



SERVICE BULLETIN

DATE: 09 MAY 1996

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RIGGING INSPECTION OF VSCS LINKAGE

1. PLANNING INFORMATION:

A. Aircraft Affected:

All McDonnell Douglas Helicopter Systems (MDHS) MD900 helicopters, serial number 900-00008 thru 900-00035.

B. Assembly/Components Affected by this Notice:

Collective Controls Cockpit Installation (P/N 900C7010006-101); Bellcrank Assembly, Collective (P/N 900C2010378).

C. Reason:

The vertical stabilizer control system (VSCS) transducer linkage, located under the floor near the pilot's seat, can be damaged due to an over-center condition if the linkage is not properly rigged. As a result of this condition, an increase collective control force will occur, followed by a VSCS failure indication. The Rotorcraft Flight Manual procedures for a VSCS failure should be followed. If the linkage is damaged and no failure indication is detected, a shift in the trimmed flight pedal positions will result.

D. Description:

This Bulletin provides operators with rigging procedures to ensure the VSCS linkage system operates properly.

E. FAA Approval:

The technical design aspects of this Service Bulletin are FAA Approved.

F. Manpower:

Three man-hours.

G. Time of Compliance:

The requirements of this Bulletin shall be accomplished within the next 100 hours of helicopter operation or at the next annual inspection, whichever occurs first.

H. Warranty Policy:

N/A.

I. Weight and Balance:

N/A.

J. Electrical Load Data:

N/A.

K. Other Publications Affected:

Rotorcraft Maintenance Manual (CSP-900RMM-2).

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2. ACCOMPLISHMENT INSTRUCTIONS:

- (1). Remove the pilot's seat per instructions contained in the Rotorcraft Maintenance Manual (Ref. CSP-900RMM-2; Section 25-10-00).
- (2). Remove access panel located underneath the pilot's seat (Ref. CSP-900RMM-2; Section 52-20-00).
- (3). Apply 1000 psi to the aircraft hydraulic system (Ref. CSP-900RMM-2; Section 29-00-00).
- (4). Apply electrical power to the aircraft electrical system (Ref. CSP-900RMM-3; Section 96-00-00).
- (5). With the pilot's collective stick held firmly in the "UP" position, verify that the (VSCS) sensor linkage, as shown in CSP-900RMM-2, Section 67-00-00, Figure 2, view "A", does not flip over-center or lock-up.
- (6). If an over-center or lock-up condition does not exist, reinstall access panel (Ref. CSP-900RMM-2; Section 52-20-00) and the pilot's seat (Ref. CSP-900RMM-2; Section 25-10-00).
- (7). If an over-center or lock-up condition does exist, adjust the input and output rods by shortening their lengths an equal amount to rotate the 900C2010378 bellcrank as required to eliminate this condition.
- (8). Verify that the collective flight control system rigging and the VSCS rigging are within the acceptable limits per the Rotorcraft Maintenance Manual (Ref. CSP-900RMM-2, Section 67-20-00). Adjust VSCS rigging as required.
- (9). Reinstall access panel (Ref. CSP-900RMM-2; Section 52-20-00) and pilot's seat (Ref. CSP-900RMM-2; Section 25-10-00).

3. DISPOSITION OF PARTS REMOVED:

N/A

4. COMPLIANCE RECORD:

Record compliance to this Service Bulletin in the Compliance Record section of the helicopter Log Book.

5. POINTS OF CONTACT:

For further assistance, contact your local MDHS Field Service Representative (refer to the latest revision of the Business Development and Customer Support handbook for address and telephone numbers) or contact the Field Service Department at MDHS, Mesa, Arizona. Telephone: 1-800-388-3378 or (602) 891-6342. DATAFAX: (602) 891-6782.

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