

CDRATCOM ST LOUIS MO//AMSAT-C-XS//

AIG 6713

AIG 9004

AIG 9042

AIG 8708

AIG 7515

DCM APMO OZARK AL//DCMDS-RCQA//

NOAA OFFICE OF AIRCRAFT OPERATIONS MIAMI FL

ASF42 81ST ARCOM DOBBINS AFB GA

CDR4THBN228THAVN SOTO CANO HO//AVN-AMO//

102DARMY SCOTT AFB IL//AFKB-AC-CJ-ASF//

AMEMBASSY ROME IT//ODC/PASS TO HQ MFO//

DIRAAOD HOLLOMAN AFB NM//STEW-AA/GE GS//

CDRAMCCOM PICATINNY ARSENAL NJ//AMSMC-AV-D//

JOHNSON CONWORLD SVC INC KWAJALEIN NQ//PAR2//

USCS CNAC OKLAHOMA CITY OK//AMI//

FORCE COMMANDER SINAI MFO HQ IL TELEX 606342535

//PASS TO SSO AVSM/SO AIR//

USDOCO LANDSOUTHEAST IZMIR TU//AV//

DPRO BELL HELICOPTER FORT WORTH TX//DCMDS-RBQ/RBDF//

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

BRAD MEYER, AEROSPACE ENGINEER MINIMIZE CONSIDERED
AMSAT-C-XS, X2085

EDWARD J. HOLLMAN, X2178

*UH-1-94-1-01
oil sampling
#2 bearings problem*

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NO

PMSW VHFS WARRENTON VA//SFAE-IEW-SG//

XMT USDAO DHAKA BG

USDAO RANGOON BM

USDAO COLOMBO CE

USDAO SUVA FJ

DSA NEW DELHI IN

USDAO ROME IT

USDAO ANTANANARIVO MA

CDRATCOM ST LOUIS MO//AMSAT-C-XS//

SAO KUALA LUMPUR MY

USDAO KATMANDU NP//SAO//

UNCLAS

SUBJECT - AVIATION SAFETY ACTION MESSAGE, MAINTENANCE

MANDATORY, RCS CSGLD-1860(R1), ALL UH-1, AH-1 AND OV-1

SERIES AIRCRAFT, REVISION TO SPECIAL OIL SAMPLING AND REPAIR

OF T53 ENGINES WITH ABNORMAL IRON CONTENT (UH-1-94-ASAM-01)

(AH-1-94-ASAM-01) (OV-1-94-ASAM-01) (TB 1-2840-229-20-6)

NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED PER

AR 95-3, CHAPTER 5 REVISION VIA MESSAGE HQ AVSCOM, AMSAV-

XSOP, 181900Z SEP 90, SUBJECT: CHANGE TO AR 95-3, CHAPTER

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,
AMSAT-I-IAP, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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NO

C. AIRCRAFT UNDERGOING MAINTENANCE - N/A.

D. AIRCRAFT IN TRANSIT - N/A.

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 - AFTER RESULTS OF EACH ROUTINE ENGINE OIL ARMY ANALYSIS OIL PROGRAM (AOAP) CHECK.

3. REPORTING COMPLIANCE SUSPENSE DATE - N/A.

4. SUMMARY OF PROBLEM -

A. THIS MESSAGE ENTIRELY REPLACES PREVIOUS ATCOM MESSAGE 191200Z JUL 93, UH-1-93-ASAM-05, AH-1-93-ASAM-03, OV-1-93-ASAM-03. THE FOLLOWING IS A SUMMARY OF THE CHANGES:

(1) CRITERIA TO DETERMINE IF THE ENGINE IS UNSERVICEABLE HAS CHANGED. IF TEST RESULTS FROM THE ROUTINE ENGINE OIL AOAP CHECK SHOW IRON CONTENT IN THE ABNORMAL RANGE (GREATER THAN 10 PPM FOR UH-1, GREATER THAN 18 PPM FOR AH-1, GREATER THAN 24 PPM FOR OV-1), THE ENGINE IS CONSIDERED UNSERVICEABLE.

(2) PREVIOUS MESSAGE STATED THAT RESULTS FROM THE SPECIAL OIL SAMPLE COULD DETERMINE IF THE ENGINE WAS

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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SERVICEABLE. THIS IS NO LONGER VALID. THE PURPOSE OF THE SPECIAL OIL SAMPLE IS ONLY TO DETERMINE THE CAUSE OF THE ABNORMAL IRON CONTENT SO THE PROPER COMPONENT CAN BE REPLACED/REPAIRED. THE RESULTS OF THE SPECIAL OIL SAMPLE ARE NOT, REPEAT, ARE NOT TO BE USED TO DETERMINE IF THE ENGINE IS SERVICEABLE. UNITS SHALL ADHERE TO AOAP RECOMMENDATIONS.

(3) CCAD FORM 186 AND CCAD (MRR) FORM 188 ARE TO BE COMPLETED BY ENGINE SERVICE CENTER (ESC) SPECIALIST OR AVIM PERSONNEL WITH WRITTEN AUTHORITY AND SENT TO THE FOLLOWING ADDRESS:

COMMANDER, ATCOM
ATTN: AMSAT-I-MDC
(MR. TEDDIE V. STOKES)
4300 GOODFELLOW BLVD
ST. LOUIS, MO 63120-1798

(4) AFTER COMPLETION OF INITIAL INSPECTION, THE RED HORIZONTAL DASH //-// MAY BE CLEARED FROM DA FORM 2408-13-1. THE REQUIREMENTS FOR THE RECURRING INSPECTION WILL BE PLACED ON DA FORM 2408-18, EQUIPMENT INSPECTION CHECKLIST

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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NO

UNTIL THE EXPIRATION OR RECENSION OF TB 1-2840-229-20-6 (SEE PARA 14E).

(5) THE ESC SPECIALISTS INSPECTION RELATED TO THIS ASAM NEEDS TO BE CLARIFIED. THIS INSPECTION IS FOR SECONDARY DAMAGE. THE ESC SPECIALIST WILL PERFORM THIS INSPECTION. THE ESC SPECIALIST MAY TRAIN AVIM PERSONNEL TO PERFORM THIS INSPECTION. ESC SPECIALIST WILL INSTRUCT AVIM PERSONNEL ON WHERE TO LOOK AND WHAT TYPES OF DAMAGE THAT WILL OCCUR. THE ESC SPECIALIST MAY PROVIDE WRITTEN AUTHORITY FOR AVIM PERSONNEL TO PERFORM THE SECONDARY DAMAGE INSPECTION. BY TAKING THIS TRAINING APPROACH, ATCOM IS ASSURED THAT AVIM PERSONNEL ARE STANDARDIZED IN THEIR REPAIR PROCEDURES.

B. REPORTS FROM THE FIELD INDICATE THAT REQUIREMENTS OF THE ARMY OIL ANALYSIS PROGRAM (AOAP), TM 38-301, ARE NOT BEING COMPLIED WITH BY SOME UNITS AND AOAP LABS. IN THE PAST, AOAP HAS HELPED INDICATE AN IMPENDING FAILURE PRIOR TO ACTUAL ENGINE FAILURE. SINCE DEFENSE BUSINESS OPERATING FUNDS (DBOF) HAVE BEEN IMPLEMENTED, SOME UNITS HAVE ELECTED TO DISREGARD THE AOAP LAB RECOMMENDATION. IN ADDITION, SOME

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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LABS HAVE RECOMMENDED THAT ENGINES CONTINUE SERVICE WITH IRON READINGS IN THE ABNORMAL RANGE (GREATER THAN 10 PPM FOR UH-1, GREATER THAN 18 PPM FOR AH-1, GREATER THAN 24 PPM FOR OV-1). HISTORY SHOWS THAT A ABNORMAL IRON READING MAY INDICATE A POSSIBLE NO. 2 BEARING FAILURE. ANY ENGINE OIL SAMPLE WITH IRON CONTENT IN THE ABNORMAL RANGE (GREATER THAN 10 PPM FOR UH-1, GREATER THAN 18 PPM FOR AH-1, GREATER THAN 24 PPM FOR OV-1) MAKES THE ENGINE UNSERVICEABLE UNTIL CORRECTIVE ACTION IS TAKEN. NON-COMPLIANCE WITH THIS REQUIREMENT COULD ULTIMATELY RESULT IN SEVERE DAMAGE OR TOTAL FAILURE OF THE ENGINE.

C. IN ORDER TO PREVENT UNITS FROM BUYING A NEW ENGINE, ENGINES WILL BE REPAIRED TO MINIMIZE THE COST TO THE OWNING UNITS. WHEN ENGINE REPAIR IS REQUIRED, UNITS WILL ONLY BE RESPONSIBLE FOR PARTS AND TRAVELING EXPENSES OF CORPUS CHRISTI ARMY DEPOT (CCAD) ESC SPECIALISTS.

NOTE

FOREIGN MILITARY OPERATORS OF T53 ENGINES OBTAINED OR SUPPORTED THROUGH THE FOREIGN MILITARY SALES (FMS) PROGRAM ARE NOT REQUIRED TO COMPLY WITH THE REQUIREMENTS OF THIS

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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MESSAGE. IT IS PROVIDED AS INFORMATION ONLY. FMS CUSTOMERS SHOULD FOLLOW PROCEDURES ESTABLISHED WITHIN THEIR OWN ORGANIZATION AND/OR REFER TO TRI-SERVICE TECHNICAL PUBLICATION, TM 38-301 (U.S. ARMY), NAVAIR 17-15-50 (U.S. NAVY) OR TO 33-1-37 (U.S. AIR FORCE).

D. ENGINES WITH ABNORMAL IRON CONTENT FOUND DURING ROUTINE ENGINE OIL AOAP CHECK WILL REQUIRE A SPECIAL OIL SAMPLE TO CONFIRM THE POSSIBLE FAILURE OF THE NO. 2 BEARING AND NOT ANOTHER CAUSE. THE ENGINE IS CONSIDERED UNSERVICEABLE AND WILL BE SENT TO THE SUPPORTING AVIM SHOP. ESC SPECIALISTS WILL BE SENT TO PERFORM THE SECONDARY DAMAGE INSPECTION. ALL OTHER REPAIR WILL BE THE RESPONSIBILITY OF THE AVIM. TO ENSURE NO SECONDARY IRON CONTAMINATION DUE TO SLUDGE, UNITS SHALL REPLACE THE ENGINE OIL COOLER. REQUISITION REPLACEMENT OIL COOLERS THROUGH NORMAL SUPPLY PROCEDURES. RETURN OIL COOLERS IN CONDITION CODE //D//. UNITS SHALL NOT USE REPLACEMENTS WHICH HAVE BEEN REMOVED LOCALLY. THE REQUIREMENTS OF THIS MESSAGE WILL REMAIN IN EFFECT UNTIL TB 1-2840-229-20-6, WHICH SUPERSEDES THIS MESSAGE, IS EXPIRED OR RESCINDED. TB 1-2840-229-20-6 WILL
CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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NO

EXPIRE ON 30 DEC 94.

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

F. THE PURPOSE OF THIS MESSAGE IS TO:

(1) REQUIRE UNITS WITH ENGINES HAVING AN IRON CONTENT IN THE ABNORMAL RANGE (GREATER THAN 10 PPM FOR UH-1, GREATER THAN 18 PPM FOR AH-1, GREATER THAN 24 PPM FOR OV-1), CONSIDER THAT ENGINE UNSERVICEABLE UNTIL CORRECTIVE ACTION IS TAKEN.

(2) REQUIRE UNITS WITH ENGINES HAVING IRON CONTENT IN THE ABNORMAL RANGE TO PERFORM A SPECIAL OIL SAMPLE.

(3) REQUIRE UNITS TO SHIP UNSERVICEABLE ENGINE TO SUPPORTING AVIM SHOPS FOR REPAIR AND RETURN.

(4) REQUIRE AVIM SHOPS TO OBTAIN REPAIR PARTS TO PERFORM ENGINE REPAIRS AND ASSIST THE ESC SPECIALISTS DURING THE SECONDARY DAMAGE INSPECTION.

(5) REQUIRE UNITS TO OBTAIN REPLACEMENT ENGINE OIL COOLERS THROUGH SUPPLY TO INSTALL WITH REPAIRED ENGINE.

5. END ITEMS TO BE AFFECTED - ALL UH-1, AH-1, OV-1 SERIES AIRCRAFT.

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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6. ASSEMBLY COMPONENTS TO BE AFFECTED -

NOMENCLATURE	PART NO.	NSN
T53-L-13B ENGINE	1-000-060-22	2840-00-134-4803
T53-L-13BA ENGINE	1-000-060-10A	2840-01-093-7451
T53-L-703 ENGINE	1-000-060-23	2840-00-621-1860
T53-L-701A ENGINE	1-000-110-03/07	2840-00-176-9132

7. PARTS TO BE INSPECTED - N/A.

8. INSPECTION PROCEDURES -

NOTE

PERFORM THE FOLLOWING PROCEDURES AFTER OBTAINING RESULTS OF EACH ROUTINE ENGINE OIL AOAP CHECK UNTIL EXPIRATION OR RECENSION OF TB 1-2840-229-20-6. AIRCRAFT EQUIPPED WITH OIL DEBRIS DETECTION SYSTEM (ODDS) ARE REQUIRED TO PERFORM TASKS STARTING AT PARA 8C IF A CHIP LIGHT ILLUMINATES OR BYPASS BUTTON POPS OUT.

A. NOTE RESULTS AFTER EACH, REPEAT, AFTER EACH ROUTINE ENGINE OIL AOAP CHECK.

B. IF TEST RESULTS SHOW IRON CONTENT IN THE NORMAL, MARGINAL OR HIGH RANGE, THE INSPECTION IS COMPLETE.

C. IF TEST RESULTS SHOW IRON CONTENT IN THE ABNORMAL

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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RANGE (GREATER THAN 10 PPM FOR UH-1, GREATER THAN 18 PPM FOR AH-1, GREATER THAN 24 PPM FOR OV-1), THE ENGINE IS CONSIDERED UNSERVICEABLE. PERFORM THE FOLLOWING SPECIAL OIL SAMPLE:

- (1) DRAIN AND FLUSH OIL SYSTEM.
- (2) RESERVICE WITH CLEAN OIL.
- (3) GROUND RUN AIRCRAFT FOR ONE HOUR.
- (4) TAKE OIL SAMPLES FROM NO. 3/4 BEARING

SCAVENGE, NO. 2 BEARING SCAVENGE, CHIP DETECTOR PORT AND ENGINE RESERVOIR.

NOTE

USE PROPER OIL PRACTICES IAW TM 38-301

- (5) LABEL SAMPLES ACCORDINGLY AND SEND TO UNITS SUPPORTING OIL LAB.

NOTE

RESULTS OF THE SPECIAL OIL SAMPLE ARE ONLY USED TO DETERMINE THE CAUSE OF THE ABNORMAL IRON CONTENT. THIS SPECIAL OIL SAMPLE IS NOT, REPEAT, IS NOT USED TO DETERMINE IF THE ENGINE IS SERVICEABLE.

D. AFTER TAKING SPECIAL OIL SAMPLE, SEND THE

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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NO

UNSERVICEABLE ENGINE TO THE SUPPORTING AVIM SHOP FOR REPAIR.

NOTE

USE APPLICABLE ENGINE TECHNICAL MANUAL PROCEDURES FOR REMOVAL AND INSTALLATION OF ENGINES AND ENGINE OIL COOLERS.

F. REPLACE ENGINE OIL COOLER WITH ENGINE OIL COOLER FROM SUPPLY WHEN REINSTALLING THE REPAIRED ENGINE. RETURN OIL COOLERS IN CONDITION CODE //D//. DO NOT REPLACE WITH ENGINE OIL COOLERS THAT HAVE BEEN REMOVED LOCALLY. REQUISITION APPLICABLE ENGINE OIL COOLER IN PARA 10A THROUGH NORMAL SUPPLY PROCEDURES USING PROJECT CODE "CS5".

G. AVIM SHOPS SHALL PERFORM THE FOLLOWING ACTIONS AFTER RECEIVING UNSERVICEABLE ENGINES:

(1) OBTAIN ALL REPAIR PARTS REQUIRED PER PARA 10B(2).

(2) AFTER OBTAINING ALL APPLICABLE REPAIR PARTS, CONTACT MACOM POC AND ESC HOTLINE TO SCHEDULE ESC SPECIALIST TDY IAW PARA 14B.

NOTE

ESC WILL PROVIDE ATCOM WITH A LIST OF REPAIR SITES WHICH ARE READY FOR THE REPAIR. ATCOM WILL PRIORITIZE THE SITE

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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VISITS. UNITS SHOULD CONTACT THEIR MACOM POC IN PARA 16B CONCERNING THEIR PRIORITY. ATCOM WILL NOT TAKE CALLS CONCERNING PRIORITY SCHEDULING FROM AVUM/AVIM UNITS.

(3) PROVIDE TWO ENGINE MECHANICS TO PERFORM AVIM TASKS AND ASSIST THE ESC SPECIALIST IN THE SECONDARY DAMAGE INSPECTION. ESC SPECIALIST WILL BE THE TEAM LEADER.

NOTE

AFTER TRAINING, THE ESC SPECIALIST MAY PROVIDE WRITTEN AUTHORITY FOR AVIM PERSONNEL TO PERFORM THE SECONDARY DAMAGE INSPECTION. THIS WRITTEN AUTHORITY ALLOWS SPECIFIC AVIM PERSONNEL TO PERFORM THE SECONDARY DAMAGE INSPECTION. THIS AUTHORITY IS FOR SPECIFIC PERSONNEL ONLY AND NOT A BLANKET AUTHORITY TO THE UNIT.

(4) ASSIST ESC SPECIALIST IN COMPLETING CCAD FORM 186 AND CCAD (MRR) FORM 188. AVIM PERSONNEL WITH WRITTEN AUTHORITY TO PERFORM THE SECONDARY DAMAGE INSPECTION WILL BE SOLELY RESPONSIBLE TO COMPLETE AND MAIL THESE TWO FORMS IF ESC SPECIALIST IS NOT PRESENT. SEND COMPLETED FORMS TO:

COMMANDER, ATCOM

ATTN: AMSAT-I-MDC

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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NO

(MR. TEDDIE V. STOKES)
4300 GOODFELLOW BLVD
ST. LOUIS, MO 63120-1798

9. CORRECTION PROCEDURES - SEE PARA 8.

10. SUPPLY/PARTS AND DISPOSITION -

A. PARTS THAT MAY BE REQUIRED -

(1) AVUM -

NOMENCLATURE	PART NO.	NSN
ENGINE OIL COOLER		
(UH-1)	204-060-549-9	2935-00-410-5884
GASKET (UH-1)	204-060-184-1	5330-00-847-1120
PACKING (UH-1)	3-16S418-6	5330-00-599-0981
ENGINE OIL COOLER		
(AH-1)	10043A	2935-00-177-8331
GASKET (AH-1)	204-060-184-1	5330-00-847-1120
PACKING (AH-1)	NAS 617-10	5330-00-584-0149
PACKING (AH-1)	3-16S418-6	5330-00-599-0981
ENGINE OIL COOLER		
(OV-1)	8532126	2935-00-772-5610

(2) AVIM - THE FOLLOWING REPAIR PARTS ARE REQUIRED

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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TO PERFORM ENGINE REPAIR:

NOMENCLATURE	NSN	QUANTITY
LOCKRING	2840-00-766-8645	1
TAB WASHER	2840-00-945-5613	3
RETAINER, PACKING	5330-00-753-1064	1
GASKET	5330-00-990-2853	1
GASKET	5330-00-949-9271	1
GASKET	5330-00-937-2547	2
GASKET	5330-00-929-5861	2
BOLT	5306-01-081-4451	20
SHIM	5365-00-948-0616	AS REQUIRED
SHIM	5365-00-178-1455	AS REQUIRED
SHIM	5365-00-350-6224	AS REQUIRED
SPACER	5365-00-949-5495	AS REQUIRED
SPACER	5365-00-948-8032	AS REQUIRED
SPACER	5365-00-948-8031	AS REQUIRED
SPACER	5365-00-766-8651	AS REQUIRED
SPACER	5365-00-775-2510	AS REQUIRED
SPACER	5365-00-796-9776	AS REQUIRED
SPACER	5365-00-103-5870	AS REQUIRED

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,
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NUT	5365-00-156-8958	AS REQUIRED
BEARING NO. 2	3110-01-015-8831	1
HOUSING	2840-01-008-5734	1

B. REQUISITIONING INSTRUCTIONS - REQUISITION PARTS THROUGH NORMAL SUPPLY CHANNELS USING NORMAL SUPPLY PROCEDURES. MANDATORY ENTRY ON REQUISITION AND TURN-IN DOCUMENTS UNDER PROJECT CODE (CC57-59) SHALL BE "CS5" (CHARLIE-SIERRA-FIVE).

C. BULK AND CONSUMABLE MATERIALS - N/A.

D. DISPOSITION -

(1) UNITS SHALL RETURN ENGINE OIL COOLERS IN CONDITION CODE //D//. PROJECT CODE "CS5" MUST BE ON REQUISITION AND TURN-IN DOCUMENTS TO TRACK PARTS AND ENSURE RETURN CREDIT TO THE UNIT.

(2) UNSERVICEABLE ENGINES SHALL BE SENT TO THE SUPPORTING AVIM SHOP FOR REPAIR.

E. DISPOSITION OF HAZARDOUS MATERIAL - N/A.

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

12. APPLICATION -

A. CATEGORY OF MAINTENANCE - AVUM/AVIM/DEPOT. AIRCRAFT

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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DOWNTIME WILL BE CHARGED TO AVUM FOR ENGINE AND ENGINE OIL COOLER REMOVAL AND REINSTALLATION, AVIM FOR NO. 2 BEARING REPLACEMENT AND DEPOT FOR SECONDARY DAMAGE INSPECTION BY ESC SPECIALISTS.

B. TIME REQUIRED -

- (1) SPECIAL OIL SAMPLE (AVUM) - TOTAL OF .5 MANHOURS USING 1 PERSON.
- (2) ENGINE REMOVAL AND REINSTALLATION (AVUM) - 16 MANHOURS USING 2 PERSONS.
- (3) ENGINE OIL COOLER REMOVAL AND REINSTALLATION (AVUM) - 8 MANHOURS USING 2 PERSONS.
- (4) NO. 2 BEARING REPLACEMENT (AVIM) -,16 MANHOURS USING 2 PERSONS.
- (5) SECONDARY DAMAGE INSPECTION (DEPOT - ESC SPECIALISTS) - 4 MANHOURS USING 1 PERSON.

C. ESTIMATED COST IMPACT OF STOCK FUND ITEMS TO THE FIELD -

(1) AVUM -

NOMENCLATURE	NSN	QUANTITY	COST
ENGINE OIL COOLER (UH-1)	2935-00-410-5884	1	\$ 656

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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BEFORE CREDIT

ENGINE OIL COOLER (AH-1) 2935-00-177-8331 1 \$1222

BEFORE CREDIT

ENGINE OIL COOLER (OV-1) 2935-00-772-5610 1 \$ 160

BEFORE CREDIT

(2) AVIM - THE FOLLOWING REPAIR PARTS ARE REQUIRED

TO PERFORM ENGINE REPAIR:

NOMENCLATURE	NSN	QUANTITY	COST
LOCKRING	2840-00-766-8645	1	\$ 10.26
TAB WASHER	2840-00-945-5613	3	\$.58
RETAINER, PACKING	5330-00-753-1064	1	\$ 2.24
GASKET	5330-00-990-2853	1	\$ 1.15
GASKET	5330-00-949-9271	1	\$ 1.57
GASKET	5330-00-937-2547	2	\$ 2.70
GASKET	5330-00-929-5861	2	\$ 1.55
BOLT	5306-01-081-4451	20	\$ 1.76
SHIM	5365-00-948-0616	AS REQUIRED	\$ 12.82
SHIM	5365-00-178-1455	AS REQUIRED	\$ 31.04
SHIM	5365-00-350-6224	AS REQUIRED	\$ 55.03
SPACER	5365-00-949-5495	AS REQUIRED	\$.65

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)BRAD MEYER, AEROSPACE ENGINEER MINIMIZE CONSIDERED
AMSAT-C-XS, X2085

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SPACER	5365-00-948-8032	AS REQUIRED	\$.87
SPACER	5365-00-948-8031	AS REQUIRED	\$ 1.51
SPACER	5365-00-766-8651	AS REQUIRED	\$ 1.69
SPACER	5365-00-775-2510	AS REQUIRED	\$ 1.94
SPACER	5365-00-796-9776	AS REQUIRED	\$ 9.60
SPACER	5365-00-103-5870	AS REQUIRED	\$ 10.51
NUT	5365-00-156-8958	AS REQUIRED	\$ 11.68
BEARING NO. 2	3110-01-015-8831	1	\$339.00
HOUSING	2840-01-008-5734	1	\$218.00

TOTAL COST OF ENGINE REPAIR PARTS - \$716.15

NOTE

UNITS WILL BE RESPONSIBLE FOR PARTS AND TRAVELING EXPENSES

OF ESC SPECIALISTS REQUIRED BY THIS ASAM.

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

E. PUBLICATIONS AFFECTED AS A RESULT OF THIS INSPECTION - N/A.

13. REFERENCES - N/A.

14. RECORDING AND REPORTING REQUIREMENTS -

A. REPORTING COMPLIANCE SUSPENSE DATE (AIRCRAFT) - N/A.

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

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,
AMSAT-I-IAP, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)BRAD MEYER, AEROSPACE ENGINEER MINIMIZE CONSIDERED
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