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*UH-1-00-10
mast inspection
Supersedes
UH-1-00-09*

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191257Z JUL 00 PP PP UUUU AA ZYUW FROM :CDRAMCOM REDSTONE ARSENAL
 AL//AMSAM-SF-A// TO :AIG 8881 :AIG 9004 :AIG 7515 :AIG 7471 :AIG 12124 :DCMC APMO
 OZARK AL//DCMDE-AOA// :CDRAMCOM REDSTONE ARSENAL AL//AMSAM-RA-
 FO// :ASF42 81ST ARCOM DOBBINS AFB GA :DEPT OF STATE AIR WING PATRICK AFB
 FL :CDRCBDCOM ABERDEEN PROVING GROUND MD//AMSSB-ORT-A// :CDRUSAATC
 ABERDEEN PROVING GROUND MD//CSTE-DTC- : AT-PC-WA// :RAYTHEON RANGE
 SYSTEMS ENGINEERING KWAJALEIN MH//PAT2// :CDRWSMR ARMY AIR HOLLOMAN
 AFB NM//CSTE-DTC-WS-NRO-F// :CDRUSADPG DUGWAY UT//CSTE-DTC-DP-DB-PO-
 A// :USDOCO LANDSOUTHEAST IZMIR TU//AV// :WALLOPS FLIGHT FACILITY NASA
 WALLOPS ISLAND VA : //CODE 831.2 AIRCRAFT QA// INFO :HQAFSPCCSS PETERSON
 AFB CO//LGM/SEF// :CDRMDW WASHINGTON DC//ANLG-LS// :SECDEF WASHINGTON
 DC//USDP-DSAA// :SECSTATE WASHINGTON DC//NEA/INL// :AFSOC HURLBURT FIELD
 FL//LGMW// :HQ PACAFDPC HICKAM AFB HI//DO/LGM// :HQAMC SCOTT AFB
 IL//LG/LGF/LGQ/DO/DOV/DOX/SEF// :89AW ANDREWS AFB MD//LG// :89OG
 ANDREWS AFB MD//CC/OGV// :1HS ANDREWS AFB MD//CC/DO// :NAVAVNDEPOT
 CHERRT PT NC//H1-ISST// :CDR FT BRAGG NC//AFZA-GT-OM// :CDR HQ 1ST COSCOM FT
 BRAGG NC//LOGOPS AVN SECT// :PM SW FT MONMOUTH NJ//SFAE-IEWS-SG// :FAA
 AERONAUTICALCEN OKLAHOMA CITY OK//AFS-620// :DISC PHILADELPHIA PA//QEBB-
 JU// :CDR LSE AVIATION IZMIR TU//LSE// :HQ AETC RANDOLPH AFB
 TX//DO/DOFI/SEF// :FAA SOUTHWEST RGN HQ FORT WORTH TX//ASW-
 100// :CDRUSASMDC ARLINGTON VA//CSSD/ZA// XMT : ACCT : TEXT

Subject

SAFETY OF FLIGHT MESSAGE, TECHNICAL, RCS CSGLD-1860(R1),

ALL UH-1H/V AIRCRAFT, ONE TIME INSPECTION OF MAST ASSEMBLY,
(UH-1-00-10) (TB 1-1520-210-20-50).

NOTE

THIS IS A SAFETY OF FLIGHT MESSAGE ISSUED IAW AR 95-1, CHAPTER 6,

1 SEP 97. THIS MESSAGE HAS NOT BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES. ADDRESSEES SHALL IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED. THE RETRANSMITTAL SHALL REFERENCE THE MESSAGE. ACTION ADDRESSEES WILL IMMEDIATELY VERIFY THIS TRANSMISSION TO CDR, AMCOM, ATTN: ANSAM-ST-A (SOF COMPLIANCE OFFICER).

NOTE
THIS SOF SUPERCEDES UH-1-00-09(TB 1-1520-210-20-49), AND PRIMARILY AFFECTS PARAGRAPHS 8 AND 9. THOSE ORGANIZATIONS HAVING COMPLETED THE INSPECTION AND REPORTING REQUIREMENTS OF SOF UH-1-00-09 (TB 1-1520-210-20-49) MUST STILL COMPLY WITH THE REPORTING REQUIREMENTS OF THIS SOF MESSAGE.

Priority Classification

NOTE

IAW AR 95-1, PARA 6-6A, MACOM COMMANDERS MAY AUTHORIZE TEMPORARY EXCEPTION FROM SOF MESSAGE REQUIREMENTS. EXCEPTION MAY ONLY OCCUR WHEN COMBAT OPERATIONS OR MATTER OF LIFE OR DEATH IN CIVIL DISASTERS OR OTHER EMERGENCIES ARE SO URGENT THAT THEY OVERRIDE THE CONSEQUENCES OF CONTINUED AIRCRAFT OPERATION.

A. AIRCRAFT IN USE - UPON RECEIPT OF THIS MESSAGE, MAKE THE FOLLOWING ENTRY ON THE DA FORM 2408-13-1. ENTER A HORIZONTAL RED //--// STATUS SYMBOL WITH THE FOLLOWING STATEMENT: "INSPECT MAIN ROTOR MAST ASSEMBLY RECORDS IAW SOF MESSAGE UH-1-00-10 (TB 1-1520-210-20-50) BEFORE NEXT FLIGHT." CLEAR THE RED HORIZONTAL DASH //--// WHEN THE PROCEDURES IN PARA 8 AND 9 ARE COMPLETED. THE AFFECTED AIRCRAFT SHALL BE INSPECTED AS SOON AS PRACTICAL, BUT NOT PRIOR TO NEXT FLIGHT. COMMANDERS WHO ARE UNABLE TO COMPLY WITH THE REQUIREMENTS OF THIS MESSAGE WITHIN THE TIME FRAME SPECIFIED WILL UPGRADE THE AFFECTED AIRCRAFT STATUS SYMBOL TO A RED //X//.

B. AIRCRAFT IN DEPOT MAINTENANCE - DEPOT COMMANDERS WILL NOT ISSUE AIRCRAFT UNTIL THEY ARE IN COMPLIANCE WITH THIS MESSAGE. US HELICOPTERS WILL INSPECT DD 250 AIRCRAFT PRIOR TO ISSUE.

C. AIRCRAFT UNDERGOING MAINTENANCE - COMMANDERS AND FACILITY MANAGERS WILL NOT ISSUE AIRCRAFT UNTIL THEY ARE IN COMPLIANCE WITH THIS MESSAGE.

D. AIRCRAFT IN TRANSIT -

(1) SURFACE/AIR SHIPMENT - PRIOR TO FIRST FLIGHT.

(2) FERRY STATUS - INSPECT AT FINAL DESTINATION.

E. MAINTENANCE TRAINERS (CATEGORY A AND B) - N/A.

F. COMPONENT/PARTS IN STOCK AT ALL LEVELS (DEPOT AND OTHERS) INCLUDING WAR RESERVES - UPON RECEIPT OF THIS MESSAGE, DEPOT AND MATERIEL ACTIVITY COMMANDERS WILL ENSURE THE MATERIAL CONDITION TAGS OF ALL ITEMS IN ALL CONDITION CODES LISTED IN PARAGRAPHS 6 AND 7 ARE ANNOTATED TO READ "SOF UH-1-00-10 (TB 1-1520-210-20-50), ONE TIME INSPECTION OF MAST ASSEMBLY, NOT COMPLIED WITH."

(1) WHOLESALE STOCK - REPORT RECEIPT OF THIS MESSAGE IAW PARAGRAPH 14C(1). UPON RECEIPT OF THIS MESSAGE, DEPOT AND MATERIEL ACTIVITY COMMANDERS WILL ENSURE ALL SERVICEABLE ITEMS (CONDITION CODES //A//, //B//, //C//, //D//, AND //E//) LISTED IN PARAGRAPHS 6 AND 7 LOCATED IN WHOLESALE DEPOT STORAGE ARE PLACED IN CONDITION CODE //J// AND TAGGED WITH A SUSPENDED TAG/LABEL - MATERIAL, DD FORM 1576/DD FORM 1576-1. DO NOT REMOVE ORIGINAL CONDITION TAGS. REPORT COMPLIANCE WITH THIS MESSAGE IAW PARAGRAPH 14D(1).

(2) RETAIL STOCK - REPORT RECEIPT OF THIS MESSAGE IAW PARAGRAPH 14C(2). UPON RECEIPT OF THIS MESSAGE, COMMANDERS AND FACILITY MANAGERS MAINTAINING RETAIL STOCK AT INSTALLATION LEVEL AND BELOW SHALL CONTACT THE SUPPORTED AVIATION UNIT TO PERFORM THE PROCEDURES IAW PARAGRAPHS 8 AND 9 ON SUSPECT MATERIAL. DISPOSE OF DISCREPANT MATERIEL IAW PARAGRAPH 10. REPORT COMPLIANCE WITH THIS

MESSAGE IAW PARAGRAPH 14D(2).

G. COMPONENTS/PARTS IN WORK (DEPOT LEVEL AND OTHERS) - DEPOT AND OTHER MAINTENANCE ACTIVITY COMMANDERS WILL ENSURE ITEMS LISTED IN PARAGRAPHS 6 AND 7 ARE NOT ISSUED UNTIL THEY ARE IN COMPLIANCE WITH THIS MESSAGE.

Task/Inspection Suspense Date

- COMPLETE THE INSPECTION IAW

PARAGRAPH 8 PRIOR TO NEXT FLIGHT BUT NLT 26 JULY 2000 AND REPORT IAW PARAGRAPH 14B.

Reporting Compliance Suspense Date

- REPORT COMPLIANCE IAW

PARAGRAPH 14A NLT 9 AUG 2000.

Summary of Problem

NOTE

THE FOLLOWING IS PROVIDED FOR CLARITY:
THE TRANSMISSION MAST ASSEMBLY (P/N 204-040-366-15) (ITEM 4, FIGURE 150, TM 55-1520-210-23P-1) HAS A 1500 HOUR TBO. THE DATA PLATE (ITEM 27) FOR THE TRANSMISSION MAST ASSEMBLY IS LOCATED ON THE EDGE OF THE PLATE ASSEMBLY (ITEM 28). THE MAST ASSEMBLY (P/N 204-011-450) (ITEM 5) IS A SUB-ASSEMBLY OF THE TRANSMISSION MAST ASSEMBLY AND HAS A 1500 HOUR RETIREMENT LIFE. THE DATA PLATE FOR THE MAST ASSEMBLY IS AFFIXED TO THE POLE APPROXIMATELY 2 INCHES BELOW THE DAMPER MOUNT. TO AVOID CONFUSION BETWEEN THE TRANSMISSION MAST ASSEMBLY (P/N 204-040-366-15) AND THE MAST ASSEMBLY (P/N 204-011-450), THE MAST ASSEMBLY WILL BE REFERRED TO AS THE "MAST POLE" THROUGHOUT THE REMAINDER OF THIS MESSAGE.

A. THIS SAFETY OF FLIGHT MESSAGE IS PROMPTED BY AN IN-FLIGHT MAST SEPARATION WHICH OCCURRED ON A BELL HELICOPTER MODEL 212 HELICOPTER. THE POST ACCIDENT INVESTIGATION REVEALED THAT THE CAUSE OF THE FAILURE WAS A FATIGUE FAILURE IN THE DAMPER CLAMP SPLINED AREA OF THE MAST POLE, SPECIFICALLY IN THE SNAP RING GROOVE. THE SAME MAST POLE IS USED ON ARMY UH-1H/V HELICOPTERS. ALTHOUGH THERE HAVE BEEN NO SIMILAR FAILURES ON ARMY AIRCRAFT, A TOTAL OF SEVEN FAILURES HAVE OCCURRED IN THE COMMERCIAL ARENA. FURTHER INVESTIGATION HAS SHOWN THAT TWO MANUFACTURING DEFECTS IN THE DAMPER CLAMP SNAP RING GROOVES, BURRS AND UNDERSIZED RADII, CONTRIBUTE TO THESE FAILURES. THE MANUFACTURER (BELL HELICOPTER) HAS DEVELOPED A MAST POLE INSPECTION PROCEDURE THAT WILL BE UTILIZED BY GOVERNMENT INSPECTION TEAMS THAT HAVE BEEN TRAINED IN THE IDENTIFICATION OF THESE DEFECTS AND OUTFITTED WITH THE APPROPRIATE INSPECTION EQUIPMENT.

B. FOR MANPOWER/DOWNTIME AND FUNDING IMPACTS SEE PARA 12.

C. THE PURPOSE OF THIS MESSAGE IS TO:

- (1) SUPERCEDE SOF UH-1-00-09 (TB 1-1520-210-20-49) AND PROVIDE CLARIFICATION OF INSPECTION SCHEDULING PROCEDURES.
- (2) RESTRICT FROM USE ALL MAST POLES THAT HAVE MORE THAN 400 HOURS TIME SINCE NEW (TSN) THAT HAVE NOT BEEN INSPECTED BY A BELL HELICOPTER SERVICE CENTER OR AN APPROVED GOVERNMENT INSPECTION TEAM.
- (3) ALLOW CONTINUED USE OF MAST POLES WITH LESS THAN 400 HOURS TSN UNTIL 31 DECEMBER 2000 OR UNTIL THE 400 HOURS TSN IS REACHED, WHICH EVER OCCURS FIRST.

(4) REQUIRE SPECIAL DA FORM 2410 REPORTING OF ALL TRANSMISSION MAST ASSEMBLIES AND MAST POLES CURRENTLY IN THE FIELD AND ON AIRCRAFT. (NOT APPLICABLE TO FMS COUNTRIES).

End Items To Be Inspected

- ALL UH-1H/V SERIES AIRCRAFT.

Assembly Components to be Inspected

NOMENCLATURE	P/N
TRANSMISSION MAST ASSY	204-040-366-(ALL DASH NUMBERS)
NSN -	1615-00-255-2896 AND 1615-00-073-8203.

Parts to be Inspected

NOMENCLATURE	P/N	NSN
MAST ASSEMBLY (MAST POLE)	204-011-450-(ALL DASH NUMBERS)	N/A

Inspection Procedures

- INSPECT AIRCRAFT DA FORM 2408-16 TO DETERMINE THE CURRENT TSN AND TIME SINCE OVERHAUL (TSO) OF THE TRANSMISSION MAST ASSEMBLY (P/N 204-040-366-ALL DASH NUMBERS) LISTED IN PARAGRAPH 6.
- INSPECT TRANSMISSION MAST ASSEMBLY (P/N 204-040-366- ALL DASH NUMBERS) DA FORM 2408-16 TO CALCULATE THE CURRENT TSN OF THE MAST POLE (P/N 204-011-450-ALL DASH NUMBERS) LISTED IN PARAGRAPH 7.
- GAIN ACCESS TO THE TRANSMISSION MAST ASSEMBLY AND VERIFY THE SERIAL NUMBERS ON BOTH THE TRANSMISSION MAST ASSEMBLY AND THE MAST POLE. SEE CLARIFICATION NOTE AT THE BEGINNING OF PARA 4. REPORT SERIAL NUMBER/PART NUMBER/HOURS DISCREPANCIES IAW PARA 9B.
- PERFORM CORRECTION PROCEDURES IAW PARAGRAPH 9.

Correction Procedures

NOTE
MAST ASSEMBLIES PREVIOUSLY INSPECTED BY A BELL HELICOPTER AUTHORIZED SERVICE CENTER OR ARMY AUTHORIZED TEAMS, UNDER THE PROVISIONS OF SOP UH-1-00-09 DO NOT REQUIRE RE-INSPECTION BUT ARE REQUIRED TO MEET THE REPORTING REQUIREMENTS OF PARAGRAPH 9F OF THIS MESSAGE

NOTE
ONLY BELL HELICOPTER SERVICE CENTERS AND CERTAIN GOVERNMENT INSPECTION TEAMS (OLR TEAMS AND AVCRADES) HAVE THE SPECIALIZED EQUIPMENT AND TRAINING REQUIRED TO PERFORM THE SNAP RING GROOVE INSPECTIONS ON ARMY UH-1 AIRCRAFT. MACOMS HAVE THE OPTION TO IMMEDIATELY INSPECT THEIR MASTS BY CONTACTING A BELL SERVICE CENTER IN THEIR AREA TO ARRANGE AN INSPECTION, OR MAY WAIT UNTIL THE GOVERNMENT TEAMS ARE DISPATCHED, BASED UPON PRIORITY. ANY COST ASSOCIATED WITH HAVING THIS INSPECTION PERFORMED BY A BELL SERVICE CENTER IS THE RESPONSIBILITY OF THE MACOM.

NOTE

UNLIKE COMMERCIAL OPERATORS, THE US ARMY DOES NOT COUNT OR TRACK RIN (RETIREMENT INDEX NUMBER) ON OH-1 MASTS. ALTHOUGH THE COMMERCIAL DIRECTIVES AND THE BELL INSPECTION PROCEDURE ALLOW CONTINUED USE OF DEFECTIVE MASTS WITH A REDUCED RETIREMENT LIFE, THE US ARMY DOES NOT SUPPORT THIS PRACTICE. THEREFORE, ANY MAST INSPECTED AND FOUND WITH IMPROPER RADII OR BURRS IN THE SNAP RING GROOVE SHALL BE IMMEDIATELY REMOVED FROM SERVICE.

A. UNITS SHALL CONTACT THEIR MACOM POC IN PARAGRAPH 16G TO SCHEDULE THE INSPECTION OF AIRCRAFT/MASTS.

B. ACCOMPLISH THE FOLLOWING ACTIONS BASED ON THE TSN OF THE MAST POLE (P/N 204-011-450 ALL DASH NUMBERS) -

NOTE

INSPECTION OF MAST POLES WITH MORE THAN 1400 HOURS IS NOT CONSIDERED ECONOMICAL AT THIS TIME.

(1) TSN OVER 400 HOURS - MAST POLE SHALL NOT BE UTILIZED UNTIL INSPECTED FOR DEFECTS. IF INSTALLED ON AN AIRCRAFT, CHANGE THE STATUS SYMBOL OF THE AIRCRAFT TO A RED //X// WITH THE FOLLOWING STATEMENT: "AIRCRAFT MAST POLE S/N XXXXX UNSERVICEABLE IAW SOF OH-1-00-10 (TB 1-1520-210-20-50)." AIRCRAFT ON RED //X// STATUS SYMBOL WAITING FOR INSPECTION OF THE MAST WILL BE MAINTAINED IN FLYABLE STORAGE WITH GROUND RUN-UPS AUTHORIZED.

(2) TSN LESS THAN 400 HOURS - MAST POLE MAY CONTINUE IN SERVICE IAW THE FOLLOWING - FOR MAST POLE ASSEMBLIES WITH LESS THAN 400 HOURS TSN INSTALLED ON AIRCRAFT ENTER A RED HORIZONTAL DASH //--// STATUS SYMBOL ON THE AIRCRAFT DA FORM 2408-13-1 WITH THE FOLLOWING STATEMENT: "REMOVE MAST POLE S/N XXXXX FROM SERVICE FOR INSPECTION IAW SOF OH-1-00-10 (TB 1-1520-210-20-50), WHEN IT REACHES 400 HOURS TSN (XXXXX AIRCRAFT HOURS) OR 31 DECEMBER 2000, (WHICHEVER COMES FIRST). MAST POLES REMOVED UNDER THESE CRITERIA WILL BE HELD FOR INSPECTION. UNITS USING THE MANUAL RECORD KEEPING SYSTEM MAY CARRY THE ENTRY FORWARD ONTO THE DA FORM 2408-14-1. ULLS-A UNITS WILL KEEP THE ENTRY ON THE 2408-13-1 AND LET IT CARRY FORWARD DAILY.

C. CONTACT THE 2410 HOTLINE TO RESOLVE ANY SERIAL NUMBER/PART NUMBER/HOURS DISCREPANCIES DISCOVERED DURING RECORDS CHECK. IF DISCREPANCIES CANNOT BE RESOLVED, MAST ASSEMBLY SHALL NOT BE RETURNED TO SERVICE.

NOTE

MASTS WILL HAVE THE DA FORM 2408-5-1 FOR THE TRANSMISSION MAST ASSEMBLY AND MAST POLE ASSEMBLY ANNOTATED WITH THE DATE OF THE SNAP RING GROOVE INSPECTION, NAME OF THE PERSON OR FACILITY WHO PERFORMED THE INSPECTION, TSN OF THE MAST, AND OUTCOME OF THE INSPECTION (DEFECTS FOUND OR RETURNED TO SERVICE).

D. MAST POLES INSPECTED AND FOUND WITH DEFECTS (UNDERSIZED RADII OR BURRS IN THE DAMPER MOUNT SNAP RING GROOVES) ARE CONSIDERED UNSERVICEABLE AND SHALL BE REMOVED FROM SERVICE AND RETURNED TO SUPPLY USING NORMAL PROCEDURES. UNSERVICEABLE MASTS MAY REMAIN ON THE AIRCRAFT TO FACILITATE GROUND RUNS UNTIL SUCH TIME AS A REPLACEMENT MAST IS RECEIVED.

E. MAST POLES INSPECTED AND FOUND WITHOUT DEFECTS MAY BE RETURNED TO SERVICE FOR THE REMAINDER OF THE PUBLISHED 1500 HOUR RETIREMENT LIFE AND AIRCRAFT STATUS SYMBOL MAY BE CLEARED.

F. AFTER COMPLETION OF THE SNAP RING GROOVE INSPECTION ALL MAST ASSEMBLIES AND MAST POLES WILL HAVE A SPECIAL ONE TIME DA FORM 2410, COPY 3, COMPLETED AND SUBMITTED TO CDR, US ARMY AVIATION AND MISSILE COMMAND, ATT: AMSAM-MMC-RE-FD (2410), REDSTONE ARSENAL, ALABAMA 35898-5000, WITH THE FOLLOWING INFORMATION:

- (1) CONTROL NUMBER: ENTER 6 ALPHA/NUMERIC CHARACTERS.
- (2) 1. NOMENCLATURE: (1) MAST ASSEMBLY, (2) MAST POLE.
- (3) 2. NSN: NSN OF COMPONENT FROM DATA PLATE.

(4) 3. PART NUMBER: PART NUMBER OF COMPONENT FROM DATA PLATE.

(5) 4. SERIAL NUMBER: SERIAL NUMBER OF COMPONENT FROM DATA PLATE.

(6) 5. CAGE CODE: MANUFACTURERS CODE, OBTAIN FROM DATA PLATE.

(7) 6. NUMBER OF PREV O/HS: NUMBER OF PREVIOUS OVERHAULS ON THE MAST ASSEMBLY. RC FOR MAST POLE.

(8) 7. TIME SINCE LAST INST (HRS): TIME THE COMPONENT HAS ACCUMULATED SINCE IT WAS INSTALLED.

(9) 8. TIME SINCE NEW (HRS): CURRENT TOTAL TIME SINCE NEW.

(10) 9. TIME SINCE OVERHAUL (HRS): CURRENT TIME SINCE OVERHAUL FOR THE MAST ASSEMBLY. RC FOR THE MAST POLE.

(11) 10. FAILURE CODE: 999

(12) 14. WUC: 06H03 FOR THE MAST ASSEMBLY. 06H03C FOR THE MAST POLE.

(13) 50. INSTALLED ON (NOMEN NHA): MAST ASSEMBLY THAT THE MAST POLE IS INSTALLED ON.

(14) 51. NSN (NHA): NATIONAL STOCK NUMBER OF THE MAST ASSEMBLY THAT THE MAST POLE IS INSTALLED ON.

(15) 52. PART NUMBER (NHA): PART NUMBER OF THE MAST ASSEMBLY THAT THE MAST POLE IS INSTALLED ON.

(16) 53. SERIAL NUMBER (NHA): SERIAL NUMBER OF THE MAST ASSEMBLY THAT THE MAST POLE IS INSTALLED ON.

(17) 54. HOURS (NHA): CURRENT TIME SINCE NEW OF THE MAST ASSEMBLY THAT THE MAST POLE IS INSTALLED ON.

(18) 60. ACFT MODEL: UH-1 FOR THE MAST ASSEMBLY.

(19) 61. ACFT S/N: AIRCRAFT SERIAL NUMBER THE MAST ASSEMBLY IS INSTALLED ON.

(20) 62. MAINT LEVEL: O FOR AVUM, F FOR AVIM OR D FOR DEPOT.

(21) 63. DATE INSTALLED: DATE THE 2410 IS COMPLETED.

(22) 64. UIC (THIS ACTION): UNIT IDENTIFICATION CODE OF THE ORGANIZATION COMPLETING THIS ACTION.

(23) 70. INSPECTION AND ACTION CODES: PUT AN A IN THE BOX NEXT TO (A) SERV IF COMPONENT IS SERVICEABLE OR A B IN THE BOX NEXT TO (B) UNSERV IF COMPONENT IS UNSERVICEABLE.

(24) 71. PID AND TELEPHONE NUMBER FOR THE PERSON COMPLETING THIS ACTION.

(25) REMARKS BLOCK IF THE MAST POLE HAS BEEN INSPECTED ENTER FAILED OR PASSED IN THIS BLOCK.

Supply/Parts and Disposition

NOTE

HQDA-ODCSOPS WILL PRIORITIZE UNITS AND REPAIR PARTS DISTRIBUTION THROUGH THE MACOMS.

A. PARTS REQUIRED - ITEMS CITED IN PARAGRAPH 6 MAY BE REQUIRED TO REPLACE DEFECTIVE ITEMS.

B. REQUISITIONING INSTRUCTIONS REQUISITION REPLACEMENT PARTS USING NORMAL SUPPLY PROCEDURES. ALL REQUISITIONS SHALL USE PROJECT CODE (CC 57-59) "XDS (X-RAY-DELTA-EIGHT)".

NOTE

PROJECT CODE "XDS" (X-RAY-DELTA-EIGHT) IS REQUIRED TO TRACK AND ESTABLISH A DATA BASE OF STOCK FUND EXPENDITURES INCURRED BY THE FIELD AS A RESULT OF SOP ACTIONS.

NOTE

ALL MAST ASSEMBLIES SHIPPED FROM CCAO WILL HAVE THE DA FORM 2408-5-1 AND 1574 (YELLOW) SERVICEABLE TAGS ANNOTATED "SOP UH-1-00-10 (TB 1-1520-210-20-50) COMPLIED WITH."

NOTE

NEW MAST POLES, ZERO TIME ASSEMBLIES UNDER