unserviceable M/R hub bolt or a <sup>5</sup>/<sub>8</sub>-inch diameter bolt through the teeter hinge bolt hole in the M/R shaft to counteract torque. Clamp the unserviceable M/R hub bolt or the <sup>5</sup>/<sub>8</sub>-inch diameter bolt in a vise or otherwise fasten it to a workbench. Do not clamp the M/R shaft. Remove the lower nut from the M/R shaft using a socket, P/N MT124– 1, or an FAA-approved equivalent tool. Remove and discard the lower lock washer, P/N A269–1.

(iv) Bend back the two lock washer tabs locking the upper nut, P/N A153–1. Remove the upper nut, measuring the torque required to break the nut loose. Remove and discard the upper lock washer, P/N A269–1.

(v) If the upper nut required more than 10 ft.-lb. torque to break loose, proceed to paragraph (a)(3)(vi). If the upper nut required 10 ft.-lb. torque or less to break loose, report within 5 days the M/R gearbox P/N and break-loose torgue value to the Propulsion Manager, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056. Remove the gear carrier from the M/R shaft. Inspect the splines and clamping surfaces on both the shaft and gear carrier for pitting, galling, or scoring of surfaces. Replace any unairworthy parts. If the inspection revealed no pitting, galling, or scoring of surfaces, remove any paint from the clamping surface on the shaft using either paint remover or a plastic or wooden scraper, and ensure the surface is smooth and clean. Reassemble the gear carrier to the shaft.

(vi) Inspect the two dowels or roll pins in the gear carrier for damaged surfaces. Dowels or roll pins must protrude 0.045 to 0.055 inches for proper engagement with the lock washer, P/N A269–2. Also clean the nuts, M/ R shaft threads, and sump, using methylethyl-ketone (MEK) or Trichlorethane (1,1,1, TCE) before reassembly.

(vii) Install a lock washer, P/N A269–2. Apply anti-seize (Loctite Anti-seize 767), P/ N A257–9, to the M/R shaft threads and to the chamfered-side face and threads of one nut and install the nut with the chamfered side against the lock washer. Verify that the dowels or roll pins are aligned with the holes in the lock washer. Torque the nut to between 170 and 200 ft.-lb., as required to align two lock washer tabs (tabs) with the nut. Do not untorque the nut to align the lock washer tabs with the nut. For the two tabs that are aligned with the recessed areas, bend down the tabs into the recessed areas of the nut and inspect the edges of the bent tabs for cracks.

(viii) Before installing the lock washer, P/N A269–1, note that the edges are sharp on one side and rounded on the other. De-burr the sharp edges on two opposite tabs (see figure 1). This will reduce the chance of cracking when these tabs are bent up. Install the lock washer with the rounded edges toward the installed nut.

(ix) Apply anti-seize, P/N A257–9, to the chamfered-side face and threads of the lower nut. Align the two de-burred tabs with the upper nut and install the lower nut with the chamfered side against the lock washer. Hand-tighten the nut to hold the washer in place. Bend the two de-burred tabs up to lock with the upper nut. Torque the lower nut to between 90 and 120 ft.-lb., as required to align the two additional tabs. Do not untorque the nut to align the lock washer tabs with the nut. For the two tabs that are aligned with the recessed areas, bend down the tabs into the recessed areas of the nut to lock the lower nut.

(x) Verify that all six bent tabs properly engage the nuts (four tabs to the upper nut and two to the lower nut), and inspect the edges of the bent tabs for cracks. Replace any cracked lock washers. Remove excess antiseize compound.

(xi) Lubricate the O-ring, P/N A215–271, with oil, P/N A257–2, and install the O-ring on the sump. Clean and inspect the sealing surface of the gearbox housing for smoothness. Lightly lubricate the sealing surface with oil, P/N A257–2.

(xii) Reinstall the sump onto the gearbox housing using the same washer-shim stacks that were removed in accordance with paragraph (a)(3)(ii) of this AD. Torque the sump bolts and chip detector as follows: (A) For the eight NAS1291–4 nuts on the AN4 bolts for the sump: 90 in.-lb. of torque (includes nut self-locking torque);

(B) For the two cap screws, P/N MS20074: 60 in.-lb. of torque and install safety wire;

(C) For the chip detector, P/N A7260, (large nut): 150 in.-lb. of torque and install safety wire;

(D) For the chip detector, P/N A7260, (small nut): 75 in.-lb. of torque and install safety wire.

**Note 4:** Be sure to install ground wires under the nut located aft of the forward righthand mount.

(4) Reinstall the gearbox in accordance with the applicable maintenance manual.(5) Fill the gearbox with oil, P/N A257–2, to the middle of the sight glass.

(6) Verify the M/R balance in accordance with the applicable maintenance manual.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

**Note 5:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(d) This amendment becomes effective on June 29, 1995, to all persons except those persons to whom it was made immediately effective by Priority Letter AD 95–06–03, issued March 8, 1995, which contained the requirements of this amendment.

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