UNCLASSIFIED

CDRATCOM ST LOUIS MO//AMSAT-R-X//
AIG 8881
AIG 9004
AIG 9042
AIG 8708
AIG 7515
AIG 7471
AIG 12124
DCM APMO OZARK AL//DCMDS-RCOA//
ASFP42 81ST ARCOM DOBINS AFB GA
CDRAPGSA ABERDEEN PROVING GROUND MD//STEAP-PF-V//
CDRCBDCOM ABERDEEN PROVING GROUND MD//AMSCB-CMA//
JOHNSON CONWORLDVCINC KWAJALEIN MH//PAT2//
CDR WHITE SANDS MISSILE RANGE NM//STEWNS-NS-AA-MQA//
USCS CNAC OKLAHOMA CITY OK//AMI//
USDOC  LANDSOUTHEAST IZMIR TU//AV//
FAA SOUTHWEST RGN HQ FORT WORTH TX//ASW-AEG//
DPRO BELL HELICOPTER FORT WORTH TX//DCMDS-RBOB/RBP//
CDRDC012THAVNBN DAVIDSON ARMY AIRFIELD FT BELVOIR VA
//ANAV-CBD//

CP: AMSAT-D-WAU, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-D-SAF,
AMSAT-D-SINO(RAAF), AMSAT-I-LOS(AOC)

LYELL MYERS, AEROSPACE ENGINEER  MINIMIZE CONSIDERED
AMSAT-R-X, X2438

NORBERT R. KNIEPP, X2178

UNCLASSIFIED  231414Z JUL96
UNCLAS

03 12 231414Z JUL 96 PP PP UUUU AA ZYW

USDAO RANGOON BM
USCINCPAC REP PHNOM PENH CB
USDAO COLOMBO CE
USDAO SUVA FJ
DSA NEW DELHI IN
AMEMBASSY ANTANARIVO MA
AMEMBASSY PORT LOUIS
SAO KUALA LUMPUR MY
AMEMBASSY KATHMANDU NP//POL-MIL//
AMEMBASSY VICTORIA

UNCLAS

SUBJECT - AVIATION SAFETY ACTION MESSAGE, MAINTENANCE
MANDATORY, RCS CSSGLD-1860(R1), ALL UH-1H/V SERIES, ONE TIME
AND RECURRING INSPECTION OF UH-1 TAIL ROTOR BLADES (UH-1-96-
ASAM-03) (TB 1-1520-210-20-32).

NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED PER
AR 95-3, CHAPTER 5 REVISION VIA MESSAGE HQ AVSCOM, AMSAV-
XSOF, 181900Z SEP 90, SUBJECT: CHANGE TO AR 95-3, CHAPTER
5, SAFETY OF FLIGHT MESSAGES. THIS MESSAGE HAS NOT BEEN
TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES. ADDRESSEES
CF: AMSAT-D-WAJU, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-D-SAF,
AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC).

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NO COMPLETED.

D. AIRCRAFT IN TRANSIT -

(1) SURFACE/AIR SHIPMENT - WITHIN 25 HOURS OR 30 DAYS OF ARRIVAL.

(2) FERRY STATUS - INSPECT AT FINAL DESTINATION.

E. MAINTENANCE TRAINERS (CATEGORY A, B) - N/A.

F. COMPONENT/PARTS IN STOCK INCLUDING WAR RESERVES AT ALL LEVELS (DEPOT AND OTHERS) - INSPECT PRIOR TO INSTALLATION ON AIRCRAFT OR INDUCTION INTO REPAIR OR OVERHAUL.

2. TASK/INSPECTION SUSPENSE DATE - WITHIN 25 HOURS/30 DAYS.

3. REPORTING COMPLIANCE SUSPENSE DATE - NO LATER THAN 14 AUG 96 PER PARA 14A OF THIS MESSAGE.

4. SUMMARY OF PROBLEM -

A. BELL HELICOPTER HAS DETERMINED THAT A NUMBER OF TAIL ROTOR BLADES MAY HAVE BEEN MANUFACTURED WITH INTERNAL LEADING EDGE DOUBLERS FABRICATED FROM ALCLAD ALUMINUM INSTEAD OF BARE ALUMINUM MATERIAL. THIS MATERIAL MEETS DESIGN STRENGTH REQUIREMENTS, HOWEVER, IN BONDED APPLICATIONS, ALCLAD ALUMINUM IS NOT AS RESISTANT TO CF: AMSAT-D-WAU, AMSAT-R-BCH, AMSAT-R-EIH, AMSAT-D-SAF, AMSAT-D-SNO(RAAF), AMSAT-I-LOS(AOC)

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UNCLASSIFIED 231414Z JUN 96
UNCLASSIFIED

06 12  231414Z  JUL 96  PP  PP  UUUU  AA  ZYW

NO

CORROSION AS IS BARE ALUMINUM. CORROSION OF THE LEADING
EDGE DOUBLERS MAY BE IDENTIFIED BY PEELING, FLAKING OR
BUBBLING PAINT.

B. FOR MANPOWER/DOWNTIME AND FUNDING IMPACTS SEE PARA

12.

C. THE PURPOSE OF THIS MESSAGE IS TO REQUIRE A ONE
TIME INSPECTION OF THE TAIL ROTOR BLADES FOR CORROSION AND
TO ADD THIS INSPECTION TO THE CURRENT RECURRING SPECIAL
INFECTION IN THE MAINTENANCE MANUAL.

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

6. ASSEMBLY COMPONENTS TO BE INSPECTED -

<table>
<thead>
<tr>
<th>NOMENCLATURE</th>
<th>PART NO.</th>
<th>NSN</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAIL ROTOR HUB AND</td>
<td>204-011-800-27</td>
<td>N/A</td>
</tr>
<tr>
<td>BLADE ASSEMBLY</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

7. PARTS TO BE INSPECTED -

<table>
<thead>
<tr>
<th>NOMENCLATURE</th>
<th>PART NO.</th>
<th>NSN</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLADE, ROTARY, RUDDER</td>
<td>204-011-702-15</td>
<td>1615-00-472-7308</td>
</tr>
</tbody>
</table>

(TAIL ROTOR BLADE)

8. INSPECTION PROCEDURES -

NOTE

CF: AMSAT-D-WAU, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-D-SAF,
AMSAT-D-SLNO(RAAF), AMSAT-I-LOG(AOC)

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WHEN INSTALLING A NEW OR REPLACEMENT BLADE
INSPECT FOR CORROSION PER THE FOLLOWING REQUIREMENTS.

A. THOROUGHLY CLEAN TAIL ROTOR BLADES.

B. VISUALLY INSPECT THE BLADE FOR PAINT DISTRESS SUCH
   AS PEELING, FLAKING OR BUBBLING, AND CORROSION ALONG BOND
   LINES AT THE ROOT AND TIP ENDS OF THE LEADING EDGE, AND THE
   ABRASION CAP BOND LINE ON BOTH SIDES OF THE BLADE FROM ROOT
   TO TIP, 1.25 INCH AFT OF LEADING EDGE.

C. IF NO EVIDENCE OF PAINT DISTRESS OR CORROSION IS
   FOUND IN THESE AREAS, THE BLADE MAY REMAIN IN SERVICE AND
   THE INSPECTION IS COMPLETE.

D. IF PAINT DISTRESS OR CORROSION IS FOUND, CONTINUE
   WITH CORRECTIVE PROCEDURES OF PARAGRAPH 9.

9. CORRECTION PROCEDURES –

A. IF PAINT DISTRESS IS NOTED, REMOVE PAINT FROM THE
   AREA AND INSPECT FOR CORROSION DEPOSITS. IF NO CORROSION
   DEPOSITS ARE NOTED, REFINISH BLADE IN ACCORDANCE WITH TM 55-
   1500-345-23.

B. IF CORROSION DEPOSITS ARE FOUND IN THE BOND LINES OF
   THE AREA IDENTIFIED IN PARAGRAPH 8, NO CORROSION CLEAN-UP IS
   CF: AMSAT-D-WAU, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-D-SAF,
   AMSAT-D-SLNG(RAAF), AMSAT-I-LOS(AOC).

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WILL BE CHARGED TO AVUM.

B. ESTIMATED TIME REQUIRED -

(1) TOTAL OF 1 MANHOURS USING 1 PERSON.

(2) TOTAL OF 1 HOURS DOWNTIME FOR ONE END ITEM.

C. ESTIMATED COST IMPACT OF STOCK FUND ITEMS TO THE FIELD -

<table>
<thead>
<tr>
<th>NOMENCLATURE</th>
<th>PART NO./NSN</th>
<th>COST EA.</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLADE, ROTARY</td>
<td>204-011-702-15/1615-00-472-7308</td>
<td>1870.00</td>
</tr>
</tbody>
</table>

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 55-1520-210-23-1 SHALL BE CHANGED TO REFLECT THIS MESSAGE. THE TM CHANGE WILL ADD THE INSPECTION TO PARA 5-17.H: TO THE EXISTING 50 HOUR/30 DAY MAIN TAIL ROTOR SPECIAL INSPECTION AND TO THE TAIL ROTOR BLADE INSTALLATION SECTION FOR NEW BLADES, PARA 5-95. A COPY OF THIS MESSAGE SHALL BE INSERTED IN THE APPROPRIATE TM AS AUTHORITY TO IMPLEMENT THE CHANGE UNTIL THE PRINTED CHANGE IS RECEIVED.


CF: AMSAT-D-WAU, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-D-SAF, AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC)

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