NOTE - THIS IS A MAINTENANCE ADVISORY MESSAGE AND 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.

SUBJECT - SPECIAL INSTALLATION/USAGE INSTRUCTIONS FOR THE UH-19/C/D/H/M GLASS WINDSHIELD, P/N NP144461-1, L/H AND NP144461-2.

RH (UH-1-77-11)
A, REF TM 55-1027-210-3P DATED APR 74
B, REF TM 55-1002-224-25/1 DATED APR 76
C, NUMEROUS REPORTS HAVE BEEN RECEIVED BY AVSCOM CONCERNING DEFICIENCIES IN THE NEW UH-1 SAFETY GLASS WINDSHIELDS, THE REPORTED

DEFICIENCIES CAN BEST BE DESCRIBED BY EITHER OF THE FOLLOWING TWO SITUATIONS ACCORDING TO AIRCRAFT MODEL CLN
A, UH-19/C/D/H/M - CONTOUR OF THE SAFETY GLASS WINDSHIELD;
B, UH-19/C/D/H/M - AFTER CONDUCTING ROCKET FIRING EXERCISES, A BLACK RESIDUE WITH ACCOMPANIED ETCHING/SPOTTING IN THE GLASS SURFACE HAS DISCOVERED, THE RESIDUE AND ASSOCIATED DAMAGE HAS BEEN FOUND ONLY ON THE SAFETY GLASS WINDSHIELD SURFACE WITH ALL SURROUNDING STRUCTURE INCLUDING ANY PLEXIGLASS SURFACES (CHIN BUBBLES, OPPOSITE SIDE WINDSHIELD PANEL IF INSTALLED) UNAFFECTED.
2, IN ACCORDANCE WITH THE ABOVE SITUATIONS, THE FOLLOWING INFORMATION AND ASSOCIATED RECOMMENDATIONS ARE PROVIDED, IT IS REQUESTED THE GUIDANCE PROVIDED BE ADHERED TO UNTIL FURTHER NOTICE FROM AVSCOM...
A. UH-19/C/M - WHEN INSTALLING THE L/H SAFETY GLASS WINDSHIELD: P/N 244475-1, PRECAUTIONS SHOULD BE TAKEN TO MINIMIZE EXCESSIVE PRE-LOAD CONDITIONS IN THE WINDSHIELD; THIS CAN BE ACCOMPLISHED AS FOLLOWS ON:
1) FIT AND TRIM THE NEW SAFETY GLASS WINDSHIELD AS PRESCRIBED IN THE APPLICABLE ORGANIZATIONAL MAINTENANCE MANUALS;
2) LOCATE ATTACHMENT HOLES THROUGH THE WINDSHIELD FIBERGLASS EDGING BY BACKDRILLING THROUGH THE FUSELAGE FRAME;
3) INSTALL SEALANT AS PRESCRIBED IN THE APPLICABLE ORGANIZATIONAL MAINTENANCE MANUALS BETWEEN WINDSHIELD EDGING AND FUSELAGE FRAME;
4) BEGIN INSTALLATION OF THE ATTACHMENT SCREWS (REF A, FIG 2); ITEMS 1 AND 4) IN THE UPPER L/H CORNER AND SYSTEMATICALLY WORK AWAY FROM THAT CORNER TOWARDS THE LOWER R/H CORNER, AS A RESULT, ANY LOAD CONCENTRATION EXISTING IN THE AREA OF UPPER L/H CORNER WOULD BE EVENLY DISTRIBUTED THROUGHOUT THE WINDSHIELD;
5) COMPLETE INSTALLATION OF ATTACHMENT SCREWS IN ACCORDANCE WITH APPLICABLE ORGANIZATIONAL MANUALS.
B. UH-19/C/M - (1) DUE TO THE ETCHING/PITTING BEING DISCOVERED

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Of the safety glass windshields after rocket firing exercises, it is recommended that any UH-19/C/M aircraft designated as a mission or any other UH-19/C/M aircraft presently involved in or scheduled to be used for rocket firing tests that have plexiglass windshields now installed, should not, repeat not, have those windshields removed/replaced with safety glass unless absolutely necessary; maintenance actions to remove scratches, nicks, blemishes, etc., in the plexiglass windshield in lieu of replacement should be performed in accordance with procedures prescribed in REF B utilizing windshield maintenance kit P/N RS49, S/N 1960-28-450-3622;
(2) for those aircraft with safety glass windshields now installed which have been etched/pitted due to previous rocket firings and are scheduled to be used for additional rocket firing tests, it is recommended the damaged safety glass windshield not be removed unless absolutely necessary until all scheduled rocket firing tests are completed.
3. Investigations are now underway to determine the causes for the problems described in paragraph 1 above, once the causes are determined, corrective actions can be initiated, if further

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INFORMATION IS REQUIRED: POINT OF CONTACT AT THIS COMMAND IS MR. JOHN STEELE, AUTOVON 696-6915.