

RELEASING DOCUMENT

CREATION DATE: 060793  
CREATION TIME: 20190000  
LASH VERSION NUMBER: 4.00  
MAXIMUM CLASSIFICATION OF THIS DISKETTE: UUUU  
HIGHEST CLASSIFICATION ON THIS DISKETTE: UUUU  
DISKETTE RELEASING OFFICIAL'S NAME: EDWARD J. HOLLMAN  
ORG: ATCOM SAFETY OFFICE: AMSAT-C-XS PHONE: 2178  
TOC FILE CRC: 28801

*UH-1-93  
ASAM -05  
#2 bearings  
oil sample  
& non contact*

FILENAME	MSG PREC ACTION		DATE/TIME	FILETIME		TOT/ TOR	SPECAT	
	TYPE	CLASS		SSN			CIC	CRC
UH1A0AP.DIN	DD173	PP UU	REDDY 191200ZJUL93				ZEXW N	8819

*Supervised  
by  
UH-1-94-ASAM-01*

19 JUL 93 12 00

ATCOM SAFETY/AMSAT-C-XS/2178  
ORGANIZATION/OFFICE SYMBOL/PHONE NUMBER

*Edward J. Hollman*  
DISKETTE RELEASING OFFICIAL'S SIGNATURE

01 20 191200Z JUL 93 PP PP UUUU AA ZEXW

YES

CDRATCOM ST LOUIS MO //AMSAT-C-XS//

AIG 6713

AIG 9004

AIG 9042

AIG 8708

AIG 7515

DCM APMO OZARK AL //DCMDS-RCQA//

AMEMBASSY BOGOTA CO //NAS/MLO//

NOAA OFFICE OF AIRCRAFT OPERATIONS MIAMI FL

ASP42 81ST ARCOM DOBBINS AFB GA

CDR4THBN228THAVN SOTO CANO HO //AVN-AMO//

102DARMY SCOTT AFB IL //AFKB-AC-CJ-ASF//

AMEMBASSY ROME IT //ODC/PASS TO HQ MPO//

USDAO MEXICO CITY MX //MLO/NAS//

DIRAAOD HOLLOMAN AFB NM //STEWS-AA/GE GS//

CDRAMCCOM PICATINNY ARSENAL NJ //AMSMC-AV-D//

JOHNSON CONWORLDSVCINC KWAJALEIN NQ //PAR2//

AFSAC FLO WRIGHT PATTERSON AFB OH //KS/SN/SP/VE//

USCS CNAC OKLAHOMA CITY OK //AMI//

FORCE COMMANDER SINAI MPO HQ IL TELEX 606342535

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,  
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)  
AMCPM-FW, AMCPM-CO-L

BRAD MEYER, AEROSPACE ENGINEER      MINIMIZE CONSIDERED  
AMSAT-C-XS, X2085

EDWARD J. HOLLMAN, X2178

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YES

//PASS TO SSO AVSM/SO AIR//  
USLOT TUNIS TS //AIR FORCE SECTION//  
USDOCO LANDSOUTHEAST IZMIR TU //AV//  
DPRO BELL HELICOPTER FORT WORTH TX //DCMDS-RBQ/RBDF//  
CDROSAC FT BELVOIR VA //ANAV-OS/ANAV-RW-M/ANAV-CR//  
WALLOPS FLIGHT FACILITY NASA WALLOPS ISLAND VA  
//CODE 831.2 AIRCRAFT QA//

CDRMRSA LEXINGTON KY //AMXMD-RO//  
INFO TSM ATK HEL FT RUCKER AL //ATIQ-TSM-A//  
ARS MCCLELLAN AFB CA //LGM//  
CDRUSASDC WASHINGTON DC //CSSD-ZA//  
SEC STATE WASHINGTON DC //NEA/MFO//  
US CUSTOMS SERVICE WASHINGTON DC //AVIATION  
OPERATIONS//  
AFSOC HURLBURT FIELD FL //LGMW//  
NAVAIRSYS COM DET PMA PENSACOLA FL //PMA225//  
NAVAVNDEPOT PENSACOLA FL //310B//  
WR-ALC ROBINS AFB GA //LUHA//  
HQ AMC SCOTT AFB IL //LG/DO/DOV/SE/DOT/LGM/DOX//  
CDR FT BRAGG NC //AF2A-GT-OM//

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,  
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)  
AMCPM-FW, AMCPM-CO-L

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YES

CDR HQ 1ST COSCOM FT BRAGG NC //LOGOPS AVN SECT

AFVH-DC-L//

CDR WHITE SANDS MISSILE RANGE NM //STEW-AA//

DISC PHILADELPHIA PA //QEBB-JU//

CDR LSE AVIATION IZMIR TU //LSE//

USDOC LANDSOUTHEAST IZMIR TU //AV//

HQ ACC LANGLEY AFB VA //DOH/LGRC//

PMSW VHFS WARRENTON VA //SFAC-IEW-SG//

XMT USDAO DHAKA BG

USDAO RANGOON BM

USDAO COLUMBO CE

USDAO SUVA FJ

DSA NEW DELHI IN

USDAO ROME IT

USDAO ANTANANARIVO MA

SAO KUALA LUMPUR MY

USDAO KATMANDU NP //SAO//

UNCLAS

SUBJECT - AVIATION SAFETY ACTION MESSAGE, MAINTENANCE MANDATORY, RCS  
CSGLD-1860(R1), ALL UH-1, AH-1 AND OV-1 SERIES AIRCRAFT, SPECIAL OIL

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,  
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)  
AMCPM-FW, AMCPM-CO-L

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YES

SAMPLING AND REPAIR OF T53 ENGINES WITH HIGH IRON CONTENT

(UH-1-93-ASAM-05) (AH-1-93-ASAM-03) (OV-1-93-ASAM-03) (TB  
1-2840-229-20-6)

NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED PER AR 95-3,  
CHAPTER 5 REVISION VIA MESSAGE HQ AVSCOM, AMSAV-XSOP, 181900Z SEP  
90, SUBJECT: CHANGE TO AR 95-3, CHAPTER 5, SAFETY OF FLIGHT  
MESSAGES. THIS MESSAGE HAS NOT BEEN TRANSMITTED TO UNITS  
SUBORDINATE TO ADDRESSEES. ADDRESSEES SHOULD IMMEDIATELY RETRANSMIT  
THIS MESSAGE TO ALL SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS  
AFFECTED OR CONCERNED. THE RETRANSMITTAL SHALL REFERENCE THE  
MESSAGE. ACTION ADDRESSES WILL IMMEDIATELY VERIFY THIS  
RETRANSMISSION TO COMMANDER, ATCOM, ATTN - AMSAT-C-XS (SOF  
COMPLIANCE OFFICER).

1. PRIORITY CLASSIFICATION -

A. AIRCRAFT IN USE - UPON RECEIPT OF THIS MESSAGE 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 PARA 8 BELOW IS COMPLETED. FAILURE TO COMPLY  
WITH THE REQUIREMENTS OF THIS MESSAGE WITHIN THE TIME FRAME WILL  
CAUSE THE STATUS SYMBOL TO BE UPGRADED TO A RED //X//.

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,  
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)  
AMCPM-FW, AMCPM-CO-L

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YES

- B. AIRCRAFT IN DEPOT MAINTENANCE - N/A.
- C. AIRCRAFT UNDERGOING MAINTENANCE - N/A.
- D. AIRCRAFT IN TRANSIT - N/A.
- E. MAINTENANCE TRAINERS (CATEGORY A, B AND C) - N/A.
- F. COMPONENT/PARTS IN STOCK INCLUDING WAR RESERVES AT ALL

LEVELS (DEPOT AND OTHERS) - N/A.

- 2. TASK/INSPECTION SUSPENSE DATE - AFTER RESULTS OF EACH ROUTINE ENGINE OIL ARMY ANALYSIS OIL PROGRAM (AOAP) CHECK.
- 3. REPORTING COMPLIANCE SUSPENSE DATE - NO LATER THAN 9 AUG 93 PER PARA 14A OF THIS MESSAGE.
- 4. SUMMARY OF PROBLEM -

A. REPORTS FROM THE FIELD INDICATE THAT REQUIREMENTS OF THE ARMY OIL ANALYSIS PROGRAM (AOAP), TM 38-301, ARE NOT BEING COMPLIED WITH BY SOME UNITS AND AOAP LABS. IN THE PAST, AOAP HAS HELPED INDICATE AN IMPENDING FAILURE PRIOR TO ACTUAL ENGINE FAILURE. SINCE DEFENSE BUSINESS OPERATING FUNDS (DBOF) HAVE BEEN IMPLEMENTED, SOME UNITS HAVE ELECTED TO DISREGARD THE AOAP LAB RECOMMENDATION. IN ADDITION, SOME LABS HAVE RECOMMENDED THAT ENGINES CONTINUE SERVICE WITH HIGH IRON READINGS OF GREATER THAN 10 PARTS PER MILLION (PPM). HISTORY SHOWS THAT A HIGH IRON READING MAY INDICATE A POSSIBLE NO. 2

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,  
AMSAT-I-IAP, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)  
AMCPM-FW, AMCPM-CO-L

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YES

BEARING FAILURE. ANY ENGINE OIL SAMPLE WITH IRON CONTENT GREATER THAN 10 PPM MAKES THE ENGINE UNSERVICEABLE UNTIL CORRECTIVE ACTION IS TAKEN. NON-COMPLIANCE WITH THIS REQUIREMENT COULD ULTIMATELY RESULT IN SEVERE DAMAGE OR TOTAL FAILURE OF THE ENGINE.

B. IN ORDER TO PREVENT UNITS FROM BUYING A NEW ENGINE, ENGINES WILL BE REPAIRED TO MINIMIZE THE COST TO THE FLEET. WHEN ENGINE REPAIR IS REQUIRED, UNITS WILL ONLY BE RESPONSIBLE FOR PARTS AND TRAVELING EXPENSES OF CORPUS CHRISTI ARMY DEPOT (CCAD) ENGINE SERVICE CENTER (ESC) SPECIALISTS UNDER THE DBOF PROCEDURES.

NOTE

FOREIGN MILITARY OPERATORS OF T53 ENGINES OBTAINED OR SUPPORTED THROUGH THE FOREIGN MILITARY SALES (FMS) PROGRAM ARE NOT REQUIRED TO COMPLY WITH THE REQUIREMENTS OF THIS MESSAGE. IT IS PROVIDED AS INFORMATION ONLY. FMS CUSTOMERS SHOULD FOLLOW PROCEDURES ESTABLISHED WITHIN THEIR OWN ORGANIZATION AND/OR REFER TO TRI-SERVICE TECHNICAL PUBLICATION, TM 38-301 (U.S. ARMY), NAVAIR 17-15-50 (U.S. NAVY) OR TO 33-1-37 (U.S. AIR FORCE).

C. ENGINES WITH HIGH IRON CONTENT FOUND DURING ROUTINE ENGINE OIL AOAP CHECK WILL REQUIRE A SPECIAL OIL SAMPLE TO CONFIRM THE POSSIBLE FAILURE OF THE NO. 2 BEARING AND NOT ANOTHER CAUSE. UNTIL

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,  
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)  
AMCPM-FW, AMCPM-CO-L

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YES

RESULTS FROM THE SPECIAL OIL SAMPLE ARE COMPLETED, THE ENGINE IS CONSIDERED UNSERVICEABLE. IF RESULTS FROM THE SPECIAL OIL SAMPLE INDICATE A HIGH IRON CONTENT, THE ENGINE WILL BE SENT TO THE SUPPORTING AVIM SHOP. ESC SPECIALISTS WILL BE SENT TO PERFORM THE DEPOT LEVEL INSPECTION. ALL OTHER REPAIR WILL BE THE RESPONSIBILITY OF THE AVIM. TO ENSURE NO SECONDARY IRON CONTAMINATION DUE TO SLUDGE, UNITS SHALL REPLACE THE ENGINE OIL COOLER. REQUISITION REPLACEMENT OIL COOLERS THROUGH NORMAL SUPPLY PROCEDURES. RETURN OIL COOLERS IN CONDITION CODE //D//. UNITS SHALL NOT USE REPLACEMENTS WHICH HAVE BEEN REMOVED LOCALLY. THE REQUIREMENTS OF THIS MESSAGE WILL REMAIN IN EFFECT UNTIL TB 1-2840-229-20-6, WHICH SUPERCEDES THIS MESSAGE, IS EXPIRED OR RESCINDED. TB 1-2840-229-20-6 WILL EXPIRE ON 30 DEC 94.

D. FOR MANPOWER/DOWNTIME AND FUNDING IMPACTS SEE PARA 12.

E. THE PURPOSE OF THIS MESSAGE IS TO:

(1) REQUIRE UNITS WITH ENGINES HAVING AN IRON CONTENT OVER 10 PPM TO CONSIDER THAT ENGINE UNSERVICEABLE UNTIL CORRECTIVE ACTION IS TAKEN.

(2) REQUIRE UNITS WITH ENGINES HAVING AN IRON CONTENT OVER 10 PPM TO PERFORM A SPECIAL OIL SAMPLE.

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,  
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)  
AMCPM-FW, AMCPM-CO-L

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YES

(3) REQUIRE UNITS TO SHIP UNSERVICEABLE ENGINE TO SUPPORTING AVIM SHOPS FOR REPAIR AND RETURN.

(4) REQUIRE AVIM SHOPS TO OBTAIN REPAIR PARTS TO PERFORM ENGINE REPAIRS AND ASSIST ESC SPECIALISTS DURING DEPOT LEVEL INSPECTION.

(5) REQUIRE UNITS TO OBTAIN REPLACEMENT ENGINE OIL COOLERS THROUGH SUPPLY TO INSTALL WITH REPAIRED ENGINE.

5. END ITEMS TO BE AFFECTED - ALL UH-1, AH-1, OV-1 SERIES AIRCRAFT.

6. ASSEMBLY COMPONENTS TO BE AFFECTED -

NOMENCLATURE	PART NO.	NSN
T53-L-13B ENGINE	1-000-060-22	2840-00-134-4803
T53-L-13BA ENGINE	1-000-060-10A	2840-01-093-7451
T53-L-703 ENGINE	1-000-060-23	2840-00-621-1860
T53-L-701A ENGINE	1-000-110-03/07	2840-00-176-9132

7. PARTS TO BE INSPECTED - N/A.

8. INSPECTION PROCEDURES -

## NOTE

PERFORM THE FOLLOWING PROCEDURES AFTER OBTAINING RESULTS OF EACH ROUTINE ENGINE OIL AOAP CHECK UNTIL EXPIRATION OR RECENSION OF TB 1-2840-229-20-6. AIRCRAFT EQUIPPED WITH OIL DEBRIS DETECTION SYSTEM

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC) AMCPM-FW, AMCPM-CO-L

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YES

(ODDS) ARE REQUIRED TO PERFORM TASKS STARTING AT PARA 8C IF A CHIP LIGHT ILLUMINATES OR BYPASS BUTTON POPS OUT.

A. NOTE RESULTS AFTER EACH, REPEAT, AFTER EACH ROUTINE ENGINE OIL AOAP CHECK.

B. IF TEST RESULTS SHOW IRON CONTENT OF 10 PARTS PER MILLION (PPM) OR LESS, INSPECTION IS COMPLETE.

C. IF TEST RESULTS SHOW IRON CONTENT GREATER THAN 10 PPM, THE ENGINE IS CONSIDERED UNSERVICEABLE PENDING RESULTS FROM A SPECIAL OIL SAMPLE. PERFORM THE FOLLOWING SPECIAL OIL SAMPLE:

(1) DRAIN AND FLUSH OIL SYSTEM.

(2) RESERVICE WITH CLEAN OIL.

(3) GROUND RUN AIRCRAFT FOR ONE HOUR.

(4) TAKE OIL SAMPLES FROM NO. 3/4 BEARING SCAVENGE, NO. 2 BEARING SCAVENGE, CHIP DETECTOR PORT AND ENGINE RESERVOIR.

NOTE

USE PROPER OIL PRACTICES IAW TM 38-301

(5) LABEL SAMPLES ACCORDINGLY AND SEND TO UNITS SUPPORTING OIL LAB.

D. IF RESULTS OF THIS SPECIAL OIL SAMPLE SHOW AN IRON CONTENT OF 10 PPM OR LESS, THE ENGINE MAY BE CONSIDERED SERVICEABLE.

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,  
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)  
AMCPM-FW, AMCPM-CO-L

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YES

E. IF RESULTS OF THIS SPECIAL OIL SAMPLE SHOW AN IRON CONTENT GREATER THAN 10 PPM, THE ENGINE IS CONSIDERED UNSERVICEABLE AND SHALL BE SENT TO SUPPORTING AVIM SHOP FOR REPAIR.

NOTE

USE APPLICABLE ENGINE TECHNICAL MANUAL PROCEDURES FOR REMOVAL AND INSTALLATION OF ENGINES AND ENGINE OIL COOLERS.

F. REPLACE ENGINE OIL COOLER WITH ENGINE OIL COOLER FROM SUPPLY WHEN REINSTALLING THE REPAIRED ENGINE. RETURN OIL COOLERS IN CONDITION CODE //D//. DO NOT REPLACE WITH ENGINE OIL COOLERS THAT HAVE BEEN REMOVED LOCALLY. REQUISITION APPLICABLE ENGINE OIL COOLER IN PARA 10A THROUGH NORMAL SUPPLY PROCEDURES USING PROJECT CODE "CS5".

G. AVIM SHOPS SHALL PERFORM THE FOLLOWING ACTIONS AFTER RECEIVING UNSERVICEABLE ENGINES:

(1) OBTAIN ALL REPAIR PARTS REQUIRED PER PARA 10B(2).

(2) AFTER OBTAINING ALL APPLICABLE REPAIR PARTS, CONTACT MACOM POC AND ESC HOTLINE TO SCHEDULE ESC SPECIALIST TDY IAW PARA 14B.

NOTE

ESC WILL PROVIDE ATCOM WITH A LIST OF REPAIR SITES WHICH ARE READY

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,  
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)  
AMCPM-FW, AMCPM-CO-L

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FOR THE REPAIR. ATCOM WILL PRIORITIZE THE SITE VISITS. UNITS SHOULD CONTACT THEIR MACOM POC IN PARA 16B CONCERNING THEIR PRIORITY. ATCOM WILL NOT TAKE CALLS CONCERNING PRIORITY SCHEDULING FROM AVUM/AVIM UNITS.

(3) PROVIDE TWO ENGINE MECHANICS TO PERFORM AVIM TASKS AND ASSIST THE ESC SPECIALIST IN THE DEPOT LEVEL INSPECTION. ESC SPECIALIST WILL BE THE TEAM LEADER.

NOTE

THE ESC SPECIALIST MAY PROVIDE WRITTEN AUTHORITY FOR AVIM PERSONNEL TO PERFORM THE DEPOT LEVEL INSPECTION. THIS WRITTEN AUTHORITY ALLOWS SPECIFIC AVIM PERSONNEL TO PERFORM THE DEPOT LEVEL INSPECTION. THIS AUTHORITY IS BY SPECIFIC PERSONNEL ONLY AND NOT A BLANKET AUTHORITY TO THE UNIT.

(4) ASSIST ESC SPECIALIST IN COMPLETING CCAD FORM 186 AND CCAD (MRR) FORM 188. AVIM PERSONNEL WITH WRITTEN AUTHORITY TO PERFORM THE DEPOT LEVEL INSPECTION WILL BE SOLELY RESPONSIBLE TO COMPLETE THESE TWO FORMS IF ESC SPECIALIST IS NOT PRESENT.

9. CORRECTION PROCEDURES - SEE PARA 8.

10. SUPPLY/PARTS AND DISPOSITION -

A. PARTS THAT MAY BE REQUIRED -

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,  
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)  
AMCPM-FW, AMCPM-CO-L

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YES

(1) AVUM -

NOMENCLATURE	PART NO.	NSN
ENGINE OIL COOLER (UH-1)	204-060-549-9	2935-00-410-5884
GASKET (UH-1)	204-060-184-1	5330-00-847-1120
PACKING (UH-1)	3-16S418-6	5330-00-599-0981
ENGINE OIL COOLER (AH-1)	10043A	2935-00-177-8331
GASKET (AH-1)	204-060-184-1	5330-00-847-1120
PACKING (AH-1)	NAS 617-10	5330-00-584-0149
PACKING (AH-1)	3-16S418-6	5330-00-599-0981
ENGINE OIL COOLER (OV-1)	8532126	2935-00-772-5610

(2) AVIM - THE FOLLOWING REPAIR PARTS ARE REQUIRED TO  
PERFORM ENGINE REPAIR:

NOMENCLATURE	NSN	QUANTITY
LOCKRING	2840-00-766-8645	1
TAB WASHER	2840-00-945-5613	3
RETAINER, PACKING	5330-00-753-1067	1
GASKET	5330-00-990-2853	1
GASKET	5330-00-949-9271	1
GASKET	5330-00-937-2547	2
GASKET	5330-00-929-5861	2

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,  
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)  
AMCPM-FW, AMCPM-CO-L

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YES

BOLT	5306-01-081-4451	20
SHIM	5365-00-948-0616	AS REQUIRED
SHIM	5365-00-178-1455	AS REQUIRED
SHIM	5365-00-350-6224	AS REQUIRED
SPACER	5365-00-949-5495	AS REQUIRED
SPACER	5365-00-948-8032	AS REQUIRED
SPACER	5365-00-948-8031	AS REQUIRED
SPACER	5365-00-766-8651	AS REQUIRED
SPACER	5365-00-775-2510	AS REQUIRED
SPACER	5365-00-796-9776	AS REQUIRED
SPACER	5365-00-103-5870	AS REQUIRED
NUT	5365-00-156-8958	AS REQUIRED
BEARING NO. 2	3110-01-015-8831	1
HOUSING	2840-01-008-5734	1

B. REQUISITIONING INSTRUCTIONS - REQUISITION PARTS THROUGH NORMAL SUPPLY CHANNELS USING NORMAL SUPPLY PROCEDURES. MANDATORY ENTRY ON REQUISITION AND TURN-IN DOCUMENTS UNDER PROJECT CODE (CC57-59) SHALL BE "CS5" (CHARLIE-SIERRA-FIVE).

C. BULK AND CONSUMABLE MATERIALS - N/A.

D. DISPOSITION -

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC) AMCPM-FW, AMCPM-CO-L

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YES

(1) UNITS SHALL RETURN ENGINE OIL COOLERS IN CONDITION CODE //D//. PROJECT CODE "CS5" MUST BE ON REQUISITION AND TURN-IN DOCUMENTS TO TRACK PARTS AND ENSURE RETURN CREDIT TO THE UNIT.

(2) UNSERVICEABLE ENGINES SHALL BE SENT TO THE SUPPORTING AVIM SHOP FOR REPAIR.

E. DISPOSITION OF HAZARDOUS MATERIAL - N/A.

11. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED - N/A.

12. APPLICATION -

A. CATEGORY OF MAINTENANCE - AVUM/AVIM/DEPOT. AIRCRAFT DOWNTIME WILL BE CHARGED TO AVUM FOR ENGINE AND ENGINE OIL COOLER REMOVAL AND REINSTALLATION, AVIM FOR NO. 2 BEARING REPLACEMENT AND DEPOT FOR INSPECTION BY ESC SPECIALISTS.

B. TIME REQUIRED -

(1) SPECIAL OIL SAMPLE (AVUM) - TOTAL OF .5 MANHOURS USING 1 PERSON.

(2) ENGINE REMOVAL AND REINSTALLATION (AVUM) - 16 MANHOURS USING 2 PERSONS.

(3) ENGINE OIL COOLER REMOVAL AND REINSTALLATION (AVUM) - 8 MANHOURS USING 2 PERSONS.

(4) NO. 2 BEARING REPLACEMENT (AVIM) - 16 MANHOURS USING 2

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-I-IAP, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC) AMCPM-FW, AMCPM-CO-L

BRAD MEYER, AEROSPACE ENGINEER      MINIMIZE CONSIDERED  
AMSAT-C-XS, X2085

EDWARD J. HOLLMAN, X2178

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YES

PERSONS.

(5) DEPOT LEVEL INSPECTION (DEPOT - ESC SPECIALISTS) - 4  
MANHOURS USING 1 PERSON.

## C. ESTIMATED COST IMPACT OF STOCK FUND ITEMS TO THE FIELD -

## (1) AVUM -

NOMENCLATURE	NSN	QUANTITY	COST
ENGINE OIL COOLER (UH-1)	2935-00-410-5884	1	\$ 656 BEFORE CREDIT
ENGINE OIL COOLER (AH-1)	2935-00-177-8331	1	\$1222 BEFORE CREDIT
ENGINE OIL COOLER (OV-1)	2935-00-772-5610	1	\$ 160 BEFORE CREDIT

(2) AVIM - THE FOLLOWING REPAIR PARTS ARE REQUIRED TO  
PERFORM ENGINE REPAIR:

NOMENCLATURE	NSN	QUANTITY	COST
LOCKRING	2840-00-766-8645	1	\$ 10.26
TAB WASHER	2840-00-945-5613	3	\$ .58
RETAINER, PACKING	5330-00-753-1067	1	\$ 2.24
GASKET	5330-00-990-2853	1	\$ 1.15
GASKET	5330-00-949-9271	1	\$ 1.57
GASKET	5330-00-937-2547	2	\$ 2.70
GASKET	5330-00-929-5861	2	\$ 1.55
BOLT	5306-01-081-4451	20	\$ 1.76

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,  
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)  
AMCPM-FW, AMCPM-CO-L

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YES			
SHIM	5365-00-948-0616	AS REQUIRED	\$ 12.82
SHIM	5365-00-178-1455	AS REQUIRED	\$ 31.04
SHIM	5365-00-350-6224	AS REQUIRED	\$ 55.03
SPACER	5365-00-949-5495	AS REQUIRED	\$ .65
SPACER	5365-00-948-8032	AS REQUIRED	\$ .87
SPACER	5365-00-948-8031	AS REQUIRED	\$ 1.51
SPACER	5365-00-766-8651	AS REQUIRED	\$ 1.69
SPACER	5365-00-775-2510	AS REQUIRED	\$ 1.94
SPACER	5365-00-796-9776	AS REQUIRED	\$ 9.60
SPACER	5365-00-103-5870	AS REQUIRED	\$ 10.51
NUT	5365-00-156-8958	AS REQUIRED	\$ 11.68
BEARING NO. 2	3110-01-015-8831	1	\$339.00
HOUSING	2840-01-008-5734	1	\$218.00
TOTAL COST OF ENGINE REPAIR PARTS - \$716.15			

## NOTE

UNITS WILL BE RESPONSIBLE FOR PARTS AND TRAVELING EXPENSES OF ESC SPECIALISTS REQUIRED BY THIS ASAM.

D. TB/MWOS TO BE APPLIED PRIOR TO OR CONCURRENTLY WITH THIS INSPECTION - N/A.

E. PUBLICATIONS AFFECTED AS A RESULT OF THIS INSPECTION - N/A.

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,  
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)  
AMCPM-FW, AMCPM-CO-L

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YES

13. REFERENCES - N/A.

14. RECORDING AND REPORTING REQUIREMENTS -

A. REPORTING COMPLIANCE SUSPENSE DATE (AIRCRAFT) - UPON ENTERING REQUIREMENTS OF THIS MESSAGE ON DA FORM 2408-13-1 ON ALL SUBJECT MDS AIRCRAFT, FORWARD A PRIORITY MESSAGE, DATAFAX OR E-MAIL TO COMMANDER, ATCOM, ATTN: AMSAT-C-XS (SOF COMPLIANCE OFFICER), PER AR 95-3. DATAFAX NUMBER IS DSN 693-2064 OR COMMERCIAL 314/263-2064. E-MAIL ADDRESS IS "AMSATCX5 (AT SIGN) ST-LOUIS-EMH4.ARMY.MIL". THE REPORT WILL CITE THIS MESSAGE 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) - AFTER OBTAINING REPAIR PARTS, AVIM SHOPS SHALL CONTACT THE MACOM POC AND ESC HOTLINE IN PARA 16 TO SCHEDULE ESC SPECIALISTS. PROVIDE APPLICABLE MACOM POCS WITH THE FOLLOWING:

- (1) NUMBER OF ENGINES NEEDING REPAIR
- (2) ENGINE SERIAL NUMBERS
- (3) AVUM UNIT, POC AND PHONE NUMBER

PROVIDE THE ESC HOTLINE WITH THE FOLLOWING:

- (1) NUMBER OF ENGINES NEEDING REPAIR

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,  
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)  
AMCPM-FW, AMCPM-CO-L

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YES

- (2) AIRCRAFT MODEL AND SERIAL NUMBER
- (3) FUND CITE FOR ESC SPECIALIST TDY COSTS
- (4) AVUM UNIT, POC AND PHONE NUMBER

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 JUN 92 -

- (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.
- (4) DA FORM 2408-20, OIL ANALYSIS LOG.

15. WEIGHT AND BALANCE - N/A.

16. POINTS OF CONTACT -

A. ENGINE SERVICE CENTER (ESC) HOTLINE IS DSN 861-2651 OR COMMERCIAL 512/939-2651.

B. MACOM POINT OF CONTACTS:

AMC	MR. JOHN SAVELLI	DSN 284-9762
FORSCOM	MAJ MAKERUK	DSN 367-6057
	DWAYNE RAYMER	DSN 367-5690

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC) AMCPM-FW, AMCPM-CO-L

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