

**ADDENDUM to H-58-12-AMAM-08**  
**TAIL ROTOR FLAPPING BEARING TECHNICAL MANUAL INSPECTION CHANGES**

**TM 1-1520-248-PPM**  
**Preventive Maintenance Services (PMS) Change**

<b>Seq No.</b>	<b>AREA NAME AND NUMBER: TAILBOOM (LEFT SIDE) - 8</b>
8.1	Inspect tail rotor gearbox for condition, oil leaks, and security. Check oil level. Oil is required if oil level is 1/ 8 inch below center level of sight gage. Tail rotor gearbox output shaft for corrosion damage. Tail rotor gearbox mounting area for condition of Proseal and evidence of corrosion.
8.2	Aft tailboom skin and around gearbox support assembly casting for loose or working rivets and skin cracks in the rivet area.
8.3	Tail rotor gearbox oil filler cap for condition and security.
8.4	Tail rotor assembly for corrosion, condition, and security. Visually inspect drain hole in leading edge spar of tail rotor blades for foreign debris and evidence of corrosion damage internally and around hole. Ensure hole is open and free to flow. Visually inspect erosion shield leading edge on rotor blades for damage or debonding. <b>Inspect blades for condition and security, check for evidence of skin debonding (voids).</b> <b>(Task 5-4-4)</b>
8.5	Tail rotor control trunnion and pitch change links for condition and security. <b>Inspect <i>Tail rotor flapping bearing</i> for evidence of <i>elastomeric/shim separation, cracks, or tears.</i> (Task 5-4-1)</b>
8.6	Tail rotor retaining nut for condition and security.
8.7	Apply full left pedal and check tail rotor pitch change tube for corrosion, leakage, condition, and security.
8.8	General condition of skin for ripples, holes, and loose or popped rivets. Around five drain holes located on bottom side of tailboom, for evidence of internal corrosion damage. Ensure holes are open and free to flow.
8.9	Driveshaft cover for condition and security. Inspect hinge for cracks.

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## TM 1-1520-248-23 Task 5-4-1 Tail Rotor Inspection Change

Inspection Procedure:

### Warning

No one shall operate tail rotor controls from inside the helicopter during installation of tail rotor. Physical injury can occur. If injury occurs, seek medical aid.

### Note

- This inspection is to determine if any part of the tail rotor installation is damaged to the extent that it should be replaced or repaired.
- A clicking noise may be heard in the tail rotor hub when the rotor is manually flapped gently back and forth. This noise is normal. The noise is generated when the outer race of the flapping bearing slips 0.001 inch in the yoke and the keyway slaps the key stop in the clamp ring. The noise is repeated when the rotor is flapped in the opposite direction and the other side of the keyway slaps the key stop.

1. Inspect tail rotor blades (1) (Task 5-4-27) for:

a. Nicks, dents, scratches, and holes.

b. Security of attaching hardware.

2. Inspect counterweight bracket for damage (Task 5-4-22) and weights (2) for security.

3. Inspect tail rotor counterweight support (3) for damage (Task 5-4-17).

4. Inspect tail rotor retaining nut (4) for damage (Task 5-4-18), security, and lockwire.

5. Inspect tail rotor crosshead (5) for damage (Task 5-4-9). Check seal on inboard end of crosshead for holes or tears. Check bolts and nuts on outboard end of crosshead for security.

6. Inspect exposed portion of yoke (6) for damage (Task 5-4-24).

7. Inspect tail rotor pitch links (7) for damage (Task 5-4-3).

8. Using dial indicator (B-47), check tail rotor pitch change link (7) bearings for looseness: 0.020 inch axial play maximum allowed. Check attaching hardware for security.

9. Inspect weights and support (8) for damage (Task 5-4-24) and security.

10. Inspect tail rotor pitch horn (9) for damage (Task 5-4-20) and security.

11. Check bearing for general condition. Inspect tail rotor flapping bearing for evidence of elastomer/shim separation, cracks, or tears (Damage limits contained in Task 5-4-24). Elastomeric bearings are suspected of being un-serviceable if rubber deterioration or a vibration is noted. Evidence of light swelling, pock marks and crumbs are surface conditions and are not indications of bearing failure. Apply teetering force by hand (stop-to-stop) to rotor blades and inspect elastomers for radial molded ridges on each bearing face. Discontinuity in molded ridges indicates bearing failure. There should be no movement between the elastomer and trunnion.

END OF TASK