

# MOC NOT NEEDED

The only way to lube the tail rotor grips on your Huey and Cobra every 25 hours is to disconnect the pitch change links. Then you can rotate the blades and shoot the works for a complete purge job of each grip.

There's no need to spend time and elbow grease pulling a maintenance operational check after the lube chore, tho. That's the word from the Army Aviation Systems Command.

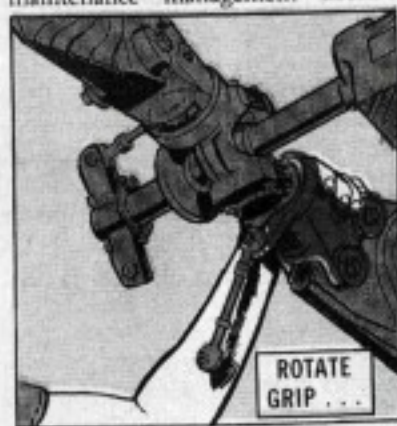
So, the MOC poop in para 3-6 of TM 55-1500-328-25 (Jul 72) on maintenance management doesn't

apply when only 1 end of the 2 links is disconnected. Just be sure you take the following steps:

Eyeball the log book to see that there is no unsatisfactory write-up against the tail rotor. Place the bird on a red X status so that an inspector or supervisor will check the work done.

Before you make with the wrenches be sure the locking nuts are tight so there won't be any change in the length of the pitch change link.

Disconnect one link, rotate the blade and shoot the grease.



Connect the link, torque the hardware and add a safety, according to the poop in the bird organizational maintenance pub.

Disconnect the other link and lube the second blade grip in the same manner. Reconnect the link.

If you disconnect both links for reasons other than lubrication,

however, pull a maintenance operational check by tracking the tail rotor.

If any adjustments are made to the links during tracking, a limited test flight is needed to make sure you have the proper blade pitch angle at full left pedal. See para 3-2c(4) of the management pub for test flight info.