

RCV MSG # TIME RADAY PRIORITY  
16773 2052 299/84  
320BNW 940TH 453FTS NAVY AERO COMM DPC DPM COMSEC LGT ACF ACD OSI HCAX CAP DOOC  
DOJ AUDITOR 2GAF ADC JA DOTH DOOS SSF SS FC  
DAPD ACE DET T/A FTW/CC ABG/CC MA XPR LGS SE WEA PA W/DO XPMT LGC FCS SG OT

PCTUZEXW RULNEAA1082 2992033-UUUU-RUVMDTA.

ZNR UUUUU

P 252015Z OCT 84 ZEX

FM CHGB AFG MD //HGB-AVN-LM//

TO AIG 7401

RULCSXA/TAG VI CHRISTIANSTED ST CROIX VI

ACCT DA-BHCSVD

BT

UNCLAS

SUBJ SAFETY OF FLIGHT MAINT MANDATORY SPECIAL INSPECTION OF ALL  
UH-1 MAIN ROTOR BLADES (EXCEPT C/M MODELS) FOR SKIN DELAMINATION  
(UH-1-84-10).

A. MSG AVSCOM ANSAY-M 241540Z OCT 84 SAB.

B. FOMECOM BTUH MR. JIMENEZ HGB-AVN AND MR. PEARCE ANSAY-MPSD  
25 OCT 84 SAB.

1. REF A DID NOT PROVIDE ACFT STATUS UPON RECEIPT OF THIS MSG, AND  
HAD A 26 OCT 84 REPORTING DATE FOR COMPLIANCE OF ACTIONS.

2. PER REF B, THE FOL SHALL BE ACCOMPLISHED.

A. ACFT STATUS SHALL BE CIRCLE RED "X" UPON RECEIPT OF THE

MSG AND REMAIN CIRCLE RED "X" UNTIL INSPECTION IS COMPLETED.

B. THE COMPLETION TIME FRAME RMT IS 15 DAYS AND/OR 25 HR,  
WHICHEVER COMES FIRST

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C. THE REPORTING TIME FRAME SHALL BE NLT 12 NOV 84, NOT  
26 OCT 84.

3. BECAUSE THIS IS A SPECIAL MAINT INSPECTION ACTION, THERE IS  
NO GROUNDING ACTION REQUIRED. ARNG UNITS SHOULD ENSURE ALL UH-1'S  
ARE INSPECTED IN THE ALLOTTED TIME FRAME. ONLY THEN SHALL THE  
CIRCLE RED "X" BE CLEARED.

4. POC AT HGB-AVN IS MR. JIMENEZ, AUTOVON 584-4700.

BT

#1082

17 ARMY

NOTIFIED: RR

TIME: 2131z

INSTRUCTIONS: ND

UH-1-84-10  
m/r blades  
delam. all  
except  
C/M models

SUBJECT - SAFETY-OF-FLIGHT MAINTENANCE MANDATORY SPECIAL INSPECTION  
OF ALL DUAL MAIN ROTOR BLADES (EXCEPT C/N MODELS) FOR SKIN  
SEPARATION (AMR-1-00-10)

SUMMARY OF PROBLEM - REPORTS OF SKIN SEPARATION AT THE BOND LINE  
BETWEEN THE SPAR AND AFTERBODY SKIN ON MH-1 METAL MAIN ROTOR BLADES  
WAS TO BE REPORTED. SEPARATIONS OCCUR AT THE TOP, BOTTOM OR  
BOTH AND GENERALLY WITHIN THE OUTBOARD FOUR FEET. WHILE NO  
CATASTROPHIC ACCIDENTS HAVE OCCURRED, SEVERE VIBRATIONS AND CONTROL  
PROBLEMS CAN RESULT DEPENDING ON THE LENGTH OF THE SEPARATION.  
SEPARATIONS OCCUR DUE TO VOIDS IN THE BOND LINE CAUSED BY CORROSION.  
WHEN THE VOID PROGRESSES ALONG THE EDGE OF THE SKIN, AIR FLOW MAY  
ALLOW AIR UNDER THE SKIN CAUSING THE SKIN TO RAISE, INCREASING THE  
BOND SEPARATION. THE INSPECTION SPECIFIED BY THIS MESSAGE IS AN  
INTERIM PROCEDURE AND WILL ONLY BE REQUIRED UNTIL THE NEW  
NONDESTRUCTIVE INSPECTION TECHNIQUE IS DEVELOPED AND IMPLEMENTED.  
PURPOSE - TO INITIATE A RECURRING SPECIAL VISUAL INSPECTION OF  
THE OUTBOARD FOUR FEET OF THE MAIN ROTOR BLADE AT THE SKIN TO SPAR  
BOND LINE, TOP AND BOTTOM. P/N 204-D11-250-5, NSN 1615-00-072-5799  
P/N 204-D11-250-117, NSN 1615-01-002-1256

CASE BY RUCJFDWASD UNCLAS

PRIORITY CLASSIFICATION - 25 WORKING DAYS UPON RECEIPT OF THIS  
MESSAGE THE CONDITION STATUS OF SUSPECT AIRCRAFT WILL BE CHANGED TO A  
CIRCLE RED /X/X/ AND WILL REMAIN IN A CIRCLE RED /X/X/ UNTIL  
REQUIREMENTS OF THIS MESSAGE ARE MET

INSPECTION PROCEDURES -

A. PERFORM A VISUAL INSPECTION OF THE OUTBOARD FOUR FEET OF THE  
SKIN TO SPAR BOND JOINT AREA, BOTH UPPER AND LOWER (APPROXIMATELY 4  
INCHES aft of LEADING EDGE). PAY PARTICULAR ATTENTION TO OUTBOARD  
12 INCHES

(1) USING LIGHT REFLECTED FROM SURFACE OF BLADE, INSPECT FOR  
ANY EDGE VOID OR PUFFING UP OF THE PAINT FINISH. IF PUFFING IS  
PRESENT, LOCAL REMOVAL OF FINISH IS REQUIRED TO DETERMINE IF EDGE  
VOID OR CORROSION IS PRESENT UNDER FINISH. WHERE DOUBT EXISTS, A  
MAGNIFYING GLASS WILL BE USED TO INSURE NO EDGE VOID OR CORROSION  
EXISTS

(2) CAREFULLY CHECK THE BLADE SKIN AROUND THE ALIGNMENT PIN  
(ON THE TOP SURFACE) FOR SIGNS OF CORROSION OR VOIDS.

(3) INSPECT PAINT FINISH AT CUT JOINT OF ABRASIVE STRIP AND  
AFTER BODY HEAD. IF PAINT FINISH IS WORN THROUGH TO ALUMINUM SKIN,

BT

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INSR MR BLADES (P/N) W 14-1 84-10 within 25 a/c h/c or 15 days