

01 12 171600Z DEC 96 PP PP UUUU

AA ZYUW

NO

CDRATCOM ST LOUIS MO//AMSAT-R-X//

AIG 8881

AIG 9004

AIG 9042

AIG 8708

AIG 7515

AIG 7471

AIG 12124

DCM AFMO OZARK AL//DCMDE-AOA//

CDRCBDCOM ABERDEEN PROVING GROUND MD//AMSCB-OP/OPA//

CDRUSAGAPG ABERDEEN PROVING GROUND MD//STEAP-PF-V//

RAYTHEON RANGE SYSTEMS ENGINEERING KWAJALEIN MH//PAT2//

CDR WHITE SANDS MISSILE RANGE NM//STEWS-NRS-AA-MQA//

CDRDPG DUGWAY UT//STEDP-AVN//

USDOC LANDSOUTHEAST IZMIR TU//AV//

DPRO BELL HELICOPTER FORT WORTH TX//DCMDS-RBOB/RBP//

CDRDCOL2THAVNBN DAVIDSON ARMY AIRFIELD FT BELVOIR VA

//ANAV-CBD//

WALLOPS FLIGHT FACILITY NASA WALLOPS ISLAND VA//

CODE 831.2 AIRCRAFT QA//

AMCPM-CO, AMSAT-D-WAU, AMSAT-R-EIH, AMSAT-R-ECH, AMSAT-I-IAP,
AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC), AMSAT-D-SLNO(IS)

JIM WILKINS, AEROSPACE ENGINEER MINIMIZE CONSIDERED
AMSAT-R-X, X2258

NORBERT R. KNIOPP, X2178

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171600ZDEC96

*Short shaft
bolts 'SV' remove
& eliminate 900 hour
life 97-
UH-1A SAM-01
NW 1-6-97*

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NO

DSA NEW DELHI IN

AMEMBASSY ANTANANARIVO MA

AMEMBASSY PORT LOUIS

SAO KUALA LUMPUR MY

AMEMBASSY KATHMANDU NP//POL-MIL//

AMEMBASSY VICTORIA

UNCLAS

SUBJECT - AVIATION SAFETY ACTION MESSAGE, MAINTENANCE

MANDATORY, RCS CSGLD-1860(R1), UH-1H/V AND AH-1 AIRCRAFT),
THIS MESSAGE REVISES AND SUPERSEDES ASAM UH-1-96-ASAM-01(TB
1-1520-210-20-30), MANDATORY REPLACEMENT OF MAIN DRIVESHAFT
CLAMP BOLT(UH-1-97-ASAM-01)(TB 1-1520-210-20-34)(AH-1-97-
ASAM-01)(TB 1-1520-243-20-24).

NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED PER
AR 95-3, CHAPTER 5 REVISION VIA MESSAGE HQ AVSCOM, AMSAV-
XSOF, 181900Z SEP 90, SUBJECT: CHANGE TO AR 95-3, CHAPTER
5, SAFETY OF FLIGHT MESSAGES. THIS MESSAGE HAS NOT BEEN
TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES. ADDRESSEES
SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL

SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS AFFECTED OR

AMCPM-C0, AMSAT-D-WAU, AMSAT-R-EIH, AMSAT-R-ECH, AMSAT-I-IAF,
AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC), AMSAT-D-SLNO(IS)

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NO

(1) SURFACE/AIR SHIPMENT - PRIOR TO FIRST FLIGHT.

(2) FERRY STATUS - SAME AS PARA 1A.

E. MAINTENANCE TRAINERS (CATEGORY A, B) - N/A.

F. COMPONENT/PARTS IN STOCK INCLUDING WAR RESERVES AT ALL LEVELS (DEPOT AND OTHERS) - INSPECT PRIOR TO ISSUE.

2. TASK/INSPECTION SUSPENSE DATE - WITHIN 50 FLIGHT HOURS OR 60 CALENDAR DAYS, WHICHEVER OCCURS FIRST.

3. REPORTING COMPLIANCE SUSPENSE DATE - NO LATER THAN 10 JAN 1997 PER PARA 14A OF THIS MESSAGE.

4. SUMMARY OF PROBLEM -

A. ASAM UH-1-96-ASAM-01(TB 1-1520-210-20-30) REQUIRED REPLACEMENT OF ALL UH-1 MAIN DRIVESHAFT CLAMP BOLTS AND ESTABLISHED A MANDATORY PHASE INSPECTION REPLACEMENT FOR THOSE BOLTS. AT THE TIME OF THE ORIGINAL ASAM, THE FAILED BOLT WAS THOUGHT TO BE EXTREMELY OLD AND THAT IT HAD SIMPLY FAILED DUE TO FATIGUE. SUBSEQUENT ANALYSIS INDICATES THAT THE FAILURE WAS DUE TO FATIGUE BUT NOT NECESSARILY BECAUSE OF THE AGE OF THE BOLT. THE FATIGUE CRACK IS THOUGHT TO HAVE ORIGINATED IN A MACHINING MARK ON THE BOLT HEAD-TO-SHANK RADIUS. THIS MACHINING MARK EXCEEDS THE ALLOWABLE AMCPM-C0, AMSAT-D-WAU, AMSAT-R-EIH, AMSAT-R-ECH, AMSAT-I-IAF, AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC), AMSAT-D-SLNO(IS)

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NO

SURFACE FINISH REQUIREMENTS FOR THIS PART. IN ADDITION, THE FAILED BOLT HAD THE MARKINGS SV ON THE HEAD WHICH HAS BEEN TRACED TO A SUBCONTRACTOR ON A RECENT DLA CONTRACT. OTHER BOLTS, OF THIS PART NUMBER, EXHIBITING THE SV LOGO HAVE BEEN EXAMINED AND DO NOT MEET SURFACE FINISH SPECIFICATIONS. ALL UH-1 AND AH-1 MAIN DRIVESHAFT CLAMP BOLTS WITH THESE MARKINGS ARE SUSPECT AND NEED TO BE REPLACED. MAIN DRIVESHAFT CLAMP BOLTS WHICH MEET SPECIFICATION ARE NOT SUSCEPTIBLE TO FATIGUE, THUS THE PREVIOUSLY ESTABLISHED REPLACEMENT AT EACH COMPLETE PHASE CYCLE (EVERY 900 HOURS) FOR THE UH-1 IS NOT REQUIRED.

B. FOR MANPOWER/DOWNTIME AND FUNDING IMPACTS SEE PARA 12.

C. THE PURPOSE OF THIS MESSAGE IS REQUIRE REPLACEMENT OF DRIVESHAFT CLAMP BOLTS EXHIBITING THE MARKINGS "SV" ON ALL UH-1H/V AND AH-1 AIRCRAFT, PURGE THESE BOLTS FROM SUPPLY AND ELIMINATE THE PREVIOUSLY IMPLEMENTED REPLACEMENT OF THESE BOLTS AT EVERY SIXTH PHASE ON THE UH-1H/V AIRCRAFT.

5. END ITEMS TO BE INSPECTED - ALL UH-1H/V AND AH-1 AIRCRAFT.

AMCPM-C0, AMSAT-D-WAU, AMSAT-R-EIH, AMSAT-R-ECH, AMSAT-I-IAF, AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC), AMSAT-D-SLNO(IS)

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NO

6. ASSEMBLY COMPONENTS TO BE INSPECTED - N/A.

7. PARTS TO BE INSPECTED -

NOMENCLATURE	PART NO.	NSN
BOLT	204-040-624-1	5306-00-724-3593

8. INSPECTION PROCEDURES -

A. GAIN ACCESS TO MAIN (K-FLEX) DRIVESHAFT CLAMPS.

B. INSPECT HEAD OF DRIVESHAFT BOLTS, P/N 204-040-624-1, FOR THE LETTERS "SV".

C. IF "SV" IS NOT FOUND, THE BOLT MAY REMAIN IN SERVICE.

D. IF "SV" IS FOUND, CONTINUE WITH THE CORRECTIONS OF PARAGRAPH 9.

9. CORRECTION PROCEDURES -

A. REMOVE BOLTS, P/N 204-040-624-1, WHICH HAVE THE LETTERS "SV" ON THE HEAD, IAW MAINTENANCE INSTRUCTIONS IN TM55-1520-210-23-1, TM55-1520-234-23-1, AND TM55-1520-236-23-1.

B. INSTALL NEW SERVICEABLE BOLTS, P/N 204-040-624-1, FROM STOCK, IAW MAINTENANCE INSTRUCTIONS.

C. REMOVE FROM STOCK ALL BOLTS, P/N 204-040-624-1, WHICH HAVE THE LETTERS "SV" ON THE HEAD.

AMCPM-C0, AMSAT-D-WAU, AMSAT-R-EIH, AMSAT-R-ECH, AMSAT-I-IAF, AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC), AMSAT-D-SLNO(IS)

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NO

B. ESTIMATED TIME REQUIRED -

- (1) TOTAL OF 1 MANHOURS USING 1 PERSONS.
- (2) TOTAL OF 1 HOURS DOWNTIME FOR ONE END ITEM.

C. ESTIMATED COST IMPACT OF STOCK FUND ITEMS TO THE FIELD -

NOMENCLATURE	PART NO./NSN	QUANTITY	COST EA.	TOTAL \$
BOLT	204-040-624-1 5306-00-724-3593	4		\$8.63
TOTAL COST PER AIRCRAFT =				\$34.52

D. TB/MWOS TO BE APPLIED PRIOR TO OR CONCURRENTLY WITH THIS INSPECTION - N/A.

E. PUBLICATIONS WHICH REQUIRE CHANGE AS A RESULT OF THIS INSPECTION - TM 55-1520-210-PM.

13. REFERENCES -

- A. TM 55-1520-210-23-1.
- B. TM 55-1520-234-23-1.
- C. TM 55-1520-236-23-1.
- D. TM 55-1520-210-PM.

14. RECORDING AND REPORTING REQUIREMENTS -

A. REPORTING COMPLIANCE SUSPENSE DATE (AIRCRAFT) -
UPON ENTERING REQUIREMENTS OF THIS MESSAGE ON DA FORM 2408-
AMCPM-C0, AMSAT-D-WAU, AMSAT-R-EIH, AMSAT-R-ECH, AMSAT-I-IAF,
AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC), AMSAT-D-SLNO(IS)

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