There have been reports that the use of the pedals as leverage can cause cracks in 369A7505–7 / 369A7505–14 right–hand (RH) and 369A7505–8 / 369A7505–15 left–hand (LH) anti–torque (tail rotor) bracket assemblies. Owners and operators are also advised to carefully examine the RH and LH anti–torque (tail rotor) bracket assemblies during preflight and maintenance inspections to make sure there are no cracks or too much wear, especially near the attachment points for the brackets. (Ref. Figure 1)

For assistance or questions, email or speak to your MDHI Field Service Representative or:

- Go to https://www.mdhelicopters.com/contact.html for MDHI Field Service.
- Complete a Service and Operation Report (SOR) at https://www.mymd.aero/dashboard (select the **SUPPORT** dropdown menu, and then select **New SOR**).
- Put an entry in your https://www.mymd.aero/ account.
- Mail a copy or e–mail a scanned copy to your MDHI Field Service Representative.

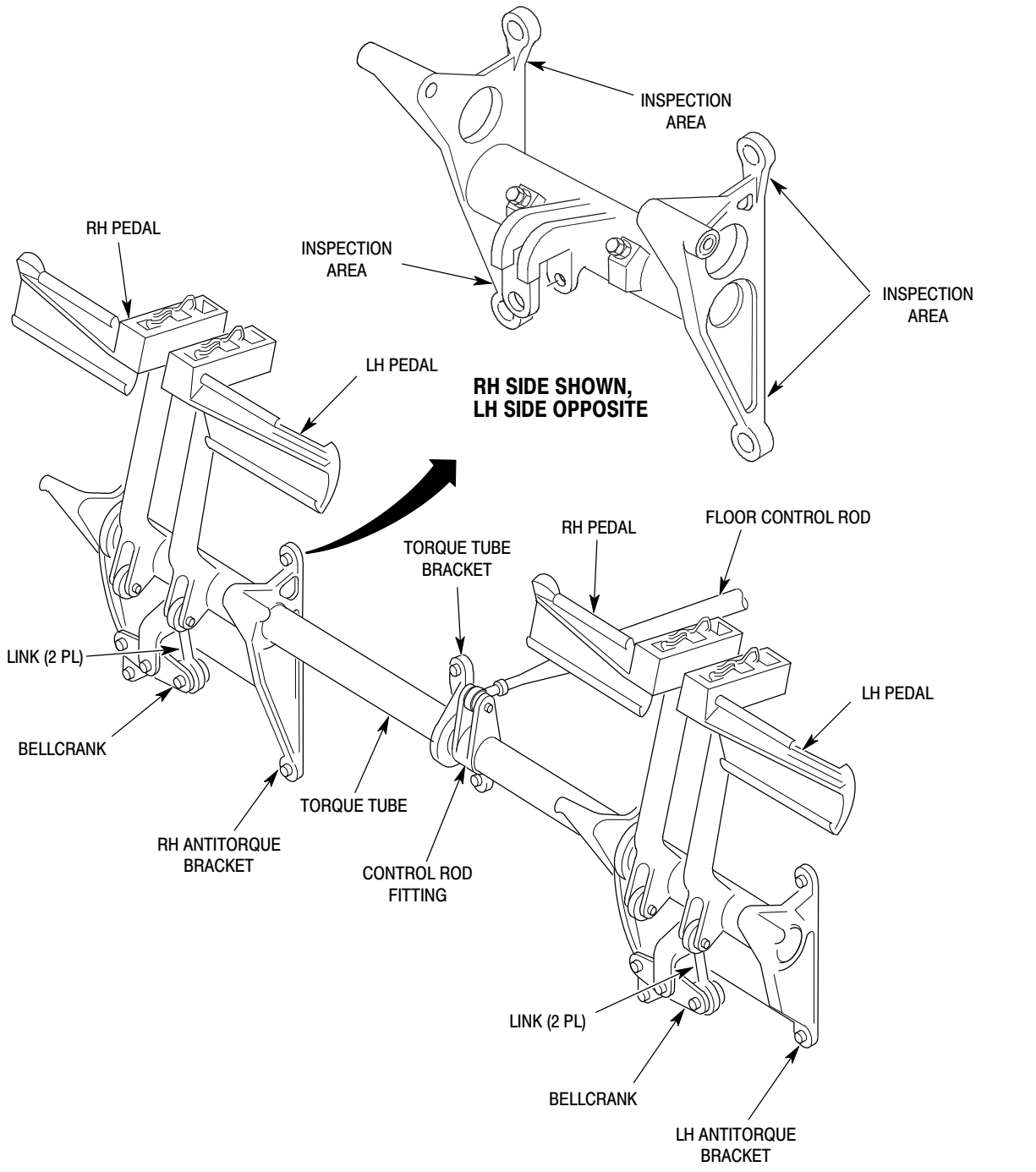

Figure 1. Inspection of the Pedal Brackets for Cracks

MD HELICOPTERS OWNERSHIP CHANGE

MODELS AFFECTED: All MD Helicopter Models

As part of the sale of the assets from MD Helicopters, Inc. to MD Helicopters, LLC, this Service Letter is issued to inform owners and operators of MD Helicopters that the name of the new owner is MD Helicopters, Limited Liability Corporation (MD Helicopters, LLC).

MD Helicopters, LLC will continue to operate at its current location at 4555 East McDowell Road, Mesa, Arizona 85215. Production, field support, technical publications, and spares support will be uninterrupted. Both the H3WE (single–engine or 369 / 500N / 600N Series) and H19NM (twin–engine or MD900) Type Certificates (TCs) have been transferred to MD Helicopters, LLC effective 5 August 2022.

For assistance or questions, speak to your Field Service Representative or go to https://www.mdhelicopters.com/contact.html.

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INSTRUCTIONS FOR THE DROOP STOP FOLLOWER ASSEMBLY

MODELS AFFECTED: All 369H, 369D, 369E, 369F/FF, 500N, and 600N helicopters

Owners and operators are advised that a failed cotter pin was found during a routine pre–flight inspection. The roller shaft had moved out and was visible from the bottom of the droop stop assembly but the cotter pin was also visible. After disassembly the cotter pin was found to have worn down until it separated into two halves, there was wear on the matching surface of the roller shaft, and the journal bearing had a gouge. There was also an unknown lubricant on the follower assembly (there is no lubricant applied during installation). Additional instructions will be added to the Removal and Installation, and Inspection and Check procedures by reissues for CSP–H–2 (Reissue 1), CSP–H–4 (Reissue 6), and a temporary revision for CSP–HMI–2 (TR22–004).

For assistance or questions, speak to your Field Service Representative or:

- Go to https://www.mdhelicopters.com/contact.html for Field Service.
- Complete a Service and Operation Report (SOR) at https://www.mymd.aero/dashboard (select the **SUPPORT** dropdown menu, and then select **New SOR**).
- Put an entry in your https://www.mymd.aero/ account.
- Mail a copy or e–mail a scanned copy to your Field Service Representative.

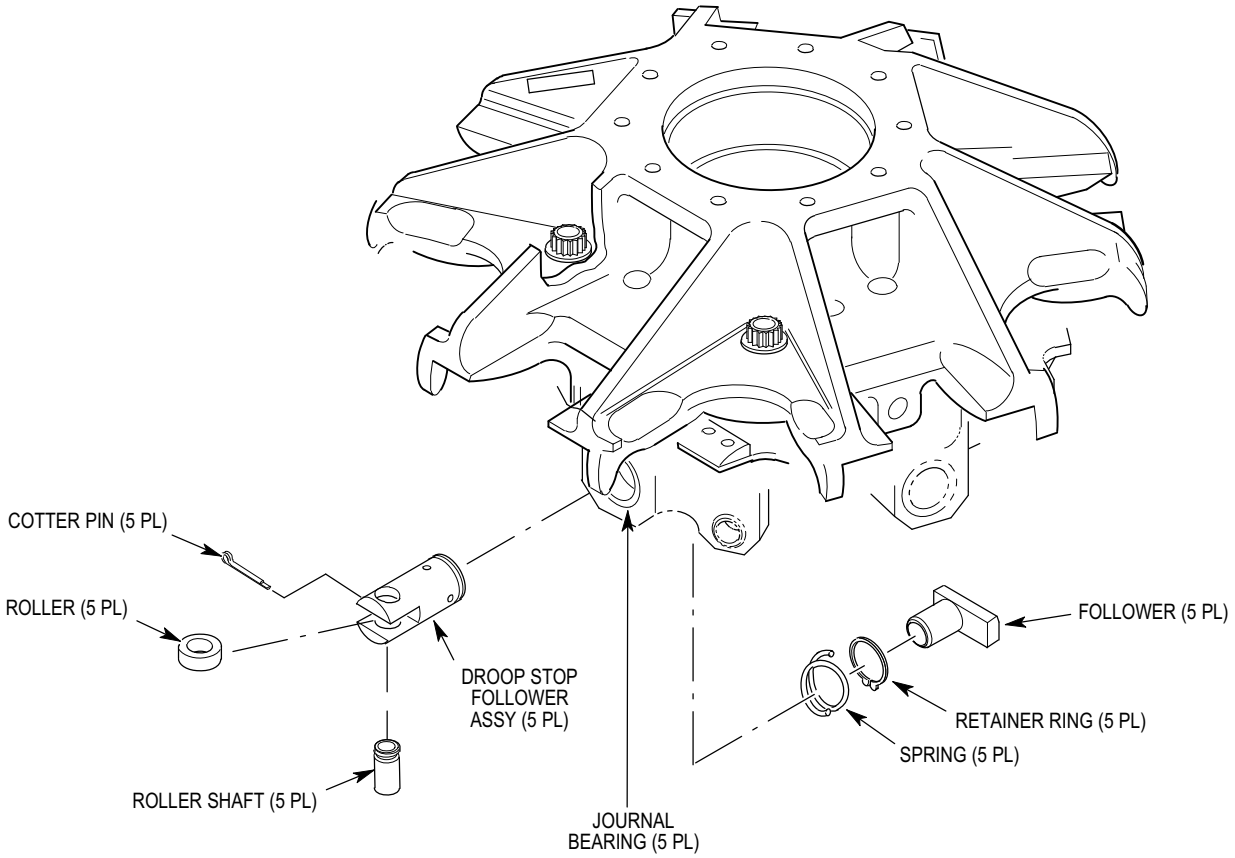


Figure 1. Droop Stop Follower Assembly

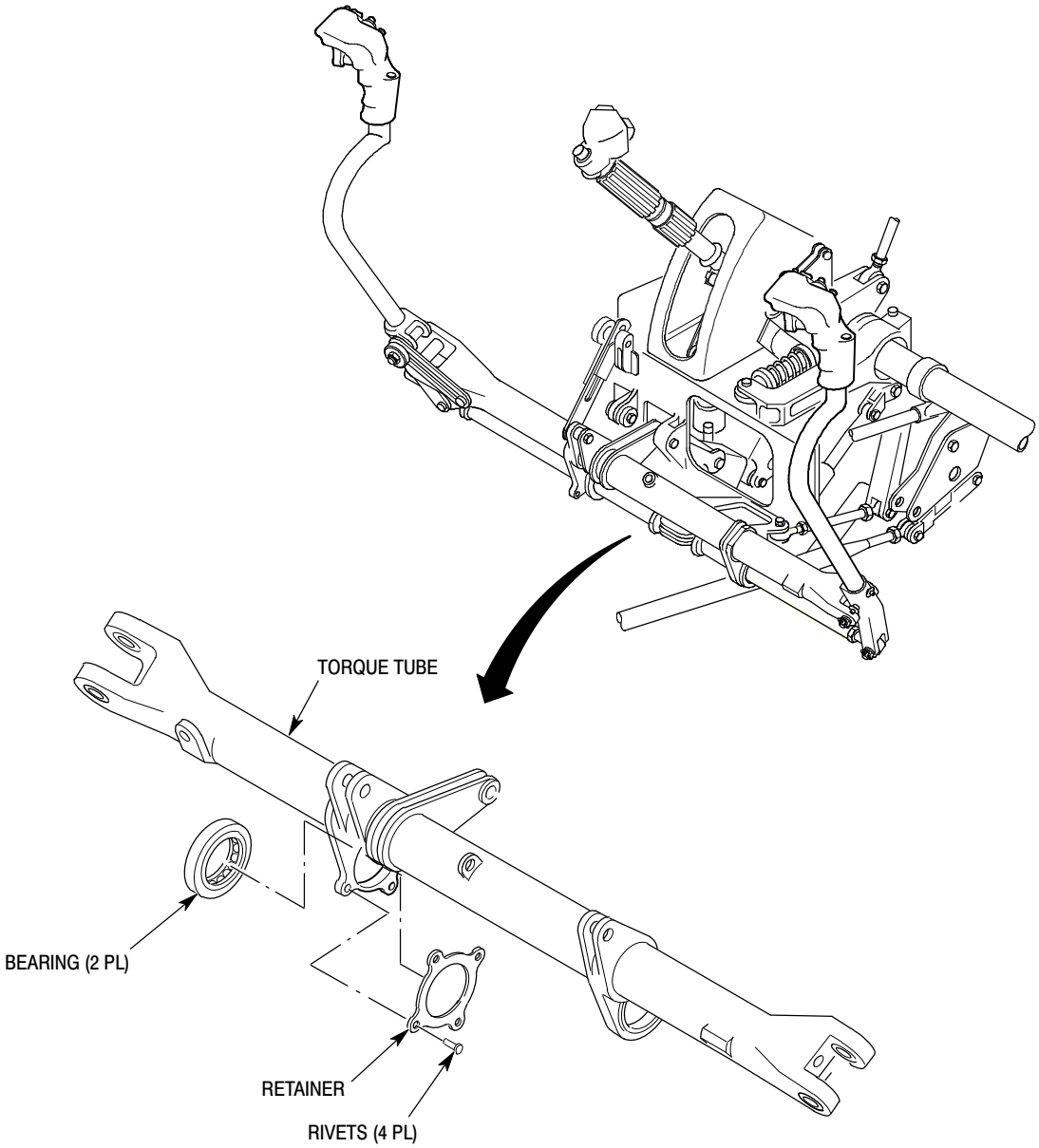
INSTRUCTIONS FOR THE PILOT'S INTERCONNECTING CYCLIC PITCH TORQUE TUBE ASSEMBLY

MODELS AFFECTED: All 369H, 369D, 369E, 369F/FF, 500N, and 600N helicopters

Owners and operators are advised that early this year a 369E crop duster had the bearings freeze or tighten in the cyclic pitch torque tube which caused the torque tube to fracture. The bearings had seized due to corrosion and dried grease. Do a freedom of movement check of the torque tube and bearings in helicopters with over 3000 hours. Disconnect the one–way lock and loosen the longitudinal (forward/aft) cyclic friction knob to make sure there is freedom of movement. If there is binding or ratcheting, do an inspection of the torque tube bearings for corrosion, material degradation, and freedom of movement in the bearings. Inspections for corrosion, material degradation, and freedom of movement will be added to the Inspection and Check section by reissues for CSP–H–2 (Reissue 1), CSP–H–4 (Reissue 6), and a temporary revision for CSP–HMI–2 (TR22–004).

For assistance or questions, speak to your Field Service Representative or:

- Go to https://www.mdhelicopters.com/contact.html for Field Service.
- Complete a Service and Operation Report (SOR) at https://www.mymd.aero/dashboard (select the **SUPPORT** dropdown menu, and then select **New SOR**).
- Put an entry in your https://www.mymd.aero/ account.
- Mail a copy or e–mail a scanned copy to your Field Service Representative.



SL369H158-001

Figure 1. Inspection of the Pilot's Interconnecting Cyclic Pitch Torque Tube Assembly

MD HELICOPTERS™

SL369E-098

SERVICE LETTER

DATE: 22 AUGUST 2023

MD HELICOPTER 369E TO 369FF CONVERSION AVAILABLE

MODELS AFFECTED: All 369E helicopters

MD Helicopters (MDH) has released a technical bulletin (TB369E-014) that allows for the upgrade of a 369E Model to a 369FF Model at MD and select MD-authorized service centers. The upgrade will:

- Replace the 250-C20 engine with a 250-C30 engine, the main rotor blades, tail rotor blades, a tail rotor drive shaft and pitch control rod, tail boom extension, secondary tail rotor drive shaft vibration damper
- Install unique 369FF engine instruments (turbine outlet temperature (TOT), torque, dual tachometer, ammeter, engine power out unit), and a 369FF V_{NE} card
- Modify the engine bay doors, engine compartment and mounts, and air inlet plenum
- These bulletins are included in the 369FF upgrade:
  - TB369F-009, LED Anti-Collision (Strobe) and Position Light Installation
  - TB369F-015, Increase of Maximum Takeoff Gross Weight to 3350 LB
  - TB369F-016, Replacement of the Anti-Collision Light and Rear Position Light

For assistance or questions, speak to your Field Service Representative or:

Sales & Service, MD Helicopters, LLC
Telephone: 480-346-6300
Website: https://www.mdhelicopters.com/contact.html or https://www.mymd.aero/dashboard

SERVICE LETTER

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