

OPERATIONAL IMMEDIATE

MISROUTED MESSAGE **

00137/009007/080A - DT: 080/0356

CT: INFO: CDR ADMIN D/RP MAINT URIS SUP PROC SVCS DUAL TASA CCNC
DP CSALNO TPPA MFO RIK NICC VCTL EE00 USNR USMCR USMCRS

CTUZEXW RULANAC0819 0800215-UUUU--RUWMDTA.
NR UUUUU
200210Z MAR 80
M MGR ARNG DAC EDGEWOOD MD//MGR-AVN-L//
O AIG 7401
192015Z MAR 80
M CDR USATSARCOM STL RO //LRSTS-PEA(2)//
O AIG 8881
VIG 7515
RUEBGEA/NATIONAL OCEANIC AND ATMOSPHERIC ADM ROCKVILLE MD //NOAA/A02
COL L & WEAVER//
INFO AIG 9004
VIG 7514
RUCLEUA/CDR USAAVNC FT RUCKER AL //AT20-DI//
RUDMAU/CUSO40 TEL AVIV ISRAEL
RUFLEFA/CJUSKRG-MAAG MADRID SPAIN //ARMY/NAV SEC//
BT

NO CONTACT LETTER
IN MGR Book 16
Army
20 MAR 80 00 02Z TCC

Message
200210Z MAR 80
AN310-4
AN310C-4
repl by
M517825-4

UNCLAS FINAL SEC OF TWO
HAND. AFTER THIS INSPECTION, AIRCRAFT WITH COTTER PINS INSTALLED
MAY BE RETURNED TO FLYING STATUS.
C. LIMITATIONS. DEPENDING ON AVAILABILITY OF PARTS AND AS
DETERMINED BY THIS INSPECTION, THE FOLLOWING HARDWARE WILL BE
CHECKED OUT DURING THIS INSPECTION OR DURING THE NEXT 45 CALENDAR
DAYS AFTER RECEIPT OF THIS MESSAGE. USE OF AMOPS REQUISITION IS
AUTHORIZED FOR ACQUISITION OF NECESSARY MATERIAL.

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(1) ANY FOUND AN310-4 OR AN310CA PLAIN CASTELLATED NUTS PER
LEVER ASSEMBLY (6 PLACES) WILL BE REPLACED WITH NUT, SELF-LOCKING,
CASTELLATED NSN 5310-00-961-8390, P/N PS17825-4.
(2) ALL NUTS SHALL BE FASTENED WITH COTTER PIN NSN
5315-00-815-1405, P/N MS24665-151.
(3) BOLT (FACING OPPOSITE FROM OTHER THREE LEVER
BOLTS/SCREWS) ATTACHING CONTROL PUSH-PULL TUBE
TO LEVER SHALL BE CLN BOLT, CLOSE TOLERANCE NSN 5306-00-292-8261, P/N
174-14 OR BOLT, MACHINE NSN 5306-00-063-3751, P/N WAS 1304-170 FOR
AH-5 (PROD) ONLY. THE TWO WASHERS USED ON THE HEAD AND NUT SIDE
OF ABOVE BOLTS WILL BE CHANGED FROM PRESENT AN960P0416 OR AN960C416
TO WASHER, FLAT, THIN NSN 5310-00-184-9001 P/N AN960P0416L. (THIS
WASHER IS ALUMINIUM AND ONE FOURTH THE THICKNESS OF PRESENT
INSTALLED WASHERS).

9. INSTALLATION PROCEDURES:

A. REFERENCE F, G, H, I, J AND L HAVE SIMILAR WRITE-UPS WHICH
ARE IN ERROR. USING AS A GUIDE REFERENCE F, PARAGRAPH 7-910, PAGE
7-72 OR REFERENCE H, PARAGRAPH 7-69E, PAGE 7-46, THE PARAGRAPHS AND
CONDITION WILL BE DELETED AND CHANGED IN ITS ENTIRETY AS FOLLOWS:
CONNECT ROD END BEARING OF LOWER SERVO CONTROL TUBE ASSEMBLY TO

AG. 3 RUCIFRAB768 UNCLAS

SERVO LEVER ASSEMBLY WITH BOLT, TWO THIN WASHERS, SELF-LOCKING CASTELLATED NUT AND COTTER PIN. HOLD NUT ON THE BLIND SIDE WITH WRENCH AND TURN THE HEAD OF THE BOLT WITH WRENCH UNTIL NUT SLOT IS IN ALIGNMENT WITH BOLT SHANK HOLE FOR COTTER PIN INSTALLATION. MAKE SURE THAT NUT AND BOLT AS AN ASSEMBLY CAN BE TURNED BY HAND AFTER INSTALL COTTER PIN.

WARNING

CHECK THAT ALL FOUR BOLTS/SCREWS THROUGH THE SERVO LEVER ASSEMBLY HAVE A SELF-LOCKING CASTELLATED NUT SAFETYED WITH COTTER PIN. CHECK THAT NUTS AND BOLTS/SCREWS AS AN ASSEMBLY CAN BE TURNED BY HAND AND AFTER COTTER PIN INSTALLATION (FOUR PLACES).

D. WEIGHT & BALANCE CLN NOT APPLICABLE.

1. RECORD AND REPORT ACCOMPLISHMENT OF YOUR INSPECTION IN ACCORDANCE WITH THE PROCEDURE IN TM 38-750 AND TM 55-411.

A. THE FOLLOWING FORMS ARE APPLICABLE: MAINTENANCE REQUESTS DA FORM ~~2408-13~~, AIRCRAFT INSPECTION AND MAINTENANCE RECORD, DA FORM ~~2408-15~~, AIRCRAFT HISTORICAL RECORD.

B. GROUNDING AND SAFETY-OF-FLIGHT MESSAGE FOLLOW-UP REPORT CS-AMC 213. ACTION ADDRESSEES UPON COMPLETION OF THE REQUIREMENT SET FORTH IN THIS MESSAGE OR NOT LATER THAN FIVE DAYS AFTER DATE OF

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RECEIPT OF MESSAGE. WILL FORWARD A MESSAGE REPORT OF ACTIONS COMPLETED TO CLN COMMANDER, USATSARCOM, ATTN CLN DRSTS-MEM(1) PER R-95-18. THE REPORT WILL CITE THE TB, THE AIRCRAFT MISSION DESIGN NO SERIES, AND SERIAL NUMBER OF THE AIRCRAFT ON URGENT REQUIREMENT ONLY.

2. FOREIGN MILITARY SALES (FMS) RECIPIENTS REQUIRING CLARIFICATION OF THIS MESSAGE SHOULD CONTACT USATSARCOM, DRSTS-10, CW3 BROCK WATKINS, COMMERCIAL 314-263-2106, OR AUTOVON 693-2106.

3. IF CLARIFICATION OF THIS MESSAGE IS REQUIRED, CONTACT MR. DICK MOODY, USATSARCOM, PHONE COMMERCIAL 314-263-0396, OR AUTOVON 693-0396.

BT #0819 NNNN

DTUZEXW RULNET00179 0802201-UUUU--RUMMDTA;

NR UUUUU

202150Z MAR 80 ZEX

1 MGR ARNG OAC EDGEWOOD MD //NGB-AVN-C//

Army

3 AIG 7401

NFO RUCIFRA/CDRTSARCOM STC MO //DRSTS-MEA(2)//

JEAUSA/ONGB WASH DC //NGB-ARL-A//

UNCLAS

JBJI SOF MSG UH-1-80-4

REF ONECON OF 20 MAR 80 BETWEEN MR. DICK MOOY, ORIGINATOR OF

JBJ MSG AND R. LINDSAY, NGB-AVN-L;

TSARCOM MSG 192015Z MAR 80 SAB.

SEVERAL ARNG LOCATIONS HAVE INDICATED THAT WHEN INSTALLING
THE SPECIFIED REPLACEMENT HARDWARE, THAT EXCESSIVE END PLAY WAS
PRESENT IN THE ASSEMBLY. THE THIN WASHERS WOULD NOT TAKE UP
THE SLOP AND THE BOLT THREADS COULD CONTACT THE HOLE IN THE ARM
AND RESULT IN ENLARGEMENT OF THE HOLE.

PER REF A, THE FOL ALTERNATE PROCEDURE MAY BE USED TO

MINIMIZE THE END PLAY IN THE ASSEMBLY.

THIN OR THICK ALUMINUM WASHERS ARE ACCEPTABLE AND MAY BE
USED IN COMBINATION.

AGE 2 RULNET00179 UNCLAS

B. WASHERS ARE TO BE INSTALLED UNDER THE NUT, INSURE THAT
THE BOLT AND NUT ASSEMBLY CAN BE TURNED BY HAND AFTER COTTER PIN
INSTALLATION. THIS IS ALSO ADDRESSED AS A WARNING IN PARA 9 OF

REF B.

POC FOR THIS MSG IS R. LINDSAY, AUTOVON 584-2027.

T

2179

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OPERATIONAL IMMEDIATE

IMMEDIATE

DISROUTED MESSAGE **

00136/008133/080A - DT: 080/0356

CT: INFO: CDR ADMIN D/RM MAINT DMIS SUP PROC SVES DUAL TASA CCNC
D: CSALND TPPN HPG RIR NICO VCTL EE00 USNR USMCR USMCRS

20 MAR 80 07 57z

TCC

CTUZEXW RULNNAC0818 0800215-0000--RUWMDTA.
NR 00000

R MGR ARNG OAC EDGEWOOD MD//NGB-AVN-L//
O AIG 7401

army

192015Z MAR 80
R CDR USATSARCOM STL MO //URSTS-YES(2)///
O AIG 8881
IG 7515

UCRREA/NATIONAL OCEANIC AND ATMOSPHERIC ADM ROCKVILLE MD //NOAA/A02
OL L A WEAVER//
NFO AIG 9004
IG 7514

UCLEUA/CDR USAAVNG FT RUCKER AL //A120-DI//
UGMAD/CUSPAD TEL AVIV ISRAEL
UFLAFA/CJUSMG-MAAG MADRID SPAIN //ARMY/NAV SEC//
T

UNCLAS SEC ONE OF TWO

NOTE CLN 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.
TRANSMISSION SHALL REFERENCE THIS MESSAGE.

~~UNCLAS CLN SAFETY OF FLIGHT MESSAGE (UNCLAS SEC ONE OF TWO)~~
~~THE TIME INSPECTION OF ATTACHING WAREHOUSE WAREHOUSE WAREHOUSE WAREHOUSE~~

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1000257, NSN 1650-00-458-8915; OR P/N 41000265, NSN
1650-00-229-6675; OR P/N 105881, NSN 1650-00-933-5529; OR P/N
05832, NSN 1650-00-928-3887; OR P/N 105827 (NSN NOT AVAILABLE) AS
APPLICABLE. (AH-1-80-04) (UH-1-80-02), TB 55-1520-243-20-3.

- 1. TM 55-1520-210-23P
- 1. TM 55-1520-221-23P
- 1. TM 55-1520-234-23P
- 1. TM 55-1520-236-23P
- 1. TM 55-1520-239-23P
- 1. TM 55-1520-210-23
- 1. TM 55-1520-220-20
- 1. TM 55-1520-221-23
- 1. TM 55-1520-234-23
- 1. TM 55-1520-236-23
- 1. TM 55-1520-239-23
- 1. TM 55-1520-219-20

1. SUMMARY OF PROBLEM CLM

1. RECENT CATASTROPHIC FATAL MISHAP OCCURRED. THE CAUSE OF THE
MISHAP IS ATTRIBUTED TO THE LOSS OF A BOLT CONNECTING THE VERTICAL
COLLECTING LINK, RIGID OTHERWISE KNOWN AS PUSH-PULL TUBE OR TUBE

*UH-1-80-02
Sawtooth tube attach
bolt*

AGE 3 RUCIFRAB767 UNCLAS

ASSEMBLY TO THE SUBJECT LEVER ASSEMBLY AT THE BOTTOM OF THE LATERAL CYCLIC SERVO. THIS MESSAGE PROVIDES REVISED INSPECTION AND ATTACHMENT HARDWARE CRITERIA FOR THE FOUR (4) ATTACHING BOLTS/CREWS OF SUBJECT LEVER ASSEMBLY USED ON THE BOTTOM OF THE FORE AND FT CYCLIC, LATERAL CYCLIC AND COLLECTIVE SERVOS ON ALL SERIES AH-1 AND UH-1 AIRCRAFT.

• PRIORITY CLASSIFICATION CLM

A. EQUIPMENT IN USE CLM (URGENT WITH LIMITATIONS) UPON RECEIPT OF THIS MESSAGE, THE STATUS OF THE AIRCRAFT WILL BE CHANGED TO A RED "X". EQUIPMENT WILL BE INSPECTED BEFORE THE NEXT SCHEDULED FLIGHT OR DURING THE NEXT DAILY INSPECTION IF FLIGHT SCHEDULING PERMITS.

B. EQUIPMENT IN FIELD OR DEPOT STOCK CLM INSPECT AND ATTACH PROPER FASTENING HARDWARE PRIOR TO ISSUE IAW THIS MESSAGE.

• END ITEM TO BE INSPECTED CLM ALL AH-1/UH-1 SERIES AIRCRAFT.

• ASSEMBLIES OR COMPONENTS TO BE INSPECTED CLM ATTACHING HARDWARE OF SUBJECT LEVER ASSEMBLIES (THREE PER AIRCRAFT) P/N AND NSN OF BOLTS/SCREWS, NUTS, WASHERS AND COTTER PINS WILL BE CALLED OUT IN THIS MESSAGE IF DIFFERENT THAN LISTED IN REFERENCE A, B, C, OR D.

• APPLICATION CLM

AGE 4 RUCIFRAB767 UNCLAS

A. CATEGORY OF MAINTENANCE.

(1) OPERATIONAL AIRCRAFT. AVIATION UNIT MAINTENANCE (AVUM)
(2) AIRCRAFT UNDERGOING MAINTENANCE. ACTIVITY PERFORMING SUCH MAINTENANCE.

(3) AIRCRAFT IN TRANSIT.

(A) IN SURFACE TRANSIT. FINAL DESTINATION MAINTENANCE ACTIVITY.

(B) IN FERRY STATUS. FINAL DESTINATION MAINTENANCE ACTIVITY.

(4) SPARE ASSEMBLIES IN TRANSIT. MAINTENANCE ACTIVITY AT DESTINATION.

(5) AIRCRAFT ON LOAN OR BAILMENT. ACTIVITY TO WHOM AIRCRAFT WAS BAILED OR LOANED.

B. APPLIED BY CLM APPLICABLE UH-1 MECHANIC MOS 67N AND AH-1 MECHANIC 67Y.

C. INSPECTED BY CLM APPLICABLE INSPECTOR MOS 67N, 67Y OR 67W.

D. TIME REQUIRED CLM

(1) APPROXIMATELY ONE WORK HOUR AND A CREW OF TWO WILL BE REQUIRED TO ACCOMPLISH THIS INSPECTION. THIS INCLUDES TIME TO GAIN ACCESS TO THE WORK AREA AND ATTACH DIFFERENT HARDWARE IF AVAILABLE.

(2) DOWN TIME FOR THIS END ITEM CLM ONE HOUR.

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F. T6S/MWCS TO BE APPLIED PRIOR TO OR CONCURRENTLY WITH THIS CLM NOT APPLICABLE.

F. PUBLICATIONS WHICH REQUIRE CHANGE AS A RESULT OF THIS T6 CLM

REFERENCE A THRU L.

• PARTS AND DISPOSITION CLM

- A. PARTS REQUIRED CLM TO BE DETERMINED BY THIS INSPECTION.
- B. REQUISITIONING INSTRUCTIONS CLM PARTS MAY BE ORDERED THROUGH NORMAL REQUISITIONING PROCEDURES IF NOT PRESENTLY IN STOCK.
- C. PARTS NEEDED: AS REQUIRED CLM

TY	NOMENCLATURE	NSN	P/N
R	WASHER, FLAT, THIN	5310-00-184-9001	AM960PD016L
R	NUT, SELF LOCKING, CASTELLATED	5310-00-961-8390	MS17825-4
R	PIN, COTTER	5315-00-815-1405	MS24665-151
R	BOLT, CLOSE TOLERANCE	5306-00-292-8261	AM174-14
R	BOLT, MACHINE (AH-1S(PROD) ONLY)	5306-00-063-3751	MS1304-170

• INSPECTION PROCEDURES CLM

- A. REFER TO REFERENCES A, E & K (UH-1) AND H & H (AH-1) AS A STANDARD. ALL OTHER REFERENCES HAVE SIMILAR ILLUSTRATIONS AND

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MAINTENANCE WRITE UPS.

(1) REFERENCE A CLM FIGURES 352, 353 AND 354; PAGES 1606 THRU 1616, ITEM 1, 2 AND BOLT - NOTE: COTTER PINS OMITTED AS ITEM 1A ON FIGURE 352 & 353. FIGURE 190A, PAGE 851, ITEM 36A ATTACHING HARDWARE.

(2) REFERENCE F CLM FIGURE 7-11, PAGE 7-41, ITEMS 13 & 27 (NOTE: PUSH-PULL TUBE ASSEMBLY ATTACHES TO SUBJECT LEVER - SHOULD BE ROD END IN LIEU OF CLEVIS). FIGURE 7-23, PAGE 7-70, ITEM 11.

(3) REFERENCE B CLM FIGURE 145, PAGE 258, ITEM 39. NOTE: COTTER PINS OMITTED ON ITEM 32. FIGURE 146, PAGE 532, ITEM 42. FIGURE 252, PAGE 826, ITEM 1, 2, 3 & 4 (SIMILAR ON FIGURE 254).

(4) REFERENCE H CLM FIGURE 7-7, PAGE 7-15, ITEMS 13, 16 & 19.

B. URGENT: INSPECT ON ALL UH-1/AH-1 SERIES AIRCRAFT THE ATTACHMENT HARDWARE FOR COTTER PIN INSTALLATION OF PUSH-PULL TUBE ASSEMBLY TO SERVO CONTROL LEVERS (3 PLACES). A COTTER PIN MUST BE INSTALLED THROUGH SLOTTED PART OF "AM" OR "MS" CASTELLATED NUT AND BOLT SHANK HOLE. NUT AND BOLT AS AN ASSEMBLY MUST BE TURNABLE BY HAND. INSPECT THE THREE REMAINING BOLTS/SCREW NUTS ON THE LEVER ASSEMBLY FOR COTTER PIN INSTALLATION. THESE NUTS ARE VISIBLE AND FACE TOWARD THE INSPECTOR. BOLTS MUST TURN AS AN ASSEMBLY, BY

BT #0818 NNNN