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UH-1-95-~~ASAM~~-03
ODDS

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: FROM :CDRATCOM ST LOUIS MO//AMSAT-R-X// TO :AIG 6713 :AIG 9004 :AIG 9042 :AIG 8708 :AIG 7515 :AIG 7471 :AIG 12124 :DCM APMO OZARK AL//DCMDS-RCQA// :ASF42 81ST ARCOM DOBBINS AFB GA :CDR4THBN228THAVN SOTO CANO HO//AVN-AMO// :102DARMY SCOTT AFB IL//AFRC-AMO-ASF-IL// :AMEMBASSY NAIROBI KE//SOMALI LIAISON OFFICE// :CDRAPGSA ABERDEEN PROVING GROUND MD//STEAP-PF-V// :CDRCBDCOM ABERDEEN PROVING GROUND MD//AMSCB-CMA// :JOHNSON CONWORLDSVCINC KWAJALEIN MH//PAT2// :DIRAAOD HOLLOMAN AFB NM//STEW- AA// :USCS CNAC OKLAHOMA CITY OK//AMI// :USDOCO LANDSOUTHEAST IZMIR TU//AV// :DPRO BELL HELICOPTER FORT WORTH TX//DCMDS-RBOB/RBP// :CDROSAC FT BELVOIR VA//ANAV-OS/ANAV-RW-M/ANAV-CR// :WALLOPS FLIGHT FACILITY NASA WALLOPS ISLAND VA : //CODE 831.2 AIRCRAFT QA// INFO :TSM ATK HEL FT RUCKER AL//ATZQ-TSM-A// :HQAFSPC PETERSON AFB CO//LGM// :CDRUSASDC WASHINGTON DC//CSSD-ZA// :SEC STATE WASHINGTON DC//NEA/MFO// :US CUSTOMS SERVICE WASHINGTON DC//AVIATION : OPERATIONS// :AFSOC HURLBURT FIELD FL//LGMW// :PROGMGR AIR FIELD TWO TWO FIVE PENSACOLA FL//PMA225// :NAVAVNDEPOT PENSACOLA FL//310B// :WR-ALC ROBINS AFB GA//LUHA// :HQ AMC SCOTT AFB IL//LG/LGF/LGQ/SEP/DO/DOT/DOV/ : DOX// :89AW ANDREWS AFB MD//LG// :CDR FT BRAGG NC//AFZA-GT-OM// :CDR HQ 1ST COSCOM FT BRAGG NC//LOGOPS AVN SECT : AFVH-DC-L// :CDR WHITE SANDS MISSILE RANGE NM//STEW- AA/ : STEWS-NRO-CR-C// :DISC PHILADELPHIA PA//QEBB-JU// :CDR LSE AVIATION IZMIR TU//LSE// :ACC LANGLEY AFB VA//DOH/LGRC// :PMSW VHFS WARRENTON VA//SFAE-IEW-SG// XMT :USDAO DHAKA BG :USDAO RANGOON BM :USCINCPAC REP PHNOM PENH CB :USDAO COLOMBO CE :USDAO SUVA FJ :DSA NEW DELHI IN :AMEMBASSY ANTANANARIVO MA :AMEMBASSY PORT LOUIS :SAO KUALA LUMPUR MY :AMEMBASSY KATHMANDU NP//POL-MIL// :AMEMBASSY VICTORIA ACCT : TEXT

Subject

AVIATION SAFETY ACTION MESSAGE, INFORMATIONAL, RCS

CSGLD-1860(R1), ALL AH-1 AND UH-1 HELICOPTERS, MAINTENANCE PROCEDURES FOR AIRCRAFT EQUIPPED WITH OIL DEBRIS DETECTION SYSTEM (ODDS) AND AIRCRAFT USING ARMY OIL ANALYSIS PROGRAM (AOAP) SAMPLING, (AH-1-95-ASAM-03) (UH-1-95-ASAM-03) (TB 1-1520-243-20-23)

NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED PER AR 95-3, CHAPTER 5 REVISION VIA MESSAGE HQ AVSCOM, AMSAV-XSOF, 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, ATOOM, ATTN - AMSAT-R-X (SOF COMPLIANCE OFFICER).

Priority Classification

- N/A.

Task/Inspection Suspense Date

- N/A.

Reporting Compliance Suspense Date

- N/A.

Summary of Problem

A. MANY AH-1 AND UH-1 AIRCRAFT HAVE THE OIL DEBRIS DETECTION SYSTEM (ODDS) INSTALLED. THIS SYSTEM OPERATES AND IS MAINTAINED THE SAME ON BOTH AIRCRAFT. SINCE ODDS HAS BEEN FIELDED, THERE HAS BEEN UNCERTAINTY AND CONFUSION REGARDING ITS OPERATION AND MAINTENANCE. THIS ASAM SUMMARIZES OPERATING CHARACTERISTICS AND MAINTENANCE REQUIREMENTS FOR ODDS INSTALLED ON AH-1 AND UH-1 AIRCRAFT. IN ADDITION, IT PROVIDES MAINTENANCE REQUIREMENTS FOR AIRCRAFT THAT ARE NOT EQUIPPED WITH ODDS THAT ARE USING THE STANDARD AOAP PROCEDURES (AOAP AIRCRAFT).

NOTE

CDRATCOM MESSAGE 122100 OCT 93 (AH-1-94-ASAM-01) (UH-1-94-ASAM-01) IS RESCINDED BY THIS MESSAGE.

B. THE PURPOSE OF THIS MESSAGE IS TO PROVIDE USER OPERATING AND MAINTENANCE REQUIREMENTS FOR ODDS-EQUIPPED AIRCRAFT AND AOAP AIRCRAFT. (PARAGRAPH 9A APPLIES TO ODDS-EQUIPPED AIRCRAFT AND PARAGRAPH 9B APPLIES TO AOAP AIRCRAFT.)

5. END ITEMS TO BE AFFECTED - ALL AH-1 AND UH-1 AIRCRAFT.

Assembly Components to be Inspected

- N/A.

Parts to be Inspected

- N/A.

Inspection Procedures

- N/A.

Correction Procedures

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NOTE

A COPY OF THIS MESSAGE SHALL BE INSERTED IN THE APPROPRIATE TMS AS AUTHORITY TO IMPLEMENT THE FOLLOWING REQUIREMENTS UNTIL THE PRINTED CHANGE IS RECEIVED.

A. OODS-EQUIPPED AIRCRAFT -

(1) SUMMARY - THE PRIMARY BENEFIT OF OODS IS IMPROVED FILTRATION OF THE ENGINE AND MAIN TRANSMISSION LUBRICATION SYSTEMS COMPARED TO THE EXISTING AH-1/UH-1 SYSTEMS. (HOWEVER, OODS DOES NOT FILTER THE INTERMEDIATE AND TAIL ROTOR GEARBOXES.) THE OODS SYSTEM IS ALSO DESIGNED TO PROVIDE ADEQUATE EARLY IDENTIFICATION OF POTENTIAL COMPONENT FAILURES. FINE FILTRATION INCREASES SYSTEM LIFE BY REMOVING OIL-BORNE PARTICLES WHICH MAY CAUSE WEAR IN THE COMPONENT. THIS APPROACH HAS SAFELY PROVEN ITS USEFULNESS IN THOUSANDS OF SYSTEMS CURRENTLY IN THE ARMY INVENTORY (T700 ENGINES, UH-60L MAIN TRANSMISSIONS, ETC.) ANALYSIS SHOWS THAT KNOWN CATASTROPHIC FAILURE MODES WHICH HAD BEEN DETECTED THROUGH THE USE OF SPECTROMETRIC OIL ANALYSIS (SOA)/AOAP WILL ALSO BE DETECTED BY THE OODS SYSTEM CHIP DETECTOR.

NOTE

FOR MORE INFORMATION ON THE OIL DEBRIS DETECTION SYSTEM, LOOK AT FLIGHTFAX, DATED DECEMBER 93, PAGES 7 AND 8.

(2) REPLACEMENT OF OODS-EQUIPPED ENGINE AND MAIN TRANSMISSION OIL FILTERS (MSN 2945-01-319-0352) - REPLACE THE OODS-EQUIPPED ENGINE AND MAIN TRANSMISSION OIL FILTERS (MSN 2945-01-319-0352) ONLY WHEN THE ASSOCIATED IMPENDING BYPASS INDICATOR BUTTON IS EXTENDED. THE IMPENDING BYPASS INDICATOR BUTTON IS CHECKED EVERY PREFLIGHT. THE APPROPRIATE TM'S SHOULD BE CONSULTED FOR IMPENDING BYPASS INDICATOR BUTTON INSPECTION PROCEDURES. THE AFFECTED CHIP DETECTOR SHOULD ALSO BE REMOVED AND INSPECTED WHENEVER THE IMPENDING BYPASS INDICATOR BUTTON IS EXTENDED. SINCE OPERATION WITH FINE FILTRATION CLEANS THE LUBRICANT IN THE COMPONENT, DO NOT REPLACE THE LUBRICANT WHEN REPLACING THE FILTER. ALSO, FLUSHING AND FILTERING OF THE SYSTEM (UNLESS THERE IS A COMPONENT REPLACEMENT) IS NOT REQUIRED OR AUTHORIZED, AS THIS MAY MASK PROBLEMS AND PREVENTS TRENDING OF DATA. THE REQUIREMENT TO REPLACE THE FILTERS AFTER THE INITIAL 300 HOURS OF OPERATION AFTER THE OODS SYSTEM IS INSTALLED, AND THE MANDATORY 900 HOUR REPLACEMENT INTERVAL, ARE RESCINDED.

(3) PREFLIGHT INSPECTION ON OODS AIRCRAFT - DURING THE PREFLIGHT INSPECTION, THE FLIGHT CREW SHALL PERFORM A VISUAL INSPECTION ON THE FOLLOWING AREAS:

(A) VISUALLY INSPECT BOTH OF THE ENGINE BYPASS INDICATOR BUTTONS (ORIGINAL AND EXTERNAL FILTER) AND THE TRANSMISSION BYPASS BUTTON.

(B) VISUALLY INSPECT THE ODDS CHIP DETECTORS FOR PHYSICAL SECURITY AND BROKEN WIRES.

(4) ROUTINE OIL SAMPLING OF ENGINE AND TRANSMISSION OF ODDS-EQUIPPED AIRCRAFT IS NOT AUTHORIZED - FINE FILTRATION OF THE MAIN TRANSMISSION AND ENGINE LUBE SYSTEMS ON ODDS-EQUIPPED AIRCRAFT REMOVES PARTICLES OF DEBRIS GREATER THAN THREE MICRONS IN SIZE. SPECTROMETRIC OIL ANALYSIS (SOA) MEASURES CONCENTRATIONS OF WEAR METAL DEBRIS IN THE THREE TO TEN MICRON SIZE RANGE. THEREFORE, SOA IS NOT AUTHORIZED ON ODDS-EQUIPPED AIRCRAFT. THERE IS NOT ENOUGH DEBRIS OF SIGNIFICANT SIZE IN THE OIL TO ALLOW AN ACCURATE INDICATION OF WEAR METAL CONCENTRATIONS. INTRODUCTION OF ADVANCED ANALYSIS TECHNIQUES (FOURIER TRANSFORM INFRARED (FTIR), FILTER DEBRIS ANALYSIS, ETC.) WILL REQUIRE SAMPLING IN THE FUTURE. HOWEVER, ROUTINE OIL SAMPLING OF FINE-FILTERED SYSTEMS IS NOT AUTHORIZED AT THIS TIME. SOME ADAP LABS MAY BE ABLE TO PROVIDE SUPPORT IN ANALYZING CHIP DETECTOR DEBRIS IAW TM 55-1520-210-23 OR TM 55-1520-236-23, AS APPLICABLE, AND THE "OIL DEBRIS CLASSIFICATION CHART", WHICH IS BEING ADDED TO THE TECHNICAL MANUALS.

NOTE

ROUTINE OIL SAMPLING OF THE INTERMEDIATE GEARBOX AND TAIL GEARBOX IS STILL REQUIRED.

(5) ROUTINE 25 HOURS CHIP DETECTOR INSPECTION ON ODDS-EQUIPPED AIRCRAFT -

NOTE

THE PRIMARY SYSTEM DIAGNOSTIC TECHNIQUE FOR ODDS-EQUIPPED AIRCRAFT IS THE CHIP DETECTOR. THE FOLLOWING REQUIREMENTS APPLIES TO ALL OF THE ADAP AIRCRAFT CHIP DETECTORS ON ODDS-EQUIPPED AIRCRAFT.

(A) REMOVE CHIP DETECTORS EVERY 25 HOURS AND PERFORM A VISUAL EXAMINATION OF THE CHIP DETECTOR GAP.

(B) IF DEBRIS IS FOUND DURING THIS INSPECTION, EVALUATE THE DEBRIS PER THE "OIL DEBRIS CLASSIFICATION CHART", WHICH IS BEING ADDED TO THE TECHNICAL MANUAL. "OIL DEBRIS CLASSIFICATION CHART" CAN BE OBTAINED FROM YOUR LOCAL LAR OR POC IN PARA 16E.

(C) DOCUMENT THE FINDINGS ON DA FORM 2408-20, BLOCK 7 (AMOUNT OF DEBRIS (LIGHT OR MEDIUM) AND TYPE OF DEBRIS) USING DESCRIPTION ON "OIL DEBRIS CLASSIFICATION CHART". THIS FORM SHALL BE USED TO TRACK TRENDS IN DEBRIS ACCUMULATION AND CHANGES IN DEBRIS SIZES.

(D) IF EVALUATION OF DEBRIS DOES NOT REQUIRE COMPONENT REMOVAL, CLEAN CHIP DETECTOR, REINSTALL AND RESUME NORMAL OPERATIONS.

(E) IF EVALUATION OF DEBRIS REQUIRES COMPONENT REMOVAL, REMOVE THE AFFECTED COMPONENT.

(6) CHIP LIGHT PROCEDURES FOR ODDS-EQUIPPED AIRCRAFT -

NOTE

"LAND AS SOON AS POSSIBLE" IS DEFINED IN THE OPERATOR'S MANUAL AS EXECUTING LANDING TO THE NEAREST SUITABLE LANDING AREA WITHOUT DELAY. THE PRIMARY CONSIDERATION IS TO ASSURE THE SURVIVAL OF OCCUPANTS.

(A) IF A CHIP LIGHT ILLUMINATES, LAND AS SOON AS POSSIBLE. REMOVE CHIP DETECTOR AND EVALUATE THE DEBRIS PER "OIL DEBRIS CLASSIFICATION CHART". "OIL DEBRIS CLASSIFICATION CHART" CAN BE OBTAINED FROM YOUR LOCAL LAR OR POC IN PARA 16E AND IS BEING ADDED TO TM 55-1520-210-23 AND TM 55-1520-236-23.

(B) IF EVALUATION OF DEBRIS DOES NOT REQUIRE COMPONENT REMOVAL, OPERATE THE AIRCRAFT FOR 1 HOUR, (30 MINUTE FLAT PITCH GROUND RUN AND 30 MINUTE HOVER IN GROUND EFFECT). RECHECK THE CHIP DETECTOR.

(1) IF THE NUMBER OR SIZE OF THE DEBRIS HAS INCREASED, REMOVE THE AFFECTED COMPONENT.

(2) IF THE NUMBER AND SIZE OF THE DEBRIS DECREASES OR REMAINS CONSTANT, RETURN AIRCRAFT TO SERVICE.

(3) DOCUMENT THE FINDINGS ON DA FORM 2408-20, BLOCK 7 (AMOUNT OF DEBRIS (LIGHT OR MEDIUM) AND TYPE OF DEBRIS) USING DESCRIPTION ON "OIL DEBRIS CLASSIFICATION CHART".

(4) REPEAT THE CHIP DETECTOR INSPECTION AFTER ANOTHER 5 HOURS OF OPERATION. THERE WILL BE NO FLIGHT RESTRICTIONS FOR THE 5 HOURS OF FLIGHT TIME.

(5) DOCUMENT THE FINDINGS ON DA FORM 2408-20, BLOCK 7 (AMOUNT OF DEBRIS (LIGHT OR MEDIUM) AND TYPE OF DEBRIS) USING DESCRIPTION ON "OIL DEBRIS CLASSIFICATION CHART". THIS FORM SHALL BE USED TO TRACK TRENDS IN DEBRIS ACCUMULATION AND CHANGES IN DEBRIS SIZES.

NOTE

MORE FREQUENT CHIP LIGHTS MAY BE ENCOUNTERED IN THE FIRST 50 HOURS OF OPERATION OF A COMPONENT WHICH HAS UNDERGONE A OVERHAUL OR MAJOR REPAIR AND RECENTLY INSTALLED. THIS IS DUE TO DEBRIS REMAINING FROM THE OVERHAUL OR REPAIR OPERATION, AS WELL AS BREAK-IN WEAR DEBRIS, BEING PRESENT IN THE LUBE SYSTEM. THIS TYPE OF DEBRIS IS NORMAL AND IS NOT INDICATIVE OF A PROBLEM WITH THE ODDS SYSTEM.

C. IF TWO CHIP LIGHT INDICATIONS OCCUR IN A 25 HOUR INTERVAL (EXCLUDING THE FIRST 50 HOURS OF OPERATION OF A COMPONENT WHICH HAS UNDERGONE AN OVERHAUL OR MAJOR REPAIR), REMOVE AND REPLACE THE COMPONENT. RETURN COMPONENT THROUGH NORMAL SUPPLY CHANNELS.

(7) REPLACEMENT OF MAIN TRANSMISSION OR ENGINE DUE TO DEBRIS REQUIRES REPLACEMENT OF FILTER ELEMENT ON ODDG-EQUIPPED AIRCRAFT -

(A) IF THE MAIN TRANSMISSION OR ENGINE IS REPLACED BECAUSE OF DEBRIS, REPLACE THE FILTER ELEMENT.

(B) FLUSH THE ODDG SYSTEM TO INSURE ALL DEBRIS IS REMOVED.

(C) DRAIN THE OIL SEPARATOR (NSN 1615-01-330-3875) DURING THE ENGINE FLUSH BY REMOVING THE DRAIN VALVE ASSEMBLY (NSN 4820-01-157-3171) AND REINSTALLING USING GENERAL MAINTENANCE PROCEDURES.

(8) FUNCTIONALLY TEST EACH CHIP DETECTOR ON ODDG-EQUIPPED AIRCRAFT FOR OPERATION AT EACH 150 HOUR PHASE INSPECTION IAW THE FOLLOWING PROCEDURE -

(A) FIRST BRIDGE THE DETECTOR GAP WITH A PAPER CLIP OR SCREWDRIVER.

(B) WATCH FOR SPARK.

(C) IF THE CHIP DETECTOR FAILS TO PRODUCE A SPARK, CHECK FOR BROKEN WIRES OR FAILED POWER MODULE AS POSSIBLE CAUSES.

NOTE

THIS FUNCTIONAL TEST IS THE ONLY AUTHORIZED PROCEDURE TO TEST THE CHIP DETECTORS. DO NOT USE THE .001/.005 WIRE TEST PROCEDURE OUTLINED IN THE MWO 55-1520-242-50-2 AND MWO 55-1520-236-50-30 TO SEVER THE WIRE. THE WIRE TEST PROCEDURES IN THESE MWOs ARE NOT AUTHORIZED FOR FIELD USE AND ARE BEING REMOVED FROM BOTH MWOs.

(D) BRIDGE THE DETECTOR GAP AGAIN WITH A PAPER CLIP OR SCREWDRIVER.

(E) CHECK THE CHIP DETECTOR CAUTION LIGHT IN

THE CONSOLE FOR ILLUMINATION. TAKE APPROPRIATE MAINTENANCE ACTION IF REQUIRED.

(F) REINSTALL THE CHIP DETECTOR AND SAFETY WIRE THE CHIP DETECTOR ASSEMBLY.

B. AIRCRAFT NOT EQUIPPED WITH ODDS USING STANDARD AOAP PROCEDURES (AOAP AIRCRAFT) -

(1) SUMMARY - ALL AH-1 AND UH-1 AIRCRAFT WITHOUT THE ODDS SYSTEM INSTALLED SHALL CONTINUE TO PERFORM SAMPLING OF ENGINE, MAIN TRANSMISSION AND INTERMEDIATE (42 DEGREE) AND TAIL ROTOR GEARBOXES AT THE CURRENT INTERVALS. AOAP PROCEDURES ARE GIVEN IN TB 43-0106.

(2) ROUTINE OIL SAMPLING IS REQUIRED FOR AOAP AIRCRAFT. SAMPLING INTERVALS AND PROCEDURES ARE GIVEN IN TB 43-0106. AOAP LABS USE SAMPLE ANALYSIS RESULTS TO ASSESS COMPONENT AND LUBRICANT CONDITIONS. AOAP LABS USE CRITERIA (SUCH AS THE CURRENT PFM CRITERIA USED FOR AH-1 AND UH-1 AIRCRAFT) SPECIFIED IN TM 38-301-03 AS GUIDANCE WHEN MAKING RECOMMENDATIONS TO THE UNIT. UNITS SHOULD FOLLOW THE RECOMMENDATIONS MADE BY THE AOAP LAB.

NOTE

DO NOT, REPEAT, DO NOT USE "OIL DEBRIS CLASSIFICATION CHART" ON AOAP AIRCRAFT. THIS CHART WAS DEVELOPED FOR FINE FILTRATION SYSTEMS ONLY AND DOES NOT APPLY TO AOAP AIRCRAFT. USE CHIP EVALUATION CRITERIA GIVEN IN THE APPLICABLE TM FOR AOAP AIRCRAFT.

(3) CHIP LIGHT PROCEDURES FOR AOAP AIRCRAFT - THE FOLLOWING GUIDELINES SHALL BE FOLLOWED IN THE EVENT OF A CHIP LIGHT INDICATION.

NOTE

"LAND AS SOON AS POSSIBLE" IS DEFINED AS EXECUTING A LANDING TO THE NEAREST SUITABLE LANDING AREA WITHOUT DELAY. THE PRIMARY CONSIDERATION IS TO ASSURE THE SAFETY OF THE OCCUPANTS.

(A) IF A CHIP LIGHT ILLUMINATES, LAND AS SOON AS POSSIBLE, REMOVE CHIP DETECTOR AND EVALUATE THE DEBRIS IAW TM 55-1520-210-23 OR TM 55-1520-236-23, AS APPLICABLE.

NOTE

DO NOT, REPEAT, DO NOT USE THE "OIL DEBRIS CLASSIFICATION CHART" FOR AOAP AIRCRAFT. THIS CHART WAS DEVELOPED FOR FINE FILTRATION SYSTEMS ONLY AND DOES NOT APPLY TO AOAP AIRCRAFT.

(B) IF EVALUATION OF DEBRIS INDICATES A COMPONENT REMOVAL IS REQUIRED, REPLACE THE AFFECTED COMPONENT. IF AN ENGINE IS REMOVED, SEND THE ENGINE TO THE APPROPRIATE AVIM REPAIR FACILITY.

(C) IF EVALUATION OF DEBRIS DOES NOT REQUIRE COMPONENT REMOVAL, TAKE AN OIL SAMPLE AND SEND IT TO THE AOAP LAB. COMPLY WITH RECOMMENDATIONS MADE BY AOAP LAB.

(D) DOCUMENT THE FINDINGS ON DA FORM 2408-20, BLOCK 7 (AMOUNT OF DEBRIS (LIGHT OR MEDIUM) AND TYPE OF DEBRIS). THIS FORM SHALL BE USED TO TRACK TRENDS IN DEBRIS ACCUMULATION AND CHANGES IN DEBRIS SIZE.

(E) IF TWO CHIP LIGHT INDICATIONS OCCUR IN A OF A COMPONENT WHICH HAS UNDERGONE AN OVERHAUL OR MAJOR REPAIR, REMOVE THE COMPONENT.

Supply/Parts and Disposition

- N/A.

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

Application

- N/A.

References

NOTE

A COPY OF THIS MESSAGE SHALL BE INSERTED IN THE APPROPRIATE TMS AS AUTHORITY TO IMPLEMENT THE CHANGE UNTIL THE PRINTED CHANGE IS RECEIVED.

- A. MWO 55-1520-242-50-2
- B. MWO 55-1520-236-50-30
- C. TM 38-301-3, JOINT OIL ANALYSIS PROGRAM MANUAL, VOLUME III, LABORATORY ANALYTICAL METHODOLOGY AND EQUIPMENT CRITERIA (AERONAUTICAL), 1 SEP 90.
- D. TB 43-0106, DEPARTMENT OF THE ARMY TECHNICAL BULLETIN, AERONAUTICAL EQUIPMENT, ARMY OIL ANALYSIS PROGRAM (AOAP), 21 JUL 78.
- E. TM 55-1520-210-10, OPERATORS MANUAL FOR UH-1-H/V HELICOPTER, DTD 15 FEB 88, C12 23 JUL 93.
- F. TM 55-1520-210-23, AVIATION UNIT AND INTERMEDIATE MAINTENANCE MANUAL, ARMY MODEL UH-1H/V/EH-1H/X, DTD 30 SEP 87, C6 30 APR 93.
- G. TM 55-1520-210-PM, PHASED MAINTENANCE CHECKLIST, ALL UH-1H/V AND EH-1H/X AIRCRAFT, DTD 4 JAN 83, C16 30 APR 92.
- H. TM 55-1520-210-PMD, UH-1H AIRCRAFT PREVENTIVE MAINTENANCE DAILY INSPECTION CHECKLIST, DTD 3 JUN 87, C3 2 MAR 92.
- I. TM 55-1520-236-10, OPERATORS MANUAL FOR ARMY MODEL AH-1S (PROD), AH-1S (ECAS) AND AH-1S (MODERNIZED COBRA) HELICOPTERS, 11 JAN 80, C33 29 JAN 93.
- J. TM 55-1520-236-23, AVIATION UNIT AND INTERMEDIATE MAINTENANCE MANUAL, ARMY MODEL AH-1S (PROD), AH-1S (ECAS) AND AH-1S (MODERNIZED COBRA) HELICOPTERS, DTD 8 MAY 80, C17
- K. TM 55-1520-244-PM, PHASED MAINTENANCE CHECKLIST, ALL AH-1 SERIES AIRCRAFT, DTD 30 APR 90, C6 31 AUG 94.
- L. TM 55-1520-244-PMD,

Recording and Reporting Requirements

- N/A.

Weight and Balance

- N/A.

Points of Contact

- A. TECHNICAL POINT OF CONTACT FOR THE DRIVE SYSTEM IS MR. MARK J. JEUDE, AMSAT-R-EFD, DSN 693-0308 OR COMMERCIAL 314/263-0308.
- B. TECHNICAL POINT OF CONTACT FOR THE T53 ENGINE IS MR. ART ATHER, AMSAT-R-EPE, DSN 693-0317 OR COMMERCIAL 314/263-0317.
- C. LOGISTICAL POINT OF CONTACT FOR THE UH-1 AIRCRAFT IS MR. CHARLES ELKINS, AMSAT-WAU, DSN 693-2004 OR COMMERCIAL