

WESTERN UNION C.R.C.
MCLB DRAWER 43038
ALBANY GA 31704 28AM

WESTERN UNION MAILGRAM



1-004049A210 07/28/92 ICS DODCRSE ABN BESC
00639 DOD CRC ALBANY GA 281748Z JUL 92/210

USDA FOREST SERVICE AVIATION
3905 VISTA AVE
BOISE ID 83705

Lighting
UH-1-92-ASAM-10

①

1 R RUCIFRD4714 2091914 DA-BDCVBA
R 271900Z JUL 92
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

UNCLAS

SECTION 1 OF 2

SUBJECT - AVIATION SAFETY ACTION MESSAGE, MAINTENANCE MANDATORY. RCS
CSGLD-1B60(R1), UH-1H/V AIRCRAFT, INSTALLATION OF ARC-201 DIMMER
NETWORK ASSEMBLY IN AIRCRAFT PREVIOUSLY MODIFIED WITH MWO
55-1520-210-50-21 (UH-1-92-ASAM-10).

NOTE

NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE AND HAS NOT BEEN
TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES. ADDRESSES 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).

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1. PRIORITY CLASSIFICATION-

A. AIRCRAFT IN USE - UPON RECEIPT OF THIS MESSAGE THE CONDITION
STATUS SYMBOL OF THE CITED AIRCRAFT WILL BE CHANGED TO A CIRCLED
RED //X//. THE CIRCLED RED //X// MAY BE CLEARED WHEN THE
INSPECTION OF PARA 8, OR CORRECTED PER PARA 9 BELOW IS COMPLETED.

U
THE AFFECTED AIRCRAFT SHALL BE INSPECTED AS SOON AS PRACTICAL BUT NO
LATER THAN THE TASK/INSPECTION SUSPENSE DATE.

B. AIRCRAFT IN DEPOT MAINTENANCE-AIRCRAFT WILL NOT BE ISSUED
UNTIL COMPLIANCE WITH THIS SOF HAS BEEN COMPLETED.

C. AIRCRAFT UNDERGOING MAINTENANCE-AIRCRAFT WILL NOT BE
RELEASED UNTIL COMPLIANCE WITH THIS SOF MESSAGE HAS BEEN COMPLETED.

D. AIRCRAFT IN TRANSIT-

(1) SURFACE/AIR SHIPMENT-PRIOR TO FIRST FLIGHT.

(2) FERRY STATUS-INSPECT AT FINAL DESTINATION.

E. MAINTENANCE TRAINERS (CATEGORY A, B AND C)-N/A

F. COMPONENT/PARTS IN STOCK INCLUDING WAR RESERVES AT ALL
LEVELS (DEPOT AND OTHERS)- N/A.

2. TASK/INSPECTION SUSPENSE DATE-DURING NEXT 60 DAYS OR 45 FLIGHT

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(2)

HOURS.

3. REPORTING COMPLIANCE SUSPENSE DATE-NO LATER THAN 13 AUG 92 PER
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PARA 14A.

4. SUMMARY OF PROBLEM-

A. NUMEROUS UH-1 AIRCRAFT HAVE BEEN RETROFITTED WITH AN/ARC-201
SINCGARS RADIOS IN ACCORDANCE WITH MWO 55-1520-210-50-21. AFTER
FIELDING BEGAN, TESTING AT FT RUCKER, AL REVEALED THAT THE SINCGARS
U
LIGHTING, POWERED FROM THE 28VDC PEDESTAL LIGHTING RHEOSTAT THRU A
115VAC INVERTER, WAS TOO BRIGHT AND OUT OF
LIGHTING BALANCE WITH OTHER CONTROLS IN THE PEDESTAL. TO CORRECT
THIS PROBLEM, A DIMMER NETWORK ASSEMBLY WAS DESIGNED TO REDUCE
VOLTAGE ARRIVING AT THE 115VAC INVERTER AND THEREFORE REDUCING THE
LIGHTING OF THE SINCGARS RADIO. IN THE MEANTIME, SINCGARS FIELDING
CONTINUED REQUIRING THE NEED TO CATCH UP WITH PREVIOUSLY MODIFIED
U

AIRCRAFT. USE OF SINCGARS IN UH-1 AIRCRAFT WITHOUT THE DIMMER
NETWORK ASSEMBLY IS NOT SAFE FOR NVG FLIGHT.

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

C. THE PURPOSE OF THIS MESSAGE IS TO INSPECT SINCGARS MODIFIED
AIRCRAFT FOR THE EXISTENCE OF THE DIMMER NETWORK ASSEMBLY, RESTRICT
AIRCRAFT WITHOUT DIMMER ASSEMBLY FROM NVG FLIGHT, AND PERFORM
CORRECTIVE ACTION.

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5. END ITEMS TO BE INSPECTED-ALL UH-1 AIRCRAFT.

6. ASSEMBLY COMPONENTS TO BE INSPECTED-N/A

7. PARTS TO BE INSPECTED-

NOMENCLATURE

PART NO.

NSN

PLATE ASSEMBLY, INVERTER CSK-9-03210-501 NOT ASSIGNED

8. INSPECTION PROCEDURES-THIS INSPECTION APPLIES TO AIRCRAFT
WHERE MWO 55-1520-210-50-21 HAS BEEN APPLIED. ALL OTHER AIRCRAFT
ARE CLEARED FOR FLIGHT. WHERE THE MWO HAS BEEN APPLIED (CHECK
AIRCRAFT RECORDS) LOCATE INVERTER PLATE ASSEMBLY IN NOSE OF
AIRCRAFT, PILOT SIDE, APPROXIMATE FUSELAGE STATION 2.5. DIMMER
NETWORK ASSEMBLY, IF APPLIED, WILL BE MOUNTED ON FORWARD SIDE OF
INVERTER PLATE ASSEMBLY. AIRCRAFT (SINCGARS EQUIPPED) WITHOUT
DIMMER NETWORK ASSEMBLY ARE RESTRICTED FROM NVG FLIGHT.

9. CORRECTION PROCEDURES-THIS MESSAGE MAKES THE DIMMER NETWORK
ASSEMBLY A STANDARD INSTALLATION SUPERSEDING REQUIREMENT FOR
AIRWORTHINESS RELEASE FOR ALL UH-1 AIRCRAFT EQUIPPED WITH SINCGARS
RADIO. IF DIMMER NETWORK ASSEMBLY IS NOT INSTALLED, PERFORM THE
FOLLOWING INSTALLATION PROCEDURES:

A. OBTAIN KIT HARDWARE P/N 90197301-501 FROM SUPPORTING OLR
SITE.

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B. DE-ENERGIZE CIRCUIT BREAKERS.

C. DISCONNECT BATTERY.

INSTALLATION PROCEDURES

D. IN NOSE COMPARTMENT, REMOVE RT-742C/ARC-518X

RECEIVER/TRANSMITTER FROM ITS MOUNT ON THE LEFT SIDE NOSE FLOOR.

E. REMOVE PROTECTIVE COVER FROM TB 102, LOCATED INBOARD SIDE OF

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LBL 10.5.

F. LOCATE 115VAC INVERTER AND PLATE ASSEMBLY ON LBL 10.5 AND REMOVE TWO FORWARD SCREWS.

G. PLACE DIMMER NETWORK ASSEMBLY (90197092-501), WITH SCREWDRIVER ADJUSTMENT FACING FORWARD, OVER TWO FORWARD SCREW HOLES AND REINSTALL RETAINING HARDWARE WITH TWO FORWARD SCREW HEADS OUTBOARD SIDE OF LBL 10.5.

U

H. ROUTE WIRES, ARC201-DIM-A AND ARC201-DIM-B, FROM DIMMER NETWORK ASSEMBLY TO TB 102, BETWEEN EL INVERTER AND PLATE. FOLLOW EL INVERTER LEADS DOWN TO TB 102. SECURE WIRES TO THE LEADS USING TYRAP, MS3367-1-9.

I. ON TB 102, TERMINAL 1, REMOVE NUT, FLAT WASHER AND RED INVERTER LEAD. ATTACH WIRE ARC201-DIM-A TO TERMINAL 1 WITH TERMINAL LUG MS25036-101. REINSTALL FLAT WASHER AND NUT.

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G. ON TB 102, TERMINAL 2, REMOVE NUT AND FLAT WASHER FROM TERMINAL. PLACE RED INVERTER LEAD ON TERMINAL, BRING WIRE ARC201-DIM-B TO TERMINAL 2 AND ATTACH WITH TERMINAL LUG MS25036-101. REINSTALL FLAT WASHER AND NUT

H. REINSTALL RT-742C RECEIVER/TRANSMITTER TO ITS MOUNT ON LEFT SIDE OF NOSE FLOOR.

I. CALIBRATION PROCEDURES-

(1) CHECK THAT RECEIVER/TRANSMITTERS FOR AN/ARC-201 RADIOS ARE INSTALLED IN AIRCRAFT IN ORDER TO PROVIDE CORRECT LOAD FOR THE DIMMER CONTROL ASSEMBLY.

(2) RECONNECT BATTERY.

(3) SET MULTIMETER TO READ DC VOLTS. CONNECT POSITIVE TEST LEAD TO TERMINAL 1 OF TB-102 AND NEGATIVE TEST LEAD TO AIRCRAFT GROUND.

(4) AIRCRAFT MUST BE RUNNING WITH MAIN GENERATOR ON LINE. TURN POWER ON. CHECK THAT CIRCUIT BREAKERS FOR THE AN/ARC-201 RADIOS AND FOR COCKPIT PEDESTAL LIGHTING ARE ENERGIZED.

(5) ADJUST PEDESTAL INSTRUMENT LIGHT RHEOSTAT TO MAXIMUM BRIGHT. READ VOLTAGE LEVEL AND TURN POWER OFF.

(6) SET MULTIMETER TO READ AC VOLTS. CONNECT POSITIVE TEST

13:09 EST

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ALBANY GA 31704 28AM

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00648 DOD CRC ALBANY GA 281750Z JUL 92/210

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FINAL SECTION OF 2

LEAD OF THE MULTIMETER TO TERMINAL 3 OF TB-102 (115VAC) AND NEGATIVE
TEST LEAD TO TERMINAL 4 OF TB-102.

(7) CHECK LOCKING NUT ON THE RHEOSTAT SHAFT OF THE DIMMER
CONTROL ASSEMBLY IS LOOSE.

(8) TURN POWER ON. USING VOLTAGE LEVEL TAKEN DURING STEP
I.5 ABOVE AS INPUT VOLTAGE DETERMINE CORRECT OUTPUT VOLTAGE PER TABLE
I.1 BELOW. USING A SCREWDRIVER, ADJUST RHEOSTAT UNTIL THE READING ON
THE MULTIMETER MATCHES OUTPUT (VAC) IN TABLE I.1

TABLE I.1

INPUT (VDC)	OUTPUT (VAC)
20	45.5
21	47.5
22	50.0

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23	52.5
24	55.0
25	57.5
26	60.0
27	62.5
28	65.0
29	67.5
30	70.0

(9) TIGHTEN LOCKING NUT ON RHEOSTAT SHAFT.

(10) REINSTALL COVER FOR TB-102.

(11) TURN OFF POWER AND DISCONNECT BATTERY.

J. ACCOMPLISHMENT OF THE CORRECTION ABOVE CLEARS THE AIRCRAFT
OF THE RESTRICTED STATUS AND IT SHALL BE CONSIDERED FULLY MISSION
CAPABLE.

10. SUPPLY/PARTS AND DISPOSITION-

A. PARTS REQUIRED/OBTAIN PARTS FROM SUPPORTING OLR SITE.

B. REQUISITIONING INSTRUCTIONS-CONTACT YOUR SUPPORTING OLR

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SITE TO OBTAIN KIT HARDWARE. IF ASSISTANCE IS REQUIRED TO OBTAIN A KIT CONTACT LOGISTICS POC LISTED IN PARA 16B.

C. BULK AND CONSUMABLE MATERIALS-N/A.

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D. DISPOSITION- N/A.

E. DISPOSITION OF HAZARDOUS MATERIAL-N/A

11. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED- N/A.

12. APPLICATION-

A. CATEGORY OF MAINTENANCE-AVUM

B. TIME REQUIRED-

(1) TOTAL OF 2 MANHOURS USING 1 PERSONS.

U

(2) TOTAL OF 2 HOURS DOWNTIME FOR ONE END ITEM.

C. ESTIMATED COST IMPACT OF STOCK FUND ITEMS TO THE FIELD- ITEMS TO BE INSTALLED ARE FREE ISSUE AND WILL BE STORED AT APPLICABLE OLR SITES.

D. TB/PWOS TO BE APPLIED PRIOR TO OR CONCURRENTLY WITH THIS INSPECTION - MWO 55-1520-210-50-21.

E. PUBLICATIONS WHICH REQUIRE CHANGE AS A RESULT OF THIS INSPECTION-MWO 55-1520-210-50-21, TM 55-1520-210-23, AND TM 55-1520-210-23P.

13. REFERENCES -

A. TM 55-1520-210-23

B. TM 55-1520-210-23P

C. MWO 55-1520-210-50-21

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14. RECORDING AND REPORTING REQUIREMENTS-

A. REPORTING COMPLIANCE SUSPENSE DATE (AIRCRAFT)-UPON ENTERING REQUIREMENTS OF THIS MESSAGE ON DA FORM 2408-13, FORWARD A PRIORITY MESSAGE, DATAFAX OR E-MAIL TO COMMANDER, ATCOM, ATTN AMSAT-C-XS (SOF COMPLIANCE OFFICER), PER AR 95-3. DATAFAX NUMBER IS DSN 693-2064 OR COMMERCIAL 314/263-2064. E-MAIL ADDRESS IS "AMSAVXSOF (AT SIGN) ST-LOUIS-EMH3.ARMY.MIL". THE REPORT WILL CITE THIS MESSAGE NUMBER, DATE OF ENTRY IN DA FORM 2408-13, THE AIRCRAFT MISSION DESIGN SERIES AND SERIAL NUMBERS OF AIRCRAFT IN NUMERICAL ORDER.

B. TASK/INSPECTION REPORTING SUSPENSE DATE (AIRCRAFT)-WHEN IT IS VERIFIED THAT THE DIMMER NETWORK ASSEMBLY HAS BEEN INSTALLED (EITHER VIA THIS MESSAGE OR PREVIOUS ACTION), UNITS WILL REPORT VIA ONE OF THE FOLLOWING:

(1) PRIORITY MESSAGE TO COMMANDER, ATCOM, ATTN:

AMSAT-W-AU.

(2) EMAIL TO COMMANDER, ATCOM, ATTN: AMSAT-W-AU PER AR

95-3.

(3) DATAFAX TO COMMANDER, ATCOM, ATTN: AMSAT-W-AU

(RIEBELING OR SUE BAECHLER), DSN 693-2588 OR COMMERCIAL

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314/263-2588.

PLEASE DO NOT REPORT VIA VERBAL MEANS. WRITTEN REPORTS ARE NEEDED FOR CONFIGURATION CONTROL PURPOSES. THE REPORT WILL CITE THIS MESSAGE NUMBER, DATE OF INSPECTION, AIRCRAFT SERIAL NUMBER, AND RESULTS OF INSPECTION. SPECIFY IF DIMMER NETWORK ASSEMBLY WAS