

UH-1-8
T/2

BTUZEKX RULNNAC0667 0692300-UUUU--RUMMDTA;

NR UUUUU

102255Z MAR 81 ZEX

M MGR ARNG OAC (EA) APG MD//NOB-AVN-L//

O AIG 7401

101945Z MAR 81

M CDRTSARCOM STL MD //RRSTS-MEA//

O AIG 8881

IG 7515

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

UCLRFA/US ENV PROT AGY REGION II 20 FEDERAL PLAZA NY NY

UEBBEA/NATIONAL OCEANIC AND ATMOSPHERIC ADM ROCKVILLE MD

/NOAA/AB2 COL LIA WEAVER//

NFO AIG 9004

IG 7514

UCLEUA/CDRUSAAVNC5 FT RUCKER AL //ATZQ-DI//

UOMAD/USDAO TELAVIV ISRAEL

UFLAFA/OJUSMAG MAAG MADRID SPAIN //ARMY/NAV SEQ//

UEHIN/AIT TAIPEI TAIWAN

UEHNS/AIT WASH DC

UE TP/NASA KENNEDY SPACE CENTER CAPE CANAVERAL FL

A-BHQ5VD

T

NCLAS

OTE THIS IS A SAFETY OF FLIGHT, MAINTENANCE NOTICE, MESSAGE
RELEASED IN ACCORDANCE WITH AR 95-18 DATED 1 MAY 1980 AND HAS NOT

Army

11 MAR 81 03 39

AGE 02 RUCIFRA9719 UNCLAS

EPEAT 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;

UBJT SAFETY OF FLIGHT, MAINTENANCE NOTICE, MESSAGE R05 0590D-1860;

CHANGE IN DAILY INSPECTION REQUIREMENTS FOR UH-1 TAIL ROTOR BLADES

UH-1-81-83)

1. TH 55-1520-210-PMD, DATED 26 JULY 1979 WITH C1 AND C2;

2. TH 55-1520-220-PMD, DATED 14 MARCH 1980;

3. TH 55-1520-219-PMS, DATED 9 MAY 1975;

4. SUMMARY OF PROBLEM: RECENT UH-1 ACCIDENT HAS BEEN ATTRIBUTED

TO TAIL ROTOR BLADE FAILURE. A MORE DETAILED DAILY INSPECTION OF

TAIL ROTOR BLADES IS BEING INCORPORATED IN REFERENCES A, B, AND C;

5. INSTRUCTIONS: CHANGE PARAGRAPHS IN REFERENCES A, B, AND C TO

READ AS INDICATED:

TH 55-1520-210-PMD, PARA 4, 15;

TH 55-1520-220-PMD, PARA 4, 12;

TH 55-1520-219-PMS, PARA 6, 6, 6;

USING A CLEAN SOFT CLOTH, WIPE BLADE SURFACES; VISUALLY

INSPECT FOR CRACKS, SKIN SEPARATION AND OTHER DAMAGE, WITH

PAGE 03 RUCIFRA5719 UNCLAS

SPECIAL ATTENTION TO THE AREA ON BOTH SIDES OF BLADE BETWEEN THE BLADE DOUBLERS AND FOUR (4) TO SIX (6) INCHES (~~12 TO 18 IN~~) OUTBOARD OF THE DOUBLERS. INTERNAL RATTLING SOUND HEARD WHEN HUB AND BLADE ASSEMBLY IS ROTATED IS CAUSED BY INTERNAL DEBRIS AND IS NOT CAUSE FOR REJECTION."

3, PENDING FORMAL CHANGE TO TMS, A COPY OF THIS MESSAGE SHOULD BE ATTACHED TO REF A, B, AND C. RECIPIENTS SHALL IMMEDIATELY IMPLEMENT THE REQUIREMENTS OF THIS MESSAGE.

4, NON DESTRUCTIVE TESTING AND INSPECTION: NOT REQUIRED.

5, STATUS ACCOUNTING: NOT REQUIRED.

6, DISPOSAL OF HAZARDOUS MATERIAL: NOT APPLICABLE.

7, TAMMS FORMS: NOT APPLICABLE.

8, FOREIGN MILITARY SALES (FMS) INTERNATIONAL LOGISTIC RECIPIENTS REQUIRING CLARIFICATION OF THIS MESSAGE SHOULD CONTACT

3W4 JIM ORONIN, TSARCOM, DRSTS-1, AUTOVON 693-2106 OR COMMERCIAL 314-263-2106.

9, TSARCOM TECHNICAL POINT OF CONTACT IS MR. RAY BOLAND, DRSTS-MEA, AUTOVON 693-3300, COMMERCIAL 314-263-3300.

BT

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