

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

MAINTENANCE MANDATORY RCS CSGLD-1860 (R1) ALL H-60 AIRCRAFT INSPECTION AND REVISED RETIREMENT LIFE OF MAIN ROTOR PITCH HORNS P/N 70102-08111-047

Headquarters, Department of the Army, Washington, D. C.
22 March 2000

DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.

NOTE

THIS PUBLICATION IS EFFECTIVE UNTIL RESCINDED OR SUPERSEDED.

1. Priority Classification. Routine

a. Aircraft in Use. Upon receipt of this Technical Bulletin (TB) the condition status symbol of the cited aircraft will be changed to a red horizontal dash // - //. The red horizontal dash // - // may be cleared when the inspection of paragraph 8 below is completed. The affected aircraft shall be inspected as soon as possible 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 status symbol to be upgraded to a red "X".

b. Aircraft in Depot Maintenance. Same as 1a. Aircraft will not be issued until compliance with this TB has been completed. Pitch horn assemblies identified in paragraph 9 inspection with less than 500 hours verified useful life remaining will be replaced prior to aircraft issue.

c. Aircraft Undergoing Maintenance. Same as 1a.

d. Aircraft in Transit.

(1) Surface/Air Shipment. Prior to first flight or within 14 days of arrival.

(2) Ferry Status. Inspect at final destination.

e. Maintenance Trainers (Category A, and B). Same as paragraph 1.a.

f. Component/Parts in Stock at All Levels (Depot and Others) Including War Reserves. Upon receipt of this TB, the material condition tags of all items in all condition codes listed in paragraph 6 and 7 shall be annotated to read UH-60-99-ASAM-06 Main Rotor Pitch Horn not complied with.

*This TB supersedes USAAMCOM Aviation Safety Action Message 101503Z DEC 98, UH-60-99-ASAM-06

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(1) Wholesale Stock. Upon receipt of this TB all serviceable items (condition codes "A", "B", "C", "D", and "E"), identified through the paragraph 8 inspection shall be placed in condition code "J" and tagged with a suspended tag/label-material, DD Form 1575/DD Form 1575-1. Do not remove original condition tags. Report compliance with this TB in accordance with paragraph 14.d.(1). Only those paragraph 6 assemblies with a paragraph 7 pitch horn installed, that has more than 1,000 hours useful life remaining, based on the life specified in paragraph 9, may be issued. No individual paragraph 7 pitch horns will be issued.

(2) Retail Stock. Upon receipt of this TB Commanders and others maintaining retail stock at installation level and below shall contact the supported Aviation Unit to perform the inspection required by paragraph 8 and the correction procedures of paragraph 9. Only those paragraph 7 parts that are known to have more than 500 useable hours remaining, based on the life specified in paragraph 9, may be installed on aircraft. Disposition of materiel will be IAW paragraph 10. Report compliance with this TB IAW paragraph 14.d.(2).

g. Component/Parts In Work (Depot Levels and Others). Items listed in paragraph 6 will not be issued with a paragraph 7 item installed. Tag each paragraph 6 and 7 part or assembly with a suspended tag/label - material, DD Form 1576/DD Form 1576-1. Do not remove original condition tags. Correct IAW paragraph 9. Report compliance with this message IAW paragraph 14.d.(2).

- 2. **Task/Inspection Suspense Date.** Within next 10 flight hours/14 days.
- 3. **Reporting Compliance Suspense Date.** No later than 6 Jan. 1999 per paragraph 14.a of this TB.
- 4. **Summary of the Problem.**

a. As required by the flight safety parts program, six specimen pitch horns, P/N 70102-08111-047, manufactured by the TEK Precision Company under a spindle overhaul contract through the ROTAIR Corporation have completed fatigue testing. Results of the tests indicate a retirement life less than the original qualified part. The original qualified part from Sikorsky aircraft has a retirement life of 20,000.

b. For manpower/downtime and funding impacts, see paragraph 12.

c. This TB has two purposes.

(1) Require a one time inspection to locate pitch horns specified in paragraph 7 which are installed on aircraft or in supply.

(2) Establish a reduced retirement life of 2,500 hours for specific serial numbered pitch horns, P/N 70102-08111-047, identified in paragraph 7.

5. **End Items to be inspected.** All H-60 aircraft.

6. **Assembly Components to be Inspected.**

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Main Rotor Spindle Assy	70070-10030-042	1615-01-331-2480
Main Rotor Spindle Assy	70070-10030-046	1615-01-249-4107
Main Rotor Spindle Assy	70102-08100-059	1615-01-127-0839
Main Rotor Spindle Assy	70102-08200-042	1615-01-209-1759
Main Rotor Spindle Assy	70102-08200-044	1615-01-214-6602
Main Rotor Spindle Assy	70102-08200-051	N/A
Main Rotor Spindle Assy	70102-08200-052	N/A
Main Rotor Spindle Assy	70102-08200-054	1615-01-372-9604
Main Rotor Spindle Assy	70102-08200-056	1615-01-374-7203
Main Rotor Spindle Assy	70102-08200-061	N/A
Main Rotor Spindle Assy	70102-08200-062	N/A

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Main Rotor Spindle Assy	70102-08200-063	1615-01-370-4918
Main Rotor Spindle Assy	70102-08200-069	1615-01-442-6926
Main Rotor Spindle Assy	70102-08200-070	N/A

7. Parts to be Inspected.

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Main Rotor Pitch Horns	70102-08111-047	1615-01-214-9140

- a. Serial Numbers R241-00101 THRU R241-00355
- b. Serial Numbers R241-00701 THRU R241-00966
- c. Serial Numbers R241-01001 THRU R241-01160
- d. Serial Numbers A241-07534 THRU A241-07594
- e. Serial Numbers A241-07706 THRU A241-07755
- f. Serial Numbers A241-07768 THRU A241-07771
- g. Serial Numbers A241-07800 THRU A241-07831

8. Inspection Procedures. Visually inspect each paragraph 6 assembly and paragraph 7 component to determine whether the pitch horn is within the serial number ranges specified in paragraph 7. If the pitch horn serial number is not within the serial number range, the inspection is complete if the pitch horn has a serial number within the paragraph 7 serial numbers range. Correct IAW paragraph 9.

9. Correction Procedures.

- a. Inspect the records on the subject part.
- b. On aircraft – if the pitch horn total time since new hours is more than 2,500 hours or the total time since new cannot be determined, immediately remove the part. Dispose of the part IAW paragraph 10. Report IAW paragraph 14b..
- c. On aircraft – if the pitch horn total time since new is less than 2,500 hours, annotate the reduced 2,500 hour retirement life on the spindle component record, DA Form 2408-16. Do not overfly the 2,500 hour retirement life. Upon removal dispose IAW para 10. Report IAW paragraph 14b.
- d. Retail stock – if the verifiable available total in-service time is less than 500 hours, dispose IAW paragraph 10. If there is more than 500 hours of verifiable life remaining on the paragraph 7 part, annotate the reduced 2,500 hour retirement life on the DA Form 2408-16 spindle component record, or the tag attached to the pitch horn. Report IAW paragraph 14.d.(2).
- e. Wholesale Stock – see paragraph 1.f.(1).
- f. Component/parts in work (Depot level and others) – See paragraph 1g.

10. Supply/Parts and Disposition.

- a. Parts Required.

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Main Rotor Pitch Horns	70102-08111-047	1615-01-214-9140

b. Requisitioning Instructions. Requisition replacement parts using normal supply procedures. All requisitions shall use project code "CC 57-59" "XFB".

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Project code "XFB" is required to track and establish a data base of stock fund expenditures incurred by the field as a result of ASAM actions.

- c. Bulk and Consumable Materials. N/A.
- d. Disposition - Demilitarize IAW TM 1-1500-328-23.
- e. Disposition of Hazardous Material. IAW Environmental Protective Agency directives as implemented by your servicing environmental coordination (AR 200-1).

11. Special Tools, Jigs and Fixtures Required. N/A.

12. Application.

- a. Category of Maintenance. AVUM. Aircraft downtime will be charged to AVUM.
- b. Estimated Time Required.
 - (1) For Inspection.
 - (a) Total of 0.3 man-hours using 1 person.
 - (b) Total of 0.3 hours downtime for one end item.
 - (2) For Replacement.
 - (a) Total of 4 man-hours using 2 persons to replace each pitch horn plus 2 hours using 1 person to complete maintenance check of one aircraft.
 - (b) Total of 6 hours downtime for one end item.
- c. Estimated Cost Impact of Stock Fund Items to the Field.

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER	QTY	COST EA.
Main Rotor Pitch Horns	70102-08111-047	1615-01-214-9140	1	\$784.00
TOTAL COST PER AIRCRAFT				\$784.00

- d. TB/MWOs to be Applied Prior to or Concurrently with this Inspection. N/A.
- e. Publications Which Require Change as a Result of This Inspection - A copy of this TB shall be inserted in the appropriate publication as authority to implement the change in retirement life until the printed change is received.
 - (1) TM 1-1520-237-23
 - (2) TM 1-1520-250-23
 - (3) DMWR 1-1615-293

13. References.

- a. TM 1-1520-237-23
- b. TM 1-1520-250-23
- c. TM 1-1500-328-23
- d. DMWR 1-1615-293

14. Recording and Reporting Requirements.

a. Reporting Compliance Suspense Date (Aircraft). Upon entering requirements of this TB on DA Form 2408-13-1 on all subject MDS aircraft, forward a priority message, datafax or E-Mail to Commander, AMCOM, ATTN: AMSAM-SF-A (SOF Compliance Officer), Redstone Arsenal, AL 35898-5000, IAW AR 95-1. Datafax number is DSN 897-2111 or commercial (256) 313-2111. E-Mail address is "SAFE-

ADM@REDSTONE.ARMY.MIL". The report will cite this TB number, date of entry in DA Form 2408-13-1, the aircraft mission design series and serial numbers of aircraft in numerical order.

b. Task/Inspection reporting suspense date (Aircraft) – Upon completion of inspection, units will forward a priority message to the logistical POC listed in paragraph 16b. The report will cite this TB number, date of inspection, aircraft serial number and hours, assembly serial number and hours, and results of the inspection. In the report include the serial number of each identified pitch horn, the total in-service time accumulated, and the spindle assembly serial number. Inspection reports will be received no later than 14 days after task/inspection suspense date. Negative reports are required.

c. Reporting Message Receipt (Spares).

(1) Materiel In Wholesale Depot Storage. Report receipt of this TB to the wholesale material POC (spares) listed in para 16c NLT 15 Dec 98 on DD Form 1225. Report by email or datafax and provide local POC.

(2) Materiel in Retail Storage. Report receipt of this TB by email or datafax to the logistical POC listed in paragraph 16B NLT 15 Dec 98. Provide local point of contact.

d. Task/Inspection Reporting Suspense Date (Spares).

(1) Materiel In Wholesale Depot Storage. Report compliance with this TB to the wholesale materiel POC (SPARES) listed in paragraphs 16c NLT 18 Dec 98 on DD Form 1225. Provide the cost of compliance with this TB to include an estimate of the cost reimbursable funding required to move serviceable items on hand listed in paragraph 6 and 7 to a work area, unpack the materiel, repack the materiel after inspection by AMCOM inspectors, and return the materiel to storage, as appropriate. Report, by original serviceable condition code, the quantity of materiel placed in condition code "J". Report by email or datafax and provide local point contact. In the report include the serial number of each suspect pitch horn, the total in-service time accumulated, and if installed the spindle assembly serial number. Provide a copy of the report to the paragraph 16b logistical POC. A negative report is required.

(2) Materiel In Retail Storage. Report compliance with this TB to the logistical POC in paragraph 16b NLT 18 Dec 1998. Report the quantity inspected by condition code and the resulting condition code. In the report include the serial number of each suspect pitch horn and the total in-service time accumulated and if installed, the spindle assembly serial number. Report by email or datafax and provide local POC.

e. The following forms are applicable and are to be completed in accordance with DA Pam 738-751, 15 June 92.

NOTE

ULLS-A Users will use the applicable "E" Forms.

(1) DA Form 2408-5-1, Equipment Modification Record (Main Rotor Pitch Horn).

(2) DA Form 2408-13, Aircraft Status Information Record.

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

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

(5) DA Form 2408-16, Aircraft Component Historical Record.

(6) DA Form 2410, Component Removal and Repair Overhaul Record (Only if the Main Rotor Spindle Assembly and/or Main Rotor Pitch Horn is removed and/or replaced).

(7) DD Form 1574/DD Form 1574-1, Serviceable Tag/Label – Materiel (Color Yellow). Annotate remarks block with "Inspected serviceable IAW UH-60-99-ASAM-06."

(8) DD Form 1575/DD Form 1575-1, Suspended Tag/LAabel – Materiel (Color Brown). Annotate remarks block with "Suspended IAW UH-60-99-ASAM-06."

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(9) DD Form 1577/DD Form 1577-1, unserviceable (condemned) tag/label – Materiel (color red). (Annotate remarks block with “condemned IAW UH-60-99-ASAM-06”).

(10) DD Form 1577-2/DD Form 1577-3, unserviceable (reparable) tag/label – materiel (color green). (Annotate remarks block with “unserviceable IAW UH-60-99-ASAM-06”).

15. Weight and Balance. N/A.

16. Points of Contact.

a. Technical point of contact for this TB is Mr. Jay Merkel, AMSAM-DSA-UT-T, DSN 897-4914 or commercial (256) 313-4914, E-Mail is AMSAM-AR-EICU@redstone.army.mil. Datafax is DSN 897-4923 or (256) 313-4923. Alternate phone number is DSN 645-0750 or (256) 955-0750.

b. Logistical point of contact for this TB is Mr. Joe Hoover, AMSAM-DSA-UH-L, DSN 645-7898 or commercial (256) 955-7898, Datafax is DSN 645-6590. E-mail is hoover-jl@redstone.army.mil or j.hoover@uh.redstone.army.mil.

c. Wholesale materiel POC (Spares) is Mr. Dan Delao, AMSAM-MMC-VS-UB, DSN 897-1303 or (256) 313-1303, Datafax is DSN 897-4769. E-mail is delao-dt@exchange1.redstone.army.mil.

d. Forms and records point of contact for this TB is Ms. Ann Waldek, AMSAM-MMC-RE-FF, DSN 746-5564 or (256) 876-5564, Datafax is DSN 746-4904. E-mail is waldeck-ab@redstone.army.mil.

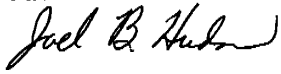
e. Safety point of contact for this TB is Mr. Ed Goad, AMSAM-SF-A, DSN 897-2095 or commercial (256) 313-2095, Datafax is (256) 313-2111. E-mail is goad-er@redstone.army.mil.

f. Foreign Military Sales (FMS) recipients requiring clarification of action advised by this TB should contact CW5 Joseph L. Wittstrom, Security Assistance Management, AMSAM-SA, DSN 8978-0681 or (256) 313-0681. E-mail is wittstrom-jl@redstone.army.mil or Mr. Ronnie W. Sammons, AMSAM-SA-CS-NF, DSN 897-0869 or (256) 313-0869. Datafax is DSN 897-0411 or (256) 313-0411. E-mail sammons-rw@redstone.army.mil. Huntsville, Alabama is GMT minus 6 hours.

g. After hours contact AMCOM Command Operations Center (COC) DSN 897-2066/7 or commercial (314)263-2066/7.

17. Reporting of Errors and Recommending Improvements. You can improve this TB. If you find any mistakes or if you know of a way to improve these procedures, please let us know. Mail your letter or DA Form 2028 (Recommended Changes to Publications and blank Forms) directly to: Commander, US Army Aviation and Missile Command, ATTN: AMSAM-MMC-LS-LP, Redstone Arsenal, AL 35898-5000. You may also submit your recommended changes by E-Mail directly to LS-LP@redstone.army.mil. A reply will be furnished directly to you.

By Order of the Secretary of the Army:



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*Administrative Assistant to the
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0003203

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Distribution:

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The following format must be used if submitting an electronic 2028. The subject line must be exactly the same and all fields must be included; however only the following fields are mandatory: 1, 3, 4, 5, 6, 7, 8, 9, 10, 13, 15, 16, 17, and 27.

From: "Whomever" <whomever@avma27.army.mil>

To: ls-lp@redstone.army.mil

Subject: DA Form 2028

1. **From:** Joe Smith
2. **Unit:** home
3. **Address:** 4300 Park
4. **City:** Hometown
5. **St:** MO
6. **Zip:** 77777
7. **Date Sent:** 19-OCT-93
8. **Pub no:** 55-2840-229-23
9. **Pub Title:** TM
10. **Publication Date:** 04-JUL-85
11. **Change Number:** 7
12. **Submitter Rank:** MSG
13. **Submitter FName:** Joe
14. **Submitter MName:** T
15. **Submitter LName:** Smith
16. **Submitter Phone:** 123-123-1234
17. **Problem:** 1
18. **Page:** 2
19. **Paragraph:** 3
20. **Line:** 4
21. **NSN:** 5
22. **Reference:** 6
23. **Figure:** 7
24. **Table:** 8
25. **Item:** 9
26. **Total:** 123
27. **Text:**

This is the text for the problem below line 27.