



20 JAN 05

AVIATION SAFETY ACTION MESSAGE UH-1-05-ASAM-01

MSG DTG: 202310Z JAN 05

CLASSIFICATION: UNCLASSIFIED

FROM AMCOM SAFETY OFFICE: SAFEADM@REDSTONE.ARMY.MIL

SUBJECT - AVIATION SAFETY ACTION MESSAGE (ASAM), MAINTENANCE MANDATORY, RCS CSGLD-1860(R1), UH-1 AIRCRAFT, TRANSMISSION OIL SYSTEM QUICK DISCONNECTS, UH-1-05-ASAM-01.

TO VIEW ORIGINAL MESSAGE, [CLICK HERE](#)

WARNING

DEATH, SERIOUS INJURY, OR DAMAGE
TO ARMY EQUIPMENT WILL OCCUR
IF ACTIONS SPECIFIED IN THIS MESSAGE
ARE NOT IMPLEMENTED.

note

This message is effective until rescinded or superseded.

note

This message is issued IAW AR 95-1 and has not been transmitted to units subordinate to addressees. Addressees will immediately retransmit this message to all subordinate units,

activities or elements affected or concerned. MACOMs will immediately verify this transmission to the AMCOM SOF Compliance Officer (AMSAM-SF-A, safcadm@redstone.army.mil).

note

MACOM commanders may authorize temporary exception from message requirements IAW AR 95-1, Ch 6. 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.

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LAR'S INFORMATION

1. SUMMARY: [Menu]

1.1. Background - AMCOM received a report that an airborne UH-1H cockpit transmission oil pressure gauge went to zero oil pressure. Flight was continued for 5 minutes and after landing at the home base camp the transmission seized during coast down. An investigation determined that one of the two quick disconnects affiliated with the transmission oil system

had malfunctioned (internally closed the poppet valve) and cut off the flow of oil to the transmission. This quick disconnect is normally inspected at the Preventive Maintenance Daily and at Phase. Those inspections will continue until the quick disconnect is replaced.

1.2. Message Purpose - To require removal of transmission oil system quick disconnects and replace with one-piece fittings.

2. END ITEMS AFFECTED: {Menu} All UH-1 series aircraft

3. ASSEMBLIES/COMPONENTS/PARTS AFFECTED: {Menu}

Suspect/discrepant assemblies/components/parts -

Nomenclature	PN	NSN
Coupling half, quick disconnect	375200-12	4730-00-067-4808
Coupling half, quick disconnect	375504-12	4730-00-773-2621

note

When complying with the requirements of this message, complete forms and records entries IAW DA PAM 738-751. ULLS-A units will use appropriate "E" forms.

4. TAMMS COMPL REQ: {Menu}

4.1. Upon receipt of this message, make the following entry on the DA Form 2408-13-1. Enter a Red Horizontal Dash // status symbol with the following statement: "Comply with requirements of UH-1-05-ASAM-01 before [###.#] aircraft hours, but NLT 20 March 2005." Calculate [###.#] as current aircraft flight hours plus 30 hours. Commanders who are unable to comply with the requirements of this message within the time frame specified will upgrade the affected aircraft status symbol to a Red //X//.

note

The TAMMS compliance reporting form is available at www.redstone.army.mil/sof/tamms.xls (use lower case letters only) or may be obtained from the units servicing LAR. Alternate forms may be approved by the AMCOM SOF Compliance Officer.

To find your LAR, See para 14

note

The TAMMS Compliance Report only confirms the unit has made the initial logbook entry for assigned aircraft. TAMMS Compliance Reports will include aircraft serial numbers (in numerical order), date of entry on DA Form 2408-13-1, unit address, local POC name and phone number.

4.2. TAMMS Compliance Report - Submit TAMMS Compliance Report via priority email to "safeadm@redstone.army.mil" NLT 27 Jan 05 IAW AR 95-1. If email is not available, the report may be faxed to: SOF Compliance Officer at DSN 897-2111 or (256) 313-2111.

5. TASK/INSPECTION COMPL REQ: {Menu}N/A

6. SPECIAL PROVISIONS (AIRCRAFT): {Menu}

6.1. Aircraft in AVIM or Depot level maintenance - Commanders, facility managers and contractors will not issue aircraft until they are in compliance with this message.

6.2. Aircraft on Red //X// status symbol will be maintained in flyable storage. Ground run-ups at normal operating rotor RPM are authorized.

7. TECHNICAL PROCEDURES/INST: {Menu}

7.1. Conduct visual inspection of the transmission oil system to determine if quick disconnect couplings are installed on the hose assemblies (TM 55-1520-210-23-1, figure 6-13 item 13).

7.1.1 If one-piece fittings are installed, proceed to para 7.3.

7.1.2 If quick disconnect fittings are installed, proceed to para 7.2.

7.2. QUICK DISCONNECT REPLACEMENT PROCEDURES - Remove both transmission quick disconnect coupling halves PN 375200-12 and PN 375504-12 and replace them with PN 212-040-272-1, NSN 1615-01- 305-6417, threaded one-piece fittings and NAS617-12, NSN 5331-00- 531-2071, packing, 2 per aircraft, IAW the procedures listed in para 7.2.1 - 7.2.15 below:

7.2.1. Gain access to quick disconnect couplings in accordance with TM 55-1520-210-23.

7.2.2. Refer to TM 55-1520-210-23P-1, figure 154 and figure 175, for essential illustrated guidance.

CAUTION!

When removing coupling and installing fittings, use two wrenches to prevent distortion of the tube assembly.

7.2.3. Refer to figure 154, disconnect coupling half (7) located at the external oil filter and hose assembly (42). Drain oil from hose (42) by pressing in the self closing poppet valve located in coupling half (7).

7.2.4. Disconnect hose assembly (42) from coupling half (7) and discard the coupling half.

7.2.5. Refer to figure 175. Remove coupling (1) from elbow (4), discard coupling, packing (2), but retain nuts (3).

7.2.6. Install fitting PN 212-040-272-1, new packing, PN NAS617-12 in the transmission oil filter elbow (4) and tighten to standard torque.

7.2.7. Connect hose assembly (42), figure 154 to PN 212-040-272-1 fitting and tighten to standard torque.

7.2.8. Disconnect coupling half (7), figure 154, from the quick disconnect half (25), in figure 175. Drain oil from hose (6) figure 154 by pressing in the self closing poppet valve located in coupling half.

7.2.9. Figure 154, disconnect hose assembly (6) from coupling half (7) and discard the coupling half.

7.2.10. Figure 175, remove line (32) from adapter (26).

7.2.11. Figure 175, remove adapter (26) from quick disconnect (25), retain adapter for reinstallation.

7.2.12. Figure 175, remove quick disconnect half (25), discard coupling, packing (27), but retain nuts (28) that secure assembly to pylon bracket.

7.2.13. Install replacement fitting PN 212-040-272-1 through pylon bracket. Install packing NAS617-12. Install adapter (26) onto fitting and tighten to standard torque, securing fitting to bracket.

7.2.14. Figure 154, connect hose (6) to upper end of fitting PN 212-040-272-1 and tighten to standard torque.

7.2.15. Perform MOC.

7.3. Clear the initial entry from para 4.1. and note compliance on DA Form 2408-15.

8. PROCEDURES/INSTRUCTIONS: {Menu}

PROCEDURES/INSTRUCTIONS FOR ASSEMBLIES/COMPONENTS/PARTS IN WORK OR IN STOCK (AT ALL LEVELS INCLUDING WAR RESERVES) - N/A

9. SPECIAL TOOLS: {Menu}N/A

10. SUPPLY/PARTS/DISPOSITION: {Menu}

10.1. Parts Required -

..Nomenclature	PN/NSN	Qty	Cost ea.	Total \$
..Fittings, Threaded	212-040-272-1	2	\$525.59	\$1051.18
...One-Piece	1615-01-305-6417			
..Ring Sealing	NAS617-12	2	\$0.12	\$0.24

.... (packing) 5331-00-531-2071
.....Total cost per aircraft = \$1051.42

10.2. Requisitioning instructions - Requisition replacement parts using normal supply procedures. All requisitions shall use Project Code (CC 57-59) "X34" (X-ray-three-four).

note

Project Code "X34" is required to track and establish a data base of stock fund expenditures incurred by the field as a result of message actions.

10.3. Disposition of discrepant parts/components - Demilitarize/ mutilate IAW TM 1-1500-328-23.

10.4. Disposition of hazardous material - IAW Environmental Protection Agency directives as implemented by your servicing environmental coordinator (AR 200-1).

11. MAINT APPLICATION: {Menu}

11.1. Category of maintenance - AVUM.

11.2. Estimated time required -

11.2.1. Time to complete inspection - Total of 0.5 man-hours using 1 person with 0 hours Not Mission Capable Maintenance (NMCM) per end item.

note

The time stated below does not include time for Maintenance Operational Checks or Maintenance Test Flights, if required.

11.2.2. Time for repair/replacement - Total of 4 man-hours using 1 person with 4 hours Not Mission Capable Maintenance (NMCM) per end item.

12. PUBLICATION REQMT: {Menu}

12.1. References -

- 12.1.1. AR 95-1.
- 12.1.2. AR 200-1.
- 12.1.3. DA Pam 738-751.
- 12.1.4. TM 55-1520-210-23-1.
- 12.1.5. TM 55-1520-210-23P-1.
- 12.1.6. TM 55-1520-210-PMD.

12.2. Publication changes - TM 55-1520-210-PMD, TM 55-1520-210- 23-1 and TM 55-1520-210-23P-1 shall be changed to reflect this message. A copy of this message will be used as authority to implement the change until the official change is received.

AIG 7471
AIG 7515
AIG 9004
AIG 12107
AIG 12124

SUBJECT - AVIATION MAINTENANCE INFORMATION MESSAGE, UH-1-MIM-03-002,
INSPECTION OF THE LIFT LINK ATTACHMENT POINT ON THE LOWER CASE OF
THE TRANSMISSION FOR CRACKS.

NOTE - THIS MESSAGE IS NOT TO BE CONSTRUED AS A SAFETY OF FLIGHT
MESSAGE OR AN AVIATION SAFETY ACTION MESSAGE AS DEFINED IN AR 95-1.

THIS IS AN AVIATION MAINTENANCE INFORMATION MESSAGE ISSUED PER AMCOM
REG 750-3, PERMISSIVE IN NATURE AND HAS NOT, REPEAT, HAS NOT BEEN
TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES. REQUEST ADDRESSEES
RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS, ACTIVITIES OR
ELEMENTS AFFECTED OR CONCERNED. THE RETRANSMITTAL SHALL REFERENCE
THE MESSAGE.

1. SUMMARY - THE PURPOSE OF THIS MESSAGE IS TO INFORM ALL UH-1H/V
AVIATION UNITS OF A CHANGE TO:

A. TM 55-1520-210-PM, PAGE 2-18, AREA 7, INSPECTION 6 WILL NOW
READ, "INSPECT LIFT LINK, BEARINGS. INSPECT TRANSMISSION CLEVIS LUGS
(BOTH RIGHT AND LEFT THROUGH ACCESS PANELS 24, FIG 1-4) FOR WEAR AND
CRACKS. ON THE OUTBOARD SIDE OF THE LEFT TRANSMISSION CLEVIS LUG,
CHECK FOR PROPER GAP BETWEEN WASHER ON LIFT LINK ATTACHING BOLT AND
BUSHING SLEEVE".

B. ADD TO TM 55-1520-210-PMD. PAGE 19, SEQUENCE NO. 8.1,
"LIFT LINK AND BOTH ATTACHING CLEVIS LUGS ON TRANSMISSION FOR WEAR,
CRACKS AND PROPER INSTALLATION OF HARDWARE".

2. UNITS NEED TO VERIFY THE REQUIRED 0.0015 GAP BETWEEN THE WASHER
ON THE LIFT LINK ATTACHING BOLT AND BUSHING SLEEVE ON THE LEFT SIDE
OF THE LIFT LINK CLEVIS PER TM 55-1520-210-23-1, PAGE 6-56 PARAGRAPH
6-40, E., (1) AND (2). IF THIS GAP CANNOT BE ACHIEVED, UNITS SHOULD
SUBMIT A MAINTENANCE ENGINEERING REPAIR AUTHORIZATION (MERA). FOR
MORE INFORMATION ON SUBMITTING A MERA, UNITS SHOULD CONTACT THE
MAINTENANCE ENGINEERING POINT OF CONTACT.

3. BACKGROUND - AN AVIATION UNIT (SUBMITTING A CAT 1 QDR) HAS
IDENTIFIED A CRACK RUNNING FORE AND AFT ON THE LEFT SIDE LIFT LINK
LUG ON THE TRANSMISSIONS LOWER CASE.

4. END ITEMS AFFECTED - ALL UH-1H/V AIRCRAFT.

5. COMPONENTS/PARTS AFFECTED BY THIS MESSAGE - TRANSMISSION CASE
ASSEMBLY P/N 204-040-354-9 (NSN 1615-00-996-7491).

6. TECHNICAL PUBLICATIONS EFFECTED BY THIS MIM -

A. TM 55-1520-210-PM

B. TM 55-1520-210-PMD

7. A RECOMMENDED CHANGE HAS BEEN ACCEPTED AND WILL APPEAR IN A
FUTURE CHANGE OR REVISION TO THE MANUALS:

A. THE FOLLOWING WILL BE CHANGED ON THE PHASE MAINTENANCE
CHECKLIST IN TM 55-1520-210-PM, PAGE 2-18, AREA 7, INSPECTION 6:

(1) FROM - "INSPECT LIFT LINK, BEARINGS AND ATTACH POINTS FOR
WEAR, CRACKS AND TOLERANCE (ACCESS PANEL 24, FIG 1-4)."

(2) TO - "INSPECT LIFT LINK, BEARINGS. INSPECT TRANSMISSION

CLEVIS LUGS (BOTH RIGHT AND LEFT THROUGH ACCESS PANELS 24, FIG 1-4) FOR WEAR AND CRACKS. ON THE OUTBOARD SIDE OF THE LEFT TRANSMISSION CLEVIS LUG, CHECK FOR PROPER GAP BETWEEN WASHER ON LIFT LINK ATTACHING BOLT AND BUSHING SLEEVE."

B. THE FOLLOWING WILL BE CHANGED TO THE DAILY INSPECTION CHECKLIST IN TM 55-1520-210-PMD, PAGE 19, PARA SEQ. NO. 8.1:

(1) FROM - " TRANSMISSION FOR SECURITY, CORROSION, DAMAGE, CHAFING OIL LINES AND OIL LEAKS. CHECK SUMP FOR WATER CONTAMINATION AND FOR OIL LEVEL. EXTERNAL OIL FILTER FOR BY-PASS INDICATION. SIGHT GAGES FOR DAMAGE AND STAINING. AIRCRAFT EQUIPPED WITH ODDS, CHECK PHYSICAL SECURITY OF DEBRIS MONITOR ELECTRICAL CONNECTOR AND CONDITION OF WIRES."

(2) TO - "TRANSMISSION FOR SECURITY, CORROSION, DAMAGE, CHAFING OIL LINES AND OIL LEAKS. CHECK SUMP FOR WATER CONTAMINATION AND FOR OIL LEVEL. EXTERNAL OIL FILTER FOR BY-PASS INDICATION. SIGHT GAGES FOR DAMAGE AND STAINING. LIFT LINK AND BOTH ATTACHING CLEVIS LUGS ON TRANSMISSION FOR WEAR, CRACKS AND PROPER INSTALLATION OF HARDWARE. AIRCRAFT EQUIPPED WITH ODDS, CHECK PHYSICAL SECURITY OF DEBRIS MONITOR ELECTRICAL CONNECTOR AND CONDITION OF WIRES."

8. REQUIRED MATERIALS - FEELER GAGE.

9. RECEIPT OF THIS MESSAGE IS AUTHORIZATION TO USE THE UPDATED INSPECTION UNTIL A PRINTED COPY OF THE CHANGE IS RECEIVED.

10. POINTS OF CONTACT:

A. MAINTENANCE ENGINEERING POINT OF CONTACT FOR THIS MESSAGE IS MR. MORGAN BROOKFIELD, DSN 897-1534 OR COMMERCIAL (256) 313-1534, E-MAIL IS "MORGAN.BROOKFIELD@REDSTONE.ARMY.MIL".

B. LOGISTICAL POINT OF CONTACT IS MR. CHARLES ELKINS, SFAE-AV-AS-ASH-L, DSN 645-7125 OR COMMERCIAL (256) 313-7125, DATAFAX IS 256-313-3762. E-MAIL IS "CHARLIE.ELKINS@REDSTONE.ARMY.MIL".

C. ENGINEERING POINT OF CONTACT IS MR. DARRELL HUTSON, AMSAM-RD-AE-I-D-U, DSN 897-2350 X9725 OR COMMERCIAL (256) 705-9725, E-MAIL IS "DARRELL.HUTSON@RDEC.REDSTONE.ARMY.MIL".

D. FORMS AND RECORDS POINT OF CONTACT IS MS. ANN WALDECK, AMSAM-MMC-RE-FD, DSN 746-5564 OR COMMERCIAL (256) 876-5564, DATAFAX IS DSN 746-4904. E-MAIL IS "ANN.WALDECK@REDSTONE.ARMY.MIL".

E. FOREIGN MILITARY SALES RECIPIENTS REQUIRING CLARIFICATION OF ACTION ADVISED BY THIS MESSAGE SHOULD CONTACT MR. RONNIE W. SAMMONS, AMSAM-SA-AS-UT, DSN 897-0407 OR (256) 313-0407. DATAFAX IS DSN 897-0411 OR (256) 313-0411. EMAIL IS RONNIE.SAMMONS@REDSTONE.ARMY.MIL. HUNTSVILLE, AL IS GMT MINUS 6 HRS.</pre>