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This publication is effective until 23 November 1993 unless sooner rescinded or superseded.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

TB 1-1520-226-20-64

- 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 53 10-00-807-1476; 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 (3 14) 263-2045.

TB 1-1520-226-20-64

- 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:

GORDON R. SULLIVAN General, United States Army Chief of Staff

Official: Mutto H. Samulton

MILTON H. HAMILTON
Administrative Assistant to the
Secretary of the Army

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.

* U.S. GOVERNMENT PRINTING OFFICE: 1992- 654-029/65017