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inspection for incorrect fasteners in center post assembly all oh 58d aircraft tb 1 1520 248 20 55 initial and recurring inspection of t703 ad 700b engine for specification power compressor stall and instability during power transients tb 1 1520 248 20 56 one time inspection for hydraulic relief valve p n 206 076 036 101 on all oh 58d kiowa warrior helicopters tb 1 2840 263 20 02 one time inspection of scroll assembly on 250 c30r 3 engine for oh 58d aircraft tb 1 2840 256 20 04 one time inspection of scroll assembly on t703 ad 700 and t703 ad 700a engines for oh 58d aircraft tb 1 1520 228 20 85 all oh 58 aircraft one time inspection of magnetic brake tb 1 1520 248 20 58 initial and recurring inspection of forward tail boom intercostal assembly and aft fuselage frame assembly tb 1 1520 248 20 59 one time inspection for discrepant bell kiowa warrior helicopter textron parts all oh 58d aircraft tb 1 1520 248 20 63 replacement of ma 6 8 crew seat inertia reel all oh 58d kiowa warrior helicopters tb 1 1520 248 20 65 inspection and overhaul interval change for engine to transmission driveshaft all oh 58d kiowa warrior helicopters the oh 58 main transmission gearbox was run at varying output torques speeds and oil cooling rates the gearbox was subsequently run to destruction by draining the oil from the gearbox while operating at a speed of 6200 rpm and 36 000 inch pounds output torque primary cause of gearbox failure was overheating and melting of the planet bearing aluminum cages complete failure of the gearbox occurred in 28 1 2 minutes after the oil pressure dropped to zero the gearbox air oil cooler has sufficient cooling capacity margin for hot day takeoff conditions at a 117 percent power rating the alternating and maximum stresses in the gearbox top case were approximately 10 percent of the endurance limit for the material deflection of the bevel gear at 67 000 inch pounds output torque indicate a marginal stiffness for the bevel gear supporting system this paper discusses the source term treatment in the numerical solution of elliptic partial differential equations for an interior grid generation problem in generalized curvilinear coordinates the geometry considered is that of a planar cross section of a generic spiral bevel gear tooth typical of a pinion in the oh 58 helicopter transmission the source terms used are appropriate for an interior grid domain where all the boundaries are prescribed via a combination of dirichlet and neumann boundary conditions new constraints based on the green s theorem are derived which uniquely determine the coefficients in the source terms these constraints are designed for boundary clustered grids where gradients in physical quantities need to be resolved adequately however it is seen that the present formulation works satisfactorily for mild clustering also the aircrew training annual atm standardizes aircrew training programs and flight evaluation procedures this manual provides specific guidelines for executing oh 58 aircrew training it is based on the battle focused training principles outlined in fm 7 1 it establishes crewmember qualification refresher mission and continuation training and evaluation requirements this manual applies to all oh 58 crewmembers and their commanders this is not a stand alone document all of the requirements of the ar 600 105 ar 600 106 ngr 95 210 and tc 1 210 must be met implementation of this manual conforms to ar 95 1 and tc 1 210 this manual in conjunction with the ar 600 105 ar 600 106 ngr 95 210 and tc 1 210 will help aviation commanders at all levels develop a comprehensive aircrew training program by using the atm commanders ensure that individual crewmember and aircrew proficiency is commensurate with their units mission and that aircrews routinely employ standard techniques and procedures crewmembers will use this manual as a how to source for performing crewmember duties it provides performance standards and evaluation guidelines

so that crewmembers know the level of performance expected each task has a description that describes how it should be done to meet the standard standardization officers evaluators and unit trainers will use this manual and tc 1 210 as the primary tools to assist the commander in developing and implementing the aircrew training program this aircrew training manual atm describes training requirements for oh 58c crewmembers it will be used with ar 95 1 ar 600 105 ar 600 106 ngr 95 210 tc 1 210 and other applicable publications the tasks in this atm enhance training in both individual crewmember and aircrew proficiency the training focuses on the accomplishment of tasks that support the unit s mission the scope and level of training to be achieved individually by crewmembers and collectively by aircrews will be dictated by the metl commanders must ensure that aircrews are proficient in mission essential tasks during hover and low speed flight helicopters experience significant aerodynamic forces on the tail boom caused by the wake from the main and tail rotors and by crosswinds these effects were simulated during a study conducted in the langley 14 by 22 foot subsonic tunnel on a 136 percent scaled 2 d tail boom model with cross sections representative of those on the u s army oh 58a and the oh 58d helicopters the effects of longitudinal strakes attached to the cross sections were studied to obtain the aerodynamic forces acting on the cross sections the flow incidence range on the scaled models was varied from 45 to 90 degrees and the models were tested through a dynamic pressure range of 5 to 15 psf the results of the oh 58a and the oh 58d configurations show a significant improvement at conditions which represent right sideward flight by reducing the adverse aerodynamic side force when the strakes are installed these data were used to calculate a change in tail rotor power for the full scale flight vehicle and indicated approx a 5 to 6 percent average savings in right sideward flight for the critical velocity range of 0 to 30 knots increases in the tail boom normal force were noted due to the strakes the results indicate a potential for reducing the directional control and tail rotor thrust required in the critical hover and right sideward flight speed range with a calculated minimum increase to main rotor power required and an overall net improvement in power of 0 5 percent for both the oh 58a and oh 58d crowell cynthia a and kelley henry l langley research center da proj 1l1 62211 a 47 a rtop 505 61 51 10

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