

PRIORITY

20 JAN 76 14 522 CC

PAAUZEXN RULNEAA407 0227911-UUUU--RUKMDTA;  
ZNR UUUUU

BT  
UNCLAS SVC ALL SVC CLERKS ZUI OUR RULNEAA406 0192516 P R 200516Z  
JAN 76 OTHERS TAKE AS ZEL CORR FILE TIME TO HEAD 0270516  
P R 200516Z JAN 76

FM MOR ARNG OAC EDGEWOOD MD//OAC-AVN-L//  
TO AIG 7421  
INFO RUEFHQA/NOB WASH DC  
P R 192052Z JAN 76  
FM ODRVSCOM STL MO//AMSAV-FBU//  
TO AIG 8881

*from Y*

BT  
UNCLAS  
NOTE- THIS IS A SAFETY-OF-FLIGHT 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 RETRANSMISSION SHALL REFERENCE THIS MESSAGE.  
SUBJ- SAFETY-OF-FLIGHT MESSAGE /ONE TIME INSPECTION/ FOR UH-  
104H MODEL MAIN ROTOR BLADES TP 55-1020-218-20-12 UOH-1-76-2A  
1. SUMMARY OF PROBLEM- A CRACKED MAIN ROTOR BLADE SPAR WAS  
FOUND RECENTLY ON A COMMERCIAL HELICOPTER AFTER 425 FLIGHT  
HOURS; THE CRACK INITIATED AT AN INCLUSION ON THE INNER  
SURFACE OF THE SPAR, AN INVESTIGATION DISCLOSED THAT OTHER

PAGE TWO RULNEAA 0406 UNCLAS  
SPARS FROM THE SAME MANUFACTURING LOT MAY HAVE SIMILAR DEFECTS;  
THIS INSPECTION WILL IDENTIFY AND REMOVE FROM SERVICE PRIOR TO  
FURTHER FLIGHT 204 SERIES BLADES THAT WERE FABRICATED USING  
SPARS FROM THE SUSPECT LOT; THESE BLADES ARE IDENTIFIED AS  
SERIAL NO, A2-27872 A2-27901 A2-27907 A2-27902 A2-28015 A2-28016  
A2-28019 A2-28023 A2-28325 A2-29919.

2. PRIORITY CLASSIFICATION- URGENT WITH LIMITATIONS;  
A. EQUIPMENT IN USE, EQUIPMENT IN USE WILL BE INSPECTED AS  
SOON AS POSSIBLE BUT NOT LATER THAN 10 FLIGHT HOURS OR 17 DAYS  
WHICHEVER OCCURS FIRST; UPON RECEIPT OF THIS MESSAGE AIRCRAFT  
STATUS WILL BE CHANGED TO A RED DASH; FAILURE TO ACCOMPLISH  
THIS INSPECTION WITHIN THE HOURS/DAYS SPECIFIED WILL CAUSE  
AIRCRAFT CONDITION STATUS SYMBOL TO BE CHANGED TO A RED -X-;  
B. EQUIPMENT IN FIELD AND DEPOT STOCK- BLADES IN STOCK  
WILL BE INSPECTED AS SOON AS POSSIBLE SO AS TO EXPEDITE THE  
ACTION OF ISOLATING DEFECTIVE BLADES; IN NO EVENT WILL ANY  
BLADE OR AIRCRAFT BE ISSUED WITHOUT COMPLIANCE WITH THIS  
SECTION;

3. 2ND ITEM TO BE INSPECTED- ALL EH-1H UH-1D AND UH-1H  
SERIES HELICOPTERS;

*(A7)*

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4. ASSEMBLY OR COMPONENT TO BE INSPECTED-

NOMENCLATURE	FSN	P/N
BLADE ASSY MAIN ROTOR	1619-83-872-8799	274-811-258-5

5. PARTS TO BE INSPECTED- NOT APPLICABLE

6. APPLICATION-

A. CATEGORY OF MAINTENANCE:

/1/ OPERATIONAL AIRCRAFT, ORGANIZATION MAINTENANCE;  
/2/ AIRCRAFT UNDERGOING EXTENSIVE MAINTENANCE; MAINTENANCE  
ACTIVITIES PERFORMING SUCH MAINTENANCE;

/3/ AIRCRAFT IN TRANSIT-

/A/ IN SURFACE SHIPMENT; WILL BE INSPECTED AT FINAL  
DESTINATION;

/B/ IN FERRY STATUS; WILL BE INSPECTED AT FINAL  
DESTINATION;

/4/ SPARE ASSEMBLIES IN TRANSIT; WILL BE INSPECTED AT  
FINAL DESTINATION;

B. APPLIED BY: HELICOPTER REPAIRMEN; MOS 67N

C. TIME REQUIRED-

/1/ APPROXIMATELY .3 MAN-HOUR WITH A MINIMUM  
CREW OF ONE MAN WILL BE REQUIRED TO ACCOMPLISH THIS INSPECTION;  
THIS INCLUDES TIME REQUIRED TO GAIN ACCESS TO THE WORK AREA,

/2/ DOWN TIME FOR THE END ITEM IS .3 HOUR;

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7. SUPPLY OF PARTS AND DISPOSITION;

A. THE FOLLOWING PARTS WILL BE REQUISITIONED WHEN REQUIRED-

QTY	NOMENCLATURE	FSN	P/N	SOURCE
1	BLADE ASSY MAIN ROTAR	1619-83-872-8799	274-811-258-5	B-17

B. BLADES REMOVED AS A RESULT OF THIS INSPECTION WILL BE  
SHIPPED TO- US ARMY ST. LOUIS ARMA SUPPORT CENTER BLDG 274  
GRANITE CITY IL 62840.

C. SPECIAL TOOLS JIGS AND FIXTURES REQUIRED, NONE REQUIRED

9. INSPECTION PROCEDURE, THE INSPECTION IS TO BE ACCOMPLISHED  
BY VISUALLY EXAMINING AIRCRAFT RECORDS TO DETERMINE THE SERIAL  
NUMBER OF EACH BLADE THAT IS INSTALLED ON AN AFFECTED AIRCRAFT;

INSPECTION OF SPARES MAY BE ACCOMPLISHED BY OBTAINING AND  
REVIEWING THE BLADE RECORDS THAT SHOULD BE LOCATED IN THE  
RECORDS STORAGE AREA OF THE BLADE SHIPPING CONTAINER;

BLADES IDENTIFIED WITH THE FOLLOWING SERIAL NUMBERS SHOULD  
BE DISPOSED OF IN ACCORDANCE WITH PARAGRAPH 7B;

S/N A2-27872 A2-27961 A2-27967 A2-27982 A2-28815 A2-28816  
A2-28819 A2-28823 A2-29325 A2-29919

VERIFY INITIAL FINDINGS BY OBSERVING SERIAL NUMBER ON BLADE  
DATA PLATE AS REQUIRED;

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10. WEIGHT AND BALANCE DATA, NOT APPLICABLE,  
11. SAFETY-OF-FLIGHT MESSAGE RECORDING AND REPORTING  
INSTRUCTIONS;

A. RECORD AND REPORT ACCOMPLISHMENT OF THIS INSPECTION IN  
ACCORDANCE WITH THE PROCEDURES PRESCRIBED IN TM 38-750; THE  
FOLLOWING FORMS ARE APPLICABLE- DA FORM 2427 MAINTENANCE  
REQUEST- DA FORM 2428-5 EQUIPMENT MODIFICATION RECORD FOR  
EACH BLADE- DA FORM 2428-13 AIRCRAFT INSPECTION AND MAINT-  
ENANCE RECORD- DA FORM 2428-13 AIRCRAFT HISTORICAL RECORD-  
AND DA FORM 2428-16 EQUIPMENT INSPECTION LIST;

B. GROUNDING AND SAFETY-OF-FLIGHT MESSAGE FOLLOW-UP  
REPORT RCS-AMC 213; ACTION ADDRESSEES UPON COMPLETION OF THE  
REQUIREMENT SET FORTH IN THIS MESSAGE OR NOT LATER THAN  
FIVE DAYS AFTER DATE OF THIS MESSAGE WILL FORWARD A MESSAGE  
REPORT OF ACTIONS ACCOMPLISHED AND ACTIONS TO BE ACCOMPLISHED  
TO COMMANDER USAAVSCOM ATTN- AMSAV-EK PER AR 95-18; THE  
REPORT WILL CITE THE TO THE AIRCRAFT MISSION DESIGN AND  
SERIES AND PERTINENT SERIAL NUMBERS OF THE AIRCRAFT; IF  
ALL REQUIRED ACTIONS ARE NOT COMPLETED THE REPORT WILL  
ALSO CONTAIN THE DATE BY WHICH IT IS ESTIMATED THEY WILL  
BE COMPLETED; A FURTHER REPORT WILL BE FORWARDED AFTER THE

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ACTIONS HAVE BEEN COMPLETED, ROUTING SYMBOL AS CONTAINED IN  
AR 95-18 WILL BE CHANGED AS INDICATED ABOVE;

C. IN ADDITION A REPORT OF POSITIVE FINDINGS SHOULD BE MADE  
BY TNX OR FONECON TO AMSAV-FEU AUTOVON 698-6516, THE REPORT  
SHALL INCLUDE THE BLADE SERIAL NUMBER IDENTIFY THE MODE OF  
SHIPMENT OF THE BLADE AND INCLUDE THE GBL NUMBER;

BT

#2427

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completed  
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