SUMMARY OF PROBLEM

A COLLECTIVE SERVO ROD END BEARING, P/N 284-034-4228-3, WAS RECENTLY DISCOVERED BROKEN AFTER A FLIGHT IN WHICH THE AIRCRAFT HAD SUDDENLY SHAKEN IN RESPONSE TO COLLECTIVE CONTROL INPUT. THE BEARING ROD END WAS FAILED IN A FATIGUE MODE WITH THE CRACK ORIGINATING NEAR A STRESS RAMP ON THE BEARING HOUSING.

THE PURPOSE OF THIS MESSAGE IS TO DIRECT RETIREMENT OF ALL CITED SERVO ROD END BEARINGS WITH 600 HOURS OR MORE TIME SINCE NEW.

AIRCRAFT IN USE

Each receipt of this message is to identify retirement of all cited aircraft upon return to a secure military facility. The red code may be cleared when an inspection/evaluation of paragraph 9 below is completed.

The cited aircraft are authorized a one-time flight not to exceed 100 hours in order to return to a secure military facility.

The cited aircraft is in depot stock. Aircraft will not be issued until maintenance with this safety of flight has been completed.

AIRCRAFT UNDERGOING MAINTENANCE - SAME AS PARAGRAPH 2A ABOVE.

AIRCRAFT IN TRANSIT

(b) EXPLOITABLE INVENTORY - INSPECT AT FINAL DESTINATION

c) READY FOR FIRST FLIGHT - SAME AS PARAGRAPH 2A ABOVE.

d) MAINTENANCE TRAINED (CATEGORY A AND B) - SAME AS PARAGRAPH 2A ABOVE.
END ITEMS TO BE INSPECTED - ALL AR-1, TM-1, TAH-1, AND NH-1C/M

AVIATION COMPONENTS AFFECTED -

HOMENCLATURE: F/N

Bearing, Rod End - 204-076-428-1, 4
Bearing, Rod End - 204-076-428-3

ITEMS - ITEM 3, FIGURE 133, REF C(1); ITEM 3, FIGURE 199, REF C(2); ITEM 5, FIGURE 144, REF C(3); OR ITEM 7, FIGURE 185, REF C(4).

PARTS TO BE INSPECTED - NOT APPLICABLE.

APPLICATION:

CATEGORY OF MAINTENANCE - AVUM. AIRCRAFT DOWNTIME WILL BE CHARGED TO AVUM.

TIME REQUIRED -

(1) TOTAL OF 1 HOUR USING 1 MAN TO INSPECT RECORD.

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

B. REQUISITIONING INSTRUCTIONS - NORMAL REQUISITION.
C. BULK AND CONSUMABLE MATERIALS - NOT APPLICABLE.
D. DISPOSITION - TAG AND HOLD REMOVED PARTS PENDING DISPOSITION.
E. DISPOSAL OF HAZARDOUS MATERIAL - NOT APPLICABLE.
F. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED - NOT APPLICABLE.
G. INSPECTION/INSPECTION PROCEDURES - SEE PARAGRAPH 9, ABOVE.
H. INVENTORY AIRCRAFT RECORDS PRIOR TO NEXT FLIGHT AND COMPLY.

THE FOLLOWING

1. IF 100 END BEARING HAS 600 OR MORE FLIGHT HOURS THE BEARING WILL REMAIN ON A RED /// UNTIL THE 100 END BEARING IS PLACED WITH A SERVICEABLE ITEM.
2. 100 END BEARING SERIAL NUMBERS 358 THROUGH 362 ARE BE REMOVED FROM AIRCRAFT SERIALS RECORDS AND SHIPPED TO NAVY HELICOPTER EXTRIM, GOVERNMENT BONDED STORE, PLANT 5 (FIVE-SIERRA), 500 WEST STREET, HARRISBURG, PENNSYLVANIA.
3. NAVY 75020, NAVY FOR J. P. FRIESEN.
4. IF THE 100 END BEARING HAS LESS THAN 600 HOURS, AIRCRAFT WILL BE RETURNED TO ORIGINAL STATUS AND THE RED /// REMOVED.

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C. DA FORM 2408-14 WILL BE CHANGED TO REFLECT A 600 HOUR ENTIREMENT LIFE FOR CITED 100 END BEARINGS.
D. PARTS FOUND WITHOUT SERIAL NUMBERS ON RECORDS ARE TO BE REMOVED AND MARKED LOCAL AND SHIPPED TO NAVY COM, ATT /- ANSA-1, AN-1, BRANCH AS (UNSERVICEABLE AND THE REASON FOR REMOVAL)
E. CORRECTION PROCEDURES - SEE PARAGRAPH 9, ABOVE.
F. WEIGHT AND BALANCE - NOT APPLICABLE.
G. RECORDING AND REPORTING REQUIREMENTS -
H. REPORTING SUSPENSE DATE (AIRCRAFT) - SEVEN (7) DAYS AFTER RECEIPT OF MESSAGE.
I. REPORTING SUSPENSE DATE (SPARES) - NO LATER THAN 15 DAYS AFTER RECEIPT OF MESSAGE.
J. THE REPORT WILL CITE THIS MESSAGE NUMBER, DATE OF ENTRIES ON DA FORM 2408-13.
K. THE REPORT WILL CITE TOTAL NUMBER OF PARTS ON HAND, TOTAL NUMBER SERVICEABLE, TOTAL NUMBER UNSERVICEABLE AND

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TOTAL NUMBER WHICH ARE HELD IN CONDITION CODE /// PENDING INSPECTION.

REPORTING REMOVED PARTS - WHILE REMOVING PARTS AS A RESULT OF THIS MESSAGE SHALL REPORT BY MESSAGE WITHIN SEVEN (7) DAYS TO COMMANDER, AVSCOM, ATT - ANSAY-1, (AN-1 BRANCH) USING THE FOLLOWING FORMAT:
A. PART NUMBER BEARING S/N TIME SINCE NEW TYPE SERVO AND S/N.
B. THE FOLLOWING FORMS ARE APPLICABLE AND ARE TO BE COMPLETED IN ACCORDANCE WITH DA FORM 738-731.
C. DA FORM 2408-13, AIRCRAFT INSPECTION AND MAINTENANCE RECORD.
B. REQUISITIONING INSTRUCTIONS - NORMAL REQUISITIONING.
C. BULK AND CONSUMABLE MATERIALS - NOT APPLICABLE.
D. DISPOSITION - DISPOSE OF ANY PARTS WHICH DO NOT MEET INSPECTION CRITERIA IN ACCORDANCE WITH CURRENT SUPPLY DIRECTIVES.
E. DISPOSITION OF HAZARDOUS MATERIAL - NOT APPLICABLE.
F. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED - NOT APPLICABLE.

9. INSPECTION PROCEDURES -
   A. REMOVE TIPT CAP. CHECK STUD RETENTION NUTS FOR LOOSENESS AS FOLLOWS: SET TORQUE WRENCH TO THIRTY (30) INCH POUNDS. APPLY TORQUE IN TIGHTENING DIRECTION TO VERIFY A MINIMUM OF 30 INCH-TIMES (POUNDS). IF LOOSE NUTS ARE FOUND FOLLOW PROCEDURES IN PARA 10. INSPECT STUDS FOR LOOSENESS OR DISTORTION. IF STUDS ARE LOOSE OR DISTORTED

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REPLACE BLADE.

B. STOCKING DEPOTS - TAG ALL PREVIOUSLY SERVICEABLE BLADES WITH PART NUMBERS STARTING WITH EITHER 204 OR 540 WITH A DD FORM 1575 (BROWN TAG) OR LABEL DD FORM 1575-1 IN REASON OR AUTHORITY BLOCK. ANNOTATE INSPECTION REQUIRED PER TB 35-152G-243-22-18.

10. CORRECTION PROCEDURES -
   A. FOR P/N 204-011-250-5/-113, P/N 204-011-001-15, OR OTHER 204-SERIES BLADES, RETORQUE LOOSE STUD RETENTION NUTS TO THE FOLLOWING VALUES: ONE-FOURTH-INCH STUDS, 40 TO 50 INCH-POUNDS; FIVE SIXTEENTH-INCH STUDS, 50 TO 60 INCH-POUNDS.
   B. FOR P/N 540-011-001-1, P/N 540-011-001-3, P/N 540-011-001-5, P/N 540-011-250-1 OR OTHER 540 SERIES BLADES WITH FIVE SIXTEENTH-INCH STUDS, RETORQUE LOOSE STUD RETENTION NUTS TO 135 TO 145 INCH-POUNDS.

C. NOTE THAT A STUD RETENTION NUT ON A 204 SERIES BLADE REQUIRES A DIFFERENT TORQUE THAN THE RETENTION NUT ON A 540 SERIES BLADE BECAUSE OF THE DIFFERENCE IN WEIGHT STACK UP AND OTHER HARDWARE.

D. FOR ADDITIONAL NUTS/STUDS ON BLADE (ROTARY WING AIRCRAFT PREVIOUSLY FIELDED), USE TORQUE VALVES FOR DIAMETERS LISTED IN THIS MESSAGE (PARA 10A OR B).

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E. LOOSE OR DISTORTED STUDS - REPLACE BLADE.

11. WEIGHT AND BALANCE - NOT APPLICABLE.

12. RECORDING AND REPORTING REQUIREMENTS -
   A. REPORTING SUSPENSE DATE (AIRCRAFT) - UPON ENTERING REQUIREMENTS OF THIS MESSAGE ON DA FORM 2408-13, FORWARD A PRIORITY MESSAGE TO COMMANDER, AVSCOM, ATTN AHAY-NEM (SOF COMPLIANCE OFFICER).
   B. REPORTING SUSPENSE DATE (SPARES) - NO LATER THAN 220 DAYS AFTER RECEIPT OF MESSAGE DEPOTS AND OTHERS HOLDING SPARE ITEMS WILL TRANSMIT A MESSAGE TO CONFIRM COMPLIANCE TO COR. AVSCOM //ANCNM-UH//. THE REPORT WILL CITE TOTAL NUMBER OF BLADES ON HAND, TOTAL NUMBER INSPECTED, TOTAL NUMBER SERVICEABLE, AND TOTAL NUMBER WHICH ARE HELD IN CONDITION CODE // // PENDING INSPECTION.

C. THE FOLLOWING FORMS ARE APPLICABLE AND ARE TO BE COMPLETED IN ACCORDANCE WITH DA PAM 738-751.
   ST #5852