

UH-1-78-13
Hyd Servo
UH-1C/M only

RAAUZBXH RULNNAO4213 291228ZUUUU--RUHMDTA;
ZNR UUUUU
R 180200Z OCT 78 ZEX
FM MGR ARNG-OAC EDGEWOOD MD//NOB-AVN-L//
TO AIG 7481
INFO RUCLAKK/AASF GA ALBANY GA
RUVRBNA/AASF #2 HOOE TYSON AFB TN
RUBAUSA/CNOB WASHDC//NOB-ARL-A//
R 172030Z OCT 78 ZFF-4
FM ODR USATSARCOM STC HQ//DRSTS-MEU(2)//
TO AIG 8881
BT

Army

03/24/78

UNCLAS
NOTE- THIS IS A MAINTENANCE ADVISORY MESSAGE AND HAS NOT, REPEAT,
HAB 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 REFER TO THIS MESSAGE,
SUBJECT - MAINTENANCE ADVISORY MESSAGE CONCERNING UH-1C/M SERIES;
HELICOPTER MAIN ROTOR HYDRAULIC SERVOCYLINDER INSTALLATIONS,
(UH-1C/M-13).

- A, TM 55-1528-212-23P, DATED 1 MARCH 1977;
 - B, TM 55-1528-228-22P, DATED 30 APR 73, WITH CHANGES 1 THRU 22;
 - C, TM 55-1528-228-PMS, DATED 29 APR 73 WITH CHANGES 1 THRU 9;
 - D, TB 55-1588-307-24, DATED 21 FEB 78;
- BACKGROUND - A RECENT UH-1M MISHAP WAS CAUSED BY INFLIGHT FAILURE:

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AT THE LOWER END OF THE LEFT HAND CYCLIC SERVOCYLINDER TO
SHASHPATE CONNECTING LINK, P/N 224-876-868-1, NSN 3240-88-872-
1271, REF A, FIGURE 191, ITEM 11, DUE TO THE NATURE OF THE FAILURE,
IMPROPER OPERATION OF THE SERVOCYLINDER SUPPORT MOUNT BEARING IS
SUSPECTED TO BE A MAJOR CONTRIBUTING FACTOR, THEREFORE, THE INSPEC-
TION/LUBRICATION INSTRUCTIONS FOR THIS BEARING WILL BE REVISED AS
INDICATED IN PARAGRAPH 2. IN ADDITION, THE FAILED LINK HAD BEEN
ASSEMBLED WITHOUT THE EPOXY PLUG IN PLACE PRIOR TO INSTALLING THE
H) SHEAR RIVET COLLARS;
2. THE FOLLOWING INSPECTION/LUBRICATION INSTRUCTION CHANGES WILL BE
MADE IN FORTHCOMING MANUAL REVISIONS AND SHOULD BE INCORPORATED AS
PEN AND INK CHANGES UNTIL SUCH TIME AS THESE REVISIONS ARE
RECEIVED.

-NOTE-

THESE CHANGES APPLY ONLY TO SERVOCYLINDER ASSEMBLIES WITH THE P/N
224-876-168-1 BEARING, NSN 3128-88-848-2729 INSTALLED, ASSEMBLIES
WITH THE KSP 6899-1 BEARING NSN 3128-88-186-8873 DO NOT REQUIRE
EITHER THE SPRING SCALE CHECK OR LUBRICATION,
FOR THOSE AIRCRAFT WHICH HAVE ACCUMULATED MORE THAN 50 HOURS SINCE

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THE LAST PERIODIC INSPECTION IT IS RECOMMENDED THAT RELUBRICATION

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AND THE SPRING SCALE CHECK BE ACCOMPLISHED AS SOON AS POSSIBLE. INSPECTION FOR EXISTENCE OF THE EPOXY IS ALSO RECOMMENDED AT THIS TIME.

A. CHANGE REF B, FIGURE 2-1 LUBRICATION CHART (SHEET 1 OF 4) TO REQUIRE LUBRICATION OF THE SERVOCYLINDER SUPPORT MOUNT BEARINGS (3 PLACES) AT 50 HOUR INTERVALS IN LIEU OF EACH PERIODIC INSPECTION.

B. CHANGE REF C, SEQUENCE NUMBER 3, 5 TO REQUIRE A SPRING SCALE CHECK AT EACH SECOND INTERMEDIATE INSPECTION IN LIEU OF EACH PERIODIC INSPECTION.

3. IN ORDER TO PROVIDE THE USER WITH HISTORICAL DATA FOR THE CYCLIC SERVOCYLINDER TO SWASHPLATE CONNECTING LINK ASSEMBLIES UTILIZED ON THE UH-10/M, REF D, WILL BE REVISED TO INDICATE THE LINK ASSEMBLIES P/N 204-276-268-1, NSN 3040-20-872-1271 AND P/N 204-276-268-3, NSN 3040-20-872-1273 AS CONDITION CHANGE ITEMS, COLUMN 8, CODE CC, WHICH WILL BE ENTERED ON THE AIRCRAFT CONDITION COMPONENT DA FORM 2408-16, COLUMN 9, AND BE MAINTAINED AS LOCAL HISTORY, COLUMN 10, INITIATE THIS HISTORICAL DATA AT NEXT INSTALLATION OF A NEW CYCLIC CONNECTING LINK(S).

4. POINT OF CONTACT IS ED DAWSON, AUTOVON 698-3914, COMMERCIAL

AC 314-268-5914,

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