SUBJECT EXTENDED PHASE MAINTENANCE INTERVALS FOR UH-1H/V AND CH-47B/C AIRCRAFT

1. An on-site validation of the revised phase maintenance inspection checklists has been accomplished with good flight maintenance personnel, FORSCOM personnel at Ft. Campbell, TRADOC personnel at Ft. Rucker, and representatives of the Safety Center. Personnel were invited to participate in a joint review held 10-14 May 1982, and the final review held 1 June 1982 at TSARCOM, St. Louis.

2. Ft. Campbell has demonstrated the feasibility of extending the CH-47B/C phase maintenance intervals from 100 to 150 hours, a total of 21 CH-47B/C aircraft have completed the 200 hour phase maintenance interval with no major problems. In addition, Ft Rucker has been authorized an extension of the UH-1H phase maintenance interval from 100 to 150 hours and is rapidly accumulating required data.

3. Upon completion of the next scheduled 100 hour phase maintenance inspection on the UH-1H/V aircraft, all following phase maintenance inspections will be performed at 150 hour phase intervals with a 900 hour cycle.

4. Upon completion of the next scheduled 100 hour phase maintenance inspection on the CH-47B/C aircraft, all following phase maintenance inspections will be performed at 200 hour phase intervals with an 800 hour cycle.

5. Revised phase maintenance manuals reflecting the above will be distributed by 30 September 1982. These new publications have been scrubbed to eliminate redundancy of inspections by eliminating duplication of tasks in the pilot's check list, the PMD daily check list, and the DA Form 2478-18 equipment inspection list. This has resulted in the deletion of 111 maintenance tasks for the UH-1H/V and 166 maintenance tasks for the CH-47B/C that
SUBJECT: EXTENDED PHASE MAINTENANCE INTERVALLS FOR UH-1H/V AND CH-47B/C AIRCRAFT

1. THIS MESSAGE IS TO CLARIFY REFERENCE A AND PROVIDE ADDITIONAL GUIDANCE FOR TRANSITIONING TO EXTENDED PHASE MAINTENANCE INTERVALS FOR UH-1H/V AND CH-47B/C AIRCRAFT.

2. UNTIL NEW PUBLICATIONS ARE RECEIVED, PRESENT PUBLICATIONS WILL BE USED.

3. INSURE A PHASE MAINTENANCE INSPECTION HAS BEEN PERFORMED SINCE JUNE 1982 USING OLD CRITERIA.

4. THE NEXT PHASE INSPECTION AFTER COMPLIANCE WITH ITEM 2 WILL BE SCHEDULED FOLLOWING THE EXTENDED PHASE MAINTENANCE INSPECTION INTERVALS IN REFERENCE A.

5. THE FIRST PHASE INSPECTION USING THE NEW INTERVALS WILL BE PHASE ONE (1), CYCLE ONE (1) FOR BOTH TYPE AIRCRAFT.

6. AN ENTRY SHALL BE RECORDED ON THE DA FORM 2408-15 HISTORICAL RECORD FOR AIRCRAFT WHEN THE AIRCRAFT IS PLACED ON EXTENDED PHASE MAINTENANCE INTERVALS; THE ENTRY SHALL INCLUDE DATE AND AIRCRAFT TIME (FLIGHT HOURS) WHEN PLACED ON EXTENDED PHASE MAINTENANCE INTERVALS AND TIME (FLIGHT HOURS) WHEN PHASE NO. ONE (1) IS DUE.

7. ALL REQUIRED SPECIAL INSPECTIONS WILL BE PERFORMED AS LISTED IN EXISTING PUBLICATIONS.

8. INSURE NO TIME LIMITED COMPONENTS WILL EXCEED THEIR MAXIMUM OPERATING INTERVAL.

9. THE FOLLOWING SPECIAL INSPECTIONS WILL BE PERFORMED ON CH-47B/C AIRCRAFT AT THE 100, 300, 900 AND 700 HOUR INTERVALS IN ACCORDANCE WITH THE APPLICABLE INSPECTION REQUIREMENTS OF TM9-1520-227-PH AS LISTED BELOW:

A. ROTOR HUB - PAGE 2-32, ITEM 6 AND PAGE 2-36, ITEM 6;
B. AFM TRANSMISSION - PAGE 2-49, ITEM 13;
C. COMBINED TRANSMISSION - PAGE 2-89, ITEMS 1 AND 2;
D; FORWARD TRANSMISSION - PAGE 2-57; ITEM 23 AND PAGE 2-93;
ITEM 2;
E; FUEL FILTERS/SCREENS - PAGE 2-42; ITEMS 6, 7, 8, 9 AND 10;

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PAGE 2-43 ITEM 12; PAGE 2-78; ITEMS 6, 7, 8, 9 AND 10; PAGE 2-79;
ITEM 12;
F; ENGINE DRIVESHAFT SPLINES - PAGE 2-45; ITEM 4 AND PAGE 2-81;
ITEM 4;
G; CHIP DETECTOR TESTS - PAGE 2-99; ITEM 21-30;
H; EXTERNAL CARGO HOOK - PAGE 2-98; ITEM 18-9;
1; FINAL INSPECTION - PAGE 2-103; ITEMS 1, 2 AND 3;
10; YOU ARE FURTHER REQUESTED TO INSURE STRICT ADHERENCE TO THE
REQUIREMENTS OF TSARCOM MAINTENANCE NOTICE CH-47-80-13, SUBJECT
ADDITIONAL CALENDAR TIME INSPECTIONS ON CH-47B/C AIRCRAFT, EXCEPT
EVERY 120 FLYING HOUR REQUIREMENT IS CHANGED TO EVERY 200 HOURS WITH
THE CALENDAR REQUIREMENT NOT CHANGED;
11; THE FIRST PHASE MAINTENANCE INSPECTIONS UNDER THE 150 HOUR
FLYING INTERVAL FOR THE UH-1H/V AIRCRAFT AND THE 200 HOUR FLYING
INTERVAL FOR THE CH-47B/C AIRCRAFT SHALL CONSIST OF MEETING ALL

CRITICAL INSPECTION REQUIREMENTS OF THE COMPLETE PHASED MAINTENANCE
SYSTEM, INCLUDING DAILY AND ALL PHASES;
12; POINT OF CONTACT FOR THIS SUBJECT IS MR. RICHARD A. CARDINALE,
AUTHO: 01-2023; COMMERCIAL 512-939-2223;
#0189

NNMN
SUBJECT: EXTENDED PHASE MAINTENANCE INTERVALS FOR UH-1H/V AND
CH-47B/C AIRCRAFT

A. TSARCOM MESSAGE DRSTS-M, 012030Z JUNE 82, SAB,
B. TSARCOM MESSAGE DRSTS-M, 021400Z JULY 82, SAB,
C. TSARCOM MESSAGE DRSTS-M, 022030Z JULY 82, SAB,

NOTE: THIS MAINTENANCE MESSAGE HAS NOT; REPEAT, HAS NOT BEEN
TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSES, ADDRESSES MUST
IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS;
ACTIVITIES, OR ELEENTS AFFECTED; THE RETRANSMITTED SHALL
REFERENCE THIS MESSAGE.

1. THE PURPOSE OF THIS MESSAGE IS TO COORDINATE INTO ONE MESSAGE
ALL OF THE INSTRUCTIONS CONTAINED IN REFERENCES A, B AND C FOR
PLACING SUBJECT AIRCRAFT ON AN EXTENDED PHASE MAINTENANCE INTERVAL;

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THEREFORE, UPON RECEIPT OF THIS MESSAGE, MESSAGES LISTED IN
REFERENCES A, B AND C ARE RESCINDED;
DRSTS-MRR, DRSTS-MPSD, DRSTS-P, DRSTS-Q, DRSTS-R, DRSTS-S, DRSTS-SDD, DRSTS-
2. ALL UNITS ARE HEREBY AUTHORIZED TO GO TO A 150 HOUR PHASE
PROGRAM ON THE UH-1H/V AND A 200 HOUR PHASE PROGRAM ON THE
CH-47B/C;
3. ALL UNITS NOT PLANNING TO TRANSITION TO THE EXTENDED PHASE
INSPECTIONS AT THIS TIME ARE TO CONTINUE USING EXISTING
INSTRUCTIONS CONTAINED IN CURRENT PHASE MAINTENANCE MANUALS AND
APPLICABLE MESSAGES;
4. ALL UNITS PLANNING TRANSITION SHALL COMPLY WITH THE INSTRUCTIONS
CONTAINED IN THIS MESSAGE AND APPLICABLE PUBLICATIONS, A COPY OF
THE MESSAGE SHALL BE ATTACHED TO THE PHASE MAINTENANCE MANUALS AND
A. ALL THE NEW MANUALS ARE FIELDED;
5. INSTRUCTIONS FOR TRANSITION AND PERFORMANCE OF EXTENDED PHASE
MAINTENANCE FOR BOTH UH-1H/V AND CH-47B/C AIRCRAFT;
A. INSURE A PHASE MAINTENANCE INSPECTION HAS BEEN PERFORMED
AFTER 1 JUNE 1982 USING THE OLD 107 HOUR PHASE MAINTENANCE CRITERIA
FOR BOTH TYPES OF AIRCRAFT:

B. THE FIRST PHASE INSPECTION USING THE NEW INTERVALS WILL BE

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PHASE ONE (1), CYCLE ONE (1) FOR BOTH TYPES OF AIRCRAFT;

C. AN ENTRY SHALL BE RECORDED ON THE DA FORM 2408-15,

HISTORICAL RECORD FOR AIRCRAFT WHEN THE AIRCRAFT IS PLACED ON
EXTENDED PHASE MAINTENANCE INTERVALS, THE ENTRY SHALL INCLUDE THE
DATE AND AIRCRAFT TIME (FLIGHT HOURS) WHEN PLACED ON THE EXTENDED
PHASE MAINTENANCE INTERVALS AND AIRCRAFT TIME (FLIGHT HOURS) WHEN
PHASE NUMBER ONE (1) IS DUE.

6. INSTRUCTIONS FOR TRANSITION TO EXTENDED PHASE MAINTENANCE FOR

UH-1H/V AIRCRAFT ONLY,

A. UPON COMPLETION OF THE 100 HOUR PHASE MAINTENANCE
INSPECTION ON THE UH-1H/V AIRCRAFT AS DESCRIBED IN PARAGRAPH 9A,

ALL FUTURE PHASE MAINTENANCE INSPECTIONS WILL BE PERFORMED AT
100 HOUR PHASE MAINTENANCE INTERVALS WITH A 900 HOUR CYCLE;

B. ALL REQUIRED SPECIAL INSPECTIONS, SAFETY OF FLIGHT
INSTRUCTIONS, LUBRICATION ORDERS, AND PREVENTIVE CHECKS WILL BE
PERFORMED AS LISTED IN EXISTING PUBLICATIONS AND MESSAGES;

C. IN ADDITION, THE FOLLOWING SPECIAL INSPECTIONS WILL
PERFORMED AT 100 HOUR INTERVALS

(1) BATTERY CHECK

(2) VOLTAGE REGULATOR CHECK

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D. ALL PRESENT RETIREMENT LIFE AND SCHEDULED OVERHAUL ITEMS
CAN BE PULLED EITHER ON PRESENT SCHEDULE OR 50 HOURS EARLY TO BE IN
SEQUENCE WITH THE 150 HOUR PHASE;

E. THE FIRST PHASE MAINTENANCE INSPECTIONS UNDER THE 150 HOUR
FLYING INTERVALS FOR THE UH-1H/V AIRCRAFT SHALL CONSIST OF MEETING
ALL CRITICAL INSPECTION REQUIREMENTS OF THE COMPLETE SCHEDULED
MAINTENANCE SYSTEM INCLUDING DAILY AND ALL PHASES;

7. INSTRUCTIONS FOR TRANSITION TO EXTENDED PHASE MAINTENANCE FOR

CH-47F/Y Aircraft ONLY,

A. UPON COMPLETION OF THE 100 HOUR PHASE MAINTENANCE INSPECTION
ON THE CH-47F/Y AIRCRAFT AS OUTLINED IN PARAGRAPH 9A, ALL FUTURE
PHASE MAINTENANCE INSPECTIONS WILL BE PERFORMED AT 200 HOUR PHASE
MAINTENANCE INTERVALS WITH AN 800 HOUR CYCLE;

B. PERSONNEL WILL INSURE NO TIME LIMITED COMPONENTS WILL EXCEED
THEIR MAXIMUM OPERATING INTERVAL WITHOUT BEING PROPERLY SCHEDULED
FOR REMOVAL.
SUBJECT: EXTENDED PHASE MAINTENANCE INTERVALS FOR UH-1H/V AND CH-47 B/C AIRCRAFT.

REFERENCE 1: MSG TSARCOM DRSTS-M R061938Z Aug 82
REFERENCE 2: MSG MGR ARNG OAC APGM R241500Z Oct 82

1. THE REVISED CH-47 B/C PMD DAILY, PM PHASE MAINTENANCE AND TM
   55-1920-227-23 MANUALS HAVE BEEN PRINTED AND DISTRIBUTED TO THE FIELD.
2. THE REVISED UH-1H/V PMD DAILY, PM PHASE MAINTENANCE AND TM
   55-1920-228-23 MANUALS ARE IN THE PROCESS OF BEING PRINTED WITH
   DISTRIBUTION EXPECTED 15 JAN 83.
3. INTERVALS FOR OIL CHANGES UH-1 AIRCRAFT: MR; DICK MOCY AERO
   ENGINEER TSARCOM DRSTS-MEA; AUTHORIZED THE NATIONAL GUARD BUREAU TO
   CHANGE OIL AT THE FOLLOWING INTERVALS:
   - TRANSMISSION: 450 HOURS OR ONE YEAR
   - ENGINE: 600 HOURS OR ONE YEAR
   - 42/93 DEG GEAR BOXES: ONE YEAR
4. HYDRAULIC FILTERS AND OTHER MAINTENANCE ACTIONS ARE FOUND IN THE
   PRESENT PHASE MAINTENANCE PUBLICATION.
5. FONDEON 10 AUG 82 BETWEEN MR: LINDSAY NGB-AVN-L AND MR: DUFFY;
   RON BRANCH CORPUS CHRISTI, TEXAS; MR: LINDSAY STATED ARNG IS HAVING
   THE ROTATING CONTROL BOLTS CHANGED AT 600 HOURS FINITE LIFE.
   NOTE: FUTURE CHANGE TO TM 55-1920-210-23 SEC V OVERHAUL AND RETIRE-
  MENT SCHEDULE WILL REFLECT ROTATING CONTROL SYSTEM BOLTS REPLACED AT
   600 HOUR INTERVALS.
6. THE FIELD WILL CONTINUE TO USE THEIR PRESENT UH-1H/V PHASE
   MAINTENANCE PUBLICATIONS FOR BOTH THE SECOND AND THIRD PHASE INSPEC-
   TIONS AT 150 HOUR INTERVALS.
7. POC THIS COMMAND FOR PHASE MAINTENANCE IS MR: RIA, CARDINALE
   AUTOVON 512-2023/2122, COMMERCIAL 512-939 2023/2122;
   BT 20139