

URGENT

TB 1-1520-240-20-94

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

ONE TIME AND RECURRING INSPECTION OF CABIN FLOOR AND RAMP 5,000 POUND TIE-DOWN FITTINGS, P/N 114S2893-6/-13 FOR ALL CH-47D, MH-47D, AND MH-47E AIRCRAFT

Headquarters, Department of the Army, Washington, D. C.
19 February 1997

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

NOTE

THIS PUBLICATION IS EFFECTIVE UNTIL RESCINDED OR SUPERSEDED.

1. **Priority Classification. Urgent**

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 practical but no later than the task/inspection suspense date. Failure to comply with the requirements of this TB within the time frame required will cause the status symbol to be upgraded to a red "X" for the 5,000 pound tie-down (ring) fittings only.

b. Aircraft in Depot Maintenance. Inspect and correct prior to issue. Aircraft shall not be issued until compliance with this TB has been completed.

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

d. Aircraft in Transit.

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

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

e. Maintenance Trainers (Category A, B). Comply within 30 days of receipt of this TB.

f. Component/Parts in Stock Including War Reserves at All Levels (Depot and Others). This TB is not applicable to depot wholesale stock, or other maintaining retail stock. CH/MH-47 units will perform the paragraph 8 below inspection prior to installation of subject 114S2893 fittings in aircraft. TM changes will reflect this inspection requirement.

This TB supersedes USAATCOM Message 041913Z FEB 97 (CH-47-97-ASAM-03)

- 2. Task/Inspection Suspense Date.** Within 10 hours/14 days.
- 3. Reporting Compliance Suspense Date.** No later than 26 February 1997 per paragraph 14a of this TB.
- 4. Summary of the Problem.**

a. In 1993, several incidents were reported of the 5,000 pound tie-down rings unscrewing and pulling loose from the cabin floor. These tie-down fitting rings are routinely used to secure the flight engineer/crew member's safety harness. Investigation revealed that the cause of the problem was missing MIL-S-22473 sealant on the retaining bushing thread, and seizure of the bushing due to paint overspray, allowing the tie-down ring to unscrew on rotation.

b. Referenced message, CH-47-94-ASAM-05 (TB 1-1520-240-20-71), 25 April 1994, was issued to inspect fielded CH/MH-47 aircraft, and action was to be taken by Boeing Helicopters (BH) to inspect aircraft on the production line prior to delivery.

c. Recently, during flight operations of an Australian CH-47D aircraft, the forward right hand tie-down fitting on the ramp backed out of the adapter while the flight engineer was using the tie-down fitting to secure his safety harness. Investigation revealed the absence of sealant on the threads of the adapter and bushing, and no conclusive evidence that the aircraft had been inspected/corrected prior to delivery by BH.

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

e. The purpose of this TB is to inspect/correct those CH/MH-47 aircraft that were not covered by the referenced TB (see paragraph 13a below), and to establish a recurring phase maintenance (200 hour) inspection requirement for all aircraft of the cabin floor and ramp 5,000 pound tie-down fittings for serviceability to ensure the safety of the flight engineer/ crew member when using the safety harness.

5. End Items to be Inspected. All CH-47D, MH-47D, and MH-47E aircraft, serial number 92-0308 through 93-0934.

6. Assembly Components to be Inspected.

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Receptacle Assy, Tie-Down	114S2893-6	1670-00-410-5920
Receptacle Assy, Tie-Down	114S2893-13	1670-00-410-5919

7. Parts to be Inspected.

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Ring, Tie-Down	114S2801-1	N/A
Adapter, Tie-Down	22622-51	1670-01-928-6296
Bushing, Sleeve	114S2828-1	3120-01-374-9312

8. Inspection Procedures.

a. Inspect all 5,000 pound tie-down receptacles in the cabin floor and ramp for serviceability, see TM 55-1520-240-23-2, Task 2-205.1 or TM 1-1520-252-23-3, Task 2-109.1.

b. If the ring starts to unscrew or screws out of the cabin floor/ramp, the assembly is suspect and must be repaired or replaced. Proceed to paragraph 9 for corrective procedures.

c. If the ring can be rotated by hand in both directions, no further action is required. Record and report compliance in accordance with paragraph 14 below.

d. Henceforth, all CH-47D, MH-47D, and MH-47E aircraft shall be inspected for serviceability of cabin floor and ramp 5,000 pound tie-down fittings in accordance with Task 2-190.1 or Task 2-205.1 of referenced TMs (see paragraphs 13b and 13c below) at each phase maintenance (200 hour) inspection interval.

9. Correction Procedures.

- a. Prepare the aircraft for safe ground maintenance.
- b. Remove suspect 5,000 pound tie-down receptacles. See TM 55-1520-240-23-2, Task 2-205 or TM 1-1520-252-23-3, Task 2-190.
- c. Install 5,000 pound tie-down receptacles, paying particular attention to coating the threads of the adapter and bushing with sealant. See TM 55-1520-240-23-2, Task 2-206 or TM 1-1520-252-23-3, Task 2-191.

10. Supply/Parts and Disposition.

- a. Parts Required. Items cited in paragraph 6 and 7 above may be required to replace defective items.
- b. Requisitioning Instructions. N/A.
- c. Bulk and Consumable Materials. As specified in referenced TM 55-1520-240-23-2, Task 2-206, or TM 1-1520-252-23-3, Task 2-191.
- d. Disposition. N/A.
- e. Disposition of Hazardous Material. N/A.

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) Total of 2 man-hours using 1 person.
 - (2) Total of 2 hours downtime for one end item.
- c. Estimated Cost Impact of Stock Fund Items to the Field. N/A.
- 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.
 - (1) TM 55-1520-240-PM and TM 1-1520-252-PM will be changed per this TB to require a phase (200 hour) inspection of the cabin floor and ramp 5,000 pound tie-down fitting for serviceability in accordance with **Task 2-205.1 of TM 55-1520-240-23-2 or Task 2-109.1 of TM 1-1520-252-23-3.**
 - (2) A copy of this TB shall be inserted in the appropriate TMs as authority to implement the change until the tag printed change is received. Pen and ink changes are authorized.

13. References.

- a. Message, ATCOM, AMSAT-C-XS, 251350Z Apr 94, subject: Aviation Safety Action Message (ASAM), Maintenance Mandatory, RCS CSGLD-1860(R1), all CH-47D, MH-47D, MH-47E, One Time Inspection of the 5,000 Pound Tie-Down Receptacle Assemblies and Provide Instructions to Correct Defective Tie-Down Receptacle Assemblies P/N 114S2893 (CH-47-94-ASAM-05) (TB 1-1520-240-20-71).
- b. TM 55-1520-240-23-2.
- c. TM 1-1520-252-23-3.
- d. TM 55-1520-240-PM.
- e. TM 1-1520-252-PM.

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, ATCOM,

TB 1-1520-240-20-94

ATTN: AMSAT-R-X (SOF Compliance Officer), per AR 95-3. Datafax number is DSN 693-2064 or commercial (314) 263-2064. E-Mail address is "AMSATRXS@ST-LOUIS-EMH4.ARMY.MIL". The report will cite this TB number, date of entry in DA Form 2468-13-1, the aircraft mission design series and serial numbers of aircraft in numerical order.

b. Task/Inspection Reporting Suspense Date (Aircraft). Units will forward a priority message or data fax to: Commander, ATCOM, ATTN: AMCPM-CH-L for the logistical point of contact, paragraph 16b below. Data fax number is DSN 693-1485 or commercial (314)263-1485. The report will cite this TB number, date of inspection, aircraft serial number, aircraft hours, and results of the inspection. Inspection and reports will be completed no later than 7 days after task/inspection suspense date.

c. Reporting Compliance Suspense Date (Spares). N/A.

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

e. The following forms are applicable and are to be completed in accordance with DA PAM 738-751, 15 June 1992:

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

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

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

(4) DA Form 2408-18, Equipment Inspection List.

15. Weight and Balance. N/A.

16. Points of Contact.

a. Technical point of contact for this TB is Mr. Robert A. Lawyer, AMSAT-R-ECC, DSN 693-3820 or commercial (314)263-3820. His data fax number is DSN 693-1485 or commercial (314)263-1485.

b. Logistical point of contact for this TB is Mr. Norm Huston, AMCPM-CH-L, DSN 693-1415 or commercial (314)263-1415. His data fax number is DSN 693-1485 or commercial (314)263-1485.

c. Wholesale materiel point of contact (Spares) for this TB is Mr. Hal Barnes, AMSAT-I-SACA, DSN 693-6031, commercial (314)263-6031, fax DSN 693-6022 or commercial (314)263-6022.

d. Forms and records point of contact for this TB is Ms. Ann Waldeck, AMSAT-I-MDM, DSN 693-2378 or commercial (314)263-2378.

e. Safety point of contact for this TB is Mr. Jim Wilkins. AMSAT-R-X, DSN 693-2258 or commercial (314)263-2258.

f. Foreign Military Sales (FMS) recipients requiring clarification of action advised by this TB should contact CW5 Jay Nance/Mr. Ron Van Rees, AMSAT-D-S, DSN 693-7844/3216 or commercial (314)263-7844/3216.

g. After hours contact ATCOM 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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Chief of Staff*

DISTRIBUTION:

To be distributed in accordance with DA Form 12-31-E, block no. 3650, requirements for
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These are the instructions for sending an electronic 2028

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: mpmt%avma28@st-louis-emh7.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.

