NOT CLN THIS IS A MAINTENANCE ADVISORY MESSAGE AND HAS NOT, REPEAT
HAS NOT BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES.
ADDRESSEES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL
SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED.
THE RETRANSMITTAL SHALL REFERENCE THIS MESSAGE.

SUBJECT CLN MAINTENANCE ADVISORY MESSAGE CONCERNING MAIN ROTOR
RETENTION STRAP ASSEMBLIES UTILIZED ON UH-1C/D/H/M AND AH-1G/Q/S
SERIES HELICOPTERS (UH-1-77-7 AND AH-1-77-19)
A. CDRAASAO hscm 03163Z MAR 77 (UH-1-77-6)
1. THE PURPOSE OF THIS MESSAGE IS TO PROVIDE INFORMATION CONCERNING
   MAIN ROTOR RETENTION STRAP ASSEMBLIES UTILIZED ON THE
   UH-1C/D/H/M AND AH-1G/Q/S SERIES HELICOPTERS.

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2. STRAP ASSEMBLIES P/N 204-012-112-5 UTILIZED ON THE UH-1D/H
   AND P/N 224-012-112-7 UTILIZED ON THE UH-1C/M AND AH-1G/Q/S ARE
   NOW OUT OF PRODUCTION AND HAVE BEEN REPLACED BY NEW STRAP
   ASSEMBLIES WHICH HAVE A MORE DURABLE, DAMAGE RESISTANT URETHANE
   COVERING. THE NEW STRAP ASSEMBLIES P/N 204-012-122-1 FOR THE
   UH-1D/H AND P/N 204-012-122-3 FOR THE UH-1C/M AND AH-1G/Q/S WILL
   BEGIN TO BE ISSUED ON AN ATTRITION BASIS AS SUPPLIES OF THE OLD
   ASSEMBLIES ARE EXHAUSTED. THE NEW P/N 204-012-122-1/3 ASSEMBLIES
   HAVE BEEN ASSIGNED THE SAME FINITE LIFE AND HISTORICAL DATA
   REQUIREMENTS AS THE ITEMS THEY REPLACE.
3. ADDITIONALLY, STRAP ASSEMBLIES P/N 224-012-122-1 DO NOT REQUIRE
   THE SPECIAL 300 HOUR INSPECTION INSTIUTED BY REFERENCE A FOR
   STRAP ASSEMBLIES P/N 204-012-112-5 S/N 41623 THROUGH 54362
   (THE LAST 204-011-112-5 STRAP PRODUCED).
4. WITH REGARD TO PARAGRAPH 5 OF REFERENCE A, STRAP ASSEMBLIES
   P/N 204-012-112-5 REJECTED AS A RESULT OF THE SPECIAL 300 HOUR
   INSPECTION SHALL BE DISPOSED OF LOCALLY.
5. TSARCOM POINT OF CONTACT CONCERNING THIS MESSAGE IS CHARLES
   BRIGHT, AUTOVON 898-5914 OR COMMERCIAL 314-260-9614.

#3454
SUBJ: DLN: AFT PHASED MAINT CHECKLIST
A. TM55-1522-212-PH, DEC 76.
B. TM55-1522-217-PH, DEC 76.
C. CDR USAVSCOM DRS A/V FEW SUBJ DLN CLARIFICATION OF UH-50 AND MH-60 PHASED MAINT CHECKLISTS (PHMC) (UH-70/7/CH-47/77/72).
1. THE INSPECTION PROCEDURES CONTAINED IN REF A AND C HAVE GENERATED SIGNIFICANT CONTROVERSY WITHIN THE ARNG AVN COMMUNITY. NUMEROUS QUESTIONS REGARDING ADMINISTRATIVE REQUIREMENTS, CLARITY, AND THE EFFECTIVENESS OF THE PROCEDURES STATED IN PAGES 1-2 THRU 1-47 REF.
2. THE ARNG HAS PREPARED A DA FORM 2288 IN THE FOL FORMAT FOR:

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SUBMISSION TO CDR USAVSCOM;
A. TM55-1522-212-PH, DEC 76; UH-60/D/H AFT PHASED MAINT CHECKLIST.
PAGE 1=2, PARA 1-3B, PROPOSED CHANGE DLN LAST SENTENCE: DELETE AND THE COMPLETED INSPECTION CHECKLIST WILL BE ATTACHED TO THE DA FORM 2428-13, REASON DLN: DISPOSITION IS ADDRESSED IN SUBPARAGRAPH E.
B. PAGE 1=2/1=4, PARA 1-3B, PROPOSED CHANGE DLN B. UPON COMPLETION OF THE INSPECTION, THE CHECKLIST SHALL BE FILED WITH THE AIRCRAFT HISTORICAL RECORDS; UNTIL THE NEXT PHASE IS COMPLETED, THIS WILL PROVIDE A RECORD OF ALL CORRECTED/UNCORRECTED FAULTS AND DEFICIENCIES. ALL CORRECTED FAULTS AND DEFICIENCIES WILL BE TRANSFERRED TO DA FORM 2428-13; AIRCRAFT INSPECTION AND MAINTENANCE RECORD; LAW TM 36-752, REASON DLN LOCAL RETENTION OF PAST PHASES IN UNIT FILES IS NOT SUPPORTED BY NEED. CURRENT SYSTEM REQUIRES ONLY 6 MONTHS RETENTION. THERE IS ENOUGH DATA IN THE COMPLETED RECORD TO PROVIDE MAINTENANCE INFORMATION IN SUPPORT OF ACCIDENT INVESTIGATION.
C. PAGE 1=2/1=4, PARA 1-3F, PROPOSED CHANGE DLN F. DA FORMS 1494 ARE USED TO REFLECT DISCREPANCIES OVER THE SPACE PROVIDED IN
The "faults and/or remarks column," the forms will be attached to the back of the completed inspection area and the number of DA FORMS 2484 indicated at the top right hand side of the area shown. It is anticipated that the manual will contain sufficient space for recording all defects. Local reproduction of forms is recommended in conversation with draw-to-fit. This publication was designed to be separated into areas distributed to the mechanics assigned to that area to complete all necessary actions, and when all areas are completed, be reassembled for filing.

Upon completion of the phased inspection, aircraft records will be amended and returned to the serial number. No disassembly of components other than those which are necessary for conducting the current phase will be accomplished. Reason: After there is no "serial number checklist," serial numbers are recorded on the DA FORM 2484-16, historical record for T/O and FINITE components/items. To disassemble, components: to conduct a record check results in unnecessary workload and component wear.

DELETE: TECHNICAL INSPECTORS COLN ADD SUPERVISORS, reason COLN TECHNICAL INSPECTORS are not responsible for many of the records listed in Table 1-2. The supervisor of the area responsible for the records should initial.

Sheet: All personnel performing the applicable inspections, and maintenance tasks shall place their signature and initials on the signature sheet provided (Table 1-3). Technical inspectors shall assure that only those initials of personnel appearing on the signature sheet are being used to clear inspection requirements, including. Cond. F/ or faults. The individuals who are completing the inspection requirements will sequentially record faults and/or conditions that create a status symbol entry. Sign off of these recorded items will be indicated in the 35765, in the event that an inspection item is completed without creating a fault/remark or when all faults and changes are appropriately cleared. The individual conducting the inspection will place his initial over the item number in the "inspection requirements" section. These actions should assure continuity of operations.

Reason COLN: the present system appears to require a threeman check and verify system to conduct an aircraft phase maintenance, such a system is inefficient use of manpower, and is necessary only in the most critical of operations, such as nuclear weapon systems; an
AIRCRAFT TECHNICAL INSPECTOR SHOULD CERTIFY ONLY THOSE ITEMS THAT ARE CRITICAL TO FLIGHT SAFETY, AN AIRCRAFT MECHANIC MAY SIGN OFF. ON CORRECTION OF OTHER FAULTS, A SERIES OF THREE INITIALS FOR EACH INSPECTION ITEM, IN ADDITION TO THOSE REQUIRED FOR SIGN OFF OF A FAULT, DEVELOPS SUCH CONFUSION THAT THE MEANING OF EACH INITIAL IS LOST. THIS DEGRADES THE SIGN OFF PROCEDURE TO AN INITIALIZING EXERCISE; THE OBJECT IS TO MAINTAIN AIRCRAFT, NOT GENERATE UNNECESSARY AND CONFUSING ADMINISTRATION.

3. PENDING FINAL RESOLUTION OF THE PROBLEM AREAS, INTERIM AUTHORITY IS GRANTED TO IMPLEMENT THE RECOMMENDATIONS IN PARA 2 ABOVE, USERS SHOULD SUBMIT DA FORM 2026 TO SUPPORT THESE AND/OR OTHER RECOMMENDATIONS TO CDR USAAVS.COM, ATTN CLN DRSAV-FRT, WITH AN INFO TO NGB-AVN-L, POINT OF CONTACT AT NGB-AVN-L IS MAJ BOWES.

R#1016

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PRIORITY

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SUBJECT - CLARIFICATION OF UH-1D AND CH-47B/C PHASED MAINTENANCE CHECKLISTS (PMCS) (UH-1D/CH-47-77-22)

1. THERE ARE CERTAIN CLARIFICATIONS REQUIRED TO THE UH-1D/H AND CH-47B/C PHASED MAINTENANCE CHECKLISTS (PMCS) AND OTHER APPLICABLE TM'S WHICH ALSO PROVIDE DIRECTION FOR INSPECTING ARMY AIRCRAFT. SUCH APPLICABLE PUBLICATIONS WILL BE REVISED.
3. Clarification is also required relative to the instructions given in Para 1-6 of the PMC, the procedure described in this paragraph simply requires that after performing the inspection, the inspector place his initial in the initial column adjacent to each inspection requirement listed. The mechanic performing corrective action against an indicated fault/deficiency will then place his initial directly beneath the inspector's initial after the corrective action has been completed. The technical inspector (T/I), who verifies the mechanic's corrective action, will then place his initial directly beneath the mechanic's initial signifying his approval of the corrective action. Initials in the manner and order described permits the person reviewing the checklist (i.e., maintenance supervisor or maintenance officer) to quickly determine that all inspection requirements have been accomplished and all faults/deficiencies corrected and verified prior to releasing the aircraft from inspection. The procedure in TM 38-790 applicable to clearing the aircraft status symbols and signing off corrective actions are not changed and apply.

4. Until all applicable publications can be revised, some conflict will exist between UM-107H and CH-47B/C PMCs and other associated TMs which contain special inspections and inspections of such equipment as avionics, armament, etc. This conflict exists because of the PMC bases inspection frequencies on 100-hour intervals, called phases while associated TMs on avionics, armament, etc., base inspection frequencies on 25, 50 and 75-hour intermediate inspections, or on some numbered periodic inspections, presently such documents under the aegis of AVECO are being revised to be compatible with the PMC where necessary. Meanwhile, until all affected documents obtain such compatibility, the inspection frequencies called for in the applicable TM's will be accomplished at equivalent flying hour periods. For example, an avionics or armament TM requires an item to be inspected every 8th periodic, the equivalent flying hour period for this item to be inspected under the phased maintenance concept would be every 600 hours.
6. The inspection requirements which do not conform to the PMO must be evaluated and accomplished in accordance with the changeover instructions specified in TM 55-1520-337-24, "Phased Maintenance System for Army Aircraft". This will prevent exceeding required inspection intervals, as the various TMs are revised to be compatible with the PMO. The frequency of the affected inspections will be revised where possible so that they will coincide with the intervals in the PMO, this will minimize special inspection requirements.

6. We have been advised that the phased maintenance checklists (PMCO's) are not being received in sufficient quantities by some units. Such shortages will cause a delay in setting all affected aircraft changed over to the phased maintenance system. A new PMO is required each time a phased inspection is accomplished on an aircraft, for example, if a unit

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has 100 UH-1D/H aircraft, it would need 100 copies of the PMO for each aircraft to accomplish the changeover to phased inspections (i.e., phase 1). Based on the present flying hour rate for UH-1D/H and CH-47D/C aircraft, recommend each unit obtain three (3) copies of the PMO for each such aircraft. Units having a high monthly flying hour rate (or more hours per month) should obtain four or five.

6. For units not familiar with the technical manual requisitioning process, it is suggested that a DA Form 17 to update pinpoint accounts (Reference DA Pamphlet 313-16) be submitted with the additional requirements for PMCO's based on flying hour rates. Units are requested not to order excessive quantities of the PMCO's.

7. Since the PMCO's are new, some changes are anticipated. It is requested that all discrepancies in the PMCO's be brought to the attention of AVSCOM through the local AVSCOM PFM, the AVSCOM Directorate for Maintenance, ATTN: DRAM-FEN, or by submission of a Form 2228.

8. The objective of phased maintenance is to take the

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"overkill" out of the inspection system and thus increase aircraft availability and reduce maintenance man-hours at no decrease in safety and reliability. Point of contact for this action is - Jack McCluskie, 268-3066, AUTOVON 696-3066.