

~~RUZEXN RULNNAO214 2002155~~ ~~RUWHDTA~~

32/ARMY

ZNR ~~UUUUU~~
R 191800Z JUL 82 ZEX
FM ARNG OAC EA APG MD //NGB-AVN-C//
TO AIG 7481

RULGCHL/TAG VI ST CROIX VT
R 160845Z JUL 82
FM CDRTSARCOM STL MO //DRSTS-MEA//
TO AIG 8881
AIG 7515

RUCLRFA/US EVN PROT AGY PO BOX 15027 LAS VEGAS NV
RUCLRFA/US ENV PROT AGY REGION 11 20 FEDERAL PLAZA NY NY
RUBOLMA/NATIONAL OCEANIC AND ATMOSPHERIC ADM ROCKVILLE MD
//NOAA/AO2 COL L A WEAVER//
RUCLBVH/NASA KENNEDY SPACE CENTER CAPE CANAVERAL FL
//SI-SAT-23//
RUEHC/AIT TAIPEI
RUEHC/AIT WASH DC
INFO AIG 9884
G 7514

RUCLBUA/ODRUSAAVNC FT RUCKER AL // ATZO-DI//
RUQMAD/USDAO TEL AVIV ISRAEL
RUFLAFA/OJUSMG-MAG MADRID SPAIN //ARMY/NAVY SEQ//
RUEHC/AIT WASH DC
RAYAAC/HOSCENQ MELBOURNE AUSTRALIA //SOAIR ENG//
RAYWPP/DEFAIR CANBERRA AUSTRALIA //OPHEL-AP//

19 JUL 82 23 21Z

*UH-1-82-03
Sewo wire dr*

PAGE 02 RUCIFRA UNCLAS
RUCLRFA/USDA FOREST SERVICE PO BOX 2417 WASH DC 20013
//COOPERATIVE FIRE PROTECTION//
ACOT DA=BHCSVD

BT
UNCLAS
SECTION 01 OF 03

SUBJECT CORRECTED SAFETY OF FLIGHT URGENT TECHNICAL MESSAGE# R05:
CSGLD=1860; ONE TIME INSPECTION FOR ALL UH-1B/C/M/H/V, EH-1H, AND
EH-1X SERVO WIRE DRIVE ROD (NSN 1600-00-111-5363; P/N 41000263) AND
WEAR LIMITS FOR ALL UH-1B/C/M/H/V, EH-1H, AND EH-1X AIRCRAFT BETWEEN
THE WIRE DRIVE ROD ATTACHMENT TO THE LEVER P/N 41000266 (P/N 41000277
FOR UH-1C/M) (UH-1-82-03) T855-1520-242-28-3
A; TM55-1520-210-23-2; PAGE 7-44; FIGURE 7-13;
B; TM55-1520-210-23-2; PAGE 818; FIGURE 166; ITEMS 31, 48, AND 47
(UH-1 SERIES); PAGE 822; FIGURE 167; ITEMS 49, 56, AND 75 (UH-1C/M);
SUMMARY

A; OLD UNSAFE DRIVE RODS, COMMONLY KNOWN AS WIRE DRIVES; (P/N
125831), WITH A .63 THOUSANDS OF AN INCH DIAMETER ROD HAVE AGAIN BEEN
FOUND IN SUPPLY AND INSTALLED ON AIRCRAFT; THESE WIRE DRIVES WERE

(P)

CONSIDERED TO BE THE CAUSE OF SEVERAL ACCIDENTS IN THE LATE 60 AND EARLY 70 TIME FRAMES AND WERE SUPPOSEDLY PURGED FROM THE SUPPLY

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SYSTEM; THE CORRECT SUBJECT WIRE DRIVE HAS A ROD DIAMETER OF 92 THOUSANDS OF AN INCH (P/N 41002263); THE OLD AND CORRECT WIRE DRIVES ARE EASILY IDENTIFIED (SEE PARAGRAPH 6A);

B; ANOTHER DISCREPANCY CORRECTED BY THIS MESSAGE MAY HAVE ATTRIBUTED TO A RECENT ACCIDENT IN LOSS OF LIFE; THIS DISCREPANCY WAS WEAR AT THE WIRE DRIVE/LEVER ATTACHING POINT AT THE BOTTOM OF THE LEFT AND RIGHT SERVOS;

C; THE PURPOSE OF THIS MESSAGE IS TO VISUALLY INSPECT FOR OLD WIRE DRIVES AND REMOVE ANY FROM SERVICE AND ALSO INSPECT FOR WEAR LIMITS AT THE WIRE DRIVE LEVER CONNECTING POINT;

2; PRIORITY CLASSIFICATION

A; EQUIPMENT IN USE - UPON RECEIPT OF THIS MESSAGE, THE CONDITION STATUS OF THE AIRCRAFT WILL BE CHANGED TO A CIRCLE RED //X//; AIRCRAFT IN USE SHALL BE INSPECTED NOT LATER THAN FIVE FLYING HOURS OR 10 DAYS FROM RECEIPT OF MESSAGE; WHICHEVER OCCURS FIRST; THE AIRCRAFT WILL BE CARRIED AS FULLY MISSION CAPABLE (FMC) AS AN EXCEPTION TO AR 95-33 UNTIL THE SAFETY OF FLIGHT ACTION HAS BEEN ACCOMPLISHED; FAILURE TO ACCOMPLISH WITHIN HOURS/DAYS STIPULATED HEREIN WILL CAUSE THE CONDITION STATUS TO BE CHANGED TO A RED //X//;

NOTE

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SEE PARAGRAPH 9; AR 95-18; FOR NONCOMPLIANCE AUTHORITY OF UNIT AND MAJOR COMMANDERS;

B; EQUIPMENT IN FIELD OR DEPOT STOCK - INSPECT WIRE DRIVE AND PLAY IN ACCORDANCE WITH THIS INSPECTION BEFORE SERVOS ARE ISSUED;

3; END ITEMS TO BE INSPECTED ALL UH-1B/G/M/H/V; BH-1H; AND BH-1X AIRCRAFT FOR CORRECT WIRE DRIVE AND PLAY DIMENSIONAL CHECK;

4; ASSEMBLIES TO BE INSPECTED

A; ALL LEFT; RIGHT; AND COLLECTIVE SERVOS (THREE PER AIRCRAFT) FOR CORRECT WIRE DRIVE;

B; WIRE DRIVE PLAY AT LEVER ATTACHING POINT FOR LEFT AND RIGHT SERVOS ONLY; (TWO PER AIRCRAFT) FOR ALL UH-1 SERIES AIRCRAFT;

5; APPLICATIONS

A; CATEGORY OF MAINTENANCE
(1) OPERATIONAL AIRCRAFT AVIATION UNIT MAINTENANCE (AVUM);
(2) AIRCRAFT UNDERGOING MAINTENANCE ACTIVITY PERFORMING SUCH MAINTENANCE;
(3) AIRCRAFT IN TRANSIT;
(4) IN SURFACE TRANSIT FINAL DESTINATION MAINTENANCE

ACTIVITY;

BT

~~SECRET~~ RUZEXW RULNNAQ6109 2002155 ~~UNCLAS~~ RUMMDTA;

32/ARMY

19 JUL 82 23 23Z

ZNR UUUUU
R 191800Z JUL 82 ZEX
FM ARNG OAC EA APG MD //NGB-AVN-C//
TO AIG 7481

RUCGCHL/TAG VI ST CROIX VI
R 160845Z JUL 82
FM CDRTSARCOM STL MO //DRSTS-NEA//
TO AIG 8881

AIG 7515
RUCLRFA/US EVN PROT AGY PO BOX 19827 LAS VEGAS NV
RUCLRFA/US ENV PROT AGY REGION 11 20 FEDERAL PLAZA NY NY
RUEOLHA/NATIONAL OCEANIC AND ATMOSPHERIC ADM ROCKVILLE MD
//NOAA/AO2 ODL L A HEAVER//
RUCLBYM/NASA KENNEDY SPACE CENTER CAPE CANAVERAL FL
//SI-SAT-23//

RUEHC/AIT TAIPEI
RUEHC/AIT WASH DC
INFO AIG 9204
7514

RUCLEUA/CDRUSAAVNC FT RUCKER AL // ATZQ-DI//
RUQMAD/USDAO TEL AVIV ISRAEL
RUEFLAFA/CDJUSMG-MAG MADRID SPAIN //ARMY/NAVY SEQ//
RUEHC/AIT WASH DC
RAYAAC/HOSCENG MELBOURNE AUSTRALIA //SOAIR ENG//
RAYWPP/DEFAIR CANBERRA AUSTRALIA //OPHEL-AF//

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//COOPERATIVE FIRE PROTECTION//
ACCT DA=BHCSVD

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UNCLAS
SECTION 02 OF 03

- (B) IN FERRY STATUS FINAL DESTINATION MAINTENANCE
- ACTIVITY: (4) SPARE ASSEMBLIES IN TRANSIT MAINTENANCE ACTIVITY AT
- DESTINATION: (5) AIRCRAFT ON LOAN OR BAILMENT ACTIVITY TO WHOM AIRCRAFT
- WAS BAILED OR LOANED:
- B: APPLIED BY APPLICABLE UH-1 MECHANIC MOS 67N;
- C: INSPECTED BY APPLICABLE INSPECTOR MOS 67N OR 67W;
- D: TIME REQUIRED
 - (1) APPROXIMATELY FOUR WORK HOURS AND A CREW OF TWO WILL BE REQUIRED TO ACCOMPLISH THIS INSPECTION; THIS INCLUDES TIME TO GAIN ACCESS TO THE WORK AREA;
 - (2) DOWN TIME FOR THIS END ITEM TWO HOURS;

INSPECTION PROCEDURES

A, URGENT REFER TO B ABOVE AND CHECK THAT ALL THREE SERVO WIRE

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DRIVES HAVE A SQUARE, REPEAT SQUARE, ATTACHING CLEVIS AT THE BOTTOM OF THE WIRE DRIVE WHERE THE SHOULDER SCREW, ITEM 31, ATTACHES IT TO THE LEVER. FIGURE 186, ITEM 47 OF B ABOVE SHOWS A LOWER ROUNDED CLEVIS AND IS IN ERROR. IF ANY //ROUND// WIRE DRIVE CLEVIS ARE FOUND - REMOVE SERVO FROM AIRCRAFT.

B, URGENT FOR ALL SERIES UH-1 AIRCRAFT CHECK THE PLAY (SLOP) OF THE WIRE DRIVE ATTACHING POINT TO THE LEVER FOR LEFT AND RIGHT SERVOS ONLY AS FOLLOWS

(1) REFER TO A ABOVE.

(2) REMOVE PILOTS INPUT CONTROL TUBE FROM LEVER AT POSITION THREE;

(3) CLAMP A DIAL INDICATOR TO THE FLAT SURFACES OF THE IRREVERSIBLE VALVE; PLACE STYLUS OF THE REACTION ARM AT THE BOTTOM OF SERVO LEVER AT POSITION TWO, DIRECTLY UNDER THE ATTACHING POINT OF WIRE DRIVE; HOLD A PENCIL ERASER AGAINST THE WIRE DRIVE TO HELP IN DETECTING MOVEMENT; MOVE LEVER UP AND DOWN AND MEASURE PLAY (SLOP) AT THE WIRE DRIVE/LEVER ATTACHING POINT; NOTE WIRE DRIVE MUST NOT MOVE UP AND DOWN WHILE LEVER IS BEING MOVED DURING THE MEASUREMENT FOR PLAY.
LIMITATIONS AND CORRECTIVE ACTIONS

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A, FOR ALL UH-1B/H/V, EH-1H, AND EH-1X AIRCRAFT

(1) PLAY UP TO FIFTEEN THOUSANDS OF AN INCH IS ACCEPTABLE AND AIRCRAFT MAY BE RELEASED FOR FLIGHT;

(2) FROM SIXTEEN TO TWENTY THOUSANDS AIRCRAFT MAY BE FLOWN ON A //CIRCLED RED X// RESTRICTING THE AIRCRAFT FROM HYDRAULICS OFF FLIGHT OPERATION;

(3) ABOVE TWENTY THOUSANDS AIRCRAFT IS GROUNDED (RED X);

B, FOR ALL UH-1C/M AIRCRAFT

(1) UP TO, TO INCLUDE, TWENTY THOUSANDS OF PLAY AIRCRAFT MAY BE RELEASED FOR FLIGHT;

(2) OVER TWENTY THOUSANDS OF PLAY AIRCRAFT IS GROUNDED - RED

//X//;

C, SINCE MOST OF THE PLAY WILL BE FOUND AS WEAR ON ITEM 31 OF B ABOVE, REPLACEMENT OF SCREW, SHOULDER P/N 4122262, NSN

5305-22-229-3662 MAY BRING THE PLAY DOWN TO ACCEPTABLE LIMITS AS STATED ABOVE FOR ALL UH-1 AIRCRAFT SERVOS. IF, HOWEVER, A MAXIMUM OF TWENTY THOUSANDS PLAY (NOT TO EXCEED 2,228 INCH) CAN NOT BE MET AFTER CHANGE OUT OF SCREW - REMOVE SERVO FROM AIRCRAFT;

D, T855-1928-242-28-3 WILL REFLECT ABOVE CHANGES;

PARTS REQUISITION/DISPOSITION

BT

#6129

~~RUCBZBYN RULNNAQ2216 2802155-~~WHIT~~RIUKMDTA;~~

ZNR UUUUUU

R 191800Z JUL 82 ZEX

FM ARNG OAC EA APG MD //NQB-AVN-C//

TO AIG 7481

RU[GCMC/TAG VI ST CROIX VI

R 160845Z JUL 82

FM CDRTSARCOH STL MO //DRSTS-MEA//

TO AIG 8881

AIG 7515

RUCLRFA/US ENV PROT AGY PO BOX 15027 LAS VEGAS NV

RUCLRFA/US ENV PROT AGY REGION II 22 FEDERAL PLAZA NY NY

RUEOLMA/NATIONAL OCEANIC AND ATMOSPHERIC ADM ROCKVILLE MD

//NOAA/AO2 COL L A WEAVER//

RUCLBVH/NASA KENNEDY SPACE CENTER CAPE CANAVERAL FL

//SI-SAT-23//

RUEHC/AIT TAIPEI

RUEHC/AIT WASH DC

INFO AIG 9884

AIG 7514

RUEUA/CDRUSAAYNC FT RUCKER AL // ATZQ-DI//

RUOMAD/USDAO TEL AVIV ISRAEL

RUELAFA/OJUSMG-MAG MADRID SPAIN //ARMY/NAVY SEC//

RUEHC/AIT WASH DC

RAYAAC/HQSCENG MELBOURNE AUSTRALIA //SOAIR ENG//

RAYWPP/DEFAIR CANBERRA AUSTRALIA //OPHEL-AF//

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RUCLRFA/USDA FOREST SERVICE PO BOX 2417 WASH DC 20013

//COOPERATIVE FIRE PROTECTION//

ACCT DA=BHCSVD

BT

UNCLAS

FINAL SECTION OF 03

A, REQUISITION SCHEM IN ACCORDANCE WITH NORMAL SUPPLY

PROCEDURES

B, DISPOSE OF REMOVED SERVOS IN ACCORDANCE WITH NORMAL SUPPLY

PROCEDURES

9, RECORDING AND REPORTING OF INSPECTION

A, RECORD ACCOMPLISHMENTS OF YOUR INSPECTION IN ACCORDANCE WITH

THE PROCEDURE IN TM 38-750 AND TS 750-126, THE FOLLOWING FORMS ARE

APPLICABLE

(1) DA FORM 2488-13, AIRCRAFT INSPECTION AND MAINTENANCE

ORD;

(2) DA FORM 2488-15, AIRCRAFT HISTORICAL RECORD (FOR

AIRCRAFT INSPECTED INSTALLED SERVOS);

(3) DD FORM 1574 (YELLOW TAG) FOR SERVICEABLE IN STOCK

ARMY

19 JUL 82 23 23Z

SERVOS; (MARK INSPECTED SERVICEABLE IN ACCORDANCE WITH TB
55-1520-242-20-3),

PAGE 03 RUCIFRA6111 UNCLAS

(4) DD FORM 1577-2 (GREEN TAG) FOR UNSERVICEABLE IN STOCK OR
REMOVED FROM AIRCRAFT SERVOS; (MARK UNSERVICEABLE IN ACCORDANCE WITH
TB 55-1520-242-20-3),

(5) IF ABOVE TAGS ARE NOT AVAILABLE USE DA FORM 2402,
EXCHANGE TAG AS A SUBSTITUTE;

B. SAFETY OF FLIGHT MESSAGE FOLLOW UP REPORT ROS-CSGLD-1680,
UPON COMPLETION OF THE REQUIREMENT SET FORTH IN THIS MESSAGE OR NOT
LATER THAN FIVE DAYS AFTER DATE OF ACCOMPLISHMENT, ACTION ADDRESSEES
WILL FORWARD A MESSAGE REPORT OF ACTIONS ACCOMPLISHED TO COMMANDER,
TSARCOM, ATTN DRSTS-MPSD PER AR 95-10. THE REPORT WILL CITE THIS
MESSAGE NUMBER (UH-1-82-03), THE AIRCRAFT MISSION DESIGN, SERIES, AND
SERIAL NUMBER OF THE AIRCRAFT, TO INCLUDE DISCREPANT SERVOS FOUND
(BAD WIRE DRIVES OR SERVOS REMOVED FROM AIRCRAFT), IF ANY, BY SERIAL
NUMBER;

10. TSARCOM MATERIAL MANAGEMENT POINT OF CONTACT IS MRS. ALMARIE
CROSS, AUTOVON 693-3528, COMMERCIAL 314-263-3528;

11. FOREIGN MILITARY SALES/FMS RECIPIENT REQUIRING CLARIFICATION OF
THIS MESSAGE SHOULD CONTACT USATSARCOM, DRSTS-1, CW4 JIM CRONIN,
OVON 693-2813, COMMERCIAL 314-263-2813;

12. TECHNICAL POINT OF CONTACT IS MR. DICK MOOY OR MR. RICH RICKMANT

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USATSARCOM, DRSTS-MEA, AUTOVON 693-3300, COMMERCIAL 314-263-3300;

BT

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IMMEDIATE

00YUZEYM RULNNAQ0020 1832043 UUUUU RUMMDTA,

ZNR UUUUU

O 021940Z JUL 82 ZEK

FM ARNG DAC APG (EA) MD//DAQ-ARO-ME//

TO AIG 7401

O 021730Z JUL 82

FM CDRTSARCOM STL MO //DRSTS-MEA//

TO AIG 8801

AIG 7515

RUCLRFA/US EVN PROT AGY PO BOX 15027 LAS VEGAS NV

RUCLRFA/US EVN PROT AGY REGION II 20 FEDERAL PLAZA NY NY

RUEOLMA/NATIONAL OCEANIC AND ATMOSPHERIC ADM ROCKVILLE MD

//NOAA/AO2 COL L A WEAVER//

RUCLBVH/NASA KENNEDY SPACE CENTER CAPE CANAVERAL FL

//SI-SAT-23//

RUEHC/AIT TAIPEI

RUEHC/AIT WASH DC

INFO AIG 9804

AIG 7514

RUCLEUA/ODRUSAAYNC FT RUCKER AL //ATZQ-DI//

RUGHAD/CUSDAO TEL AVIV ISRAEL

RUFLAFA/OJUSMG-MAG MADRID SPAIN //ARMY/NAVY SEQ//

RUEHC/AIT WASH DC

TAAC/HOCENG MELBOURNE AUSTRALIA //SOAIR ENG//

RAYWPP/DEFAIR CANBERRA AUSTRALIA //OPHEL-6F//

ARMY

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RUEAUSA/USDA FOREST SERVICE PO BOX 2417 WASH DC 20013

//COOPERATIVE FIRE PROTECTION//

AGCT DA-BHCSVD

BT

UNCLAS

SECTION 01 OF 03

MAJOR GENERAL EMIL L. KONOPNICKI SENDS

SUBJECT SAFETY-OF-FLIGHT URGENT TECHNICAL MESSAGE, RCS CSOLD-18607

ONE TIME INSPECTION FOR ALL UH-1B/H/V AND EH-1H SERVO WIRE DRIVE ROD

(NSN 1690-00-111-9363, P/N 41000263) AND WEAR LIMITS FOR ALL

UH-1B/C/H/H/V AND EH-1H AIRCRAFT BETWEEN THE WIRE DRIVE ROD

ATTACHMENT TO THE LEVER P/N 41000266 (P/N 41000277 FOR UH-1C/H)

(UH-1-82-83)

A: TM 99-1520-210-23-2, PAGE 7-44; FIGURE 7-13;

B: TM 99-1520-210-23P2, PAGE 818; FIGURE 106; ITEMS 31, 48, AND 47

(UH-1H SERIES), PAGE 022; FIGURE 107; ITEMS 49, 50, AND 70 (UH-1C/H);

1: SUMMARY

A: OLD UNSAFE DRIVE RODS, COMMONLY KNOWN AS WIRE DRIVES, (P/N

125831), WITH A 63 THOUSANDS OF AN INCH DIAMETER ROD HAVE AGAIN BEEN

FOUND IN SUPPLY AND INSTALLED ON AIRCRAFT. THESE WIRE DRIVES WERE

(4)

CONSIDERED TO BE THE CAUSE OF SEVERAL ACCIDENTS IN THE LATE 60 AND

PAGE 03 RUCIFRA5187 UNCLAS

EARLY 70 TIME FRAMES AND WERE SUPPOSEDLY PURGED FROM THE SUPPLY SYSTEM; THE CORRECT SUBJECT WIRE DRIVE HAS A ROD DIAMETER OF 90 THOUSANDS OF AN INCH (P/N 41000263); THE OLD AND CORRECT WIRE DRIVES ARE EASILY IDENTIFIED (SEE PARAGRAPH 6A);

B; ANOTHER DISCREPANCY CORRECTED BY THIS MESSAGE MAY HAVE ATTRIBUTED TO A RECENT ACCIDENT IN LOSS OF LIFE; THIS DISCREPANCY WAS WEAR AT THE WIRE DRIVE/LEVER ATTACHING POINT AT THE BOTTOM OF THE LEFT AND RIGHT SERVOS;

C; THE PURPOSE OF THIS MESSAGE IS TO VISUALLY INSPECT FOR OLD WIRE DRIVES AND REMOVE ANY FROM SERVICE AND ALSO INSPECT FOR WEAR LIMITS AT THE WIRE DRIVE LEVER CONNECTING POINT;

2. PRIORITY CLASSIFICATION

A; EQUIPMENT IN USE - UPON RECEIPT OF THIS MESSAGE, THE CONDITION STATUS OF THE AIRCRAFT WILL BE CHANGED TO A CIRCLE RED //X//; AIRCRAFT IN USE SHALL BE INSPECTED NOT LATER THAN FIVE FLYING HOURS OR 10 DAYS FROM RECEIPT OF MESSAGE, WHICHEVER OCCURS FIRST; THE AIRCRAFT WILL BE CARRIED AS FULLY MISSION CAPABLE (FMC) AS AN EXCEPTION TO AR 95-33 UNTIL THE SAFETY-OF-FLIGHT ACTION HAS BEEN ACCOMPLISHED; FAILURE TO ACCOMPLISH WITHIN HOURS/DAYS STIPULATED HEREIN WILL CAUSE THE CONDITION STATUS TO BE CHANGED TO A RED //X//;

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NOTE

SEE PARAGRAPH 9; AR 95-18, FOR NON-COMPLIANCE AUTHORITY OF UNIT AND MAJOR COMMANDERS;

B; EQUIPMENT IN FIELD OR DEPOT STOCK - INSPECT WIRE DRIVE AND PLAY IN ACCORDANCE WITH THIS INSPECTION BEFORE SERVOS ARE ISSUED;

3. END ITEMS TO BE INSPECTED

A; ALL UH-1B/H/V AND EH-1H AIRCRAFT FOR CORRECT WIRE DRIVE AND PLAY DIMENSIONAL CHECK;

B; ALL UH-1C/M AIRCRAFT FOR DIMENSIONAL CHECK ONLY;

4. ASSEMBLIES TO BE INSPECTED

A; LEFT, RIGHT, AND COLLECTIVE SERVO (THREE PER AIRCRAFT, P/N 285-076-09901) FOR CORRECT WIRE DRIVE ON UH-1B/H/V AND EH-1H AIRCRAFT;

B; WIRE DRIVE PLAY AT LEVER ATTACHING POINT FOR LEFT AND RIGHT SERVOS ONLY (TWO PER AIRCRAFT) FOR ALL UH-1 SERIES AIRCRAFT;

5. APPLICATIONS

A; CATEGORY OF MAINTENANCE

BT

#0026

B, APPLIED BY APPLICABLE UH-1 MECHANIC MOS 67N,
C, INSPECTED BY APPLICABLE INSPECTOR MOS 67N OR 67M,
D, TIME REQUIRED

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(1) APPROXIMATELY FOUR WORK HOURS AND A CREW OF TWO WILL BE REQUIRED TO ACCOMPLISH THIS INSPECTION; THIS INCLUDES TIME TO GAIN ACCESS TO THE WORK AREA,

(2) DOWN TIME FOR THIS END ITEM TWO HOURS;

6. INSPECTION PROCEDURES

A, URGENT REFER TO B ABOVE AND CHECK THAT ALL THREE SERVO WIRE DRIVES HAVE A SQUARE; REPEAT SQUARE, ATTACHING CLEVIS AT THE BOTTOM OF THE WIRE DRIVE WHERE THE SHOULDER SCREW, ITEM 31, ATTACHES IT TO THE LEVER; FIGURE 186, ITEM 47 OF B ABOVE SHOWS A LOWER ROUNDED CLEVIS AND IS IN ERROR; IF ANY //ROUND// WIRE DRIVE CLEVISES ARE FOUND - REMOVE SERVO FROM AIRCRAFT;

B, URGENT FOR ALL SERIES UH-1 AIRCRAFT CHECK THE PLAY (SLOP) OF THE WIRE DRIVE ATTACHING POINT TO THE LEVER FOR THE LEFT AND RIGHT SERVOS ONLY AS FOLLOWS

(1) REFER TO A ABOVE;

(2) REMOVE PILOTS INPUT CONTROL TUBE FROM LEVER AT POSITION THREE;

(3) CLAMP A DIAL INDICATOR TO THE FLAT SURFACES OF THE IRREVERSIBLE VALVE; PLACE STYLUS OF THE REACTION ARM AT THE BOTTOM OF SERVO LEVER AT POSITION TWO; DIRECTLY UNDER THE ATTACHING POINT OF

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WIRE DRIVE; HOLD A PENCIL ERASER AGAINST THE WIRE DRIVE TO HELP IN DETECTING MOVEMENT; MOVE LEVER UP AND DOWN AND MEASURE PLAY (SLOP) AT THE WIRE DRIVE/LEVER ATTACHING POINT;

NOTE WIRE DRIVE MUST NOT MOVE UP AND DOWN WHILE LEVER IS BEING MOVED DURING THE MEASUREMENT FOR PLAY;

7. LIMITATIONS AND CORRECTIVE ACTIONS

A, FOR ALL UH-1B/H/Y AND EH-1H AIRCRAFT

(1) PLAY UP TO FIFTEEN THOUSANDS OF AN INCH IS ACCEPTABLE AND AIRCRAFT MAY BE RELEASED FOR FLIGHT;

(2) FROM SIXTEEN TO TWENTY THOUSANDS AIRCRAFT MAY BE FLOWN ON A //CIRCLED RED X// RESTRICTING THE AIRCRAFT FROM HYDRAULICS OFF FLIGHT OPERATION;

(3) ABOVE TWENTY THOUSANDS AIRCRAFT IS GROUNDED (RED X);

B, FOR ALL UH-1C/M AIRCRAFT

(1) UP TO, TO INCLUDE, TWENTY THOUSANDS OF PLAY AIRCRAFT MAY BE RELEASED FOR FLIGHT;

(2) OVER TWENTY THOUSANDS OF PLAY AIRCRAFT IS GROUNDED - RED

//X//;

C, SINCE MOST OF THE PLAY WILL BE FOUND AS WEAR ON ITEM 31 OF B ABOVE, REPLACEMENT OF SCREW, SHOULDER P/N 41R28262, NSN

BT

#0029

IMMEDIATE

~~OCTUZEXH RULNNAC0032 1832143-00000-0RUHMDTA;~~

ZAR 00000
O 0721940Z JUL 82 ZEX
FM ARNG DAC APD (EA) MD//DAQ-ARG-NE//
TO AIG 7481

17/ARMY

O 021730Z JUL 82
FM CDRTSAROOM STL MO //DRSTS-MRA//
TO AIG 8881

AIG 7513
RUCLRFA/US EVN PROT AGY PO BOX 15027 LAS VEGAS NV
RUCLRFA/US EVN PROT AGY REGION II 20 FEDERAL PLAZA NY NY
RUEDLMA/NATIONAL OCEANIC AND ATMOSPHERIC ADM ROCKVILLE MD
//NOAA/AO2 COL L A WEAVER//
RUCLBYH/NASA KENNEDY SPACE CENTER CAPE CANAVERAL FL
//51-SAT-23//

RUEHC/AIT TAIPEI
RUEHC/AIT WASH DC
INFO AIG 9884

AIG 7514
RUCLEUA/CDRUSAAVNC FT RUCKER AL //ATZQ-DI//
RUDMAD/CUSDAO TEL AVIV ISRAEL
RUFLAFA/CJUSHQ-MAG MADRID SPAIN //ARMY/NAVY SER//
RUEHC/AIT WASH DC
YAAC/HOCENG MELBOURNE AUSTRALIA //SCAIR ENG//
KAYMPP/DEFAIR CANBERRA AUSTRALIA //OPHEL-AF//

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RUEAUSA/USDA FOREST SERVICE PO BOX 2417 WASH DC 20013
//COOPERATIVE FIRE PROTECTION//

OCT DA-BHQSYDBT
UNCLAS
FINAL SECTION OF 83
5385-88-229-3662 MAY BRING THE PLAY DOWN TO ACCEPTABLE LIMITS AS
STATED ABOVE FOR ALL UH-1 AIRCRAFT LEFT AND RIGHT SERVOS. IF,
HOWEVER, A MAXIMUM OF TWENTY THOUSANDS PLAY (NOT TO EXCEED 0.020
INCH) CAN NOT BE MET AFTER CHANGE OUT OF SOREN : REMOVE SERVO FROM
AIRCRAFT
81 PARTS REQUISITION/DISPOSITION
A. REQUISITION SOREN IN ACCORDANCE WITH NORMAL SUPPLY
PROCEDURES
B. DISPOSE OF REMOVED SERVOS IN ACCORDANCE WITH NORMAL SUPPLY
PROCEDURES
91 RECORDING AND REPORTING OF INSPECTION
A. RECORD AND REPORT ACCOMPLISHMENT OF YOUR INSPECTION IN
ACCORDANCE WITH THE PROCEDURE IN TM 38-758. THE FOLLOWING FORMS ARE
APPLICABLE

2 JUL 82 12 02Z