

URGENT

*TB 1-1520-248-20-31

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

ONE TIME AND RECURRING VISUAL INSPECTION OF
TAILBOOM AND RELATED RESTRICTION ON FORWARD
INDICATED AIRSPEED ON ALL OH-58D HELICOPTERS

Headquarters, Department of the Army, Washington, D. C.
3 March 1995

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NOTE

**THIS PUBLICATION IS EFFECTIVE INDEFINITELY OR UNTIL
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1. Priority Classification. Routine

a. Aircraft in use. Upon receipt of this Technical Bulletin (TB) the condition status symbol of 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 not later than Task/Inspection Suspense date. Failure to comply with requirements of this TB within the time frame specified will cause the status symbol of the affected aircraft to be upgraded to a Red II X II.

NOTE

All OH-58D aircraft remain restricted to a maximum forward indicated airspeed of 80 knots, with exception of maintenance test flights, a Circled Red II X II enter on DA Form 2408-13-1 is required.

- b. Aircraft in Depot Maintenance. Aircraft will 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 1 a.
- e. Maintenance Trainers (Category A and B). Not applicable.
- f. Component/Parts in Stock Including War Reserves at All Levels (Depot and Others). Not applicable.

*This TB supersedes USAATCOM SOF Message 222140Z MAR 95 (OH-58-95-02)

2. Task/Inspection Suspense Date. At next 2.5 hour Recurring Tailboom Inspection (as required by SOF OH-58-95-01).

3. Reporting Compliance Suspense Date. No later than 12 April 1995 per paragraph 14.a of this TB.

4. Summary of the Problem.

a. Safety of Flight message OH-58-95-01 required an initial inspection prior to next flight, a 2.5 hour recurring inspection, a 20 hour recurring inspection and restricts forward indicated airspeed to 80 knots except for Maintenance Test Flights. As a result of field input and engineering analysis, the requirements of OH-58-95-01 need revising. Implement the requirements of this TB at the next 2.5 hour recurring tailboom inspection required by OH-58-95-01.

b. This TB supersedes Safety of Flight message OH-58-95-01 in its entirety and makes the following changes.

- (1) Remove from service, all tailbooms with previous repairs to the skin, aft of the horizontal stabilizer.
- (2) Increases size of inspection area.
- (3) Requires use of Fluorescent Penetrant Inspection in lieu of visual inspection.
- (4) Requires use of CPC MIL-C-16173, Grade 4 to protect inspected area.
- (5) Increases inspection interval to 8 hours.

5. End Items to be Inspected. All OH-58D Aircraft.

6. Assembly Components to be Inspected.

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Tailboom	406-961-024-107	None
Tailboom	406-961-024-111	None
Tailboom	406-961-024-147	None
Tailboom	206-032-004-157	1560-01-341-6074
Tailboom	206-032-004-171	1560-01-383-0102
Tailboom	206-062-004-111	1560-01-262-1356

7. Parts to be Inspected. Not applicable.

8. Inspection Procedures.

NOTE

Repair of tailboom top or bottom skin aft of horizontal stabilizer shall not be permitted.

a. Inspect tailboom top and bottom skin for previous repairs made aft of the horizontal stabilizer. No repairs are allowed. If repairs are found, the aircraft status shall be changed to a Red "X" until the tailboom is replaced.

b. The size of the inspection area shall be increased as follows:

(1) Gain access to the tailboom in the vicinity of the aft most rivet securing the tailrotor driveshaft cover left hand support (P/N 406-030-123-127) to the tailboom.

NOTE

Mechanical means shall not be used for stripping paint from tailboom.

(2) Chemically remove paint and primer per TM 55-1500-345-23, paragraph 2-3, from an area approximately six inches long by two inches wide. The stripped area is to be approximately one inch either side of, and three inches above and below, rivet located in paragraph 8.b.(1).

c. Inspect as follows:

(1) If applicable, remove Corrosion Preventive Compound from inspection area using PD-680, type II, solvent.

CAUTION

Inspectors shall not wear eyeglasses with light sensitive lenses while performing penetrant inspections. Lenses of this type have 16 to 45 percent light transmission loss, which can cause a failure to detect flaws or cracks.

(2) Utilizing Fluorescent Penetrant per TM 55-1500-335-23, inspect stripped area for cracks. Pay particular attention for cracks originating from the aft rivet attaching tailrotor driveshaft cover left hand support (P/N 406-030-123-127) to tailboom, and all Hi-lok fasteners in stripped area.

(3) If a crack is found, aircraft status shall be changed to a Red // X // until tailboom is replaced. Immediately contact technical point of contact in paragraph 16. a.

(4) If no cracks are found, clean stripped area using PD-680, Type II, solvent and apply one coat of Corrosion Preventive Compound, MIL-C-16173, Grade 4.

d. Inspection procedures of paragraph 8.c. above shall be accomplished as a recurring inspection every 8 (eight) flight hours in lieu of the 2.5 hour recurring visual inspection and the 20 hour visual inspection required by Safety of Flight message OH-58-95-01. This inspection may be accomplished early as long as the inspection interval does not exceed eight flight hours.

e. Flight Restriction. All OH-58D aircraft remain restricted to a maximum indicated airspeed of 80 knots, with the exception of Maintenance Test Flights. A circled red // X // entry on DA Form 2408-13-1 is required. Perform the inspection procedures of paragraph 8.c. upon completion of all Maintenance Test Flights that exceed the 80 knot forward indicated airspeed restriction.

f. Prior to installation of any replacement tailboom:

- (1) Accomplish inspection procedures of paragraph 8.a.
- (2) If required, accomplish paragraph 8. b.
- (3) Accomplish inspection procedures of paragraph 8.c.

g. Brief the requirements of this TB to flight crew members prior to next days mission. Place a copy of this TB in the Pilots information/Reading file.

9. Correction Procedures. See paragraph 8.

10. Supply/Parts and Disposition.

a. Parts Required. Items cited in paragraph 6 may be required to replace unserviceable items.

b. Requisitioning Instructions. Repair and return of replacement tailbooms must be coordinated through logistical point of contact in paragraph 16. b.

c. Bulk and Consumable Materials.

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Corrosion Prevention Compound	MIL-C-16173, Grade 4	8030-00-903-0931

d. Disposition. A Category 1 Deficiency Report (DR) is required. Hold any unserviceable part/component pending instructions from Technical point of contact in paragraph 16. a.

e. Disposition of Hazardous Material. In accordance with Environmental Protective Agency Directives as implemented by your servicing environmental coordinator (AR 200-1).

11. Special Tools, Jigs and Fixtures Required. Not applicable.

12. Application.

- a. Category of Maintenance. AVUM. Aircraft downtime will be charged to AVUM.
- b. Estimated Time Required.
 - (1) Total of 6 man-hours using 2 persons.
 - (2) Total of 3 hours downtime for one end item.
- c. Estimated Cost Impact of Stock Fund Items to the Field. Approximately \$33,000, if tailboom requires replacement.
- 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. Not applicable.

13. References.

- a. CDRATCOM message 16161 6Z Feb. 95, Subject Safety of Flight message, technical, all OH-58D helicopters, One Time and Recurring Visual Inspection of Tailboom and Related Restriction of Forward Indicated Airspeed (OH-58-95-01).
- b. TM 55-1500-345-23, Painting and Marking of Army Aircraft, 12 June 1986 as changed.
- c. TM 55-1500-335-23, Nondestructive Inspection Methods, 1 March 1990 with changes.

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, 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 2408-13-1, the aircraft mission design series and serial numbers of aircraft in numerical order.
- b. Task/Inspection Reporting Suspense Date (Aircraft). Units that find cracks shall immediately notify ATCOM Technical point of contact in paragraph 16.a. and send a priority message to AMSAT-R-EIO detailing results of the inspection.
- 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 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. (An entry will be made on DA Form 2408-13-1 Requiring Recurring 8 Hour Inspection. Entries will be signed off by person completing inspection. New entry will be made requiring next inspection. Status symbol for entry will be a Red Horizontal
 - (3) DA Form 2408-15, Historical Record for Aircraft.
 - (4) DA Form 2408-18, Equipment Inspection List.

15. Weight and Balance. Not applicable.**16. Points of Contact.**

- a. Technical point of contact for this TB is Mr. Jesse Gambee, AMSAT-R-EIO, DSN 693-9888 or commercial (314) 263-9888.
- b. Logistical point of contact for this TB is Mr. Chris Price, SFAE-AV-ASH-L, DSN 693-7612 or commercial (314) 263-7612.

aj. Forms and records point of contact for this TB is Ms. Ann Waldeck, AMSAT-I-MDM, DSN 693-1821/1758 or commercial (314) 263-1821/1758.

ak. Safety Point of contact for this TB is Mr. Brad Myer. AMSAT-R-X, DSN 693-2085 or commercial (314) 263-2085.

al. Foreign Military Sales (FMS) recipients requiring clarification of action advised by this TB should contact Mr. Ron Van Rees or CW5 Jay Nance, AMSAT-I-IOA, DSN 693-3659 or commercial (314) 263-3659.

am. 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:

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


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07793

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