

E 03 RUCIFRO6145 UNCLAS
5708 TAKE FOR INFO ONLY
9042 TAKE FOR INFO ONLY
JECT - SAFETY-OF-FLIGHT MESSAGE, EMERGENCY, RCS CSGLO-1 (RCR1),
1/7N-1/TAP-1 AND UN-1C/M AIRCRAFT, RETIREMENT INTERVAL CHANGE
HYDRAULIC SERVO ROD END BEARING (AN-1-86-08) (UN-1-86-12) (TB
-1-243-20-11)

REPORTING SUSPENSE DATE - NO LATER THAN 7 DAYS AFTER RECEIPT
THIS MESSAGE.
TASK SUSPENSE DATE - IMMEDIATELY, PRIOR TO NEXT FLIGHT.
TE - THIS IS A SAFETY-OF-FLIGHT MESSAGE AND HAS NOT, REPEAT,
S NOT BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES.
ADDRESSEES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL
TIVITIES SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS AFFECTED OR
NCERNED. THE RETRANSMITTAL SHALL REFERENCE THIS MESSAGE. ACTION
DRESSEES WILL IMMEDIATELY VERIFY THIS RETRANSMISSION TO COMMANDER,
SCOM WITH - AMSAV-REM (SOF COMPLIANCE OFFICER).

REFERENCES -
(1) TN 55-1510-234-23P, 12 MAR 82 WITH CHANGES THROUGH
CHANGE 2, 15 AUG 84.
(2) TN 55-1510-234-23P, 15 APR 83 NO CHANGE

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(3) TN 55-1510-221-23P, 26 DEC 79 WITH CHANGES THROUGH
CHANGE 1, 15 APR 80.
(4) TN 55-1510-210-23P-2, 27 FEB 81 WITH CHANGES THROUGH
CHANGE 6, 9 OCT 84.

SUMMARY OF PROBLEM -
A. A COLLECTIVE SERVO ROD END BEARING, P/N 204-076-4228-5,
RECENTLY DISCOVERED BROKEN AFTER A FLIGHT IN WHICH THE AIRCRAFT
WAS SLUGGISH IN RESPONSE TO COLLECTIVE CONTROL INPUT. THE BEARING
ROD END HAD FAILED IN A FATIGUE MODE WITH THE CRACK ORIGINATING
NEAR A STAKING MARK ON THE BEARING HOUSING.
B. THE PURPOSE OF THIS MESSAGE IS TO DIRECT RETIREMENT OF
ALL CITED SERVO ROD END BEARINGS WITH 600 HOURS OR MORE TIME SINCE
REV.

C. PRIORITY CLASSIFICATION -
NOTE - SEE AR 95-18, PARA 9, FOR NONCOMPLIANCE AUTHORITY OF MAJOR
COMMANDERS.

D. AIRCRAFT IN USE -
UPON RECEIPT OF THIS MESSAGE THE CONDITION STATUS SYMBOL OF THE
CITED AIRCRAFT WILL BE CHANGED TO A RED //X//. THE RED //X// MAY
BE CLEARED WHEN THE INSPECTION/CORRECTION OF PARAGRAPH 9 BELOW

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IS COMPLETED. AIRCRAFT ARE AUTHORIZED A ONE TIME FLIGHT NOT TO
EXCEED ONE HOUR IN ORDER TO RETURN TO A SECURE MILITARY FACILITY.
K. AIRCRAFT IN DEPOT STOCK - AIRCRAFT WILL NOT BE ISSUED UNTIL
COMPLIANCE WITH THIS SAFETY OF FLIGHT HAS BEEN COMPLETED.
L. AIRCRAFT UNDERGOING MAINTENANCE - SAME AS PARAGRAPH 2A

NOTE
M. AIRCRAFT IN TRANSIT -
(1) SURFACE/AIR SHIPMENT - INSPECT AT FINAL DESTINATION
BEFORE FIRST FLIGHT.
(2) CARRY STATUS - SAME AS PARAGRAPH 2A ABOVE.
N. MAINTENANCE TRAINING (CATEGORY 4 AND 6) - SAME AS PARAGRAPH
2A ABOVE

UHT-86-12
Servo Rod End
Bearing

COMPONENTS... UPON RECEIPT OF THIS MESSAGE...
 (1) DEFECT AND OTHER STOCK SHALL BE PLACED IN CONDITION
 AS LISTED IN PARAGRAPH 4...
 ANY ITEM WHICH IS DETERMINED TO HAVE A TIME SERVICEABLE
 IS THAN 600 HOURS IS SERVICEABLE.
 (2) ITEMS WHICH ARE FOUND SERVICEABLE SHALL BE TAGGED
 RETURNED TO PREVIOUS CODE. ORGANIZATIONS HOLDING STOCK (DEPOTS
 AERS) SHALL REPORT COMPLIANCE WITH THIS MESSAGE PER PARAGRAPH

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END ITEMS TO BE INSPECTED - ALL AH-1, TH-1, TAH-1, AND UH-1C/H

WES AIRCRAFT

ASSEMBLY COMPONENTS AFFECTED -

NOMENCLATURE P/N
 BEARING, ROD END 204-076-428-1
 BEARING, ROD END 204-076-428-5

NSN
 3120-00-168-1473
 3120-01-030-3383

NOTE - ITEM 5, FIGURE 133, REF C(1); ITEM 3 FIGURE 99, REF C(2);
 ITEM 5, FIGURE 144, REF C(3); OR ITEM 7, FIGURE 185, REF C(4).
 PARTS TO BE INSPECTED - NOT APPLICABLE.

APPLICATION

A. CATEGORY OF MAINTENANCE - AVUM. AIRCRAFT DOWNTIME WILL
 BE CHARGED TO AVUM.

B. TIME REQUIRED -

(1) TOTAL OF 1 HANNOUR USING 1 MAN TO INSPECT RECORD.
 (2) TOTAL OF 1 HOUR DOWNTIME FOR ONE END ITEM.

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- B. REPLACEMENTS.
- B. REQUISITIONING INSTRUCTIONS - NORMAL REQUISITIONING.
- C. BULK AND CONSUMABLE MATERIALS - NOT APPLICABLE.
- D. DISPOSITION - TAG AND HOLD REMOVED PARTS PENDING DISPOSITION.
- E. DISPOSITION OF HAZARDOUS MATERIAL - NOT APPLICABLE.
- F. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED - NOT APPLICABLE.
- G. INSTRUCTIONS/INSPECTION PROCEDURES -
- H. INSPECT AIRCRAFT RECORDS PRIOR TO NEXT FLIGHT AND COMPLY WITH THE FOLLOWING

- (1) IF ROD END BEARING HAS 600 OR MORE FLIGHT HOURS THE AIRCRAFT WILL REMAIN ON A RED //X// UNTIL THE ROD END BEARING IS PLACED WITH A SERVICEABLE ITEM.
- (2) ROD END BEARING SERIAL NUMBERS 358 THROUGH 362 ARE TO BE REMOVED REGARDLESS OF HOURS AND SHIPPED BY MOST EXPEDITIOUS METHOD TO BELL HELICOPTER TEXTRON, GOVERNMENT BONDED STORES, PLANT 1 (FIVE-SIERRA), 500 WEST NORTH CHARLIE PARKWAY, GRAND PRAIRIE, ILLINOIS 60130, MARK FOR J. FROHNFELTER.
- (3) IF THE ROD END HAS LESS THAN 600 HOURS, AIRCRAFT WILL BE RETURNED TO ORIGINAL STATUS AND THE RED //X// REMOVED.

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- B. DA FORM 2408-16 WILL BE CHANGED TO REFLECT A 600 HOUR RETIREMENT LIFE FOR CITED ROD END BEARINGS.
- C. PARTS FOUND WITHOUT SERIAL NUMBERS OR RECORDS ARE TO BE REMOVED, SCRAPPED LOCALLY AND REPORTED TO AVSCOM, ATTN - ANSAV-EI (AH-1 BRANCH) AS UNSERVICEABLE AND THE REASON FOR REMOVAL.
- D. CORRECTION PROCEDURES - SEE PARAGRAPH 9. ABOVE.
- E. WEIGHT AND BALANCE - NOT APPLICABLE.
- F. RECORDING AND REPORTING REQUIREMENTS -
- G. REPORTING SUSPENSE DATE (AIRCRAFT) - SEVEN (7) DAYS AFTER RECEIPT OF THIS MESSAGE. UPON ENTERING REQUIREMENTS OF THIS MESSAGE ON DA FORM 2408-13, FORWARD A PRIORITY MESSAGE TO COMMANDER, AVSCOM, ATTN - ANSAV-NEM (SOF COMPLIANCE OFFICE), PER AR 95-18. THE REPORT WILL CITE THIS MESSAGE NUMBER, DATE OF ENTRY ON DA FORM 2408-13, THE AIRCRAFT MISSION DESIGN SERIES AND SERIAL NUMBERS OF AIRCRAFT IN NUMERICAL ORDER.
- H. REPORTING SUSPENSE DATE (SPARES) - NO LATER THAN 15 DAYS AFTER RECEIPT OF MESSAGE. DEPOTS AND OTHERS HOLDING SPARE ITEMS WILL TRANSMIT A MESSAGE TO CONFIRM COMPLIANCE TO - CDR, AVSCOM //ACCPH-CO-L//. THE REPORT WILL CITE TOTAL NUMBER OF PARTS ON HAND, TOTAL NUMBER SERVICEABLE, TOTAL NUMBER UNSERVICEABLE AND

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- TOTAL NUMBER WHICH ARE HELD IN CONDITION CODE //J// PENDING INSPECTION.
- C. REPORTING REMOVED PARTS - UNITS REMOVING PARTS AS A RESULT OF THIS MESSAGE SHALL REPORT BY MESSAGE WITHIN SEVEN (7) DAYS TO COMMANDER, AVSCOM, ATTN - ANSAV-EI, (AH-1 BRANCH) USING THE FOLLOWING FORMAT
- D. THE FOLLOWING FORMS ARE APPLICABLE AND ARE TO BE COMPLETED IN ACCORDANCE WITH DA FORM 738-751
- (1) DA FORM 2408-13, AIRCRAFT INSPECTION AND MAINTENANCE RECORD
- (2) DDA FORM 2408-16, AIRCRAFT COMPONENT HISTORICAL RECORD.

- B. REQUISITIONING INSTRUCTIONS - NORMAL REQUISITIONING.
- C. BULK AND CONSUMABLE MATERIALS - NOT APPLICABLE.
- D. DISPOSITION - DISPOSE OF ANY PARTS WHICH DO NOT MEET INSPECTION CRITERIA IN ACCORDANCE WITH CURRENT SUPPLY DIRECTIVES.
- E. DISPOSITION OF HAZARDOUS MATERIAL - NOT APPLICABLE.
- 8. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED - NOT APPLICABLE.
- 9. INSPECTION PROCEDURES -
 - A. REMOVE TIP CAP. CHECK STUD RETENTION NUTS FOR LOOSENESS AS FOLLOWS SET TORQUE WRENCH TO THIRTY (30) INCH POUNDS. APPLY TORQUE IN TIGHTENING DIRECTION TO VERIFY A MINIMUM OF 30 INCH POUNDS. IF LOOSE NUTS ARE FOUND FOLLOW PROCEDURES IN PARA 10. INSPECT STUDS FOR LOOSENESS OR DISTORTION. IF STUDS ARE LOOSE OR DISTORTED

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REPLACE BLADE.

- B. STOCKING DEPOTS - TAG ALL PREVIOUSLY SERVICEABLE BLADES WITH PART NUMBERS STARTING WITH EITHER 204 OR 540 WITH A DD FORM 1375 (BROWN TAG) OR LABEL DD FORM 1375-1. IN REASON OR AUTHORITY BLOCK, ANNOTATE INSPECTION REQUIRED PER TB 55-1520-243-20-10.

10. CORRECTION PROCEDURES -

A. FOR P/N 204-011-250-5/-113, P/N 204-011-001-15, OR OTHER 204 SERIES BLADES RETORQUE LOOSE STUD RETENTION NUTS TO THE FOLLOWING VALUES ONE FOURTH INCH STUDS, 40 TO 30 INCH POUNDS; FIVE SIXTEENTH INCH STUDS, 40 TO 100 INCH POUNDS.

B. FOR P/N 540-015-001-1, P/N 540-011-001-5, P/N 540-011-001-1, P/N 540-011-250-1 OR OTHER 540 SERIES BLADES WITH FIVE SIXTEENTH INCH STUD, RETORQUE LOOSE STUD RETENTION NUTS TO 130 TO 145 INCH

POUNDS.

C. NOTE THAT A STUD RETENTION NUT ON A 204 SERIES BLADE REQUIRES A DIFFERENT TORQUE THAN THE RETENTION NUT ON A 540 SERIES BLADE BECAUSE OF THE DIFFERENCE IN WEIGHT STACK UP AND OTHER HARDWARE.

D. FOR ADDITIONAL NUTS/STUDS ON BLADE (ROTARY WING AIRCRAFT PREVIOUSLY FIELDED), USE TORQUE VALUES FOR DIAMETERS LISTED IN THIS MESSAGE (PARA 10A OR B).

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E. LOOSE OR DISTORTED STUDS - REPLACE BLADE.

11. WEIGHT AND BALANCE - NOT APPLICABLE.

12. RECORDING AND REPORTING REQUIREMENTS -

A. REPORTING SUSPENSE DATE (AIRCRAFT) - UPON ENTERING REQUIREMENTS OF THIS MESSAGE ON DA FORM 2408-13, FORWARD A PRIORITY MESSAGE TO COMMANDER, AVSCOM, ATTN AMSAV-NEM (SOF COMPLIANCE OFFICER), PER AR 95-18. THE REPORT WILL CITE THIS MESSAGE NUMBER, DATE OF ENTRY IN DA FORM 2408-13, THE AIRCRAFT MISSION DESIGN SERIES AND SERIAL NUMBERS OF AIRCRAFT IN NUMERICAL ORDER.

B. REPORTING SUSPENSE DATE (SPARES) - NO LATER THAN 220 DAYS AFTER RECEIPT OF MESSAGE DEPOTS AND OTHERS HOLDING SPARE ITEMS WILL TRANSMIT A MESSAGE TO CONFIRM COMPLIANCE TO CDR, AVSCOM //AMCPR-UH//. THE REPORT WILL CITE TOTAL NUMBER OF BLADES ON HAND, TOTAL NUMBER INSPECTED, TOTAL NUMBER SERVICEABLE, TOTAL NUMBER UNSERVICEABLE, AND TOTAL NUMBER WHICH ARE HELD IN CONDITION CODE // PENDING INSPECTION.

C. THE FOLLOWING FORMS ARE APPLICABLE AND ARE TO BE COMPLETED IN ACCORDANCE WITH DA PAM 738-751.

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