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4-0125404150 05/30/90 ICS DODCRSE ABN WSHD
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SUBJECT = AVIATION SAFETY MESSAGE, ALL UH-1 SERIES AIRCRAFT,
T53-L-13B ENGINE GEARS (UHM-1-90-ASH-03)

NOTE - THIS MESSAGE IS NOT A SAFETY OF FLIGHT MESSAGE. THIS IS AN
AVIATION SAFETY MESSAGE AND HAS NOT BEEN TRANSMITTED TO UNITS
SUBORDINATE TO ADDRESSEES. REQUEST ADDRESSEES RETRANSMIT THIS
MESSAGE TO ALL SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS AFFECTED OR
CONCERNED. THE RETRANSMITTAL SHALL REFERENCE THIS MESSAGE.

A. REFERENCE - TB43-0106 AERONAUTICAL EQUIPMENT ARMY OIL ANALYSIS
PROGRAM (AOAP) DATED 10 APR 87 WITH CHG 2 DATED NOV 88.

1. PURPOSE - THE PURPOSE OF THIS MESSAGE IS TO INFORM ALL UH-1
USERS THAT SOME T53-L-13B/R, P/N 1-000-060-22, ENGINES WHICH FAIL
AOAP ANALYSIS MAY HAVE A GEAR INSTALLED IN THE REDUCTION GEARBOX
THAT WEARS PREMATURELY.

2. THE ARMY HAS PROCURED SPARE GEARS, P/N 1-030-191-11, NSN
3040-01-179-3742, USED IN THE T53-L-13B ENGINE REDUCTION GEARBOX,
THAT WEAR PREMATURELY. EVIDENCE OF THIS WEAR IS EXCESSIVE IRON IN
THE AOAP ANALYSIS. WEAR OF THIS GEAR IS A MAINTENANCE PROBLEM AND
IS NOT CONSIDERED A SAFETY OF FLIGHT PROBLEM. THIS WEAR OCCURS
WITHIN A SHORT OPERATING TIME ON ENGINES RECEIVED FROM CCAD
OVERHAUL. THE SUSPECT GEARS WERE INSTALLED IN ENGINES REBUILT BY
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CCAD PRIOR TO MARCH 1989.
APPROXIMATELY 70 ENGINES HAVE BEEN RETURNED TO CCAD AS A RESULT OF
AOAP TESTS.

3. SINCE THESE GEARS MAY WEAR RAPIDLY, AN INDICATION OF HIGH IRON
CONTENT IN THE OIL AT OPERATING TIMES AS LOW AS 50 HOURS AFTER
OVERHAUL IS NOT UNCOMMON. MAINTAIN PROPER AOAP SAMPLE INTERVALS AND
SAMPLING RECORDS IN ACCORDANCE WITH REF A. FOLLOW-UP ON AOAP LAB

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ADVICE.

4. CURRENTLY THERE IS A SHORTAGE OF GEARS IN THE SUPPLY SYSTEM. PROCUREMENT IS BEING EXPEDITED BUT GEARS ARE NOT EXPECTED TILL SEPTEMBER 90. CURRENTLY THE SUPPLY SYSTEM IS SHORT OF SERVICABLE ENGINES WHICH HAS CREATED A LARGE BACKORDER FOR ENGINES. A PROGRAM WILL BE ESTABLISHED TO REPLACE THE NOSE GEAR ASSEMBLIES WHICH ARE CAUSING HIGH IRON READINGS IN ADAP, AS SOON AS AVSCOM HAS GEARS AVAILABLE. DURING THE INTERIM IF THE ADAP RESULTS REQUIRE ENGINE REMOVAL, THE PROCEDURE BELOW SHOULD BE FOLLOWED -
- CALL THE ENGINE SERVICE CENTER DSN/AUTOVON 861-2651 TO SEE IF A NOSE GEAR ASSEMBLY IS AVAILABLE. AS A LAST RESORT THE SERVICE CENTER WILL INSTRUCT

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THE UNIT TO REMOVE THE ENGINE.

TO DATE TWENTY ONE (21) ASSEMBLIES HAVE BEEN REPLACED IN THE FIELD BY THE CCAD SERVICE CENTER TEAM.

5. POINTS OF CONTACT -

- A. TECHNICAL POINT OF CONTACT FOR THIS MESSAGE IS MR. FRANK STEVENS, AMSAV-EPE, DSN/AUTOVON 693-1157 OR COMMERCIAL 314/263-1157.
- B. MESSAGE POINT OF CONTACT IS MR. LYEEL MYERS, AMSAV-XSOF, DSN/AUTOVON 693-9089 OR COMMERCIAL 314/263-9089.
- C. OIL ANALYSIS POINT OF CONTACT IS MR. JACK GLAESER, AMSAV-MR, DSN/AUTOVON 861-3414 OR COMMERCIAL 512/939-3414.
- D. CCAD SERVICE CENTER IS MR. BOB BARREA DSN/AUTOVON 861-2651 OR COMMERCIAL 512/939-2651.
- E. FOREIGN MILITARY SALES (FMS) RECIPIENTS REQUIRING CLARIFICATION OF ACTION ADVISED BY THIS MESSAGE SHOULD CONTACT MR. RON VAN REES, AMSAV-IOA, DSN/AUTOVON 693-2626 OR COMMERCIAL 314/263-2626.
- F. LOGISTICAL POINT OF CONTACT IS MR. CHARLES ELKINS, AMCPH-UH1-L, DSN/AUTOVON 693-3763 OR COMMERCIAL 314/263-3763.

19:19 EST

MGNCOMP