



SERVICE BULLETIN

MANDATORY

* Supersedes SB900-036R1, dated 30 May 1997. Reason For Revision: To include additional aircraft effectivities.

B.F. GOODRICH TRIM SERVO 300 HOUR INSPECTION

1. PLANNING INFORMATION:

- A. Aircraft Affected: MD-900 Helicopters, serial numbers 00002 thru 00067.
- B. Assembly/Components Affected by this Notice: Cyclic Trim Servo Actuators, P/N 900C3010004-107.

NOTE

Any other dash number cyclic trim actuators are not affected by the requirements of this Bulletin.

- C. Reason: To verify the proper functioning of the electronic stops inside the cyclic trim servo. Failure to comply with the requirements of this Bulletin may result in the trim servo locking up if it is beeped into an over-travel situation. This condition may result in the pilot having to use increased force to move the cyclic control stick.
- D. Description: Procedures in this Bulletin provide owners and operators with information to perform an operational check of the electronic stops inside the cyclic trim servo.
- E. FAA Approval: The technical design aspects of this Service Bulletin are FAA Approved.
- F. Manpower: 1.5 man-hours
- G. Time of Compliance: The requirements of this Bulletin shall be accomplished within the next 300 hours of helicopter operation, at the next major inspection or no later than 31 October 2000, whichever occurs first. Perform repetitive 300 hour inspections per the Continued Airworthiness Scheduled Inspection in the MD-900 Rotorcraft Maintenance Manual (CSP-900RMM-2).
- H. Interchangeability: None
- I. Material/Part Availability: Contact MDHI Warranty and Repair Dept.

REPLACEMENT PARTS/SUPPLIES			
Nomenclature	Part No.	Qty.	Source
Cyclic Trim Servo	900C3010004-107	A/R	MDHI
Splice	M81714/65-22-1	1	MDHI or Commercial

- J. Warranty Policy: Contact MDHI Warranty Administrator.

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K. Weight and Balance: N/A

L. Electrical Load Data: N/A

2. ACCOMPLISHMENT INSTRUCTIONS:

A. Cut wire C1C22 from terminal block TB3-10K in the A612 forward interconnect panel at a convenient location. Maintain at least three (3) inches on either end.

B. Install M81714/65-22-1 splice to facilitate repetitive tests.

C. Connect an electrical lead to one terminal of the splice and connect the other end of the lead to a current meter that has a minimum capacity of 1 amp. Connect the other meter lead to the other terminal of the splice.

WARNING

These two wires will have 28 VDC. Be careful not to touch or otherwise short the leads to ground.

D. With this set-up, and with hydraulic and electrical power applied to the aircraft, position the collective stick at approximately 80 percent up, then command the longitudinal trim servo to its forward stop (via the cyclic trim beep switch) while monitoring the current displayed on the meter. The trim servo stop is beyond the mechanical control stick stop. The current should go to zero when the trim servo reaches its electrical stop. If the meter does not indicate zero when the trim servo stops moving, the electrical stop has failed and the trim servo needs to be replaced.

E. Repeat the above steps for the full aft cyclic trim servo. Perform this test on the lateral cyclic trim servo full right and full left positions to evaluate the trim servo's electrical stops in all four axes.

F. This completes the test. Remove the test apparatus, connect wire C1C22 at the M81714/65-22-1 splice.

3. DISPOSITION OF PARTS REMOVED:

Return to MDHI.

4. COMPLIANCE RECORD:

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

POINTS OF CONTACT: For further assistance, contact your local MDHI Field Service Representative (refer to the "At Your Service" Handbook for addresses and telephone numbers) or contact the MDHI Field Service Department in Mesa, Arizona. Telephone: 1-800-388-3378 or (602) 891-6342. DATAFAX: (602) 891-6782.

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