REPORTING SUSPENSE DATE - NO LATER THAN 10 DAYS AFTER RECEIPT OF THIS MESSAGE.

NOTE: THIS IS A SAFETY-OF-FLIGHT 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. THE RETRANSMITTAL SHALL REFERENCE THIS MESSAGE. ADDRESSEES WILL IMMEDIATELY VERIFY THIS RETRANSMISSION TO COMMANDER, AVSCOM, ATN - HASV.6E (GOF COMPLIANCE OFFICER).


I. SUMMARY OF PROBLEM:

A. A CATEGORY I E.I.R. HAS BEEN RECEIVED OF A TRUHNION, P/N 304-011-431-1. STARTING TO DISSOLVE FROM IT'S MOUNT BOLT IN THE SWASHPLATE AND SUPPORT ASSEMBLY. THE WHITE DRIVE LINK ON THE SCISSORS AND SLEEVES ASSEMBLY WAS HITTING THE SWASHPLATE INNER RING HORN WHILE ROTATING. THE TRUHNION DISSOLVEMENT HAS BEEN ATTRIBUTED TO MISALIGNMENT OF THE TRUHNION IN THE SWASHPLATE BORE.

B. THIS MESSAGE DIRECTS A ONE-TIME INSPECTION OF TRUHNION BEARINGS AND ASSOCIATED HARDWARE.

C. PRIORITY CLASSIFICATION.

NOTE: SEE AR 55-18, PARA 9. FOR NONCOMPLIANCE AUTHORITY OF MAJOR COMMANDERS.

3. AIRCRAFT IN USE-UPON RECEIPT OF THIS MESSAGE THE CONDITION STATUS SYMBOL OF THE CITED AIRCRAFT WILL BE CHANGED TO A CIRCLE RED /X/. THE CIRCLE RED /X/ MAY BE CLEARED WHEN THE INSPECTION OF PAR 9 BELOW IS COMPLETED. THE AFFECTED AIRCRAFT SHALL BE INSPECTED AS SOON AS PRACTICAL BUT NO LATER THAN THE TASK/INSPECTION SUSPENSE DATE. FAILURE TO COMPLY WITH THE REQUIREMENTS OF THIS MESSAGE WITHIN THE TIME FRAME WILL CAUSE THE STATUS SYMBOL TO BE UPGRADED TO A RED /X/. WHILE AIRCRAFT IS ON A CIRCLE RED /X/ IT WILL BE REPORTED AS FULLY MISSION CAPABLE (PMC). THE FULLY MISSION CAPABLE (PMC) REQUIREMENTS ARE TO BE IN ACCORDANCE WITH AR 700-13B.

4. AIRCRAFT IN DEPOT STOCK - AIRCRAFT WILL NOT BE ISSUED UNTIL COMPLIANCE WITH THIS GOF HAS BEEN COMPLETED.

5. AIRCRAFT UNDER GOING MAINTENANCE - AIRCRAFT WILL NOT BE RELEASED FOR FLIGHT UNTIL COMPLIANCE WITH THIS MESSAGE HAS BEEN COMPLETED.

6. AIRCRAFT IN TRANSIT

(1) SURFACE/AIR SHIPMENT - INSPECT AT FINAL DESTINATION.
(2) FERRY STATUS - INSPECT AT FINAL DESTINATION.

E. MAINTENANCE TRAINERS (CATEGORY Y AND B) - INSPECT WITHIN NINETY DAYS.

F. COMPONENTS IN STOCK AT ALL LEVELS - NOT APPLICABLE.

3. END ITEMS TO BE INSPECTED.

MODEL NUMBER
ASSEMBLY COMPONENTS TO BE INSPECTED

PART NUMBER  
SWASHPLATE & SUPPORT ASSY  204-011-400-11

STOCK NUMBER  
1615-00-000-1042

PARTS TO BE INSPECTED

PART NUMBER  
A. KSP 9001-3
B. KSP 9001-5
C. AN4H23A
D. AN4H24A

STOCK NUMBER  
1615-00-412-9270
1615-00-157-5729
5306-00-182-2039
5306-00-182-2018

E. AN4H26A
F. 204-011-451-1
G. KSP9001-5/33/1

STOCK NUMBER  
5306-00-182-2020
NO NSN
1615-00-157-5729

APPLICATION -
A. CATEGORY OF MAINTENANCE - AVUM. AIRCRAFT DOWNTIME WILL BE
CHARGED TO AVUM...

B. TIME REQUIRED
(1) TOTAL OF TWO MANHOURS USING ONE MAN.
(2) TOTAL OF TWO HOURS DOWNTIME FOR ONE END ITEM.

C. TG/NWSS TO BE APPLIED CONCURRENTLY - NONE.

D. PUBLICATIONS WHICH REQUIRE CHANGE - NONE.

SUPPLY/PARTS AND DISPOSITION - SEE PARAGRAPH 9.

SPECIAL TOOLS/JIGS AND FIXTURES - NONE.

INSPECTION PROCEDURES - (SEE REF C, CHAPTER 5.)
PART NUMBER
m. KSP 9010-1
n. KSP 9001-3
c. AN 4232
D. AN 4234

NOMENCLATURE
ARMS
TRUNNION
TRUNNION
BOLT
BOLT

STOCK NUMBER
1113-00-412-9270
1113-00-412-9270
1113-00-157-5729
5304-00-182-2039
5304-00-182-2039

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RUC1FREDL304 UNCLAS
E. AN 4232
F. 204-011-451-1
G. KSP 9001-5/3/1

CATEGORIES OF MAINTENANCE - AVN.
A. AIRCRAFT DOWNTIME WILL BE
CHANGED TO AVN.
B. TIME REQUIRED:
(1) TOTAL OF TWO MANHOURS USING ONE MAN.
(2) TOTAL OF TWO MANHOURS DOWNTIME FOR ONE MAN ITEM.
C. TOOLS/NOS TO BE APPLIED CONCURRENTLY - NONE.
D. PUBLICATIONS WHICH REQUIRE CHANGE - NONE.

4. REPORTING SUSPENSE DATE - NO LATER THAN 10 DAYS AFTER RECEIPT

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OF THIS MESSAGE.

E. TASK/INSPECTION SUSPENSE DATE - INSPECT WITHIN 20 FLIGHT HOURS
OR SIXTY DAYS AFTER RECEIPT OF THIS MESSAGE.
NOTE - THIS IS A SAFETY-OF-FLIGHT MESSAGE AND HAS NOT, REPEAT, HAS
NOT BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES.
ADDRESSEES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUB-
ORDINATE UNITS. ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED. THE
RETRANSMITTAL SHALL REFERENCE THIS MESSAGE. ADDRESSEES WILL
IMMEDIATELY VERIFY THIS RETRANSMISSION TO COMMANDER, AVSCMR. ATTN
- AVSCMR (OFF COMPLIANCE OFFICER).
C. REFERENCE - TM 55-1520-218-33-I, AVIATION UNIT AND INTERMEDIATE
INSTRUCTIONS OTHER MODEL UH-1D/H/HM-1 IN HELICOPTERS DATED 20 FEB 79
AND CHANGES THROUGH CHANGE 75, 29 JAN 84.
I. SUMMARY OF PROBLEM.
A. A CATEGORY I E.I.R. HAS BEEN RECEIVED ON A TRUNNION, P/N
204-011-451-1. STARTING TO DISENGAGE FROM IT'S MATING BORE IN THE
SWASHPLATE AND SUPPORT ASSEMBLY. THE WHITE DRIVE LINK ON THE SCISSORS
AND JIB EXTENSION WAS MEETING THE SWASHPLATE INNER KING HORN WHILE
DISJOINTING. THE TRUNNION DISENGAGEMENT HAS BEEN ATTRIBUTED TO MIS-
ALIGNMENT OF THE TRUNNION IN THE SWASHPLATE HOLE.

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THIS MESSAGE DIRECTS A ONE-TIME INSPECTION OF TRUNNION BEAR-
(1) Disconnect C (2 places) and elevate (1 place) tubes from swashplate inner ring per paragraph 5-64C.

(2) Disconnect drive links from swashplate outer ring (2 places) per paragraph 5-76G.

(3) Remove trunnion bearings per paragraph 5-62 F, G, H.

C. Check during removal of nuts and bolts or damage on the shank of the bolts. May indicate improper installation.

C. Install serviceable trunnions in swashplate per Ref C para 5-66 S and T. Do not install bolts. Ref C, Figure 3-37, Item 27.


7. Complete installation of trunnions per paragraph 5-66 U and V.

4. Bolts must be pushed through by hand and be perfectly aligned with the grooves on trunnion shaft to avoid safety of flight conditions.

B. Connect cyclic and elevator control tubes to swashplate inner ring per paragraph 5-67 F and G.

F. Connect drive links to swashplate outer ring per paragraph 5-84C.

B. Correction procedures -

Replace unserviceable nuts, bolts, washers and trunnions with service-

4. RUCIFRDL31BL UNCLASS

11. Weight and balance - No effect.

12. Recording and reporting requirements

A. Reporting suspense date - 10 days

Upon entering requirements of this message on DA Form 2408-13, forward a

ignt message to commander, AVECON, ATT AttAHSav-AE (SOF Compli-

ative Officer), PER AR 95-18. The report will cite this message

1001. Date of entry in DA Form 240B-13. The aircraft in numerical

order. The following forms are applicable and must be completed

in accordance with DA Pam 73B-751.

(1) DA Form 240B-13. Aircraft inspection and maintenance

record.

(2) DA Form 240B-15. Historical record for aircraft.

(3) DA Form 240B-14. Aircraft component historical record.

B. Tasking/inspection suspense date. No special report of

the results of this inspection is required.

13. Points of contact

A. Foreign military sales (FMS) recipients requiring

clarification of action advised by this message should contact CW4

Lloyd Dabney, AUTOVOH 593-210L or commercial (314) 263-210L.

13. Technical point of contact for this message is Mr. Ken Luber.

AUTOVOH 593-1475 or commercial (314) 263-1475.

C. Logistical point of contact for this message is Mr. Jack

Hackett, AUTOVOH 593-122A or commercial (314) 263-122A.

D. Forms and records point of contact for this message is Mr.

Tom Borko, AUTOVOH 593-1553 or commercial (314) 263-1553.

E. Message point of contact is Mr. Lyell Ayers, AUTOVOH 593-3300.