

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

MAINTENANCE MANDATORY RCS CSGLD-1860 (R1) ALL H-60 AIRCRAFT INSPECT TAIL LANDING GEAR SHOCK STRUT ASSEMBLY FOR MISSING BEARING RETENTION PIN

Headquarters, Department of the Army, Washington, D. C.
26 April 2000

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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THIS PUBLICATION IS EFFECTIVE UNTIL RESCINDED OR SUPERSEDED.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 // - // entry shall state "Inspect Tail Landing Gear Shock Strut IAW UH-60-00-ASAM-04 within the next 10 flight hours but NLT 8 March 2000". The red horizontal dash // - // may be cleared when the inspection of para 8 is completed. The affected aircraft shall be inspected as soon as practical but no later than 8 March 2000. 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. Aircraft will not be issued until they are in compliance with this TB.

c. Aircraft Undergoing Maintenance. Aircraft will not be released until they are in compliance with this TB.

d. Aircraft in Transit.

(1) Surface/Air Shipment. Within 14 days of arrival.

(2) Ferry Status.

(a) Inspect within 10 hours/14 days of arrival at final destination.

(b) Those aircraft that have a DD 250 and are at the contractors facility will be inspected prior to ferry to 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 shall be annotated

*This TB supersedes USAAMCOM Aviation Safety Action Message 222132Z FEB 00, UH-60-00-ASAM-04

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to read UH-60-00-ASAM-04 (TB 1-1520-237-20-218), Inspection of Tail Landing Gear Shock Strut Assembly for Missing Bearing Retention Pin, not complied with".

(1) Wholesale Stock. N/A.

(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 on discrepant materiel. Report compliance with this TB IAW paragraph 14.d.(2).

g. Component/Parts In Work (Depot Levels and Others). Items listed in paragraph 6 in work will not be issued until they are in compliance with this TB.

2. Task/Inspection Suspense Date. Complete the inspection IAW para 8 within next 10 flight hours but NLT 8 March 2000.

3. Reporting Compliance Suspense Date. No later than 15 March 2000 IAW para 14.a of this TB.

4. Summary of the Problem.

a. Structural failure of a shock strut has been attributed to missing bearing retention pins (identified as "nut, plain round" in TM 1-1520-237-23P), P/N 70250-13143-101 in a Tail Landing Gear Shock Strut Assembly, P/N 70250-13101-044. Further investigation uncovered similar discrepancies in both the upper and lower stages of other 70250-13101-044 struts. If a strut with this discrepancy has been in service, fatigue damage may be present in the casing depending on the number and location of missing pins.

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

c. This purpose of this TB is to inspect all 70250-13101-044 tail Landing Gear Shock Strut Assemblies for missing bearing retention pins and correct any discrepancies.

(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 prior to serial number 98-26818. Aircraft serial numbers 98-26818 and subsequent will have been inspected/corrected by contractor during production and therefore records for aircraft serial numbers 98-26818 and subsequent will not require identification of this action.

6. Assembly Components to be Inspected.

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Tail Landing Shock Strut Assy	70250-13101-044	1620-01-421-0890

a. Serial Numbers C002-02144 through C002-02416

b. Serial Numbers F002-00001 through F002-00110

7. Parts to be Inspected. N/A.

8. Inspection Procedures.

a. The Tail Landing Gear Shock Strut Assembly on the aircraft serial numbers prior to 98-26818 must be checked visually. If the strut assembly serial number is not one of the paragraph 6 items, the inspection is complete. If the strut serial number is one of the paragraph 6 items and includes a "/R" or "/R1" after the serial number, then the strut assembly has already been inspected for this discrepancy and the inspection is complete. Report the results IAW paragraph 14b.

CAUTION

ANY MOVEMENT OF THE AIRCRAFT WHILE THE RETENTION STRAP IS REMOVED MAY CAUSE THE PINS TO DISPLACE REQUIRING STRUT REMOVAL AND REPAIR.

- b. Remove P/N 70250-13151-101 retention band from lower end. Verify all 4 retention pins, P/N 70250-13143-101, are installed. If any pins are missing, replace retention band and correct IAW para 9a.
- c. Re-attach the retention band on lower end.
- d. Remove the P/N 70250-13151-101 retention band from upper end.
- e. Verify that all 8 retention pins, P/N 70250-13143-101, are installed in the upper end. If more than one pin is missing, replace retention band and correct IAW para 9b. If only one pin is missing, a new pin must be installed within 30 days of the inspection, contact the logistic POC in para 16b. The pin may be installed in the strut with the strut still on the aircraft with no degradation in strut life or performance. If there is any misalignment of the holes between the strut casing and the bearing preventing proper insertion of the pin, the strut must be removed from aircraft to accomplish the correction.
- f. Replace retention band. The inspection is complete. Report the results of the inspection IAW paragraph 14b.

9. Correction Procedures

- a. Lower Stage Discrepancy – If any pins are missing, the strut must be replaced no later than 30 days from the task/inspection suspense date in para 2. Contact the logistical point of contact listed at para 16b for requisitioning instructions. Refer to para 9c for continued operation of the aircraft. Dispose of the suspect strut assembly in accordance with paragraph 10d. The inspection is complete. Report the results of the inspection IAW paragraph 14b.
- b. Upper Stage Discrepancy – If more than one retention pin is missing from the upper stage cylinder the strut must be replaced NLT 30 days from the task/inspection suspense date in para 2. Contact the logistical point of contact listed at para 16b for requisitioning instructions. Refer to para 9c for continued operation of the aircraft. Dispose of the discrepant strut assembly in accordance with paragraph 10d. Report the results of the inspection IAW paragraph 14b.
- c. UH-60 aircraft with discrepant tail landing gear struts may be operated under the following instructions. Change the aircraft status to a circle red //X// and annotate the DA Form 2408-13-1 with the following: "Aircraft is restricted from practice roll-on landings, practice touch down auto-rotations and from practice landings with AFCS boost off." The circled red //X// may be cleared when a serviceable tail landing gear strut is installed. The replacement strut must be installed NLT 10 April 2000.

10. Supply/Parts and Disposition.

- a. Parts Required. The following parts may be required to replace defective or missing items.

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Shock Strut Assy	70250-13101-044	1620-01-421-0890
Nut, Plain, Round	70250-13143-101	5310-01-098-4410

- b. Requisitioning Instructions. Contact logistical point of contact in paragraph 16b for requisitioning instructions.
- c. Bulk and Consumable Materials. N/A.
- d. Disposition. Contact the logistical POC in para 16b for disposition instruction. Hold exhibits pending disposition instructions.
- e. Disposition of Hazardous Material. IAW Environmental Protective Agency directives as implemented by your servicing environmental coordinator (AR 200-1).

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

12. Application.

- a. Category of Maintenance. AVIM. Aircraft downtime will be charged to AVIM maintenance.
- b. Estimated Time Required.
 - (1) Total of 2 man-hours using 1 person to inspect strut.
 - (2) Total of 2 hours downtime for one end item to inspect for discrepancy.
 - (3) Total of 8 man-hours to remove/replace strut.
- c. Estimated Cost Impact of Stock Fund Items to the Field.

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER	QTY	COST EA.
Nut, plain, round	70250-13143-101	5310-01-098-4410		\$3.58

- 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) DMWR 1-1620-243

13. References.

- a. TM 1-1520-237-23
- b. TM 1-1520-250-23
- c. TM 1-1500-328-23

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). N/A.
- d. Task/Inspection Reporting Suspense Date (Spares).
 - (1) Materiel In Wholesale Depot Storage. N/A.
 - (2) Materiel In Retail Storage. Report compliance with this TB to the logistical POC in paragraph 16b within 14 days of the date of this TB. Report the quantity inspected by condition code and the resulting condition code. 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 Mar 99.

NOTE

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

- (1) DA Form 2408-13, Aircraft Status Information Record.
- (2) DA Form 2408-13-1, Aircraft Inspection and Maintenance Record.
- (3) DA Form 2408-14-1, Uncorrected Fault Record.
- (4) DA Form 2408-15, Historical Record for Aircraft.
- (5) DD Form 1574/DD Form 1574-1, Serviceable Tag/Label – Materiel (Color Yellow). Annotate remarks block with "Inspected serviceable IAW UH-60-00-ASAM-04."
- (6) DD Form 1577/DD Form 1577-1, unserviceable (condemned) tag/label – Materiel (color red). Annotate remarks block with "condemned IAW UH-60-00-ASAM-04 and mutilated IAW TM 1-1500-328-23".
- (7) DD Form 1577-2/DD Form 1577-3, unserviceable (reparable) tag/label – materiel (color green). Annotate remarks block with "unserviceable IAW UH-60-00-ASAM-04".

15. Weight and Balance. N/A.

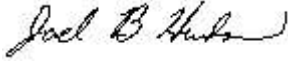
16. Points of Contact.

- a. Technical point of contact for this TB is Mr. Darrell Hutson, AMSAM-RD-AE-I-D-U, DSN 897-3898 or commercial (256) 313-3898, E-Mail is darrell.hutson@redstone.army.mil. Datafax is DSN 897-3844 or (256) 313-3844. Alternate phone number is DSN 897-3887 or (256) 313-3887.
- 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 keener-je@exchange1.redstone.army.mil.
- d. Forms and records point of contact for this TB is Ms. Ann Waldelk, 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. Ron Price, AMSAM-SF-A, DSN 788-8636 or commercial (256) 842-8636, Datafax is (256) 313-2111. E-mail is ron.price@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 897-0410 or (256) 313-0410. E-mail is wittstromjl@redstone.army.mil or Mr. Ronnie W. Sammons, AMSAM-SA-CS-NF, DSN 897-0408 or (256) 313-0408. Datafax is DSN 897-0411 or (256) 313-0411. E-mail sammonsrw@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 (313)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:

Official:



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0006107

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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.