

URGENT

*TB 1-1520-248-20-44

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

REVISION TO TAILBOOM INSPECTION INTERVAL ON ALL OH-58D HELICOPTERS

Headquarters, Department of the Army, Washington, D. C.
31 October 1998

This document has been reviewed for the presence of Ozone Depleting Chemicals and Hazardous Materials as specified by the US Army Acquisition Pollution Prevention Support Office, listed in document SD-14, listing of Toxic Chemicals, Hazardous Substances, and Ozone Depleting Chemicals. Substitutions have been made to ensure the materials specified in this document conform to Executive Order 12856 and Public Law 102-848.

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NOTE

THIS PUBLICATION IS EFFECTIVE INDEFINITELY UNLESS SOONER RESCINDED OR SUPERSEDED.

1. Priority Classification. **URGENT**

NOTE

SEE AR 95-1, PARA 6-6A, FOR EXCEPTION AUTHORITY OF MAJOR COMMANDERS.

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 Procedures of paragraph 8 and Correction Procedures of paragraph 9A or 9B below are 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 inspection time frame will cause the status symbol to be upgraded to a Red // X //.

b. Aircraft in Depot Maintenance. Same as Paragraph 1 .a.

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

d. Aircraft in Transit.

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

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

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. N/A

g. Components/Parts in Work (Depot Level and Others). N/A.

2. Task/Inspection Suspense Date. Next scheduled tailboom inspection interval.

*This TB supersedes USAAMCOM Message OH-58-98-01 251912Z Sep 98 and OH-58-99-01 071257Z OCT 98

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3. Reporting Compliance Suspense Date. N/A

4. Summary of Problem.

a. Due to cracking of the OH-58D tailboom in the areas of the gearbox support assembly attachment and incomplete testing of the vibration reducing hardware, safety of flight message OH-58-96-01 required a fluorescent penetrant inspection every 10 hours after installation of the vibration reducing hardware,

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

c. The purpose of this TB is to:

(1) Supersede TB1 -1520-248-20-31 (OH-58-95-02) and TBI-1520-248-20-36 (OH-58-96-01) and OH-58-98-01.

(2) Add four part numbers to Paragraph 6 which were omitted from SOF OH-58-98-01. The remainder of the instructions of SOF OH-58-98-01 remains unchanged.

(3) Increase the inspection interval to 10 flight hour visual / 40 flight hour fluorescent penetrant inspection for 0.040 inch skin tailboom and 40 flight hour visual / 160 flight hour fluorescent penetrant inspection for 0.063 inch them milled skin tailbooms.

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

6. Assembly Components to be Inspected..

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
0.040 Inch Skin Tailboom Assembly	406-961-024-111	
0.040 Inch Skin Tailboom Assembly	406-961-024-147	
0.040 Inch Skin Tailboom Assembly	206-032-004-157	
0.040 Inch Skin Tailboom Assembly	206-032-004-171	
0.040 Inch Skin Tailboom Assembly	206-032-004-169	
0.063 Inch Chem Milled Tailboom Assy	406-961-024-149	
0.063 Inch Chem Milled Tailboom Assy	206-032-004-177	
0.063 Inch Chem Milled Tailboom Assy	406-961-024-151	
0.063 Inch Chem Milled Tailboom Assy	406-530-200-107	
0.063 Inch Chem Milled Tailboom Assy	406-530-200-109	

7. Parts to be Inspected. N/A.

8. Inspection Procedures. Inspect aircraft tail boom to determine tailboom assembly part number

NOTE

ULLS-A USERS WILL USE THIS MESSAGE AS AUTHORITY TO MAKE NECESSARY CHANGES TO THE INSPECTION LEGITIMATE CODE FILES.

9. Correction Procedures. The recurring tailboom inspection interval is changed from 10 (ten) hours, The inspection in paragraph 9c will be performed at the following intervals:

a. For aircraft with 0.040 inch skin tailboom assemblies:

(1) Repeat the visual inspection every 10 flight hours. ULLS-A users will modify inspection AI 5 to show that it pertains to the 0.040 inch skin tailboom assembly.

(2) Repeat the fluorescent penetrant inspection every 40 flight hours. ULLS-A users will add inspection number A16.

b. For aircraft with 0.063 inch them milled skin tailboom assemblies:

(1) Repeat the visual inspection every 40 flight hours. ULLS-A users will add inspection number A17

(2) Repeat the fluorescent penetrant inspection every 160 flight hours. ULLS-A users will add inspection number A18.

c. Inspection Procedure:

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

CAUTION

MECHANICAL MEANS SHALL NOT BE USED FOR STRIPPING PAINT FROM TAILBOOM. MECHANICAL REMOVAL OF PAINT WILL CAUSE DAMAGE TO INSPECTION SURFACE AND PRODUCE FALSE READINGS OF INSPECTION METHOD.

(2) If paint has not been removed in the vicinity of the aft most rivet securing the tail rotor driveshaft cover left hand support (P/N 406-030-123-127) to the tailboom, perform the following task:

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 on either side of, and three inches above and below, rivet located in paragraph 8b.

(3) If applicable, remove corrosion preventative compound from inspection area using PD680, Type II solvent.

CAUTION

INSPECTORS WILL NOT WEAR EYEGLASSES WITH LIGHT SENSITIVE LENSES WHILE PERFORMING FLUORESCENT PENETRANT INSPECTION. IENSES OF THIS TYPE HAVE A 16 TO 45 PERCENT LIGHT TRANSMISSION LOSS, WHICH CAN CAUSE A FAILURE TO DETECT FLAWS AND CRACKS.

NOTE

USE OF EDDY CURRENT INSPECTION IN LIEU OF FLUORESCENT PENETRANT MAY BE USED BY UNITS WITH QUALIFIED PERSONNEL AND REQUIRED EQUIPMENT. PERFORM INSPECTION IAW TM 1-120-266-23, PARAGRAPH 4.7.

(4) 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 the tail rotor driveshaft cover left hand support, P/N 406-030-123-127, to the tailboom, and all Hi-Lok fasteners in the stripped area.

(5) If a crack is found, the aircraft status shall be changed to a red //X// until the tailboom is replaced. Immediately contact the technical POC in Para 16A.

(6) If no cracks are found, clean the stripped area using PD 680, Type II, solvent and apply one coat of corrosion preventative compound, MIL-C-16173, Grade 4.

d. Aircraft without the following items installed in production, retrofit, or modified by Modification Work Order (MWO) 1-1520-248-50-05 will make a circled red //X// entry on the DA Form 2408-13-1 stating "aircraft is restricted to 80 knots indicated airspeed IAW with SOF OH-58-98-01". Aircraft with the following items installed in production, retrofit, or modified by MWO 1-1520-248-50-05 are relieved from the 80 KIAS restriction.

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Horizontal Stabilizer Assembly (LH)	406-020-101-237	
Horizontal Stabilizer Assembly (RH)	406-020-101-239	
Vertical Stabilizer Support (FWD)	406-030-003-103	

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Vertical Stabilizer Support (AFT)	406-030-004-101	
Vertical Stabilizer Assembly	406-961-025-109	
Vertical Stabilizer Assembly	406-961-025-111	

NOTE

VERTICAL STABILIZER SUPPORTS 406-030-003-103 AND 406-030-004-101 ARE NOW "ON CONDITION" ITEMS

10. Supply/Parts and Disposition.

- a. Not applicable
- b. Requisitioning instructions -Not applicable.
- c. Bulk and Consumable Materials.

Nomenclature	NSN	CAGE	Part Number	Qty
Solvent, Drycleaning	6850-00-274-5421	81348	P-D-680, Type II	A/R
Corrosion Preventative Compound	8030-00-903-0931	81348	MIL-C-16173, Grade 4	A/R

- d. Disposition. Not applicable.
- e. Disposition of Hazardous Material. In Accordance with Environmental Protection 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. Not applicable.
- c. Estimated Cost Impact of Stock Fund Items to the Field. Not applicable.
- 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. TM 55-1520-248-23 special inspections shall be changed to reflect this message. A copy of this message shall be inserted in the appropriate TM as authority to implement the change until the printed copy of the change is received.

13. References

- a. TM 1-1520-266-23, Nondestructive Inspection Procedures for OH-58D Helicopter.
- b. TM 55-1500-335-23, Nondestructive inspection Methods.
- c. TM 55-1500-345-23, Painting and Marking of Army Aircraft

14. Recording and Reporting Requirements.

- a. Reporting compliance suspense date (Aircraft) Not applicable.
- b. The following forms are applicable and are to be completed in accordance with DA PAM 738-751, 15 June 1992:

NOTE

ULLS-A UNITS SHALL USE 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 2408-15, Historical Record for Aircraft
- (4) DA Form 2408-18, Equipment Inspection List.

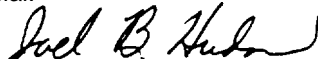
15. Weight and Balance. Not applicable

16. Points of Contact.

- a. Technical POC is Jesse Gambee, AMSAM-AR-E-I-B-O, DSN 645-9801 or (256) 955-9801, Datafax is DSN 645-7125 or (256) 955-7125, E-Mail is "gambee-jt@redstone.army.mil"
- b. Logistical POC is Rick Brock, AMSAM-DSA-ASH-L, DSN 645-8256 or (256) 955-8256, Datafax is DSN 645-7125 or (256) 955-7125, E-Mail is "brock-ra@redstone.army.mil".
- c. Wholesale materiel POC (Spares) is Lowell Bidwell, AMSAM-MMC-VS-AO, DSN 897-1623 or (256) 313-1633, Datafax is DSN 897-4764 or (256) 313-4764, E-Mail is "bidwell-wl@exchangel .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 (256) 876-5564, datafax DSN 746-4904 or (256) 876-4904. E-Mail "waldeck-ab@redstone.army.mil".
- e. Safety Point of contact for this TB is Mr. Ron Price, AMSAM-SF-A, DSN 788-8636 or (256) 842-8636, datafax DSN 897-2111 or (256) 313-2111. E-Mail price-sf@redstone.army.mil.
- f. Non-Destructive test POC is Wayne Suchman, AMSAM-DSA-WAG, DSN 746-2228 or (256) 876-2228, E-Mail is "suchman-wa@redstone.army.mil".
- g. 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 897-0681 or (256) 313-0681. E-Mail wittstrom-jl@redstone.army.mil or Mr. Ronnie W. Sammons, AMSAM-SA-CS-NF, DSN 897-0869 or (256) 313-0869. datafax DSN 897-0411 or (256) 313-0411. E-Mail "sammons-rw@redstone.army.mil". Huntsville, AL is GMT minus 6 hours.
- h. After hours contact AMCOM Command Operations Center (COC) DSN 897-2066/7 or commercial (256) 313-2066/7.

By Order of the Secretary of the Army:

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