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NO

CDRAMCOM REDSTONE ARSENAL AL//AMSAM-SF-A//

AIG 8881

AIG 9004

AIG 9042

AIG 7515

AIG 7471

AIG 12124

DCM AFMO OZARK AL//DCMDE-AOA//

CRDAMCOM REDSTONE ARSENAL AL//AMSAM-RA-FO//

ASF42 81ST ARCOM DOBBINS AFB GA

CDRCBDCOM ABERDEEN PROVING GROUND MD//AMSCB-OPA//

CDRUSAGAPG ABERDEEN PROVING GROUND MD//STEAP-PF-V//

RAYTHEON RANGE SYSTEMS ENGINEERING KWAJALEIN MH//PAT2//

CDR WHITE SANDS MISSILE RANGE NM//STEW-S-NRS-AA-MQA//

CDRDPG DUGWAY UT//STEDP-AVN//

USDOCO LANDSOUTHEAST IZMIR TU//AV//

DCMC BELL HELICOPTER FORT WORTH TX//DCMDW-RKD//

WALLOPS FLIGHT FACILITY NASA WALLOPS ISLAND VA

//CODE 831.2 AIRCRAFT QA//

INFO HQAFSPC PETERSON AFB CO//LGM/SEF//

DAVE SCOTT, SAFETY ENGINEER
AMSAM-SF-A, 313-2068/842-8631

MINIMIZE CONSIDERED

JOHN C. FROST, AMSAM-SF, 2-8634

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*T/R slider
UH-1-98-03
res to
UH-1-98-01*

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NO

SUBJECT - SAFETY OF FLIGHT MESSAGE, TECHNICAL, RCS CSGLD-1860(R1), ALL UH-1 SERIES AIRCRAFT, REVISION TO TAIL ROTOR SLIDER RETIREMENT LIFE MESSAGE UH-1-98-01. (UH-1-98-03), (TB 1-1520-210-20-38)

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 SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED. THE RETRANSMITTAL SHALL REFERENCE THE MESSAGE. ACTION ADDRESSES WILL IMMEDIATELY VERIFY THIS TRANSMISSION TO CDR, AMCOM, ATTN: AMSAM-SF-A (SOF COMPLIANCE OFFICER).

1. PRIORITY CLASSIFICATION -

NOTE

SEE AR 95-1, PARA 6-6A, FOR NONCOMPLIANCE AUTHORITY OF MAJOR COMMANDERS.

- A. AIRCRAFT IN USE - SAME AS BASIC UH-1-98-01.
- B. AIRCRAFT IN DEPOT MAINTENANCE - SAME AS BASIC UH-1-98-01.
- C. AIRCRAFT UNDERGOING MAINTENANCE - SAME AS BASIC UH-1-98-

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01.

D. AIRCRAFT IN TRANSIT - SAME AS BASIC UH-1-98-01.

E. MAINTENANCE TRAINERS (CATEGORY A AND B) SAME AS BASIC UH-1-98-01.

F. COMPONENT/PARTS IN STOCK AT ALL LEVELS (DEPOT AND OTHERS) INCLUDING WAR RESERVES - N/A

G. COMPONENTS/PARTS IN WORK (DEPOT LEVEL AND OTHERS) - N/A

2. TASK/INSPECTION SUSPENSE DATE - SAME AS BASIC UH-1-98-01.

3. REPORTING COMPLIANCE SUSPENSE DATE - NO LATER THAN 16 JAN 98 IAW PARA 14A OF THIS MESSAGE. NOTE: IF COMPLIANCE WITH BASIC UH-1-98-01 HAS BEEN REPORTED, NO FURTHER COMPLIANCE REPORTING IS REQUIRED.

4. SUMMARY OF PROBLEM -

A. UNITS HAVE REQUESTED PROCEDURES TO POSITIVELY IDENTIFY THE 250 - HOUR SLIDERS MANUFACTURED BY COLLINS WHEN IDENTIFICATION OF CAGE CODE 0H0W5 (ZERO-HOTEL-ZERO-WHISKEY-FIVE) IS NOT POSSIBLE. IN MANY CASES, THE CAGE CODE WAS INK STAMPED AND SUBSEQUENTLY COVERED WITH PAINT. THE 250 HOUR COLLINS SLIDERS MAY BE POSITIVELY IDENTIFIED BY SERIAL NUMBER. VERIFICATION USING

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THE CAGE CODE IS NOT REQUIRED.

B. FOR MANPOWER/DOWNTIME AND FUNDING IMPACTS - SAME AS BASIC UH-1-98-01.

C. THE PURPOSE OF THIS MESSAGE IS TO PROVIDE THE SERIAL NUMBER RANGE OF THE 250 HOUR SLIDERS MANUFACTURED BY COLLINS FOR POSITIVE PART IDENTIFICATION AND TO PRECLUDE UNNECESSARY MAINTENANCE AND DISPOSAL OF SERVICEABLE REPAIR PARTS.

5. END ITEMS TO BE INSPECTED - ALL UH-1 SERIES AIRCRAFT.

6. ASSEMBLY COMPONENTS TO BE INSPECTED - N/A.

7. PARTS TO BE INSPECTED - SAME AS BASIC UH-1-98-01.

8. INSPECTION PROCEDURES -

A. USING THE AIRCRAFT RECORDS, IDENTIFY THE SERIAL NUMBER, AND TIME SINCE NEW OF THE TAIL ROTOR SLIDER INSTALLED ON THE AIRCRAFT.

B. GAIN ACCESS TO THE TAIL ROTOR SLIDER (TM 55-1520-210-23P, FIGURE 145, ITEM 23). VERIFY THAT THE SERIAL NUMBER LOCATED ON THE EDGE OF THE SLIDER FLANGED AREA (WHERE THE SLIDER IS ATTACHED TO THE TAIL ROTOR CROSSHEAD) IS THE SAME AS INDICATED IN THE AIRCRAFT RECORDS. IF THE SERIAL NUMBERS DO NOT MATCH, RECORD THE CORRECT SERIAL NUMBER IN THE AIRCRAFT RECORDS.

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C. IF THE SERIAL NUMBER OF THE SLIDER IS 33472-1 THRU 33472-2278, PROCEED TO THE CORRECTION PROCEDURES IN PARAGRAPH 9.A.

D. IF THE SERIAL NUMBER IS OTHER THAN 33472-1 THRU 33472-2278, PROCEED TO THE CORRECTION PROCEDURES IN PARAGRAPH 9.B.

9. CORRECTION PROCEDURES -

A. FOR SLIDERS WITH SERIAL NUMBERS 33472-1 THRU 33472-2278, ANNOTATE IN THE AIRCRAFT RECORDS TO REFLECT A RETIREMENT LIFE OF 250 HOURS. END OF TASK.

B. FOR SLIDERS WITH A SERIAL NUMBER OTHER THAN 33472-1 THRU 33472-2278, PROCEED AS FOLLOWS:

(1) IF THE TIME SINCE NEW IS 3000 HOURS OR GREATER, REPLACE THE SLIDER WITH A SERVICEABLE SLIDER IN ACCORDANCE WITH NORMAL MAINTENANCE PROCEDURES.

(2) IF THE TIME SINCE NEW IS LESS THAN 3000 HOURS, ANNOTATE THE AIRCRAFT RECORDS TO REFLECT A RETIREMENT LIFE OF 3000 HOURS. END OF TASK.

10. SUPPLY/PARTS AND DISPOSITION - SAME AS BASIC UH-1-98-01.

11. SPECIAL TOOLS AND FIXTURES REQUIRED.- N/A.

12. APPLICATION - SAME AS BASIC UH-1-98-01.

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(3) DA FORM 2408-13-1, AIRCRAFT INSPECTION AND MAINTENANCE RECORD.

(4) DA FORM 2408-16, AIRCRAFT COMPONENT HISTORICAL RECORD. NOTE: FOR ULLS-A USERS - SINCE ALL COLLINS PARTS HAVE THE SAME TBO, ALTHOUGH THAT TBO DIFFERS WITH OTHER MANUFACTURERS, THE MASTERFILE NEEDS TO CONTAIN A RECORD FOR THE COLLINS CAGE CODE. THE SERIAL NUMBER BLOCK IS ONLY BEING USED AS A MEANS TO IDENTIFY THE COLLINS PARTS DUE TO A MARKING PROBLEM. ORDINARILY, NO FURTHER CHANGE TO THE COMPONENT PARTS MASTERFILE WOULD BE NECESSARY. HOWEVER, IN THIS CASE THERE IS NO EXISTING ENTRY FOR THE COLLINS CAGE CODE IN THE ULLS-A MASTERFILE. EACH AFFECTED SITE SHOULD CREATE AN ENTRY FOR THE COLLINS TAIL ROTOR SLIDER BY FOLLOWING THESE STEPS:

(A) PULL UP AN EXISTING DATA LINE FOR THE TAIL ROTOR SLIDER IN THE COMPONENT PARTS MASTERFILE AREA OF MASTERFILE MAINTENANCE UNDER PRODUCTION PROCESSES.

(B) CHANGE THE CONFIGURATION TO 91, CHANGE THE FEDERAL MANUFACTURER'S CODE TO 0H0W5 (ZERO-HOTEL-ZERO-WHISKEY-FIVE), CHANGE THE TBO TO 250 HRS AND ENTER AN A IN

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