USDA FOREST SERVICE AVIATION FIRE MSGT
3905 VISTA AVE
BOISE ID 83705

1. RUCIFRD00611 B0518111 DA-BDCVBA
P 2318502 JUL 92 ZEX
TO RUCLFA/USDA FOREST SERVICE AVIATION FIRE MSGT 3905 VISTA AVE
BOISE ID 83705/
DA-BDCVBA
UNCLASS RELEASABLE TO NATO ADDRESSEES

SECTION 1 OF 4

SUBJECT - AVIATION SAFETY ACTION MESSAGE, MAINTENANCE MANDATORY, RCS
CSGD-1860 (R1), ALL UH-1 SERIES AIRCRAFT, ONE TIME AND REPEAT
INSPECTIONS OF 90 DEGREE GEARBOX ATTACHMENT FITTING
(UH-1-92-ASAM-11) TB 1-1500-542-00-3, WILL REMAIN EFFECTIVE UNTIL 1
JUL 93 UNLESS RESCINDED OR SUPERCEDED.

NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE AND HAS NOT BEEN
TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES. ADDRESSES SHOULD
IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS,
ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED. THE RETRANSMITTAL
SHALL REFERENCE THE MESSAGE. ADDRESS ADDRESSES WILL IMMEDIATELY
VERIFY THIS RETRANSMISSION TO COMMANDER, ATCOM, ATTN - AMSAT-C-XS
(SOF COMPLIANCE OFFICER).

U. PRIORITY CLASSIFICATION
A. AIRCRAFT IN USE - UPON RECEIPT OF THIS MESSAGE THE CONDITION
PAGE 3 RUCIFRD0611 UNCLASS
STATUS SYMBOL OF THE CITED AIRCRAFT WILL BE CHANGED TO A RED
HORIZONTAL DASH ///. THE RED HORIZONTAL DASH /// MAY BE CLEARED
WHEN THE INSPECTION OF PARA B BELOW IS COMPLETED. AFFECTED AIRCRAFT
SHALL BE INSPECTED AS SOON AS PRACTICAL BUT NO LATER THAN THE
TASK/INSPECTION SUSPENSE DATE. FAILURE TO COMPLY WITH THE
REQUIREMENTS OF THIS MESSAGE WITHIN THE TIME FRAME WILL CAUSE THE
STATUS SYMBOL TO BE UPGRADED TO A RED ///X///.
B. AIRCRAFT IN DEPOT MAINTENANCE - AIRCRAFT WILL NOT BE ISSUED
UNTIL COMPLIANCE WITH THIS ASAM HAS BEEN COMPLETED.
C. AIRCRAFT UNDERGOING MAINTENANCE - AIRCRAFT WILL NOT BE
RELEASED UNTIL COMPLIANCE WITH THIS ASAM MESSAGE HAS BEEN COMPLETED.
D. AIRCRAFT IN TRANSIT -
(1) SURFACE AIR SHIPMENT - WITHIN 30 FLIGHT HOURS OR 45
DAYS OF ARRIVAL, WHICHEVER OCCURS FIRST,
(2) FERRY STATUS - SAME AS PARA 1A.
E. TRAINERS -
(1) CATEGORY A AND B - SAME AS PARA 1A.

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(2) MAINTENANCE - N/A.
F. SERVICEABLE COMPONENT PARTS IN STOCK INCLUDING WAR RESERVES AT ALL LEVELS (DEPOT AND OTHERS) - UPTON RECEIPT OF THIS MESSAGE ALL PAGE 4 RUCIFRDB611 UNCLASSIFIED ITEMS LISTED IN PARAGRAPH 7 BELOW SHALL BE PLACED IN CONDITION CODE //J/ AND RETAGGED WITH A MATERIAL CONDITION TAG/LABEL - SUSPENDED (BROWN TAG) DD FORM 1575 OR LABEL DD FORM 1575-1. THE REMARKS BLOCK MUST REFER TO INSPECTION REQUIRED PER THIS MESSAGE (TB1-1580-242-30-3). UPON COMPLETION OF THE REQUIRED INSPECTION, ITEMS WILL BE RETAGGED EITHER SERVICEABLE (YELLOW TAG) DD FORM 1574 OR UNSERVICEABLE REPAIRABLE (GREEN TAG) DD FORM 1577-E DEPENDENT UPON THE RESULTS. NOTE - UNITS THAT DO NOT HAVE THE CAPABILITY TO INSPECT THE SUBJECT UNINSTALLED FITTINGS IN ACCORDANCE WITH THIS MESSAGE, SHIP TO CCAD PER PARA 106.
G. UNINSTALLED SERVICEABLE TAILBOOMS IN STOCK AT ALL LEVELS SHALL BE INSPECTED PER PARA 8C. IF UNABLE TO PERFORM THE REPAIR, CONTACT THE LOG POC IN PARA 16C.
2. TASK INSPECTION SUSPENSE DATE -
A. FOR SPOTFACING REQUIREMENT NEXT PHASE INSPECTION.
B. FOR REMAINING TASKS INSPECTIONS OF PARA 8A, 8B, AND 8C EXCEPT SPOTFACING AS ABOVE IN PARA 2A WITHIN 30 FLIGHT HOURS OR 45 DAYS, WHICHEVER OCCURS FIRST.
3. REPORTING COMPLIANCE SUSPENSE DATE - NO LATER THAN 13 AUG 92 PER PARA 14A OF THIS MESSAGE.
PAGE 5 RUCIFRDB611 UNCLASSIFIED
4. SUMMARY OF PROBLEM -
A. INSPECTION OF SEVERAL ALUMINUM 90 DEGREE GEARBOX ATTACHMENT FITTINGS, P/N 204-030-828-103, RECEIVED UNDER CONTRACT NUMBER DAAJ29-91-C-0639 HAS SHOWN THAT THESE FITTINGS ARE NOT SPOTFACED (COUNTERBORED) AS REQUIRED ON THE GEARBOX STUD ATTACHMENT HOLES. INFORMATION SUGGESTS THAT NONE OF THE FITTINGS SUPPLIED UNDER THAT CONTRACT ARE SPOTFACED. THERE IS ALSO A POSSIBILITY THE MAGNESIUM FITTING, P/N 204-030-828-9, BOUGHT ON PREVIOUS CONTRACTS WERE ALSO NOT SPOTFACED. SPOTFACING THESE HOLES IS REQUIRED TO ASSURE PROPER SEATING OF THE GEARBOX ATTACHMENT NUTS AND WASHERS.
B. IN ADDITION, EXAMINATION OF SEVERAL ALUMINUM FITTINGS FROM THE ABOVE CONTRACT SHOWS THAT THE MACHINED SURFACE ON WHICH THE 90 DEGREE GEARBOX MOUNTS IS NOT PERPENDICULAR IN RESPECT TO THE LEGS OF THE FITTING. THIS CAUSES THE LEGS TO BE SKewed TO THE SIDE. IF INSTALLED, THIS SKewed CONDITION COULD RESULT IN ONE OF TWO SITUATIONS ADDITIONAL STRESS MAY BE INDUCED IN BOTH THE FITTING AND THE TAIL FIN SPAR OR, MISALIGNMENT OF THE FLEXIBLE DRIVESHAFT COUPLINGS BETWEEN THE 40 DEGREE AND 90 DEGREE GEARBOXES MAY OCCUR. DUE TO THESE POSSIBLE SCENARIOS, ADDITIONAL INSPECTION REQUIREMENTS ARE NEEDED TO DETECT PREMATURE FAILURE OF THE TAILBOOM STRUCTURE.
PAGE 6 RUCIFRDB611 UNCLASSIFIED
AND/OR DRIVE TRAIN.
C. FOR MANPOWER/DOWNTIME AND FUNDING IMPACTS SEE PARA 12.
D. THE PURPOSE OF THIS MESSAGE IS TO -
(1) INSPECT THE 90 DEGREE GEARBOX ATTACHMENT FITTINGS FOR SPOTFACING.
(2) DIRECT SPOTFACING BE PERFORMED ON INSTALLED FITTINGS THAT ARE NOT SPOTFACED.

(3) INITIATE ADDITIONAL INSPECTIONS OF AIRCRAFT WITH SUSPECT FITTINGS INSTALLED.

5. ENG ITEMS TO BE INSPECTED – ALL UH-1H/V/M AIRCRAFT.

6. ASSEMBLY COMPONENTS TO BE INSPECTED –
   NOMENCLATURE PART NO. NSN
   TAIL BOOM ASSEMBLY ALL ALL

7. PARTS TO BE INSPECTED –
   NOMENCLATURE PART NO. NSN
   FITTING ASSEMBLY 204-030-828-9 1560-00-990-3734
   FITTING ASSEMBLY 204-030-828-103 1560-00-990-3734

8. INSPECTION PROCEDURES –
   A. UNINSTALLED FITTINGS – INSPECT FITTING ASSEMBLY FOR THE VIBRO-ETCHED MANUFACTURERS CODE "62810" LOCATED NEAR THE RAISED

06:26 EST

MGMCMP
USDA FOREST SVC AVIATION FIRE MGMT
3905 VISTA AVE
BOISE ID 83705

1 RUCIFRD8612 2051812 DA-BDCVBA
P 2318502 JUL 92 2EX
FM CORATCOM (PROV) ST LOUIS MO//AMSAT-C-XS//
TO RUCLRAF/USDA FOREST SERVICE AVIATION FIRE MGMT 3905 VISTA AVE
BOISE ID 83705//
DA-BDCVBA

SECTION 2 OF 4
PART NUMBER ON THE "AS CAST" SURFACE OF THE FITTING. THIS IS THE
SURFACE YOU SEE WHEN LOOKING AFT AS THE FITTING IS INSTALLED. DO
NOT MISTAKE THE AVSUL CODE "S1995", WHICH IS ALSO VIBRO-ETCHED ON
THE FITTING, WITH THE MANUFACTURER'S CODE. IF THE "62810" CODE IS
POSITIVELY IDENTIFIED, RETURN FITTINGS TO CCA FOR INSPECTION PER
PARA 10D. IF THE CODE IS NOT "62810", THE FITTING IS CONSIDERED TO
BE SERVICEABLE AND SHALL BE TAGGED IAW PARA 14.

B. CERTAIN SERIAL NUMBERED INSTALLED TAILBOOMS - INSPECT
AIRCRAFT RECORDS FOR THE FOLLOWING TAILBOOM SERIAL NUMBERS

ABD-0241
ABD-0254
ABD-0258
ABD-04407
ABD-04644
ABD-04806

PAGE 3 RUCIFRD8612 UNCLAS

ABD-05659
ABD-0273

U

ABD-2046
ABD-2792
ABD-3092
BBBD-3978
BBBD-2602
BBBD-4064
BD-1145

IF ONE OF THESE SERIAL NUMBERED TAILBOOMS IS INSTALLED, ACCOMPLISH
THE CORRECTIVE ACTIONS OF PARA 9B(1) AND 9B(2).

C. INSTALLED FITTINGS ON SERVICEABLE TAILBOOMS AND/OR AIRCRAFT
- GAIN ACCESS TO THE FITTING ASSEMBLY P/N 204-030-828-9 AND P/N
202-030-828-103. INSPECT THE SURFACE OF THE FITTING WHERE THE NUTS
AND WASHERS SEAT WHICH ATTACH THE 90 DEGREE GEARBOX. THESE SIX
GEARBOX ATTACHMENT HOLES SHOULD BE SPOTFACED (COUNTERBORED) TO

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PROVIDE A FLAT SURFACE FOR THE WASHER TO SEAT. IT MAY BE NECESSARY.
TO REMOVE ONE NUT FROM A GEARBOX STUD TO VERIFY SPOTFACING.

(1) IF THE HOLES ARE SPOTFACED, COMPLIANCE WITH THIS
MESSAGE IS CONSIDERED COMPLETE.

PAGE 4 RUCIFRDB612 UNCLAS

(2) IF THE HOLES ARE NOT SPOTFACED, ACCOMPLISH THE
FOLLOWING:

NOTE
AS STATED ABOVE, THE FITTING PART NUMBER IS RAISED. HOWEVER, THE
LAST DIGIT OF THE PART NUMBER IS VIBRO ETCHED AND MAY BE DIFFICULT
TO READ. IF SO, THE -103 CAN BE DISTINGUISHED FORM THE -9 BY THE
RAISED "10" (READ DASH ONE ZERO) OF THE PART NUMBER.

(a) FITTINGS ON TAILBOOMS - CONTACT THE LOGISTICAL
POINT OF CONTACT LISTED IN PARA 14C. FOR FURTHER DIRECTION.

(b) FITTINGS ON AIRCRAFT - P/N 204-030-828-9 FITTINGS
SHALL HAVE THE CORRECTION PARA 9A ACCOMPLISHED. P/N 204-030-828-103
FITTINGS SHALL HAVE THE CORRECTION OF PARA 9A AND 9B ACCOMPLISHED.

9. CORRECTION PROCEDURES -
A. SPOTFACE PROCEDURE
(1) REMOVE 90 DEGREE GEARBOX PER TM55-1520-210-23-1 OR TM
55-1520-220-23-1.

(2) THOROUGHLY CLEAN FITTING AROUND GEARBOX ATTACHMENT
HOLES TO REMOVE OLD SEALANT.

(3) SPOTFACING OF THESE HOLES ON FITTING INSTALLED ON
TAILBOOMS REQUIRES THE USE OF A BACK SPOT FACING TOOL, 3/4 INCH IN
PAGE 5 RUCIFRDB612 UNCLAS
DIAETER WITH A DRIVER TO FIT A 5/16 INCH PILOT HOLE (CLEVELAND
TWIST DRILL LIST NO. 1455, EDP 469421, OP EQUIVALENT). LOCAL
PURCHASE THE SPECIAL TOOL AS LISTED IN PARA 11.

NOTE
THE THICKNESS OF THE FITTING AT THE HOLE
LOCATION MUST BE A MINIMUM OF 1.03 INCH
AFTER ACCOMPLISHMENT OF SPOTFACING.

(4) ACCOMPLISH SPOTFACE AS FOLLOWS:
- ATTACH (MOUNT) SPOTFACING TOOL DRIVER IN PORTABLE
DRILL.
- INSERT DRIVER THROUGH FITTING HOLE.
- ATTACH SPOTFACING CUTTER TO DRIVER.
- OPERATING THE DRILL, PULL CUTTER SLOWLY AGAINST THE
FITTING REMOVING ENOUGH METAL TO FORM A COMPLETE CIRCULAR SPOTFACE
OF THE HOLE.
- REMOVE THE SPOTFACING TOOL AND CHECK THE THICKNESS
OF THE FITTING AT THE SPOTFACED AREA. THE THICKNESS SHOULD BE 1.03
TO 1.13 INCH.
- IF NECESSARY, REPEAT THE ABOVE PROCEDURE UNTIL THE
PROPER THICKNESS IS ACHIEVED.

PAGE 6 RUCIFRDB612 UNCLAS

NOTE
THE SPOTFACE TOOL WILL OVERLAP THE LARGE CENTER
HOLE. THIS IS CONSIDERED NORMAL.

TREAT SPOTFACED AREA IN ACCORDANCE WITH
TM55-1500-344-23. THE -9 FITTING IS MAGNESIUM AND THE -103 FITTING

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IS ALUMINUM.


(6) THE BACK SPOTFACE PROCEDURE MAY ALSO BE USED ON UNINSTALLED FITTINGS; HOWEVER, THE USE OF A STANDARD 3/4 INCH COUNTERBORE TOOL WITH 5/16 INCH PILOT IS AUTHORIZED.

B. P/N 204-030-828-103 FITTINGS THAT ARE IDENTIFIED TO MANUFACTURERS CODE 62810 SHALL HAVE THE FOLLOWING ACCOMPLISHED

(1) INSTALLED FITTINGS SHALL REMAIN INSTALLED

(A) DRIVESHAFT COUPLING INSPECTION -

NOTE

INSPECTION OF DRIVESHAFT COUPLINGS IS REQUIRED DUE TO POSSIBLE DRIVESHAFT MISALIGNMENT CAUSED BY THE SUSPECT FITTING. AS DIRECTED BELOW, REPLACEMENT OF BOTH THE COUPLINGS AND FITTING MAY BE

06:40 EST

MGMCMP
USDA FOREST SVC AVIATION FIRE MGMT
3905 VISTA VE
BOISE ID 83705

1 RUCIFRD06613 20518111 DA-BDCVBA
P 231850Z JUL 92 ZEX
FM CDRATCOM (PROV) ST LOUIS MO//AMSAT-C-XS//
TO RUCLRFA/USDA FOREST SERVICE AVIATION FIRE MGMT 3905 VISTA AVE
//BOISE ID 83705//
DA-BDCVBA
UNCLAS RELEASABLE TO NATO ADDRESSEES
SECTION 3 OF 4
NECESSARY.

- INSPECT FLEXIBLE DRIVESHAFT COUPLINGS BETWEEN THE 45 DEGREE AND 90 DEGREE GEARBOXES PER PARA 6-200.1 OF TM55-1520-210-23-1 OR PARA 6-247.1 OF TM55-1520-220-23-1. REPLACE COUPLINGS WHICH FAIL INSPECTION CRITERIA.

NOTE

IF A COUPLING INSPECTION HAS BEEN PERFORMED WITHIN THE LAST 50 FLIGHT HOURS, THAT INSPECTION MAY BE USED IN LIEU OF THE PRECEDING COUPLING INSPECTION.

- REINSPECT COUPLINGS AGAIN AFTER 50 FLIGHT HOURS. IF COUPLINGS FAIL INSPECTION CRITERIA, REPLACE COUPLINGS AND 90 DEGREE GEARBOX ATTACHMENT FITTING. REPLACEMENT OF THE FITTING IS A DEPOT LEVEL MAINTENANCE OPERATION. HOWEVER, CERTAIN AVIM UNITS MAY BE GRANTED AUTHORITY TO REPLACE THE FITTING WITH THE APPROVAL OF PAGE 3 RUCIFRD06613 UNCLAS THE MAINTENANCE POC OF PARA 16G.

(2) THE FOLLOWING SHALL BE ADDED TO TM 55-1520-210-PMD, SEQUENCE NUMBER 4.10 AND TM 55-1520-220-PMD, SEQUENCE NUMBER 4.6 - "INSPECT FOR LOOSE OR MISSING RIVETS ATTACHING THE 90 DEGREE GEARBOX ATTACHMENT FITTING."

(3) RETURN THE SUSPECT UNINSTALLED 90 DEGREE GEARBOX ATTACHMENT FITTING PER PARA 18D.

C. LOCAL PURCHASE OF THE FITTING IS NOT AUTHORIZED.

10. SUPPLY/PARTS AND DISPOSITION -
A. PARTS REQUIRED - ITEMS CITED IN PARAGRAPHS 6 AND 7 MAY BE REQUIRED TO REPLACE DEFECTIVE ITEMS.

B. REQUISITIONING INSTRUCTIONS - REQUISITION REPLACEMENT PARTS THROUGH NORMAL SUPPLY CHANNELS USING NORMAL SUPPLY PROCEDURES. MANDATORY ENTRIES ON REQUISITIONS AND TURN-IN DOCUMENTS ARE

(1) SIGNAL CODE (CC01) SHALL BE "C" (CHARLIE) OR "LIM" (LIMA).

(2) FUND CODE (CC52-S3) SHALL BE "H1" (HOTEL-ONE).

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(3) PROJECT CODE (CC57-59) SHALL BE “CSP” (CHARLIE-SIERRA-PAPA).  

NOTE

PAGE 4 RUCIFRD0613 UNCLAS
PROJECT CODES AND FUND CODES WILL PROVIDE A MEANS TO COLLECT HISTORICAL DATA TO SUPPORT FUTURE BUDGET SUBMISSIONS. USE OF OTHER SIGNAL CODES, FUND CODES, OR PROJECT CODES WILL RESULT IN THE CUSTOMER PAYING FOR THE PART OR A REQUISITION REJECTION. CODES LISTED IN PARA 10B(1)-(3) MUST APPEAR ON BOTH THE REQUISITION AND TURN-IN DOCUMENTS.

C. BULK AND CONSUMABLE MATERIALS - N/A.
D. DISPOSITION -
   (1) RETURN THE SUSPECT UNINSTALLED 90 DEGREE GEARBOX ATTACHMENT FITTING TO -
   DODAAC WA57NV
   CORPUS CHRISTI ARMY DEPOT
   SDSSC-ME
   ATTN MS. TAMMY TUTTLE
   CORPUS CHRISTI, TX 78419
   - NOTE -
   LIST CONTRACT NUMBER SUCH AS DAAJ09-91-C-0438, ETC.
   (2) FITTINGS REMOVED FROM THE AIRCRAFT AS A RESULT OF THIS MESSAGE SHALL BE DISPOSED OF IAW NORMAL SUPPLY PROCEDURES.
E. DISPOSITION OF HAZARDOUS MATERIAL - N/A.

PAGE 5 RUCIFRD0613 UNCLAS
11. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED - (AS REQUIRED PER MESSAGE)
   BACK SPOTFACE TOOL
   NOTE
   THIS CAN BE LOCAL PURCHASED IN CONUS OR OCONUS FROM -
   CLEVELAND TWIST DRILL COMPANY
   P/N 1655EDP46942
   CLEVELAND, OH
   PHONE - 216/431-5050
   ATTN: MS. CAROL HULEC

12. APPLICATION -
A. CATEGORY OF MAINTENANCE -
   (1) INSPECT FOR MANUFACTURER’S CODE - AVUM.
   (2) SPOTFACE THE 6 HOLES - AVIM.
   AIRCRAFT DOWNTIME WILL BE CHARGED TO AVUM OR AVIM MAINTENANCE AS APPROPRIATE.
B. TIME REQUIRED -
   (1) TO INSPECT FOR DISCREPANT FITTINGS -
      (A) TOTAL OF .25 MANHOURS USING 1 PERSON.
      (B) TOTAL OF .25 HOURS DOWNTIME FOR ONE END ITEM.

PAGE 6 RUCIFRD0613 UNCLAS
(2) TIME REQUIRED TO SPOTFACE FITTING -
   (A) TOTAL OF 16 MANHOURS USING 2 PERSONS.
   (B) TOTAL OF 8 HOURS DOWNTIME FOR ONE END ITEM.
   (3) TIME REQUIRED TO INSPECT TAIL ROTOR DRIVESHAFT COUPLINGS -
      (A) TOTAL OF 4 MANHOURS USING 1 PERSON.

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(B) TOTAL OF 4 HOURS DOWNTIME FOR ONE END ITEM.

C. ESTIMATED COST IMPACT OF STOCK FUND ITEMS TO THE FIELD -
NOMENCLATURE PART NO. QTY COST EA.
BACK SPOTFACE TOOL 1655EDP46942 1 APPROX. $42.00
TOTAL COST FOR AVIM UNIT = APPROX. $42.00
D. TB/MWOS TO BE APPLIED PRIOR TO OR CONCURRENTLY WITH THIS
INSPECTION - N/A.
E. PUBLICATIONS WHICH REQUIRE CHANGE AS A RESULT OF THIS
INSPECTION -
   TM 55-1520-210-PMD
   TM 55-1520-220-PMD
   DMWR 55-1560-222
SHALL BE CHANGED TO REFLECT THIS MESSAGE. A COPY OF THIS MESSAGE
SHALL BE INSERTED IN THE APPROPRIATE PUBLICATION AS AUTHORITY TO

06:20 EST

MGMCOMP
To return after reading, we should ship all A/C.

USDA FOREST SERVICE
PO BOX 96090
WASHINGTON DC 20090

RUCIFRD861L 2051811 DA-BCD VBA
P 2318502 JUL 92 ZEX
FM CDRATCOM (PROV) ST LOUIS MO//AMSAT-C-XS//
TO RUCLFA//USDA FOREST SERVICE PO BOX 96090 WASHINGTON DC 20090
//COOPERATIVE FIRE PROTECTION//
DA-BCD VBA
UNCLASS RELEASABLE TO NATO ADDRESSEES
SECTION 1 OF 4
SUBJECT - AVIATION SAFETY ACTION MESSAGE, MAINTENANCE MANDATORY. RCS
CSGDO-1860(R1), ALL UE-1 SERIES AIRCRAFT, ONE TIME AND REPEAT
INSPECTIONS OF 90 DEGREE GEARBOX ATTACHMENT FITTING
(UH-1-92-ASAM-11) (TB 1-1920-242-30-3), WILL REMAIN EFFECTIVE UNTIL 1
JUL 93 UNLESS SOONER REEXECUTED OR SUPERSEDED.
NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE AND HAS NOT BEEN
TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES. ADDRESSES SHOULD
IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS,
ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED. THE RETRANSMITTAL
SHALL REFER TO THE MESSAGE. ACTION ADDRESSES WILL IMMEDIATELY
VERIFY THIS RETRANSMISSION TO COMMANDER, ATCOM, ATTN - AMSAT-C-XS
(SOF COMPLIANCE OFFICER).

U. PRIORITY CLASSIFICATION -

A. AIRCRAFT IN USE - UPON RECEIPT OF THIS MESSAGE THE CONDITION
PAGE 3 RUCIFRD861L UNCLASS
STATUS SYMBOL OF THE CITED AIRCRAFT WILL BE CHANGED TO A RED
HORIZONTAL DASH //\-. THE RED HORIZONTAL DASH //\-\- MAY BE CLEARED
WHEN THE INSPECTION OF PARA 8 BELOW IS COMPLETED. AFFECTED AIRCRAFT
SHALL BE INSPECTED AS SOON AS PRACTICAL BUT NO LATER THAN THE
TASK/INSPECTION SUSPENSE DATE. FAILURE TO COMPLY WITH THE
REQUIREMENTS OF THIS MESSAGE WITHIN THE TIME FRAME WILL CAUSE THE
STATUS SYMBOL TO BE UPGRADED TO A RED //\-\-\-.
B. AIRCRAFT IN DEPOT MAINTENANCE - AIRCRAFT WILL NOT BE ISSUED
UNTIL COMPLIANCE WITH THIS ASAM HAS BEEN COMPLETED.
C. AIRCRAFT UNDERGOING MAINTENANCE - AIRCRAFT WILL NOT BE
RELEASED UNTIL COMPLIANCE WITH THIS ASAM MESSAGE HAS BEEN COMPLETED.
D. AIRCRAFT IN TRANSIT -
(1) SURFACE AIR SHIPMENT - WITHIN 30 FLIGHT HOURS OR 45
DAYS OF ARRIVAL, WHICHEVER OCCURS FIRST.
(2) FERRY STATUS - SAME AS PARA 1A.
E. TRAINERS -
(1) CATEGORY A AND B - SAME AS PARA 1A.
(2) MAINTENANCE - N/A.

To reply by Mailgram Message, see reverse side for Western Union's toll-free numbers.
F. SERVICEABLE COMPONENT PARTS IN STOCK INCLUDING WAR RESERVES AT ALL LEVELS (DEPOT AND OTHERS) - UPON RECEIPT OF THIS MESSAGE ALL ITEMS LISTED IN PARAGRAPH 7 BELOW SHALL BE PLACED IN CONDITION CODE \(//3//\) AND RETAGGED WITH A MATERIEL CONDITION TAG/LABEL - SUSPENDED (BROWN TAG) DD FORM 1575 OR LABEL DD FORM 1575-1. THE REMARKS BLOCK MUST REFERENCE INSPECTION REQUIRED PER THIS MESSAGE (TB1-1520-242-30-3). UPON COMPLETION OF THE REQUIRED INSPECTION, ITEMS WILL BE RETAGGED EITHER SERVICEABLE -YELLOW TAG) DD FORM 1574 OR UNSERVICEABLE REPAIRABLE (GREEN TAG) DD FORM 1577-2 DEPENDENT UPON THE RESULTS. NOTE - UNITS THAT DO NOT HAVE THE CAPABILITY TO INSPECT THE SUBJECT UNINSTALL Fittings IN ACCORDANCE WITH THIS MESSAGE, SHIP TO CCA/PER PARA 10D.

G. UNINSTALL SERVICEABLE TAILBOOMS IN STOCK AT ALL LEVELS SHALL BE INSPECTED PER PARA 8C. IF UNABLE TO PERFORM THE REPAIR, CONTACT THE LOG POC IN PARA 16C.

2. TASK INSPECTION SUSPENSE DATE -
A. FOR SPOTFACING REQUIREMENT NEXT PHASE INSPECTION.
B. FOR REMAINING TASKS INSPECTIONS OF PARA 8A, 8B, AND 8C EXCEPT SPOTFACING AS ABOVE IN PARA 2A WITHIN 30 FLIGHT HOURS OR 45 DAYS, WHICHEVER OCCURS FIRST.

3. REPORTING COMPLIANCE SUSPENSE DATE - NO LATER THAN 13 AUG 92 PER PARA 14A OF THIS MESSAGE.

4. SUMMARY OF PROBLEM -
A. INSPECTION OF SEVERAL ALUMINUM 90 DEGREE GEARBOX ATTACHMENT FITTINGS, P/N 204-030-828-1, RECEIVED UNDER CONTRACT NUMBER DAAJ30-91-C-0638 HAS SHOWN THAT THESE FITTINGS ARE NOT SPOTFACED (COUNTERBORED) AS REQUIRED ON THE GEARBOX STUD ATTACHMENT HOLES. INFORMATION SUGGESTS THAT NONE OF THE FITTINGS SUPPLIED UNDER THAT CONTRACT ARE SPOTFACED. THERE IS ALSO A POSSIBILITY THE MAGNESIUM FITTING, P/N 204-030-828-8, BOUGHT ON PREVIOUS CONTRACTS WERE ALSO NOT SPOTFACED. SPOTFACING OF THESE HOLES IS REQUIRED TO ASSURE PROPER SEATING OF THE GEARBOX ATTACHMENT NUTS AND WASHERS.
B. IN ADDITION, EXAMINATION OF SEVERAL ALUMINUM FITTINGS FROM THE ABOVE CONTRACT SHOWS THAT THE MACHINED SURFACE ON WHICH THE 90 DEGREE GEARBOX MOUNTS IS NOT PERPENDICULAR IN RESPECT TO THE LEGS OF THE FITTING. THIS CAUSES THE LEGS TO BE SKewed TO THE SIDE. IF INSTALLED, THIS SKewed CONDITION COULD RESULT IN ONE OF TWO SITUATIONS: ADDITIONAL STRESS MAY BE INDUCED IN BOTH THE FITTING AND THE TAIL FIN SPAR; OR, MISALIGNMENT OF THE FLEXIBLE DRIVE SHAFT COUPLINGS BETWEEN THE 42 DEGREE AND 90 DEGREE GEARBOXES MAY OCCUR. DUE TO THESE POSSIBLE SCENARIOS, ADDITIONAL INSPECTION REQUIREMENTS ARE NEEDED TO DETECT PREMATURE FAILURE OF THE TAILBOOM STRUCTURE AND/OR DRIVE TRAIN.
C. FOR MANPOWER/DOWNTIME AND FUNDING IMPACTS SEE PARA 12.
D. THE PURPOSE OF THIS MESSAGE IS TO -
   (1) INSPECT THE 90 DEGREE GEARBOX ATTACHMENT FITTINGS FOR SPOTFACING.
   (2) DIRECT SPOTFACING BE PERFORMED ON INSTALLED FITTINGS THAT ARE NOT SPOTFACED.

To reply by Mailgram Message, see reverse side for Western Union's toll-free numbers.
(3) INITIATE ADDITIONAL INSPECTIONS OF AIRCRAFT WITH SUSPECT FITTINGS INSTALLED.

5. ENG ITEMS TO BE INSPECTED - ALL UH-1H/V/M AIRCRAFT.

6. ASSEMBLY COMPONENTS TO BE INSPECTED -
   NOMENCLATURE PART NO. NSN
   TAIL BOOM ASSEMBLY ALL ALL

7. PARTS TO BE INSPECTED -
   NOMENCLATURE PART NO. NSN
   FITTING ASSEMBLY 204-030-828-9 1560-00-990-3734
   FITTING ASSEMBLY 204-030-828-103 1560-00-990-3734

8. INSPECTION PROCEDURES -
   A. UNINSTALLED FITTINGS - INSPECT FITTING ASSEMBLY FOR THE VIBRO-ETCHED MANUFACTURERS CODE "62810" LOCATED NEAR THE RAISED

09:49 EST

MGMCMP