

PRIORITY

UH-1-77-11
glass windshield
installation

18 APR 77 17 27 Z

PAUZEXH RULNNAC1234 1881625-~~UUUU~~--RUMMDTA;
ZNR UUUUU
P R 181614Z APR 77 ZFX
FM CDR ARNG-JAC EDGEWOOD MD//NGB-AVN-L//
TO AIG 7421
INFO RUEADWD/CNGB WASH DC//NGB-AVN-A//
P R 181358Z APR 77
FM CDRAVSCOM STL MO//DRSAV-FEU//
BT

Army

UNCLAS
NOTE - THIS IS A MAINTENANCE ADVISORY MESSAGE AND HAS NOT, REPEAT
HAS 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 REFERENCE THIS MESSAGE;
SUBJECT - SPECIAL INSTALLATION/USAGE INSTRUCTIONS FOR THE
UH-1B/C/D/H/M GLASS WINDSHIELD, P/N NP124421-1, L/H AND NP124421-2;
R/H (UH-1-77-11)
A. REF TM 55-1522-210-34P DATED APR 74
B. REF TM 55-1582-224-25/1 DATED APR 72
1. NUMEROUS REPORTS HAVE BEEN RECEIVED BY AVSCOM CONCERNING
DEFICIENCIES IN THE NEW UH-1 SAFETY GLASS WINDSHIELDS, THE REPORTED

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DEFICIENCIES CAN BEST BE DESCRIBED BY EITHER OF THE FOLLOWING TWO
SITUATIONS ACCORDING TO AIRCRAFT MODEL CLN
A. UH-1B/C/D/H/M - CONTOUR OF THE SAFETY GLASS WINDSHIELD;
PARTICULARLY THE L/H SIDE PANEL, P/N NP124421-1, HAS BEEN FOUND TO BE
INACCURATE. REPORTS OF WINDSHIELDS CRACKING UPON INSTALLATION AND
THE NEED TO USE EXCESSIVE SEALANT TO FILL GAPS DEVELOPING BETWEEN
THE WINDSHIELD EDGING AND THE FUSELAGE FRAME AFTER TORQUING THE
ATTACHMENT SCREWS (REF A, FIG 20, ITEMS 1 AND 6) HAVE BEEN RECEIVED,
THE CONTOUR DISCREPANCY APPEARS TO BE MOST PREDOMINATE IN THE UPPER
L/H CORNER OF THE L/H WINDSHIELD ALTHOUGH THE DISCREPANCY MAY BE
PRESENT IN THE R/H WINDSHIELD (P/N NP124421-2) AS WELL.
B. UH-1B/C/M - AFTER CONDUCTING ROCKET FIRING EXERCISES, A
BLACK RESIDUE WITH ACCOMPANIED ETCHING/PITTING IN THE GLASS SURFACE
HAS DISCOVERED, THE RESIDUE AND ASSOCIATED DAMAGE HAS BEEN FOUND
ONLY ON THE SAFETY GLASS WINDSHIELD SURFACE WITH ALL SURROUNDING
STRUCTURE INCLUDING ANY PLEXIGLASS SURFACES (CHIN BUBBLES, OPPOSITE
SIDE WINDSHIELD PANEL IF INSTALLED) UNAFFECTED.
2. IN ACCORDANCE WITH THE ABOVE SITUATIONS, THE FOLLOWING INFORMATION
AND ASSOCIATED RECOMMENDATIONS ARE PROVIDED, IT IS REQUESTED THE
ATTENTION PROVIDED BE ADHERED TO UNTIL FURTHER NOTICE FROM AVSCOM

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ENGINEERING,

A. UH-1B/C/D/H/M - WHEN INSTALLING THE L/H SAFETY GLASS WINDSHIELD; P/N NP124421-1, PRECAUTIONS SHOULD BE TAKEN TO MINIMIZE EXCESSIVE PRE-LOAD CONDITIONS IN THE WINDSHIELD, THIS CAN BE ACCOMPLISHED AS FOLLOWS OLN

(1) FIT AND TRIM THE NEW SAFETY GLASS WINDSHIELD AS PRESCRIBED IN THE APPLICABLE ORGANIZATIONAL MAINTENANCE MANUALS;

(2) LOCATE ATTACHMENT HOLES THROUGH THE WINDSHIELD FIBERGLASS EDGING BY BACKDRILLING THROUGH THE FUSELAGE FRAME.

(3) INSTALL SEALANT AS PRESCRIBED IN THE APPLICABLE ORGANIZATIONAL MAINTENANCE MANUALS BETWEEN WINDSHIELD EDGING AND FUSELAGE FRAME.

(4) BEGIN INSTALLATION OF THE ATTACHMENT SCREWS (REF A, FIG 2B, ITEMS 1 AND 6) IN THE UPPER L/H CORNER AND SYSTEMATICALLY WORK AWAY FROM THAT CORNER TOWARDS THE LOWER R/H CORNER, AS A RESULT, ANY LOAD CONCENTRATION EXISTING IN THE AREA OF UPPER L/H CORNER WOULD BE EVENLY DISTRIBUTED THROUGHOUT THE WINDSHIELD;

(5) COMPLETE INSTALLATION OF ATTACHMENT SCREWS IN ACCORDANCE WITH APPLICABLE ORGANIZATIONAL MANUALS.

B. UH-1B/C/M - (1) DUE TO THE ETCHING/PITTING BEING DISCOVERED

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OF THE SAFETY GLASS WINDSHIELDS AFTER ROCKET FIRING EXERCISES, IT IS RECOMMENDED THAT ANY UH-1B/C/M AIRCRAFT DESIGNATED AS A "GUNSHIP" OR ANY OTHER UH-1B/C/M AIRCRAFT PRESENTLY INVOLVED IN OR SCHEDULED TO BE USED FOR ROCKET FIRING TESTS, WHICH HAVE PLEXIGLASS WINDSHIELDS NOW INSTALLED, SHOULD NOT, REPEAT NOT, HAVE THOSE WINDSHIELDS REMOVED/REPLACED WITH SAFETY GLASS UNLESS ABSOLUTELY NECESSARY; MAINTENANCE ACTIONS TO REMOVE SCRATCHES, NICKS, BLEMISHES, ETC., IN THE PLEXIGLASS WINDSHIELD IN LIEU OF REPLACEMENT SHOULD BE PERFORMED IN ACCORDANCE WITH PROCEDURES PRESCRIBED IN REF B UTILIZING WINDSHIELD MAINTENANCE KIT, P/N RS69, NSN 1560-28-458-3622;

(2) FOR THOSE AIRCRAFT WITH SAFETY GLASS WINDSHIELDS NOW INSTALLED WHICH HAVE BEEN ETCHED/PITTED DUE TO PREVIOUS ROCKET FIRINGS AND ARE SCHEDULED TO BE USED FOR ADDITIONAL ROCKET FIRING TESTS, IT IS RECOMMENDED THE DAMAGED SAFETY GLASS WINDSHIELD NOT BE REMOVED UNLESS ABSOLUTELY NECESSARY UNTIL ALL SCHEDULED ROCKET FIRING TESTS ARE COMPLETED.

3. INVESTIGATIONS ARE NOW UNDERWAY TO DETERMINE THE CAUSES FOR THE PROBLEMS DESCRIBED IN PARAGRAPH 1 ABOVE, ONCE THE CAUSES ARE DETERMINED, CORRECTIVE ACTIONS CAN BE INITIATED, IF FURTHER

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INFORMATION IS REQUIRED, POINT OF CONTACT AT THIS COMMAND IS MR. JOHN STEELE, AUTOVON 698-6516,

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