

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

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INSTALLATION OF GUARD AROUND  
CARGO HOOK RELEASE SWITCH ON  
WINCH/HOIST OPERATORS GRIP  
ASSEMBLY PN 114ES250-2  
FOR  
ALL CH-47D, MH-47D, AND MH-47E AIRCRAFT

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Headquarters, Department of the Army, Washington, D. C.  
15 February 1997

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**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THIS PUBLICATION IS EFFECTIVE UNTIL RESCINDED OR SUPERSEDED.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 the 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 no later than the task/inspection suspense date. Failure to comply with the requirements of this TB within the time frame required will cause the status symbol to be upgraded to a circle red "X". Restricted from cargo hook/sling load missions.

b. Aircraft in Depot Maintenance. Inspect and correct prior to issue. Aircraft shall 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 1a.

e. Maintenance Trainers (Category A, B). Same as paragraph 1a.

f. Component/Parts in Stock Including War Reserves at All Levels (Depot and Others). Upon receipt of this TB the materiel condition tags of all items listed in paragraph 6 below shall be annotated to read TB 1-1520-240-20-92, Installation of Guard Around Cargo Hook Release Switch P/N 114ES250-2 on Winch/ Hoist Operators Grip Assembly P/N 114ES250-2 must be complied with prior to installation.

(1) Wholesale Stock. Upon receipt of this TB, depot commanders shall ensure inspection of all items listed in paragraph 6 below located in all wholesale depots including all satellite wholesale depots and

\* This TB supersedes USAATCOM Message 301923Z DEC 96 (CH-47-97-ASAM-02).

war reserve depot. Also, upon receipt of this TB depot commanders and others maintaining wholesale stock shall ensure that serviceable materiel (Condition Codes "A", "B", and "C") is placed in Condition Code "J" and tagged with a suspended tag/label - DD Form 1576/1576-1. The authority block must reference inspection required per this TB (TB 1-1520-240-20-92). Report compliance with this TB in accordance with paragraph 14d(1) below.

(2) Retail Stock. Upon receipt of this TB, commanders and others maintaining retail stock of items listed in paragraph 6 below shall contact their support aviation organization to perform the inspection required by paragraph 8 below and to perform the correction procedures of paragraph 9 below on discrepant materiel. All items listed in paragraph 6 below shall be immediately placed in Condition Code "D" and retagged with a test/modification tag/label - DD Form 1576/1576-1 (blue color). The authority block must reference inspection required per this TB (TB 1-1520-240-20-92). Items identified as serviceable IAW paragraph 8 below shall be retagged with a serviceable tag/label - DD Form 1574/1574-1 (yellow color). Indicate compliance with this TB (TB 1-1520-240-20-92) in the remarks block. Items identified as discrepant IAW paragraph 9 below shall be retagged with unserviceable (reparable) tag/label - 1577-2/1577-3 (green color). Annotate remarks block to indicate that the item is unserviceable IAW this TB (TB 1-1520-240-20-92). Discrepant items shall be corrected IAW paragraph 9 below. Report compliance with this TB in accordance with paragraph 14d(2) below.

g. Components/Parts in Work. All items listed in paragraph 6 below shall not be installed until compliance with this TB has been completed.

**2. Task/Inspection Suspense Date. Within 25 hours/30 days.**

**3. Reporting Compliance Suspense Date. No later than 22 January 1997 per paragraph 14a of this TB.**

**4. Summary of the Problem.**

a. Several reports have been received of the flight engineer inadvertently releasing an external load by accidentally actuating the cargo hook release switch (button) on the winch/hoist operators control grip assembly. Inadvertent jettisoning of the external load has also occurred when the flight engineer has laid down the control grip assembly and the surface contact has inadvertently actuated the cargo hook release switch and jettisoned the external load.

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

c. The purpose of this TB is to fabricate and install a plastic cargo hook release switch guard on the winch/hoist operators control grip assembly. This simple modification will prevent inadvertent jettisoning of external loads; plus it will allow the flight engineer/operator to detect the cargo hook release switch (button) by feel.

5. End Items to be inspected. All CH-47D, MH-47D, and MH-47E aircraft.

6. Assembly Components to be Inspected.

| NOMENCLATURE                   | PART NUMBER | NATIONAL STOCK NUMBER |
|--------------------------------|-------------|-----------------------|
| Grip Assembly, Hoist Operators | 114ES250-2  | 1680-00-963-1051      |

**7. Parts to be Inspected. N/A.**

**8. Inspection Procedures.**

a. Prepare the aircraft for safe ground maintenance.

b. Visually inspect the aircraft for installation of the winch/hoist operators control grip assembly 145ES017-1, NSN 1680-01-123-7645 or the cargo hook release switch guard EGD-1001 shown in TM 55-1520-240-23-10, Task E-311, on the winch/hoist operators control grip assembly P/N 114ES250-2, NSN 1680-00-963-1051. Visually and functionally check the cargo hook release button to ensure it is recessed and cannot be opened prematurely by accidental bumping or dropping.

c. If the control grip assembly 145ES017-1 or the cargo hook release switch guard EGD-1001 has been installed on the 114ES250-2 control grip assembly, no further action is required. Record and report compliance with this TB in accordance with paragraph 14 below.

d. If the cargo hook release switch guard EGD-1001 has not been installed, proceed to paragraph 9 below for corrective action.

**9. Correction Procedures.**

a. Locally fabricate the cargo hook release switch guard EGD-1001 per TM 55-1520-240-23-10, Task E-311.

b. Remove and discard two screws item no. 36 from the retainer and guard assembly (refer to TM 55-1520-240-23P, Figure 326, item no. 37 (D model), and TM 1-1520-252-23P, Figure 9-28, item no. 37 (E model)).

c. The guards must be fit checked to the winch/hoist operators control grip assembly to ensure the two screw holes and one switch/button hole are properly aligned and the button can be depressed.

d. Install the guard with two (2) MS35206-206 screws. The screws should be flush with the top of guard after tightening/installation.

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

a. Parts Required. The following items will be required to locally manufacture and install the guard to comply with this TB.

| NOMENCLATURE | PART NUMBER  | NSN              | QUANTITY PER ACFT |
|--------------|--------------|------------------|-------------------|
| SCREWS       | MS 35206-206 | 5305-00-958-6382 | 2                 |

b. Requisitioning Instructions. N/A.

c. Bulk and Consumable Materials. The following items will be required to comply with this TB.

| NOMENCLATURE                                   | PART NUMBER               | NSN              |
|--|---------------------------|------------------|
| ACRYLIC SHEET, CLEAR MODIFIED, 0.25 INCH THICK | MIL-P-1 5035TYPEFBM250THK | 9330-00-540-5673 |

d. Disposition. Dispose of removed parts in accordance with normal supply procedures. A QDR is not required.

e. Disposition of Hazardous Material. N/A.

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

**12. Application.**

a. Category of Maintenance. AVUM. Aircraft downtime will be charged to AVUM.

b. Estimated Time Required.

(1) Total of 3 man-hours using 1 person.

(2) Total of 3 hours downtime for one end item.

c. Estimated Cost Impact of Stock Fund Items to the Field. N/A.

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 55-1520-240-23-7, TM 55-1520-240-23P-2, TM 1-1520-252-23-10, TM 1-1520-252-23-15, and TM 1-1520-252-23P-3 shall be changed to reflect this TB. A copy of this TB shall be inserted in the appropriate TM as authority to implement the change until the printed change is received.

**13. References.**

a. TM 55-1520-240-23-7.

b. TM 55-1520-240-23P.

c. TM 1-1520-252-23P.

#### 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. Task/Inspection Reporting Suspense Date (Aircraft). Units will forward a priority message of data fax to Commander, ATCOM, AMCPM-CH-L. Datafax number is DSN 693-1485 or Commercial (314) 263-1485. The report will cite this TB number, date of inspection, aircraft serial number, aircraft hours, and results of the inspection. Inspection and reports will be completed no later than five working days after task/inspection suspense date.

c. Reporting Compliance Suspense Date (SPARES). N/A.

d. Task/Inspection Reporting Suspense Date (SPARES). N/A.

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.

(3) DA Form 2408-15, Historical Record for Aircraft.

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

#### 16. Points of Contact.

a. Technical point of contact for this TB is Mr. Robert A. Lawyer, AMSAT-R-ECC, DSN 693-3820 or commercial (314)263-3820, fax is DSN 693-1485 or commercial (314) 263-1485.

b. Logistical point of contact for this TB is Mr. Norm Huston, AMCPM-CH-L, DSN 693-1315 or commercial (314)263-1415 and fax is DSN 693-1485 or commercial (314) 263-1485.

c. Wholesale materiel point of contact (SPARES) for this TB is Mr. Hal Barnes, AMSAT-I-SACA, DSN 693-6031 or commercial (314) 263-6031 and fax is DSN 693-6022 or commercial (314) 263-6022.

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

e. Safety point of contact for this TB is Mr. Jim Wilkens. AMSAT-R-X, DSN 693-2258 or commercial (314)263-2258.

f. Foreign Military Sales (FMS) recipients requiring clarification of action advised by this TB should contact Mr. Ron Van Rees or CW5 Jay Nance, AMSAT-D-S, DSN 693-7844/3216 or commercial (314)263-7844/3216.

g. 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:

Official:



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