

HSK items and were requested for delivery in Thule. On 24 July 1973, the decision was made to change the entire auxiliary servo cylinder on CG-1419, using the HSK spare as the required "O" rings had not arrived on the weekly logistics flight to Thule. This was accomplished without difficulty and the aircraft was ready for test flight on the morning of 25 July 1973. Prior to commencing the test flight an inspection of tail rotor counterweight beam bolts and spacers was conducted in accordance with Helicopter Bulletin No. 44. The four beam bolts installed on both aircraft all showed abnormal wear and excessive fretting. Additionally, one spacer on each installed tail rotor assembly had uneven wear. The spare tail rotor assembly carried in the HSK had zero time since overhaul and provided the spare beam bolts and spacer to keep CG-1386 operational. Spare beam bolts and spacers were received and installed on CG-1419 on 30 July 1973. A test flight was flown the same day and the aircraft became RFB.



Maintaining aircraft is a "tight situation" for AD1 Turley



AM1 Gerhard making emergency repairs