Subject

AVIATION SAFETY ACTION MESSAGE, MAINTENANCE MANDATORY,

RCS CSBBL-1840(R1), ALL OH-1 H/V, NIGHT VISION GOGGLE FLIGHT
RESTRICTIONS, OH-1-97-ASM-05, TR 1-1520-210-20-36.
NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED PER AR 95-3, CHAPTER 5 REVISION VIA MESSAGE HQ AVSCOM, AMSAV-KSOF, 1819002

http://www.redstone.army.mil/cgi-bin/stcon1.sh?uhl/9705.asm

07/12/2000
SEP 90, SUBJECT: CHANGE TO AR 95-3, CHAPTER 5, SAFETY OF FLIGHT MESSAGES. 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 COMMANDER, ATCOM, ATTN: AMSAT/R-K (SOF COMPLIANCE OFFICER).

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//. AIRCRAFT RESTRICTED FROM NVG FLIGHT. THE CIRCLED RED //X// MAY BE CLEARED WHEN THE REQUIREMENT OF PARA 8 BELOW IS COMPLETED. THE AFFECTED AIRCRAFT SHALL BE INSPECTED 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 REMAIN A CIRCLED RED //X//.

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

C. AIRCRAFT UNDERGOING MAINTENANCE - AIRCRAFT WILL NOT BE RELEASED UNTIL COMPLETION WITH THIS ADAM HAS BEEN COMPLETED.

D. AIRCRAFT IN TRANSIT -
   (1) SURFACE/AIR SHIPMENT - WITHIN 30 HOURS OR 60 DAYS OF ARRIVAL.
   (2) FERRY STATUS - INSPECT AT FINAL DESTINATION.

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

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

G. COMPONENTS/PARTS IN WORK (DEPOT LEVEL AND OTHERS) - N/A.

Task/Inspection Suspense Date
- WITHIN NEXT 30 FLIGHT HOURS/

Reporting Compliance Suspense Date
- NO LATER THAN 23 JUL 97

PER PARA 14A OF THIS MESSAGE.

Summary of Problem

A. UH-1-97-ASAM-02 (TM 1-1520-210-20-34) DIRECTED ALL UNITS TO REMOVE OBSCURING MATERIALS FROM THE RED AND GREEN NAVIGATION POSITION LIGHTS. THE ORIGINAL INTENT OF MASKING THESE LIGHTS WAS TO PREVENT DISRUPTIVE GLARE DURING NIGHT/VISION GOGGLE (NVG) OPERATIONS. HOWEVER, THESE MASKING PRACTICES WERE IN VIOLATION OF FAA REGULATIONS WHEN AIRCRAFT WERE OPERATED IN THE NATIONAL AIRSPACE AT NIGHT. ONCE THE MASKING WAS REMOVED, AN UNACCEPTABLE LEVEL OF GLARE PERSISTED FOR AIRCRAFT OPERATORS USING NVG. THE AERONAUTICAL RESEARCH LABORATORY DEVELOPED A MASKING SCHEME IN COMPLIANCE WITH FAA REGULATIONS AND NVG USER REQUIREMENTS.

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

C. THE PURPOSE OF THIS MESSAGE IS TO:
   (1) REQUIRE A ONE TIME MASKING OF THE RED AND GREEN POSITION LIGHTS TO EXACT DIMENSIONS SPECIFIED.

http://www.redstone.army.mil/cgi-bin/atcom1.sh?uh1/9705.asm

07/12/2000
(2) ENSURE THAT FLIGHT OPERATIONS ARE CONDUCTED IAW FAA REGULATIONS WHEN FLYING IN CIVIL AIRSPACE AT NIGHT.
(3) PROVIDE CONTROLS TO MINIMIZE RISK DURING NVG FLIGHT OPERATIONS.

End Items To Be Inspected
- ALL UH-1H/V AIRCRAFT.

Assembly Components to be Inspected
- UPPER AND LOWER BOTH

RED AND GREEN SETS OF EXTERIOR NAVIGATION LIGHTS.

Parts to be Inspected
- N/A

Inspection Procedures
- ENSURE ACTIONS PER PARAGRAPH 9 OF UH-

1-97-ASAM-02 (TB 1-1520-210-20-34) WERE PERFORMED; REQUIRING REMOVAL OF ALL TAPE AND OR PAINT FROM BOTH UPPER AND LOWER SETS OF RED AND GREEN LENSES. IF PARAGRAPH 9 OF UH-1-97-ASAM-02 (TB 1-1520-210-20-34) WAS NOT PERFORMED COMPLETE THE PROCEDURES OF PARAGRAPH 9 UL-1-97-ASAM-02 (TB 1-1520-210-20-34) PRIOR TO IMPLEMENTING PARAGRAPH 9 OF THIS ASAM.

Correction Procedures

A. LENS MODIFICATION -
   (1) BOTH UPPER AND LOWER RED AND GREEN LENSES MUST TO BE MODIFIED. LEAVE POSITION LIGHT DOME LENS IN ASSEMBLY.
   (2) DETERMINE THE HORIZONTAL CENTER LINE OF THE POSITION LIGHTS BY DRAWING OR MARKING FROM THE CENTER OF THE PHILLIPS SCREW AND COME POINT OF THE LIGHT COVER AND EXTENDING ACROSS DOME LENS THROUGH THE RAISED LETTER OR DIMPLE LOCATED IN THE CENTER OF THE LENS.
   (3) FOR THE UPPER RIGHT AND LEFT POSITION LIGHTS, MARK A LINE 1/8 INCH BELOW AND PARALLEL TO THE CENTER LINE DRAWN IN STEP 2. THE LINE SHOULD EXTEND FROM THE LIGHT COVER TO THE BASE OF THE LENS. PLACE MASKING TAPE ON THE UPPER PART OF THE LIGHT ASSEMBLY ALONG THE LINE DRAWN 1/8 INCH BELOW THE CENTER LINE.
   NOTE THAT THE MASKING TAPE WILL JUST COVER THE HEAD OF THE PHILLIPS SCREW ON THE LIGHT ASSEMBLY COVERS.
   (5) VERIFY THAT SLIGHTLY MORE THAN 1/2 OF THE TOP PORTIONS OF THE EXPOSED UPPER POSITION LIGHTS ARE COMPLETELY MASKED, AND SLIGHTLY MORE THAN 1/2 OF THE BOTTOM PORTIONS OF THE LOWER POSITION LIGHTS ARE COMPLETELY MASKED.
   (6) TO PREVENT OVERSPLAY OF THE AIRFRAME CARC PAINT, CUT
A PIECE OF STENCIL BOARD, OIL, NSN 9310-00-160-7858, APPROXIMATELY 16 INCHES LONG X 11 INCHES WIDE AND LOCATE CENTER POINT. PLACE THE POSITION LIGHT TEMPLATE OVER THE CENTER POINT OF THE CUT STENCIL BOARD LENGTHWISE AND DRAW AROUND THE TEMPLATE. REMOVE THE TEMPLATE AND, WITH A SHARP INSTRUMENT, CUT OUT TEMPLATE AREA. THE POSITION LIGHT ASSEMBLY WILL BE EXPOSED TO MINIMAL OVERSPRAY.

NOTE
ROUGHING THE EXPOSED LENS SURFACES WITH EITHER STEEL WOOL OR SANDPAPER PRIOR TO PAINTING MAY MAKE APPLICATION EASIER AND THE PAINT ADHERE BETTER.

(7) PAINT THE EXPOSED AREA OF THE LENSES USING LACQUER, OLIVE DRAB, 16 OZ. AEROSOL CAN, NSN 8010-00-584-3149. PROCEED UNTIL SUFFICIENT COATS ARE APPLIED TO PREVENT ANY BLEEDING OF LIGHT THROUGH THE PAINTED AREA. TEST THE SPOTLIGHT OF THE PAINTED AREA BY TURNING ON THE POSITION LIGHTS.


B. FLIGHT PROCEDURES -
(1) ALL AIRCRAFT OPERATIONS WILL BE CONDUCTED IAW AR 95-1, AR 95-2, AND AR 95-3; APPLICABLE SUPPLEMENTS TO AR 95-1, AR 95-2, AND AR 95-3; AND FEDERAL AVIATION ADMINISTRATION (FAA) EXEMPTION 3946E.

NOTE:
THE NEW MASKING SCHEME LIGHTS WILL ALLEVIATE NAG INTERFERENCE FROM THE AIRCRAFT'S OWN POSITION LIGHTS BUT WILL NOT PROVIDE SHIELDING FROM OTHER AIRCRAFT. THEREFORE, COMMANDERS MUST URG EXTREME CAUTION WHEN FLYING NAG, MULTI-AIRCRAFT OPERATIONS, PARTICULARLY WHEN POSITION LIGHTS ARE REQUIRED TO BE ILLUMINATED TO MEET REGULATIONS.

(2) NO AIRCRAFT SHALL FLY ABOVE 500 FEET AGL WITH LIGHTS OUT/ON UNLESS IN A DESIGNATED MILITARY TRAINING AREA WHICH MEETS THE REQUIREMENTS OF AR 95-2, PARAGRAPH 9.2. WHEN IN CIVIL AIRSPACE, COMPLIANCE WITH FAA EXEMPTION 3946E IS REQUIRED.

Supply/Parts and Disposition

A. PARTS REQUIRED - ITEMS CITED IN PARAGRAPH 6 MAY BE REQUIRED TO REPLACE DEFECTIVE OR DAMAGED ITEMS.
B. REQUISITIONING INSTRUCTIONS - REQUISITION REPLACEMENT PARTS USING NORMAL SUPPLY PROCEDURES.
C. BULK AND CONSUMABLE MATERIALS - STENCIL BOARD, OIL, NSN 9310-00-160-7858 LACQUER, OLIVE DRAB, 16 OZ. AEROSOL CAN, NSN 8010-00-584-3149.
D. DISPOSITION - DISPOSE OF REMOVED PARTS/COMPONENTS USING NORMAL SUPPLY PROCEDURES.
E. DISPOSITION OF HAZARDOUS MATERIAL - IN ACCORDANCE WITH ENVIRONMENTAL PROTECTION AGENCY DIRECTIVES AS IMPLEMENTED BY YOUR SERVICING ENVIRONMENTAL COORDINATOR (AR 200-1).

Special Tools and Fixtures Required
- AS REQUIRED PER MESSAGE.

Application