

AH-1-00-ASAM-02

*oil screen  
T53  
oil pump*

01 14 151248Z NOV 99 PP PP UUUU AA ZYUM

FROM :CDRAMCOM REDSTONE ARSENAL AL//AMSAM-SF-A//

*Bob -*

TO :AIG 8881  
:AIG 9004  
:AIG 7515  
:AIG 7471  
:AIG 12124

*REVIEW &  
ADVISE ME*

:DCMC AFMO OZARK AL//DCMDE-AG//  
:CDRAMCOM REDSTONE ARSENAL AL//AMSAM-RA-FO//  
:DEPT OF STATE AIR WING PATRICK AFB FL  
:CDRCBDCOM ABERDEEN PROVING GROUND MD//AMSCB-OPA//  
:USAATC ABERDEEN PROVING GROUND MD//STEAC-CO-P//  
:RAYTHEON RANGE SYSTEMS ENGINEERING KWAJALEIN MH//PAT2//  
:STEW'S ARMY AIR HOLLOWAY AFB NM//STEW'S-NRO-F//  
:CDRDPG DUGWAY UT//STEDP-AVN//  
:USDOCO LANDSOUTHEAST IZMIR TU//AV//  
:WALLOPS FLIGHT FACILITY NASA WALLOPS ISLAND VA//  
: CODE 831.2 AIRCRAFT QA//

*ON IMPACT  
NO FLEET*

*[Handwritten signature]*  
*UH-1-00-ASAM-03*

INFO :TSM ATK HEL FT RUCKER AL//ATIQ-TSM-A//  
:HQAFSPCCSS PETERSON AFB CO//LGM/SEF//  
:CDRMDW WASHINGTON DC//ANLG-LS//  
:SECSTATE WASHINGTON DC//NEA/INL//  
:AFSOC HURLBURT FIELD FL//LGMW//  
:HQAMC SCOTT AFB IL//LG/LGF/LGQ/SEF/DO/DOT/DOV/DOX//  
:NAVAVNDPOT CHERRY PT NC//H1-ISST//  
:CDR FT BRAGG NC//AFZA-GT-CM//  
:CDR HQ 1ST COSCOM FT BRAGG NC//LOGOPS AVN SECT//  
:FM SW FT MONMOUTH NJ//SFAE-IEMS-SG//  
:FAA AERONAUTICALCEN OKLAHOMA CITY OK//AFS-620//  
:DISC PHILADELPHIA PA//QEBB-JU//  
:CDR LSE AVIATION IZMIR TU//LSE//  
:FAA SOUTHWEST RGN HQ FORT WORTH TX//ASW-100//  
:CDRUSASMD C ARLINGTON VA//CSSD-2A//  
:DCMDI FT BELVOIR VA//DCMDI-O//

XMT

ACCT

TEXT

:UNCLAS

SUBJECT - AVIATION SAFETY ACTION MESSAGE, MAINTENANCE MANDATORY, RCS CSGLD-1860(R1), ALL UH-1 AND AH-1 SERIES HELICOPTERS WITH T53 ENGINE INSTALLED AND ALL SPARE T53 ENGINES, MANDATORY INSTALLATION OF ROTARY (OIL) PUMP SCAVENGE STRAINER ELEMENT (CHUNK SCREEN), (UH-1-00-ASAM-03, AH-1-00-ASAM-02), (TB 1-2840-229-20-25).

NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED IAW AR 95-1, CHAPTER 6, 1 SEP 97. 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 TRANSMISSION TO CDR, AMCOM, ATTN: AMSAM-SF-A (SOF COMPLIANCE OFFICER).

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 RED HORIZONTAL DASH //-//. THE RED HORIZONTAL DASH //-// ENTRY SHALL STATE "ENGINE REQUIRES CHUNK SCREEN IAW ASAM UH-1-00-ASAM-03 AND AH-1-00-ASAM-02 (TB 1-2840-229-20-25)". THE AFFECTED ENGINES SHALL HAVE THE CHUNK SCREEN INSTALLED AS SOON AS PRACTICAL BUT NO LATER THAN THE TASK/INSPECTION SUSPENSE DATE. FAILURE TO COMPLY WITH THE REQUIREMENTS OF THIS MESSAGE WITHIN THE TIME FRAME WILL CAUSE THE STATUS SYMBOL TO BE UPGRADED TO A RED //X//.

B. AIRCRAFT IN DEPOT MAINTENANCE - SAME AS PARA 1A.

C. AIRCRAFT UNDERGOING MAINTENANCE - SAME AS PARA 1A.

D. AIRCRAFT IN TRANSIT -

(1) SURFACE/AIR SHIPMENT - SAME AS PARA 1A.

(2) FERRY STATUS - SAME AS PARA 1A.

E. MAINTENANCE TRAINERS (CATEGORY A AND B) - SAME AS PARA 1A.

F. COMPONENT/PARTS IN STOCK AT ALL LEVELS

(DEPOT AND OTHERS) - UPON RECEIPT OF THIS MESSAGE THE MATERIAL CONDITION TAGS OF ALL ITEMS IN ALL CONDITION CODES LISTED IN PARAGRAPH 6 SHALL BE ANNOTATED TO READ "UH-1-00-ASAM-03, AH-1-00-ASAM-02 (TB 1-2840-229-20-25), MANDATORY INSTALLATION OF OIL PUMP STRAINER ELEMENT, NOT COMPLIED WITH".

(1) WHOLESALE STOCK - N/A.

(2) RETAIL STOCK - UPON RECEIPT OF THIS MESSAGE COMMANDERS AND OTHERS MAINTAINING RETAIL STOCK AT INSTALLATION LEVEL AND BELOW SHALL CONTACT THE SUPPORTED AVIATION UNIT TO PERFORM THE INSPECTION REQUIRED BY PARAGRAPH 8 AND THE CORRECTION PROCEDURES OF PARAGRAPH 9 ON DISCREPANT MATERIEL.

G. COMPONENTS/PARTS IN WORK (DEPOT LEVEL AND OTHERS) - ITEMS LISTED IN PARAGRAPH 6 IN WORK WILL NOT BE ISSUED UNTIL IN COMPLIANCE WITH THIS MESSAGE.

2. TASK/INSPECTION SUSPENSE DATE - NLT 16 NOVEMBER 2000

3. REPORTING COMPLIANCE SUSPENSE DATE - NO LATER THAN 9 DECEMBER 1999 IAW PARA 14A OF THIS MESSAGE.

4. SUMMARY OF PROBLEM -

A. BACKGROUND.

(1) DURING OIL WETTED COMPONENT FAILURE OF THE T53 ENGINE, THERE IS A PROBABILITY OF A SECONDARY FAILURE OF THE ROTARY (OIL) PUMP. DEBRIS THAT IS FIFTEEN (15) MICRONS OR LARGER IN SIZE WILL CAUSE THE PUMP DRIVESHAFT SHEAR SHAFT TO FAIL WHEN THE DEBRIS LODGES BETWEEN THE PUMP GEARS. INSTALLATION OF THE CHUNK SCREEN WILL ELIMINATE THE INGESTION OF DEBRIS LARGER THAN 15 MICRONS AND PROTECT THE ROTARY (OIL) PUMP DRIVESHAFT FROM FAILURE.

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

C. THE PURPOSE OF THIS MESSAGE IS TO REQUIRE THE INSTALLATION OF THE ROTARY (OIL) PUMP SCAVENGE STRAINER ELEMENT (CHUNK SCREEN).

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

## 6. ASSEMBLY COMPONENTS TO BE INSPECTED -

NOMENCLATURE	P/N	NSN
ENGINE, ACFT, TURBOSHAFT		
T53-L-13B	1-000-060-22	2840-00-134-4803
T53-L-703	1-000-060-23	2840-00-621-1860

## 7. PARTS TO BE INSPECTED -

NOMENCLATURE	P/N	CAGE	NSN
CHUNK SCREEN	29670	10989	4730-01-422-7845

## 8. INSPECTION PROCEDURES -

- A. INSPECT THE ENGINE DA FORM 2408-5/2408-5-1 FOR THE PART NUMBERS IN PARAGRAPH 7.
- B. IF THE CHUNK SCREEN IS INSTALLED, THE INSPECTION IS COMPLETE. REPORT COMPLIANCE WITH THIS ASAM IAW PARA 14B.
- C. IF THE CHUNK SCREEN IS NOT INSTALLED, FOLLOW THE CORRECTION PROCEDURES IN PARA 9.

## 9. CORRECTION PROCEDURES -

## NOTE

THE AVUM TASK IS BETTER PERFORMED WITH THE ENGINE REMOVED FROM THE AIRFRAME. RECOMMEND THE CHUNK SCREEN BE INSTALLED AT THE NEXT SCHEDULED ENGINE REMOVAL, BUT NLT THE TASK/INSPECTION SUSPENSE DATE IAW PARA 2.

A. REMOVE THE ROTARY (OIL) PUMP (ITEM 16, FIG 61, TM 1-2840-260-23P) FROM THE ENGINE USING TM 55-2840-229-23 PARAGRAPH 8-29.

B. INSTALL CHUNK SCREEN (P/N 29670, CAGE 10989, NSN 4730-01-422-7845) WITH THE SCREEN EXTENDING INTO THE ACCESSORY GEARBOX. THE CHUNK SCREEN IS INSTALLED IN THE ROTARY (OIL) PUMP SCAVENGE INLET PORT (LOWER HOLE).

## NOTE

THE CHUNK SCREEN HAS NO EFFECT ON EITHER THE OIL DEBRIS DETECTION SYSTEM (ODDS) OR CHIP DETECTORS ON NON-ODDS EQUIPPED AIRFRAMES.

## NOTE

BY THE LOCATION OF THE CHUNK SCREEN, IT IS SELF-CLEANING EACH TIME THE ENGINE IS SHUT DOWN. ANY ACCUMULATION OF DEBRIS WILL FALL INTO THE ACCESSORY GEARBOX SUMP.

C. REINSTALL THE ROTARY (OIL) PUMP USING THE INSTALLATION PROCEDURE PER PARAGRAPH 8-34 OF TM 55-2840-229-23.

D. REINSTALL ENGINE. A MAINTENANCE OPERATIONAL CHECK (MOC) IS REQUIRED.

E. ANNOTATE THE DA FORM 2408-5-1 IAW PARA 14E.

## 10. SUPPLY/PARTS AND DISPOSITION -

A. REQUISITIONING INSTRUCTIONS - CHUNK SCREENS ARE BEING PROVIDED AT NO COST TO UNITS FROM THE UTILITY PMO USING THE FOLLOWING PROCEDURES.

(1) UNITS SHALL PROVIDE A CONSOLIDATED LIST OF ENGINE SERIAL NUMBERS (INSTALLED AND SPARE) TO THEIR SUPPORTING MACOMS IAW PARA 14B(1).

(2) THE MACOMS WILL PROVIDE THEIR CONSOLIDATED UNIT LISTS, TO INCLUDE SHIPPING INSTRUCTIONS, FOR THEIR TOTAL REQUIREMENTS OF THE CHUNK SCREENS TO THE LOGISTIC POC IN PARA 16C IAW PARA 14B(2).



(3) UPON CONSOLIDATION OF THE MACOM REQUIREMENTS, AMCOM WILL DIRECT THE SHIPMENTS OF CHUNK SCREENS TO THE FOUR ARMY NATIONAL GUARD (ARNG) AVIATION CLASSIFICATION AND REPAIR ACTIVITY DEPOTS (AVCRADS) AND AUTHORIZED INSTALLATION DIRECTORATE OF LOGISTICS (DOL) PER THE MACOMS REQUIREMENTS.

(4) FMS AND ALL OTHERS WILL REQUISITION THE CHUNK SCREEN THROUGH NORMAL SUPPLY PROCEDURES.

B. BULK AND CONSUMABLE MATERIALS -

NOMENCLATURE	NSN	P/N	QTY	PRICE
O-RING	5330-00-166-1066	M83248/1-115	1	\$0.14
O-RING	5330-00-167-5111	M83248/1-122	2	0.14

C. DISPOSITION - DISPOSAL OF REMOVED PARTS/COMPONENTS BY USING NORMAL SUPPLY PROCEDURES.

D. DISPOSITION OF HAZARDOUS MATERIAL - N/A.

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

12. APPLICATION -

A. CATEGORY OF MAINTENANCE - AVUM. AIRCRAFT DOWNTIME WILL BE CHARGED TO AVUM MAINTENANCE.

B. ESTIMATED TIME REQUIRED -

(1) TOTAL OF 1 MAN-HOUR USING 1 PERSON.

NOTE

CALCULATED DOWNTIME DOES NOT INCLUDE REMOVAL, REINSTALLATION AND MOC OF THE ENGINE FROM THE AIRFRAME.

(2) TOTAL OF 1 HOUR DOWNTIME FOR ONE ENGINE.

C. ESTIMATED COST IMPACT TO THE FIELD -

NOMENCLATURE	NSN	P/N	QTY	PRICE
O-RING	5330-00-166-1066	M83248/1-115	1	\$0.14
O-RING	5330-00-167-5111	M83248/1-122	2	0.14

D. TB/MWOS TO BE APPLIED PRIOR TO OR CONCURRENTLY WITH THIS INSPECTION - N/A.

E. PUBLICATIONS WHICH REQUIRE CHANGE AS A RESULT OF THIS MESSAGE -

- (1) DMWR 55-2840-113.
- (2) TM 1-2840-260-23P.
- (3) TM 55-2840-229-23.

13. REFERENCES -

- A. DMWR 55-2840-113.
- B. TM 1-2840-260-23P.
- C. TM 55-2840-229-23.

14. RECORDING AND REPORTING REQUIREMENTS -

A. REPORTING COMPLIANCE SUSPENSE DATE (AIRCRAFT) - UPON ENTERING REQUIREMENTS OF THIS MESSAGE ON DA FORM 2408-13-1 ON ALL SUBJECT MDS AIRCRAFT, FORWARD A PRIORITY MESSAGE, DATAFAX OR E-MAIL TO CDR, ANCOM, ATTN: AMSAM-SF-A (SOF COMPLIANCE OFFICER), REDSTONE ARSENAL, AL 35898-5000, IAW AR 95-1. DATAFAX NUMBER IS DSN 897-2111 OR (256) 313-2111. E-MAIL ADDRESS IS "SAFEADM@REDSTONE.ARMY.MIL". THE REPORT WILL CITE THIS MESSAGE NUMBER, DATE OF ENTRY IN DA FORM 2408-13-1, THE AIRCRAFT MISSION DESIGN SERIES AND SERIAL NUMBERS OF AIRCRAFT IN NUMERICAL ORDER.

B. TASK/INSPECTION REPORTING SUSPENSE DATE (AIRCRAFT) -

NOTE

THE SHIPMENTS OF CHUNK SCREENS WILL BE DONE THROUGH COMMERCIAL CARRIERS SO AN "IN THE CLEAR ADDRESS", POC, AND COMMERCIAL PHONE NUMBER MUST BE INCLUDED WITH ALL REPORTS.

(1) UPON COMPLETION OF INSPECTION, UNITS WILL FORWARD A PRIORITY MESSAGE TO THEIR SUPPORTING MACOM. THE REPORT WILL CITE THIS MESSAGE NUMBER, DATE OF INSPECTION, AIRCRAFT SERIAL NUMBER, NSN OF ENGINE, ENGINE SERIAL NUMBER, AND ENGINE TIME SINCE NEW (TSN). INSPECTION REPORTS WILL BE COMPLETED NLT 15 DAYS FROM THE DATE OF THIS MESSAGE.

(2) THE MACOMS SHALL PROVIDE A PRIORITY MESSAGE TO THE LOGISTIC POC IN PARA 16C. THE REPORT WILL BE CONSOLIDATED BY UNIT AND WILL CITE THIS MESSAGE NUMBER, DATE OF INSPECTION, AIRCRAFT SERIAL NUMBER, NSN OF ENGINE, ENGINE SERIAL NUMBER, AND ENGINE TSN. THE MACOM CONSOLIDATED INSPECTION REPORTS WILL BE COMPLETED NLT 30 DAYS FROM THE DATE OF THIS MESSAGE.

C. REPORTING MESSAGE RECEIPT (SPARES) - N/A.

D. TASK/INSPECTION REPORTING SUSPENSE DATE (SPARES) -

(1) MATERIEL IN WHOLESALE DEPOT STORAGE - N/A.

(2) MATERIEL IN RETAIL STORAGE - REPORT COMPLIANCE WITH

THIS MESSAGE TO THE LOGISTICAL POINT OF CONTACT IN PARAGRAPH 16C WITHIN 15 DAYS OF THE DATE OF THIS MESSAGE.

E. THE FOLLOWING FORMS ARE APPLICABLE AND ARE TO BE COMPLETED IAW DA PAM 738-751, 15 MAR 99. -

NOTE

ULLS-A USERS WILL USE APPLICABLE "E" FORMS.

(1) DA FORM 2408-5-1, EQUIPMENT MODIFICATION RECORD (ENGINE).

(2) DA FORM 2408-13, AIRCRAFT STATUS INFORMATION RECORD.

(3) DA FORM 2408-13-1, AIRCRAFT INSPECTION AND MAINTENANCE RECORD.

(4) DA FORM 2408-14-1, UNCORRECTED FAULT RECORD.

(5) DA FORM 2408-15, HISTORICAL RECORD FOR AIRCRAFT.

(6) DA FORM 2410, COMPONENT REMOVAL AND REPAIR/OVERHAUL RECORD (IF REQUIRED).

15. WEIGHT AND BALANCE - N/A.

16. POINTS OF CONTACT -

A. MACOM POCS -

MACOM	POC	PHONE
AMC	JOHN SAVELLI	DSN 767-9891 OR (703) 617-9891
FORSKOM	MSG TUCKER	DSN 367-6239
MDW	RAY TANGUAY	DSN 656-7608
MEDCOM	LT SEAN JEHU	DSN 558-8184
NGB	MS. MORGAN (AH-1)	DSN 327-7728 OR (703) 607-7728
NGB	CW4 TAYLOR (UH-1)	DSN 327-7727 OR (703) 607 7727
SMDC	MSG JERRELL	DSN 254-2140
OTC	LEWIS SHEPPARD	DSN 236-4704
TRADOC	JUDY DYER	DSN 680-5683
USAREUR	DAVE SPINKS	011-49-631-413-8900
USARPAC	MILT FORD	DSN 438-8623
USAR	MONTE MCDONALD	DSN 367-8310 OR (404) 464-8310

B. TECHNICAL POINT OF CONTACT FOR THIS MESSAGE IS MR. MARK