NOTE CLN THIS IS A SAFETY OF FLIGHT MESSAGE AND HAS NOT, REPEAT HAS NOT, BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES. ADDRESSEES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED. THE RETRANSMITTAL SHALL REFERENCE THIS MESSAGE.

SUBJ CLN SAFETY OF FLIGHT ONE TIME INSPECTION OF UH-1B/D/H AND EH-1H SERIES HELICOPTER SHASPLATE OUTER RING, TS 52-2322-295-201
(UH-1-79-41)

SUMMARY OF PROBLEM CLN A RECENT FATAL ACCIDENT OCCURRED DUE TO SEPARATION OF THE TRUNNIION ASSEMBLY FROM THE SHASPLATE OUTER RING. PRELIMINARY ANALYSIS INDICATES THAT THE FAILURE WAS DUE TO AN UNUSUAL OVERSIZE FIT BETWEEN THE TRUNNIION AND THE OUTER RING HOUSING BORE WHICH RESULTED FROM A PREVIOUS REWORK OR WHICH MAY HAVE BEEN CAUSED

PAGE 2 HUCIFRA7245 UNCLAS
BY EXCESSIVE SPREADING OF THE HOUSING BORE AT SOME TIME DURING THE SHASPLATE MAINTENANCE HISTORY,

1. PRIORITY CLASSIFICATION CLN (URGENT WITH LIMITATIONS) CLN

A. UPON RECEIPT OF THIS MESSAGE, THE STATUS OF AIRCRAFT WILL BE CHANGED TO A CIRCLED RED "X", FAILURE TO ACCOMPLISH THE INSPECTION WITHIN THE HOURS/DAYS STIPULATED WILL CAUSE CONDITION STATUS SYMBOL TO BE CHANGED TO A RED "X", EQUIPMENT IN USE WILL BE INSPECTED AS SOON AS POSSIBLE, BUT NOT LATER THAN 12 FLYING HOURS OR 16 DAYS, WHICHER OCCURS FIRST, AFTER RECEIPT OF THIS MESSAGE.
NOTE: SEE PARAGRAPH 7 AR 95-19 FOR NONCOMPLIANCE AUTHORITY OF UNIT AND MAJOR COMMANDS.

2. EQUIPMENT IN FIELD OR DEPOT STOCK CLN SERVICEABLE SHASPLATE ASSEMBLIES SHALL BE INSPECTED PRIOR TO ISSUE.

3. END ITEM TO BE INSPECTED ALL UH-1B/D/H AND EH-1H SERIES HELICOPTERS.

4. ASSEMBLIES OR COMPONENTS TO BE INSPECTED SHASPLATE AND SUPPORT ASSEMBLIES: PN 204-211-400-11, NSN 1512-00-006-162, AND ALL SUBSTI-

5. PARTS TO BE INSPECTED OUTER RING ASSEMBLY, P/N 204-211-429-1, NSN 1512-00-057-9123,
1. APPLICATION CLN
   A. CATEGORY OF MAINTENANCE:
      (1) OPERATIONAL AIRCRAFT CLN, AVIATION UNIT MAINTENANCE (AVUM),
      (2) AIRCRAFT UNDERGOING MAINTENANCE CLN ORGANIZATION PERFORMING
         MAINTENANCE,
      (3) AIRCRAFT IN TRANSIT CLN
         (A) IN SURFACE SHIPMENT CLN MAINTENANCE ACTIVITY AT FINAL DESTINA-
            TION,
         (B) IN FERRY STATUS CLN TO BE INSPECTED AT FIRST ENROUTE AVUM
            ACTIVITY
   B. APPLIED BY CLN AIRCRAFT MECHANIC MOS 67N AND UH-1 TECH INSPECTOR
   OR 67N
   C. TIME REQUIRED CLN
      (1) APPROXIMATELY ONE MAN-HOUR AND A CREW OF TWO WILL BE
         REQUIRED TO PERFORM THIS INSPECTION,
      (2) DOWNTIME FOR THE END ITEM IS 0.5 HOUR,
   D. SUPPLY KITS AND PARTS CLN
      A. KITS CLN NOT APPLICABLE,
      B. THE FOLLOWING ITEMS MAY BE REQUIRED CLN
         MAX QTY

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| C. PARTS DISPOSITION CLN UNSERVICEABLE SNAHPLATE AND SUPPORT
   ASSEMBLIES SHALL BE RETURNED TO DEPT FOR OVERHAUL.
   SPECIAL TOOLS AND TEST EQUIPMENT NOT APPLICABLE.

2. CLN ALL FIGURE AND INDEX NUMBERS REFER TO TM 55-1228-214-23P-2.
   A. DISCONNECT ONE DRIVE LINK FROM SNAHPLATE OUTER RING TRUNNION
      REMOVING COTTER PIN, NUT, WASHERS AND BOLT (FIGURE 161, ITEMS 15,
      17, 17A, 17B, 17C, AND 18) AND ROTATE DRIVE LINK UP AWAY FROM
      UNIION
   C. REMOVE TWO NUTS AND WASHERS (FIGURE 177, ITEMS 2 AND 3).
LOose bolts (Figure 177, Item 1) in place.

For purposes of consistency, it is recommended that step 90 be performed by the same tech inspector for all assigned aircraft.

D. Grasp trunnion and attempt to move it vertically and horizontally to determine if any play exists.

**CAUTION**

Do not use any device other than the work aid described to spread the housing ears during trunnion removal/installation. Do not tighten work aid bolt more than three flats (1/2 turn) past a finger tight condition.

E. If any play is evident, remove trunnion in accordance with TM 55-1520-219-20 or TM 55-1520-216-20 as applicable and measure housing bore. Maximum bore inside diameter is 1.2510 inches. If this dimension is exceeded, swashplate and support assembly shall be removed from the aircraft and disposed of in accordance with paragraph 7. If housing bore is within the above tolerance replace trunnion and re-inspect for play per Para D above. If play still exists swashplate and support assembly shall be removed from the aircraft and disposed of in accordance with Para 7.

F. If no play is detectable, secure trunnion to outer ring and drive link to trunnion using previously removed hardware in accordance with TM 55-1520-219-20 or TM 55-1520-216-20 as applicable.

J. Repeat steps 93 through 99 for opposite trunnion.

10. Weight and balance: Not applicable.

11. Recording and reporting instructions CLN

A. Record and report accomplishment of this inspection in accordance with the procedures prescribed in TM 36-732. The following forms are applicable CNL DA FORM 2406-13, AIRCRAFT INSPECTION AND MAINTENANCE RECORD DA FORM 2407, MAINTENANCE REQUEST DA FORM 2405-5 (COMPONENT EQUIPMENT MODIFICATION RECORD.

B. Grounding and safety of flight message follow-up report ROS-ANC 213. Action addresses upon completion of the requirement set forth in this message or not later than five days after date of accomplishment, will forward a message report of actions accomplished to: COMMANDER, USATACOM, ATTN CLN DRSST-MSM(M) PER AR 95-16. The report will cite the T, the aircraft mission design and series, and serial number of the aircraft. If all required actions are not completed, ST 8D929.