

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

INSPECT ALL SELF-LOCKING NUTS ON THE TAIL ROTOR BLADE AND HUB ASSEMBLY AS PART OF THE MAINTENANCE DAILY INSPECTION ON OH-58A/C HELICOPTERS

HEADQUARTERS, DEPARTMENT OF THE ARMY, WASHINGTON, D.C.
15 December 1991

Approved for public release; distribution unlimited.

NOTE

This publication is effective until 23 November 1993 unless sooner rescinded or superseded.

1. Priority Classification. NORMAL.

a. Aircraft in Use. Upon receipt of this TB the condition status symbol of the cited aircraft will be changed to a red horizontal dash "-". The red horizontal "-" maybe cleared when the inspection of paragraph 8 below is completed. The affected aircraft shall be inspected as soon as practical but no later than the task/inspection suspense date. Failure to comply with the requirements of this TB within the time frame will cause the condition status symbol to be changed to a red "X".

b. Aircraft in Depot Maintenance. Same as paragraph 1.a.

c. Aircraft Undergoing Maintenance. Same as paragraph 1.a.

d. Aircraft in Transit.

(1) Surface/Air Shipment. Same as paragraph 1.a.

(2) Ferry Status. Same as paragraph 1.a.

e. Maintenance Trainers (Category A, B and Others). Not applicable.

f. Component/Parts in Stock Including War Reserves at All Levels (Depot and Others). Not applicable.

*This TB supersedes USAAVSCOM Message 0216002, Dec 91, (OH-58-92-ASAM-05).

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2. Task/Inspection Suspense Date. Prior to next day's flight.

3. Reporting Compliance Suspense Date. No later than 23 December 1991 per paragraph 13.a. of this TB.

4. Purpose. The purpose of this TB is to alert all users and maintenance personnel of the need to pay particular attention to all Self-Locking Nuts during regular inspections because isolated failures may occur. Also, to rescind USAAVSCOM Messages 1523302, August 1991 (OH-58-91ASAM-14), O42100Z, September 1991, (OH-58-91-ASAM-15) and TB 1-1520-228-20-63.

5. End Items to be Inspected. All OH-58A/C Aircraft.

6. Assembly Components to be Inspected. Tail Rotor Blade and Hub Assembly.

7. Parts to be Inspected. All Self-Locking Nuts on the Tail Rotor Blade and Hub Assembly.

8. Inspection Procedures.

a. All Self-Locking Nuts on the Tail Rotor Blade and Hub Assembly will be visually inspected as a part of each daily inspection.

b. Self-Locking Nuts in other locations shall be inspected as a part of existing regular inspections. Special attention should be given to Rotating Parts in the Drive, Rotor and Flight Systems.

c. Self-Locking Nuts shall be inspected for obvious defects during installation,

9. Correction Procedures. Replace any cracked Self-Locking Nut as required.

10. Supply/Parts and Disposition.

a. Parts Required. Items cited in paragraph 7 may be required to replace defective items.

b. Requisitioning Instructions. Requisition replacement parts through normal supply channels using normal supply procedures.

c. Bulk and Consumable Materials. See paragraph 7.

d. Disposition. Not applicable.

e. Disposition of Hazardous Material. Not applicable.

11. Special Tools, Jigs and Fixtures Required. Not applicable.

12. Application.

a. Category of Maintenance. AVUM. Aircraft downtime will be charged to AVUM.

b. Time Required.

(1) Crew chief/maintenance personnel. Total of 0.5 hour using 1 person.

(2) No downtime for the aircraft.

c. Estimated Cost Impact of Stock Fund Items to the Field. Not applicable.

d. TB/MWOs to be Applied Prior to or Concurrently With This Inspection. Not applicable.

e. Publications Which Require Change as a Result of This Inspection. TM 55-1520-228-PMD, "All Self-Locking Nuts on the Tail Rotor Blade and Hub Assembly shall be inspected as part of the maintenance daily inspection."

13. References.

a. USAAVSCOM Message 152330Z August 1991, Subject: Aviation Safety Action Message, Maintenance Mandatory, RCS CSGLD(R1), all OH-58A/C aircraft, inspection of MS Nuts in critical locations for possible cracking caused by hydrogen embrittlement and seams, P/N MS21042L5, NSN 5310-00-807-1476; P/N MS21042L6, NSN 5310-00-807-1477; P/N MS21042-5, NSN 5310-00-807-1469; P/N MS21042-6, NSN 5310-00-810-1786 (OH-58-91-ASAM-14) (TB 1-1520-228-20-63, will remain effective until 24 July 1993).

b. USAAVSCOM Message 042100 September 1991, SUBJECT Aviation Safety Action Message, Maintenance Mandatory, RCS CSGLD(R1), all OH-58A/C aircraft, revision to OH-58-91-ASAM-14, inspection of MS Nuts in critical locations for possible cracking caused by hydrogen embrittlement and seams, P/N MS21042L5, NSN 5310-00-807-1476; P/N MS21042L6, NSN 5310-00-807-1477; P/N MS21042-5, NSN 5310-00-807-146976; P/N MS21042-6, NSN 5310-00-810-1786; (OH-58-91-ASAM-15) (TB 1-1520-228-20-63, will remain effective until 24 July 1993).

c. TM 55-1520-228-PMD

d. TM 55-1520-228 -23-1

e. TM 55-1520-228-23P

14. Recording and Reporting Requirements.

a. Reporting Compliance Suspense Date (Aircraft). Upon entering requirements of this TB on DA Form 2408-13 on all subject MDS aircraft, forward a priority message, datafax or E-mail to Commander, AVSCOM, ATTN: AMSAV-XSOF (SOF Compliance Officer), per AR 95-3. Datafax number is DSN 693-2064 or commercial (314) 263-2064. E-Mail address is "amsavxsof (at sign) st-louis-emh4.army.mil". The report will cite this TB number, date of entry in DA Form 2408-13, the aircraft mission design series and serial number of aircraft in numerical order.

b. Task/Inspection Reporting Suspense Date (Aircraft). Not applicable.

c. Reporting Compliance Suspense Date (Spares). Not applicable.

d. Task/Inspection Reporting Suspense Date (Spares). Not applicable.

e. The following forms are applicable and are to be completed IAW DA PAM 738-751, 15 January 1988.

(1) DA Form 2408-13, Aircraft Inspection and Maintenance Record.

(2) DA Form 2408-15, Historical Record for Aircraft.

15. Weight and Balance. Not applicable.

16. Points of Contact.

a. Technical Point of Contact for This TB is Mr. Richard Smith, AMSAV-EIO, DSN 693-1672 or commercial (314) 263-1672.

b. Logistical Point of Contact for This TB is Mr. Jim Egelhoff, AMCPM-LOH, DSN 693-2045 or commercial (314) 263-2045.

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c. Forms and Records Point of Contact for This TB is Mr. Roger Barre/Mr. Don Bryant, AMSAV-MPPD, DSN 693-1955 or commercial (314) 263-1955.

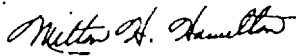
d. Point of contact for this TB is Mr. Roger H. Heidenreich, AMSAV-XSOF, DSN 693-9089 or commercial (314) 263-9089.

e. Foreign Military Sales (FMS) recipients requiring clarification of action advised by this TB should contact Mr. Ron Van Rem, AMSAV-IOA, DSN 693-2626 or commercial (314) 263-2626.

f. After hours contact AVSCOM Command Operations Center (COC) DSN 693-2066/7 or commercial (314) 263-2066/7.

By Order of the Secretary of the Army:

Official:



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DISTRIBUTION:

To be distributed in accordance with DA Form 12-31-E, block no. 2509, AVUM maintenance requirements for TB 1-1520-228-20-64.