

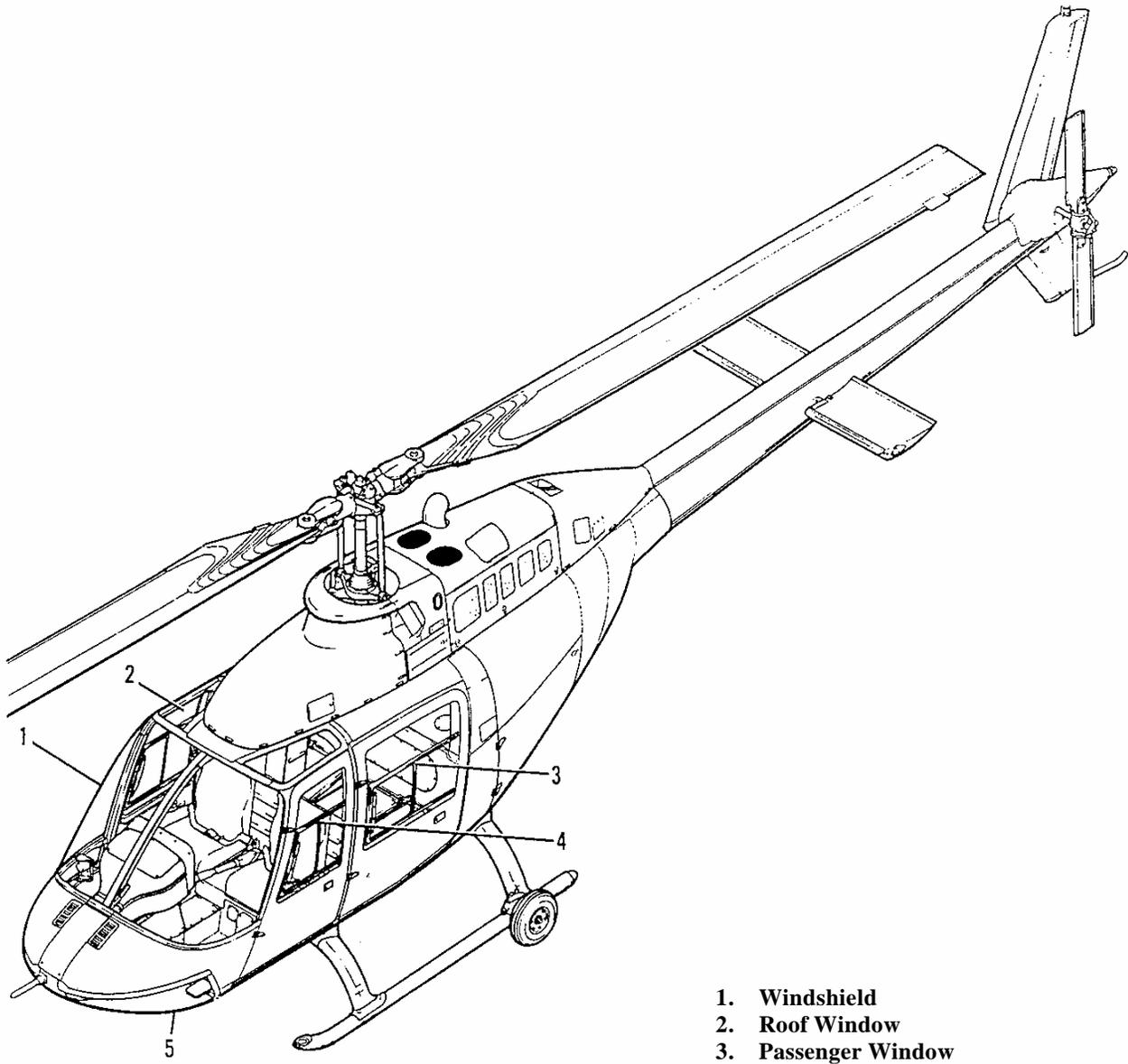
WINDOWS

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- 1. Windshield
- 2. Roof Window
- 3. Passenger Window
- 4. Crew window
- 5. Lower Window

Figure 56-1. Windows

56-1. CREW DOOR WINDOWS.

Crew door windows are bulged to allow more room for crew and are riveted and sealed to doorframe. Refer to Figure 56-4 for critical areas and repair limits.

56-2. REMOVAL.

1. Remove rivets securing window to crew doorframe (Figure 56-2. Section A-A).
2. Apply dry ice to chill and embrittle sealing compound at mating surfaces of window and doorframe.



WORK CAREFULLY TO PREVENT DAMAGE TO DOORFRAME.

3. Using a suitable edged tool at the bond line, break the bond all around mating surface.
4. Clean sealing compound from faying surfaces of passenger door with a plastic scraper. Prime bare spots with epoxy polyamide primer (C-204).
5. Remove sliding window by removing handle, four screws, thin aluminum washers, and nuts. Carefully slide window out of tracks.

56-3. INSPECTION AND REPAIR.

1. Inspect for abrasions, scratches, cracks, holes, and obstructions to vision (Figure 56-4).
2. Inspect edging and seal to ensure that it has no cracks, holes or deterioration which would allow water entry.
3. Stop water leaks by applying a small bead of sealing compound (C-360) to the affected area.
4. Inspect and repair crew door window within the limits specified in Figure 56-4.

56-4. INSTALLATION.



DO NOT EXPOSE WINDOW ASSEMBLY TO SOLVENT. PROTECT POLISHED SURFACES FROM ABRASION AND MARRING.

1. Install door assembly on helicopter to maintain contour.

2. Locate window on doorframe and check for equal faying surface overlap on all sides. Minimum overlap is 0.50 inch (12.70 mm) (Figure 56-2).

NOTE

Mark trim of door cutout on window edging but trim only as required for fit.

3. Progressively drill and Cleco-fasten while maintaining minimum overlap of joint. Pick up existing holes in doorframe except at hinge location. Notch window edging 0.25 inch (6.35 mm) to clear this attachment.

NOTE

Maintain contour of door assembly as window is drilled to match.

4. Coat mating surfaces between door and window edging with sealing compound (C-328).
5. Reinstall window, align, and Cleco-fasten in place.
 - a. Install every fifth rivet with door on helicopter to maintain contour. Use rivets and Bell Standard 140-001-11 washers.
 - b. Install all remaining rivets.

NOTE

Riveting must be completed within eight hours after sealing compound (C-328) is installed.

6. Trim sealing compound (C-328) squeeze-out from window with a plastic scraper.
7. Paint rivets to original finish (BHT-ALL-SPM).
8. Carefully install sliding window into track. Install handle to face of sliding window with four screws, thin aluminum washers and nuts.
9. Clean passenger door window with water and a soft cloth.

56-5. CABIN DOOR-WINDOWS.

The cabin door windows are fabricated of tinted acrylic plastic and secured to the door assembly with rivets. Sliding windows constructed of acrylic plastic are provided for ventilation. Each window is installed with water-tight sealing compound of polysulfide rubber applied to the faying surfaces of the window and door. The TH57B and C Helicopter have bulged windows in passenger doors to allow more room for passengers.

56-6. REMOVAL.

1. Remove rivets securing passenger door window to doorframe (Figure 56-3).
2. Apply dry ice to chill and embrittle sealing compound at mating surface of window and doorframe.



WORK CAREFULLY TO PREVENT DAMAGE TO DOORFRAME.

3. Using a suitable edge tool at the bond line, separate the bond all around mating surface.
4. Clean sealing compound (C-328) from faying surfaces of passenger door with a plastic scraper. Prime bare spots with primer (C-204).
5. Remove sliding window by removing handle, four screws, thin aluminum washers, and nuts. Carefully slide window out of track.

56-7. INSPECTION AND REPAIR.

1. Inspect passenger door windows for abrasions, scratches, cracks, holes, and obstructions to vision.
2. Inspect edging and seal to ensure it has no cracks, holes or deterioration which would allow water entry.
3. Stop water leaks by applying a small bead of sealing compound (C-360) to the affected area.
4. Inspect and repair passenger door windows that are within the limits specified in Figure 56-4. Refer to BHT-206-SRM-1 for repair methods.

56-8. INSTALLATION.



DO NOT EXPOSE WINDOW ASSEMBLY TO SOLVENTS. PROTECT POLISHED SURFACES FROM ABRASION AND MARRING.

1. Install door assembly on helicopter to maintain contour.
2. Locate window on doorframe and check for equal

faying surface overlap on all sides. Minimum overlap is 0.50 inch (12.70 mm) (Figure 56-3).

NOTE

Trim of door cutout may be marked on window edging to check overlap. Trim window only as required for fit.

3. Progressively drill and Cleco-fasten while maintaining minimum overlap of joint. Pick up existing holes in doorframe except at hinge location. Notch window edging 0.25 inch (6.35 mm) to clear this attachment.

NOTE

Maintain contour of door assembly as window is drilled to match.

4. Coat mating surfaces between door and window edging with sealing compound (C-328).
5. Reinstall window, align, and Cleco-fasten in place.

NOTE

Riveting must be completed within eight hours after sealing compound (C-328) is installed.

- a. Install every fifth rivet. Use rivets and Bell Standard 140-001-11 washers (Figure 56-3).
 - b. Install all remaining rivets.
6. Trim sealing compound (C-328) squeeze-out from window with a plastic scraper.
 7. Paint rivets to original finish (BHT-ALL-SPM).
 8. Carefully install sliding window into track. Install handle to face of sliding window with four screws, thin aluminum washers and nuts.
 9. Clean passenger door window with water and a soft cloth.

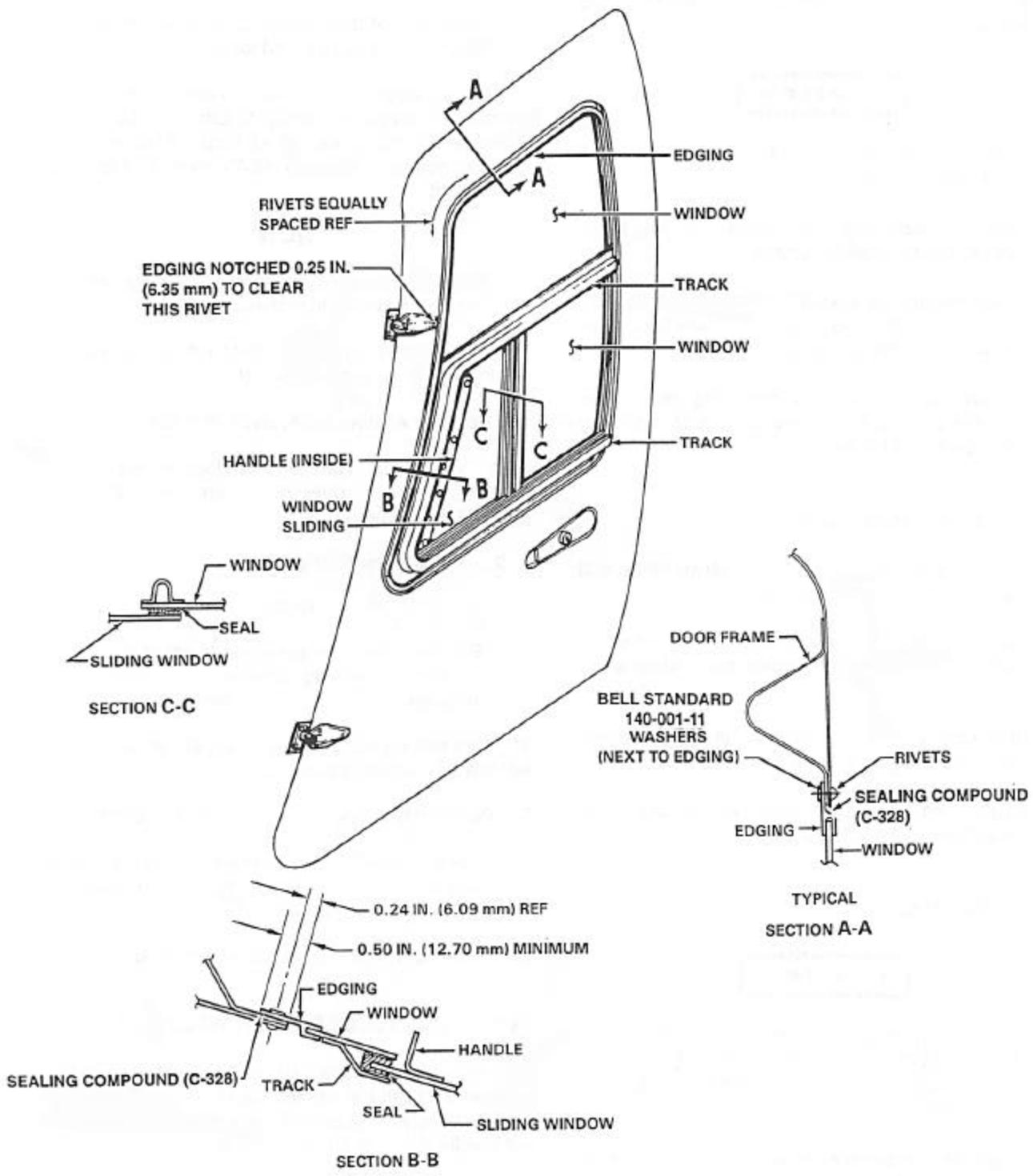


Figure 56-2. Crew Door Wedge Window Installation

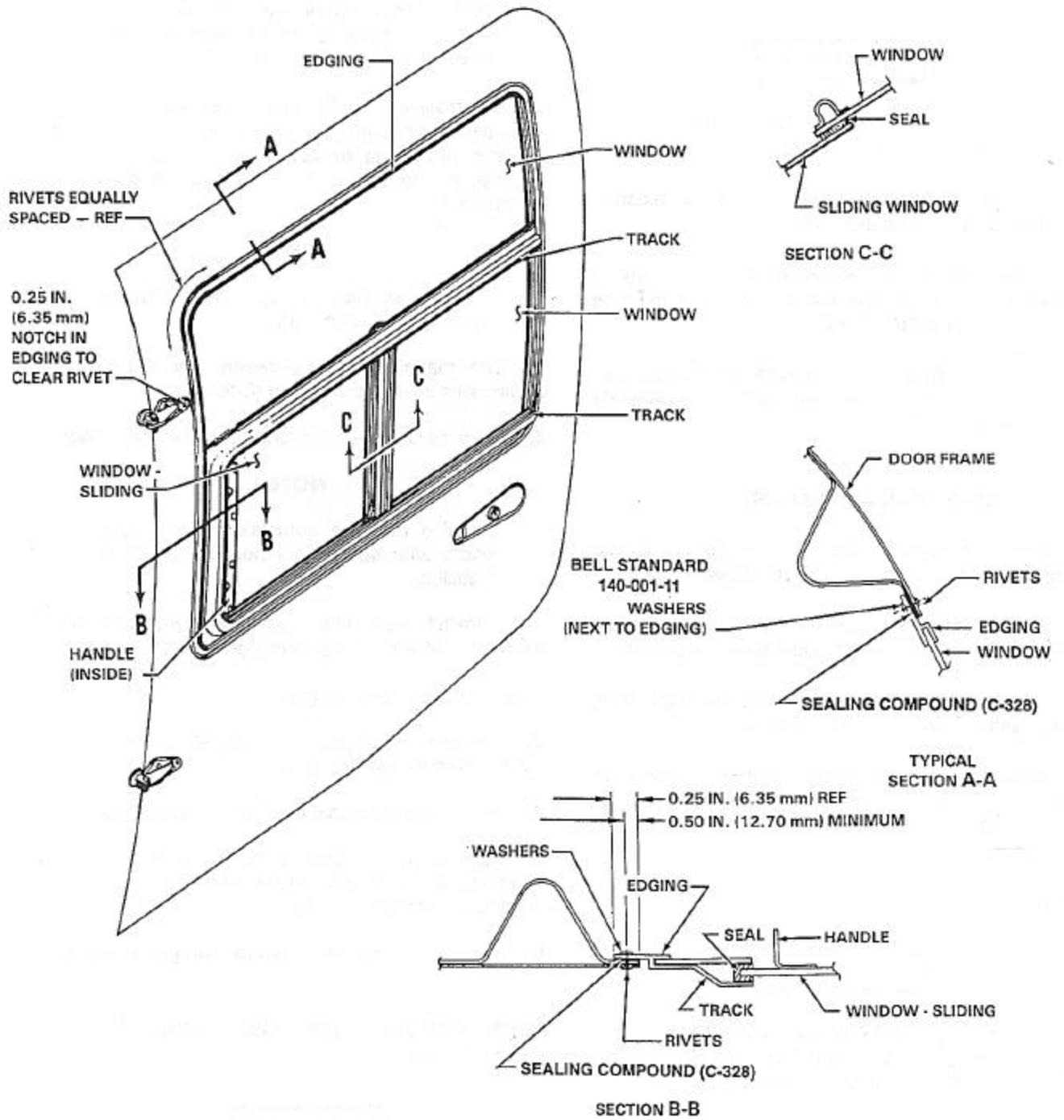
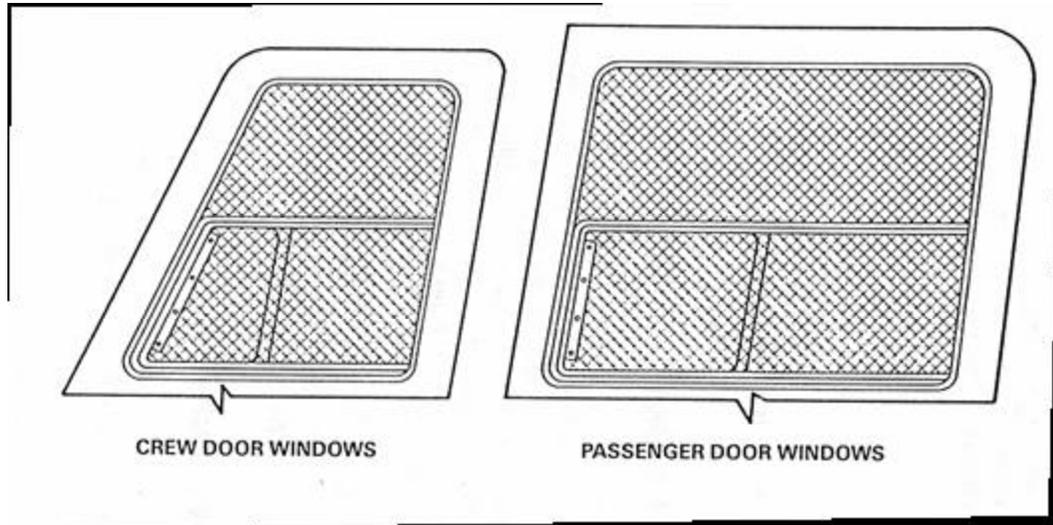


Figure 56-3. Passenger Door Wedge Window Installation



AREA "A":



Scratches and pits may be polished out to the extent that vision is not distorted. Distortion of vision is cause for replacement. Cracks, holes, or other damage may be temporarily repaired, if vision of crew members will not be impaired, by stop drilling, patching or other approved methods, but window must be replaced at the earliest opportunity.

AREA "B":



Scratches and pits are permitted in this area provided they are not so numerous or form such a pattern as to be objectionable to the viewer. Cracks, holes, or other damage may be temporarily repaired, by stop drilling, patching or other approved methods, but window must be replaced at the earliest opportunity.

AREA "C":



Scratches and pits are permitted in this area, providing the integrity of the window is not impaired. Cracks, holes, or other damage may be repaired by stop drilling, patching or other approved methods provided structural integrity is not impaired.

Figure 56-4. Windows - Critical Areas and Repair Limits