SUBJECT: DISPOSITION INSTRUCTIONS FOR CERTAIN 204 SERIES MAIN ROTOR BLADES

A message, HQ TSARCOM, USAFE-HEA, 128819Z MAR 83, SUBJECT SAFETY OF FLIGHT TECHNICAL MESSAGE; ONE TIME INSPECTION FOR CERTAIN 204 SERIES MAIN ROTOR BLADES HS 1315-20-772-7799 ON ALL UH-1, EXCEPT C, AND M MODELS, SERIES AIRCRAFT (UW-1-83-25); THIS IS A FOLLOW UP MESSAGE TO REFERENCE A ABOVE; PARAGRAPH 6 OF REFERENCED MESSAGE PROVIDES DISPOSITION INSTRUCTIONS FOR ALL REMOVED BLADES; THESE INSTRUCTIONS FOR ALL REMOVED BLADES NOT ALREADY
MAJOR GENERAL EMIL L. KONOPNICKI SENDS

SUBJECT: SAFETY-OF-FLIGHT TECHNICAL MESSAGE, ONE-TIME INSPECTION FOR CERTAIN 204 SERIES MAIN MOTOR BLADES (NSN 1615-00-072-9799) ON ALL UH-1 (EXCEPT B, C, AND D MODELS) SERIES AIRCRAFT (UH-1-83-85)

NOTE: THIS IS A SAFETY-OF-FLIGHT; TECHNICAL; ONE-TIME INSPECTION; MESSAGE, RELEASED IN ACCORDANCE WITH AR 95-10 DATED 1 MAY 1980 AND "SINOT, REPEAT HAS NOT BEEN TRANSMITTED TO UNITS SUBORDINATE TO DRESSES. ADDRESSES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS, ACTIVITIES, OR ELEMENTS AFFECTED OR CONCERNED. THE RETRANSMITTAL SHALL REFERENCE THIS MESSAGE, ACTION ADDRESSES
IMMEDIATELY VERIFY THIS RETRANSMISSION TO COMMANDER, TSARCOM.

ATTN: DARTS-MPSD.

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A. TSARCOM, DRATS-MEA, 252300Z FEB 83; SUBJECT: SAFETY-OF-FLIGHT
EMERGENCY MESSAGE, ONE TIME INSPECTION FOR CERTAIN 264 SERIES MAIN
ROTOR BLADES (NSN 1615-81-672-9799) ALL UH-1 (EXCEPT B; C; AND M
MODELS) SERIES AIRCRAFT (WH-1-83-02).
B. TM 95-1529-218-23P-1, FIGURE 159, PAGE 645; ITEM 46 AND 67.
1. SUMMARY
A. RECENTLY A PRODUCTION RUN OF REPAIRED MAIN ROTOR BLADES WERE
ISSUED TO THE USER. SUBSEQUENTLY, IT HAS DETERMINED THAT BLADE
REPAIR PROCEDURES BY THE REPAIR CONTRACTOR WERE DEVIATED FROM ON
REPAIRED BLADES. THIS COULD RESULT IN DEFECTIVE BLADES.
ACCORDINGLY, TSARCOM ISSUED REFERENCE A MESSAGE GROUNDING ALL BLADES
IN Affected LOT UNTIL AN INSPECTION COULD BE DEVELOPED THAT WOULD
INSURE SERVICEABILITY OF SUSPECT BLADES.
B. THE FOLLOWING REPAIR PROCEDURES WERE SUSPECT
(1) TORQUE VALUES FOR TIP AND BUTT (ROOT) BOLTS ATTACHING
BALANCE WEIGHTS WERE FOUND TO BE IMPROPER. LOW TORQUE VALUES COULD
RESULT IN LOOSE NUTS AND A SUBSEQUENT DANGEROUS ROTOR OUT OF BALANCE
CONDITION. THIS MESSAGE PROVIDES INSTRUCTIONS FOR INSPECTING ROOT
AND TIP NUTS AND RETORQUING TO REQUIRED TORQUE SETTINGS (PARAGRAPH 4
BELOW).

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2. BONDING INTEGRITY OF LEADING EDGE EROSION GUARD IS
QUESTIONABLE.
3. BLADES REQUIRING THIS/HARPER CHECK, DUE TO A REPORTED
SUDDEN STOPPAGE, OVERSPEED OR HARD LANDING WERE NOT CHECKED.
C. THIS SAFETY-OF-FLIGHT MESSAGE PROVIDES INSTRUCTIONS FOR THE
INSPECTION AND RETORQUING TO BE PERFORMED ON ROOT AND TIP BALANCE
WEIGHT RETAINING NUTS AND THE REMOVAL OF SUSPECT BLADES.
2. THE FOLLOWING LIST OF MAIN ROTOR BLADE SERIAL NUMBERS CAN NOT BE
INSPECTED IN THE FIELD AND MUST BE REMOVED FROM THE AIRCRAFT:
NOTE THESE BLADES ARE NOT TO BE FLOWN;
A2-4381  A2-23871  TAC-2917 (ADDED)
A2-26339 {ADDED}  A2-24452  TAC-3021 (ADDED)
A2-10446  A2-26963  TBA-0436
A2-10855  A2-27391  TBA-0929
A2-11659  A2-28032  TBA-2214 (ADDED)
A2-14574  A2-28393  TBA-8245
A2-15318  A2-26508

BT #0125
3. INSPECTION OF BLADE BALANCE WEIGHS ON REMAINING SERIAL NUMBERS IN ACCORDANCE WITH REFERENCE A COULD BE PERFORMED IN THE FIELD PER PARAGRAPH 4 BELOW.

4. GENERAL INSTRUCTIONS

A. REFER TO REFERENCE B ABOVE;
B. THE BLADES MUST BE REMOVED FROM THE MAIN ROTOR HUB TO FACILITATE THIS MAINTENANCE INSPECTION REQUIREMENT;
C. SINCE THE WEIGHT INSTALLATION IS REQUIRED TO BE PERFORMED AT DEPOT LEVEL, IT IS RECOMMENDED THAT THE LOCAL TSARCOM FMT BE CONSULTED CONCERNING ANY PROBLEMS/QUESTIONS PERTAINING TO THE BALANCE WEIGHT INSPECTION AND OR SPECIAL TOOLS REQUIRED;
D. GAIN ACCESS TO BLADE ROOT AND TIP WEIGHTS;
E. (1) CHECK BREAK AWAY TORQUE IN THE COUNTERCLOCKWISE DIRECTION OF ALL: SIX (6) NUTS IN QUESTION (FOUR (4) NUTS AT THE ROOT END AND TWO (2) NUTS AT TIP END);
F. (2) THE FOUR NUTS AT THE ROOT END ARE ALWAYS 1/4 INCH IN DIAMETER NUTS (ITEM 40) AND THE 2 NUTS AT THE TIP COULD EITHER BE 1/4 INCH IN DIAMETER NUTS (ITEM 47)

4.1 RUCIFRA5493 UNCLAS
3/16 INCH DIAMETER NUTS (ITEM 47);
(3) CHECK ALL 1/4 INCH DIAMETER NUTS FOUND IN THE COUNTERCLOCKWISE DIRECTION FOR A BREAK AWAY TORQUE NOT TO EXCEED 120 INCH POUNDS;
CHECK ALL 3/16 INCH DIAMETER NUTS FOUND IN THE COUNTERCLOCKWISE DIRECTION FOR A BREAK AWAY TORQUE NOT TO EXCEED 225 INCH POUNDS;
(4) IF ANY NUTS EXCEED THE BREAK AWAY TORQUE AS SPECIFIED ABOVE, REMOVE BLADE FROM SERVICE AND SHIP IN ACCORDANCE WITH PARAGRAPH 6.
(5) REMOVE ALL NUTS AND REPLACE WITH NEW NUTS;
(6) TORQUE NEW NUTS AS FOLLOWS
1/4 INCH DIAMETER FROM 30-60 INCH POUNDS;
3/16 INCH DIAMETER FROM 130-145 INCH POUNDS;
NOTE: TWO SPECIAL LONG SOCKETS MAY HAVE TO BE LOCALLY MANUFACTURED FOR TIP WEIGHT RETORQUE, SOCKETS MUST HAVE A MINIMUM GRIP LENGTH OF 4.25 INCHES.
E. INSTALL ACCESS COVERS, SEAL INBOARD (BUTT) END COVER WITH PROSEAL.
5. ONCE THE SUBJECT BLADES HAVE BEEN SUBJECTED TO THE REQUIREMENTS OF THIS MESSAGE AND SATISFY THE LOCAL TECHNICAL INSPECTOR, THESE BLADES MAY BE RELEASED FOR FLIGHT.
A. RECORD ACCOMPLISHMENT OF YOUR INSPECTION IN ACCORDANCE WITH THE PROCEDURE IN TM 53-752. THE FOLLOWING FORMS ARE APPLICABLE:
   (1) DA FORM 2408-13, AIRCRAFT INSPECTION AND MAINTENANCE RECORD;
   (2) DA FORM 2408-05, AIRCRAFT HISTORICAL RECORD;
   (3) DA FORM 2408-16, AIRCRAFT COMPONENT HISTORICAL RECORD

   ONLY IF BLADES ARE REMOVED FROM AIRCRAFT AND REPLACED WITH LIKE GOOD EMS.

B. SAFETY OF FLIGHT FOLLOW UP REPORT RCS CSG LD 1860; MACOMS

AND OTHER ACTION ADDRESSEES, UPON COMPLETION OF THE REQUIREMENTS SET
RTH IN THIS MESSAGE, OR NOT LATER THAN 21 MAR 83 WILL FORWARD A
MESSAGE REPORT OF ACTION ACCOMPLISHED TO COMMANDER, TSARCOM, ATTN

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Drst-HPSD, per AR 95-16, units will be reported as delinquent seven
days after transmission of this message, the report will cite the
safety of flight message, the aircraft mission design series, and
serial numbers of the aircraft, when main rotor blade serial numbers
that are listed in paragraph 3 are found, also list the blade serial
number and the actions that were performed on it. If all required
actions are not completed, the report will also contain the date by
which it is estimated they will be completed, when the estimated
date of completion arrives, the serial numbers reported previously as
not completed with will be reported by message, with present 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, for aircraft in
depot maintenance, awaiting disposition or in storage, take the
following actions

1. immediately update the aircraft logbook by entering the
requirements for accomplishment of this message on the DA Form
2408-13,
2. report by return message by aircraft mds and serial
number that aircraft logbook has been updated to include this

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MESSAGE REQUIREMENT,
3. provide a point of contact, with telephone number on all
reports.
5. point of contact for questions concerning forms or reporting is
Mr. Ray Pearce, Drst-HPSD, AutoVon 693-3261, Commercial
314-263-3261.
9. logistic point of contact is Mrs. Jackie McGilligan, AutoVon
693-3693, Commercial 314-263-3693.
12. foreign military sales/fms recipients requiring clarification of
this message should contact USATSARCOM, Drst-I, OW 4 Jim Cronin,
AutoVon 693-2813, Commercial 314-263-2813.
11. tsarcom technical point of contact is Mr. Dick Moody, Drst-MEA,
AutoVon 693-3300, Commercial (314) 263-3300.
BT
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