NO CONTACT LETTER

Message

PAGE 2 RUCIFRAN Y96 UNCLAS

1. ANY FOUND AN310-4 OR AN31OCR PLAIN CASTELLATED NUTS PER LEVER ASSEMBLY (4 PLACES) WILL BE REPLACED WITH NUT, SELF-LOCKING C. LIMITATIONS: DEPENDING ON AVAILABILITY OF PARTS AND AS DETERMINED BY THIS INSPECTION, THE FOLLOWING HARDWARE WILL BE CHECKED OUT DURING THIS INSPECTION OR DURING THE NEXT 45 CALENDAR DAYS AFTER RECEIPT OF THIS MESSAGE. USE OF ANHCs REQUISITION IS AUTHORIZED FOR ACQUISITION OF NECESSARY MATERIAL.

2. C. LIMITATIONS: DEPENDING ON AVAILABILITY OF PARTS AND AS DETERMINED BY THIS INSPECTION, THE FOLLOWING HARDWARE WILL BE CHECKED OUT DURING THIS INSPECTION OR DURING THE NEXT 45 CALENDAR DAYS AFTER RECEIPT OF THIS MESSAGE. USE OF ANHCs REQUISITION IS AUTHORIZED FOR ACQUISITION OF NECESSARY MATERIAL.

A. REFERENCE F 6 4 H 7 0 AND L HAVE SIMILAR WRITE-UPS WHICH ARE IN ERROR. USING AS A GUIDE REFERENCE F, PARAGRAPH 7-91D, PAGE 7-12 OR REFERENCE 1a PARAGRAPH 7-91E, PAGE 7-96, THE PARAGRAPHS AND NOTES WILL BE DELETED AND CHANGED IN ITS ENTIRETY AS FOLLOWS:

CONNECT RHO CNU BEARING OF LOWER SERVO CONTROL TUBE ASSEMBLY TO
SERVO LEVER ASSEMBLY WITH BOLT, TWO THIN WASHERS; SELF-LOCKING CASTELLATED NUT AND COTTER PIN. HOLD NUT ON THE BLIND SIDE WITH RENCH AND TURN THE HEAD OF THE BOLT WITH WRENCH UNTIL NUT SLOT IS IN ALIGNMENT WITH BOLT SHANK HOLE FOR COTTER PIN INSTALLATION. MAKE SURE THAT NUT AND BOLT AS AN ASSEMBLY CAN BE TURNED BY HAND INSTALL COTTER PIN.

WARNING

HECK THAT ALL FOUR BOLTS/SCREWS THROUGH THE SERVO LEVER ASSEMBLY HAVE A SELF-LOCKING CASTELLATED NUT SAFETIED WITH COTTER PIN. CHECK THAT NUTS AND BOLTS/SCREWS AS AN ASSEMBLY CAN BE TURNED BY AND AFTER COTTER PIN INSTALLATION (FOUR PLACES).

WEIGHT & BALANCE CLN NOT APPLICABLE.

1. RECORD AND REPORT ACCOMPLISHMENT OF YOUR INSPECTION IN ACCORDANCE WITH THE PROCEDURE IN TM 38-750 AND TM 55-411.

   A. THE FOLLOWING FORMS ARE APPLICABLE: MAINTENANCE REQUESTS A FORM 2808-13, AIRCRAFT INSPECTION AND MAINTENANCE RECORD, DA FORM 2808-13, AIRCRAFT HISTORICAL RECORD.

   B. GROUNDING AND SAFETY-OF-FLIGHT MESSAGE FOLLOW-UP REPORT CS-AMC 213. ACTION ADDRESSES UPON COMPLETION OF THE REQUIREMENT ET FORTH IN THIS MESSAGE OR NOT LATER THAN FIVE DAYS AFTER DATE OF

AGE 4 RUCIFRA8768 UNCLASSIFIED MESSAGE WILL FORWARD A MESSAGE REPORT OF ACTIONS COMPLETED TO CLN COMMANDER. USATSARCOM, ATTN CLN DRSTS-MEM(1) PER R-95-16. THE REPORT WILL CITE THE TR THE AIRCRAFT MISSION DESIGN NO SERIES, AND SERIAL NUMBER OF THE AIRCRAFT ON URGENT REQUIREMENT WLY.

2. FOREIGN MILITARY SALES (FMS) RECIPIENTS REQUIRING CLARIFICATION OF THIS MESSAGE SHOULD CONTACT USATSARCOM, DRSTS-IO, CW3 BROCK WATKINS, COMMERICAL 314-263-2106 OR AUTOVON 693-2106.

3. IF CLARIFICATION OF THIS MESSAGE IS REQUIRED, CONTACT MR. DICK HOWY, USATSARCOM, PHONE COMMERCIAL 314-263-0396 OR AUTOVON 693-0396.

AT #0819 NNNN
JBJI SCF MSG UH-HH-89-21 AH-1-80-4

FONECON OF 20 MAR 80 BETWEEN MR. DICK MOOY, ORIGINATOR OF JBJ MSG AND R. LINDSAY, NGB-AVN-L;
TSARCOM MSG 192015Z MAR 80 SAB;
SEVERAL ARNG LOCATIONS HAVE INDICATED THAT WHEN INSTALLING THE SPECIFIED REPLACEMENT HARDWARE, THAT EXCESSIVE END PLAY WAS PRESENT In THE ASSEMBLY, THE THIN WASHERS WOULD NOT TAKE UP THE SLOP AND THE BOLT THREADS COULD CONTACT THE HOLE IN THE ARM AND RESULT IN ENLARGEMENT OF THE HOLE.
PER REF A, THE FOL ALTERNATE PROCEDURE MAY BE USED TO ELIMINATE THE END PLAY IN THE ASSEMBLY:
THIN OR THICK ALUMINUM WASHERS ARE ACCEPTABLE AND MAY BE USED IN COMBINATION.

AGE 2 RULNETC0179 UNCLAS

B. WASHERS ARE TO BE INSTALLED UNDER THE NUT, INSURE THAT THE BOLT AND NUT ASSEMBLY CAN BE TORNED BY HAND AFTER COTTER PIN INSTALLATION. THIS IS ALSO ADDRESSED AS A WARNING IN PARA 9 OF REF B.
POC FOR THIS MSG IS R. LINDSAY, AUTOVON 584-2027.
IMMEDIATE

OPERATIONAL MESSAGE

CT: INFO

DG: 08513/060A

TR: 080/0356

RT: 080/0358

DO: CSALNO TPPA HPG RIO MICO VTOC EE00 USN MR USMC RS

CTUZEXK RULNAACZ88 0000215-10 UNDPD

MR 000000

ARMY

996-7409

192035Z MAR 80

ARMY USATSARCST SFL MO //URSTS-YES(2)///

0840 9081

16 7515

ARMNATATIONAL OCEANIC AND ATMOSPHERIC ADN ROCKVILLE MO //NOAA/AG2

OL L A WEAVER///

NFO AIG 9908

16 7514

ULLAH/4USARNG FT RUCKER AL //AT20-DI///

UGNAD/GUS1AO TEL AVIV ISRAEL

UFLPA/4USAMC MARR MADRID SPAIN //ARMY/NAV SEC//

T

UNCLAS SEC ONE OF TWO

THE CLN 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 AFFECTED.

THE TRANSMITTAL SHALL REFER TO THE MESSAGE.

TRANSMIT THIS MESSAGE IMMEDIATELY.

THE INSPECTION OF ATTACHING MACHINES 3-2-80 1500057

1000057H NSN 1650-00-45A-8015 // P/N 41000065 NSN

1650-00-284-46 75 // P/N 105281 NSN 1650-00-35-55249 // P/N

1650-00-426-38-75 // P/N 105281 NSN NOT AVAILABLE AS

APPLICABLE. (RH-1-80-00) TN 55-1920-244-23-23

TN 55-1920-211-23P

TN 55-1920-23A-23P

TN 55-1920-232-23P

TN 55-1920-233-23P

TN 55-1920-219-23P

TN 55-1920-210-23

TN 55-1920-230-23

TN 55-1920-231-23

TN 55-1920-232-23

TN 55-1920-233-23

TN 55-1920-234-23

TN 55-1920-236-23

TN 55-1920-239-23

TN 55-1920-219-23

SUMMARY OF PROBLEM CLN

RECENT CATASTROPHIC FATAL MISFIRE OCCURRED. THE CAUSE OF THE

MISFIRE IS ATTESTED TO THE LOSS OF A BOLT CONNECTING THE VERTICAL

CONNECTING LINK, RIGID OTHERWISE KNOWN AS "PUSH-PULL TUBE OR TUBE
AGE 3 RUCIFRA767 UNCLAS
ASSEMBLY TO THE SUBJECT LEVER ASSEMBLY AT THE BOTTOM OF THE LATERAL CYCLIC SERVO. THIS MESSAGE PROVIDES REVISED INSPECTION AND ATTACHMENT HARDWARE CRITERIA FOR THE FOUR (4) ATTACHING BOLTS/SCREWS OF SUBJECT LEVER ASSEMBLY USED ON THE BOTTOM OF THE FORE AND FT CYCLIC LATERAL CYCLIC AND COLLECTIVE SERVO'S ON ALL SERIES AH-1 AND UH-1 AIRCRAFT.

A. PRIORITY CLASSIFICATION CLN
   A. EQUIPMENT IN USE CLN (CURRENT WITH LIMITATIONS) UPON RECEIPT OF THIS MESSAGE, THE STATUS OF THE AIRCRAFT WILL BE CHANGED TO ED "X", Equipment will be inspected before the next scheduled light or during the next daily inspection if flight scheduling permits.
   B. EQUIPMENT IN FIELD OR DEPOT STOCK CLN INSPECT AND ATTACH PROPER FASTENING HARDWARE PRIOR TO ISSUE IF IN THIS MESSAGE.
   C. END ITEM TO BE INSPECTED CLN ALL AH-1/UH-1 SERIES AIRCRAFT.
   D. ASSEMBLIES OR COMPONENTS TO BE INSPECTED CLN ATTACHING HARDWARE OF SUBJECT LEVER ASSEMBLIES (THREE PER AIRCRAFT) PN 86101911100 AND NSN OF BOLTS/SCREWS, NUTS, WASHERS AND DOTTER PINS WILL BE CALLED OUT IN THIS MESSAGE IF DIFFERENT THAN LISTED IN REFERENCE A, B, C, OR D.

APPLICATION CLN

A. RUCIFRA767 UNCLAS
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 ACTIVITY.
   5. IN TRANSIT, FINAL DESTINATION MAINTENANCE ACTIVITY.
   6. SPARE ASSEMBLIES IN TRANSIT MAINTENANCE ACTIVITY AT DESTINATION.
   7. AIRCRAFT ON LOAN OR MAINT. ACTIVITY TO WHOM AIRCRAFT WAS BAILED OR LOANED.

B. APPLIED BY CLN APPLICABLE UH-1 MECHANIC MOS 67N AND AH-1 MECHANIC 67Y.
C. INSPECTED BY CLN APPLICABLE INSPECTOR "65 67N", "67Y" OR "67K".
D. TIME REQUIRED CLN
   1. APPROXIMATELY ONE WORK HOUR AND A CREW OF TWO WILL BE REQUIRED TO ACCOMPLISH THIS INSPECTION. THIS INCLUDES TIME TO GAIN ACCESS TO THE WORK AREA AND ATTACH DIFFERENT HARDWARE IF AVAILABLE.
   2. DOWN TIME FOR THIS END ITEM CLN ONE HOUR.

PAGE 5 RUCIFRA767 UNCLAS
E. TASKS TO BE APPLIED PRIOR TO OR CONCURRENTLY WITH THIS CLN NOT APPLICABLE.
F. PUBLICATIONS WHICH REQUIRE CHANGE AS A RESULT OF THIS TO CLN
REFERENCE A THRU L

*PT AND DISPOSITION CLM

A. PARTS REQUIRED CLM TO BE DETERMINED BY THIS INSPECTION.
B. REQUISITIONING INSTRUCTIONS CLM PARTS MAY BE ORDERED THROUGH
NONS REQUISITIONING PROCEDURES IF NOT PRESENTLY IN STOCK.
C. PARTS NEEDED: AS REQUIRED CLM

TY NOMENCLATURE NSN P/N
R WASHER, FLAT, THIN 5310-00-184-9001 AM940PD416L
R NUT, SELF LOCKING 5310-00-761-8390 MS17825-4

CASTALLATED
R PIN, COTTER 5315-00-815-1405 MS24665-151
R BOLT, CLOSE TOLERANCE 5306-00-292-6261 AM174-14
R BOLT, MACHINE 5306-00-363-3751 MA51304-170
(AH-1S(PROD) ONLY)

INSPECTION PROCEDURES CLM
A. REFER TO REFERENCES A, E & K (UH-1) AND P & H (AH-1) AS A
STANDAD. ALL OTHER REFERENCES HAVE SIMILAR ILLUSTRATIONS AND

AGE 6 RUGHRA8767 UNCLAS
MAINTENANCE WORK UPS

1. REFERENCE A CLM FIGURES 352, 353 AND 354: PAGES 1606 THRU
616; ITEMS 1, 2 AND BOLT - NOTE: COTTER PINS OMITTED AS ITEM 1A ON
FIGURE 352 & 353. FIGURE 194A, PAGE 651; ITEM 36A ATTACHING
HARDWARE.

2. REFERENCE F CLM FIGURE 7-11, PAGE 7-41, ITEMS 13 & 27 (NOTE
THUMBLT TUBE ASSEMBLY ATTACHES TO SUBJECT LEVER - SHOUL BE REMOVED
IN LIEU OF CLEVIS). FIGURE 7-23, PAGE 7-70; ITEM 11.

3. REFERENCE B CLM FIGURE 145, PAGE 258; ITEM 39. NOTE:
COTTER PINS OMITTED ON ITEM 32. FIGURE 146, PAGE 532; ITEM 42.
FIGURE 252, PAGE 826; ITEM 1, 2, 3 & 4 (SIMILAR TO FIGURE 254).

4. REFERENCE H CLM FIGURE 7-7, PAGE 7-15, ITEMS 13, 16 & 19.
B. URGENT: INSPECT ON ALL UH-1/AM-1 SERIES AIRCRAFT THE
ATTACHMENT HARDWARE FOR COTTER PIN INSTALLATION OF PUSH-PULL TUBE
ASSEMBLY TO SERVO CONTROL LEVERS (3 PLACES). A COTTER PIN MUST BE
INSTALLED THROUGH SLOTTED PART OF "AM" OR "MS" CASTELLATED NUT AND
BOLT SHANK HOLE. NUT AND BOLT AS AN ASSEMBLY MUST BE TURNABLE BY
HAND. INSPECT THE THREE REMAINING BOLTS/SCREW NUTS ON THE LEVER
ASSEMBLY FOR COTTER PIN INSTALLATION. THESE NUTS ARE VISIBEL AND
FACE TOWARD THE INSPECTOR. BOLTS MUST TURN AS AN ASSEMBLY, BY
ST #0818 MMMM