

PRIORITY

2 JUN 76 03 33

PTAUZEXK RULNNA03012 1842235-UUUU--RUHMDTA;
ZNR UUUUU
P R 020235Z JUL 76 ZEX
FM ARNS OAD EDGEWOOD ARSNAL APG MD//OAC-AVN-L//
TO AIG 7401
INFO RUEFHSA/CNGB WASH DC//NSB-ARL-A//
P R 012225Z JUN 76
FM CDRUSAAVSCOM STL MD//DRSAVAFEU//
TO AIG 8881

Army my

BT
UNCLAS SECTION 1 OF 11
~~NOTE-~~"THIS IS A SAFETY-OF-FLIGHT MESSAGE AND HAS NOT, REPEAT
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 THIS MESSAGE;"
SUBJECT- "SAFETY-OF-FLIGHT MESSAGE NO. UH-1-76-14 AND AH-1-76-10
(NONE-TIME INSPECTION)" FOR OIL COOLER INSTALLATION OF THE
UH-1B/C/D/H/M, TH-10 AND AH-10/G SERIES AIRCRAFT, TB 55-1500-206-
21 5."

1. SUMMARY OF PROBLEM- DURING THE PAST THREE WEEKS TWO IN-FLIGHT
FAILURES OF OIL COOLER TURBINE FAN ASSEMBLIES WERE EXPERIENCED,
IN ONE INSTANCE THE FAN ASSEMBLY DISINTEGRATED AND IN THE OTHER ALL

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IMPELLER BLADES WERE BROKEN THROUGH BUT HAD NOT SEPARATED FROM THE
ASSEMBLY; INVESTIGATION REVEALED THAT IN EACH CASE AN INCORRECT
TUBE REDUCER WAS INSTALLED IN THE BLEED AIR LINE, PERMITTING HIGHER
THAN DESIGN AIRFLOW TO THE TURBINE AND CAUSING HIGHER ROTATIONAL
SPEEDS WHICH COULD RESULT IN FAILURE DUE TO OVERSPEED, THIS INSPECTION
WILL IDENTIFY AND REMOVE FROM SERVICE TUBE REDUCERS WHICH DO
NOT CONFORM TO SYSTEM SPECIFICATIONS;

2. PRIORITY CLASSIFICATION:
A. EQUIPMENT IN USE- URGENT WITH LIMITATIONS, EQUIPMENT WILL
BE INSPECTED AS SOON AS POSSIBLE BUT NOT LATER THAN 10 FLIGHT HOURS
OR 5 DAYS, WHICHEVER OCCURS FIRST, UPON RECEIPT OF THIS MESSAGE,
AIRCRAFT STATUS WILL BE CHANGED TO A RED DASH, FAILURE TO ACCOMPLISH
THIS INSPECTION WITHIN THE HOURS/DAYS SPECIFIED WILL CAUSE AIRCRAFT
CONDITION STATUS SYMBOL TO BE CHANGED TO A RED "X".

B. EQUIPMENT IN FIELD AND DEPOT STOCK- URGENT WITH LIMITATIONS,
REDUCER TUBES IN STOCK WILL BE INSPECTED AS SOON AS POSSIBLE SO AS TO
EXPEDITE THE IDENTIFYING AND SEGREGATING OF REDUCER TUBES WHICH ARE
NOT OF CORRECT DESIGN FOR THIS INSTALLATION.

3. END ITEM TO BE INSPECTED- ALL UH-1B/C/D/H/T, TH-10 AND AH-10/G
SERIES HELICOPTERS;

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4. ASSEMBLIES OR COMPONENTS TO BE INSPECTED- NOT APPLICABLE;

5. PARTS TO BE INSPECTED-

NSN P/N NOMENCLATURE
4738-88-275-3715 284-262-494-1 REDUCER, TUBE

6. APPLICATION-

A. CATEGORY OF MAINTENANCE-

(1) OPERATIONAL AIRCRAFT- ORGANIZATIONAL MAINTENANCE;

(2) AIRCRAFT UNDERGOING MAINTENANCE- ORGANIZATION PERFORMING MAINTENANCE;

(3) AIRCRAFT IN TRANSIT-

(A) IN SURFACE SHIPMENT- MAINTENANCE ACTIVITY AT FINAL DESTINATION;

(B) IN FERRY STATUS- TO BE INSPECTED AT FINAL DESTINATION;

B. APPLIED BY- AIRCRAFT MECHANIC 67N (UH-1, 67Y (AH-1),

C. TIME REQUIRED-

(1) APPROXIMATELY .3 MAN-HOUR AND A MINIMUM CREW OF ONE MAN IS REQUIRED TO ACCOMPLISH THIS INSPECTION;

(2) DOWNTIME FOR THIS END ITEM TOTAL .3 HOUR;

D. PUBLICATIONS WHICH REQUIRE CHANGE AS A RESULT OF THIS MESSAGE- TM 55-1520-210-20, TM 55-1520-220-20, AND TM 55-1520-221-20 WILL

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REQUIRE CHANGE AS RESULT OF THIS TB.

7. SUPPLY KITS/PARTS AND DISPOSITION-

A. KITS/PARTS REQUIRED: THE FOLLOWING PARTS WILL BE REQUISITIONED WHEN REQUIRED-

QUANTITY	NOMENCLATURE	NSN	PART NUMBER
AR	REDUCER, TUBE	4738-88-275-3715	284-262-494-1
AR	PACKING, PREFORMED	9338-28-599-0981	S-16S418-6
AR	TURBINE FAN, ENGINE	2935-28-266-0300	284-262-448-3

B. PARTS DISPOSITION-

(1) ALL TUBE REDUCERS WHICH ARE REJECTED AS A RESULT OF THIS TB WILL, IF IN SERVICEABLE CONDITION, BE RETURNED TO STOCKS IN ACCORDANCE WITH THEIR IDENTIFIED PART NUMBER AND NSN.

(2) WHEN AN INSTALLED TUBE REDUCER IS REJECTED AND REMOVED, THE OIL COOLER TURBINE FAN ASSEMBLY WILL BE REMOVED FROM THE AIRCRAFT PRIOR TO FURTHER FLIGHT, TAG AS PER TB 55-1520-206-20-25, MARK FOR ACC. NO. 5-3723 AND SHIP TO CORPUS CHRISTI ARMY DEPOT, CORPUS CHRISTI, TEXAS.

8. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED- NONE;

9. INSPECTION INSTRUCTIONS-

A. THE PART TO BE INSPECTED IS THE TUBE REDUCER, P/N 284-262-494-1.
1. CONNECTING THE ENGINE BLEED AIR HOSE TO THE TURBINE FAN COVER AND

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10. MOUTH ASSEMBLY,

B. INSPECT THE TUBE REDUCER AS FOLLOWS-

(1) TO INSPECT AN INSTALLED REDUCER, DISCONNECT THE AIR HOSE ASSEMBLY FROM THE REDUCER AND CHECK THE REDUCER SIZE BY ATTEMPTING TO

INSERT THE SHANK END OF A ONE-QUARTER INCH DRILL (VERIFIED BY MICRO-METER TO BE NO LESS THAN .250 INCHES IN DIAMETER) INTO THE NOZZLE OPENING, THE P/N 204-868-494-1 REDUCER HAS A NOZZLE SIZE OF .245-.249 INCHES AND WILL NOT PERMIT PENETRATION BY THE DRILL SHANK, IF THE DRILL SHANK DOES PENETRATE THE NOZZLE, THE TUBE REDUCER AND TURBINE FAN ASSEMBLY WILL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH INSTRUCTIONS IN PARA SEVEN ABOVE, DO NOT REMOVE THE REDUCER FROM THE HOUSING UNLESS IT IS SUSPECTED OR DETERMINED TO BE DEFECTIVE SINCE PREFORMED PACKING REPLACEMENT IS THEN NECESSARY,

(2) TO INSPECT AN UNINSTALLED REDUCER VERIFY THE NOZZLE SIZE BY THE DRILL SHANK METHOD OR OTHER APPROPRIATE MEANS, INSURING THAT THE INSPECTION IS PERFORMED AT THE SMALL END OF THE REDUCER SINCE THE NOZZLE IS TAPERED TO A LARGER DIAMETER (.299 INCHES) AT THE XIT END, DISPOSE OF REJECTED PARTS IN ACCORDANCE WITH PARA 7B ABOVE,
10. WEIGHT AND BALANCE DATA- NOT APPLICABLE;

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11. RECORDING AND REPORTING INSTRUCTIONS-

A. RECORD AND REPORT ACCOMPLISHMENT OF THIS INSPECTION IN ACCORDANCE WITH THE PROCEDURES PRESCRIBED IN TM 38-750, THE FOLLOWING FORMS ARE APPLICABLE- DA FORM 2407, MAINTENANCE REQUEST; DA FORM 2408-13, AIRCRAFT INSPECTION AND MAINTENANCE RECORD; DA FORM 2408-15, AIRCRAFT HISTORICAL RECORD.

B. GROUNDING AND SAFETY-OF-FLIGHT MESSAGE FOLLOW-UP REPORT RCS-AMO 213, ACTION ADDRESSEES UPON COMPLETION OF THE REQUIREMENT SET FORTH IN THIS MESSAGE OR NOT LATER THAN FIVE DAYS AFTER DATE OF THIS MESSAGE, WILL FORWARD A MSG REPORT OF ACTIONS ACCOMPLISHED TO COMMANDER, USAAVSCOM, ATTN- DRSAV-EK PER AR 95-18, THE REPORT WILL CITE THE TB, THE AIRCRAFT MISSION DESIGN AND SERIES, AND PERTINENT SERIAL NUMBERS OF THE AIRCRAFT, IF ALL REQUIRED ACTIONS ARE NOT COMPLETED, THE REPORT WILL ALSO CONTAIN THE DATE BY WHICH IT IS ESTIMATED THEY WILL BE COMPLETED, A FURTHER REPORT WILL BE FORWARDED AFTER THE ACTIONS HAVE BEEN COMPLETED, ROUTING SYMBOL AS CONTAINED IN AR 95-18 WILL BE CHANGED AS INDICATED ABOVE;

C. REPORTING- UPON COMPLETION OF THE SUBJECT INSPECTION, UNIT SHALL REPORT ALL INCIDENTS OF INCORRECT INSTALLED FITTING TO AVSCOM, ATTN- DRSAV-FEU, AUTOVON 698-5066, COMMERCIAL 314-268-5066, AS SOON AS POSSIBLE, SO THAT DISPOSITION OF ASSOCIATED TURBINE FAN CAN BE COORDINATED,

BT
#3212

PRIORITY

2 Jul 76 03 36

PTAUZEXW RULMNAC3213 1942235-0000--RUMMDTA;
ZNR 00000
P R 020235Z JUL 76 ZBX
FM ARNG OAC EDGEWOOD ARSENAL APO MD//OAC-AVN-L//
TO AIG 7401
INFO RUEFHQA/CNGB WASH DC//NOB-ARL-A//
P R 012029Z JUN 76
TO AIG 8861

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UNCLAS SECTION II OF II
12. RELATED INFORMATION- PENDING RECEIPT OF CHANGES TO THE UH-1
AND AH-1 SERIES ORGANIZATIONAL MAINTENANCE MANUALS, THE FOLLOWING
INSTRUCTIONS FOR INSTALLATIONS OF THE OIL COOLER FAN ASSEMBLY ARE
PROVIDED-

A. TH 55-1520-110-20, (DATED 10 SEP 71, INCL CHG 26) PG 5-45;
PARA 5-19H, ADD THE FOLLOWING-
WARNING
USE OF INCORRECT TUBE REDUCER IN BLEED AIR LINE ANY CAUSE BLOWER
OVERSPEED, INSTALL 204-868-494-1 REDUCER AT FAN INLET HOUSING WITH
T53-L-11 OR T53-L-13 ENGINE INSTALLED;
J. TH 55-1520-220-20 (DATED 30 APR 73, INCL CHG 15) PG 5-45;

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PARA 5-122, CHANGE WARNING AS FOLLOWS-
" ; ; WITH T53-L-11 OR T5-L-13 ENGINE INSTALLED,"
C. TH 55-1520-221-20, (DATED 31 DEC 75 INCL CHG 4) PG 5-49;
PARA 5-29E(5), ADD THE FOLLOWING-

WARNING
USE OF INCORRECT TUBE REDUCER IN BLEED AIR LINE MAY CAUSE BLOWER
OVERSPEED, INSTALL 204-868-494-1 REDUCER AT FAN INLET HOUSING
WITH T53-L-13 ENGINE INSTALLED;

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Completed
Letter sent 7 July 76
MB

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PAAUZEXH RULNNAC3112 1927238-UUUU--RUMMDTA;
ZNR UUUUU
P R 100230Z JUL 76 ZEX
FM ARNG-OAD EDGEGOOD MD//OAC-AVN-L//
TO AIG 7481
INFO RUEFHQA/CNGB WASHDC//NGB-ARL-A//
P R 091907Z JUL 76 ZFF-4
FM CDRUSAASCOM STL MO 7//DRSAV-FEU//
TO AIG 8001
INFO AIG 9004
RUHTABA/CDRUSARPA FT WORTH TX//SAV8B-E//
RUCDRDA/CDRUSASAFSCOM HUNTSVILLE AL
RUCLDQA/CDRUSAAYNC FT RUCKER AL

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UNCLAS
NOTE "THIS IS A CHANGE TO A SAFETY-OF-FLIGHT MESSAGE AND HAS NOT,
REPEAT 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,
IF RETRANSMITTAL SHALL REFERENCE THIS MESSAGE."
SUBJECT CHANGE 1 TO TB 55-1500-200-20-25, ONE-TIME-INSPECTION FOR
OIL COOLER INSTALLATION OF THE UH-1B/C/D/H/M, TH-1G AND AH-1G/S
SERIES AIRCRAFT,
1. REFERENCE SAFETY-OF-FLIGHT MESSAGE NO. UH-1-76-14 AND AH-1-76-10,
SAME SUBJECT, DATE 012025Z JUL 76,
2. THE INDICATED PARAGRAPHS OF THE SUBJECT TB AND REFERENCED SOF

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MESSAGE ARE CHANGED TO READ AS FOLLOWS

78(1) TUBE REDUCERS WHICH ARE REJECTED AS A RESULT OF THIS TB -
WILL, IF IN SERVICEABLE CONDITION, BE RETURNED TO STOCKS IN ACCORDANCE
WITH THEIR IDENTIFIED PART NUMBER AND MSN, WITH THE EXCEPTION THAT
THOSE TUBE REDUCERS WITH NOZZLES MEASURING BETWEEN .250 AND .260 INCHES
WILL BE SCRAPPED.

78(2) WHEN AN INSTALLED TUBE REDUCER WITH NOZZLE DIAMETER .260
INCHES OR LARGER IS REJECTED AND REMOVED, THE OIL COOLER TURBINE FAN
ASSEMBLY WILL BE REMOVED FROM THE AIRCRAFT PRIOR TO FURTHER FLIGHT;
TAG AS PER TB 1500-200-20-25, MARK FOR ACC, NO. 5-3725 AND SHIP TO
CORPUS CHRISTI ARMY DEPOT, CORPUS CHRISTI, TEXAS.

98(1) TO INSPECT AN INSTALLED REDUCER, DISCONNECT THE AIR HOSE
ASSEMBLY FROM THE REDUCER AND CHECK THE REDUCER SIZE BY ATTEMPTING
TO INSERT THE SHANK END OF A ONE-QUARTER INCH DRILL (VERIFIED BY
MICROMETER TO BE NO LESS THAN .250 INCHES IN DIAMETER) INTO THE NOZZLE
OPENING, THE CORRECT NOZZLE WILL HAVE A DIAMETER OF .245 TO .249 INCHES
AND WILL NOT PERMIT PENETRATION BY THE DRILL SHANK, IF THE NOZZLE
DOES PERMIT PENETRATION OF THE DRILL SHANK, FURTHER MEASUREMENT OF THE
NOZZLE SHOULD BE TAKEN BY USE OF A BALL GAUGE OR OTHER APPROPRIATE MEANS

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10 Jul 76 03 12

TO DETERMINE ACTUAL NOZZLE DIAMETER. IF THE NOZZLE DIAMETER OF THE

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DISCREPANT REDUCER TUBE IS OBSERVED TO BE MORE THAN .250 INCHES BUT LESS THAN .260 THEN THE REDUCER TUBE WILL BE REMOVED AND REPLACED WITH A CORRECTLY DIMENSIONED 204-060-494-1 REDUCER TUBE. THE OIL COOLER TURBINE FAN ASSEMBLY DOES NOT REQUIRE REMOVAL AND MAY BE CONTINUED IN SERVICE. IF THE DISCREPANT REDUCER TUBE IS DETERMINED TO HAVE A NOZZLE DIAMETER .260 INCHES OR LARGER, THE REDUCER TUBE WILL BE REMOVED AND REPLACED WITH A CORRECTLY DIMENSIONED 204-060-494-1 REDUCER, AND THE OIL COOLER TURBINE FAN ASSEMBLY WILL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH INSTRUCTIONS IN PARA 7B ABOVE. DO NOT REMOVE THE REDUCER FROM THE HOUSING UNLESS IT IS SUSPECTED OR DETERMINED TO BE DEFECTIVE, SINCE PREFORMED PACKING REPLACEMENT IS THAN NECESSARY.

BT

#3112

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