

# URGENT

TB 1-1520-240-20-149

## DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

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### MANDATORY INSPECTION FOR UNTESTED CRITICAL SAFETY ITEM (CSI), P/N 114C3044-2, AFT YOKE SUPPORT SHAFT, ON ALL CH-47D, MH-47D AND MH-47E AIRCRAFT

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Headquarters, Department of the Army, Washington, D. C.  
29 July 2002

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#### NOTE

THIS PUBLICATION IS EFFECTIVE UNTIL RESCINDED OR SUPERSEDED.

**1. Priority Classification. Urgent**

#### NOTE

In accordance with AR 95-1, paragraph 6-6A/6-14A, MACOM Commanders may authorize temporary exception from 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 this Technical Bulletin, make the following entry on the DA Form 2408-13-1. Enter a red horizontal dash // - // status symbol with the following statement: "Inspect for untested CSI P/N 114C3044-2 aft yoke support shaft in accordance with CH-47-02-ASAM-04 (TB 1-1520-240-20-149) within the next 10 flight hours, but no later than 7 AUG 02." Replace untested P/N 114C3044-2 aft yoke support shaft at the next phase inspection interval, or 31 December 2002, whichever occurs first. Clear the red horizontal dash // - // entry when the procedures in accordance with paragraphs 8 and 9 are completed. The affected aircraft shall be inspected as soon as practical but no later than 7 August 2002. Commanders who are unable to comply with the requirements of this Technical Bulletin within the time frame specified will upgrade the affected aircraft status symbol to a red // X //.

b. Aircraft in Maintenance -

(1) Aircraft in AVUM, AVIM, or Depot Level Maintenance - Same as paragraph 1a.

(2) Aircraft at Contractor Facility - Boeing Helicopters will inspect DD250 aircraft prior to those aircraft departing for ferry to final destination.

This TB supersedes USAAMCOM Message 241630Z JUL 02 CH-47-02-ASAM-04.

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c. Aircraft in Transit –

- (1) Surface/Air Shipment – Same as paragraph 1a.
- (2) Ferry Status – Same as paragraph 1a.

d. Maintenance Trainers (Category A and B) – Comply no later than 31 December 2002.

e. Components/Parts in Stock at All Levels (Depot and Others) including War Reserves – Upon receipt of this Technical Bulletin, Depot and Materiel Activity Commanders will ensure the materiel condition tags of all items in all condition codes listed in paragraph 7 are annotated to read: “CH-47-02-ASAM-04 (TB 1-1520-240-20-149), inspection for untested CSI P/N 114C3044-2 aft yoke support shaft, not complied with.”

(1) Wholesale Stock – N/A.

(2) Retail Stock – Upon receipt of this message, Commanders and Facility Managers maintaining retail stock at installation level and below shall contact the supported aviation unit to perform the procedures required in accordance with paragraphs 8 and 9 on suspect materiel. Dispose of discrepant materiel in accordance with paragraph 10d. Report compliance with this Technical Bulletin in accordance with paragraph 14c(2) no later than 5 August 2002.

f. Components/Parts in Work (Depot Level and Others) – Depot and other Maintenance Activity Commanders will ensure items listed in paragraph 7 are not issued until they are in compliance with this Technical Bulletin.

**2. Task/Inspection Suspense Date.** Complete the inspection in accordance with paragraph 8 within the next 10 flight hours, but no later than 7 August 02. Replace untested P/N 114C3044-2 aft yoke support shaft at the next phase inspection interval, or 31 December 2002, whichever occurs first. Report in accordance with paragraph 14a(2) no later than 12 August 02.

**3. TAMMS Reporting Compliance Suspense Date.** Report compliance in accordance with paragraph 14a (1) no later than 31 July 02.

**4. Summary of Problem.**

### NOTE

Critical Safety Items (CSI) were previously known as Flight Safety Parts (FSP).

a. The original qualification (fatigue testing) of Critical Safety Items (CSI) was done by Boeing Helicopters under Army direction. The fatigue testing of these parts substantiated their service life and the parts design was considered qualified.

In October 1995, a change in the Army Flight Safety Part (FSP) policy required that parts manufactured by authorized vendors/suppliers and originally qualified by the prime contractor must be fatigue tested. The H-47 aft yoke support shaft, P/N 114C3044-2 is a Critical Safety Item (CSI). The 114C3044-2 shaft is used to attach the yoke assembly, P/N 114C3043-6 to the airframe. Failure of this shaft would result in loss of control to the aft rotor head. Some 114C3044-2 shafts were fielded without being qualified as an alternate source by fatigue testing.

b. Manpower/downtime and funding impacts – see paragraph 12.

c. The purpose of this Technical Bulletin is to –

(1) Inspect all 114C3044-2 aft yoke support shafts installed on H-47 series aircraft and in stock.

(2) Replace all 114C3044-2 aft yoke support shafts that do not exhibit a qualified and fatigue tested cage code or manufacturers name on the shafts at the next phase inspection, or 31 December 2002, whichever occurs first.

**5. End Items to be inspected.** All H-47 series aircraft.

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

7. **Parts to be Inspected.**

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
SHAFT, AFT YOKE SUPPORT	114C3044-2	1560-00-868-8468

8. **Inspection Procedures.**

**NOTE**

Read all paragraph 8 inspection procedures prior to proceeding to paragraph 9 correction procedures.

a. Locate the 114C3044-2 shaft, aft yoke support. For C/MH-47D, refer to TM 55-1520-240-23P, 1 November 1989, Figure 376, Item 83, or TM 55-1520-240-23P, 24 May 2002, Figure 376, Item 73. For MH-47E, refer to TM 1-1520-252-23P, Figure 11-16, Item 78.

**NOTE**

There may be two different five digit codes marked on the subject shafts. The five digit code 81996 is not the manufacturers cage code. If so marked, the number 81996 identifies the part as having been manufactured in accordance with a Government Technical Data Package (TDP). Use the five digit codes in accordance with paragraph 8b below to determine the manufacturers code.

b. Identify the five digit manufacturers cage code on the end of the shaft. If the end of the shaft is marked with one of the following cage codes or manufacturers name, the 114C3044-2 shaft has been fatigue tested and is qualified.

- (1) Cage Code 77272 (Boeing).
- (2) Cage Code 7D072 (Tura Machine Company).
- (3) Cage Code 07952 (Ruscomb Tool and Machine Co.)

c. If the end of the shaft is marked with cage codes 77272, 7D072, 07952 or corresponding manufacturers name, the 114C3044-2 shaft is serviceable. Clear the red horizontal dash // – // status symbol entry and enter compliance with CH-47-02-ASAM-04 (TB 1-1520-240-20-149) on the DA Form 2408-15.

d. If the end of the shaft is marked with a cage code or manufacturers name other than the three identified in paragraph 8b above, or if the cage code and manufacturers name cannot be identified, the shaft is unserviceable. Proceed to paragraph 9a below.

9. **Correction Procedures.**

a. Remove and replace any unserviceable shaft with a shaft from the supply system that is serviceable as defined in paragraph 8b above. The red horizontal dash // – // status symbol will be cleared and the following entry made on the DA Form 2408-13-1 "Replace untested P/N 114C3044-2 aft yoke support shaft at the next phase inspection internal, or 31 December 2002, whichever occurs first" with a red diagonal " / " status symbol.

b. Prepare the aircraft for safe ground maintenance.

c. Locate the 114C3044-2 shaft, aft yoke support. For C/MH-47D, refer to TM 55-1520-240-23P, 1 November 1989, Figure 376, Item 83, or TM 55-1520-240-23P, 24 May 2002, Figure 376, Item 73. For MH-47E, refer to TM 1-1520-252-23P, Figure 11-16, Item 78.

d. Replace the 114C3044-2 shaft, aft yoke support. For C/MH-47D, refer to TM 55-1520-240-23, Task 11-227 (removal) and Task 11-233 (install), or MH-47E, refer to TM 1-1520-252-23, Task 11-245 (removal) and Task 11-251 (install).

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

- a. Parts Required. Items cited in paragraph 12c 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) "X1Z" (X-Ray-One-Zulu).

**NOTE**

Project code "X1Z" is required to track and establish a data base of stock fund expenditures incurred by the field as a result of SOF and ASAM actions.

- c. Bulk and Consumable Materials.

NOMENCLATURE	PART NUMBER/NSN	QUANTITY
COTTER PIN	MS24665-379/5315-00-059-0494	1
NUT, PLAIN	MS21025-20/5310-00-838-0265	1

- d. Disposition. Demilitarize/mutilate in accordance with TM 1-1500-328-23 any part/component which does not meet inspection criteria.
- e. Disposition of Hazardous Material. N/A.

**11. Special Tools and Fixtures Required. N/A.**

**12. Application.**

- a. Category of Maintenance. AVUM. Aircraft downtime will be charged to AVUM Maintenance. Report aircraft non-mission capable maintenance (NMCM) while undergoing inspection and correction in accordance with this Technical Bulletin. Report aircraft non-mission capable supply (NMCS) while waiting for parts in accordance with this Technical Bulletin.

- b. Estimated Time Required-

- (1) Time to complete inspection -
  - (a) Total of 0.5 man-hours using 1 person.
  - (b) Total of 0 hours downtime for one end item.
- (2) Time for replacement -
  - (a) Total of 36 man-hours using 3 persons.
  - (b) Total of 12 hours downtime for one end item.

- c. Estimated Cost Impact to the Field.

NOMENCLATURE	PART NUMBER/ NSN	QUANTITY	COST EACH	TOTAL \$
SHAFT, YOKE	114C3044-2/ 1560-00-868-8468	1	\$305.53	\$305.53
COTTER PIN	MS24665-379/ 5315-00-059-0494	1	\$7.20	\$7.20
NUT, PLAIN	MS21025-20/ 5310-00-838-0265	1	\$13.17	\$13.17

TOTAL COST PER AIRCRAFT: \$325.90

- 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. DA PAM 738-751, 15 MAR 99.
- b. TM 55-1520-240-23P.
- c. TM 55-1520-240-23.
- d. TM 1-1520-252-23P.
- e. TM 1-1520-252-23.
- f. TM 1-1500-328-23.,

**14. Recording and Reporting Requirements.**

- a. Aircraft –

(1) TAMMS Reporting Compliance Suspense – Upon entering requirements of this Technical Bulletin on DA Form 2408-13-1 for all effected aircraft, Commanders will forward a priority message, fax or e-mail to Commander, AMCOM, ATTN: AMSAM-SF-A (SOF Compliance Officer), Redstone Arsenal, AL 35898-5000, in accordance with AR 95-1, no later than date specified in paragraph 3 above. Datafax number is DSN 897-2111 or commercial (256) 313-2111. E-Mail address is “safeadm@redstone.army.mil”. The report will cite this ASAM and TB number, date of entry in DA Form 2408-13-1, the aircraft mission design series and serial numbers of aircraft in numerical order.

(2) Task/Inspection Reporting Suspense – Upon completion of inspection, Commanders will forward a priority message to the Logistical point of contact listed in paragraph 16b. The report will cite this ASAM and TB number, date of inspection, aircraft serial number, aircraft and component hours, and results of the inspection. Inspection and reports will be completed no later than date specified in paragraph 2 above.

- b. Wholesale Spare Parts/Assemblies –

- (1) Reporting ASAM Receipt – N/A.
- (2) Task/Inspection Reporting Suspense – N/A.

- c. Retail Spare Parts/Assemblies –

- (1) Reporting ASAM Receipt – N/A.

(2) Task/Inspection Reporting Suspense – Commanders and Facility Managers will report inspection results to the Logistical point of contact in paragraph 16b no later than date specified in paragraph 1e(2). Report the quantity inspected by condition code and the resulting condition code. Report by e-mail or datafax and provide local point of contact.

- d. The following forms are applicable and are to be completed in accordance with DA PAM 738-751, 15 MAR 99 –

**NOTE**

ULLS-A users will 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) DD Form 1574/DD Form 1574-1, Serviceable Tag/Label – Materiel (color yellow). Annotate remarks block with “Inspected serviceable in accordance with CH-47-02-ASAM-04 (TB 1-1520-240-20-149).”
- (5) DD Form 1577/DD Form 1577-1, Unserviceable (condemned) Tag/Label – Materiel (color red). Annotate remarks block with “Condemned in accordance with CH-47-02-ASAM-04 (TB 1-1520-240-20-149) and mutilated in accordance with TM 1-1500-328-23.”

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

**16. Points of Contact.**

a. Technical point of contact is Mr. Larry Wieschhaus, H-47 Team Leader, AMSAM-RD-AE-I-P-C, DSN 897-2350, extension 9866 or commercial (256) 705-9866. Datafax is commercial (256) 705-9918. E-mail is "larry.wieschhaus@rdec.redstone.army.mil".

b. Logistical point of contact is Mr. Bill Olson, SFAE-AV-CH-L, (Customer Service Team), DSN 897-3379 or commercial (256) 313-3379, datafax is DSN 897-4348 or commercial (256) 313-4348. E-mail is "william.olson@peoavn.redstone.army.mil".

c. Wholesale Materiel point of contact (SPARES) is Mr. Paul Hughes, DLA, DSN 695-6328 or commercial (804) 279-6328, datafax is DSN 695-5695. E-mail is "paul.hughes@dscr.dla.mil".

d. Forms and Records point of contact is Ms. Ann Waldeck, AMSAM-MMC-MA-NM, DSN 746-5564 or commercial (256) 876-5564, datafax is DSN 746-4904 or commercial (256) 867-4904. E-mail is "ann.waldeck@redstone.army.mil".

e. Safety points of contact are –

(1) Primary – Mr. Frank Rosebery (SAIC), AMSAM-SF-A, DSN 788-8631 or commercial (256) 842-8631, datafax is DSN 897-2111 or commercial (256) 313-2111. E-mail is "frank.rosebery@redstone.army.mil".

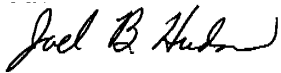
(2) Alternate – Mr. Russell Peusch, AMSAM-SF-A, DSN 788-8632 or commercial (256) 842-8632, datafax is DSN 897-2111 or commercial (256) 313-2111. E-mail is "russel.peusch@redstone.army.mil".

f. Foreign Military Sales recipients requiring clarification of action advised by this Technical Bulletin should contact Mr. Ronnie W. Sammons, AMSAM-SA-AS-UT, DSN 897-0407 or commercial (256) 313-0407, datafax is DSN 897-0411 or commercial (256) 313-0411. E-mail is "ronnie.sammons@redstone.army.mil".

g. After hours contact the AMCOM COMMAND OPERATIONS CENTER (AOC) DSN 897-2066/7 or commercial (256) 313-2066/7.

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

**Official:**



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0220704

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Chief of Staff

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From: "Whomever" <whomever@avma27.army.mil>

To: <2028-@redstone.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.