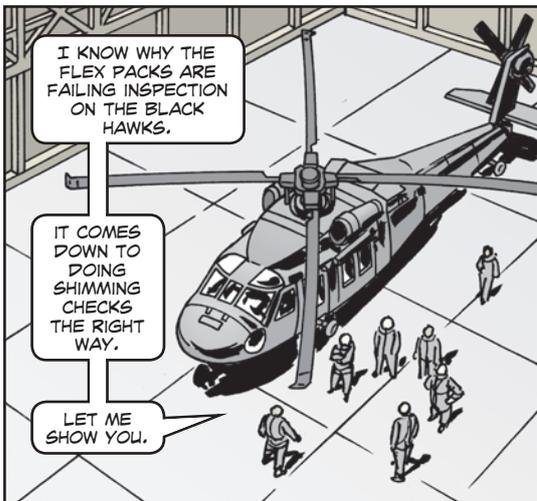


DRIVE SHAFT SHIMMING

CHECK DONE RIGHT?



Dear Sergeant Blade,

While out in the field, I spent days helping out with re-shimming the flex pack on a Black Hawk, and some thought the oil cooler mounts were out of alignment. I noticed the flex packs failed their last inspection. When I pointed out the correct way to do shimming checks, some disagreed. When I performed the procedure correctly, all the flex packs that failed then checked out OK.

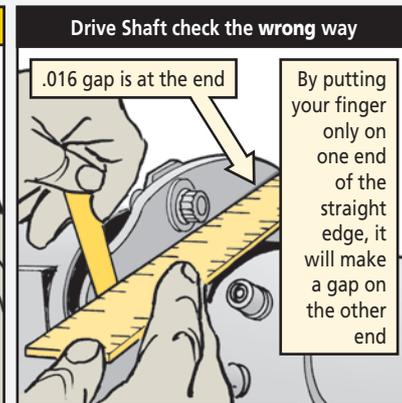
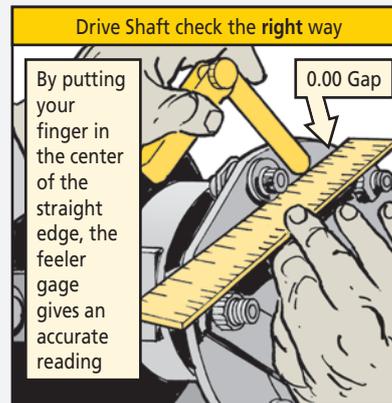
Here's the long and short of it: WP 0700 00 of TM 1-1520-237-23-7 for the UH-60A/L and WP 0656 00 of TM 1-1520-280-23-7 for the UH-60M tells you to do a shimming check, but it doesn't tell you *how*. This can result in it being done wrong, which results in multiple shimming check failures.

To avoid re-shimming flex packs unnecessarily, here's the solution. Step 3 of WP 0700 00 (UH-60A/L) and WP 0656 00 (UH-60M) tells you what to do to get the right reading when using a feeler gage, NSN 5120-01-335-1666, and a straight edge. A good tool to use as a straight edge is a steel machinist rule (6 inch), NSN 5210-00-971-8827. (An alternate straight edge is the machinist rule, NSN 5210-01-335-9236.) However, as noted above, the *how* is not given.

Some mechanics place the straight edge along the flange surface and the flexible coupling while holding the straight edge by either end; then try to measure the deflection gap with the feeler gage. The problem is that placing too much pressure with your finger at either end of the straight edge creates a gap and gives an erroneous reading with the feeler gage.

To do the check right, place your finger in the middle of the straight edge. You'll get a better reading with the feeler gage.

Do the test and inspection like so:



Charles Pope
AMCOM LAR
Afghanistan

Dear Mr. Pope,

Sounds like you've got a good one here. One small adjustment—like where you put your finger—can really make a big difference in preventive maintenance.

"Rotor" Blade