

16 Jun 80 19 41z

*UH-1-79-5
flt restrictions
fuel control
p/bellows*

PCTUZEXW RULNNAC1709 1461612-UUUU--RUMMDTA,
ZNR UUUUU

P 161700Z JUN 80 ZEX
FM HGR ARNG OAC EDGEWOOD AREA APO MD //NSG-AVN-L//
TO AIG 7401

ARMY

INFO RULNNGH/HAGE MD HAVRE DE GRACE MD
O P 042045Z JUN 80

FM CDRTSARCOM STL MD //DRSTS-MEA(2)//
TO AIG 8861

AIG 7515

RUEBDBJ/KAMAN AEROSPACE CORP OLD WINDSOR RD BLOOMFIELD CT
RUEOHZZ/US ENV PROT AGY REGION II 26 FEDERAL PLAZA NY NY
RUMNSSS/US ENV PROT AGY PO BOX 15027 LAS VEGAS NV //OFC RSCH DEV
ENV MONITORING AND SPT LAB/HOD//
RUEOLMA/NATIONAL OCEANIC AND ATMOSPHERIC ADM ROCKVILLE MD //NOAA/OA2
COL L A HEAVER//

INFO AIG 9884

AIG 7514

RUCLEUA/CDRUSAAVNC FT RUCKER AL //ATZQ-DI//

RUCMAD/CUSDAO TEL AVIV ISRAEL

RJLAFAC/CJUSMG-HAAG MADRID SPAIN //ARMY/NAVY SEC//

RUEHIN/AIT TAIPEI TW

RUEHC/AIT WASHINGTON DC

RUCLMHA/NAVVAIREWORKFAC PENSACOLA FL //CODE 335//

BT

UNCLAS
SECTION 01 OF 02

NOTE: THIS IS A SAFETY-OF-FLIGHT MESSAGE AND HAS NOT, REPEAT HAS

PAGE 02 RUCIFRA5178 UNCLAS

NOT BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES. ADDRESSEES
WILL IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS,
ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED. THE RETRANSMITTAL
SHALL REFERENCE THIS MESSAGE. ALL PHOS PASS TO CONTRACTOR. ACTION
ADDRESSEES WILL IMMEDIATELY CONFIRM THIS RETRANSMISSION BY ELECTRICAL
MESSAGE TO CDRTSARCOM STL MD //DRSTS-MEA//.

SUBJECT: SAFETY-OF-FLIGHT MESSAGE (OPERATIONAL) NO. UH-1-80-10
AND AH-1-80-14, PROCEDURE FOR LIFTING NOE FLIGHT RESTRICTION;
GROUND AND 25-HOUR FLIGHT CHECKS FOR UH-1H/M, EH-1H AND AH-1G,
TH-1G AIRCRAFT

A. TSARCOM MSG 131030Z APR 79, SUBJ: SAFETY-OF-FLIGHT MESSAGE
OPERATIONAL NO. UH-1-79-3 AND AH-1-79-4 FOR UH-1H/M, EH-1H AND
AH-1G, TH-1G AIRCRAFT.

B. TSARCOM MSG 270003Z APR 79, SUBJ: TECHNICAL INFORMATION MESSAGE
N. UH-1-79-6 AND AH-1-79-5 FOR UH-1H/M, EH-1H AND AH-1G, TH-1G
AIRCRAFT.

1. SUMMARY OF PROBLEM:

1/2

A. REF A MESSAGE INFORMED USERS OF SUBJECT AIRCRAFT OF FORCED LANDINGS OF WHICH INVESTIGATION INDICATED THAT THE FUEL CONTROL (P/N 84200A7A, NSN 2915-00-223-7004) WITH THE BRONZE P1 BELLOWS

PAGE 03 RUCIFRA5178 UNCLAS

FAILED, PREVENTING THE ENGINE FROM DEVELOPING FULL POWER. SUCH A FAILURE DURING NOE FLYING COULD BE CRITICAL DURING RECOVERY. REF A MSG ALSO RESTRICTED ALL SUBJECT AIRCRAFT TO VISUAL FLIGHT AT 500 FEET AGL (ABOVE GROUND LEVEL) OR ABOVE IF FUEL CONTROL P/N 84200A7A WAS INSTALLED.

B. REFERENCE B RELIEVED THE OPERATIONAL RESTRICTIONS IMPOSED BY REF A PROVIDED USERS PERFORMED AN AIRCRAFT GROUND CHECK PRIOR TO FIRST FLIGHT OF THE DAY AND A FLIGHT CHECK EVERY 25 FLYING HOURS TO DETERMINE IF A POSSIBLE P1 BELLOWS PROBLEM EXISTED.

C. ACTION HAS BEEN TAKEN BY THIS COMMAND TO DEVELOP AN IMPROVED FUEL CONTROL. THIS IMPROVED FUEL CONTROL, P/N 100770A4, NSN 2915-01-005-9197 REPLACED THE BRONZE BELLOWS WITH STAINLESS STEEL BELLOWS AND CURRENTLY IS BEING ISSUED TO USERS.

2. A. THIS MESSAGE REITERATES THE NOE FLIGHT RESTRICTION IN REF A AND DIRECTS THE DAILY GROUND AND 25 FLYING HOUR FLIGHT CHECK IN REF B OF SUBJECT AIRCRAFT WITH INSTALLED FUEL CONTROL P/N 84200A7A, NSN 2915-00-223-7004. REFERENCE B GROUND AND FLYING HOUR FLIGHT CHECKS WILL BE INITIALLY ACCOMPLISHED ANY TIME A REPLACEMENT ENGINE/FUEL CONTROL WITH A BRONZE BELLOWS IS INSTALLED.

B. WHEN P/N 100770A4, NSN 2915-01-005-9197 STAINLESS STEEL

PAGE 04 RUCIFRA5178 UNCLAS

BELLOWS FUEL CONTROL IS INSTALLED, THE AIRCRAFT WILL BE RELIEVED FROM THE RESTRICTIONS OF REF A AND B.

3. ENGINES OVERHAULED AFTER 30 APRIL 1988 WILL HAVE THE NEW FUEL CONTROL P/N 100770A4 INSTALLED AND THE ENGINE WILL BE DESIGNATED T53-L-138A, P/N 1-000-060-10A, NSN 2840-01-093-7451.

4. NEW FUEL CONTROLS RECEIVED FROM OVERHAUL AFTER 30 APRIL 1988 WILL BE P/N 100770A4. AFTER INSTALLATION OF THIS FUEL CONTROL P/N 100770A4 ON THE T53-L-13B ENGINE IS ACCOMPLISHED, ALL RECORDS, INCLUDING THE ENGINE DATA PLATE, WILL BE ANNOTATED TO REFLECT THE NEW ENGINE DESIGNATION T53-L-138A, P/N 1-000-060-10A, NSN 2840-01-093-7451. THE T53-L-13B ENGINES THAT HAVE PREVIOUSLY HAD FUEL

BT
#1709

PRIORITY

16 JUN 80 21 24z

*Army
S.C.*

PCTUZEXH RULNNAC1718 1601900-UUUU--RUHMDTA,
ZNR UUUUU
P 161700Z JUN 80 ZEX
FM MGR ARNS OAC EDGEWOOD AREA APO MD //NGB-AVN-L//
TO AIG 7401
INFO RULNNHG/MACE MD HAVRE DE GRACE MD
O P 042045Z JUN 80
FM CDRTSARCOM STL MO //DPSTS-MEA(2)//
TO AIG 8081
AIG 7515
RUEDBJB/KAMAN AEROSPACE CORP OLD WINDSOR RD BLOOMFIELD CT
RUEOHZZ/US ENV PROT AGY REGION II 26 FEDERAL PLAZA NY NY
RUMNSSS/US ENV PROT AGY PO BOX 15027 LAS VEGAS NV //OPC RSCH DEV
ENV MONITORING AND SPT LAB/MOD//
RUEOLHA/NATIONAL OCEANIC AND ATMOSPHERIC ADM ROCKVILLE MD //NOAA/OAR
COL L A HEAVER//
INFO AIG 9084
AIG 7514
RUCLBQA/CDRUSAAVNO FT RUCKER AL //ATZQ-DI//
RUAD/CUSDAO TEL AVIV ISRAEL
RUFLAFA/OJUSMG-HAAG MADRID SPAIN //ARMY/NAVY SEC//
RUEHIN/AIT TAIPEI TW
RUEHC/AIT WASHINGTON DC
RUCLMHA/NAVAIREWORKFAC PENSACOLA FL //CODE 335//
BT
UNCLAS
FINAL SECTION OF 02
CONTROL P/N'S 100770A1, 2, 3, OR 4 INSTALLED WILL ALSO HAVE RECORDS

PAGE 02 RUCIFRA5179 UNCLAS
AND ENGINE DATA PLATE ANNOTATED TO REFLECT THE NEW ENGINE MODEL
DESIGNATION, PART NO AND NSN. FUEL CONTROLS WITH STEEL BELLOWS
WILL BE ISSUED TO THE FIELD AS RAPIDLY AS THEY ARE PRODUCED. THIS
COMMAND ESTIMATES IT MAY REQUIRE AS LONG AS 3 YEARS TO INSTALL FUEL
CONTROLS IN THE TOTAL FLEET.
5. IF A BRONZE BELLOWS FUEL CONTROL P/N 84200A7A IS REINSTALLED
ON A T53-L-13BA ENGINE, THE ENGINE GOES BACK TO A T53-L-13B
DESIGNATION WITH THE RESTRICTIONS IN REFERENCES A AND B REAPPLIED.
ALL RECORDS, INCLUDING THE ENGINE DATA PLATE, WILL BE ANNOTATED
TO REFLECT THIS ACTION.
6. P/N 100770A4 FUEL CONTROL WILL BE ISSUED TO SATISFY NORS REQUI-
SITIONS ONLY IN SUPPORT OF NORMAL OPERATIONS. CONCURRENTLY, AS
OVERTED UNITS ARE OUTPUT FROM COAD, THEY WILL BE ISSUED IAW
TSARCOM MSG, DRSTS-SAJT, 191330Z MAR 80, SUBJECT: T53-L703 FUEL
CONTROL AND GOVERNOR CONVERSION. YOUR COMMAND POINTS OF CONTACT
WILL BE ADVISED OF QUANTITIES TO REQUISITION. UNSOLICITED
REQUISITIONS FOR CONVERSION WILL BE REJECTED.

27 Apr 79 10 13z

CONFIDENTIAL

PCTUZELW RULNNAC1153 1171418-UUUU--RUHMOTA.
ZNR UUUUU SVC CLRKS CLEAR ALL SVC PERTAINING TO THIS MSG
P R 271355Z APR 79 ZEX ZEL
FM MGR ARNG DAC EDGEWOOD AREA APC ND//NGB-AVN-1
TO AIG 7401
INFO RUEAUSA/CNGB WASHDC//NGB-ARL-A//
P 270003Z APR 79
FM CDRUSATSARCOM STL//DRSTS-MEP(2)
TO AIG 8881
BT

ARMY

UH-1-79-5
fuel control
p1 bellows

UNCLAS
NOTE CLN THIS IS A TECHNICAL INFORMATION MESSAGE AND HAS NOT REPEAT 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 REFER TO THIS MESSAGE.
SUBJECT CLN TECHNICAL INFORMATION MESSAGE NO. UH-1-79-6 AND AH-1-79-3 FOR UH-1H/M, LEH-1H AND AH-1G, TH-1G AIRCRAFT.
USATSARCOM MSG 131830Z APR 79 SUBJECT CLN SAFETY-OF-FLIGHT MESSAGE OPERATIONAL NO UH-1-79-5 AND AH-1-79-4

PAGE 2 RULNNAC1153 UNCLAS
FOR UH-1H/M, EH-1H AND AH-1G, TH-1G AIRCRAFT.
1. SUMMARY OF PROBLEM CLN A REPRESENTATIVE FIELD SAMPLE OF 25 FUEL CONTROLS WAS RETURNED FOR THE P1 BELLOWS CONDITION. FAILURE MODE TRENDS WERE IDENTIFIED TO ELONGATION OF THE P1 BELLOWS WHICH RESULTS IN A LEAN METERED FUEL FLOW ON ACCELERATION SCHEDULES.
2. PURPOSE OF MESSAGE CLN TO RELIEVE THE CURENT OPERATIONAL RESTRICTION IMPOSED BY MESSAGE UH-1-79-5 AND AH-1-79-4, AND TO ADVISE USERS OF THE AIRCRAFT GROUND AND FLIGHT CHECKS TO BE ACCOMPLISHED THAT WILL INDICATE POSSIBLE P1 BELLOWS PROBLEMS.
3. AIRCRAFT CHECKS CLN
A. GROUND CHECK (ACCOMPLISHED PRIOR TO FIRST FLIGHT DAY)
(1) BEEP N2 SPEED TO 6200 RPM
(2) NORMAL PITCH PULLED NOT TO EXCEED 94 PERCENT NI BUT BRING POWER UP TO PT. WHERE AIRCRAFT IS LIGHT ON SKIDS.
(3) WATCH FOR BLEED OFF OF N2 (ENGINE) RPM.

20

PAGE 3 RULNNAC1153 UNCLAS

- (*) IF ANY BLEED OFF OCCURS THAT DOES NOT RECOVER IN 3-4 SECONDS, CHECK TROUBLE SHOOTING PROCEDURES IN ACCORDANCE WITH INSTRUCTION CONTAINED IN PARA 3C BELOW.
- B. FLIGHT CHECK (FIRST FLIGHT AFTER REMOVAL OF 500 FT RESTRICTION AND EVERY 25 FLYING HOURS THEREAFTER.)
- (1) BEFORE TAKE OFF CHECK POWER COMPUTATION CHART FOR MAX TORQUE AVAILABLE.
 - (2) GO TO 1000 FEET OR HIGHER
 - (3) VERIFY N2 SPEED IS 6600 RPM
 - (4) GO TO AIRCRAFT MAX RATE OF CLIMB AIR SPEED
 - (5) PULL MAX AVAILABLE TORQUE DETERMINED IN STEP (1) (USE SAME PULL RATE AS WOULD BE USED FOR POWER RESPONSE CHECK), CAUTION-MONITOR AND DO NOT EXCEED 8GT.
 - (6) CLIMB FOR 500 FT AT AIRCRAFT MAX RATE OF CLIMB.
 - (7) CHECK N2 RPM FOR DECAY DURING CLIMB. IF DECAY EXISTS CHECK TROUBLE SHOOTING PROCEDURES IN ACCORDANCE WITH INSTRUCTIONS CONTAINED IN PARA 3C BELOW.
- C. AIRCRAFT WITH ENGINES EXHIBITING EXCESSIVE N2 BLEED OFF OR DECAY, RESULTING FROM PROCEDURES DESCRIBED IN PARA 3A AND/OR 3B WILL BE THOROUGHLY INVESTIGATED BY

PAGE 4 RULNNAC1153 UNCLAS

PERFORMING THE FOLLOWING TROUBLE SHOOTING PROCEDURES CLN

- (1) CHECK BLEED BAND CLOSURE POINT
- (2) CHECK DROOP COMPENSATOR FOR PROPER RIGING AND ADJUSTMENT.
- (3) CHECK FOR EXCESSIVE PLAY IN LINKAGE
- (4) CHECK THROTTLE FOR FULL OPEN
- (5) CHECK FOR CORRECT DROOP CAM
- (6) CHECK DROOP COMPENSATOR FOR SHEARED PIN
- (7) CHECK FOR FAULTY OVERSPEED GOVERNOR
- (8) INSURE N1 TRIM SPEED IS CORRECTLY ADJUSTED
- (9) REPLACE FUEL CONTROL

THE FUEL CONTROL IS TO BE REPLACED WHEN TROUBLE SHOOTING PROCEDURES HAVE ISOLATED THE FUEL CONTROL TO BE DEFECTIVE. THIS IS ESSENTIAL BECAUSE OF LIMITED AVAILABILITY OF SPARE FUEL CONTROLS. ACCEPTABLE LIMITATIONS FOR THE ABOVE CHECKS ARE CONTAINED IN APPLICABLE AIRCRAFT (-20) AND ENGINE (-24) MAINTENANCE MANUALS.

4. REQUEST THIS HEADQUARTERS BE NOTIFIED IMMEDIATELY OF ANY FUEL CONTROL REMOVALS FOR SUSPECTED BELLOWS

PAGE 5 RULNNAC1153 UNCLAS

FAILURE WITH CAUSE OF REMOVAL, FUEL CONTROL SERIAL NUMBER AND TIME SINCE INSTALLED. SUBMIT INFORMATION COMMANDER, TSARCOM, ATTN CLN DRSTS-MEP(2). IN ADDITION, IT IS ESSENTIAL THAT A QDR BE SUBMITTED WITH ALL PERTINENT HISTORICAL INFORMATION.

14 APR 79 14 09z

PCUZYUW RULNNA04660 1091310-UUUU--RUMMDTA.

ZNR UUUUU

P 141319Z APR 79

FM MGR ARNG OAC EDGEWOOD MD//NGB-AVN-L//

TO AIG 7481

P 131832Z APR 79

FM CDRUSATSARCOM STL MO

TO AIG 8861

AIG 7514

INFO AIG 9884

AIG 7513

RUEADWD/HODA WASH DC //DAPE-HRS/DALQ-AV/DAMO-RGD/

DAIG-ZB/DAMO-OD//

RUWTAFB/CDR USAAPBA FT WORTH TX //DAVBE/DAVBE-O//

RUCLEUA/CDR USAAVNO FT RUCKER AL //ATZO-D//DAPE-HR//

BT

UNCLAS

NOTE: THIS IS A SAFETY-OF-FLIGHT MESSAGE AND HAS NOT, REPEAT 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 REFER TO THIS MESSAGE.

SUBJECT: SAFETY-OF-FLIGHT MESSAGE OPERATIONAL NO UH-1-79-5 AND AH-1-79-4 FOR UH-1H/M, EH-1H AND AH-1G, TH-1G AIRCRAFT.

1. SUMMARY OF PROBLEM: RECENT FORCED LANDINGS HAVE OCCURRED

PAGE 2 RUCIFRA6647 UNCLAS

DUE TO FAILURE OF THE T93-L-138 ENGINE FUEL CONTROL P/N 84288A7A, NSN 2915-80-223-7884, PRELIMINARY INVESTIGATION HAS INDICATED THAT THE FUEL CONTROL P1 BELLOWS (BRONZE) FAILED PREVENTING THE ENGINE FROM DEVELOPING FULL POWER.

2. PURPOSE OF MESSAGE: TO INFORM USERS THAT ALL SUBJECT AIRCRAFT WITH FUEL CONTROL P/N 84288A7A, (NSN 2915-80-223-7884) INSTALLED ARE RESTRICTED TO VISUAL FLIGHT AT 500 FEET AGL (ABOVE GROUND LEVEL) OR ABOVE. ALL PILOTS SHOULD ENSURE THAT THEY ARE FAMILIAR WITH EMERGENCY PROCEDURES FOR SWITCHING TO THE EMERGENCY GOVERNOR MODE IN EVENT OF FUEL CONTROL MALFUNCTION. EMERGENCY PROCEDURES INSTRUCTIONS ARE IN APPLICABLE OPERATORS MANUALS AS FOLLOWS:

- A. FOR UH-1H/EH-1H
TM 55-1528-218-18 CHAPTER 4, PARA 4-33
- B. FOR UH-1M
TM 55-1528-220-18 CHAPTER 4, PARA 4-55
- C. FOR AH-1G/TH-1G
TM 55-1528-221-18 CHAPTER 4, PARA 4-18

3. UPON RECEIPT OF THIS MESSAGE, THE STATUS OF THE AIR-

16 JUN 80 13 41z

PCTUZEXX RULMNAC1789 1661812-UUUU--RUMMDTA,
ZNR UUUUU

P 161700Z JUN 80 ZEX

FM HGR ARNG DAC EDGEWOOD AREA APO MD //NGB-AVN-L//
TO AIG 7401

INFO RULNNGH/MACE MD HAYRE DE GRADE MD
D P 842049Z JUN 80

FM CDRTSARCOM STL MO //DRSTS-MEA(2)//
TO AIG 8861

AIG 7515

RUEDBJB/KAMAN AEROSPACE CORP OLD WINDSOR RD BLOOMFIELD CT
RUEOHZZ/US ENV PROT AGY REGION II 26 FEDERAL PLAZA NY NY

RUWNSSS/US ENV PROT AGY PO BOX 15027 LAS VEGAS NV //OFC RSCH DEV
ENV MONITORING AND SPT LAB/MOD//

RUEOLMA/NATIONAL OCEANIC AND ATMOSPHERIC ADM ROCKVILLE MD //NOAA/OA2
COL L A KEAVER//

INFO AIG 9084

AIG 7514

RUCLEUA/CDRUSAAYNC FT RUCKER AL //ATZQ-DI//
RUOMAD/CUSAD TEL AVIV ISRAEL

RUEFLAFA/CJUSMG-MAAG MADRID SPAIN //ARMY/NAVY SEC//
RUEHIN/AIT TAIPEI TW

RUEHC/AIT WASHINGTON DC

RUEOLMHA/NAVVAIRENORKFAC PENSACOLA FL //CODE 335//
BT

~~UNCLAS~~

SECTION 01 OF 02

NOTE: THIS IS A SAFETY-OF-FLIGHT MESSAGE AND HAS NOT, REPEAT HAS

PAGE 02 RUCIFRAS178 UNCLAS

NOT BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES. ADDRESSEES
WILL IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS,
ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED. THE RETRANSMITTAL
SHALL REFERENCE THIS MESSAGE. ALL PROS PASS TO CONTRACTOR. ACTION
ADDRESSEES WILL IMMEDIATELY CONFIRM THIS RETRANSMISSION BY ELECTRICAL
MESSAGE TO CDRTSARCOM STL MO //DRSTS-MEM//.

SUBJECT: SAFETY-OF-FLIGHT MESSAGE (OPERATIONAL) NO. UH-1-88-10
AND AH-1-88-14, PROCEDURE FOR LIFTING NOE FLIGHT RESTRICTION;
GROUND AND 25-HOUR FLIGHT CHECKS FOR UH-1H/M, EH-1H AND AH-1G,
TH-1G AIRCRAFT

A. TSARCOM MSG 131830Z APR 79, SUBJ: SAFETY-OF-FLIGHT MESSAGE
OPERATIONAL NO. UH-1-79-3 AND AH-1-79-4 FOR UH-1H/M, EH-1H AND
AH-1G, TH-1G AIRCRAFT.

B. TSARCOM MSG 270832 APR 79, SUBJ: TECHNICAL INFORMATION MESSAGE
NO. UH-1-79-6 AND AH-1-79-5 FOR UH-1H/M, EH-1H AND AH-1G, TH-1G
AIRCRAFT.

1. SUMMARY OF PROBLEM:

ARMY

1-

A. REF A MESSAGE INFORMED USERS OF SUBJECT AIRCRAFT OF FORCED LANDINGS OF WHICH INVESTIGATION INDICATED THAT THE FUEL CONTROL (P/N 84200A7A, NSN 2915-00-223-7004) WITH THE BRONZE P1 BELLOWS

PAGE 03 RUCIFRA5178 UNCLAS
FAILED, PREVENTING THE ENGINE FROM DEVELOPING FULL POWER. SUCH A FAILURE DURING NOE FLYING COULD BE CRITICAL DURING RECOVERY. REF A MSG ALSO RESTRICTED ALL SUBJECT AIRCRAFT TO VISUAL FLIGHT AT 500 FEET AGL (ABOVE GROUND LEVEL) OR ABOVE IF FUEL CONTROL P/N 84200A7A WAS INSTALLED.

B. REFERENCE B RELIEVED THE OPERATIONAL RESTRICTIONS IMPOSED BY REF A PROVIDED USERS PERFORMED AN AIRCRAFT GROUND CHECK PRIOR TO FIRST FLIGHT OF THE DAY AND A FLIGHT CHECK EVERY 25 FLYING HOURS TO DETERMINE IF A POSSIBLE P1 BELLOWS PROBLEM EXISTED.

C. ACTION HAS BEEN TAKEN BY THIS COMMAND TO DEVELOP AN IMPROVED FUEL CONTROL. THIS IMPROVED FUEL CONTROL, P/N 100770A4, NSN 2915-01-005-9197 REPLACED THE BRONZE BELLOWS WITH STAINLESS STEEL BELLOWS AND CURRENTLY IS BEING ISSUED TO USERS.

2. A. THIS MESSAGE REITERATES THE NOE FLIGHT RESTRICTION IN REF A AND DIRECTS THE DAILY GROUND AND 25 FLYING HOUR FLIGHT CHECK IN REF B OF SUBJECT AIRCRAFT WITH INSTALLED FUEL CONTROL P/N 84200A7A, NSN 2915-00-223-7004. REFERENCE B GROUND AND FLYING HOUR FLIGHT CHECKS WILL BE INITIALLY ACCOMPLISHED ANY TIME A REPLACEMENT ENGINE/FUEL CONTROL WITH A BRONZE BELLOWS IS INSTALLED.
B. WHEN P/N 100770A4, NSN 2915-01-005-9197 STAINLESS STEEL

PAGE 04 RUCIFRA5178 UNCLAS
BELLOWS FUEL CONTROL IS INSTALLED, THE AIRCRAFT WILL BE RELIEVED FROM THE RESTRICTIONS OF REF A AND B.
3. ENGINES OVERHAULED AFTER 30 APRIL 1966 WILL HAVE THE NEW FUEL CONTROL P/N 100770A4 INSTALLED AND THE ENGINE WILL BE DESIGNATED T53-L-13BA, P/N 1-000-060-10A, NSN 2840-01-093-7451.
4. NEW FUEL CONTROLS RECEIVED FROM OVERHAUL AFTER 30 APRIL 1966 WILL BE P/N 100770A4. AFTER INSTALLATION OF THIS FUEL CONTROL P/N 100770A4 ON THE T53-L-13B ENGINE IS ACCOMPLISHED, ALL RECORDS, INCLUDING THE ENGINE DATA PLATE, WILL BE ANNOTATED TO REFLECT THE NEW ENGINE DESIGNATION T53-L-13BA, P/N 1-000-060-10A, NSN 2840-01-093-7451. THE T53-L-13B ENGINES THAT HAVE PREVIOUSLY HAD FUEL
BT
#1709



PRIORITY

16 JUN 88 21 24z

*Army
S.C.*

CTUZEXH RULNNAC1718 1681978-UUUU--RUKMDTA,
NR UUUUU
P 161700Z JUN 88 ZEX
FM MGR ARNG OAC EDGEWOOD AREA APO MD //NGB-AVN-L//
TO AIG 7481
INFO RULNNHG/MACE MD HAVRE DE GRACE MD
P 042849Z JUN 88
FM CDRTSARCOM STL MD //DPSTS-MEA(2)//
TO AIG 8881
AIG 7515
RUEBRJB/KAMAN AEROSPACE CORP OLD WINDSOR RD BLOOMFIELD CT
RUEOHZZ/US ENV PROT AGY REGION II 26 FEDERAL PLAZA NY NY
RUMNSSS/US ENV PROT AGY PO BOX 15027 LAS VEGAS NV //OFC RSCH DEV
ENV MONITORING AND SPT LAB/MOD//
RUEOLMA/NATIONAL OCEANIC AND ATMOSPHERIC ADM ROCKVILLE MD //NOAA/OAR
COL L A HEAVER//
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AIG 7514
RUCLEUA/CDRUSAAVNC FT RUCKER AL //ATZQ-DI//
RUCMAD/CUSDAO TEL AVIV ISRAEL
RUUFA/OJUSNG-MAAG MADRID SPAIN //ARMY/NAVY SEC//
RUEHIN/AIT TAIPEI TW
RUEHC/AIT WASHINGTON DC
RUCLMHA/NAVATREWORKFAC PENSACOLA FL //CODE 335//
BT
UNCLAS
FINAL SECTION OF 82
CONTROL P/N'S 180778A1, 2, 3, OR 4 INSTALLED WILL ALSO HAVE RECORDS

PAGE 82 RUCIFRA5179 UNCLAS
AND ENGINE DATA PLATE ANNOTATED TO REFLECT THE NEW ENGINE MODEL
DESIGNATION, PART NO AND NSN. FUEL CONTROLS WITH STEEL BELLOWS
WILL BE ISSUED TO THE FIELD AS RAPIDLY AS THEY ARE PRODUCED, THIS
COMMAND ESTIMATES IT MAY REQUIRE AS LONG AS 3 YEARS TO INSTALL FUEL
CONTROLS IN THE TOTAL FLEET.
3. IF A BRONZE BELLOWS FUEL CONTROL P/N 84282A7A IS REINSTALLED
ON A T53-L-138A ENGINE, THE ENGINE GOES BACK TO A T53-L-138
DESIGNATION WITH THE RESTRICTIONS IN REFERENCES A AND B REAPPLIED.
ALL RECORDS, INCLUDING THE ENGINE DATA PLATE, WILL BE ANNOTATED
TO REFLECT THIS ACTION.
5. P/N 180778A4 FUEL CONTROL WILL BE ISSUED TO SATISFY NORS REQUI-
SITIONS ONLY IN SUPPORT OF NORMAL OPERATIONS. CONCURRENTLY, AS
CONVERTED UNITS ARE OUTPUT FROM CCAD, THEY WILL BE ISSUED IAW
TS COM MSG, DRSTS-SAJT, 191330Z MAR 88, SUBJECT: T53-L783 FUEL
CONTROL AND GOVERNOR CONVERSION. YOUR COMMAND POINTS OF CONTACT
WILL BE ADVISED OF QUANTITIES TO REQUISITION. UNSOLICITED
REQUISITIONS FOR CONVERSION WILL BE REJECTED.



PETE WILSON, Governor
STATE OF CALIFORNIA - THE RESOURCES AGENCY

DEPARTMENT OF FORESTRY AND FIRE PROTECTION
3841 BAZLEY WAY, MATHER, CA 95655

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FAX MESSAGE

TO: *al*
OFFICE: *Pueblo Airmotive*
FAX NUMBER: *1-602-882-6338*
TELEPHONE: *602-882-5530*

FROM: Bob Fisher/Aviation Management
OFFICE: California Dept. of Forestry and Fire Protection
FAX: (916) 255-2914
TELEPHONE: (916) 255-2911

OF PAGES: *10* (INCLUDING COVER)

MESSAGE:

al,
This is message P 2700032 Apr 1979
that you requested. I don't know if this
has the info your looking for or not. Let
me know if I can help you in any other
way. This does not reference the 25 hr injection
& daily injection. I have included message
P 0420452 and P 1318302 and these may help you
out. I need P 2716102, but don't seem to have it.

Bob