

**HUGHES
SERVICE INFORMATION
NOTICE**

NOTICE NO. HN-82.1*

DATE 26 Sep 1975

PAGE 1 OF 4

*Supersedes Service Information
Notice HN-82 dated 31 Jan 1975

FAA APPROVED

MANDATORY

SUBJECT: INSPECTION/REPAIR, AFT FUSELAGE SKIN CRACKS

MODELS AFFECTED: 369HE Helicopter Serial No. 0101E through 0215E.
369HS Helicopter Serial No. 0001S through 0661S.
369HM Helicopter Serial No. 0001 through 0004;
0005M through 0260M.

TIME OF COMPLIANCE: Part I: Within next 100 hours of helicopter operation,
and at each 100 hour inspection thereafter.
Part II: Following Part I when repair is required.
At owners discretion at any convenient time
(i. e., engine removal)

PREFACE: Inspection has revealed incidents of cracking of the skin adjacent to
369A3000-67 and -68 Doublers.

This area is non-critical for either static or fatigue loads. The existing doublers are being replaced by the 369H3000-45 Doubler on production aircraft. This Service Information Notice lists a procedure for inspection of the affected parts and if required, repair by installation of the -3 Doubler, serial number affectivity as noted.

Reference

369 HMI-Basic, Issued 1 October 1972; Revision No. 5, 15 June 1975.
369 HMI-Appendix D, Issued 1 October 1973.

(||) Denotes portion of text added or revised.

Customer Service Department - Hughes Helicopters - Culver City, California

TOOLS AND EQUIPMENT

Drill Electric Portable-Offset	Commercial
Drill Bits Assorted (As Required)	Commercial
Rivet Gun-Offset	Commercial
Compressed Air Source	Commercial

MATERIALS

Primer-Zinc Chromate	Commercial
Tape-Aluminum Foil #425	3M Company

PARTS LIST

<u>Nomenclature</u>	<u>Part No.</u>	<u>Qty</u>	<u>Mfg.</u>
Doubler	88-369H3000-3	1	HH
Rivets	MS20470AD3	25	Commercial
*Heat Blanket	369A3018-9	1	HH
*Fastener	295097	AR	HH

*Not required unless damaged during removal.

PROCEDURE

Part I. INSPECTION

- a. Determine that all electrical power is OFF.
- b. Remove tail rotor control bellcrank access door from left side of fuselage boom fairing.
- c. Using light source and mirror, visually inspect fuselage skin adjacent to Doublers for evidence of cracks. (See figure 1.)
 1. If no cracking is found proceed with steps d. and subsequent.
 2. If cracking is found perform Part II., Repair Procedure.
- d. Replace boom fairing access door.

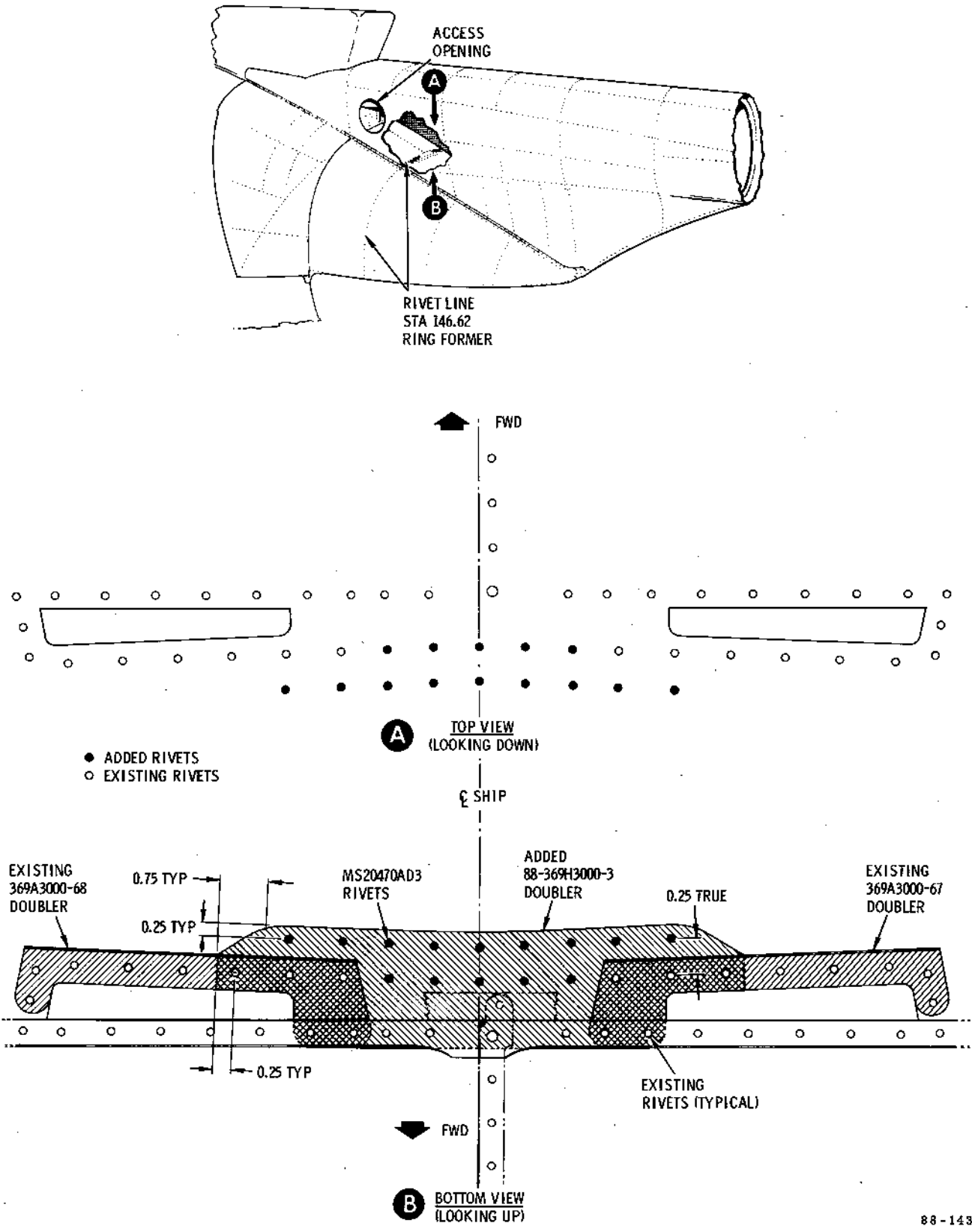


Figure 1. Fuselage Doubler Repair

- e. Inspect installations for discrepancies.
- f. Record Compliance with Part I of the Notice in Compliance Section of Helicopter Log Book.

Part II. REPAIR PROCEDURE

- a. Remove engine from aircraft. (Refer to Basic HMI).
- b. Remove tail rotor control bellcrank access door from left side of fuselage boom fairing (if not previously removed).
- c. Gaining access through boom fairing access door and using angled drill motor and appropriate bit; drill out manufactured head of four rivets each securing -67 and -68 Doublers.
- d. Drill out four rivets, each to left and right of aircraft centerline securing aircraft skin to station 146.62 ring former flange.
- e. Stop-drill all cracks.
- f. Slide 88-369H3000-3 Doubler between station 146.62 ring former and fuselage skin equal distance on either side of aircraft centerline.
- g. Adjust Doublers to align with existing rivet pattern.
- h. Using angle drill and appropriate bit, drill Doubler to match existing rivet pattern; deburr holes and remove chips as required.
- i. Using wet zinc chromate, rivet gun and rivets, secure Doublers, former and skin. Install rivets from inside engine compartment.
- j. Remove all debris from work area.
- k. Inspect installation for discrepancies.
- l. Touch up as required using zinc chromate primer.
- m. Re-install removed components in reverse order of removal.
- n. Inspect installations for discrepancies.
- o. Record Compliance with Part II. of this Service Information Notice in Compliance Section of Helicopter Log Book.

WEIGHT AND BALANCE

Not Affected