

PAAUZEXN RULNEAA0917 244220B-UUUU--RUMMDTA;
ZNR UUUUU
P R 132140Z FEB 76 ZEX
FM ARNG-CAC EDGEMOOD MD//OAC-AVN-L//
TO AIG 7401
INFO RUEFHQA/CNGB WASHDC//NGB-ARL-A//
BT
UNCLAS

Army m/y SD

14 FEB 76 00 45Z

NOTE THIS IS A MAINTENANCE ADVISORY MESSAGE AND HAS NOT REPEAT HAS NOT BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES ADDRESSES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED; THE RETRANSMITTAL SHALL REFERENCE THIS MESSAGE;

SUBJ CLN MAINTENANCE ADVISORY MESSAGE FOR AH-1/UH-1 HELICOPTERS DAILY INSPECTION OF THE TAIL ROTOR DRIVE SHAFT HANGER ASSEMBLIES PAREN AH-1-74-4 AND UH-1-74-3 PAREN;

1. PURPOSE OF MESSAGE CLN THIS ADVISORY IS INTENDED TO ALERT ALL USERS OF THE IMPORTANCE OF PERFORMING DAILY INSPECTION OF THE TAIL ROTOR DRIVE SHAFT HANGER ASSEMBLIES CMM RECENT INCIDENTS HAVE REVEALED COMPONENT FAILURES THAT MAY HAVE BEEN PREVENTED BY ADHERING TO THE FOLLOWING PROCEDURES ON A DAILY BASIS;

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2. INSPECT HANGER ASSEMBLIES AND ADJACENT AREA FOR EVIDENCE OF GREASE LEAKAGE, WETTING OF ADJACENT STRUCTURE BY SLINGING OF GREASE FROM THE FLEX COUPLINGS AND/OR BEARING IS CAUSE FOR REPLACEMENT OF THE ASSEMBLY ALSO CHECK THE FLEX COUPLING FOR AN INCORRECTLY INSTALLED SEAL;

3. A SMALL BEAD OF GREASE EXPELLED FROM AROUND LIP OF BEARING SEAL INDICATES SLIGHT OVER-LUBRICATION AND IS NOT CAUSE FOR ITS REJECTION; WIPE LUBE FROM SEAL WITH CLEAN CMM LINT-FREE CLOTH AND RECORD ON DA FORM 2488-13 INDICATING BEARING BY LOCATION AND KEEP UNDER OBSERVATION;

4. CHECK FOR INDICATIONS OF OVERHEATING SUCH AS DISCOLORATION OF THE BEARING PAREN BLUE TO BLUE/BLACK IN COLOR PAREN, MULTI-COLOR APPEARANCE OF COUPLINGS AND HANGER THAT DARKEN ADJACENT TO BEARING IS CAUSE FOR BEARING REPLACEMENT; BROWN COLORING OF BEARING SHIELD IS NORMAL AND IS NOT AN INDICATION OF BEARING OVERTEMP;

5. RUST COLORED FREETING DEBRIS IN AREAS ADJACENT TO BEARING OD/ID IS CAUSE FOR REPLACEMENT OF THE BEARING;

6. IF THE CONDITION OF THE BEARING IS IN DOUBT CMM CHECK BY DISCONNECTING THE DRIVE SHAFTS AND ROTATING THE BEARING, WHEN CHECKING THE BEARING ASSEMBLY BY HAND IT SHOULD BE PRESSED AXIALLY WHILE TURNING SINCE IT MY FEEL SMOOTH WITH NO LOAD BUT ROUGH WHEN LOADED OBVIOUS ROUGHNESS, CATCHING CMM OR BINDING WHEN TURNED BY HAND IS CAUSE FOR BEARING REJECTION;

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HANGER ASSEMBLIES NORMALLY OPERATE AT A TEMPERATURE RANGE OF 100 DEGREE F TO 160 DEGREE F PAREN COOL TO TOUCH PAREN; INVESTIGATE ANY

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1. CALLED HANGER THAT IS TOO HOT TO TOUCH,
7. THE AFFECTED MAINTENANCE MANUALS WILL BE CHANGED TO MODIFY
EXISTING INSPECTION CRITERIA AS WELL AS CLARIFY INSTALLATION PROCE-
DURES. INFORMATION CONTAINED IN THIS MESSAGE SHOULD BE INSERTED
IN THE AFFECTED TMS PENDING RECEIPT OF FORMAL CHANGE,
8. IF ANY FURTHER INFORMATION IS REQUIRED OMM OUR POINT OF CONTACT AT
THIS COMMAND IS THOMAS HECZI OMM ATTN CLN DRSAV-FEU OMM AUTOVON
698-6516;
BT
#2917

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PRIORITY

13 FEB 76 23 16Z

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ZNR UUUUU

132138Z FEB 76 ZRX

FM ARNG-OAC EDGEWOOD MD//OAC-AVN-L//

TO AIG 7401

INFO RUEFHQA/CNGB WASHDC//NGB-ARL-A//

RUKTFFA/CDR AVSCOM STL MO//DRSAV-FEU//

BT

UNCLAS

SUBJ **CLN INSPECTION OF UH-1/AH-1 T/R HANGER ASSEMBLIES**

A. ARNG-OAC MSG 310210Z JAN 76 CMM SUBJ CLN INSPECTION OF T/R HANGER BEARING ASSEMBLIES CMM FSN 1615-832-8931;

B. MSG CMM CDR AVSCOM STL MO 122140Z FEB 76 CMM SUBJ CLN MAINTANCE ADVISORY MSG FOR AH-1/UH-1 HELICOPTERS DAILY INSPECTION OF THE

TAIL ROTOR DRIVE SHAFT HANGER ASSEMBLIES PAREN AH-1-76-4 AND UH-1-76-3 PAPER;

C. FONECON CMM 12 FEB 76 CMM BTWN NR HEC91 CMM DRSAV-FEU CMM AND MAJ LINDSAY CMM OAC-AVN-L.

1. REF B IS BEING RETRANSMITTED IMMEDIATELY FOLLOWING THIS MSG;

2. REQUIREMENTS IN REF A ARE NOW APPLICABLE TO AH-1G ACFT

ACIGNED TO HAWAII ARNG.

3. PARA 6 OF REF A IS HEREBY SUPERSEDED BY THE REQUIREMENTS SET FORTH IN REF B;

4. AS OF THIS DATE 27 STATES CMM OR PORTIONS THEREOF CMM HAVE NOT RESPONDED WITH THE RESULTS OF INSPECTION REQUIRED BY REF A; REQUEST THIS INFO BE FORWARDED BY MSG BY COB CMM 19 FEB 76;

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ZNY 00000
R 310210Z JAN 76 ZRX
FM MGR ARNG OAD EDENWOOD MD //OAC-AVN//
TO AIG 7421
INFO RUEADND/DA WASHDC //ALD//
RURFHQA/NGR WASHDC //ARL-A//
BT

UNCLAS
SUBJECT OLN INSPECTION OF UH-1 TAIL ROTOR HANGER BEARING ASSEMBLIES,
FSN 1615-623-8951.

- REF OLN TN 55-1528-210-34P2, APR 74, FIG 181;
1. COMPONENTS FROM THE UH-1H FROM THE VAARNG AIRCRAFT WHICH CRASHED, RESULTING IN TWO FATALITIES, WERE SENT TO OOAD FOR ANALYSIS. THEIR FINDINGS ARE THAT AN INFLIGHT TAIL ROTOR FAILURE OCCURRED AS A RESULT OF FAILURE OF THE INTERNAL SPLINES IN THE DRIVESHAFT COUPLING, FSN 1615-781-4142 OF THE NUMBER ONE (1) HANGER BEARING;
 2. UPON RECEIPT OF THIS MESSAGE, THE AIRCRAFT STATUS FOR ALL UH-1'S (B,C,D,H,K) WILL BE CHANGED TO A CIRCLE-RED-X PENDING COMPLIANCE WITH THE INSPECTION LISTED IN PARAGRAPH THREE (3). ENTRY ON THE 2408-13 X REFERENCE THIS MESSAGE;
 3. PRIOR TO THE NEXT FLIGHT OF ANY UH-1 AIRCRAFT, VISUALLY INSPECT

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ALL HANGER BEARINGS FOR EVIDENCE OF LEAKAGE OF GREASE. IF LEAKAGE IS OCCURRING, IT WILL BE FOUND IN THE AREA OF THE RETAINING RING, FSN 5365-768-2744 (FIG 181, ITEM 15) OR AROUND THE SEAL, FSN 1615-623-8132 (FIG 181, ITEM 12). INSURE THAT THE RETAINING RING AND THE SEAL ARE PROPERLY SEATED;

4. EVIDENCE OF LEAKAGE OR IMPROPER SEATING OF THE SEAL OR RETAINING RING CONSTITUTES AN UNSAFE (RED X) CONDITION AND REQUIRES REPAIR OR REPLACEMENT OF THE HANGER ASSEMBLY PRIOR TO FLIGHT;
5. UPON ENGINE SHUTDOWN AFTER THE FIRST FLIGHT FOLLOWING COMPLETION OF THE ABOVE INSPECTION, AGAIN CHECK THE HANGER ASSEMBLIES IN THE FOLLOWING MANNER OLN

- (1) VISUALLY CHECK FOR INDICATION OF LEAKAGE OF GREASE;
- (2) CHECK, BY FEELING, FOR EXCESSIVE HEAT IN THE HANGER ASSEMBLY, FSN 1615-765-2416;
CAUTION OLN IF NOT RECEIVING PROPER LUBRICATION, OR IF WORN, THIS ASSEMBLY WILL BE VERY HOT.
- (3) IF EITHER OF THE ABOVE CONDITIONS ARE PRESENT, THE ENTIRE ASSEMBLY SHOULD BE REMOVED AND EVALUATED PRIOR TO FURTHER

USE:
RECOMMEND CONTINUATION OF THE ABOVE PROCEDURES AT SCHEDULED

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PMI INSPECTIONS, AND ADDED EMPHASIS FOR PILOTS TO CLOSELY CHECK THE NUMBER ONE HANGER BEARING DURING PREFLIGHT AND POSTFLIGHT INSPECTIONS.

7. REPORT COMPLIANCE WITH THIS MESSAGE BY ROUTINE TWX TO CDR, ARNG-OAC, ATTN CLN OAC-AVN-L, EDGEWOOD ARSENAL, MD, REPLY TO INDICATE THE NUMBER OF AIRCRAFT INSPECTED AND THE NUMBER OF ASSEMBLIES REQUIRING REMOVAL FOR REPAIR AND/OR REPLACEMENT.

BT

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