

PRIORITY

00339/012064/091A - DT: 091/2117

T: INFO: CDR ADMIN D/RM MAINT DMIS SUP PROC SVCS QUAL TASA CCNC  
P CSALNO TPP4 MPO RIR MICO VCTL EE00 USNR USMCR USMCRS  
TCC

TUZYUW RULNNAC0906 0912110-UUUU--RUWMDTA.

R UUUUU

312030Z MAR 80

MGR OAC EDGEWOOD MD//NGB-AVN-L//

AIG 7401

311610Z MAR 80

CDR1SARCOM STL MO //DRSTS-MEA(2)//

AIG 8881

G 7515

IFO AIG 9004

G 7514

ICLEUA/CDRUSA AVNC FT RUCKER AL //ATZQ-DI//

JOMAD/CUSDAO TEL AVIV ISRAEL

JFLAFA/CJUSMG MAAG MADRID SPAIN //ARMY/NAV/SEC//

JENIA/AIT WASH DC

UNCLAS

SECTION 01 OF 02

NOTE - THIS IS A MAINTENANCE ADVISORY MESSAGE AND HAS NOT BEEN REPEATED AS NOT BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES. ADDRESSEES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED. RETRANSMITTAL SHALL REFERENCE THIS MESSAGE.  
SUBJECT - MAINTENANCE ADVISORY MESSAGE CONCERNING USE OF NON-STANDARD/LOCALLY MANUFACTURED, HEAVY-DUTY SKID SHOES ON UH-1/AH-1

*message  
312030Z mar 80*

*UH-1-80-03  
heavy duty skid  
shoes*

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REFERENCES: UH-1-80-03, AH-1-80-06.

• AVSCOM MSG 281400Z JAN 77 (UH-1-77-2 AND AH-1-77-2)

• TSARCOM MSG 302125Z JAN 78 (UH-1-78-2)

• TSARCOM MSG 221435Z JUN 79 (UH-1-79-9 AND AH-1-79-9)

• THIS MESSAGE SUPERSEDES REFERENCE A, REFERENCE B AND REFERENCE C ABOVE AND RENDERS THEM VOID.

• THIS MESSAGE CONTAINS FABRICATION AND INSPECTION PROCEDURES REQUIRED WHEN ADDING WELD BEADS OR METAL WEAR STRIPS TO THE STANDARD UH-1 AND AH-1 SKID SHOES THEREBY MAKING THEM NON-STANDARD/HEAVY DUTY SKID SHOES.

• WEIGHT LIMITATIONS, UH-1 AIRCRAFT - INSTALLED HEAVY DUTY SKID SHOES WEIGHING UP TO TWENTY FIVE (25) POUNDS MAXIMUM EACH REQUIRE AN INSPECTION OF CROSS TUBE ASSEMBLIES AT EACH PHASE MAINTENANCE INSPECTION. INSTALLED HEAVY DUTY SKID SHOES EXCEEDING TWENTY FIVE (25) POUNDS EACH REQUIRE AN INSPECTION OF CROSS TUBE ASSEMBLIES EVERY FIFTY (50) FLYING HOURS. CROSS TUBE ASSEMBLY INSPECTION SHALL BE IN ACCORDANCE WITH PARAGRAPH 19 (9) OF THIS MESSAGE. THE FIFTY (50) FLYING HOUR INSPECTION SHALL BE ACCOMPLISHED PRIOR TO REACHING FIFTY (50) FLYING HOURS.

(8)

T UNDER NO CIRCUMSTANCES WILL THE FIFTY (50) FLYING HOUR

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INSPECTION REQUIREMENT BE EXCEEDED.

WEIGHT LIMITATIONS, AH-1 AIRCRAFT - INSTALLED HEAVY DUTY SKID SHOES WEIGHING UP TO TWENTY (20) POUNDS MAXIMUM EACH REQUIRE AN INSPECTION OF CROSS TUBE ASSEMBLIES AT EACH PHASE MAINTENANCE INSPECTION. INSTALLED HEAVY DUTY SKID SHOES EXCEEDING TWENTY (20) POUNDS EACH REQUIRE AN INSPECTION OF CROSS TUBE ASSEMBLIES EVERY FIFTY (50) FLYING HOURS. CROSS TUBE ASSEMBLY INSPECTION SHALL BE IN ACCORDANCE WITH PARAGRAPH NINE (9) OF THIS MESSAGE. THE FIFTY (50) FLYING HOUR INSPECTION MAY BE COMPLETED PRIOR TO REACHING FIFTY (50) HOURS, BUT UNDER NO CIRCUMSTANCES WILL THE FIFTY (50) FLYING HOUR INSPECTION REQUIREMENT BE EXCEEDED.

NON-STANDARD/LOCALLY MANUFACTURED HEAVY DUTY SKID SHOE, WELD BEAD FABRICATION PROCEDURES ARE AS FOLLOWS - WELD BEADS, MIL-E-6843 (ELECTRIC ARC) OR FED SPEC 57-203-12 (ACETYLENE) MAY BE ADDED TO STANDARD SKID SHOES ALONG ENTIRE SHOE LENGTH WITH TOTAL CUMULATIVE WIDTH OF BEAD NOT TO EXCEED ONE (1) INCH AND TOTAL THICKNESS NOT TO EXCEED ONE-QUARTER (1/4) INCH. WEIGHT LIMITATIONS TO DETERMINE WEIGHT LIMITATION.

NON-STANDARD HEAVY DUTY SKID SHOE, WEAR STRIP FABRICATION

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PROCEDURES ARE AS FOLLOWS:

A. FABRICATE WEAR STRIPS, ONE INCH WIDE BY THREE-SIXTEENTHS (3/16) INCH THICK FROM 4130 STEEL, MIL-S-16729 COND "N". LENGTH OF WEAR STRIP TO BE DETERMINED BY MEASURING SKID SHOES OR APPROPRIATE AIRCRAFT AND SUBTRACTING FOUR INCHES. WEAR STRIP TO BE INSTALLED IN CENTER OF SKID SHOE WITH TWO INCH UNDERLAP AT EACH END.

B. USING APPROPRIATE AIRCRAFT SKID TUBE AS A HOLDING FIXTURE, INSTALL SKID SHOE SECTIONS ON SKID TUBE. PLACE WEAR STRIP ON SKID SHOE AND BEND TO CONTOUR, MAINTAINING TWO INCH UNDERLAP AT EACH END.

C. CLAMP WEAR STRIP TO SKID SHOE ASSEMBLY. WEAR STRIP MAY BE TACK WELDED ALONG LENGTH TO AID IN CLAMPING.

D. PLACE A WELD BEAD, MIL-E-6843 (ELECTRIC ARC) ACROSS THE FULL ONE INCH WIDTH OF THE WEAR STRIP AT ITS JUNCTION WITH THE FRONT OF THE SKID SHOE.

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INFO: COR ADMIN D/RM MAINT DMIS SUP PROC SVCS QUAL TASA CCNC  
CSALNO TPP4 MPO RIR MICO VCTL EE00 USNR USMCR USMCRS

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DTUZYUW RULNNAC0907 0912110-UUUU--RUWMDTA.

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INTERNAL SECTION OF 02

- E. PLACE ONE AND ONE-HALF INCH (1 1/2) WELD BEADS (MIL-E-6843) ON BOTH SIDES OF THE WEAR STRIP ALONG THE FULL LENGTH OF THE STRIP LEAVING A THREE (3) INCH GAP BETWEEN WELD BEADS. APPLY WELD BEADS ON BOTH SIDES OF FORWARD END OF EACH STRIP. THEN STAGGER WELD BEAD ON EACH SIDE OF WEAR STRIP SO THAT WELD BEADS ARE OPPOSITE GAPS ON OPPOSITE SIDE OF WEAR STRIP.
- F. PLACE ONE AND ONE-HALF (1 1/2) INCH WELD BEADS AT AFT END

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- 7 STRIP BOTH SIDES. PLACE WELD BEAD ACROSS AFT ONE-INCH OF WEAR STRIP. WEIGH SHOES TO DETERMINE WEIGHT LIMITATION.
- 8. LOCAL MAINTENANCE DIRECTIVES AND/OR INSPECTION PROCEDURE SHALL DETERMINE WHEN SKID SHOE LIFE HAS BEEN REACHED OR EXCEEDED. AFTER DRAIN HOLES IN STANDARD SKID SHOES MUST BE CONTINUED ON THROUGH ANY ADDED MATERIAL WHEN FABRICATING HEAVY DUTY SKID SHOES. HEAVY DUTY SKID SHOES MAY BE REPAIRED OR REFABRICATED AS OFTEN AS REQUIRED AS LONG AS THE STATED LIMITATIONS ARE ADHERED TO.
- 9. FOR THOSE AIRCRAFT WITH HEAVY DUTY SKID SHOES THAT DO NOT EXCEED WEIGHT LIMITATIONS, A SPECIAL INSPECTION OF CROSS TUBE ASSEMBLIES AND CROSS TUBE ATTACH FITTINGS IS REQUIRED AT EACH BASE MAINTENANCE INSPECTION IN ACCORDANCE WITH PARA NINE (9) OF THIS MESSAGE. IF WEIGHT LIMITATION IS EXCEEDED, A SPECIAL INSPECTION OF CROSS TUBE ASSEMBLIES AND ATTACH FITTINGS IS REQUIRED EVERY FIFTY (50) FLYING HOURS IN ACCORDANCE WITH PARA NINE (9) OF THIS MESSAGE.
- 10. SPECIAL INSPECTION - LIQUID FLUORESCENT DYE PENETRANT METHOD. THIS INSPECTION IS TO BE CONDUCTED BY AVIATION UNIT MAINTENANCE WITH ASSISTANCE FROM AVIATION INTERMEDIATE MAINTENANCE

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REQUIRED TO GAIN ACCESS TO INSPECTION AREA.

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- A. JACK AIRFRAME AND REMOVE LANDING GEAR ASSEMBLY IAW -- --  
PROCEDURES PROVIDED IN APPLICABLE MAINTENANCE MANUALS.
- B. CONDUCT VISUAL INSPECTION FOR NICKS, SCRATCHES OR GOUGES  
OVER ENTIRE CROSS TUBE SURFACE. REFER TO APPLICABLE MAINTENANCE  
MANUALS FOR ALLOWABLE DAMAGE CRITERIA.
- C. REMOVE BLIND RIVETS SECURING CROSS TUBE/FUSELAGE  
ATTACHMENT FITTINGS TO CROSS TUBES AND REMOVE FITTINGS. SAVE  
FITTINGS FOR REUSE.
- D. FLUORESCENT DYE PENETRANT INSPECTION IS REQUIRED ON  
CROSS TUBE SURFACE OF AN AREA COMPLETELY AROUND CROSS  
TUBE AT SUPPORT FITTING LOCATIONS AND ADJACENT AREA ONE INCH  
OUT FROM EACH END OF SUPPORT FITTINGS. A ONE INCH BAND AROUND  
#1 CROSS TUBES AT CHEM-MILLED STEP AREA ADJACENT TO SKID TUBE  
MIDDLE FITTING WILL ALSO BE DYE PENETRANT INSPECTED.
- E. PREPARE THE SURFACE FOR AND CONDUCT A LIQUID FLUORESCENT  
DYE PENETRANT INSPECTION FOLLOWING PROCEDURES AS DESCRIBED IN  
MAINTENANCE MANUAL TM 43-0103 UTILIZING PENETRANT KIT NSN  
350-00-782-2740 ON THE SPECIFIED SURFACES OF THE CROSS TUBES.
- F. WASH AND REMOVE ALL EXCESS PENETRANT AND DEVELOPER FROM  
THE CROSS TUBE SURFACES.

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- G. RECOAT SURFACE OF CROSS TUBE TO BE COVERED BY THE  
ATTACHMENT FITTINGS WITH SEALANT NSN 8030-00-753-5003  
(MIL-S-8802).
  - H. REINSTALL ATTACHMENT FITTINGS TO CROSS TUBES UTILIZING  
AS 1739MW BULBED CHERRYLOCK RIVETS. DIAMETER AND LENGTH OF RIVETS  
TO BE DETERMINED AT TIME OF INSTALLATION.
  - I. CROSS TUBES WITH CRACK INDICATIONS WILL BE SCRAPPED. ALL  
CROSS TUBES FOUND WITH NO CRACK INDICATIONS ARE TO BE RETURNED TO  
SERVICE.
  1. INSTRUCTIONS CONTAINED IN THIS MESSAGE WILL BE ADDED TO THE  
EXISTING CROSS TUBE INSPECTION NOW CONTAINED IN APPLICABLE  
1-1/AH-1 MAINTENANCE MANUALS. UNTIL RECEIPT OF A FORMAL CHANGE,  
THE INSTRUCTIONS CONTAINED HEREIN SHOULD BE INSERTED IN THOSE  
MANUALS FOR REFERENCE PURPOSES.
  2. FOREIGN MILITARY SALES/FMS RECIPIENT REQUIRING CLARIFICATION  
OF THIS MESSAGE SHOULD CONTACT TSARCOM, DRSTS-10(1), CW3 R. BROCK  
ATKINS, AUTOVON 693-2106 OR COMMERCIAL 314-263-2106.
  3. POINT OF CONTACT AT TSARCOM IS MR. RAY BOLAND, AUTOVON  
93-0396 OR COMMERCIAL 314-263-0396.
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