24/Army

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SUBJECT: SAFETY OF FLIGHT EMERGENCY MESSAGE; ONE-TIME INSPECTION FOR CERTAIN 540 SERIES MAIN ROTOR BLADES (NSN 1419-00-389-1950) ON ALL UH-1 (C AND M ONLY) AND AH-1 SERIES AIRCRAFT (AH-1-83-24) AND UH-1-83-28 (C AND M MODELS ONLY).

NOTE: THIS IS A SAFETY OF FLIGHT EMERGENCY MESSAGE, RELEASED IN ACCORDANCE WITH AR 95-16 DATED 1 MAY 1980 AND HAS NOT BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES. ADDRESSEES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO SUBORDINATE UNITS, ACTIVITIES, OR ELEMENTS AFFECTED OR CONCERNED.

THE RETRANSMITTAL SHALL REFERENCE THIS MESSAGE; ACTION ADDRESSEES WILL IMMEDIATELY VERIFY THIS RETRANSMISSION TO COMMANDER, TSARCOM.
A. A further detailed review of contractor records indicates all blades previously reported by the contractor as being acceptable could not be verified as serviceable. Although the records do not indicate specific discrepancies, based on the uncertainty of acceptable repair procedures, and in the interest of safety, this action to remove all questionable blades is directed. We have taken this action to assure that any question as to serviceability and suitability of blades for further flight is not in doubt.

B. TSARCOM issued reference a message grounding all blades in effected lot until an inspection procedure could be developed that would ensure serviceability of suspect blades, even with the contractors statement that blades not covered in reference a message did not have questionable repair procedures, a complete search of contractor records was initiated; this has resulted in specific discrepancies in repair procedures that was not previously reported to TSARCOM by the contractor;

C. As a result of TSARCOM search of contractors records, the removal of all blades by this message will insure that all questionable blades are removed from service;

D. If replacement blades are not available, do not remove suspect blades in order to perform maintenance checks and/or seven day run-ups;

2. Priority classification, immediate grounding; upon receipt of this message the condition status of the subject aircraft will be changed or remain in a RED //X// condition;

3. All 548 main rotor blades identified by serial number in reference A and B or identified by an evergreen overhaul stamp (EAC) etched on data plate; repeat; evergreen overhaul stamp (EAC) etched on data plate will be removed from service and locally placed in ST #523.
TO AIO 8981
RUEHY/CHMD TOKYO JAPAN
RUOLRF/AmeriCAn ELECTRONICS LABORATORY; PO BOX 691;
//FARMINGDALE, NJ 07727//
INFO AIO 9824
AIO: 7813
RUOLRF/SANDERS ASSOCIATES INC; 95 CANAL ST, MASHUA, NH 03051
//DAHA=WSA FOR COL H. MALONEY//
RUOLRF/KAMAN AERO SPACE CORP OLD WINDSOR RD BLOOMFIELD CT
//6002//
RUGHAUS/USDAQ TEL AVIV ISRAEL
RUOLRF/US ENV PROT AGEN REGION II 26 FEDERAL PLAZA NY NY
//NOAA/NA5 COL L. A. HEWES//
RUOLRF/TSH ATK HEL FT RUGER AL ///ATZG=TSH-A///
RUEHCAS WASH DC
RUOLRF/G1USMAA MG MADRID SPAIN ///ARMY/NAVY SEC///
RUOLRF/G01 DEF MISS 859 3D AVE NY NY 10022

PAGE 02: RUOLRF UNCLAS
ACGT DA-BHCOSVD
ST
UNCLAS:

FINAL SECTION OF 02

CONDITION CODE J AND SHIPPED TO 852, CORPUS CHRISTI ARMY DEPOT (MARK FOR CONDITION CODE J);
4. BLADES IN SUPPLY ARE AFFECTED AND MUST BE PROCESSED IN COMPLIANCE
WITH THIS MESSAGE;
5. RECORDING AND REPORTING OF INSPECTION
   A. RECORD ACCOMPLISHMENT OF YOUR INSPECTION IN ACCORDANCE WITH
   THE PROCEDURE IN TM 56-752; THE FOLLOWING FORMS ARE APPLICABLE;
   (1) DA FORM 2428-13, AIRCRAFT INSPECTION AND MAINTENANCE
   RECORD;
   (2) DA FORM 2428-16, AIRCRAFT COMPONENT HISTORICAL RECORD
      ONLY IF BLADES ARE REMOVED FROM AIRCRAFT AND REPLACED WITH LIKE
      ENG;
   B. SAFETY OF FLIGHT FOLLOW UP REPORT RCS CGLD 1860; MACOMMS
      AND OTHER ACTION ADDRESSEES, UPON COMPLETION OF THE REQUIREMENTS SET
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DAYS AFTER TRANSMISSION OF THIS MESSAGE, THE REPORT WILL CITE THE
SAFETY OF FLIGHT MESSAGE; THE AIRCRAFT MISSION DESIGN SERIES; AND
SERIAL NUMBERS OF THE AIRCRAFT; WHEN MAIN ROTOR BLADE SERIAL NUMBERS
THAT ARE LISTED IN REFERENCE A AND B ABOVE OR WITH THE EVERGREEN
OVERHAUL STAMP ARE FOUND; LIST THE BLADE SERIAL NUMBER AND DATE THE
BLADE WAS PLACED IN CONDITION J, IF ALL REQUIRED ACTIONS ARE NOT
COMPLETED, THE REPORT WILL ALSO CONTAIN THE DATE BY WHICH IT IS
ESTIMATED THEY WILL BE COMPLETED; WHEN THE ESTIMATED DATE OF
COMPLETION ARRIVES, THE SERIAL NUMBERS REPORTED PREVIOUSLY AS NOT
COMPLETED WILL BE REPORTED BY MESSAGE, WITH PRESENT STATUS AND
REVISED ESTIMATED COMPLETION DATE, REVISED ESTIMATED COMPLETION
DATES AND STATUS REPORTS WILL CONTINUE TO BE SUBMITTED UNTIL ALL
REQUIRED ACTIONS HAVE BEEN COMPLETED AND REPORTED, FOR AIRCRAFT IN
DEPOT MAINTENANCE, AWAITING DISPOSITION OR IN STORAGE, TAKE THE
FOLLOWING ACTIONS

1. IMMEDIATELY UPDATE THE AIRCRAFT LOGBOOK BY ENTERING THE
REQUIREMENTS FOR ACCOMPLISHMENT OF THIS MESSAGE ON THE DA FORM
2400-13;

2. REPORT BY RETURN MESSAGE BY AIRCRAFT MDS AND SERIAL
NUMBER THAT THE AIRCRAFT LOGBOOK HAS BEEN UPDATED TO INCLUDE THIS

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MESSAGE REQUIREMENT;

3. PROVIDE A POINT OF CONTACT WITH TELEPHONE NUMBER ON ALL
REPORTS;

6. POINT OF CONTACT FOR QUESTIONS CONCERNING FORMS OR REPORTING IS
MR. RAY PEARCE, DRSTS-MPSD, AUTOVON 493-3261, COMMERCIAL
314-263-3261;
7. LOGISTIC POINT OF CONTACT IS MR. STEVE DUCAR, AUTOVON 493-3736;
COMMERCIAL 314-263-3736;
8. FOREIGN MILITARY SALES/FMS RECIPIENTS REQUIRING CLARIFICATION OF
THIS MESSAGE SHOULD CONTACT USATSARCOM, DRSTS-1, CH4 JIM GRONIN,
AUTOVON 493-2813, COMMERCIAL 314-263-2813;
9. TSARCOM TECHNICAL POINTS OF CONTACT ARE MESSRS. JIMMY SIMON AND
ED SOTEROPoulos, DRSTS-MEA, AUTOVON 493-3300, COMMERCIAL (314)
263-3300;

ST
#8524