UNCLAS

MAJOR GENERAL KONOPNICKI SAYS


NOTE: THIS IS A SAFETY-OF-FLIGHT EMERGENCY MESSAGE RELEASED IN ACCORDANCE WITH AR 95-18 DATED 1 MAY 1980; THIS MESSAGE HAS NOT, REPEAT, 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, TSARCOM, ATTN DRSTS-MPSD.

1. SUMMARY OF PROBLEM CATEGORY I (EMERGENCY) EIR FROM FT. Ord REPORTED A CRACKED COLLECTIVE LEVER AT THE BEAMING LUB LOCATION.
PAGE 03 RUCIFRA9862 UNCLASSIFIED

REFERENCE TM35-1920-212-23P: FIGURE 128 ITEM 20A.1 WAS MISSING. IF
SHIM IS MISSING IT IS POSSIBLE FOR A SIDE LOAD TO BE INDUCED IN
COLLECTIVE LOWER ARM CAUSING FATIGUE FAILURE, SUCH A FAILURE WILL
RESULT IN COMPLETE LOSS OF COLLECTIVE CONTROL.

A. PRIORITY CLASSIFICATION

A. EQUIPMENT IN USE "URGENT:" UPON RECEIPT OF THIS MESSAGE, THE
STATUS OF AIRCRAFT WILL BE CHANGED TO RED "X";

NOTE: SEE PARAGRAPH 9, AR 95-16, FOR NON COMPLIANCE
AUTHORITY OF UNIT AND MAJOR COMMANDERS.

B. EQUIPMENT IN FIELD AND DEPOT STOCK NOT APPLICABLE.

END ITEM TO BE INSPECTED ALL UH-1H, UH-1V, EH-1H, EH-1X
HELICOPTERS.

<table>
<thead>
<tr>
<th>SERIAL NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>60-6928 THROUGH 60-6934</td>
</tr>
<tr>
<td>62-2166 THROUGH 62-2113</td>
</tr>
<tr>
<td>62-1251 THROUGH 62-12372</td>
</tr>
<tr>
<td>63-8739 THROUGH 63-8899</td>
</tr>
<tr>
<td>63-12958 THROUGH 63-13002</td>
</tr>
<tr>
<td>64-13492 THROUGH 64-13981</td>
</tr>
<tr>
<td>65-9565 THROUGH 65-10135</td>
</tr>
</tbody>
</table>

PAGE 04 RUCIFRA9862 UNCLASSIFIED

<table>
<thead>
<tr>
<th>SERIAL NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>65-12773 THROUGH 65-12776</td>
</tr>
<tr>
<td>65-12847 THROUGH 65-12852</td>
</tr>
<tr>
<td>65-12897 THROUGH 65-12895</td>
</tr>
<tr>
<td>66-5746 THROUGH 66-1218</td>
</tr>
<tr>
<td>66-5974 THROUGH 66-5977</td>
</tr>
<tr>
<td>66-16020 THROUGH 66-17144</td>
</tr>
<tr>
<td>67-17145 THROUGH 67-17859</td>
</tr>
<tr>
<td>67-18411 THROUGH 67-18413</td>
</tr>
<tr>
<td>67-18558 THROUGH 67-18577</td>
</tr>
<tr>
<td>67-19475 THROUGH 67-19537</td>
</tr>
<tr>
<td>68-13214 THROUGH 68-15794</td>
</tr>
<tr>
<td>68-16620 THROUGH 68-16628</td>
</tr>
<tr>
<td>69-19289 THROUGH 69-19559</td>
</tr>
<tr>
<td>69-16599</td>
</tr>
<tr>
<td>69-16630 THROUGH 69-16679</td>
</tr>
<tr>
<td>69-16692 THROUGH 69-16732</td>
</tr>
<tr>
<td>70-15700 THROUGH 70-15874</td>
</tr>
<tr>
<td>70-1913 THROUGH 70-1932</td>
</tr>
<tr>
<td>70-16200 THROUGH 70-16496</td>
</tr>
<tr>
<td>70-16515 THROUGH 70-16518</td>
</tr>
<tr>
<td>71-20000 THROUGH 71-20333</td>
</tr>
<tr>
<td>72-21465 THROUGH 72-21648</td>
</tr>
<tr>
<td>73-21861 THROUGH 73-21793</td>
</tr>
</tbody>
</table>

END ITEM TO BE INSPECTED ALL UH-1H, UH-1V, EH-1H, EH-1X
HELICOPTERS.

ET #3343
IMMEDIATE

STUZEXW RULNNAG3344 3442320 WUUU RUKMDTA4

102310Z DEC 81 ZEX
M HSG ARNG CAC EA APG MD ///HSB-AVN-L/// ARMY
D AIG 7456
P 102310Z DEC 81
M CDS TSC COM STL MD ///DTST=HBA///
D AIG 8831
IG 7915

UCLRFU/US ENV PROT AGY PO BOX 15027 LAS VEGAS NV
UCLRFU/US ENV PROT AGY REGION II 20 FEDERAL PLAZA NY NY
UCLRFU/US ENV PROT AGY REGION II 20 FEDERAL PLAZA NY NY
NOAA/AG 30 COL L A Weaver///
UCLRFU/US ENV PROT AGY REGION II 20 FEDERAL PLAZA NY NY
NOAA/AG 30 COL L A Weaver///
UCLBFU/NASA KENNEDY SPACE CENTER CAPE CANAVERAL FL
S1-SAT-23///
NFL AIG 9004
IG 7514

UCLFU/CDRUSAAVNC FT RUCKER AL ///ATZG-U1///
UCM/USDAUS AGRICULTURAL DELETE
UCLFU/CDRUSAAVNC FT RUCKER AL ///ATZG-U1///
UCM/USDAUS AGRICULTURAL DELETE
UCLFU/CDRUSAAVNC FT RUCKER AL ///ATZG-U1///
UCM/USDAUS AGRICULTURAL DELETE
UCLFU/CDRUSAAVNC FT RUCKER AL ///ATZG-U1///
UCM/USDAUS AGRICULTURAL DELETE

PAGE 02 RUCIFRA UNCLAS
AOT DA=BMCSVQ
IT
UNCLAS

SECTION 2 2 03 3
4. ASSEMBLY TO BE INSPECTED, LEVER ASSEMBLY, PYLON, NSN
1815-00-538-9754, P/N 209-011-438-1, REFERENCE TM 55-1520-210-33P1
FIGURE 128 ITEM 44.
5. PARTS TO BE INSPECTED
A. LEVER, PYLON, P/N 209-011-438-1, NSN 1815-00-538-9754 FIGURE
128 ITEM 44, (2 EACH)
B. Shim, P/N 126-20-5624616 NSN 5305-00-863-2053, FIGURE 128
ITEM 265A, (2 EACH)
6. APPLICATION
A. CATEGORY OF MAINTENANCE
(1) OPERATIONAL AIRCRAFT, AVIATION UNIT MAINTENANCE,
(2) AIRCRAFT UNDERGOING MAINTENANCE, ACTIVITY PERFORMING
MAINTENANCE,
(3) AIRCRAFT IN TRANSIT,
(4) IN SURFACE TRANSIT
FINAL DESTINATION MAINTENANCE ACTIVITY.
IN FERRY STATUS

AGE 03 RUCIFRA5864 UNCLAS

UPON RECEIPT OF THIS MESSAGE PERFORM INSPECTION PARAGRAPH
B. REMAINDER OF INSPECTION MAY BE ACCOMPLISHED AT DESTINATION BY
C. ESTIMATION MAINTENANCE ACTIVITY;
D. APPLIED BY KH HELICOPTER REPAIRER
E. TIME REQUIRED
   (1) APPROXIMATELY 2 HOURS AND A MINIMUM CREW OF 1 WILL BE
   REQUIRED TO ACCOMPLISH THIS INSPECTION. THIS INCLUDES TIME TO GAIN
   ACCESS TO THE AREA;
   (2) DOWNTIME FOR THIS END ITEM 2 HOURS.

F. ASSEMBLIES, COMPONENTS OR PARTS NOT APPLICABLE.
G. TS/WWS TO BE APPLIED PRIOR TO OR CONCURRENTLY WITH THIS
   EVENT.
H. PUBLICATIONS WHICH REQUIRE CHANGE AS A RESULT OF THIS
   MESSAGE NOT APPLICABLE.
I. SUPPLY PARTS AND DISPOSITION
   A. PARTS REQUIRED TO BE DETERMINED BY THIS INSPECTION.
   B. REQUISITIONING INSTRUCTIONS, PARTS OR COMPONENTS MAY BE
      ORDERED THROUGH NORMAL SUPPLY CHANNELS.
   C. BULK AND CONSUMABLE MATERIALS NOT APPLICABLE.
   D. PARTS DISPOSITION DISPOSE OF DEFECTIVE PARTS IN ACCORDANCE

AGE 04 RUCIFRA5864 UNCLAS

WITH CURRENT SUPPLY REGULATIONS;
A. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED NOT APPLICABLE.
B. INSPECTION PROCEDURE (REFERENCE TM 55-15280-210-23P1 FIGURE 128)
   1. GAIN ACCESS TO Pylon INSTALLATION LOWER SECTION;
   2. USING 5X MAGNIFYING GLASS VISUALLY INSPECT LEVER ARMS (ITEM
      34) FOR CRACKS AT THE BEARING LUG LOCATION ON FORWARD END OF LEVER.
   3. IF EITHER LEVER ARM IS CRACKED, REPLACE BOTH LEVER ARMS.
   4. NOTE: IF NO CRACKS ARE FOUND, STATUS OF AIRCRAFT MAY BE CHANGED TO
      CIRCLE RED X AND ADDITIONAL INSPECTION REQUIREMENT AS PROVIDED
      FOR IN PARAGRAPH 9C AND 9D IS REQUIRED TO BE ACCOMPLISHED WITHIN
      THE NEXT TEN (10) FLIGHT HOURS.
C. IF LEVER ARMS ARE NOT CRACKED, REMOVE NUTS, MS 21445LB.
D. (ITEMS 34) AND INSPECT FOR GAP BETWEEN INNER HACE OF BEARING (ITEM
   46) AND SMASHPLATE SUPPORT BUSHING, IN ACCORDANCE WITH PROCEDURES IN
   TM55-15280-210-23 PARAGRAPH 5-738, IF GAP EXISTS, DISASSEMBLE
   COLLECTIVE LEVERS AND REINSTALL IN ACCORDANCE WITH PROCEDURES CALLED
   OUT.

#3344
IMMEDIATELY FOLLOWING

**CM: EXR RUNNAC3395 3442320 M UUUU RUWMDTA 19
   NR UUUU
   P 18231Z DEC 81 ZEX
   'M MGR ARNG OAC EA APG MD //NGB-AVN-L\ //ARMY
   D A1G 7621
   P 182418Z DEC 81
   'M CORTEARM Cust DC //DRST-MSA//
   D A1G 8894
   JG 7615
   UCLRF6/US ENV PROT AGY PO BOX 15227 LAS VEGAS NV
   UCLRF6/US ENV PROT AGY REGION II 20 FEDERAL PLAZA NY NY
   UDELH/NAO National Oceanic and Atmospheric Adm Rockville MD
   UDEAL/AD2 OHL L A WEaver/
   UCELRN/NTA Kennedy Space Center Cape Canaveral FL
   ZSI-SRT-23//
   INFO A1G 9184
   JG 7614
   UCELRN/COUSAVN COFT RUCKER AL //ATQ-DI//
   UCELRN/USDA Tel Aviv Israel
   UCELRN/AFA/CJUSA MAD MADRID SPA //ARMY/NAVY SEC//
   UMEASA/AT WASH DC
   MURW/HQENG MELBOURNE AUSTRALIA //SCAT ENG//
   MURW/DFAIR CANBERRA AUSTRALIA //OPHEL-AF//
   UCLRF6/USDA FOREST SERVICE PO BOX 2417 WASH DC 20813
   //COOPERATIVE FIRE PROTECTION//

**AGE 82 RUCIFRA UNCLAS
2A-SHOSV
1T
UNCLAS

FINAL SECTION OF 63
OUT IN TM 55-1520-21M-23 PARAGRAPH 5-68 AND SUBSEQUENT APPLICABLE
PARAGRAPHS.

D. IF INSPECTION REVEALS PROPER BUILDUP WITH SHIMS, INSTALL NUTS
ITEM 341 AND TORQUE TO 290-410 INCH POUNDS.

14. RECORDING AND REPORTING OF INSPECTION
A. RECORD AND REPORT ACCOMPLishment OF INSPECTION IN ACCORDANCE
WITH THE PROCEDURES IN TM 36-795, THE FOLLOWING FORMS ARE APPLICABLE
DA FORM 2482-13, AIRCRAFT INSPECTION AND MAINTENANCE RECORD AND
DA FORM 2488-15 AIRCRAFT HISTORICAL RECORD.

B. GRADING AND SAFETY OF FLIGHT MESSAGE FOLLOW-UP REPORT
RC-2870/2-85, UPON COMPLETION OF THE REQUIREMENT SET FORTH IN THIS
HE. AGE OR NOT LATER THAN FIVE DAYS AFTER DATE OF ACCOMPLISHMENT,
ACTION ADDRESSEES WILL FORWARD A MESSAGE REPORT OF ACTIONS
ACCOMPLISHED TO COMMANDER, USATSCRM, ATTN DRS-MSA-PER AR
95-18. THE REPORT WILL CITE THE TB, THE AIRCRAFT MISSION DESIGN AND