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MINIMUM IMPACT OF FLEET UTILIZATION.
3. IN THE DISPOSITION AND SUPPLY PROCEDURE OF THE T8; ONLY THE WORD "VALVES" IS USED AND MEANS "VALVES AND COUPLINGS", THE COUPLING ARE VALVES WITH A QUICK DISCONNECT FEATURE BUILT IN.
4. ESTIMATED TURN AROUND TIME AT WIGGINS, INC, IS 48 HOURS BUT THIS COULD VARY WITH THEIR WORK LOAD, SHIPPING TIME EACH WAY IS UNKNOWN TO US AND DEPENDS ON INDIVIDUAL LOCATION AND METHOD OF SHIPPING, THE VALVES AND COUPLINGS CAN BE REQUISITIONED BUT THE SUPPLY SITUATION IS SUCH THAT VERY FEW ARE AVAILABLE, SPARES ARE STOCKED TO SUPPORT AN "ESTIMATED" FAILURE RATE, BUT IN THIS CASE WAS ESTIMATED TO BE VERY LOW AND DOD NOT INCLUDE CONSIDERATION OF AN UNDETECTED PROBLEM BY THE MANUFACTURER DURING MANUFACTURE OF THE FIRST 3800 PARTS, ADDITIONAL SPARE VALVES AND COUPLINGS WILL BE AVAILABLE DURING THE NOVEMBER 75/ FEBRUARY 76 TIMEFRAME, WE FEEL THE PRIORITY TO SUPPLY AVAILABILITY, THE FIELD MUST BE ALERTED TO THE PROBLEM AND PROVIDED WITH ALL IMMEDIATELY AVAILABLE MEANS TO CORRECT THE PROBLEM.
5. IT MAY BE POSSIBLE TO USE VALVES AND COUPLINGS FROM MNO 53-1522-213-38/39 (P/N 225-784-827-1, NSN 1568-25-221-4658) KITS, THESE VALVES OR COUPLINGS OR ANY SPARES COULD BE USED AS A "FLOAT" TO USE

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WHILE OTHERS ARE BEING REPAIRED BY WIGGINS, INC, SINCE FIVE REFERENCE VALVES OR COUPLINGS ARE USED ON EACH AIRCRAFT, IT MIGHT BE POSSIBLE TO KEEP FIVE AIRCRAFT (WITH ONE DEFECTIVE PART EACH) FLYING BY USING THE FIVE VALVES OR COUPLINGS FROM AN AIRCRAFT UNDERGOING EXTENSIVE MAINTENANCE OR IN STORAGE, IT ALSO MIGHT BE POSSIBLE TO CONVERT AN AIRCRAFT BACK TO THE PRE MNO 53-1522-213-38/39, CONFIGURATION (UH-1) EITHER PARTIALLY OR COMPLETELY WHILE THE VALVES ARE SENT BACK FOR REPAIR.
6. IF AN AIRCRAFT IS KEPT IN SERVICE WITH ANY OR ALL OF THE VALVES OR COUPLINGS FOUND TO BE DEFECTIVE, THE DIMENSIONAL CHECKS DESCRIBED BELOW WILL BE PERFORMED AT EVERY INTERMEDIATE INSPECTION AND ESPECIALLY AFTER ANY MAINTENANCE INVOLVING THE DEFECTIVE VALVES OR COUPLINGS, IF THE VALVE OR COUPLING END FITTINGS ARE NOT LOOSE AND THE QUICK DISCONNECT IS PROPERLY ENGAGED, THEN THE VALVE OR COUPLING WILL NOT FAIL IN FLIGHT OR SERVICE, SHOULD THE END FITTING BE LOOSENEED NEARLY ALL THE WAY DURING VALVE OR COUPLING INSTALLATION OR DURING USE OF THE COUPLING QUICK DISCONNECT FEATURE AND THIS CONDITION GO UNDETECTED, THEN THE PART MIGHT FAIL AND CAUSE A SAFETY HAZARD FOR THE AIRCRAFT, IN SOME CASES THE VALVE OR COUPLING WILL LEAK BEFORE COMING APART, BUT THIS IS NOT A POSI-

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TIVE CHECK, THE THING TO CHECK IS THE VALVE OR COUPLING END FITTING (NOT THE QUICK DISCONNECT PART) FOR LOOSENING FROM THE VALVE BODY INTERNAL MIDDLE SECTION OF THE VALVE OR COUPLING, THE WIGGINS P/N 0N116 01, 0N117/01, 0N117/03, AND 0N117/05 COUPLINGS ALL HAVE GOLD OR RED COLORED KNURLED RINGS OR SLEEVES WHICH ARE PART OF THE QUICK DISCONNECT MECHANISM, ON THE HALF OF THE COUPLING ATTACHED

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3, IN THE DISPOSITION AND SUPPLY PROCEDURE OF THE T9, ONLY THE WORD "VALVES" IS USED AND MEANS "VALVES AND COUPLINGS", THE COUPLING ARE VALVES WITH A QUICK DISCONNECT FEATURE BUILT IN.
4, ESTIMATED TURN AROUND TIME AT WIGGINS, INC, IS 48 HOURS BUT THIS COULD VARY WITH THEIR WORK LOAD, SHIPPING TIME EACH WAY IS UNKNOWN TO US AND DEPENDS ON INDIVIDUAL LOCATION AND METHOD OF SHIPPING, THE VALVES AND COUPLINGS CAN BE REQUISITIONED BUT THE SUPPLY SITUATION IS SUCH THAT VERY FEW ARE AVAILABLE, SPARES ARE STOCKED TO SUPPORT AN "ESTIMATED" FAILURE RATE, BUT IN THIS CASE WAS ESTIMATED TO BE VERY LOW AND DID NOT INCLUDE CONSIDERATION OF AN UNDETECTED PROBLEM BY THE MANUFACTURER DURING MANUFACTURE OF THE FIRST 3000 PARTS, ADDITIONAL SPARE VALVES AND COUPLINGS WILL BE AVAILABLE DURING THE NOVEMBER 75/ FEBRUARY 76 TIMEFRAME, WE FEEL THE PRIOR TO SUPPLY AVAILABILITY, THE FIELD MUST BE ALERTED TO THE PROBLEM AND PROVIDED WITH ALL IMMEDIATELY AVAILABLE MEANS TO CORRECT THE PROBLEM;
5, IT MAY BE POSSIBLE TO USE VALVES AND COUPLINGS FROM MNO 55-1522-213-38 39 (P N 205-704-027-1, NSN 1548-00-021-4600) KITS, THESE VALVES OR COUPLINGS OR ANY SPARES COULD BE USED AS A "FLOAT" TO USE

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6, IF AN AIRCRAFT IS KEPT IN SERVICE WITH ANY OR ALL OF THE VALVES OR COUPLINGS FOUND TO BE DEFECTIVE, THE DIMENSIONAL CHECKS DESCRIBED BELOW WILL BE PERFORMED AT EVERY INTERMEDIATE INSPECTION AND ESPECIALLY AFTER ANY MAINTENANCE INVOLVING THE DEFECTIVE VALVES OR COUPLINGS; IF THE VALVE OR COUPLING END FITTINGS ARE NOT LOOSE AND THE QUICK DISCONNECT IS PROPERLY ENGAGED, THEN THE VALVE OR COUPLING WILL NOT FAIL IN FLIGHT OR SERVICE; SHOULD THE END FITTING BE LOOSENEED NEARLY ALL THE WAY DURING VALVE OR COUPLING INSTALLATION OR DURING USE OF THE COUPLING QUICK DISCONNECT FEATURE AND THIS CONDITION GO UNDETECTED, THEN THE PART MIGHT FALL AND CAUSE A SAFETY HAZARD FOR THE AIRCRAFT, IN SOME CASES THE VALVE OR COUPLING WILL LEAK BEFORE COMING APART, BUT THIS IS NOT A POSI-

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TIVE CHECK, THE THING TO CHECK IS THE VALVE OR COUPLING END FITTING (NOT THE QUICK DISCONNECT PART) FOR LOOSENING FROM THE VALVE BODY INTERNAL MIDDLE SECTION OF THE VALVE OR COUPLING, THE WIGGINS P/N 0X116 01, 0X117/01, 0X117/03, AND 0X117/05 COUPLINGS ALL HAVE GOLD OR RED COLORED KNURLED RINGS OR SLEEVES WHICH ARE PART OF THE QUICK DISCONNECT MECHANISM; ON THE HALF OF THE COUPLING ATTACHED

TO THIS GOLD RING IS A GRAY COLORED END FITTING WITH A HEX MACHINED ON IT, BETWEEN THE END FITTING AND THE GOLD RING END PLATE IS A GAP WHICH NORMALLY DOES NOT EXCEED BETWEEN 0,253 INCH AND 0,278 INCH, IF THIS GAP INCREASES TO 0,178 INCH OR MORE, IT IS EVIDENCE THAT THE END FITTING IS UNSCREWING, THE P/N CM119 11 VALVE HAS A RED COLORED END FITTING ON THIS END WHICH IS PINNED ON AND WILL NOT UNSCREW, THE OPPOSITE END FITTING OF EACH VALVE OR COUPLING HAS A GAP THAT NORMALLY DOES NOT EXCEED BETWEEN 0,233 INCH AND 0,234 INCH, IF THIS GAP INCREASES TO 0,268 INCH OR MORE, IT IS EVIDENCE THAT THE END FITTING IS UNSCREWING, THE P/N CM117 25 COUPLING HAS A STRAIGHT BULKHEAD END FITTING WITH A HEX, THERE IS A FREE FLOATING SPACER BETWEEN THE END FITTING AND THE GOLD RING AND THE CLEARANCE IS CHECKED BETWEEN THE SPACER AND THE END FITTING, THE P/N CM116/21 COUPLING AND THE P/N CM118/11 VALVE HAVE 2 DEGREE END FITTINGS AND FREE

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FLOATING SPACER, THE CLEARANCE IS CHECKED BETWEEN THE END FITTING AND THE SPACER, THE P/N CM117/21 AND CM117 23 COUPLINGS HAVE NIPPLE TYPE END FITTINGS WHICH ARE THREADED AND PINNED TOGETHER, THIS END FITTING WILL NOT UNSCREW WHILE BEING INSTALLED NOR WILL IT UNSCREW IN SERVICE IF THE JAM NUT IS INSTALLED, IF THE COUPLING IS EVER REMOVED

FROM THE OIL TANK, THE PINS SHOULD BE CHECKED TO SEE IF THEY ARE SHEARED, IF THEY ARE SHEARED, IT IS EVIDENCE THAT THE END FITTING IS UNSCREWING, NOT THAT THIS COUPLING IS INSTALLED IN THE TANK USING THE BIG HEX, BUT THE TORQUE VALUES USED SHOULD BE FOR THE ACTUAL DASH 12 OR DASH 16 "B" NUT OR LINE SIZE, THE BIG HEX MUST BE HELD WITH A WRENCH WHILE INSTALLING THE JAM NUT, ANYTIME THE QUICK DISCONNECT IS USED BE SURE AND PULL BACK ON THE LOCKING RING AND DO NOT FORCE THE COUPLING APART, ANYTIME THE VALVE OR COUPLINGS ARE DAMAGED OR COME COMPLETELY APART (OTHER THAN AT THE NORMAL QUICK DISCONNECT) DO NOT ATTEMPT REPAIR OR REASSEMBLY, ORDER A NEW PART AND SEND THE OLD ONE IN FOR REPAIR,

7. A CHANGE TO THE TB IS IN PROCESS TO REFLECT A CHANGE TO THE PART NUMBERS OF ONE OF THE PACKINGS, PART NUMBER NAS 617-12, NSN 5319-02-36-6171, IS BEING CHANGED TO P/N MS 29561-119, NSN 5332-02-035-8974, PACKING PREFORMED, THIS PART IS ALREADY LISTED IN THE TB IN THE

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CORRECT AMOUNT, INFORMATION/INSTRUCTION CONTAINED IN THIS MESSAGE SHOULD BE INSERTED IN THE REFERENCED TB PENDING RECEIPT OF THE FORMAL CHANGE,

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