

Top

01 22 011223Z MAY 00 PP PP UUUU AA ZYUW

FROM
 :CDRAMCOM REDSTONE ARSENAL AL//AMSAM-SF-A//
 TO
 :AIG 8881
 :AIG 9004
 :AIG 7515
 :AIG 7471
 :AIG 12124
 :DCMC AFNG OZARK AL//DCMDE-ACA//
 :CDRAMCOM REDSTONE ARSENAL AL//AMSAM-RA-FO//
 :DEPT OF STATE AIR WING PATRICK AFB FL
 :CDRCDCOM ABERDEEN PROVING GROUND MD//RMSCB-OPA//
 :CDRUSAATC ABERDEEN PROVING GROUND MD//CSTE-DTC-
 : AT-PC-WA//
 :RAYTHEON RANGE SYSTEMS ENGINEERING KWAJALEIN MH//PAT2//
 :CDRWSMB ARMY AIR HOLLOWAY AFB NM//CSTE-DTC-WS-NRO-E//
 :CDRUSADPG DUGWAY UT//CSTE-DTC-DP-DR-PO-A//
 :USDOCO LANDSOUTHEAST IEMIR TU//AV//
 :WALLOPS FLIGHT FACILITY NASA WALLOPS ISLAND VA//
 : CODE 831.2 AIRCRAFT QA//
 INFO
 :TSM ATK HEL FT ROCKER AL//ATDQ-TSM-A//
 :HQAFSPCCSS PETERSON AFB CO//LGM/SEF//
 :CDRMDM WASHINGTON DC//ANLG-LS//
 :SECSTATE WASHINGTON DC//NEA/INL//
 :AFSOC HURLBORT FIELD FL//LGM//
 :HQAMC SCOTT AFB IL//LG/LGF/LGQ/SEF/DO/DOJ/DOH/DOX//
 :NAVAVNDEPOT CHERRY PT NC//HL-ISST//
 :CDR FT BRAGG NC//AFZA-GT-OM//
 :CDR HQ 1ST COSCOM FT BRAGG NC//LOGOPS AVN SECT//
 :FM SW FT MONMOUTH NJ//SFAE-IEWS-SG//
 :FAA AERONAUTICALCEN OKLAHOMA CITY OK//AFS-620//
 :DISC PHILADELPHIA PA//QEBB-JU//
 :CDR LSE AVIATION IEMIR TU//LSE//
 :FAA SOUTHWEST RGN HQ FORT WORTH TX//ASM-100//
 :CDRUSASMDC ARLINGTON VA//CSSD-2A//
 :DCMDI FT BELVOIR VA//DCMDI-O//

*T/E Driveshaft
Couplings*

*UH-1-00-ASAM-04
AH-1-00-ASAM-08*

XMT
 :
 :ACCT
 :
 :TEXT
 :UNCLAS
 SUBJECT - AVIATION SAFETY ACTION MESSAGE, MAINTENANCE MANDATORY, RCS
 CSGLD-1860(R1), ALL UH-1 AND AH-1 SERIES AIRCRAFT, INSPECTION OF TAIL
 ROTOR DRIVESHAFT COUPLING, (UH-1-00-ASAM-04, AH-1-00-ASAM-08)
 (TB 1-1520-243-20-27).

NOTE

THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED IAW AR 95-1,
 CHAPTER 6, 1 SEP 97. 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 CONCERNED. THE RETRANSMITTAL SHALL REFERENCE THE
 MESSAGE. ACTION ADDRESSEES WILL IMMEDIATELY VERIFY THIS TRANSMISSION
 TO CDR, AMCOM, ATTN: AMSAM-SF-A (SOF COMPLIANCE OFFICER).

1. PRIORITY CLASSIFICATION -

NOTE

IAW AR 95-1, PARA 6-6A, MACOM COMMANDERS MAY AUTHORIZE TEMPORARY
 EXCEPTION FROM ASAM MESSAGE REQUIREMENTS. EXCEPTION MAY ONLY

OCCUR WHEN COMBAT OPERATIONS OR MATTER OF LIFE OR DEATH IN CIVIL DISASTERS OR OTHER EMERGENCIES ARE SO URGENT THAT THEY OVERRIDE THE CONSEQUENCES OF CONTINUED AIRCRAFT OPERATION.

A. AIRCRAFT IN USE - UPON RECEIPT OF THIS MESSAGE THE CONDITION STATUS SYMBOL OF THE CITED AIRCRAFT WILL BE CHANGED TO A RED HORIZONTAL DASH //-. THE RED HORIZONTAL DASH //-// ENTRY SHALL STATE "INSPECT TAIL ROTOR DRIVESHAFT COUPLING IAW UH-1-00-ASAM-04, AH-1-00-ASAM-08 (TB 1-1520-243-20-27) PRIOR TO OR AT THE NEXT PHASE, BUT NLT 1 MAY 2001." THE RED HORIZONTAL DASH //-// MAY BE CLEARED WHEN THE INSPECTION IAW PARA 8, AND THE CORRECTION PROCEDURES IAW PARA 9 ARE COMPLETED. FAILURE TO COMPLY WITH THE REQUIREMENTS OF THIS MESSAGE WITHIN THE TIME FRAME WILL CAUSE THE STATUS SYMBOL TO BE UPGRADED TO A RED //X//.

B. AIRCRAFT IN DEPOT MAINTENANCE - SAME AS PARA 1A.

C. AIRCRAFT UNDERGOING MAINTENANCE - SAME AS PARA 1A.

D. AIRCRAFT IN TRANSIT -

(1) SURFACE/AIR SHIPMENT - SAME AS PARA 1A.

(2) FERRY STATUS -

(A) INSPECT AT FINAL DESTINATION.

(B) THOSE AIRCRAFT THAT HAVE A DD 250 AND ARE AT US HELICOPTERS, SAME AS PARAGRAPH 1A.

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

F. COMPONENT/PARTS IN STOCK AT ALL LEVELS (DEPOT AND OTHERS) INCLUDING WAR RESERVES - UPON RECEIPT OF THIS MESSAGE THE MATERIAL CONDITION TAGS OF ALL ITEMS IN ALL CONDITION CODES LISTED IN PARAGRAPHS 6 AND 7 SHALL BE ANNOTATED TO READ "UH-1-00-ASAM-04, AH-1-00-ASAM-08, (TB 1-1520-243-20-27), INSPECTION OF TAIL ROTOR DRIVESHAFT COUPLING NOT COMPLIED WITH".

(1) WHOLESALE STOCK -UPON RECEIPT OF THIS MESSAGE ALL SERVICEABLE ITEMS (CONDITION CODES //A//, //B//, //C//, //D//, AND //E//) LISTED IN PARAGRAPHS 6 AND 7 LOCATED IN WHOLESALE DEPOT STORAGE SHALL BE PLACED IN CONDITION CODE //J// AND TAGGED WITH A SUSPENDED TAG/LABEL - MATERIAL, DD FORM 1575/DD FORM 1575-1. DO NOT REMOVE ORIGINAL CONDITION TAGS. REPORT COMPLIANCE WITH THIS MESSAGE IAW PARAGRAPH 14D(1).

(2) RETAIL STOCK -UPON RECEIPT OF THIS MESSAGE COMMANDERS AND OTHERS MAINTAINING RETAIL STOCK AT INSTALLATION LEVEL AND BELOW SHALL CONTACT THE SUPPORTED AVIATION UNIT TO PERFORM THE INSPECTION REQUIRED BY PARAGRAPH 8 AND THE CORRECTION PROCEDURES OF PARAGRAPH 9 ON DISCREPANT MATERIEL. DISPOSITION OF DISCREPANT MATERIEL WILL BE IAW PARAGRAPH 10.

G. COMPONENTS/PARTS IN WORK (DEPOT LEVEL AND OTHERS) - ITEMS LISTED IN PARAGRAPHS 6 AND 7 IN WORK WILL NOT BE ISSUED UNTIL COMPLIANCE WITH THIS MESSAGE.

2. TASK/INSPECTION SUSPENSE DATE - PRIOR TO OR AT THE NEXT PHASE INSPECTION, BUT NLT 1 MAY 2001, AND REPORT IAW PARAGRAPH 14(B).

3. REPORTING COMPLIANCE SUSPENSE DATE - REPORT COMPLIANCE IAW PARA 14A NLT 19 MAY 2001.

4. SUMMARY OF PROBLEM -

A. A TAIL ROTOR DRIVESHAFT COUPLING, P/N 204-040-604-5, MANUFACTURED BY VARD PRECISION, HAS BEEN FOUND WITH CRACKS ON THE INTERNAL SPLINES. THESE CRACKS HAVE BEEN DETERMINED TO BE A RESULT OF IMPROPER QUENCHING DURING MANUFACTURING. THE QUENCH CRACKS IN THE DISCREPANT COUPLING DID NOT PROPAGATE DURING THE TIME THE COUPLING WAS IN OPERATION. THE CRACKS WILL MOST LIKELY PROGRESS TO CHIPPED SPLINES WHICH WOULD BE FOUND DURING THE ANNUAL COUPLING INSPECTION. ADDITIONAL DEFICIENCIES FOUND WERE THE MOLYBDENUM AND CHROMIUM CONTENT AND CORE HARDNESS WERE LOWER THAN IS REQUIRED BY THE MATERIAL SPECIFICATION. IT HAS BEEN DETERMINED THESE ADDITIONAL DEFICIENCIES ARE NOT IMMEDIATE CONCERNS, BUT THEY MAY REDUCE THE LONG TERM LIFE OF THESE COMPONENTS. ALTHOUGH THESE DEFICIENCIES HAVE ONLY BEEN FOUND IN ONE COUPLING FROM A SPECIFIED MANUFACTURING LOT, IT IS POSSIBLE THAT THE REMAINING COUPLINGS FROM THAT LOT MAY ALSO EXHIBIT THESE DEFICIENCIES.

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

C. THIS MESSAGE HAS TWO PURPOSES -

(1) REQUIRE THAT ALL TAIL ROTOR DRIVESHAFT COUPLINGS BE INSPECTED AT OR BEFORE THE NEXT PHASE INSPECTION IAW PARAGRAPH 8 OF THIS MESSAGE, AND TO REMOVE ALL VARD PRECISION COUPLINGS WITH THE MANUFACTURING LOT DESIGNATOR "L-60". OTHER VARD MANUFACTURING LOTS ARE ACCEPTABLE FOR CONTINUED USE.

(2) ALERT THE FIELD REGARDING AN URGENT CHANGE TO TM 55-1520-210-23-1 AND TM 55-1520-236-23-1, TAIL ROTOR DRIVESHAFT COUPLING INSPECTION, TO INCLUDE A VISUAL INSPECTION OF THE INTERNAL SPLINES FOR CRACKS USING A 3-10X MAGNIFYING GLASS.

5. END ITEMS TO BE INSPECTED - ALL UH-1 AND AH-1 SERIES ACFT.

6. ASSEMBLY COMPONENTS TO BE INSPECTED -

A. UH-1 ASSEMBLIES -

NOMENCLATURE	PART NO.	NSN
DRIVESHAFT HANGER ASSY	204-040-600-11	1615-01-056-5365
42 DEGREE GEARBOX	204-040-003-37	1615-00-918-2676
	204-040-003-13	1615-00-633-0864
	204-040-003-23	1615-00-776-1626
	204-040-003-29	1615-00-472-7306
	204-040-003-7	1615-00-624-5266
	204-040-003-19	1615-00-796-4218
42 DEGREE GEARBOX QUILL ASSY	204-040-003-33	1615-00-760-3314
42 DEGREE GEARBOX QUILL ASSY	204-040-003-35	1615-00-760-3313
90 DEGREE GEARBOX	204-040-012-13	3040-00-918-2677
90 DEGREE GEARBOX QUILL ASSY	204-040-012-11	1615-00-760-3315
	204-040-012-5	1615-00-893-2017
TAIL ROTOR QUILL ASSY	204-040-207-13	1615-00-795-0661
TRANSMISSION	205-040-001-17	1615-00-919-1351

B. AH-1 ASSEMBLIES -

NOMENCLATURE	PART NO.	NSN
DRIVESHAFT HANGER ASSY	212-040-600-7	1615-01-014-6008
	209-961-406-1	1615-01-008-7744
42 DEGREE GEARBOX	212-040-003-23	1615-01-015-0584
42 DEGREE GEARBOX QUILL ASSY	212-040-003-15	1615-01-008-7746
42 DEGREE GEARBOX QUILL ASSY	212-040-003-17	1615-01-010-8799
90 DEGREE GEARBOX	212-040-004-9	1615-01-008-7748
90 DEGREE GEARBOX QUILL ASSY	212-040-004-11	1615-01-008-7757
TAIL ROTOR QUILL ASSY	212-040-365-25	1615-01-008-7743
TRANSMISSION	212-040-001-39	1615-01-014-6006
	212-040-001-51	N/A

7. PARTS TO BE INSPECTED -

NOMENCLATURE	PART NO.	NSN
DRIVESHAFT COUPLING	204-040-604-5	1615-00-701-4142

8. INSPECTION PROCEDURES -

NOTE

THE INSPECTION IN PARAGRAPHS 8A THROUGH 8E DOES NOT REQUIRE TOTAL DISASSEMBLY OF THE DRIVESHAFT FLEXIBLE COUPLINGS UNLESS YOU ARE ALSO PERFORMING THE SPECIAL 600 HOUR/ANNUAL COUPLING INSPECTION.

A. GAIN ACCESS TO THE DRIVESHAFT COUPLING, P/N 204-040-604-5.

(1) THE COUPLING IS INSTALLED IN EIGHT (8) LOCATIONS ON THE UH-1 -

(A) ONE AT EACH DRIVESHAFT HANGER ASSY, P/N 204-040-600-11 (TM 55-1520-210-23P-1, FIGURE 190, ITEM 11).

(B) ONE ON BOTH 42 DEGREE GEARBOX QUILL ASSOYS, P/N 204-040-003-33/35 (FIGURE 182, ITEM 12).

(C) ONE ON THE 90 DEGREE GEARBOX QUILL ASSY, P/N 204-040-012-11 (FIGURE 183, ITEM 32).

(D) ONE ON THE TAIL ROTOR QUILL ASSY, P/N 204-040-207-13 (FIGURE 171, ITEM 12).

(2) THE COUPLING IS INSTALLED IN SEVEN (7) LOCATIONS ON THE AH-1 -

(A) ONE AT EACH DRIVESHAFT HANGER ASSY, P/N 212-040-600-7 (TM 55-1520-236-23P-1, FIGURE 87, ITEMS 16 AND 44).

(B) ONE ON BOTH 42 DEGREE GEARBOX QUILL ASSOYS, P/N 212-040-003-15/-17 (FIGURE 89, ITEM 11 AND 36).

(C) ONE ON THE 90 DEGREE GEARBOX QUILL ASSY, P/N 212-040-004-11 (FIGURE 91, ITEM 11).

(D) ONE ON THE TAIL ROTOR QUILL ASSY, P/N 212-040-365-25 (FIGURE 84, ITEM 10).

NOTE

THERE ARE TWO POSSIBLE LOCATIONS FOR SERIAL NUMBERS ON THESE COUPLINGS. COUPLINGS MADE BY VARD PRECISION ARE SERIALIZED ON THE FLANGED END OF THE COUPLING ON THE CIRCULAR FLAT AREA ADJACENT TO THE CURVIC TEETH. COUPLINGS MADE BY BELL HELICOPTER ARE PROBABLY MARKED ON THE OUTSIDE CYLINDRICAL SURFACE OF THE COUPLING, BUT MAY ALSO BE MARKED IN THE SAME AREA WHERE THE VARD COUPLINGS ARE MARKED.

NOTE

IN ORDER TO EASILY IDENTIFY THE SUSPECT COUPLINGS, SOME CLEAN-UP OF THE EXTERIOR SURFACE OF THE COUPLING, OR MINIMAL PAINT REMOVAL, MAY BE REQUIRED. IF PAINT IS REMOVED, RE-APPLY IAW NORMAL MAINTENANCE PROCEDURES.

B. DISCONNECT THE DRIVESHAFT AND INSPECT THE FLANGED END OF THE COUPLING ON THE CIRCULAR FLAT AREA ADJACENT TO THE CURVIC TEETH FOR THE PRESENCE OF A VIBRO-ETCHED SERIAL NUMBER BEGINNING WITH THE PREFIX "VP-FS-".

(1) IF THE SERIAL NUMBER PREFIX "VP-FS-" IS FOUND, PROCEED TO PARAGRAPH 8D.

(2) IF A SERIAL NUMBER PREFIX IS FOUND AND IT IS NOT "VP-FS-", THE COUPLINGS ARE SERVICEABLE AND THE RED HORIZONTAL DASH //--// WILL BE CLEARED AND COMPLIANCE WITH THIS MESSAGE AND TB 1-1520-243-20-27 WILL BE NOTED. PROCEED TO PARAGRAPH 9B FOR NOTICE OF CHANGE TO THE TECHNICAL MANUAL INSPECTION OF THE COUPLINGS.

C. IF NO SERIAL NUMBER MARKINGS WERE FOUND DURING THE INSPECTION IAW PARAGRAPH 8B, INSPECT THE OUTSIDE CYLINDRICAL SURFACE FOR CAGE CODE "97499" AND/OR A VIBRO-ETCHED SERIAL NUMBER.

(1) IF NO MARKINGS ARE FOUND IN THIS AREA, PROCEED TO PARAGRAPH 9A.

(2) IF THE SERIAL NUMBER PREFIX FOUND IS NOT "VP-FS-", OR IF THE CAGE CODE IS "97499", THE COUPLINGS ARE SERVICEABLE AND THE RED HORIZONTAL DASH //--// WILL BE CLEARED AND COMPLIANCE WITH THIS MESSAGE AND TB 1-1520-243-20-27 WILL BE NOTED. PROCEED TO PARA 9B FOR NOTICE OF CHANGE TO THE TECHNICAL MANUAL INSPECTION OF THE COUPLINGS.

D. IF THE SERIAL NUMBER PREFIX IS "VP-FS-" AND HAS A LOT IDENTIFICATION NUMBER OF "L-60", PROCEED TO PARAGRAPH 9A.

E. IF THE SERIAL NUMBER PREFIX IS "VP-FS-", AND THE LOT IDENTIFICATION NUMBER IS OTHER THAN "L-60", THE COUPLINGS ARE SERVICEABLE AND THE RED HORIZONTAL DASH //--// WILL BE CLEARED AND COMPLIANCE WITH THIS MESSAGE AND TB 1-1520-243-20-27 WILL BE NOTED. PROCEED TO PARAGRAPH 9B FOR NOTICE OF CHANGE TO TECHNICAL MANUAL INSPECTION OF THE COUPLINGS.

9. CORRECTION PROCEDURES -

A. IF NO SERIAL NUMBERS ARE FOUND, OR IF THE PART HAS THE SERIAL NUMBER PREFIX "VP-FS-" AND THE LOT DESIGNATOR "L-60", THE PARTS ARE UNSERVICEABLE AND SHALL BE REMOVED FROM SERVICE AND DEMILITARIZED IAW PARAGRAPH 10D.

B. AN URGENT MANUAL CHANGE IS CURRENTLY BEING PROCESSED TO ADD NEW INSPECTION REQUIREMENTS FOR ALL DRIVESHAFT COUPLINGS (PART NUMBER 204-040-604-5) TO CHECK FOR SPLINE CRACKS DURING THE EXISTING 600 HOUR/ANNUAL INSPECTION. INSERT A COPY OF THIS MESSAGE INTO THE APPROPRIATE TM UNTIL THE PUBLISHED CHANGE IS AVAILABLE.

(1) FOR UH-1 USERS, ADD THE FOLLOWING TO TM 55-1520-210-23-1, PARAGRAPH 6-200.1 - PERFORM A VISUAL INSPECTION OF ALL 204-040-604-5 COUPLINGS FOR SPLINE CRACKS USING A 3-10X MAGNIFYING GLASS. NO CRACKS ALLOWED.

(2) FOR AH-1 USERS, ADD THE FOLLOWING TO TM 55-1520-236-23-1, PARAGRAPH 6-128.1 - PERFORM A VISUAL INSPECTION OF ALL 204-040-604-5 COUPLINGS FOR SPLINE CRACKS USING A 3-10X MAGNIFYING GLASS. NO CRACKS ALLOWED.

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) "XFM" (XRAY-FOXTROT-MIKE).

NOTE

PROJECT CODE "XFM" 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 IAW TM 1-1500-328-23 ANY PART/COMPONENT WHICH DOES NOT MEET INSPECTION CRITERIA.

E. DISPOSITION OF HAZARDOUS MATERIAL - IAW ENVIRONMENTAL PROTECTION AGENCY DIRECTIVES AS IMPLEMENTED BY YOUR SERVICING ENVIRONMENTAL COORDINATOR (AR 200-1).

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 CONDUCT THE INITIAL VISUAL INSPECTION -

(A) TOTAL OF 1 MAN-HOUR USING 1 PERSON TO CONDUCT THE INITIAL INSPECTION FOR EACH END ITEM.

(B) TOTAL OF 1 HOUR DOWNTIME PER END ITEM.

(2) TO DISASSEMBLE, INSPECT, AND REASSEMBLE ONE COUPLING -

(A) TOTAL OF 3 MAN-HOURS USING 1 PERSON.

(B) TOTAL OF 3 HOURS DOWNTIME FOR EACH COUPLING

DISASSEMBLED.

C. ESTIMATED COST IMPACT TO THE FIELD -

NOMENCLATURE	PART NO./NSN	QTY	COST EA.	TOTAL \$
DRIVESHAFT COUPLING	204-040-604-5	1	\$441.06	\$ 441.06
	1615-00-701-4142			
SEAL, DRIVESHAFT	204-040-611-1	1	\$ 1.64	\$ 1.64
COUPLING	5330-00-625-0132			

NOTE

SEVERAL ALTERNATE SELF-LOCKING NUTS ARE AUTHORIZED FOR USE (REFERENCE MAINTENANCE INFORMATION MESSAGE MIM-UH-1-87-XSOF-01).

NUT, SELF-LOCKING	5221835-048	4	\$ 1.22	\$ 4.88
	524941			
	5310-00-688-2069			
	FW1216-428			
	11502722-1			
	525-527-9002			
	5310-00-702-5020			
	MS21042L4			
	5310-00-807-1475			
BOLT, MACHINE	MS9089-24	4	\$ 0.42	\$ 1.68
	5306-00-894-1067			
	TOTAL COST PER COUPLING = \$ 449.26			
SEAL, PLAIN ENCASED	451858H60	4	\$ 16.09	\$ 64.36
	5330-00-753-4432			
TOTAL COST PER UH-1 (8 COUPLINGS & 4 ENCASED SEALS) = \$3658.44				
TOTAL COST PER AH-1 (7 COUPLINGS & 4 ENCASED SEALS) = \$3209.18				

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 55-1520-210-23-1 AND TM 55-1520-236-23-1 SHALL BE CHANGED TO REFLECT THIS MESSAGE. A COPY OF THIS MESSAGE SHALL BE INSERTED IN THE APPROPRIATE TM AS AUTHORITY TO IMPLEMENT THE CHANGE UNTIL THE PRINTED CHANGE IS RECEIVED.

13. REFERENCES -

- A. TM 55-1520-210-23-1.
- B. TM 55-1520-236-23-1.
- C. TM 55-1520-210-23P-1.
- D. TM 55-1520-236-23P-1.
- E. DA PAM 738-751.
- F. TB 1-1500-341-01.
- G. TM 1-1500-328-23.
- H. MIM-UH-1-87-XSOP-01.

14. RECORDING AND REPORTING REQUIREMENTS -

A. REPORTING COMPLIANCE SUSPENSE DATE (AIRCRAFT) - UPON ENTERING REQUIREMENTS OF THIS MESSAGE ON DA FORM 2408-13-1 ON ALL SUBJECT MDS AIRCRAFT, FORWARD A PRIORITY MESSAGE, DATAFAX OR E-MAIL TO CDR, AMCOM, ATTN: AMSAM-SF-A (SOP COMPLIANCE OFFICER), REDSTONE ARSENAL, AL 35898-5000, IAW AR 95-1. DATAFAX NUMBER IS DSN 897-2111 OR (256) 313-2111. E-MAIL ADDRESS IS "SAFEADM@REDSTONE.ARMY.MIL". THE REPORT WILL CITE UH-1-00-ASAM-04 AND AH-1-00-ASAM-08 (TB 1-1520-243-20-27), DATE OF ENTRY IN DA FORM 2408-13-1, THE AIRCRAFT MISSION DESIGN SERIES AND SERIAL NUMBERS OF AIRCRAFT IN NUMERICAL ORDER.

B. TASK/INSPECTION REPORTING SUSPENSE DATE (AIRCRAFT) - NO SPECIAL REPORT OF THE RESULTS OF THIS INSPECTION IS REQUIRED.

C. REPORTING MESSAGE RECEIPT (SPARES) -

- (1) MATERIEL IN WHOLESALE DEPOT STORAGE - N/A.
- (2) MATERIEL IN RETAIL STORAGE - N/A.

D. TASK/INSPECTION REPORTING SUSPENSE DATE (SPARES) -

(1) MATERIEL IN WHOLESALE DEPOT STORAGE - REPORT COMPLIANCE WITH THIS MESSAGE TO THE WHOLESALE MATERIEL POINT OF CONTACT (SPARES) LISTED IN PARAGRAPH 16C WITHIN 7 DAYS OF THE DATE OF THIS MESSAGE ON DD FORM 1225. PROVIDE THE COST OF COMPLIANCE WITH THIS MESSAGE TO INCLUDE AN ESTIMATE OF THE COST REIMBURSABLE FUNDING REQUIRED TO MOVE SERVICEABLE ITEMS ON HAND LISTED IN PARAGRAPHS 6 AND 7 TO A WORK AREA, UNPACK THE MATERIEL, REPACK THE MATERIEL AFTER INSPECTION BY AMCOM INSPECTORS, AND TO RETURN THE MATERIEL TO STORAGE, AS APPROPRIATE. REPORT BY E-MAIL OR DATAFAX AND PROVIDE LOCAL POINT OF CONTACT.

- (2) MATERIEL IN RETAIL STORAGE - N/A.

E. THE FOLLOWING FORMS ARE APPLICABLE AND ARE TO BE COMPLETED IAW DA PAM 738-751, 15 MAR 99 -

NOTE

ULLS-A USERS WILL USE APPLICABLE "E" FORMS.

(1) DA FORM 2408-5-1, EQUIPMENT MODIFICATION RECORD (UH-1/AH-190/42 DEG GEARBOXES AND THE AH-1 TAIL ROTOR QUILL ASSEMBLY/TRANSMISSION).

(2) DA FORM 2408-13, AIRCRAFT STATUS INFORMATION RECORD.

(3) DA FORM 2408-13-1, AIRCRAFT INSPECTION AND MAINTENANCE RECORD (ONLY IF THE 90/42 DEG GEARBOXES, TAIL ROTOR QUILL ASSEMBLY, AND/OR TRANSMISSION ASSEMBLY IS REMOVED/REPLACED).

(4) DA FORM 2408-15, HISTORICAL RECORD FOR AIRCRAFT.

(5) DA FORM 2408-16, AIRCRAFT COMPONENT HISTORICAL RECORD.

(6) DA FORM 2410, COMPONENT REMOVAL AND REPAIR/OVERHAUL RECORD (ONLY IF THE 90/42 DEG GEARBOXES, TAIL ROTOR QUILL ASSEMBLY, AND/OR TRANSMISSION ASSEMBLY IS REMOVED/REPLACED ARE REMOVED OR REPLACED).

(7) DD FORM 1574/DD FORM 1574-1, SERVICEABLE TAG/LABEL - MATERIEL (COLOR YELLOW). ANNOTATE REMARKS BLOCK WITH "INSPECTED SERVICEABLE IAW UH-1-00-ASAM-04 AND AH-1-00-ASAM-08 (TB 1-1520-243-