

WESTERN UNION C.R.C.
MCLB DRAWER 4303B
ALBANY GA 31704 27PM

WESTERN UNION MAILGRAM



1-007640A240 08/27/92 ICS D00CRSB ABN BESA
00076 DOD CRC ALBANY GA 280246Z AUG 92/241

USDA FOREST SERVICE AVIATION FIRE MGMT
3905 VISTA AVE
BOISE ID 83705

90° gearbox fittings
44-1-92-ASAM-12

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Tom, to return to me after readings. ing all AK

1 R RUCIFR05237 2402240 DA-BDCVBA
R 272200Z AUG 92 ZEX
FM CDRATCOM PROV ST LOUIS MO //AMSAT-C-XS//
TO RUCLRFA/USDA FOREST SERVICE AVIATION FIRE MGMT 3905 VISTA AVE
//BOISE ID 83705//
DA-BDCVBA

PAGE 02 RUCIFR05237 UNCLAS RELEASABLE TO NATO ADDRESSEES
UNCLAS RELEASABLE TO NATO ADDRESSEES
SUBJECT - AVIATION SAFETY ACTION MESSAGE, MAINTENANCE MANDATORY. RCS
CSGLD-1860(R1), ALL UH-1 SERIES AIRCRAFT, REVISION TO
UH-1-92-ASAM-11, ONE TIME AND REPEAT INSPECTIONS OF 90 DEGREE GEARBOX
ATTACHMENT FITTING

(UH-1-92-ASAM-12) (TB 1-1520-242-30-4)
NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED PER AR 95-3,
CHAPTER 5 REVISION VIA MESSAGE HQ ATCOM, 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,
ATCOM, ATTN - AMSAT-C-XS (SOF COMPLIANCE OFFICER).

1. PRIORITY CLASSIFICATION - NO CHANGE.
2. TASK/INSPECTION SUSPENSE DATE - NO CHANGE.
3. REPORTING COMPLIANCE SUSPENSE DATE - NO CHANGE.
4. SUMMARY OF PROBLEM -

A. FIFTY (50), UH-1 90 DEGREE GEARBOX ATTACHMENT FITTINGS
PAGE 03 RUCIFR05237 UNCLAS RELEASABLE TO NATO ADDRESSEES
MANUFACTURED BY CORPUS CHRISTI ARMY DEPOT MAY EXHIBIT THE SAME
SKEWED LEG CONDITION AS THE ONES MANUFACTURED UNDER CONTRACT
DAAJ09-91-C-0638. THESE 50 FITTINGS SHOULD BE SUBJECTED TO THE
SAME INSPECTION AND CORRECTION CRITERIA AS SET FORTH IN
UH-1-92-ASAM-11.

B. IN ADDITION TO THE SPECIAL TOOL IDENTIFIED IN
UH-1-92-ASAM-11, A DRIVER (BAYONET TYPE) IS REQUIRED WHEN USING THE
SPOTFACING TOOL.

C. FOR MANPOWER/DOWNTIME AND FUNDING IMPACTS SEE PARA 12.

D. THE PURPOSE OF THIS MESSAGE IS TO

(1) REVISE UH-1-92-ASAM-11 TO INSPECT/CORRECT THE
ADDITIONAL FITTINGS.

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(2) TO PROVIDE THE DRIVER P/N AND PURCHASING INFORMATION.

(3) TO CLARIFY IDENTIFICATION OF THE FITTINGS P/N

204-030-828-9 AND -103.

(4) TO PROVIDE A CORRECTION TO THE BACK SPOTFACING TOOL

PART NUMBER.

5. END ITEMS TO BE INSPECTED - NO CHANGE.

6. ASSEMBLY COMPONENTS TO BE INSPECTED - NO CHANGE.

7. PARTS TO BE INSPECTED - NO CHANGE.

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8. INSPECTION PROCEDURES -

A. UNINSTALLED FITTINGS - INSPECT FITTING ASSEMBLY FOR THE RAISED LETTER "CCAD" AT APPROXIMATELY THE 11 TO 12 O'CLOCK POSITION LOOKING AFT AS IT WOULD BE INSTALLED. FITTINGS IDENTIFIED WITH THESE LETTERS SHALL BE RETURNED TO CORPUS CHRISTI ARMY DEPOT PER PARA 100 OF UH-1-92-ASAM-11.

B. INSTALLED FITTINGS - GAIN ACCESS TO FITTING. INSPECT FOR RAISED LETTERS AS SPECIFIED IN PARA 8A. IF THESE LETTERS ARE FOUND, COMPLETE THE CORRECTIVE ACTION OF PARA 9B OF UH-1-92-ASAM-11.

C. TO HELP IN IDENTIFYING (DISTINGUISHING BETWEEN) THE P/N 204-030-828-9 AND -103 FITTINGS, THE FOLLOWING IS OFFERED -

(1) IF THE RAISED PART NUMBER 204-030-828 ENDS WITH A "-1" OR "-1C" OR NO NUMBER WHATSOEVER, THE FITTING ASSEMBLY IS A "-9". TO EXPLAIN, THE "-9" FITTING IS MANUFACTURED FROM A "-1C" CASTING. THE RAISED LETTERS ARE CAST INTO THE PART. THE "-1C" IS SUPPOSED TO BE FILED OFF AND THE "-9" VIBRO ETCHED AFTER THE PART NUMBER TO IDENTIFY THE FITTING ASSEMBLY. IN SOME CASES THIS WAS NOT DONE OR THE VIBRO ETCHING WAS SO LIGHT THAT IT CANNOT BE SEEN THROUGH THE PAINT.

(2) SIMILAR TO THE ABOVE, IF THE RAISED PART NUMBER ENDS PAGE 05 RUCIFRDS237 UNCLAS RELEASABLE TO NATO ADDRESSEES WITH A "-101" OR "-101C" OR "-10", THE FITTING ASSEMBLY IS A "-103". AGAIN, THE "-103" FITTING IS MANUFACTURED FROM A "-101C" CASTING. THE LAST TWO DIGITS OF "-101C" ARE SUPPOSED TO BE FILED OFF AND THE NUMBER "3" VIBRO ETCHED AFTER THE PART NUMBER TO SHOW "-103". AS ABOVE, IN SOME CASES THIS WAS NOT DONE, OR THE VIBRO ETCHING WAS SO LIGHT THAT IT CANNOT BE SEEN THROUGH THE PAINT.

9. CORRECTION PROCEDURES -

A. UH-1-92-ASAM-11 PROVIDED AN INCORRECT PART NUMBER FOR THE BACK SPOT FACING TOOL. THE CORRECT PART NUMBER IS 46942. ALL PREVIOUS REQUISITIONS SHOULD HAVE BEEN CORRECTED BY THE MANUFACTURER

B. UH-1-92-ASAM-11 FAILED TO IDENTIFY ADDITIONAL TOOL WHICH IS REQUIRED TO DO THE BACK SPOT FACING OF THE FITTINGS. THIS TOOL IS IDENTIFIED IN PARA 11 OF THIS MESSAGE.

B. TO REITERATE FROM UH-1-92-ASAM-11, LOCAL PURCHASE OF FITTING P/N 204-030-828-9 AND -103 IS NOT AUTHORIZED.

10. SUPPLY/PARTS AND DISPOSITION - NO CHANGE.

11. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED - IN ADDITION TO THE TOOL IDENTIFIED IN PARA 11 OF UH-1-92-ASAM-11, THE FOLLOWING TOOL IS REQUIRED

BAYONET LOCK DRIVE, 4 INCH OR 6 INCH (USE EITHER LENGTH)

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P/N 46979 (4 INCH)