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CALIFORNIA DEPT OF FORESTRY

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SACRAMENTO CA 94244

1 P RUCIFRD5677 0242112 DA=BDCVBA

P 242000Z JAN 90 ZEX

FM CDRAVSCOM ST LOUIS MO //AMSAV-XSOF//

TO RUCLRFA/CALIFORNIA DEPARTMENT OF FORESTRY AVIATION/WARDALL

//PO BOX 944246 SACRAMENTO CA 94244-2460//

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SECTION 01 OF 03

SUBJECT - SAFETY-OF-FLIGHT MESSAGE, MAINTENANCE MANDATORY, RCS
CSGLD-1860(R1) ALL UH-1H/V/M AND EH-1H/X AIRCRAFT, ONE-TIME AND
RECURRING INSPECTION OF TAIL ROTOR RETENTION NUTS (UH-1-90-01) (TB
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55-1520-242-20-47).

A. REPORTING SUSPENSE DATE - NO LATER THAN 10 DAYS AFTER RECEIPT OF
THIS MESSAGE PER PARA 12A.

B. TASK/INSPECTION SUSPENSE DATE - NO LATER THAN 14 DAYS OR 25
FLIGHT HOURS, WHICHEVER OCCURS FIRST.

NOTE - THIS IS A SAFETY-OF-FLIGHT MESSAGE AND 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. ACTION ADDRESSEES WILL IMMEDIATELY
VERIFY THIS RETRANSMISSION TO COMMANDER, AVSCOM, ATTN - AMSAV-XSOF
(SOF COMPLIANCE OFFICER).

C. EXPIRATION DATE - 23 JULY 90.

D. REFERENCES -

(1) TM 55-1520-210-23-1, AVUM AND AVIM MAINTENANCE MANUAL FOR

TO REPLY BY MAILGRAM MESSAGE, SEE REVERSE SIDE FOR WESTERN UNION'S TOLL - FREE PHONE NUMBERS

UH-1/V/EH-1H/X HELICOPTERS, DATED 30 SEP 87, THRU CHANGE 5 DATED 15 OCT 89.

(2) TH 55-1520-220-23-1, AVUM AND AVIM MAINTENANCE MANUAL FOR UH-1C/M HELICOPTERS, DATED 17 SEP 80, THRU CHANGE 21 DATED 12 APR 88.

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(3) TH 55-1520-210-23P, AVUM AND AVIM REPAIR PARTS AND SPECIAL TOOLS LIST FOR UH-1/B/C/H/M AND EH-1/H/V, DATED 27 FEB 81, THRU CHANGE 17 DATED 5 JUL 89.

1. SUMMARY OF PROBLEM -

A. REPORTS HAVE BEEN RECEIVED FROM FIELD UNITS CONCERNING A PROBLEM WITH LOSS OF TORQUE ON THE PLAIN ROUND NUT THAT SECURES THE TAIL ROTOR HUB ON THE UH-1 AIRCRAFT. THE REPORTS ALSO CITED DAMAGED THREADS ON THESE NUTS.

B. ANALYTICAL INVESTIGATION OF NUTS SUBMITTED UNDER A CATEGORY I DEFICIENCY REPORT (QDR) SHOWS THAT SEVERAL DEFECTS EXISTED IN BOTH NEW AND USED NUTS. DEFECTS INCLUDED BURRS DUE TO IMPROPER CHAMFERING, DOUBLE THREADS DUE TO MACHINING DEFECTS. IN THE PAST, ROUGH, JAGGED AND MISSING THREADS HAVE ALSO BEEN VERIFIED.

C. LOSS OF TORQUE IN THE NUT MAY CONTRIBUTE TO THE JOINT DETERIORATION BY INCREASING THE APPLIED STRESSES AND MAY CAUSE PREMATURE FAILURE OF TAIL ROTOR COMPONENTS.

D. FOR MANPOWER/DOWNTIME AND FUNDING IMPACTS SEE PARA 6.

E. THE PURPOSE OF THIS MESSAGE IS TO DIRECT A ONE-TIME AND RECURRING INSPECTION OF ALL PLAIN ROUND NUTS, P/N 284-010-719-1, NSN 5310-00-624-6714 FOR THE ABOVE DEFECTS.

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2. PRIORITY CLASSIFICATION -

NOTE - SEE AR 95-3, PARA 5-7A, FOR NONCOMPLIANCE AUTHORITY OF MAJOR COMMANDERS.

A. AIRCRAFT IN USE - UPON RECEIPT OF THIS MESSAGE THE CONDITIO
N

STATUS SYMBOL OF THE CITED AIRCRAFT WILL BE CHANGED TO A CIRCLED RED //X//. THE CIRCLED RED //X// MAY BE CLEARED WHEN THE INSPECTION OF PARA 9 BELOW IS COMPLETED. THE AFFECTED AIRCRAFT SHALL BE INSPECTED AS SOON AS PRACTICAL BUT NO LATER THAN THE TASK/INSPECTION SUSPENSE DATE. FAILURE TO COMPLY WITH THE REQUIREMENTS OF THIS MESSAGE WITHIN THE TIME FRAME WILL CAUSE THE STATUS SYMBOL TO BE CHANGED TO A RED //X//. WHILE THE AIRCRAFT IS ON A CIRCLED RED //X// IT MAY BE REPORTED AS FULLY MISSION CAPABLE (FMC).

B. AIRCRAFT IN DEPOT MAINTENANCE - AIRCRAFT WILL NOT BE ISSUED UNTIL COMPLIANCE WITH THIS SOP HAS BEEN COMPLETED.

C. AIRCRAFT UNDERGOING MAINTENANCE - SAME AS PARA 2B.

D. AIRCRAFT IN TRANSIT -

(1) SURFACE/AIR SHIPMENT - INSPECT AT FINAL DESTINATION PRIOR TO FIRST FLIGHT.

(2) FERRY STATUS - SAME AS PARA 2A/INSPECT AT FINAL DESTINATION PRIOR TO FIRST FLIGHT.

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E. MAINTENANCE TRAINERS (ALL CATEGORIES) - SAME AS PARA 2A.

F. COMPONENT/PARTS IN STOCK INCLUDING WAR RESERVES AT ALL LEVELS (DEPOT AND OTHERS) - UPON RECEIPT OF THIS MESSAGE, THE PLAIN

ROUND NUT LISTED IN PARAGRAPH 5 BELOW SHALL BE PLACED IN CONDITION CODE //J// AND RETAGGED WITH A MATERIEL CONDITION TAG/LABEL - SUSPENDED (BROWN TAG) DD FORM 1575 OR LABEL DD FORM 1575-1. THE REMARKS BLOCK MUST REFERENCE INSPECTION REQUIRED PER THIS MESSAGE (TB 55-1520-242-20-47). UPON COMPLETION OF THE REQUIRED INSPECTION, ITEMS WILL BE RETAGGED EITHER SERVICEABLE (YELLOW TAG) DD FORM 1574 OR UNSERVICEABLE (CONDEMNED) DD FORM 1577 (RED TAG) DEPENDENT UPON THE RESULTS.

NOTE - DEPOTS THAT DO NOT HAVE THE CAPABILITY TO INSPECT THE SUBJECT COMPONENTS IN ACCORDANCE WITH THIS MESSAGE, CONTACT THE LOGISTICAL POINT OF CONTACT. DO NOT ISSUE ANY TAIL ROTOR RETENTION NUTS UNTIL THIS SAFETY-OF-FLIGHT MESSAGE HAS BEEN COMPLIED WITH.

3. END ITEMS TO BE INSPECTED - ALL UH-1 AND EH-1 SERIES AIRCRAFT.

4. ASSEMBLY COMPONENTS TO BE INSPECTED -

NOMENCLATURE	PART NO.	NSN
GEAR BOX ASSEMBLY	204-040-012-13	1615-00-918-2677

5. PARTS TO BE INSPECTED -

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NOMENCLATURE	PART NO.	NSN
NUT, PLAIN, ROUND	204-010-719-1	5310-00-624-6714
SHAFT, TAIL ROTOR	204-040-402-9	1615-00-787-4268

6. APPLICATION -

A. CATEGORY OF MAINTENANCE - AVUM. AIRCRAFT DOWNTIME WILL BE CHARGED TO AVUM.

B. TIME REQUIRED -

(1) TOTAL OF 2.0 MANHOURS USING 1 PERSON.

(2) TOTAL OF 2.0 HOURS DOWNTIME FOR ONE END ITEM.

1724 EST

17:33 EST

MGMCOMP

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SECTION 02 OF 03

C. ESTIMATED COST IMPACT OF STOCK FUND ITEMS TO THE FIELD -

NOMENCLATURE	PART NO./NSN	QUANTITY	COST EA.	TOTAL \$
NUT, PLAIN, ROUND	5310-00-624-6714	1	5.35	5.35

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TOTAL COST PER AIRCRAFT 5.35

D. TB/MWOS TO BE APPLIED PRIOR TO OR CONCURRENTLY WITH THIS INSPECTION - N/A.

E. PUBLICATIONS WHICH REQUIRE CHANGE AS A RESULT OF THIS INSPECTION - TM 55-1520-210-23-1 AND TM 55-1520-220-23-1 WILL BE REVISED. A COPY OF THIS MESSAGE SHALL BE INSERTED IN THE APPROPRIATE TM AS AUTHORITY TO IMPLEMENT THE CHANGE UNTIL THE PRINTED CHANGE IS RECEIVED.

7. SUPPLY/PARTS AND DISPOSITION -

A. PARTS REQUIRED - ITEMS CITED IN PARAGRAPH 5 MAY BE REQUIRED TO REPLACE DEFECTIVE ITEMS.

B. REQUISITIONING INSTRUCTIONS - REQUISITION REPLACEMENT PARTS THROUGH NORMAL SUPPLY CHANNELS USING NORMAL SUPPLY PROCEDURES.

C. BULK AND CONSUMABLE MATERIALS - N/A.

D. DISPOSITION - DEMILITARIZE ANY PART WHICH DOES NOT MEET INSPECTION CRITERIA IN ACCORDANCE WITH PARA 9.

E. DISPOSITION OF HAZARDOUS MATERIAL - N/A.
8. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED - N/A.
9. INSPECTION PROCEDURES -

A. NUTS INSTALLED ON AIRCRAFT -
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(1) REMOVE PLAIN ROUND NUT, P/N 284-818-719-1 IAW PARA 5-92A THRU 5-92E OF TM 55-1520-210-23-1 OR PARA 5-104A THRU 5-104E OF TM 55-1520-220-23-1 OR THE FOLLOWING PROCEDURE MAY BE USED TO MINIMIZE DISASSEMBLY

- (A) REMOVE CROSSHEAD.
- (B) FULL RIGHT PEDAL.
- (C) DO NOT DISCONNECT PITCH LINKS.
- (D) REMOVE ITEMS 18 THROUGH 24 (TM 55-1520-210-23P.

FIG. 145).

(E) REMOVE NUT, ITEM 25 FOR INSPECTION, REPLACE AS REQUIRED.

(F) THIS PROCEDURE WILL REQUIRE ONLY MAINTENANCE OPERATION CHECK (MOC) AFTER INSTALLATION.

(2) USING A 5X MAGNIFYING GLASS, INSPECT THE CHAMFER AT BOTH ENDS OF THE NUT THREADS FOR METAL BURRS. ALSO INSPECT THE THREADS OF THE NUT FOR EVIDENCE OF DOUBLE CUT, ROUGH, JAGGED, OR MISSING THREADS. ANY EVIDENCE OF THESE DEFECTS IS CAUSE FOR REPLACEMENT OF THE NUT.

(3) IF ANY EVIDENCE OF DEFECTS FROM ABOVE INSPECTION ARE FOUND, INSPECT TAIL ROTOR SHAFT (TM 55-1520-210-23P, FIG. 183, ITEM PAGE 04 RUCIFRD5678 UNCLAS

9) FOR DAMAGE CAUSED BY DEFECTIVE NUTS. ANY EVIDENCE OF DAMAGE TO THE TAIL ROTOR SHAFT IS CAUSE FOR REPLACEMENT.

B. NUTS IN SUPPLY AT ALL LEVELS (INCLUDING DEPOT) - INSPECT NUTS IAW PARA 9A(2) AND 9A(3) OF THIS MESSAGE.

10. CORRECTION PROCEDURES -

A. REPLACE NUTS WHICH FAIL THE INSPECTION OF PARA 9 WITH SERVICEABLE NUTS. INSPECT REPLACEMENT NUTS FROM SUPPLY PRIOR TO INSTALLATION. INSTALL NUTS IAW PARA 5-97F THRU 5-97P OF TM 55-1520-210-23-1 OR PARA 5-109F THRU 5-109P OF TM 55-1520-220-23-1.

B. DISPOSE OF DISCREPANT NUTS IAW PARA 7D.

C. RECURRING INSPECTION -

(1) CHECK TORQUE ON NUT AT 10 TO 15 FLIGHT HOURS AFTER INSTALLATION.

(2) CHECK TORQUE AGAIN AT 40 TO 50 FLIGHT HOURS AFTER INSTALLATION.

(3) IF NUT SHOWS EVIDENCE OF LOSS OF TORQUE AT EITHER CHECK, CONTACT THE TECHNICAL POC LISTED IN PARA 13B.

11. WEIGHT AND BALANCE - N/A.

12. RECORDING AND REPORTING REQUIREMENTS

A. REPORTING SUSPENSE DATE (AIRCRAFT) - UPON ENTERING
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REQUIREMENTS OF THIS MESSAGE ON DA FORM 2488-13, FORWARD A PRIORITY MESSAGE OR DATAFAX TO COMMANDER, AVSCOM, ATTN AMSAV-XSOF (SOP COMPLIANCE OFFICER), PER AR 95-3. DATAFAX NUMBER IS AUTOVON 693-2064 OR COMMERCIAL 314/263-2064. THE REPORT WILL CITE THIS MESSAGE NUMBER, DATE OF ENTRY IN DA FORM 2488-13, THE AIRCRAFT