

2 Dec 75 05 01z

UH-1-75-21  
T53-L-11 + 13  
hot section map

PTTUZYUW RUEDACAR754 3352155-UUUU--RUMMDTA;  
ZNR UUUUU  
P R 212052Z DEC 75  
FM ARNG-OAC EDGERWOOD MD /OAC-AVN-L/  
TO AIG 7421  
INFO RUEFHDA/CNGB WASHDC//NQR-ARL-A//  
R 261050Z NOV 75  
FM CDR USAAVSOM STL MO//AMSAV-FEP//  
TO AIG 8881

Army / (15)

BT  
UNCLAS  
NOTE CNMTHIS IS A MAINTENANCE ADVISORY MESSAGE AND HAS NOT OMM REPEAT OMM  
HAS NOT OMM 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;  
SUBJOLN MAINTENANCE ADVISORY MESSAGE ON T53-L-11 AND T53-L-13  
ENGINES. (UH-1-75-21 AND AH-1-75-16).  
1. THE PURPOSE OF THIS MESSAGE IS DELETION OF REQUIREMENTS FOR  
601 (972 HOUR) HOT END INSPECTION ON ALL T53-L-11 AND T53-L-13  
SERIES ENGINES.  
2. T53-L-13 SERIES ENGINES WITH -21 NOZZLES STILL CARRY THE

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REQUIREMENT FOR A 602 HOUR HOT END INSPECTION;  
3. IT IS ESSENTIAL THAT THE OAT GAGE IS VERIFIED TO BE IN PROPER  
CALIBRATION TO PRECLUDE ERRONEOUS READINGS THAT MIGHT AFFECT THE  
ACCURACY OF THE TEAC AND HIT CHECKS.

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4. IT IS IMPERATIVE THAT TEAC AND HIT CHECK PROCEDURES ARE FOLLOWED  
AND ACCURATE BASELINES BE ESTABLISHED;  
5. COMPLIANCE WITH ALL ENGINE CONDITION MONITORING CHECKS IS  
ESSENTIAL TO ALLOW PROPER QUANTITATIVE ANALYSIS OF INTERNAL ENGINE  
CONDITIONS.  
BT  
#9754