NOTE THIS IS A MAINTENANCE ADVISORY MESSAGE AND HAS NOT BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES ADDRESSES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED; THE RETRANSMITTED SHELL REFERENCE THIS MESSAGE;

SUBJ CLN MAINTENANCE ADVISORY MESSAGE FOR AH-1/UH-1 HELICOPTERS DAILY INSPECTION OF THE TAIL ROTOR DRIVE SHAFT HANGER ASSEMBLIES PARENT AH-1-7A-4 AND UH-1-7A-2 PARENT
1. PURPOSE OF MESSAGE CLN THIS ADVISORY IS INTENDED TO ALERT ALL USERS OF THE IMPORTANCE OF PERFORMING DAILY INSPECTION OF THE TAIL ROTOR DRIVE SHAFT HANGER ASSEMBLIES CHM RECENT INCIDENTS HAVE REVEALED COMPONENT FAILURES THAT MAY HAVE BEEN PREVENTED BY AHERING TO THE FOLLOWING PROCEDURES ON A DAILY BASIS.

PAG 2 RULNEA9917 UNCLAS
2. INSPECT HANGER ASSEMBLIES AND ADJACENT AREA FOR EVIDENCE OF GREASE LEAKAGE, WETTING OF ADJACENT STRUCTURE BY SLINGING OF GREASE FROM THE FLEX COUPLINGS AND/OR PEARING IS CAUSE FOR REPLACEMENT OF THE ASSEMBLY. ALSO CHECK THE FLEX COUPLING FOR AN INCORRECTLY INSTALLED SEAL.
3. A SMALL BEAD OF GREASE EXPULSED FROM AROUND LIP OF BEARING SEAL INDICATES SLIGHT OVER-LUBRICATION AND IS NOT CAUSE FOR ITS REPLACEMENT.
4. WIPE LUBE FROM SEAL WITH CLEAN CHM LINT-FREE CLOTH AND RECORD ON DA FORM 2403-13 INDICATING BEARING BOUND LOCATION AND KEEP UNDER OBSERVATION.
4. CHECK FOR INDICATIONS OF OVERHEATING SUCH AS DISCOLORATION OF THE BEARING PARENT BLUE TO BLUE/BLACK IN COLOR PARENT, MULTI-COLOR APPEARANCE OF COUPLINGS AND HANGER THAT DARKEN ADJACENT TO BEARING IS CAUSE FOR REPLACEMENT, BROWN COLORING OF BEARING SHIELD IS NORMAL AND IS NOT AN INDICATION OF BEARING OVERTEMP.
5. RUST COLORED FRETTING DEBRIS IN AREAS ADJACENT TO BEARING INDICATE CAUSE FOR REPLACEMENT OF THE BEARING.
6. IF THE CONDITION OF THE BEARING IS IN DOUBT CHM CHECK BY DISCONNECTING THE DRIVE SHAFTS AND ROTATING THE BEARING, WHEN CHECKING THE BEARING ASSEMBLY BY HAND IT SHOULD BE PRESSED AXIALLY WHILE TURNING SINCE IT MY FEEL SMOOTH WITH NO LOAD BUT ROUGH WHEN LOADED OBVIOUS ROUGHNESS, CATCHING CHM OR BINDING WHEN TURNED BY HAND IS CAUSE FOR BEARING REJECTION.

PAG 3 RULNEA9917 UNCLAS
HANGER ASSEMBLIES NORMALY OPERATE AT A TEMPERATURE RANGE OF 130 DEGREE F. TO 160 DEGREE F. PARENT COOL TO TOUCH PARENT; INVESTIGATE ANY
INFLICTED HANGER THAT IS TOO HOT TO TOUCH.
7. THE AFFECTED MAINTENANCE MANUALS WILL BE CHANGED TO MODIFY
EXISTING INSPECTION CRITERIA AS WELL AS CLARIFY INSTALLATION PROCE-
DURES. INFORMATION CONTAINED IN THIS MESSAGE SHOULD BE INSERTED
IN THE AFFECTED TMS PENDING RECEIPT OF FORMAL CHANGE.
8. IF ANY FURTHER INFORMATION IS REQUIRED CMM OUR POINT OF CONTACT AT
THIS COMMAND IS THOMAS HEGEL CMM ATTN CLN DRSAV- FEU CMM AUTOVON
698-4516.
BT
#0917
SUBJ CLN INSPECTION OF UH-1/AH-1 T/R HANGER ASSEMBLIES

A. ARNG-OAC MSG 310210Z JAN 76 CMM SUBJ CLN INSPECTION OF T/R HANGER BEARING ASSEMBLIES CMM FSN 1415-33-89X1.

B. MSG CMM OAR AVSCOM STL MD 122142Z FEB 76 CMM SUBJ CLN MAINTANCE ADVISORY MSG FOR AH-1/1H-1 HELICOPTERS DAILY INSPECTION OF THE TAIL ROTOR DRIVE SHAFT HANGER ASSEMBLY PARN AH-1-76-4 AND UH-1-76-3.

PARA 1.
1. FAN ECMOM 12 FEB 76 CMM BTWN HR MECOM CMM DRSAV-FEU CMM AND MAF LINDSAY CMM OAC-AVN-L.
2. REF B IS BEING RETRANSMITTED IMMEDIATELY FOLLOWING THIS MSG.

REQUIREMENTS IN REF A ARE NOW APPLICABLE TO AH-1G ACFT ASSIGNED TO HAWAII ARNG.

3. PARA 6 OF REF A IS HEREBY SUPERSEDED BY THE REQUIREMENTS SET FORTH IN REF B.

4. AS OF THIS DATE 27 STATES CMM OR PORTIONS THEREOF CMM HAVE NOT RESPONDED WITH THE RESULTS OF INSPECTION REQUIRED BY REF A; REQUEST THIS INFO BE FORWARDED BY MSG BY CMM 19 FEB 76.
SUBJECT: CLN INSPECTION OF UH-1 TAIL ROTOR HANGER BEARING ASSEMBLIES.

1. Components from the UH-1H from the VAOERG aircraft which crashed, resulting in two fatalities, were sent to CAVB for analysis. Their findings are that an inflight tail rotor failure occurred as a result of failure of the internal spline in the drive shaft coupling, P/N 1617-342-4142 of the number one (1) hanger bearing.

2. Upon receipt of this message, the aircraft status for all UH-1H (including) will be changed to a RED-X pending compliance with the inspection listed in paragraph three (3). Prior entry on the CAVB-13

3. Refer this message.

4. Prior to the next flight of any UH-1 aircraft, visually inspect all hanger bearings for evidence of leakage of grease. If leakage is occurring, it will be found in the area of the retaining ring, P/N 9365-726-2744 (Fig 181, Item 13) or around the seal, P/N 1617-285-172 (Fig 181, Item 12). Insure that the retaining ring and the seal are properly seated.

5. Evidence of leakage or improper seating of the seal or retaining ring constitutes an unsafe (RED-X) condition and requires repair or replacement of the hanger assembly prior to flight.

6. Upon engine shutdown after the first flight following completion of the above inspection, again check the hanger assemblies in the following manner:

   (1) Visually check for indication of leakage of grease.

   (2) Check, by feeling, for excessive heat in the hanger assembly, P/N 1617-726-2746.

   Caution CLN if not receiving proper lubrication; or if worn, this assembly will be very hot.

   (3) If either of the above conditions are present, the entire assembly should be removed and evaluated prior to further use.

7. Recommend continuation of the above procedures at scheduled
PMI INSPECTIONS, and added emphasis for pilots to closely check the number one hanger bearing during preflight and postflight inspections.

7. Report compliance with this message by routine TWX to CDR, ARNG-OAC, ATTN OLN OAO-AVN-L, Edgewood Arsenal, MD. Reply to indicate the number of aircraft inspected and the number of assemblies requiring removal for repair and/or replacement.

#0666

MMMM