

URGENT

*TB 1-1520-210-20-38

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

REVISION TO TAIL ROTOR SLIDER RETIREMENT LIFE FOR ALL UH-1 SERIES AIRCRAFT

Headquarters, Department of the Army, Washington, D.C.
22 January 1998

DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.

NOTE

THIS PUBLICATION IS EFFECTIVE UNTIL RESCINDED OR
SUPERCEDED

1. **Priority Classification.** URGENT.

NOTE

This publication incorporates Safety of Flight Message UH-1-98-01 and changes as a result of Safety of Flight Message UH-1-98-03.

NOTE

Reference AR 95-1, paragraph 6-6.a., for noncompliance authority of major commanders.

a. **Aircraft in Use.** Upon receipt of this TB the condition status symbol of the cited aircraft will be changed to a **circled red X**. The **circled red X** may be cleared when the inspection of paragraph 8. below is completed. The affected aircraft shall be inspected as soon as practical but no later than the task/inspection suspense date. Failure to comply with the requirements of this TB within the time frame will cause the status symbol to be upgraded to a **red X**. While the aircraft is on a **circled red X** it may be reported as fully mission capable (FMC).

b. **Aircraft in Depot Maintenance.** Aircraft will not be issued until compliance with this TB has been completed.

c. **Aircraft Undergoing Maintenance.** Aircraft will not be released until compliance with this TB has been completed.

*This TB supersedes USAAMCOM Safety of Flight Messages UH-1-98-91, 202124Z Nov 97 and Safety of Flight Message UH-1-98-03, 221418Z Dec 97.

d. Aircraft in Transit.

(1) Surface/Air Shipment. Within 5 hours or 7 days of arrival.

(2) Ferry Status. Inspect at final destination. Those aircraft that have a DD 250 and are located at U.S. Helicopter will be inspected prior to ferry to final destination.

e. Maintenance Trainers (Category A and B). N/A.

f. Components/Parts in Stock at Ail Levels (Depot and Others) including War Reserves.
N/A.

g. Components/Parts in Work (Depot Level and Others). N/A.

2. Task/Inspection Suspense Date. Within 5 flight hours/7 days.

3. Reporting Compliance Suspense Date. No later than 16 Jan 98 in accordance with paragraph 14.a. of this TB. If compliance with SOF UH-1-98-01 has been reported, no further compliance reporting is required.

4. Summary of Problem. Recent analysis of fatigue test data has shown that the 3600-hour retirement life for the UH-1 Tail Rotor Slider is in error, and the correct life is 3000 hours. Furthermore, certain sliders with CAGE code 0H0W5 (zero-hotel-zero-whiskey-five) have an undersized outside tube diameter. The fatigue life on these special case sliders was previously established in Safety of Flight Message UH-1-96-02 as 170 hours, Subsequent testing has shown that the life of these sliders is 250 hours.

a. Units have requested an alternate method to positively identify the 250-hour sliders manufactured by Collins, when the identification of CAGE Code 0H0W5 (zero-hotel-zero-whiskey-five) is not possible. In many cases, the CAGE code was ink stamped and subsequently covered with paint. The 250-hour Collins sliders may be positively identified by serial number. Verification using the CAGE code is not required.

b. For Manpower/Downtime and Funding impacts, See Paragraph 12.

c. The Purpose of this TB is to:

(1) Reduce the current 3600-hour retirement life on the UH-1 Tail Rotor Slider to 3000 hours.

(2) Provide two methods (either CAGE code or serial number) to positively identify certain special case sliders which have and 250-hour retirement life.

5. End Items to be Inspected. All UH-1 series aircraft.

6. Assembly Components to be Inspected. N/A.

7. Parts to be Inspected.

NOMENCLATURE	PART NO.	NSN
Tail Rotor Slider	204-010-720-3	1615-00-859-6111

8. Inspection Procedures.

a. Using the aircraft records, identify the serial number and time since new (TSN) of the Tail Rotor Slider installed on the aircraft.

b. Gain access to the Tail Rotor Slider (TM 55-1520-210-23P, figure 145, item 23). Verify that the serial number located on the edge of the slider flanged area (where the slider is attached to the Tail Rotor Crosshead) is the same as indicated in the aircraft records. If the serial numbers do not match, record the correct serial number in the aircraft records.

c. If the serial number of the slider is 33472-1 through 33472-2278, proceed to the correction procedures in paragraph 9.a.

d. If the serial number is other than 33472-1 through 33472-2278, proceed to the correction procedures in paragraph 9.b.

9. Correction Procedures.

a. For sliders with serial numbers 33472-1 through 33472-2278, annotate the aircraft records to reflect a retirement life of 250 hours. The task is complete.

b. For sliders with serial numbers other than 33472-1 through 33472-2278, proceed as follows:

(1) If the time since new is 3000 hours or greater, replace the slider with a serviceable slider in accordance with normal maintenance procedures.

(2) If the time since new is less than 3000 hours, annotate the aircraft records to reflect a retirement life as 3000 hours. The task is complete.

c. The overhaul and retirement schedule located in the UH-1 maintenance manual will be revised to reflect the 3000-hour retirement life of the UH-1 slider.

10. Supply/Parts and Disposition.

a. **Parts required.** Items cited in paragraph 7. may be required to replace defective items.

b. **Requisitioning Instructions.** Requisition replacement parts using normal supply procedures. All requisitions shall use Project Code (CC 57-59) XDR.

NOTE

Project Code XDR is required to track and establish a data base of stock fund expenditures incurred by the field as a result of SOF actions.

c. **Bulk and Consumable Materials.** N/A.

d. **Disposition.** Demilitarize/mutilate any part/component which does not meet inspection criteria.

e. **Disposition of Hazardous Material.** N/A.

11. **Special Tools and Fixtures Required.** N/A.

12 Application.

a. **Category of Maintenance.** AVUM. Aircraft downtime will be charged to AVUM.

b. Estimated Time Required.

(1) To Perform Inspection:

(a) Total of 0.5 man-hours using 1 persons.

(b) Total of 0.5 hours downtime for 1 end item.

(2) To Replace Tail Rotor Slider:

(a) Total of 4.0 man-hours using 2 persons.

(b) Total of 2.0 hours downtime for 1 end item.

c. Estimated Cost impact of Stock Fund items to the Field. Total cost per aircraft = \$66.00.

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. The following publications shall be changed to reflect this TB. A copy of this TB shall be inserted in the appropriate publication as authority to implement the change until the printed change is received.

(1) TB 1-1500-341-01

(2) TM 55-1520-20-23-1

13. References.

a. Safety of Flight Message UH-1-98-01

b. TM 55-1520-210-23-1

c. TB 1-1500-341-01

d. TB 1-1520-210-20-31 (Safety of Flight Message UH-1-96-02)

14. Recording and Reporting Requirements.

a. Reporting Compliance Suspense Date (Aircraft). Upon entering requirements of this TB on DA Form 2408-13-1 for all subject MDS aircraft, forward a priority message, datafax or E-mail to CDR, AMCOM, ATTN: AMSAM-SF-A (SOF compliance officer), per AR 95-1. Datafax number is DSN 897-2111 or (205) 313-2111. E-mail address is <safeadm@redstone.army.mil>. The report will cite this TB, date of entry in DA Form 2408-13-1, the aircraft mission design series (MDS) and serial numbers of aircraft in numerical order.

b. Task/inspection Reporting Suspense Date (Aircraft). N/A.

c. Reporting Message Receipt (Spares). N/A.

d. Task/inspection Repotting Suspense Date (Spares). N/A.

e. The Following Forms are Applicable and are to be Completed IAW DA Pam 738-751, 15 Jun 92.

NOTE

Unit Level Logistics System-Aviation (ULLS-A) users will use applicable electronic (-E) forms.

- (1) DA Form 2408-5-1, Equipment Modification Record (Tail Rotor Slider).
- (2) DA Form 2408-13, Aircraft Status Information Record.
- (3) DA Form 2408-13-1) Aircraft Inspection and Maintenance Record.
- (4) DA Form 2408-15, Historical Record for Aircraft.
- (5) DA Form 2408-16, Aircraft Component Historical Record.

NOTE

For ULLS-A users: Since all Collins parts have the same time between overhaul (TBO), although that TBO differs with other manufacturers, the masterfile needs to contain a record for the Collins CAGE code. The serial number block is only being used as a means to identify the Collins parts due to a marking problem. Ordinarily, no further change to the component parts masterfile would be necessary. However, in this case, there is no existing entry for the Collins CAGE code in the ULLS-A masterfile. Each affected site should create an entry for the Collins Tail Rotor Slider by following these steps:

(a) Pull up an existing data line for the Tail Rotor Slider in the component parts masterfile area of masterfile maintenance under production processes.

(b) Change the configuration to 91, change the federal manufacturer's code to 0H0W5 (zero-hotel-zero-whiskey-five), change the TBO to 250 hours, and enter an A in the command block to add the new record.

(c) After making the change to the component parts masterfile, if you have one of the Collins serial number numbers installed with an old CAGE code, uninstall the component and then reinstall it using the new CAGE code for Collins.

(6) DA Form 2410, Component Removal and Repair/Overhaul Record (Only if Tail Rotor Slider is replaced).

15. Weight and Balance. N/A.

16. Points of Contact.

a. For technical information, contact Mr. Steve Monaco, AMSAM-DSA-UH-U, DSN 645-0078 or commercial (205) 955-0078. Datafax is DSN 645-6590. E-mail is <monaco-sd@redstone.army.mil>.

b. For Logistical information, contact Mr. Charles Elkins, AMSAM-DSA-UH-U, DSN 645-0073 or commercial (205) 955-0073. Datafax is DSN 955-6590. E-mail is <elkins-ce@redstone.army.mil>.

c. For forms and records information, contact Ms. Ann Waldeck, AMSAM-MMC-RE-FF, DSN 746-5564 or commercial (205) 876-5564. Datafax is DSN 746-4904. E-mail is <waldeck-ab@exchange1.redstone.army.mil>. Electronic forms and records point of contact is Mr. Al Burlison, AMSAM-MMC-RE-FF, DSN 746-4468 or (205) 876-4468; E-mail is <burlison-ac@exchange1.redstone.army.mil>.

d. For safety information, contact Mr. Dave Scott, AMSAM-SF-A, DSN 897-2068 or (205) 313-2068, datafax is DSN 897-2111. E-mail is <scott-dc@redstone.army.mil>.

e. Foreign Military Sales recipients requiring clarification of action advised by this TB should contact CW5 Joseph L. Wittstrom, AMSAM-SA, DSN 897-0681 or (205) 313-0681; E-mail is <wittstrom-ji@redstone.army.mil> or Mr. Ronnie W. Sammons, AMSAM-SA-CS-NF, DSN 897-0869 or (205) 313-0869; Datafax is DSN 897-0916; E-mail is <sammons-rw@redstone.army.mil>. Huntsville, AL is GMT minus 6 hrs.

f. After Hours contact the AMCOM Command Operations Center (COC) DSN 897-2066/2067 or (205) 313-2066/2067.

17. Reporting of Errors and Recommending Improvements. You can help improve this TB. If you find any mistakes or if you know of a way to improve the procedures, please let us know. Mail your letter, DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to: Commander, U.S. Army Aviation and Missile Command, ATTN: AMSAM-MMC-LS-LP, Redstone Arsenal, Alabama 35898-5230. A reply will be furnished to you.

You may also send in your comments electronically to our E-mail address: <is-lp@redstone.army.mil> or by datafax: commercial (205) 842-6546 or DSN 788-6546.

By Order of the Secretary of the Army:

Official:



JOEL B. HUDSON

Administrative Assistant to the
Secretary of the Army

03859

DENNIS J. REIMER
General, United States Army
Chief of Staff

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