

URGENT

*TB 1-1520-250-20-7

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

ALL H-60 AIRCRAFT
REQUIRED REPLACEMENT OF THE TEFLON
SLEEVE BEARINGS IN THE SPINDLE ELASTOMERIC
BEARING ASSEMBLIES AT PMS-2 INSPECTION

Headquarters, Department of the Army, Washington, D. C.
30 September 1996

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THIS PUBLICATION IS EFFECTIVE UNTIL RESCINDED OR SUPERSEDED.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 cited aircraft will be changed to a red horizontal dash "-". The red horizontal dash "-" may be cleared when the logbook entry cited in paragraph 8 is completed. The affected aircraft logbook shall be changed as soon as practical but no later than the task/inspection suspense date. Failure to comply with 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. Perform the correction procedures cited in paragraph 9a and 9b prior to release of aircraft from depot.

c. Aircraft Undergoing Maintenance. Perform the correction procedures cited in paragraph 9a and 9b prior to release of aircraft from maintenance.

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). N/A.

f. Component/Parts in Stock Including War Reserves at All Levels (Depot and Others).

(1) Wholesale Stock N/A.

(2) Retail Stock. N/A.

2. Task/inspection Suspense Date. Within 10 hours of 14 days.

*This TB supersedes USAATCOM Aviation Safety Action Message 111656Z, SEP 96, UH-60-96-ASAM-10.

3. Reporting Compliance Suspense Date. No later than 3 October 1996 per paragraph 14a. of this TB.

4. Summary of the Problem.

a. During a recent 500 hour phase maintenance inspection, a spindle shank was found to be circumferentially cracked in the area of the thread root and spline. The preliminary failure investigation results have led to the belief that a contributing factor to the premature failure of the spindle shank was excessive wear of the elastomeric teflon sleeve bearing. This caused an increased gap between the spindle sleeve bearing and elastomeric teflon sleeve bearing which results in greatly increased loads carried in the spindle thread area. As a result of this finding, all aircraft spindle elastomeric bearings shall require replacement of the teflon sleeve bearing with a new (ZERO TIME) sleeve bearing at the next 500 hour phase maintenance inspection (PMS-2) and each subsequent PMS-2.

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

c. The purpose of this TB is twofold, (1) establish the requirements for replacement of the teflon sleeve bearing in the spherical elastomeric bearing assembly at every 500 hour PMS-2 inspection, and (2) for aircraft currently undergoing PMS-2 inspection or depot maintenance complete the inspection listed in 9a and as a one time requirement to collect statistical data.

5. End Items to be Inspected. All H-60 series helicopters, spindle assemblies and spindle elastomeric bearings.

6. Assembly Components to be Inspected. N/A.

7. Parts to be Replaced.

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Bearing, Sleeve	P/N SB5203-202	3120-01-083-3265

8. Inspection Procedures. Annotate the aircraft logbook to indicate that at every 500 hour phase maintenance inspection (PMS-2) that the paragraph 9b correction procedures of this TB are required.

9. Correction Procedures.

a. All aircraft currently undergoing PMS-2 inspection or in Depot Maintenance will require the measurement procedure "Inspect Elastomeric Bearing and Spindle Sleeve Bearing" IAW TM 1-1520-237-23-3, paragraph 5.4.1.8. Measure the currently installed elastomeric bearings teflon sleeve bearing inside diameter and the mating spindles sleeve bearing outside diameter. The results of this measurement shall be recorded on the graph provided with the procedure. Write the following on each graph: (1) the spindle assembly part number, serial number, time since new (TSN), time since installed (TSI), aircraft tail number, and aircraft hours, (2) the elastomeric bearing part number, serial number, TSN and TSI. Send a copy of each graph with the recorded diameter measurement results from each spindle assembly and related information to: Commander, U. S. Army ATCOM, ATTN: AMSAT-R-ECU, 4300 Goodfellow Blvd, St. Louis, MO 63120-1798, or fax to the technical point of contact at commercial (314) 263-1622, autovon 693-1622. This submittal to ECU will complete the one-time data requirements of the TB.

b. Replace the sleeve bearing in all elastomeric bearing assemblies IAWTM 1-1520-237-23-3, paragraph procedures, "Elastomeric Bearing Repair (AVIM)." This action will become a standard requirement of the PMS-2 inspection.

10. Supply/Parts and Disposition.

a. Parts Required. Bearing, Sleeve; P/N SB5203-202, NSN 3120-01-083-3265.

b. Requisitioning Instructions. Requisition replacement parts through normal supply channels using normal supply procedures. All requisitions shall use project code "XCG" per this TB.

NOTE

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

- c. Bulk and Consumable Materials. N/A.
- d. Disposition. Locally dispose of elastomeric sleeve bearings by demilitarization procedures.
- e. Disposition of Hazardous Material. N/A.

11. Special Tools, Jigs and Fixtures Required. N/A.**12. Application.**

- a. Category of Maintenance. AVIM.
- b. Estimated Time Required. Total of 2 man-hours using 1 person.
- c. Estimated Cost Impact of Stock Fund Items to the Field. The Bearing, Sleeve listed below are \$160.00 each, 4 are required per aircraft at a total cost per aircraft of \$640.00.

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Bearing, Sleeve	P/N SB5203-202	3120-01-083-3265

- 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. TM 1-1520-250-PMS-2.

13. References. TM 1-1520-237-23-3.**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@emh4.stl.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. The following forms are applicable and are to be completed in accordance with DA PAM 738-751, dated 15 June 92:

- (1) DA Form 2408-13, Aircraft Status Information Record.
- (2) DA Form 2408-13-1, Aircraft Inspection and Maintenance Record.
- (3) DA Form 2408-13-2, Related Maintenance Actions Record.
- (4) DA Form 2408-15, Historical Record For Aircraft.

(5) DA Form 2408-18, Equipment Inspection List. The requirement to replace the sleeve bearing at each PMS-2 inspection will be carried on the form until it is included in TM 1-1520-237-PMS-2, then the inspection will be deleted from the -18. ULLS-A users, add the inspection as an 800 inspection in the master inspection file.

15. Weight and Balance. N/A.**16. Points of Contact.**

a. Technical point of contact for this TB is Mr. Greg A. Kirchhofer, AMSAT-R-ECU, DSN 693-0433 or commercial (314)263-0433.

b. Logistical point of contact for this TB is Mr. Joe Hoover, SFAE-AV-BH-L, E-Mail address is hooverj@peo2.stl.army.mil, DSN 693-0484 or commercial (314)263-0484, data fax DSN 693-1898 or commercial 263-1898.

c. Forms and records point of contact for this TB is Ms. Ann Waldeck, AMSAT-I-MDM, DSN 490-2318 or commercial (314)260-2318.

d. Safety point of contact for this TB is Mr. Lyell Myers, AMSAT-R-X, DSN 693-2438 or commercial (314)263-2438.

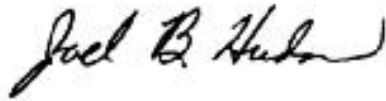
e. Foreign Military Sales (FMS) recipients requiring clarification of action advised by this TB should contact Mr. Ron Van Rees, AMSAT-D-SAF, DSN 693-784413216 or commercial (314)263-7844/3216. Datafax is (314)263-2917.

f. After hours contact ATCOM Command Operations Center (COC) DSN 693-2066/2067 or commercial (314)263-2066/2067.

17. Reporting of Errors and Recommending Improvement sYou can help improve this TB. If you find any mistakes or if you know of away to improve these procedures, please let us know. You may submit your recommended changes by E-mail directly to <mrnpmt%avma28@st-louis-emh7.army.mil>. A reply will be furnished directly to you. Instructions for sending an electronic 2028 may be found at the back of this manual.

By Order of the Secretary of the Army:

Official:



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Secretary of the Army
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DENNIS J. REIMER
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Chief of Staff

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To: mpmP/oavma28@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.

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RECOMMENDED CHANGES TO EQUIPMENT TECHNICAL PUBLICATIONS

 <div style="position: absolute; top: 10%; left: 10%; border: 1px solid black; padding: 5px; font-size: small;"> THEN...JOT DOWN THE DOPE ABOUT IT ON THIS FORM. CAREFULLY TEAR IT OUT, FOLD IT AND DROP IT IN THE MAIL. </div>				<h2 style="margin: 0;">SOMETHING WRONG WITH PUBLICATION</h2>	
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DATE SENT					
PUBLICATION NUMBER		PUBLICATION DATE	PUBLICATION TITLE		
BE EXACT PIN-POINT WHERE IT IS					
PAGE NO.	PARA-GRAPH	FIGURE NO.	TABLE NO.	IN THIS SPACE, TELL WHAT IS WRONG AND WHAT SHOULD BE DONE ABOUT IT.	
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