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SECTION 01 OF 02

...G 9004 TAKE FOR INFO ONLY

...G 4704 TAKE FOR INFO ONLY

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UH-1-86-13  
NVG

~~SUBJECT: SAFETY-OF-FLIGHT MESSAGE, MAINTENANCE MANDATORY, WCO  
(SGLD-1850(R)) AIRCRAFT NIGHT VISION GOGGLE OPERATION (UH-1-86-13)  
(WFO 93-1520-242-20-25)~~

A. REPORTING SUSPENSE DATE - 10 FLIGHT HOURS OR 14 DAYS WHICHEVER OCCURS FIRST.

B. TASK/INSPECTION SUSPENSE DATE - OPERATIONAL RESTRICTIONS ARE EFFECTIVE UPON RECEIPT OF THIS MESSAGE.

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. ACTION ADDRESSEES WILL IMMEDIATELY VERIFY THIS RETRANSMISSION TO COMMANDER, AVSCOM AGEN - AMSAY-HEM (SOF COMPLIANCE OFFICER).

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WFO 93-1520-210-50-10 MODIFICATION INSTRUCTION FOR NIGHT VISION GOGGLES (NVG COMPATIBILITY) (UH-1H HELICOPTERS WHICH HAVE NOT BEEN MODIFIED BY WFO 93-1520-210-50-17) DATED 20 MAR 84 AND INCLUDING CHANGE 1 DATED 15 AUG 84.

1. SUMMARY OF PROBLEM -

A. PANEL LIGHT INSERT - UH-1 AIRCRAFT HAVE EXPERIENCED A HIGH FAILURE RATE OF THE PANEL LIGHT INSERTS FROM DEBONDING OF THE PLASTIC INSERT FROM THE METAL BASE. SEVERAL OF THESE FAILURES HAVE CAUSED NEAR INCIDENTS WHEN THE UNFILTERED WHITE LIGHT FLOODS THE COCKPIT. THE WHITE LIGHT CAUSES IMMEDIATE POWER DOWN OF THE NIGHT VISION GOGGLES, RESULTING IN COMPLETE VISION LOSS. AVSCOM IS TESTING REPLACEMENT PARTS WHICH WHEN AVAILABLE WILL BE DISTINGUISHABLE FROM THE CURRENT DEFECTIVE ITEMS. PENDING AVAILABILITY OF QUALIFIED REPLACEMENT PARTS IN 6 TO 9 MONTHS, ALL LIGHT INSERTS REQUIRE A TEMPORARY REPAIR OR AIRCRAFT ARE RESTRICTED FROM NVG MISSIONS.

B. INSTALLATION OF MODIFICATION KITS HAS BEEN SUSPENDED AND NONE WILL BE INSTALLED UNTIL PROBLEMS HAVE BEEN CORRECTED AND REPLACEMENT PARTS ARE AVAILABLE.

C. THE PURPOSE OF THIS MESSAGE IS TO REQUIRE ALL INSERTS, WHETHER THEY HAVE FAILED OR NOT, TO BE REPAIRED. THESE INSERTS

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FAIL RANDOMLY RANGING FROM A FEW OPERATING HOURS TO SEVERAL HUNDRED. THERE IS NO ASSURANCE THAT AN UNFAILED PART WILL NOT FAIL IN THE IMMEDIATE FUTURE.

D. THIS MESSAGE ALSO DIRECTS REPLACEMENT OF SPECIFIED SLIDE BRAYER FILTERS WHICH ARE IDENTIFIED BELOW.

2. PRIORITY CLASSIFICATION -

NOTE - SEE AF 93-18, PARA 9, FOR NONCOMPLIANCE AUTHORITY OF MAJOR COMMANDERS.

A. AIRCRAFT IN USE - UPON RECEIPT OF THIS MESSAGE THE CONDITION STATUS SYMBOL OF THE CITED AIRCRAFT WILL BE CHANGED TO A CIRCLED

APPLICATION -

A. CATEGORY OF MAINTENANCE - AVUM. AIRCRAFT DOWNTIME WILL BE CHARGED TO AVUM.

B. TIME REQUIRED -

- (1) TOTAL OF 9 HOURS USING 1 MAN.
- (2) TOTAL OF 24 HR DOWNTIME PER END ITEM.

7. SUPPLY/PARTS AND DISPOSITION -

- A. PARTS REQUIRED - NOT APPLICABLE
- B. REQUISITIONING INSTRUCTIONS - NORMAL REQUISITIONING.
- C. BULK AND CONSUMABLE MATERIALS - ADHESIVE RTV 3143, NSN

8040-00-117-8310.

- D. DISPOSITION - NOT APPLICABLE.
- E. DISPOSITION OF HAZARDOUS MATERIAL - NOT APPLICABLE

8. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED - NOT APPLICABLE.

9. INSPECTION PROCEDURES - INSPECT AIRCRAFT LOGBOOK FOR VERIFICATION OF INSTALLATION OF REFERENCE A MW0. IF THE MW0 IS INSTALLED PROCEED TO THE CORRECTION PROCEDURE OF PARA 10. IF THIS MW0 IS NOT INSTALLED THE CIRCLED RED //X// MAY BE CLEARED.

10. CORRECTION PROCEDURES -

A. ALL AIRCRAFT WITH SUBJECT MW0 KIT INSTALLED ARE RESTRICTED FROM NIGHT VISION GOGGLE OPERATIONS AND WILL BE CARRIED ON A CIRCLED RED //X// UNTIL THE FOLLOWING CORRECTIVE ACTION IS PERFORMED.

GLUE THE RUBBER GROMMET TO THE PLASTIC CAP AND TO THE PANEL. THIS WILL HOLD THE PANEL LIGHT INSERT IN PLACE IN THE EVENT THE PLASTIC INSERT DETACHES FROM THE METAL BASE. THE FOLLOWING PROCEDURE DESCRIBES HOW TO GLUE THE INSERTS TO THE PANEL

(1) REMOVE INSERT FROM PANEL.

(2) PLACE TWO SMALL DROPS (APPROXIMATELY ONE-EIGHTH INCH ON END OF KNIFE BLADE) OF ADHESIVE RTV 3143, NSN 8040-00-117-8310, 180 DEGREES APART ON THE BOTTOM EDGE OF THE NEOPRENE GROMMET AND TWO MORE SMALL DROPS BETWEEN THE TOP OF THE GROMMET AND THE BLACK PLASTIC CAP OF THE INSERT, 90 DEGREES FROM THE FIRST TWO DROPS AND AGAIN 180 DEGREES FROM EACH OTHER. REINSTALL PANEL LIGHT INSERT INTO PANEL. INSURE AN EQUAL SPREAD OF ADHESIVE IS EFFECTED BETWEEN THE UNDERNEATH SIDE OF THE GROMMET AND THE PANEL SURFACE. DO NOT USE EXCESSIVE AMOUNTS OF GLUE.

(3) ALLOW TO DRY A MINIMUM OF 16 HOURS FOR A DAYTIME FLIGHT AND 24 HOURS FOR A NIGHT FLIGHT (FULL CURE IS EFFECTED IN

APPROXIMATELY 72 HOURS). AIRCRAFT IS RESTRICTED FROM NVG FLIGHT UNTIL THIS PROCEDURE HAS BEEN COMPLETED WITH 24 HOUR CURE EFFECTED.

B. SLIDE DRAWER FILTER - ANY SLIDE DRAWER FILTER WITH BROWN NEOPRENE HOLDING GLASS PANEL TO METAL DRAWER, IS TO BE RETURNED TO OLP SITE FOR REPLACEMENT. ANY OTHER BROKEN PANELS ARE TO BE REPLACED THROUGH NORMAL CHANNELS.

11. WEIGHT AND BALANCE - NOT APPLICABLE.

12. RECORDING AND REPORTING REQUIREMENTS -

A. REPORTING SUSPENSE DATE (AIRCRAFT) - 10 DAYS AFTER RECEIPT OF THIS MESSAGE. UPON ENTERING REQUIREMENTS OF THIS MESSAGE ON