CONSIDERED TO BE THE CAUSE OF SEVERAL ACCIDENTS IN THE LATE 60'S AND EIGHTY TIME FRAMES AND WERE SUPPOSEDLY PURGED FROM THE SUPPLY

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SYSTEM: THE CORRECT SUBJECT WIRE DRIVE HAS A ROD DIAMETER OF 98 THOUSANDS OF AN INCH (P/N 4100263), THE OLD AND CORRECT WIRE DRIVES ARE EASILY IDENTIFIED (SEE PARAGRAPH 6A).
B: ANOTHER DISCREPANCY CORRECTED BY THIS MESSAGE MAY HAVE
ATTRADED TO A RECENT ACCIDENT IN LOSS OF LIFE. THIS DISCREPANCY WAS WEAR AT THE WIRE DRIVE LEVER ATTACHING POINT AT THE BOTTOM OF THE LEFT AND RIGHT SERVOS.
C: THE PURPOSE OF THIS MESSAGE IS TO VISUALY INSPECT FOR OLD WIRE DRIVES AND REMOVE ANY FROM SERVICE AND ALSO INSPECT FOR WEAR LIMITS AT THE WIRE DRIVE LEVER CONNECTING POINT.
2: PRIORITY CLASSIFICATION
A: EQUIPMENT IN USE - UPON RECEIPT OF THIS MESSAGE, THE CONDITION STATUS OF THE AIRCRAFT WILL BE CHANGED TO A RED X/X/
X/X/
AIRCRAFT IN USE SHALL BE INSPECTED NOT LATER THAN FIVE FLYING HOURS OR 10 DAYS FROM RECEIPT OF MESSAGE, WHICHEVER OCCURS FIRST. THE AIRCRAFT WILL BE CARRIED AS FULLY MISSION CAPABLE (FMC). AS AN EXCEPTION TO AR 95-33 UNTIL THE SAFETY OF FLIGHT ACTIVITY HAS BEEN ACCOMPLISHED, FAILURE TO ACCOMPLISH WITHIN HOURS/DAYS STIPULATED WEAR WILL CAUSE THE CONDITION STATUS TO BE CHANGED TO A RED X/X/
NOTE

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SEE PARAGRAPH 9; AR 95-18, FOR NONCOMPLIANCE AUTHORITY OF UNIT AND MAJOR COMMANDERS B: EQUIPMENT IN FIELD OR DEPOT STOCK - INSPECT WIRE DRIVE AND PLAY IN ACCORDANCE WITH THIS INSPECTION BEFORE SERVOS ARE ISSUED.
3: END ITEMS TO BE INSPECTED ALL UH-60A/46H/46H, EH-46H, AND EH-46X AIRCRAFT FOR CORRECT WIRE DRIVE AND PLAY DIMENSIONAL CHECK.
4: ASSEMBLIES TO BE INSPECTED
A: ALL LEFT, RIGHT, AND COLLECTIVE SERVOS (THREE PER AIRCRAFT) FOR CORRECT WIRE DRIVE;
B: WIRE DRIVE PLAY AT LEVER ATTACHING POINT FOR LEFT AND RIGHT SERVOS ONLY (THREE PER AIRCRAFT) FOR ALL UH-1 SERIES AIRCRAFT.
5: APPLICATIONS
A: CATEGORY OF MAINTENANCE
(1) OPERATIONAL AIRCRAFT AVIATION UNIT MAINTENANCE (AVUM),
(2) AIRCRAFT UNDERGOING MAINTENANCE ACTIVITY PERFORMING SUCH MAINTENANCE;
(3) AIRCRAFT IN TRANSIT;
(4) IN SURFACE TRANSIT, FINAL DESTINATION MAINTENANCE.

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//COOPERATIVE FIRE PROTECTION//
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SECTION 02 OF 03
(2) IN FERRY STATUS FINAL DESTINATION MAINTENANCE
ACTIVITY;
(4) SPARE ASSEMBLIES IN TRANSIT MAINTENANCE ACTIVITY AT
DESTINATION;
(5) AIRCRAFT ON LOAN OR BAILEE ACTIVITY TO WHOM AIRCRAFT
WAS BAILED OR LOANED;
B. APPLIED BY APPLICABLE UH-1 MECHANIC HS 67N;
C. INSPECTED BY APPLICABLE INSPECTOR HS 67N OR 67W;
D. TIME REQUIRED
(1) APPROXIMATELY 'FOUR WORK HOURS AND A CREW OF TWO WILL BE
REQUIRED TO ACCOMPLISH THIS INSPECTION'; THIS INCLUDES TIME TO GAIN
ACCESS TO THE WORK AREA;
(2) DOWN TIME FOR THIS END ITEM 'TWO HOURS'.

19 Jul 82 23 32

32/ARMY
INSPECTION PROCEDURES

A. URGENT REFER TO B ABOVE AND CHECK THAT ALL THREE SERVO WIRE

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DRIVES HAVE A SQUARE, ATTACHING CLEVIS AT THE BOTTOM
OF THE WIRE DRIVE WHERE THE SHOULDER SCREW, ITEM 31, ATTACHES IT TO
THE LEVER. FIGURE 16, ITEM 47 OF B ABOVE SHOWS A LARGER, ROUNDED
CLEVIS AND IS IN ERROR; IF ANY ROUND WIRE DRIVE CLEVIS ARE
FOUND - REMOVE SERVO FROM AIRCRAFT.

B. URGENT FOR ALL SERIES UM-1 AIRCRAFT CHECK THE PLAY (SLOP)
OF THE WIRE DRIVE ATTACHING POINT TO THE LEVER FOR LEFT AND RIGHT
SERVOS ONLY AS FOLLOWS

1. REFER TO A ABOVE;
2. REMOVE PILOTS INPUT CONTROL TUBE FROM LEVER AT POSITION
THREE;
3. CLAMP A DIAL INDICATOR TO THE FLAT SURFACES OF THE
IRREVERSIBLE VALVE; PLACE STYLUS OF THE REACTION ARM AT THE BOTTOM
OF SERVO LEVER AT POSITION TWO, DIRECTLY UNDER THE ATTACHING POINT OF
WIRE DRIVE; HOLD A PENCIL ERASER AGAINST THE WIRE DRIVE TO HELP IN
DETECTING MOVEMENT; MOVE LEVER UP AND DOWN AND MEASURE PLAY (SLOP)
AT THE WIRE DRIVE/LEVER ATTACHING POINT;
NOTE WIRE DRIVE MUST NOT MOVE UP AND DOWN WHILE LEVER IS BEING
MEASURED DURING THE MEASUREMENT FOR PLAY;
LIMITATIONS AND CORRECTIVE ACTIONS

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A. FOR ALL UM-1B/MY, EM-1H, AND EM-1X AIRCRAFT
1. PLAY UP TO FIFTEEN THOUSANDS OF AN INCH IS ACCEPTABLE
AND AIRCRAFT MAY BE RELEASED FOR FLIGHT;
2. FROM SIXTEEN TO TWENTY THOUSANDS AIRCRAFT MAY BE FLOW
ON A CIRCLED RED X RESTRICTING THE AIRCRAFT FROM HYDRAULICS OFF
FLIGHT OPERATION;
3. ABOVE TWENTY THOUSANDS AIRCRAFT IS GROUNDED (RED X);
B. FOR ALL UM-1CM AIRCRAFT
1. UP TO, TO INCLUDE, TWENTY THOUSANDS PLAY AIRCRAFT MAY
BE RELEASED FOR FLIGHT;
2. OVER TWENTY THOUSANDS PLAY AIRCRAFT IS GROUNDED - RED
S;
C. SINCE MOST OF THE PLAY WILL BE FOUND AS MENTION ON ITEM 31 OF B
ABOVE; REPLACEMENT OF SCREW, SHOULDER P/N 41002262, NSN

5355-01-229-3662 MAY BRING THE PLAY DOWN TO ACCEPTABLE LIMITS AS
STATED ABOVE FOR ALL UM-1 AIRCRAFT SERVOS, IF; HOWEVER, A MAXIMUM OF
TWENTY THOUSANDS PLAY (NOT TO EXCEED 0.020 INCH) CAN NOT BE MET AFTER
CHANGING OUT OF SCREW - REMOVE SERVO FROM AIRCRAFT;
D. 7855-01-242-2283 WILL REFLECT ABOVE CHANGES;

PARTS REQUISITION/DISPPOSITION

BT
#6129
FINAL SECTION OF 03

A. REQUISITION SROOM IN ACCORDANCE WITH NORMAL SUPPLY

B. DISPOSE OF REMOVED SERVOS IN ACCORDANCE WITH NORMAL SUPPLY

9. RECORDING AND REPORTING OF INSPECTION
A. RECORD ACCOMPLISHMENTS OF YOUR INSPECTION IN ACCORDANCE WITH THE PROCEDURE IN TM 50-1330-1241. THE FOLLOWING FORMS ARE APPLICABLE

1. DA FORM 2409-13, AIRCRAFT INSPECTION AND MAINTENANCE

2. DA FORM 2408-13, AIRCRAFT HISTORICAL RECORD (FOR AIRCRAFT INSPECTED INSTALLED SERVOS)

3. DD FORM 1974 (YELLOW TAG) FOR SERVICEABLE IN STOCK
SERVOS: MARK INSPECTED SERVICEABLE IN ACCORDANCE WITH TB 55-1520-242-20-3.

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(4) DD FORM 1577-2 (GREEN TAG) FOR UNSERVICEABLE IN STOCK OR REMOVED FROM AIRCRAFT SERVOS: MARK UNSERVICEABLE IN ACCORDANCE WITH TB 55-1520-242-20-3.
(5) IF ABOVE TAGS ARE NOT AVAILABLE USE DA FORM 2424.
EXCHANGE TAG AS A SUBSTITUTE.
B. SAFETY OF FLIGHT MESSAGE FOLLOW UP REPORT RCS-OSGD-1666.
UPON COMPLETION OF THE REQUIREMENT SET FORTH IN THIS MESSAGE OR NOT LATER THAN FIVE DAYS AFTER DATE OF ACCOMPLISHMENT, ACTION ADDRESSES WILL FORWARD A MESSAGE REPORT OF ACTIONS ACCOMPLISHED TO COMMANDER, TSARCOM, ATTN DRSTS-MSD PER AR 95-18. THE REPORT WILL CITE THIS MESSAGE NUMBER (UH-1-32-03), THE AIRCRAFT MISSION DESIGN, SERIES, AND SERIAL NUMBER OF THE AIRCRAFT, TO INCLUDE DISCREPANT SERVOS FOUND (BAD WIRE DRIVES OR SERVOS REMOVED FROM AIRCRAFT). IF ANY, BY SERIAL NUMBER.
10. TSARCOM MATERIAL MANAGEMENT POINT OF CONTACT IS MRS. ALMARIE CROSS; AUTOVON 693-3528, COMMERCIAL 314-263-3528.
12. TECHNICAL POINT OF CONTACT IS MR. DICK MOYA OR MR. RICH DICKMANN.

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BT #0216

NNNN
IMMEDIATE

USAF

TO AIG 7401

AUG 75

USAF/USN PROJ AGY PO BOX 13027 LAS VEGAS NV

USAF/USN PROJ AGY REGION II 22 FEDERAL PLAZA NY NY

USD/ADM NATL BRANCH OCEANIC AND ATMOSPHERIC ADMIN ROCKVILLE MD

USD/DESC COLL A WEATHER

NASA/KEYNS KENNEDY SPACE CENTER CAPE CANAVERAL FL

ILS 1-14-74

RCUAF/AIT TAIPEI

RCUAF/AIT WASH DC

INFO AIG 9004

AUG 75

RCUAF/ODUSA NORTH FT RUCKER AL

RCUAF/CUSDA TEL AVIV ISRAEL

RCUAF/USAMOS MAG MADRID SPAIN

RCUAF/AIT WASH DC

AAC/HSF MELBOURNE AUSTRALIA

RAVPP/DEFAIR CANBERRA ANZ

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//COOPERATIVE FIRE PROTECTION//

ACT DA=195400

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SECTION 01 OF 03

MAJOR GENERALWILLIAM W. KONOPNICKI SENIOR

SUBJECT: SAFETY OF FLIGHT URGENT TECHNICAL MESSAGE; ROB CS/OLD/18507

ONE TIME INSPECTION FOR ALL UH-19/M/H/V AND SH-4H SERVO WIRE DRIVE ROD

(INSN 1956-3-21-13-9363, P/N 41609376) AND WEAR LIMITS FOR ALL

UH-13/M/H/V AND EH-14 AIRCRAFT BETWEEN THE WIRE DRIVE ROD

ATTACHMENT TO THE LEVER P/N 41609266 (P/N 41609277 FOR UH-10/H/M)

(UH-10/H/M)


B: TM 55-1500-225-22360, PAGE 516, FIGURE 186, ITEMS 31, 49, AND 47

(UH-1H SERIES), PAGE 822, FIGURE 187, ITEMS 49, 50, AND 75 (UH-1H/M);

1A SUMMARY

L OLD UNSAFE DRIVE RODS COMMONLY KNOWN AS WIRE DRIVES; (P/N

155832), WITH A 63 THOUSANDS OF AN INCH DIAMETER AND HAVE AGAIN BEEN

INVOLVED IN A INSTALLATION IN AIRCRAFT. THERE WIRE DRIVES WERE
CONSIDERED TO BE THE CAUSE OF SEVERAL ACCIDENTS IN THE LATE 60 AND 70 TIME FRAMES AND WERE SUPPOSEDLY PURGED FROM THE SUPPLY SYSTEM. THEcorrect subject wire drive has a rod diameter of 90 thousands of an inch (P/N 42002263). The old and correct wire drives are easily identified (see paragraph 6A).

B. Another discrepancy correctable by this message may have been wear at the wire drive/lever attaching point at the bottom of the left and right servos.

C. The purpose of this message is to visually inspect for old wire drives and remove any from service and also inspect for wear limits at the wire drive lever connecting point.

2. PRIORITY CLASSIFICATION

A. Equipment in use upon receipt of this message, the condition status of the aircraft will be changed to a circle red ///X///. Aircraft in use shall be inspected not later than five flying hours or 28 days from receipt of message, whichever occurs first. The aircraft will be carried as fully mission capable (FMC) as an exception to AR 95-15 until the safety-of-flight action has been accomplished. Failure to accomplish within hours/days stipulated herein will cause the condition status to be changed to a red ///X///.

NOTE

See paragraph 9. AR 95-15, for non-compliance authority of unit and major commanders.

B. Equipment in field or depot stock = inspect wire drive and play in accordance with this inspection before servos are issued.

1. End items to be inspected

A. All UH-1B/M and EH-1H aircraft for correct wire drive and play dimensional check.

B. All UH-1C/M aircraft for dimensional check only.

2. Assemblies to be inspected

A. Left, right, and collective servos (three per aircraft) P/N 205-076-0292 or 205-076-0294 for correct wire drive on UH-1B/M and EH-1H aircraft.

B. Wire drive play at lever attaching point for left and right servos only (two per aircraft) for all UH-1 series aircraft.

3. Applications

A. Category of maintenance

#0028
APPLIED BY APPLICABLE UH-1 MECHANIC MOS 67N.

INSPECTED BY APPLICABLE INSPECTOR MOS 67N OR 67H.

TIME REQUIRED

PAGE 23 HUCIFRA5189 UNCLAS
(1) APPROXIMATELY FOUR WORK HOURS AND A CREW OF TWO WILL BE
REQUIRED TO ACCOMPLISH THIS INSPECTION; THIS INCLUDES TIME TO GAIN
ACCESS TO THE WORK AREA.
(2) DOWN TIME FOR THIS END ITEM TWO HOURS.
6) INSPECTION PROCEDURES
A) URGENT: REFER TO B ABOVE AND CHECK THAT ALL THREE SERVO WIRE
DRIVES HAVE A SQUARE; REPEAT SQUARE, ATTACHING CLEVIS AT THE BOTTOM
OF THE WIRE DRIVE WHERE THE SHOULDER SCREW, ITEM 31, ATTACHES IT TO
THE LEVER. FIGURE 184, ITEM 47 OF B ABOVE SHOWS A LOWER ROUNDED
CLEVIS AND IS IN ERROR; IF ANGULAR WIRE DRIVE CLEVIS ARE
FOUND - REMOVE SERVO FROM AIRCRAFT.
B) URGENT: FOR ALL SERIES UH-1 AIRCRAFT CHECK THE PLAY (SLOP)
OF THE WIRE DRIVE ATTACHING POINT TO THE LEVER FOR THE LEFT AND RIGHT
SERVOS ONLY AS FOLLOWS
(1) REFER TO A ABOVE;
(2) REMOVE PILOTS INPUT CONTROL TUBE FROM LEVER AT POSITION
THREE;
(3) CLAMP A DIAL INDICATOR TO THE FLAT SURFACES OF THE
IRREVERSIBLE VALVE; PLACE STYLUS OF THE REACTION ARM AT THE BOTTOM
OF SERVO LEVER AT POSITION TWO, DIRECTLY UNDER THE ATTACHING POINT OF

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WIRE DRIVE, HOLD A PENCIL ERASER AGAINST THE WIRE DRIVE TO HELP IN
DETECTING MOVEMENT; MOVE LEVER UP AND DOWN AND MEASURE PLAY (SLOP)
AT THE WIRE DRIVE/LEVER ATTACHING POINT.
NOTE: WIRE DRIVE MUST NOT MOVE UP AND DOWN WHILE LEVER IS BEING
MOVED DURING THE MEASUREMENT FOR PLAY.
7) LIMITATIONS AND CORRECTIVE ACTIONS
A) FOR ALL UH-1B/HY AND EH-1H AIRCRAFT
(1) PLAY UP TO FIFTEEN THOUSANDS OF AN INCH IS ACCEPTABLE
AND AIRCRAFT MAY BE RELEASED FOR FLIGHT.
(2) FROM SIXTEEN TO TWENTY THOUSANDS AIRCRAFT MAY BE FLOWN
ON A //CIRCLED RED X// RESTRICTING THE AIRCRAFT FROM HYDRAULICS OFF
FLIGHT OPERATION;
(3) ABOVE TWENTY THOUSANDS AIRCRAFT IS GROUNDED (RED X);
B) FOR ALL UH-1CM AIRCRAFT
(1) UP TO, TO INCLUDE, TWENTY THOUSANDS OF PLAY AIRCRAFT MAY
BE RELEASED FOR FLIGHT;
(2) OVER TWENTY THOUSANDS OF PLAY AIRCRAFT IS GROUNDED - RED
//X//;
C) SINCE MOST OF THE PLAY WILL BE FOUND AS NEAR ON ITEM 31 OF B
ABOVE, REPLACEMENT OF SCREW, SHOULDER P/N 41600-262, NSN
37
#0229
IMMEDIATE

OCTUZKX HULMNAC062 1832103-00000-00000 DA
PZ 219402 JUL 82 ZEX
TM ARNG DCG APO (E) MD//DCG-APD-ME/
TO AIG 7E82
PZ 217902 JUL 82
PZ CORTSAROS BTL NO //DRS05-MEA/
TO AIG 8E98
AIG 7515
RUCLRA/US EVN PROG APO PO BOX 19927 LAS VEGAS NV
RUCLRA/US EVN PROG REGION II 20 FEDERAL PLAZA NY NY
RUCOLMA/NATIONAL OCEANIC AND ATMOSPHERIC ADM ROCKVILLE MD
//NOAA/NO2 COL L A WEAVER/
//RUCOLMA/KENNEDY SPACE CENTER CAPE CANAVERAL FL
//S1-5AT-23//
//RUEHC/ATT TAIPEI
RUEHC/ATT WASH DC
INFO AIG 9Q24
AIG 7514
RUCLEUA/ODRSAAYNC FT RUCKER AL //ATZ9-01/
RUCMAD/CUSAOD TEL AVIV ISRAEL
RUFALAM/USMNG-HAG MADRID SPAIN //ARMY/NAVY
RUEHC/ATT WASH DC
//MNC/NSN MLBOURNE AUSTRALIA //SNAIR N99/
//RUEHC/ATT CANBERRA AUSTRALIA //OPHEL-AL/

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//COORDINATIVE FIRE PROTECTION//

OCT DA-8MCSWDT
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FINAL SECTION OF 23
5922-03-229-3602 MAY BRING THE PLAY DOWN TO ACCEPTABLE LIMITS AS
STATED ABOVE FOR ALL UH-1 AIRCRAFT LEFT AND RIGHT SERVOS. IF
HOWEVER, A MAXIMUM OF TWENTY THOUSANDS PLAY (NOT TO EXCEED 2,000
INCH) CAN NOT BE MET AFTER CHANGE OUT OF SCREW - REMOVE SERVO FROM
AIRCRAFT
S1 PARTS REQUISITION/DISPOSITION
A. REQUISITION SCREW IN ACCORDANCE WITH NORMAL SUPPLY
PROCEDURES.
B. DISPOSE OF REMOVED SERVOS IN ACCORDANCE WITH NORMAL SUPPLY
PROCEDURES.
S1 RECORDING AND REPORTING OF INSPECTION
A. RECORD AND REPORT ACCOMPLISHMENT OF YOUR INSPECTION IN
ACCORDANCE WITH THE PROCEDURE IN TM 58-7581. THE FOLLOWING FORMS ARE
APPLICABLE.