NOTE - THIS IS A SAFETY-OF-FLIGHT MESSAGE AND MUST NOT BE REPEATED.

ADRESSEES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL
SUBORDINATE UNITS OR ELEMENTS AFFECTED OR CONCERNED.

SUBJECT - SAFETY-OF-FLIGHT MESSAGE (ONE TIME INSPECTION) FOR
EH-19/D/H HELICOPTERS, TR 55-1500-219-20-6, DEFECTIVE CONNECTING

PAGE 2 RULNNAC4839 UNCLAS
LINKS: (1) 76-25;
1. SUMMARY OF PROBLEM - DETERMINATION HAS BEEN MADE THAT ALL OF THE
RIGID CONNECTING LINKS P/N 284-076-247-1 AND 284-076-247-2 ARE DEFECTIVE.
LINKS MANUFACTURED BY CENTURY METAL PRODUCTS, INC., UNDER CONTRACTS DAAJ01-79-C-0833 AND
DAAJ01-76-C-0080 ARE DEFECTIVE. THE INTERNAL THREADS OF THE
COUPLING WHICH CONNECTS TO THE HYDRAULIC SERVO PISTON ROD ARE
INCORRECTLY FORMED, WITH THE RESULT THAT THE RIGID CONNECTING LINK
CAN BE SCREWED ONTO THE SERVO PISTON ROD BUT IS EXCESSIVELY LOOSE
TO THE POINT OF WOBBLE; ALL OF THE PARTS HAVE BEEN DELIVERED BY
THE CONTRACTOR, A MAJORITY OF THE PARTS HAVE BEEN FOUND IN Depot
STOCK, HOWEVER, 48 TOTAL (31 OF P/N 284-076-267-1 AND 17 OF P/N
284-076-267-5) ARE UNACCOUNTED FOR AND ARE BELIEVED TO BE IN UNIT
STOCKS AND OR INSTALLED IN AIRCRAFT, THE PURPOSE OF THIS MESSAGE IS
TO LOCATE THE DEFECTIVE PARTS AND REMOVE THEM FROM SERVICE;
2. PRIORITY CLASSIFICATION -
A. EQUIPMENT IN USE - URGENT WITH LIMITATIONS; UPON RECEIPT
OF THIS MESSAGE, THE STATUS OF THE AIRCRAFT WILL BE CHANGED TO A
CIRCLED RED X, FAILURE TO ACCOMPLISH WITHIN THE HOURS/DAYS
STIPULATED WILL CAUSE CONDITION STATUS SYMBOL TO BE CHANGED TO A
RED X, EQUIPMENT IN USE WILL BE INSPECTED AS SOON AS PRACTICABLE.
SUBJ - AUXILIARY FUEL SYSTEMS FOR UH1B:

1. EXTERNAL AUXILIARY FUEL SYSTEM IS AUTH FOR USE ON UH1B HELICOPTER.
   THE ARNG AVIATION LOGISTICS OFFICE (ALO) WILL ALLOCATE EXTERNAL FUEL
   SYSTEM ON THE BASIS OF ONE SYSTEM PER 4 UH1B HELICOPTERS ASSIGNED AS
   UTILITY HELICOPTERS;

2. LISTED BELOW ARE ITEMS THAT COMPRIS A SYSTEM CLN
   UH1B PYLON 1560-00-994-5898 2EA
   KIT EXT STORES RACK 1560-00-962-4245 1EA
   UH1B 60 GAL EXT TANK 1560-00-994-5397 2EA
   UH1B FUEL TANK INST 1560-00-994-9073 1EA

   ANY EXCESS OF ABOVE ITEMS SHOULD BE REPORTED TO ALO, POC IS
   CW3 JERRY NOWICKI, AUTOVON 564-2229, FOR DISPOSITION;

   ANY UNIT DESIRING ABOVE ITEMS OR HAVING EXCESS SHOULD REPORT
   SAME TO ALO, CW3 JERRY NOWICKI, AUTOVON 564-2229, NLT 15 DEC 76;

   #498
SUBJECT - SAFETY-OF-FLIGHT MESSAGE (ONE TIME INSPECTION) FOR UH-1D/H HELICOPTERS, TB 99-15-20-219-21, DEFECTIVE CONNECTING LINKS, (UH-1-75-25),
E. CONNECTING LINKS IDENTIFIED TO THE ABOVE CONTRACTS OR WITH INISSIVE TRAVEL ARE TO BE REMOVED FROM SERVICE IN ACCORDANCE WITH PARAGRAPH 79 ABOVE,
10. WEIGHT AND BALANCE DATA - N/A

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11. RECORDING AND REPORTING INSTRUCTIONS -
A. RECORD AND REPORT ACCOMPLISHMENT OF THIS INSPECTION IN ACCORDANCE WITH THE PROCEDURES PRESCRIBED IN TM 38-750, THE FOLLOWING FORMS ARE APPLICABLE - DA FORM 2427, MAINTENANCE REQUEST, DA FORM 2428-13, AIRCRAFT INSPECTION AND MAINTENANCE RECORD, DA FORM 2426-15, AIRCRAFT HISTORICAL RECORD.
C. LINKS FOUND TO BE DISCREPANT IN ACCORDANCE WITH THIS MSG ARE TO BE REPORTED TO AVSOM, ATTN - DRSAV-QUA, BY P/N AND QUANTITY.
2. IF ADDITIONAL INFO OR CLARIFICATION OF THIS MSG IS REQUIRED, CONTACT MR. JAMES DIXON, AVSOM, AUTOVON 696-5868, COML 314-268
PAGE 3 RULNNAC4839 UNCLAS
BUT NOT LATER THAN 15 FLYING HOURS OR 12 DAYS WHICHEVER OCCURS FIRST, AFTER DATE OF THIS MESSAGE, NOTE - SEE PARA 7; AR 95-16 FOR NONCOMPLIANCE AUTHORITY OF UNIT AND MAJOR COMMANDERS.
B. EQUIPMENT IN FIELD AND DEPOT STOCK - URGENT WITH LIMITATIONS.
SERVICEABLE EQUIPMENT IN FIELD AND DEPOT STOCKS WILL BE INSPECTED AS SOON AS PRACTICABLE BUT NOT LATER THAN 30 DAYS FROM THE PRINTING DATE OF THE PUBLISHED TB; STOCKS OF THIS EQUIPMENT WILL NOT BE ISSUED UNTIL INSPECTED.
3. END ITEM TO BE INSPECTED - ALL UH-19/D/H HELICOPTERS LOCATED WORLDWIDE.
4. COMPONENTS TO BE INSPECTED - N/A
5. PARTS TO BE INSPECTED -
A. RIGID CONNECTING LINK, NSN 3447-00-982-8221 P/N 204-076-267-1
B. RIGID CONNECTING LINK, NSN 3447-00-982-8222 P/N 204-076-267-5
A. APPLICATION -
A. CATEGORY OF MAINTENANCE -
1) OPERATIONAL AIRCRAFT - ORGANIZATIONAL MAINTENANCE;
2) AIRCRAFT UNDERGOING MAINTENANCE - ORGANIZATION PERFORMING MAINTENANCE;
3) AIRCRAFT IN TRANSIT -

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A. IN SURFACE SHIPMENT - MAINTENANCE ACTIVITY AT FINAL DESTINATION;
B. IN FERRY STATUS - TO BE INSPECTED AT FINAL DESTINATION;
C. APPLIED BY - AIRCRAFT MECHANIC 67N;
D. TIME REQUIRED -
(1) APPROXIMATELY FIVE MAN-HOURS AND A MINIMUM CREW OF ONE MAN IS REQUIRED TO ACCOMPLISH THIS INSPECTION;
(2) DURATION FOR THIS END ITEM TOTAL FIVE HOURS;
7. SUPPLY KITS/PARTS AND DISPOSITION -
A. THE FOLLOWING PARTS MAY BE REQUIRED -
1) ONE EACH CONNECTING LINKS NSN 3447-00-982-8221 P/N 204-076-267-1
2) ONE EACH CONNECTING LINK NSN 3447-00-982-8222 P/N 204-076-267-5
B. PARTS DISPOSITION -
CONNECTING LINKS REMOVED FROM SERVICE FOR THE DISCREPANCY CITED IN THIS MESSAGE SHALL BE IMMEDIATELY FORWARD TO COMMANDER, CCAAD, TEXAS, AFD AVSCOM ACCOUNT 5-3723, ITEMS SHOULD BE TAGGED FOR RERWORK SOF TB 35-1506-219-25-1;
C. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED - N/A

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9. INSPECTION PROCEDURE -
A. INSPECT FOR CONNECTING LINKS P/N 204-076-267-1 USED IN LATERAL CYCLIC (LEFT CYCLIC) AND P/N 204-076-267-5 USED IN COLLECTIVE POSITION THAT WERE MANUFACTURED BY CENTURY METAL PRODUCTS INC, UNDER CONTRACTS DAAJ01-75-C-0333 AND DAAJ01-75-C-0358,
B: The connecting links from the above contracts were delivered after 1 Mar 76, aircraft with possible and/or known replacement links since 1 Mar 76 require the following inspection. All other aircraft may be released for flight.

C: Connecting links in their original package can be identified by the contract number on the packaging. Upon removal from packing the connecting link is not identifiable.

As to manufacture unidentifiable uninstalled links are to be checked for excessive looseness through the use of a servo assembly as advised in the next paragraph.

D: Installed unidentifiable links require removal of the servo assembly and link as a unit. Record rod measurement to preclude re-rigging. The jam nut is to be unscrewed; the link is to be turned to go up or down on the servo cycle piston rod till the link coupling safety hole is aligned with the end of the piston rod, by some means;

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Firmly hold the servo assembly and check the full side travel of the connecting link at the clevis end. Side travel is checked at clevis end. Travel of P/N 204-076-267-1 link with clevis installed shall not exceed 7/16 inch; side travel of P/N 204-076-267-5 links with clevis installed shall not exceed 3/8 inch. Proper threads for either link a 7/8 - 14 INF-3B per MIL-5-7742.
UNCLASSIFIED

SUBJECT: SAFETY OF FLIGHT MESSAGE (ONE TIME INSPECTION) FOR
UH-1D/H HELICOPTERS; TS 55-1029-219-22-6, DEFECTIVE CONNECTING
LINKS; (UK=76-29)

E: CONNECTING LINKS IDENTIFIED TO THE ABOVE CONTRACTS OR WITH
EXCESSIVE TRAVEL ARE TO BE REMOVED FROM SERVICE IN ACCORDANCE WITH
PARAGRAPH 7B ABOVE;
W: WEIGHT AND BALANCE DATA = N/A

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11; RECORDING AND REPORTING INSTRUCTIONS =
A: RECORD AND REPORT ACCOMPLISHMENT OF THIS INSPECTION IN
ACCORDANCE WITH THE PROCEDURES PRESCRIBED IN TM 50-1750: THE
FORMS ARE APPLICABLE = DA FORM 2407, MAINTENANCE REQUEST; DA FORM
2406-12, AIRCRAFT INSPECTION AND MAINTENANCE RECORD; DA FORM 2408-19;
AIRCRAFT HISTORICAL RECORD.
B: GROUNDING AND SAFETY OF FLIGHT MESSAGE FOLLOW-UP REPORT
ROA-AMC 213, ACTION ADDRESSES UPON COMPLETION OF THE REQUIREMENT
SET FORTH IN THIS MSG, OR NOT LATER THAN FIVE DAYS AFTER DATE OF
THIS MSG, WILL FORWARD A MSG REPORT OF ACTIONS ACCOMPLISHED TO
CDR, USAVSCOM, ATTN = DRSAY-AMC, PER AR 50-128, THE REPORT WILL
CITE THE TS, THE AIRCRAFT MISSION DESIGN AND SERIES, AND PERTINENT
SERIAL NUMBERS OF THE AIRCRAFT; IF ALL REQUIRED ACTIONS ARE NOT
COMPLETED, THE REPORT WILL ALSO CONTAIN THE DATE BY WHICH IT IS
ESTIMATED THEY WILL BE COMPLETED; ROUTING SYMBOL AS CONTAINED IN
AR 50-128, WILL BE CHANGED AS INDICATED ABOVE;
C: LINKS FOUND TO BE DISCREPANT IN ACCORDANCE WITH THIS MSG
W: TO BE REPORTED TO USAVSCOM, ATTN = DRSAY-AMC BY P/N AND QUANTITY;
J: IF ADDITIONAL INFO OR CLARIFICATION OF THIS MSG IS REQUIRED,
CONTACT MR. JAMES DIXON, USAVSCOM, AUTOYON 692-3955, COML 314-269