

# URGENT

\*TB 1-1520-244-20-52

## DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

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### INSPECTION AND REMOVAL OF IMPERIAL TOOLING MAIN ROTOR GRIP, P/N 540-011-154-5, AH-1 SERIES AIRCRAFT

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Headquarters, Department of the Army, Washington, D. C.  
24 JUNE 2000

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#### NOTE

THIS PUBLICATION IS EFFECTIVE UNTIL RESCINDED OR  
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#### 1. Priority Classification. URGENT.

#### NOTE

IAW AR 95-1, paragraph 6-6.a., MACOM commanders may authorize temporary exception from SOF message requirements. Exception may only occur when combat operations or matter of life or death in civil disasters or other emergencies are so urgent that they override the consequences of continued aircraft operation.

**a. Aircraft in Use.** Upon receipt of subject message/TB, make the following entry on the DA Form 2408-13-1. Enter a **RED HORIZONTAL //--//** status symbol with the following statement: "Inspect Main Rotor Grip, P/N 540-011-154-5, IAW AH-1-00-07 (TB 1-1520-244-20-52) before next flight, but NLT 17 June 2000." Clear the **RED HORIZONTAL DASH //--//** entry when the procedures IAW paragraph 8 and 9 are completed. The affected aircraft will be inspected prior to next flight, but NLT 17 June 2000. Commanders who are unable to comply with the requirements of this TB within the time frame specified will upgrade the affected aircraft status to a **RED //X//**.

**b. Aircraft in Depot Maintenance.** Depot commanders will not issue aircraft until they are in compliance with subject message/TB.

\*This TB supersedes USAAMCOM Safety of Flight Message AH-1-00-07, 022219Z JUN 00.

c. **Aircraft Undergoing Maintenance.** Commanders and facility managers will not issue aircraft until they are in compliance with subject message/ TB.

d. **Aircraft in Transit.**

(1) **Surface/Air Shipment.** Prior to first flight.

(2) **Ferry Status.** Inspect at final destination.

e. **Maintenance Trainers (Category A and B).** Not applicable.

f. **Component/Parts in Stock at All Levels (Depot and Others) Including War Reserves.** Upon receipt of subject message/TB, depot and materiel activity commanders will ensure the material condition codes listed in paragraphs 6 and 7 are annotated to read " SOF AH-1-00-07, (TB 1-1520-244-20-52), Imperial Tooling Main Rotor Grip, 540-011-154-5, Not Complied With".

(1) **Wholesale Stock.** Report receipt of subject message/TB IAW paragraph 14.c.(1). Upon receipt of subject message/TB, depot and materiel activity commanders will ensure all serviceable items (condition codes A, B, C, D, and E) listed in paragraphs 6 and 7 located in wholesale depot storage shall be placed in condition code "J" and tagged with a suspended tag/label - Materiel, DD Form 1576/DD Form 1576-1. Do not remove original condition tags. Report compliance with subject message/TB IAW subject message paragraph 14.d.(1).

(2) **Retail Stock.** Report receipt of subject message/TB IAW paragraph 14.c.(2). Upon receipt of subject message/TB, commanders and facility managers maintaining retail stock at installation level and below shall contact the supported aviation unit to perform the procedures IAW paragraphs 8 and 9 on suspect materiel. Dispose of discrepant materiel IAW paragraph 10. Report compliance with subject message/TB IAW paragraph 14.d.(2).

g. **Components/Parts in Work. (Depot Level and Others).** Depot and other maintenance activity commanders will ensure items listed in paragraphs 6 and 7 are not issued until they are in compliance with subject message/TB.

2. **Task/Inspection Suspense Date.** Complete the inspection IAW paragraph 8 NLT prior to the next flight, but NLT 17 June 2000.

3. **Reporting Compliance Suspense Date.** Report compliance IAW paragraph 14.a. no later than 23 June 2000.

4. **Summary of the Problem.**

a. Subsequent to being issued, fatigue testing was performed on the subject parts. The Imperial Tooling Main Rotor Grips, P/N 540-011-154-5, failed the fatigue test. The useable life of these parts cannot be determined, as fatigue test results varied widely. It has been determined that these parts must be removed from service and destroyed.

b. **For Manpower/Downtime and Funding Impacts.** See paragraph 12.

c. **The Purpose of this TB is to** remove Imperial Tooling manufactured main rotor grips, P/N 540-011-154-5, from service.

5. **End Items to be inspected.** All AH-1 series aircraft.

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

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Hub Assembly, Main	540-011-101-25	1615-01-014-6007

**7. Parts to be Inspected.**

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Grip Assembly, Main	540-011-154-5	1615-00-911-3705

**8. Inspection Procedures.**

**NOTE**

The serial number will be located on the data plate. The data plate will be located on the upper, inboard end of the grip. The serial number will also be engraved directly on the grip on the upper side of the grip, near the point where the pitch horn is attached. It may be necessary to remove paint to read the engraved serial number.

**a. Parts Installed on Aircraft.** Inspect the serial number on both main rotor grips (P/N 540-011-154-5).

(1) If the aircraft has one or both Imperial Tooling main grips with the serial number beginning with "IT" installed, change the aircraft condition status symbol to a **RED //X//**. Enter the following statement on the 2408-13-1: "Main rotor blade grip(s) serial number(s) \_\_\_\_\_, unserviceable IAW SOF AH-1-00-07 (TB 1-1520-244-20-52)."

(2) If the serial number cannot be determined, refer to paragraph 9.c.

(3) If the serial number does not begin with "IT", the **RED HORIZONTAL //--//** may be cleared and the inspection is complete. Records should be updated to show compliance with subject message/ TB.

**b. Parts in Stock.** Inspect the serial number on the main rotor grip (P/N 540-011-154-5).

(1) If the serial number begins with "IT", refer to paragraph 9.b. for corrective action.

(2) If the serial number cannot be determined, refer to paragraph 9.c.

(3) If the serial number does not begin with "IT", the part may be retagged as it was before. The inspection is complete. The tag should be updated to show compliance with subject message/TB.

**9. Corrective Procedures.**

**a. Parts Installed on Aircraft.**

(1) The status symbol of an aircraft with an Imperial Tooling Main Rotor Grip with the serial number beginning with "IT" will be changed to a **RED //X//** IAW subject message/TB.

(2) Remove the suspect (Imperial Tooling) grip and replace it with a serviceable one from stock IAW TM 55-1520-236-23. This is an AVIM or depot task.

**b. Parts in Stock at All Levels.** Imperial Tooling grips in stock, or installed in main rotor hubs in stock, are condemned. Commanders will ensure these parts are and will be tagged unserviceable, condemned (RED TAG) DD Form 1577.

**c.** If the grip is identified as being manufactured by Imperial Tool, or if the serial number cannot be determined, dispose of the suspect grip IAW paragraph 10.d..

**10. Supply/Parts and Disposition.**

**a. Parts Required.** Items cited in paragraphs 6 and 7 may be required to replace defective items.

**b. Requisitioning Instructions.** Requisition replacement parts using normal supply procedures. All requisitions shall use project code (CC 57-59) "XCM" (X-RAY-CHARLIE-MIKE).

**NOTE**

Project Code "XCM" is required to track and establish a data base of stock fund expenditures incurred by the field as a result of SOF actions.

c. **Bulk and Consumable Materials.** N/A.

d. **Disposition.** Mutilate any part/component which does not meet inspection criteria IAW TM 1-1500-328-23.

e. **Disposition of Hazardous Material.** IAW environmental protection 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.** AVUM for the initial inspection. AVIM for replacement of the blade grip. Report aircraft non-mission capable maintenance (NMCM) while undergoing inspection and correction IAW subject message/TB.

b. **Estimated Time Required.**

- (1) Time required to conduct the inspections:
  - (a) Total of 0.5 man-hour using 1 person.
  - (b) Total of 0.5 hours downtime for one end item.
- (2) Time required to replace the main rotor grip:
  - (a) Total of 40 man-hours using 2 persons.
  - (b) Total of 20 hours downtime for one end item.

c. **Estimated Cost Impact to the Field.**

NOMENCLATURE	P/N	NSN	QTY.	COST EA.
Grip Assembly, Main	540-011-154-5	1615-00-911-3705	2	\$9,149.00

Total cost per aircraft = \$18,298.00

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.** N/A

13. **References.**

- a. TM 55-1520-236-23.
- b. TM 1-1500-328-23.
- c. DA PAM 738-751.

#### 14. Recording and Reporting Requirements.

**a. Reporting Compliance Suspense Date (Aircraft).** Upon entering requirements of the message/TB on DA Form 2408-13-1 on all subject mission design series (MDS) aircraft, commanders will forward a priority message, datafax or E-mail to CDR, AMCOM, ATTN: AMSAM-SF-A (SOF Compliance Officer), Redstone Arsenal, AL 35898-5000 in accordance with (IAW) AR 95-1. Datafax number is DSN 897-2111 or commercial (256) 313-2111. E-mail address is <safeadm@redstone.army.mil>. The report will cite subject message/TB number AH-1-00-07 (TB 1-1520-244-20-52), date of entry on DA Form 2408-13-1, aircraft MDS, and serial numbers of aircraft in numerical order.

**b. Task/Inspection Reporting Suspense Date (Aircraft).** Upon completion of inspection, commanders will forward a priority message to the Logistics Point of Contact (POC) noted in paragraph 16.b. The report will cite AH-1-00-07 (TB 1-1520-244-20-52), date of inspection, aircraft serial number, aircraft and component hours, and results of the inspection. Inspection and reports will be completed NLT 16 June 2000.

#### c. Reporting Message/TB Receipt (Spares).

**(1) Materiel in Wholesale Depot Storage** – Depot and materiel activity commanders will report receipt of subject message/TB by e-mail or datafax to the wholesale materiel (spares) point of contact listed in paragraph 16.c. NLT 8 June 2000. Provide local point of contact.

**(2) Materiel in Retail Storage** – Commanders and facility managers will report receipt of subject message/TB by e-mail or datafax to the logistical point of contact listed in paragraph 16.b. NLT 9 June 2000. Provide local point of contact.

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

**(1) Materiel in Wholesale Depot Storage.** Depot and material activity commanders will report compliance with subject message/TB to the wholesale materiel point of contact (spares) listed in paragraph 16.c. NLT 9 June 2000 on DD Form 1225. Provide the cost of compliance with subject message/TB to include an estimate of the cost reimbursable funding required to move serviceable item on hand listed in paragraphs 6 and 7 to a work area, unpack the materiel, repack the materiel after inspection by AMCOM inspectors, and to return the materiel to storage, as appropriate. Report, by original serviceable condition code, the quantity of materiel placed in Condition Code //J//. Report by e-mail or datafax and provide local point of contact.

**(2) Materiel in Retail Storage** – Commanders and facility managers will report compliance with subject message/TB to the logistical point of contact in paragraph 16.b. NLT 16 June 2000. Report the quantity inspected by condition code and the resulting condition code. Report by e-mail or datafax and provide local point of contact.

**e. The Following Forms are Applicable and are to be Completed in Accordance with DA Pamphlet 738-751, dated 15 March 1999:**

#### NOTE

Unit Level Logistics System-Aviation (ULLS-A) users will use applicable electronic “-E” forms.

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

(7) DD Form 1574/DD Form 1574-1, Serviceable Tag/Label – Materiel (Color Yellow). Annotate Remarks Block with “Inspected Serviceable IAW AH-1-00-07 (TB 1-1520-244-20-52)”.

(8) DD Form 1575/DD Form 1575-1, Suspended Tag/Label – Materiel (Color Brown). Annotate Remarks Block with “Suspended IAW AH-1-00-07 (TB 1-1520-244-20-52)”.

(9) DD Form 1577/DD Form 1577-1, Unserviceable (Condemned) Tag/Label – Materiel (Color Red). Annotate remarks block with “Condemned IAW AH-1-00-07 (TB 1-1520-244-20-52) and Mutilated IAW TM 1-1500-328-23”.

**15. Weight and Balance.** N/A.

**16. Points of Contact**

a. Technical points of contact for this TB are:

(1) Primary – Mr. Gerald Johnson, AMSAM-RD-AE-I-D-O, DSN 645-9545 or Commercial (256) 955-9545, Datafax is DSN 645-9536. E-mail is <gerald.johnson@redstone.army.mil>.

(2) Alternate – Ms. Denise Bouchard, AMSAM-RD-AE-I-D-O, DSN 645-9736 or Commercial (256) 955-9736. Datafax is DSN 645-9536. E-mail is <denise.bouchard@redstone.army.mil>.

b. Logistical point of contact for this TB is Mr. Leonard Monk, AMSAM-DSA-AS-ASH-L, DSN 645-7605 or Commercial (256) 955-7605. Datafax is DSN 645-9536. E-mail is <leonard.monk@redstone.army.mil>.

c. Wholesale Materiel point of contact (Spares) is Mr. Dale Mitchell, AMSAM-MMC-VS-UN, DSN 897-2047 or (256) 313-2047, datafax is DSN 897-1541. E-mail is “mitchell-dm@redstone.army.mil.”

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

e. Safety points of contact for this TB are:

(1) Primary – Mr. Harry Trumbull, AMSAM-SF-A (SAIC), DSN 897-2095 or (256) 313-2095. Datafax is DSN 895-2111 or (256) 313-2111. E-mail is “harry.trumbull@redstone.army.mil”.

(2) Alternate – Mr. Howard Chilton, AMSAM-SF-A, DSN 897-2068 or Commercial (256) 313-2068. Datafax is DSN 897-2111 or Commercial (256) 313-2111. E-mail is <howard.chilton@redstone.army.mil>.

f. Foreign Military Sales recipients requiring clarification of action advised by this TB should contact: CW5 Joseph L. Wittstrom, Security Assistance Management, AMSAM-SA, DSN 897-0410 or Commercial (256) 313-0410. E-mail is <wittstromjl@redstone.army.mil> or Mr. Ronnie W. Sammons, AMSAM-SA-CS-NF, DSN 897-0408 or Commercial (256) 313-0408. Datafax is DSN 897-0411 or Commercial (256) 313-0411. E-mail is <sammonsrw@redstone.army.mil>. Huntsville, AL, is GMT minus 5 hours.

g. After hours contact the AMCOM Command Operations Center (COC) DSN 897-2066/2067 or Commercial (256) 313-2066/2067.

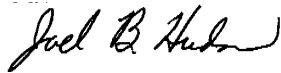
**17. Reporting of Errors and Recommending Improvements.** You can improve this TB. If you find any mistakes or if you know of a way to improve these procedures, please let us know. Mail your letter or DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to: Commander, US Army Aviation and Missile Command, ATTN: AMSAM-MMC-LS-LP, Redstone Arsenal, Alabama 35898-5230. A reply will be furnished to you. You may also send in your comments electronically to our E-mail address at

<ls-lp@redstone.army.mil>, or by datafax at DSN 788--6546 or commercial (256) 842--6546. Instructions for sending a DA Form 2028 by E--mail may be found at the back of most Technical Manuals.

**By Order of the Secretary of the Army:**

**Official:**

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*General, United States Army*  
*Chief of Staff*



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