

190ct76 15 57z

PTTUZEYN RULNNAC4514 2931222-UUUU--RUKMDTA;  
ZNR UUUUU  
P R 191215Z OCT 76 ZEX ZEL  
FM ARNG-DAG EDGEMOOD MD //OAG-AVN-L//  
TO AIG 7421  
RUEFHQ/COMB WASH DC //NGB-APL-A//  
P R 182252Z OCT 76  
TO AIG 8881  
INFO AIG 9384

Army

BT

UNCLAS

NOTE - THIS IS A TECHNICAL ADVISORY 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 - PROCEDURES FOR SUSPECTED ENGINE FAILURE FOR UH-1 AND AH-1  
HELICOPTERS (UH-1-76-23 AND AH-1-76-21)

1. THREE RECENT INCIDENTS AND/OR ACCIDENTS HAVE BEEN ATTRIBUTED TO  
ERRONEOUS LOW RPM AUDIO ALARM ACTIVATIONS, IN THESE OCCURENCES  
ALARM WAS ACTIVATED BY A FAILURE OF THE ROTOR OR ENGINE N2

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TACHOMETER GENERATORS AND NOT AN ACTUAL ENGINE FAILURE; THERE  
WAS THEREFORE, NO ACTUAL LOSS OF ROTOR OR ENGINE RPM;

2. THE PURPOSE OF THIS MESSAGE IS TO ALERT UH-1 AND AH-1 HELICOPTER  
OPERATORS THAT THE LOW RPM AUDIO ALARM CAN BE ACTIVATED NOT ONLY  
BY AN ACTUAL ENGINE FAILURE OR LOSS OF RPM UNDER HEAVY LOADS; BUT  
BY FAILURE OF THE TACHOMETER GENERATORS; ADDITIONAL INDICATIONS  
OF AN ENGINE FAILURE ARE ADDRESSED IN THE EMERGENCY SECTION OF THE  
OPERATORS MANUALS; WHEN FLIGHT CONDITIONS PERMIT, (EG, SUFFICIENT  
ALTITUDE AND/OR AIRSPEED) THESE ADDITIONAL INDICATORS SHOULD BE  
EVALUATED PRIOR TO ENTERING AUTOROTATION;

3. AS A RESULT OF A USAAVNC REQUEST IN COORDINATION WITH USAAAVS,  
THE UH-1 AND AH-1 SERIES HELICOPTER OPERATORS MANUALS WILL BE  
CHANGED TO REFLECT THE FOLLOWING UNDER EMERGENCY PROCEDURES  
FOR ENGINE FAILURE; (TM 55-1522-219-10, TM 55-1522-220-10,  
TM 55-1522-210-10, TM 55-1522-221-10; TM 55-1522-221-10-1, TM 55-  
1522-234-10);

QUOTE - THE INDICATIONS OF AN ENGINE FAILURE; EITHER A PARTIAL  
POWER LOSS OR A COMPLETE POWER LOSS ARE CLN

A. A LEFT YAW, THIS IS CAUSED BY THE DROP IN TORQUE APPLIED  
TO THE MAIN ROTOR.

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- B. A DROP IN ENGINE (N2) RPM.
- C. A DROP IN ROTOR RPM.
- D. A LOW RPM AUDIO ALARM.
- E. AN ILLUMINATION OF THE LOW RPM LIGHT.
- F. A CHANGE IN ENGINE NOISE.

WARNING

PRIOR TO DECREASING COLLECTIVE, FIRST VERIFY THE ENGINE FAILURE, THE FOLLOWING WILL INDICATE AN ACTUAL ENGINE FAILURE CLN (1) A DECREASE IN TORQUE (TORQUEMETER), (2) A DECREASE IN ENGINE (N2) RPM (ENGINE (N2) TACHOMETER) AND (3) A DECREASE IN ROTOR RPM (ROTOR TACHOMETER) UNQUOTE.

4. AS AN URGENT MATTER, AVSCOM HAS DESIGNED AND IS CURRENTLY TESTING AN ELECTRICAL ADAPTER WHICH WILL PROVIDE SYSTEM REDUNDANCY. THIS MODIFICATION WILL PRECLUDE FALSE ACTIVATION OF THE LOW RPM AUDIO ALARM UNLESS BOTH THE ENGINE N2 AND ROTOR TACHOMETER GENERATORS FAIL SIMULTANEOUSLY. SUCCESSFUL COMPLETION OF TESTING (1ST QUARTER, FY-77) WILL BE FOLLOWED BY FABRICATION AND ISSUE FOR AIRCRAFT MODIFICATION.

3. FOR ADDITIONAL INFORMATION CONTACT MR. POJETA, AUTOVON 698-6516.  
BT  
#4514

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