SUBJ: SAFETY OF FLIGHT MAINT MANDATORY SPECIAL INSPECTION OF ALL UH-1 MAIN ROTOR BLADES (EXCEPT C/N MODELS) FOR SKIN DELAMINATION (UH-1-A4-10).

a. MSG AVSCOM ANSAV-M 24154DZ OCT 84 SAB.

b. FONECOM BTNH Mr. Jimez NGB-A/YH AND Mr. Pearce ANSAV-MPSD 25 OCT 84 SAB.

1. REF A DID NOT PROVIDE ACFT STATUS UPON RECEIPT OF THIS MSG, AND HAD A 26 OCT 84 REPORTING DATE FOR COMPLIANCE OF ACTIONS.

2. PER REF B, THE FOL SHALL BE ACCOMPLISHED.

   a. ACFT STATUS SHALL BE CIRCLE RED "X" UPON RECEIPT OF THE MSG AND REMAIN CIRCLE RED "X" UNTIL INSPECTION IS COMPLETED.

   b. THE COMPLETION TIME FRAME RMT IS 15 DAYS AND/OR 25 HR, REVERE COMES FIRST.

C. THE REPORTING TIME FRAME SHALL BE NLT 12 NOV 84, NOT 26 OCT 84.

3. BECAUSE THIS IS A SPECIAL MAINT INSPECTION ACTION, THERE IS NO GROUNDING ACTION REQUIRED. ARNG UNITS SHOULD ENSURE ALL UH-1'S ARE INSPECTED IN THE ALLOTTED TIME FRAME. ONLY THEN SHALL THE CIRCLE RED "X" BE CLEARED.

4. POC AT NGB-A/YH IS MR. JIMEZ, AUTOYON 584-4700.
SUMMARY OF PROBLEM - REPORTS OF SKIN SEPARATION AT THE BOND LINE BETWEEN THE LEAD AND BACKSKIN ON MH-1 METAL MAIN TURBO BLADES AND TO BE REPORTED SEPARATION OCCUR AT THE TOP, BOTTOM OR CENTER AND GENERALLY WITHIN THE OUTBOARD FOUR FEET. WHILE NO TYPICAL ACCIDENTS HAVE OCCURRED, SEVERE VIBRATIONS AND CONTROL PROBLEMS CAN RESULT DEPENDING ON THE LENGTH OF THE SEPARATION.

SEPARATION OCCURS DUE TO Voids IN THE BOND LINE CAUSED BY CORROSION. WHEN THE VOID PROGRESSES ALONG THE EDGE OF THE SKIN, AIR FLOW MAY ALLOW DIRT UNDER THE SKIN TO CAUSE THE SKIN TO RAISE, INCREASING THE VOID SEPARATION. THE INSPECTION SPECIFIED BY THIS MESSAGE IS AN INTERIM PROCEDURE AND WILL ONLY BE REQUIRED UNTIL THE NEW NONDESTRUCTIVE INSPECTION TECHNIQUE IS DEVELOPED AND IMPLEMENTED.

PURPOSE - TO INITIATE A PERIODIC SPECIAL VISUAL INSPECTION OF THE OUTBOARD FOUR FEET OF THE MAIN TURBO BLADE AT THE BOND LINE TOP AND BOTTOM PIN 204-011-159-5, HSN 315-00-092-5759, FDN 204-011-250-117, HSN 1615-15-092-1256

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PRIORITY CLASSIFICATION - 24 HOURS UPTO RECEIPT OF THIS MESSAGE THE CONDITION STATUS OF SUBJECT AIRCRAFT WILL BE CHANGED TO A WHITE RED /\|\) AND WILL REMAIN AS A CIRCLE RED /\|\) UNTIL REQUIREMENTS OF THIS MESSAGE ARE MET.

PROCEDURE - PERFORM A VISUAL INSPECTION OF THE OUTBOARD FOUR FEET OF THE SKIN TO FIND DAMAGED JOINT AREAS, BOTH UP AND DOWN (APPROXIMATELY 4 INCHES OFF LEADING EDGE), PAY PARTICULAR ATTENTION TO OUTBOARD 1/8 INCHES.

1. USING LIGHT REFLECTED FROM SURFACE OF BLADE, INSPECT FOR ANY EDGE VOID OR PUFFING UP OR THE PAINT FINISH. IF PUFFING IS PRESENT, LOCAL REMOVAL OF FINISH IS REQUIRED TO DETERMINE IF EDGE VOID OR CORROSION IS PRESENT UNDER FINISH. WHERE DOUBT EXISTS, A DRILLING FILE WILL BE USED TO INSURE NO EDGE VOID OR CORROSION EXISTS.

2. CAREFULLY CHECK THE BLADE SKIN AROUND THE ALIGNMENT PIN OR THE TIE BOLTS FOR SIGNS OF CORROSION OR Voids.

3. INSPECT PAINT FINISH AT BUTT JOINT OF ABRASIVE GRIP AND RUBBER FOR Voids OR PAINT FINISH IS HARD THROUGH TO ALUMINUM SKIN.

1356 WIK ALONE UJ 18-1 84-18 WITHIN 25 OF HIT OR 15 DAYS.