SUBJ: CLARIFICATION OF REPORTING RQMTS: SAFETY-OF-FLIGHT MSG'S

A, MSG TSARCOM, DRS=MEA, 252303Z FEB 83; SUBJ SAFETY-OF-FLIGHT
EMERGENCY MESSAGE, ONE TIME INSPECTION FOR CERTAIN 548 SERIES MAIN
ROTOR BLADES (NSN 1615-00-389-1959) ON ALL UH-1C (O AND M ONLY) AND
AH-1 SERIES AIRCRAFT (AH-1S-1) AND UH-1-83-03 (C AND M MODELS
ONLY); MSG RETRANSMITTED AS NOG=AVN-L MSG 260305Z FEB 83;
B, MSG TSARCOM, DRS=MEA, 252303Z FEB 83; SUBJ SAFETY-OF-FLIGHT
EMERGENCY MESSAGE, ONE TIME INSPECTION FOR CERTAIN 204 SERIES MAIN
ROTOR BLADES (NSN 1615-00-072-9799) ALL UH-1 (EXCEPT B, C, AND M
MODELS) SERIES AIRCRAFT (UH-1-83-02); MSG RETRANSMITTED AS
NOG=AVN-L MSG 260305Z FEB 83;

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C, MSG TSARCOM, DRS=MEA, 252303Z FEB 83; SUBJ SAFETY-OF-FLIGHT
EMERGENCY MESSAGE, ONE TIME INSPECTION FOR CERTAIN 206 SERIES MAIN
ROTOR BLADES (NSN 1615-00-431-439) ALL OH-58 SERIES SERIES
AIRCRAFT (OH-58-83-R1); MSG RETRANSMITTED AS NOG=AVN-L MSG 260305Z
FEB 83;
D, NOG 93-33, ARMY ACFT INVENTORY: STATUS, AND FLYING TIME, 23
MAY 83;
1. INITIAL REPORTING RQMTS MAY NOT BE COMPLETELY CLEAR; REPORTING
RQMTS FOR ARNG AVIATION FACILITIES ARE
   a. ALL ACFT MDL AND SERIAL NO AS LISTED IN REF A, B, AND C
      SHOULD BE REPORTED AS INSPECTED; THOSE ACFT WITH BLADE SERIAL NO
      LISTED IN REF A, B, OR C SHOULD BE REPORTED AS DEFECTIVE; THE
      BLADE(S) SERIAL NO SHOULD BE ENTERED AS A REMARK BESIDE THE SERIAL
NO OF THE DEFECTIVE ACFT;
   b. AT THE COMPLETION OF THE INITIAL REPORTING, THIS OFC WIL CONTINUE TO
      MONITOR DEFECTIVE ACFT UNTIL FULL OPERATIONAL
      CAPABILITY IS ACHIEVED; FACILITIES WITH DEFECTIVE ACFT MUST
      CONTINUE TO REPORT STATUS, INCLUDING COMPLETE MILSTRIP REQUISITION;
      ND/OR ESTIMATED REPAIR AS APPROPRIATE; THESE REPORTS SHOULD BE
      FURNISHED MONTHLY IAW PARA 11 AND APPENDIX F OF REF D,
23/ARMY

NEG CONTACT 0409

PAGE 22 RUGIFRA UNTIL:

ACCT NA=SGMSVD.

AT

SECTION 51 OF 83

MAJOR GENERAL EMIL I. KONOPNIK SENDS:

COMM NAS JACKSONVILLE FL PASS TO CUSTOMS AIR BRANCH:

COMM HOMESTEAD FL PASS TO US CUSTOMS AIR BRANCH BLDG 260:

SUBJECT: SAFETY OF FLIGHT EMERGENCY MESSAGE: ONE TIME INSPECTION FOR:

CERTAIN 446 SERIES MAIN ROTOR BLADES (NSN 1515-00-389-1958) ON ALL:

UH-1 (O AND M ONLY) AND AH-1 (ALL), SERIES AIRCRAFT (AO-3, 356-1) AND:

(UH-1-83-03) (O AND M MODELS ONLY)

SUMMARY:

A: RECENTLY A PRODUCTION RUN OF REPAIRED MAIN ROTOR BLADES UNDER:

CONTRACT DAAJ02-83-D-0084 HAVE BEEN ISSUED TO THE USER:

THIS PRODUCTION RUN CONSISTS OF 134 EACH OF UH-1 (O AND M MODELS ONLY) AND:

AH-1 (548) SERIES BLADES.
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1. AS SOON AS POSSIBLE!
2. PRIORITY CLASSIFICATION IMEDIATE GROUNDING.
3. UPON RECEIPT OF THIS MESSAGE: THE CONDITION STATUS OF THE SUBJECT AIRCRAFT WILL BE CHANGED TO A RED // X //, REQUIREMENT OF AN 92-93.

REGARDING NO X: ALL UNITS ARE AUTHORIZED NOT TO CHANGE CURRENT STATUS UNTIL THE FORTHCOMING INSPECTION PROCEDURES ARE RECEIVED.

FURTHER, UNITS WILL CARRY AIRCRAFT AS P/MO DURING INSPECTION AND ONLY AS N/MO IF BLADES ARE REJECTED BY FORTHCOMING INSPECTION. AIRCRAFT WILL BE INSPECTED PRIOR TO THE NEXT FLIGHT.

3. INSPECTION PROCEDURE.

A. VISUALLY INSPECT DATA PLATES OF ALL INSTALLED MAIN ROTOR BLADES, FOR ALL UNITS, (C AND B MODELS ONLY) AND ALL SERIES AIRCRAFT. IN ACCORDANCE WITH THE FOLLOWING LIST OF SERIAL NUMBERS:

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PAGE 24: RUCIFRA734 UNCLAR

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1. IF ABOVE LISTED SERIAL NUMBERS ARE FOUND ON AIRCRAFT:
   THE AIRCRAFT WILL REMAIN IN A RED /// STATUS PENDING FURTHER NOTICE
   FROM TSARCOM.

2. IF AIRCRAFT DOES NOT HAVE ANY OF THE ABOVE LISTED SERIAL
   NUMBERED MAIN ROTOR BLADES INSTALLED, AIRCRAFT MAY BE RELEASED FOR
   FLIGHT.

3. DO NOT REMOVE SERIAL NUMBER BLADES FROM THE AIRCRAFT ONCE
   THEY ARE IDENTIFIED; UNLESS SERVICABLE REPLACEMENT BLADES ARE
   AVAILABLE.

4. AFFECTED AIRCRAFT ON A RED /// STATUS ARE ALLOWED TO
   PERFORM NORMAL GROUND RUNS AND MAINTENANCE CHECKS AS REQUIRED
   THIS WILL ELIMINATE THE NEED FOR THE ADDITIONAL MAINTENANCE HANGARS
   REQUIRED FOR PRESERVATION AND AIRCRAFT WILL REMAIN FLYABLE IN THE
   EVENT OF AN EMERGENCY SITUATION.

5. SUPPLY STATUS: AFFECTED AIRCRAFT WILL REMAIN GROUNDED UNTIL
   FORTHCOMING INSPECTION RESULTS ARE DETERMINED. INSPECTION
   INSTRUCTIONS WILL BE PROVIDED NO LATER THAN 2 MARCH 1983.

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6. AIRCRAFT IN TRANSIT ARE AUTHORIZED A ONE TIME FLIGHT NOT TO
   EXCEED FIVE FLYING HOURS TO CLOSEST MAINTENANCE FACILITY.

7. BLADES IN SUPPLY ARE AFFECTED AND MUST BE REPORTED IN COMPLIANCE
   WITH THIS MESSAGE. ANY BLADE FOUND IN SUPPLY WHICH MATCH THE ABOVE
   LIST OF SERIAL NUMBERS WILL BE PLACED IN CONDITION CODE J. UNTIL
   FURTHER NOTICE FROM TSARCOM.

7. RECORDING AND REPORTING OF INSPECTION
   A RECORD OF THE COMPLETION OF YOUR INSPECTION IN ACCORDANCE WITH
   THE PROCEDURE IN TM 39-728 (2) THE FOLLOWING FORMS ARE APPLICABLE:
   (1) DA FORM 2428-13: AIRCRAFT INSPECTION AND MAINTENANCE!
   RECORD;
   (2) DA FORM 2428-11: AIRCRAFT HISTORICAL RECORD
   (3) DA FORM 2428-14: AIRCRAFT COMPONENT HISTORICAL!
   RECORD.
   (ONLY IF BLADES ARE REMOVED FROM AIRCRAFT AND REPLACED WITH LIKE
   ITEM)

8. SAFETY OF FLIGHT FOLLOW UP REPORT ROB GOLD 1969 MACOM 5
   AND OTHER ACTION ADDRESSEES, UPON COMPLETION OF THE REQUIREMENTS SET
   FORTH IN THIS MESSAGE OR NOT LATER THAN 18 MAR 83 MILLI FORWARD A
   MESSAGE REPORT OF ACTION ACCOMPLISHED TO COMMANDER, TSARCOM, ATTN
   STAMPED PER AR 351-18, UNITS WILL BE REPORTED AS DUE QUO SEVEN
   DAYS AFTER TRANSMISSION OF THIS MESSAGE. THE REPORT WILL CITE THE
   ST

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23/ARMY
NEG CONTACT 0904

PAGE 02 RUCIFRA UNCLASS
ACOT DARSGVD.

FINAL SECTION OF 03

SAFETY OF FLIGHT MESSAGE: AFFECTED: BLADE SERIAL NUMBER (PARAGRAPH 3A), THE AIRCRAFT MISSION DESIGN SERIES, AND SERIAL NUMBERS OF THE AIRCRAFT IF ALL REQUIRED ACTION ARE NOT COMPLETED, THE REPORT WILL 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 COMPLIED WITH WILL BE REPORTED BY MESSAGE, WITH PRESENT STATUS AND REVISED ESTIMATED COMPLETION DATE; REVISED ESTIMATED COMPLETION DATE AND STATUS REPORTS WILL CONTINUE TO BE SUBMITTED UNTIL ALL REQUIRED ACTIONS HAVE BEEN COMPLETED AND REPORTED; FOR AIRCRAFT IN DEPOT MAINTENANCE, WAITING DISPOSITION OR STORAGE, TAKE THE FOLLOWING ACTIONS:
(1) IMMEDIATELY UPDATE THE AIRCRAFT LOGBOOK BY ENTERING THE REQUIREMENTS FOR ACCOMPLISHMENT OF THIS MESSAGE ON THE DA FORM 2425-15.
2. REPORT BY RETURN MESSAGE BY AIRCRAFT MODS AND SERIAL NUMBER THAT THE AIRCRAFT LOGBOOK HAS BEEN UPDATED TO INCLUDE THIS MESSAGE REQUIREMENT.

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3. PROVIDE A POINT OF CONTACT WITH TELEPHONE NUMBER ON ALL REPORTS.


9. LOGISTIC POINT OF CONTACT IS: MS1 CONNIE SIMPSON, AUTOVON 693-3736; COMMERCIAL 314-263-3736.

10. FOREIGN MILITARY SALES/FMS RECIPIENTS REQUIRING CLARIFICATION OF THIS MESSAGE SHOULD CONTACT USATSARCOM, DSSTS-I, QW1 JIM CRONIN, AUTOVON 693-2813; COMMERCIAL 314-263-2813.

11. TSARCOM TECHNICAL POINTS OF CONTACT ARE: MESSRS. JIMMY SIMON AND ED SOTEROPoulos, DSSTS-MEA, AUTOVON 693-3300; COMMERCIAL 314-263-3300.