SUBJECT - SAFETY-OF-FLIGHT MESSAGE, MAINTENANCE MANDATORY, RCS
CSGLD=1860(R1) ALL AH-1 AND UH-1M SERIES AIRCRAFT, MAIN ROTOR PITCH
HORN BOLTS (UH-1=90-03) (AH-1=90-04).
A. REPORTING SUSPENSE DATE - WITHIN 10 WORKING DAYS OF THE DATE OF
THIS MESSAGE PER PARA 12A.
B. TASK/INSPECTION SUSPENSE DATE - PRIOR TO OR IN CONJUNCTION WITH
THE NEXT DAILY INSPECTION.
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. ACTION ADDRESSEES WILL IMMEDIATELY
VERIFY THIS RETRANSMISSION TO COMMANDER, AVSCOM, ATTN = AMSAV-XSOF
(SOF COMPLIANCE OFFICER).
C. EXPIRATION DATE = 03 OCT 90.
D. REFERENCES -
(1) TM 55-1500-220-PMD, PREVENTIVE MAINTENANCE DAILY FOR
PAGE 03 RUCIFRS036 UNCLAS
AH-1G/8/P/E/F AND TH-1G HELICOPTER, DTD 14 OCT 89 THRU CHANGE 15,
DTD 1 DEC 89.
(2) TM 55-1520-234-23-1, AVIATION UNIT AND INTERMEDIATE
MAINTENANCE MANUAL FOR AH-1S (MOD), DTD 30 SEP 76 THRU CHANGE 63,
DTD 1 DEC 89.
(3) TM 55-1520-234-CL, OPERATOR AND CREWMEMBER CHECKLIST FOR
AH-1S, DTD 21 OCT 87 THRU CHANGE 3, DTD 3 FEB 89.
(4) TM 55-1520-234-10, OPERATORS MANUAL FOR AH-1S (MOD), DTD
17 NOV 76 THRU CHANGE 27, DTD 30 AUG 89.
(5) TM 55-1520-236-23-1, AVIATION UNIT AND INTERMEDIATE
MAINTENANCE MANUAL FOR AH-1P, E AND F, DTD 8 MAY 80 THRU CHANGE 55,
DTD 1 FEB 90.
(6) TM 55-1520-236-CL, OPERATOR AND CREWMEMBER CHECKLIST FOR
AH-1P/E/F, DTD 21 OCT 87 THRU CHANGE 3, DTD 3 FEB 89.
(7) TM 55-1520-236-10, OPERATORS MANUAL FOR AH-1S (PROD), DTD 11 Jan 80 thru change 21, DTD 30 Aug 89.

(8) TM 55-1520-220-PMO, PREVENTIVE MAINTENANCE DAILY INSPECTION CHECKLIST FOR OH-1H AIRCRAFT, DTD 3 Jun 87 thru change 2, DTD 5 Oct 89.

(9) TM 55-1520-220-CL, OPERATOR AND CREWMEMBER CHECKLIST FOR PAGE 04 RUCIFR05036 UNCLAS UH-1C/M HELICOPTER, DTD 9 Sep 80 thru change 6, DTD 5 Jul 84.

(10) TM 55-1520-220-10, OPERATORS MANUAL FOR UH-1C/M AIRCRAFT, DTD 9 Sep 80 thru change 16, DTD 30 Sep 88.

1. SUMMARY OF PROBLEM

B. THE PURPOSE OF THIS MESSAGE IS TO
   (1) DIRECT A ONE-TIME INSPECTION OF INSTALLED MAIN ROTOR
       PITCH HORN BOLT IAW PARA 9 BELOW.
   (2) ALERT THE USER TO DIRECT SPECIAL ATTENTION TO THE MAIN ROTOR PITCH HORN BOLTS DURING THE PERFORMANCE OF THE PMO INSPECTION AND PREFLIGHT CHECK (SEE PARA 10) PRIOR TO EACH FLIGHT. ACTUAL PAGE 05 RUCIFR05036 UNCLAS HANDS ON VERIFICATION TO INSURE BOLT INSTALLATION/SECURITY IS REQUIRED.
   (3) NOTIFY THE USER THAT AN URGENT MANUAL CHANGE IS FORTHCOMING.

2. PRIORITY CLASSIFICATION
   NOTE - SEE AR 95-3, PARA 5-7A, FOR NONCOMPLIANCE AUTHORITY OF MAJOR COMMANDERS.
   A. AIRCRAFT IN USE - UPON RECEIPT OF THIS MESSAGE THE CONDITION STATUS SYMBOL OF THE CITED AIRCRAFT WILL BE CHANGED TO A CIRCLED RED ///. THE CIRCLED RED /// MAY BE CLEARED WHEN THE INSPECTION OF PARAGRAPHS 9 AND 10 BELOW ARE COMPLETED, THE AFFECTED AIRCRAFT SHALL BE INSPECTED AS SOON AS PRACTICAL BUT NO LATER THAN THE TASK/INSPECTION SCHEDULE 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 ///, WHILE THE AIRCRAFT IS ON A CIRCLED RED /// IT MAY BE REPORTED AS FULLY MISSION CAPABLE (FMC).
   B. AIRCRAFT IN DEPOT MAINTENANCE - AIRCRAFT WILL NOT BE ISSUED UNTIL COMPLIANCE WITH THIS SOF HAS BEEN COMPLETED.
   C. AIRCRAFT UNDERGOING MAINTENANCE - AIRCRAFT WILL NOT BE RELEASED UNTIL COMPLIANCE WITH THIS SOF MESSAGE HAS BEEN COMPLETED.
   D. AIRCRAFT IN TRANSIT - SAME AS PARA 2A.
   E. MAINTENANCE TRAINERS (ALL CATEGORY) - SAME AS PARA 2A.
SECTION 02 OF 03

HUB ASSEMBLY
540-011-101-23
1615-01-017-9926

HUB ASSEMBLY
540-011-101-129
1615-01-300-5539

HUB ASSEMBLY
540-011-101-131
1615-01-299-8099

5. PARTS TO BE INSPECTED

NAME
NOMENCLATURE
PART NO. NSN
BOLT, PITCH HORN
209-010-112-1
1615-00-997-2511
BOLT, PITCH HORN
209-010-112-3
5306-00-997-2512

6. APPLICATION

A. CATEGORY OF MAINTENANCE = INSPECTION = AVUM, REPLACEMENT = AVIM.

B. TIME REQUIRED TO INSPECT

(1) TOTAL OF 0.5 MANHOURS USING 1 PERSON,
(2) TOTAL OF 0.5 HOURS DOWNTIME FOR ONE END ITEM.

C. TIME REQUIRED TO REPLACE

(1) TOTAL OF 1.0 MANHOURS USING 1 PERSON,
(2) TOTAL OF 1.0 HOUR DOWNTIME FOR ONE END ITEM.

D. ESTIMATED COST IMPACT OF STOCK FUND ITEMS TO THE FIELD

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<th>NOMENCLATURE</th>
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TOTAL COST PER AIRCRAFT: 73.80

E. TB/MWOS TO BE APPLIED PRIOR TO OR CONCURRENTLY WITH THIS INSPECTION = N/A.

F. PUBLICATIONS WHICH REQUIRE CHANGE AS A RESULT OF THIS INSPECTION: A COPY OF THIS MESSAGE SHALL BE INSERTED IN THE APPROPRIATE TM AS AUTHORITY TO IMPLEMENT THE CHANGE UNTIL THE PRINTED CHANGE IS RECEIVED. THE FOLLOWING TECHNICAL MANUALS WILL BE REVISED AS FOLLOWS

(1) TM 55-1520-234-23-1, PAGE 5-55, PARA 5-6F(9), ADD - PITCH HORN NUT TORQUE, 1000 PLUS OR MINUS 50 INCH POUNDS.
(2) TM 55-1520-236-23-1, PAGE 5-98, PARA 5-43X, ADD - TORQUE
PITCH HORN NUTS TO READ 1000 PLUS OR MINUS 50 INCH POUNDS.

(3) TM 55-1520-220-PMD WHICH SUPERSEDES TM 55-1500-220-PMD, IS SCHEDULED TO BE DISTRIBUTED TO FIELD UNITS IN APRIL 1990. AREA & MAIN ROTOR AREA, IS DIVIDED INTO TWO SECTIONS, (LEFT SIDE) AND (RIGHT SIDE), UNDER EACH HEADING THE FOLLOWING WILL BE ADDED

MANDATORY SAFETY OF FLIGHT ITEM

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NOTE

ACTUAL HANDS ON VERIFICATION OF THE PITCH HORN BOLTS AND NUTS FOR INSTALLATION/SECURITY IS REQUIRED.

(4) TM 55-1520-220-PMD, PAGE 17, SEQUENCE NUMBER 6,4, ADD = "MANDATORY SAFETY OF FLIGHT ITEM"

NOTE

ACTUAL HANDS ON VERIFICATION OF THE PITCH HORN BOLTS AND NUTS FOR INSTALLATION/SECURITY IS REQUIRED.

7. SUPPLY/PARTS AND DISPOSITION =
   A. PARTS REQUIRED = ITEMS CITED IN PARAGRAPHS 4 AND 5 MAY BE REQUIRED TO REPLACE DEFECTIVE ITEMS.
   B. REQUISITIONING INSTRUCTIONS = REQUISITION REPLACEMENT PARTS THROUGH NORMAL SUPPLY CHANNELS USING NORMAL SUPPLY PROCEDURES.
   C. BULK AND CONSUMABLE MATERIALS = N/A.
   D. DISPOSITION = HOLD ANY UNSERVICEABLE PART/COMPONENT PENDING DISPOSAL INSTRUCTIONS FROM TECHNICAL POINT OF CONTACT PER PARA 13A/B BELOW.
   E. DISPOSITION OF HAZARDOUS MATERIAL = N/A.

8. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED = N/A.

9. INSPECTION PROCEDURES = ONE-TIME INSPECTION

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A. CHECK THE INSTALLED PITCH HORN BOLTS BY APPLYING THE NEWLY ESTABLISHED MINIMUM TORQUE (REF PARA 6F(1) OR 6F(2) ABOVE) OF 950 INCH POUNDS (1000 INCH POUNDS FOR UH-1M).

B. BOLTS THAT SHOW SIGNS OF SIGNIFICANT TORQUE LOSS (I.E., 400 INCH POUNDS OR LESS) DURING TORQUE CHECK WILL BE REPORTED TO THE TECHNICAL POC PER PARA 13A OR B BELOW.

C. THE ABOVE CITED PARTS THAT ARE FOUND DEFECTIVE WILL BE REMOVED/REPLACED AND REPORTED TO TECHNICAL POC PER PARA 13A/B.

10. CORRECTION PROCEDURES =
   A. THE CONTENT OF THIS MESSAGE WILL BE BRIEFCED TO ALL AH-1 AND UH-1M PILOTS/USERS AND A COPY OF THIS MESSAGE PLACED IN THE PILOT INFORMATION FILE.

   B. CREWMEMBERS/USERS PAY SPECIAL ATTENTION TO THE MAIN ROTOR PITCH HORN BOLTS DURING THE PERFORMANCE OF THE PMD INSPECTION AND PREFLIGHT CHECK PRIOR TO EACH FLIGHT; ACTUAL HANDS ON VERIFICATION TO INSURE BOLT INSTALLATION/SECURITY IS REQUIRED.

11. WEIGHT AND BALANCE = N/A.

12. RECORDING AND REPORTING REQUIREMENTS =

   A. REPORTING SUSPENSE DATE (AIRCRAFT) = UPON ENTERING

1411 EST

MHMCOMP

TO REPLY BY MAILGRAM MESSAGE, SEE REVERSE SIDE FOR WESTERN UNION'S TOLL - FREE PHONE NUMBERS