

McDonnell Douglas (Hughes) and Kawasaki 369 Series Helicopters

AD/HU 369/100 Life-limit of Pitch Control Components 11/99

Applicability: All Model 600N helicopters.

Requirement: 1. Apply the serial number listed in McDonnell Douglas Helicopter Systems Service Bulletin 600N-009, dated February 24, 1998, to the two collective stick housings, part numbers (P/N) 369A7347 and 369A7820; the pilot collective pitch control tube, P/N 369A7348; and the co-pilot collective pitch control tube, P/N 369A7809, in the most visible spot for the specified aircraft serial number

2. Remove and replace the following flight control components according to the stated life-limits:

Part Number	Component	Life-Limit (Hours TIS)
369A7347	Housing, collective stick	450
369A7348	Tube, collective pitch control (pilot)	400
369H7354-3	Tube assembly, collective pitch (pilot)	600
369A7809	Tube, collective pitch control (co-pilot)	1,800
369A7820	Housing, collective stick	450
369H7837	Housing, collective stick	450
369H7838-3	Tube assembly, collective pitch (co-pilot)	1,000

3. This Directive, pursuant to CAR 50A (2) also directs that log cards be raised and retained in the helicopter log book to record the helicopter time in service at installation for each of the components listed in Requirement 2 of this Directive.

This Directive supersedes information contained in the Airworthiness Limitations Section of the maintenance manual and reduces the life-limits of the pilot collective pitch control tube, the collective stick housings, and the collective pitch tube assemblies, and adding the co-pilot collective pitch control tube to the Airworthiness Limitations Section, Component Mandatory Replacement Schedule.

Note: FAA AD 99-17-18 Amdt 39-11264 refers.

Compliance: 1. On or before reaching 400 hours time in service (TIS).
2. Not later than the stated life-limit time.
3. At the time of compliance with Requirement 1 of this Directive.

This Airworthiness Directive becomes effective on 4 November 1999.

Background: The FAA received fatigue test results that indicated a need for shorter service lives for certain components related to pitch control of the Model 600N helicopter.