SUBJECT - ONE-TIME SAFETY-OF-FLIGHT INSPECTION ON ALL UH-1H/Y AND
EH-1H/K AIRCRAFT, ALL SERIAL NUMBERS (UH-1-64-12) (TB
(720-20-242-20-12)
TH 55-1320-210-23, AVIATION UNIT AND INTERMEDIATE MAINTENANCE
INSTRUCTIONS, ARMY MODEL UH-1D/H/EH-1H HELICOPTERS, 20 FEB 79 AND
CHANGES THROUGH C43, 7 SEP 84.
1 BACKGROUND - SEVERAL OF UH-1 MAIN ROTOR PITCH CHANGE LINK
TURBHUCKLE BARRELS, P/N 204-011-137-1, NSN 5340-00-845-7927 HAVE
BEEN REPORTED CRACKED BY USERS AT FT DRAGG. METALLURGICAL ANALYSIS
CONFIRMED THE EXISTENCE OF QUENCH CRACKS FROM THE HEAT TREAT CYCLE
WHICH DID NOT PROGRESS DURING THE TIME INTERVAL THESE BARRELS WERE
IN SERVICE. A SAMPLE TURNBUCKLE BARREL HAS BEEN CUT (THROUGH ONE
SIDE) LONGITUDINALLY AND SUBJECTED TO STATIC LOADS UP TO 16 TIMES
ITS NORMAL FLIGHT LOAD WITHOUT FAILURE. THUS, THE SMALL QUENCH
CRACKS ARE NOT REGARDED AS AN IMMEDIATE SAFETY PROBLEM. HOWEVER, ALL
CRACKED TURNBUCKLES WILL BE REMOVED FROM SERVICE. OTHER REPORTS
HAVE BEEN RECEIVED THAT THE ROT END BEARING, P/N 204-011-119-1, NSN
7120-00-379-0971, EXPERIENCES WEAR OUT FAILURE OF THE TEFLOM LINER,
LOOSENESS OF THE BEARING IN THE HOUSING - POOR STAKING.
2 PURPOSE - TO DIRECT FLEET CHANGEOUT OF TURNBUCKLE BARRELS WHICH

ARE CRACKED AND CHANGEOUT OF BEARINGS WHICH DO NOT MEET REQUIREMENTS
OF REFERENCE A.
3 PRIORITY CLASSIFICATION -
A. AIRCRAFT IN USE: URGENT WITH LIMITATIONS. UPON RECEIPT OF
THIS MESSAGE, THE CONDITION STATUS SYMBOL OF AIRCRAFT WILL BE
CHANGED TO A CIRCLE RED 'X'. ALL APPLICABLE AIRCRAFT WILL BE
INSPECTED AS SOON AS PRACTICAL, BUT NOT LATER THAN THE NEXT 5
HOUR/15 DAY INSPECTION DUE. AIRCRAFT WILL BE CARRIED AS FULLY
MISSION CAPABLE (FMC) UNTIL SUCH TIME AS THE INSPECTION REPAIR MAY
BE PERFORMED. PARTIALLY MISSION CAPABLE (PMC) REPORTING
REQUIREMENTS OF AR 95-33 ARE WAIVED. THIS WAIVER ONLY APPLIES TO
CONTENTS OF THIS MESSAGE. FAILURE TO ACCOMPLISH THE INSPECTION/
REPAIR WITHIN THE 5 FLYING HOUR/15 DAY REQUIREMENT WILL RESULT IN
THE AIRCRAFT STATUS BEING CHANGED TO RED 'X'.
B. AIRCRAFT UNDERGOING MAINTENANCE SHALL HAVE THIS INSPECTION
ACCOMPLISHED BY THE MAINTENANCE UNIT PRIOR TO RETURN OF THE AIRCRAFT
TO THE OWNING UNIT.
C. AIRCRAFT IN TRANSIT -
INSTRUCTION APPLICABLE TO ALL INSTALLED PITCH LINKAGE AND ALL SPARE REPAIRABLE PITCH LINKAGE. VISUALLY INSPECT FOR CRACKS. NO SPACES ARE ACCEPTABLE.BEFORE INSPECTION, ANY SPACES INSPECTED OR BEING CHECKED SHALL BE MAGNETIC PARTICLE INSPECTED IMMEDIATELY TO CONFIRM WHETHER OR NOT SPACES MIGHT EXIST. SPACES ACCEPTABLE BASED ON THE VISUAL INSPECTION ARE TO BE SCHEDULED FOR A MAGNETIC PARTICLE INSPECTION AT THE TIME OF NEXT PHASE INSPECTION. SPACES PASSING THE MAGNETIC PARTICLE INSPECTION ARE ACCEPTABLE FOR CONTINUED SERVICE. THE FOLLOWING VISUAL INSPECTION SHOULD ALSO INCLUDE THE ROD AND END BEARINGS AND MOUNTS FOR DAMAGE IN ACCORDANCE WITH REFERENCE A AND LOOSENESS OF THE BEARINGS IN ITS HOUSING.

B. UNSERVICEABLE TURNBUCKLES AND ROD END BEARINGS MAY REMAIN ON AIRCRAFT TO PREVENT DAMAGE TO REDUCED RETENTION STRAPS AND TO PERMIT ENGINE PHUNDS. AIRCRAFT WITH UNSERVICEABLE TURNBUCKLE BODIES WILL REMAIN ON RED-X status until replacement parts are INSTALLED.

C. DESTROY AND DISCARD ANY UNSERVICEABLE ROD AND END BEARINGS OR UNSERVICEABLE CRACKED TURNBUCKLE BODIES.

3. RECORDING AND REPORTING INSPECTION - RECORD ACCOMPLISHMENT OF THIS INSPECTION AFTER CORRECTIVE ACTION IS ACCOMPLISHED IN ACCORDANCE WITH PROCEDURES PRESCRIBED IN AM 34-T-30. THE FOLLOWING FORMS ARE APPLICABLE -

A. DA FORM 2408-13: AIRCRAFT INSPECTION AND MAINTENANCE RECORD.

B. DA FORM 2408-15: AIRCRAFT HISTORICAL RECORD.

C. DA FORM 2516 (YELLOW TAG) FOR IN STOCK ITEMS THAT ARE DETERMINED TO BE SERVICEABLE. ITEMS INSPECTED SERVICEABLE IN ACCORDANCE WITH SAFETY-OF-FLIGHT MESSAGE 0H-1-18-12 (TS 1920-20-242-20-12).

D. ITEMS INSPECTED SERVICEABLE IN ACCORDANCE WITH SAFETY-OF-FLIGHT MESSAGE 0H-1-18-12 (TS 1920-20-242-20-12).

E. SAFETY-OF-FLIGHT MESSAGE FOLLOW-UP EIS CSD2 160. MACON'S and OTHER ACTION ASSIGNED. UPON COMPLETION OF THE REQUIREMENTS SET FORTH IN THIS MESSAGE OR 30 LATER THAN 30 DAYS AS WILL FORWARD A REPORT OF ACTION ACCOMPLISHED TO COMMANDER, WASHINGTON ATTN: 57-30-16. THE REPORT WILL CITE THE SAFETY-OF-FLIGHT MESSAGE TO NUMBER AND AIRCRAFT HSN AND SERIAL NUMBERS OF THE AIRCRAFT. IF ALL REQUIRED ACTIONS ARE NOT COMPLETED, THIS REPORT WILL ALSO CONTAIN THE DATE ON WHICH IT IS ESTIMATED THEY WILL BE ACCOMPLISHED.

F. CHART ON THE ESTIMATED DATE OF COMPLETION VEL.$$! SERIAL NUMBERS ENTERED PREVIOUSLY ARE NOT COMPLETED WILL BE REPORTED BY MESSAGE. ATNB CURRENT STATUS AND REVISED ESTIMATED COMPLETION DATES AND ACTION REPORTS WILL CONTINUE TO BE SUBMITTED UNTIL ALL REQUIRED ACTIONS HAVE BEEN COMPLETED AND REPORTED. FOR AIRCRAFT IN DEPOT INSPECTION, PREPARE REPORT ACCOMPANYING DISPOSITION OR IN BOND. TAKE THE FOLLOWING ACTION -

G. IMMEDIATELY UPDATE AIRCRAFT LOGBOOK BY ENTERING THE ACCOMPLISHMENT OR NONACCOMPILATION OF THIS MESSAGE ON DA FORM 2408-15.

H. REPORT OF ACTION ACCOMPANYING THE AIRCRAFT HSN AND SERIAL NUMBER THAT AIRCRAFT LOGBOOK HAS BEEN UPDATED TO INCLUDE THIS ACTION INSURANCE.
MAJOR GENERAL ORLANDO E. GONZALES BENDS

SUBJ: SAFETY-OF-FLIGHT MAINTENANCE MANDATORY MESSAGE, ONE TIME INSPECTION FOR CERTAIN DEFECTIVE TURNBUCKLE BODIES (NSN 5340-00-865-7927) OF LINK ASSEMBLIES, MAIN MIXING LEVER TO PITCH HORN CONTROL UH-10/H/M/EH-1H/X SERIES AIRCRAFT (UH-1=84-01) (TB 55=1520=242=20=6)

NOTE: THIS IS A SAFETY-OF-FLIGHT MAINTENANCE MANDATORY, ONE TIME Inspection Message, released in accordance with AR 95-18, dated 1 May 1980 and has not, repeat, has not been transmitted to units.

TO REPLY BY MAILGRAM MESSAGE, SEE Reverse SIDE FOR WESTERN UNION'S TOLL - FREE PHONE NUMBERS
SUBORDINATE TO ADDRESSEES, ADDRESSEES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS
PAGE 03 RUCIFRDS100 UNCLAS
AFFECTED OR CONCERNED, THE RETRANSMITTAL SHALL REFERENCE THIS MESSAGE, ACTION ADDRESSEES WILL IMMEDIATELY VERIFY THIS RETRANSMISSION TO COMMANDER, AVSCOM, ATTN = ORSAV-MPSD.
1. SUMMARY = RECENT QUALITY DEFICIENCY REPORTS RECEIVED BY THIS COMMAND INDICATE UPON INSTALLATION OF NEW TURNBUCKLE BODY, (PN 204-011-137-1, NSN 5340-00-865-7927, ITEM 23 OF TM 55-1520-210-23P, PAGE 629) IN THE LINK ASSEMBLY, MAIN MIXING LEVER TO PITCH HORN CONTROL, THAT THE ROD ENDS WERE EXTREMELY LOOSE IN THE BODY. AN ENGINEERING INVESTIGATION BY CCGD LAB ON SUBJECT SAMPLES REVEALED THAT THREADS IN BODIES WERE DEFORMED AND UNDERSZIED. THIS MESSAGE APPLIES TO UH-1D/H/V/EH=1H/X SERIES AIRCRAFT.
2. PRIORITY CLASSIFICATION = 5 HOURS/15 DAYS UPON RECEIPT OF THIS MESSAGE THE CONDITION STATUS OF THE SUBJECT AIRCRAFT WILL BE CHANGED TO A CIRCLE RED //X//, AFTER FIVE FLIGHT HOURS OR 15 CALENDAR DAYS, CONDITION WILL BE CHANGED TO A RED //X//.
3. INSTRUCTION PROCEDURE = THE FOLLOWING INSPECTION WILL BE PERFORMED ON AFFECTED HELICOPTERS ONE BLADE AT A TIME, LINK ASSEMBLY, PN 204-011-127-1 =
   A. INSTALL ALIGNMENT MARK ACROSS ROD ENDS AND TURNBUCKLE BODY WITH SUITABLE MARKER TO PREVENT CHANGE IN ADJUSTMENT.
   B. REMOVE SAFETY WIRE ON JAM NUTS.
   C. REMOVE LOWER BOLT (ITEM 14, FIGURE 131-23P) FROM HORN AND INSTALL GRIP POSITIONING LINK.
   D. BACK OFF JAM NUTS ONE AT A TIME TO KEEP UNIT MORE RIGID WHILE CHECKING PLAY EACH END.
   E. INSTALL DIAL INDICATOR ON CENTER OF BODY WITH INDICATOR POINT ON CENTER OF FIRST EXPOSED THREAD FROM BODY, CHECK FOR LOoseness, TOTAL INDICATOR READOUT WILL NOT EXCEED .008 INCHES MAXIMUM EITHER END.
   F. IF .008 INCHES IS EXCEEDED, REMOVE, DESTROY AND DISCARD TURNBUCKLE BODY.
   G. IF DIMENSIONAL CHECK IS OKAY, REINSTALL COMPONENTS, VERIFY ALIGNMENT MARKING AND RETURN AIRCRAFT TO SERVICE. NO FLIGHT CHECK IS REQUIRED.
   H. INSPECT STOCK FOR TURNBUCKLE BODY IDENTIFIED BY THE FOLLOWING CONTRACT NUMBERS VISUALLY FOR THREAD DEFORMITIES AND DIMENSIONAL CHECK AS ABOVE, E=F, NO REPORTING OF STOCK ITEMS IS REQUIRED.

20121 EST
MGMCMP

TO REPLY BY MAILGRAM MESSAGE, SEE REVERSE SIDE FOR WESTERN UNION'S TOLL - FREE PHONE NUMBERS
REVIEW 31MAR1/3757 LINES 1

A

AU INFOMASTER 1-02-0992900 03/30/84
10918940 ASH
SUBJECT: DODCAB ABN
432523 DODC DCB ALBANY 5A 310192 XAR 84/291
PKS
USDA FOREST SERVICE
PO BOX 2417
WASHINGTON DC 20013

1 P RUCIFADO 82 03/01/84 DA-SHCSCV
P 3321452 XAR 84
FM CDRAVSOCOM BTL MD //DR9M-M-

TO 18681

1619/AB NLSA RAVUS EVN PROG AGY PO BOX 15087 LAB VEGAS NV
N JNRAVUS EVN PROG AGY REGION II 20 FEDERAL PLAZA NY NY
RUEBM/NAVATIONAL OCEANIC AND ATMOSPHERIC ADM ROCKVILLE MD
//ACAB/AC2 COL L A. WEAVER/
RUCFLY/AB ASTRONOMY CENTER CAFE CANAVARAL FL
//RUC4/ADV-23/
RUCFLY/AIR TAIPEI TAIWAN
RUCFLY/AIR WASH DC
RUCFLY/CDRLYX1305 SAN SALVADOR EL SALVADOR //SCCF-AP/
RUCFLY/CDRLYX1305 QUITO ECUADOR //SCCF-AP/
RUCFLY/CDRLYX1305 BOGOTA COLOMBIA //SCCF-AP/
RUCFLY/CDRLYX1305 REDSTONE ARS AL //DR5M1-9T/
RUCFLY/CDRLYX1305 ALIV/AD/US CUSTOMS SERVICE DEPT AP TREASURY
INFO A18 5084
RUCFLY/CDRLYX1305 A18 5084
RUCFLY/CDRLYX1305-A RT 4100 CMDT FL RUCKER AL //ATZD-DI/
RUCFLY/CDRLYX1305-A RT 4100 CMDT FL RUCKER AL //ATZD-DI/
RUCFLY/CDRLYX1305-A RT 4100 CMDT FL RUCKER AL //ATZD-DI/
RUCFLY/CDRLYX1305-A RT 4100 CMDT FL RUCKER AL //ATZD-DI/

FINAL SECTION OF 02

RECORDING AND REPORTING OF INSPECTION

A. RECORD ACCOMPLISHMENT OF YOUR INSPECTION IN ACCORDANCE WITH
THE PROCEDURE IN TM 38-750. THE FOLLOWING FORMS ARE APPLICABLE -
(1) DA FORM 2408-13, AIRCRAFT INSPECTION AND MAINTENANCE
RECORD,
(2) DA FORM 2408-15, AIRCRAFT HISTORICAL RECORD.

C. FOR AIRCRAFT IN DEPOT MAINTENANCE AWAITING DISPOSITION OR IN STORAGE, TAKE THE FOLLOWING ACTIONS:


2. REPORT, BY RETURN MESSAGE, THE AIRCRAFT MDS AND SERIAL NUMBER THAT THE AIRCRAFT LOGBOOK HAS BEEN UPDATED TO INCLUDE THIS MESSAGE REQUIREMENT.

3. PROVIDE A POINT OF CONTACT, WITH TELEPHONE NUMBER, ON ALL REPORTS.


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7. FOREIGN MILITARY SALES/FMS RECIPIENTs REQUIRING CLARIFICATION OF THIS MESSAGE SHOULD CONTACT USAVSCOM, DRSAV-I, CWO4 KYLE STEPHENS, AUTOCOM 693-2813, COMMERCIAL 314-263-2813.

AVSACOM TECHNICAL POINT OF CONTACT IS MR. KEN LUSER, DRSAV-EAS, AUTOCOM 693-1708, COMMERCIAL 314-263-1708

2021 EST
NNNN
2100 EST
ASCS WSH
PAGE 02 UCIFRD UNCLAS
SUARFA/CFISMAK MANG MADRID SPAIN //ARMY/NAVY SEC//
ARMAF/HOSCEM MELBOURNE AUSTRALIA //ARMS ENG//
ARMAF/DFSM FAIR CANBERRA AUSTRALIA //OPHEL-DFR//
SUARFA/USD/DFMS SERVICE PO BOX 2157 WASH DC 20013
//COOPERATIVE FIRE PROTECTION//
ACCT DC/NSCSD
BT
UNCLAS
SECTION 01 OF 02
MAJOR GENERAL ORLANDO E. GONZALES SENDS
SUBJECT - SAFETY-OF-FLIGHT MAINTENANCE MANDATORY MESSAGE. ONE TIME
INSPECTION FOR CERTAIN DEFECTIVE TURNBUCKLE BODIES (MNH
5740-00-465-7927) OF LINK ASSEMBLIES. MAIN MIXING LEVER TO PITCH HORN
CONTROL OH-10H/4/1H/4H/X SERIES AIRCRAFT (OH-1-84-DI) (TB
55-1520-242-20-4)
NOTE - THIS IS A SAFETY-OF-FLIGHT, MAINTENANCE MANDATORY, ONE TIME
MESSAGE, RELEASED IN ACCORDANCE WITH AR 95-16, DATED 1 MAY
1980 AND HAS NOT, REPEATED 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. ACTION ADDRESSEES WILL IMMEDIATELY VERIFY THIS
TRANSMISSION TO COMMANDER, AVSCOM, ATTN - DRSAV-MPSD.
1. SUMMARY - RECENT QUALITY DEFICIENCY REPORTS RECEIVED BY THIS COMMAND INDICATE UPON INSTALLATION OF NEW TURNBUCKLE BODY, (P/N 204-011-137-1, HSN 5340-00-845-7927, ITEM 23 OF TM 55-1520-210-23P, PAGE 629) IN THE LINK ASSEMBLY, MAIN MIXING LEVER TO PITCH HORN CONTROL, THAT THE ROD ENDS WERE EXTREMELY LOOSE IN THE BODY. AN ENGINEERING INVESTIGATION BY GCAD LAB ON SUBJECT SAMPLES REVEALED THAT THREADS IN BODIES WERE DEFORMED AND UNDERSIZED. THIS MESSAGE APPLIES TO UH-1D/H/V/EH-1H/X SERIES AIRCRAFT.
2. PRIORITY CLASSIFICATION - 5 HOURS/15 DAYS UPON RECEIPT OF THIS MESSAGE THE CONDITION STATUS OF THE SUBJECT AIRCRAFT WILL BE CHANGED TO A CIRCLE RED //X//. AFTER FIVE FLIGHT HOURS OR 15 CALENDAR DAYS, CONDITION WILL BE CHANGED TO A RED //X//.
3. INSPECTION PROCEDURE -
   THE FOLLOWING INSPECTION WILL BE PERFORMED ON AFFECTED HELICOPTERS ONE BLADE AT A TIME, LINK ASSEMBLY, P/N 204-011-127-1 -
   A. INSTALL ALIGNMENT MARK ACROSS ROD ENDS AND TURNBUCKLE BODY WITH SUITABLE MARKER TO PREVENT CHANGE IN ADJUSTMENT.
   B. REMOVE SAFETY WIRE ON JAM NUTS.
   C. REMOVE LOWER BOLT (ITEM 14, FIGURE 131-23P) FROM HORN AND INSTALL GRIP POSITIONING LINK.
   D. BACK OFF JAM NUTS ONE AT A TIME TO KEEP UNIT MORE RIGID WHILEUNCING PLAY EACH END.
   E. INSTALL DIAL INDICATOR ON CENTER OF BODY WITH INDICATOR POINT ON CENTER OF FIRST EXPOSED THREAD FROM BODY. CHECK FOR LOOSENESS, TOTAL INDICATOR READOUT WILL NOT EXCEED .008 INCHES MAXIMUM EITHER END.
   F. IF .008 INCHES IS EXCEEDED, REMOVE, DESTROY AND DISCARD TURNBUCKLE BODY.
   G. IF DIMENSIONAL CHECK IS OKAY, REINSTALL COMPONENTS, VERIFY ALIGNMENT MARKING AND RETURN AIRCRAFT TO SERVICE. NO FLIGHT CHECK IS REQUIRED.
   H. INSPECT STOCK FOR TURNBUCKLE BODY IDENTIFIED BY THE FOLLOWING CONTRACT NUMBERS VISUALLY FOR THREAD DEFORMITIES AND DIMENSIONAL CHECK AS ABOVE, E-F. NO REPORTING OF STOCK ITEMS IS REQUIRED.
   DLA-500-82-P-M-384
   DLA-500-82-P-B-914
4. RECORDING AND REPORTING OF INSPECTION –
   A. RECORD ACCOMPLISHMENT OF YOUR INSPECTION IN ACCORDANCE WITH
      THE PROCEDURE IN TM 38-750. THE FOLLOWING FORMS ARE APPLICABLE –
      (1) DA FORM 2408-13, AIRCRAFT INSPECTION AND MAINTENANCE
         RECORD.
      (2) DA FORM 2408-15, AIRCRAFT HISTORICAL RECORD.
   B. SAFETY-OF-FLIGHT MESSAGE FOLLOW-UP RCS CSGLD 1A6D. MACOMS
      FILL IN PARAGRAPH 3 OF THIS MESSAGE, OR NOT LATER THAN 18 APRIL
      1984. WILL FORWARD A MESSAGE REPORT OF ACTION ACCOMPLISHED TO
      COMMANDER, AVSCOM, ATTN – DRSAV-MPSD, PER AR 95-18. THE REPORT WILL
CITE THE SAFETY-OF-FLIGHT MESSAGE, TB NUMBER, THE AIRCRAFT MISSION DESIGN SERIES (MDS), AND SERIAL NUMBERS OF THE AIRCRAFT. WHEN THE ESTIMATED DATE OF COMPLETION ARRIVES, THE SERIAL NUMBER REPORTED PREVIOUSLY AS NOT COMPLIED WITH WILL BE REPORTED BY MESSAGE, WITH SENT STATUS AND REVISED ESTIMATED COMPLETION DATE. REVISED ESTIMATED COMPLETION DATES AND STATUS REPORTS WILL CONTINUE TO BE SUBMITTED UNTIL ALL REQUIRED ACTIONS HAVE BEEN COMPLETED AND REPORTED.

C. FOR AIRCRAFT IN DEPOT MAINTENANCE WAITING DISPOSITION OR IN STORAGE, TAKE THE FOLLOWING ACTIONS:
(1) IMMEDIATELY UPDATE THE AIRCRAFT LOGBOOK BY ENTERING THE REQUIREMENTS FOR ACCOMPLISHMENT OF THIS MESSAGE ON DA FORM 2408-13.
(2) REPORT, BY RETURN MESSAGE, THE AIRCRAFT MDS AND SERIAL NUMBER THAT THE AIRCRAFT LOGBOOK HAS BEEN UPDATED TO INCLUDE THIS MESSAGE REQUIREMENT.
(3) PROVIDE A POINT OF CONTACT, WITH TELEPHONE NUMBER, ON ALL REPORTS.


PAGE 04 RUCTION 5102 UNCLAS
A VSYSCOM TECHNICAL POINT OF CONTACT IS MR. KEN LUBER, DRSAY-EAS, AUTOYON L93-1705, COMMERCIAL 314-263-1705.

REF
#0467