Maj. Gen. Kupchinicki sends


Disposal: Within the next five (5) flight hours or ten (10) days after receipt of message.

Note: This is a safety of flight, technical, one-time inspection message, released in accordance with AR 93-13 dated 1 May 1988 and has not, to the best of the transmittor's knowledge, been transmitted to units subordinate to addresses.

Sees should immediately retransmit this message to all subordinate units, activities, or elements affected or concerned. The
ETRANSMITTED SHALL REFERENCE THIS MESSAGE, ACTION ADDRESSEES WILL IMMEDIATELY VERIFY THIS RETRANSMISSION TO COMMANDER, TSARCOM, ATTN: RSTS-MPSD.

1. SUMMARY THE US ARMY HAS BEEN ADVISED BY AVCO LYCOMING AND HANDLER EVANS (CECO) THAT TWELVE (12) CASES OF FAILURE HAVE BEEN REPORTED BY CCAD AND CECOS OVERHAUL FACILITY RELATIVE TO MRPV (MAIN REGULAR PRESSURE VALVE) DIAPHRAGM, WHEN THE MAIN REGULAR PRESSURE VALVE (MRPV) DIAPHRAGM FAILS THE T53 ENGINE IMMEDIATELY GOES INTO AN OVERSPEED CONDITION REQUIRING EMERGENCY ACTION. FIVE (5) OF THE FAILURES WERE IDENTIFIED TO THE FAULTY BONDING OF THE DIAPHRAGMS IN LOT 789, THE OTHER SEVEN FAILURES WERE ATTRIBUTED TO LOOSE MRPV ALVE COVER HOLD DOWN SCREWS (REFER TO SOF MAINTENANCE MANDATORY BSSAGE RE-TOURING OF MAIN PRESSURE REGULATOH VALVE HOLD DOWN SCREWS UW-1-81-11 (AH-1-81-34) (UV-HV-1-81-4)), CURRENTLY THERE ARE FIFTEEN (15) MORE DIAPHRAGNS FROM LOT 789 STILL OUT IN THE FIELD IN HANDLER EVANS FUEL CONTROL, MODEL TA-7, P/N 10077844 (NSN 915-01-005-03197), THESE 13 DIAPHRAGMS WERE INSTALLED BY HANDLER EVANS (CECO) SOMEWHERE IN ANY OF THE 123 FUEL CONTROLS LISTED IN PARAGRAPH 4, THIS MESSAGE, THAT WERE MANUFACTURED IN A TIME FRAME BETWEEN 1 JAN 81 AND 31 OCT 81.

2. THE PURPOSE OF THIS MESSAGE IS TO GROUND ALL UH-1/AH-1 AIRCRAFT, LOCATE THE 123 FUEL CONTROLS LISTED BY SERIAL NUMBER IN PARAGRAPH 4 OF THIS MESSAGE, REMOVE THE LISTED FUEL CONTROLS FROM SERVICE AND IMMEDIATELY SHIP THE 123 UNSERVICEABLE FUEL CONTROLS TO CORPUS CHRISTI ARMY DEPOT (CCAD) TO HAVE THEM INSPECTED FOR THE DEFECTIVE DIAPHRAGM, REPAIRED AND RETURNED TO A SERVICEABLE CONDITION.

3. PRIORITY CLASSIFICATION A - EQUIPMENT IN USE - URGENT WITH LIMITATIONS AN RECEIPT OF THIS MESSAGE, AIRCRAFT IN USE WILL BE INSPECTED NOT LATER THAN FIVE (5) FLYING HOURS OR TEN (10) DAYS FROM RECEIPT OF MESSAGE. WHICHEVER OCCURS FIRST, THE AIRCRAFT CAN BE CARRIED AS FULLY MISSION CAPABLE (FMG) UNDER MR 95-33 UNTIL THE SAFETY-OF-FLIGHT ACTION HAS BEEN ACCOMPLISHED OR TIME LIMITATION STATED ABOVE HAS BEEN EXCEEDED, AT
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PROVISIONS OF MPC REPORTING IN ACCORDANCE WITH AR 95-33 ARE WAIVED RELATIVE TO THIS SAFETY-OF-FLIGHT MESSAGE. A FAILURE TO ACCOMPLISH WITHIN HOURS/DAYS STIPULATED HERIN WILL NOT CAUSE THE CONDITION STATUS TO BE CHANGED TO A RED " X " AND REPORTING IN ACCORDANCE WITH AR 95-33 WILL APPLY.

NOTE: SEE PARAGRAPH 9 AR 93-16 FOR NON-COMPLIANCE AUTHORITY.

UNIT AND MAJOR COMMANDERS:

B. SERVICEABLE CHANDLER EVANS (CECO) MODEL TA-7 FUEL CONTROLS IN FIELD OR DEPOT STOCK SHALL NOT BE ISSUED PRIOR TO COMPLIANCE WITH THIS TB.

1. THE CHANDLER EVANS (CECO) MODEL TA-7 FUEL CONTROL UNITS BY SERIAL NUMBER ARE LISTED AS FOLLOWS:


IF THE FUEL CONTROL SERIAL NUMBER IS ON THE LIST IN PARAGRAPH 4 OF THIS MESSAGE, THE FOLLOWING MUST BE ACCOMPLISHED:

(A) REMOVE THE UNSERVICEABLE FUEL CONTROL FROM THE AIRCRAFT OR

(B) IMMEDIATELY RETURN THE UNSERVICEABLE FUEL CONTROL TO THE CHANDLER EVANS (CECO) MANUFACTURING DIVISION, ATTN: MRAM D. PLATT, REFERENCING HIS SAFETY OF FLIGHT MESSAGE.

(C) REPLACE WITH SERVICEABLE FUEL CONTROL THAT IS NOT ON THE LIST OF CONTROLS IN PARAGRAPH 4 OF THIS MESSAGE.

(D) RETURN THE AIRCRAFT TO FLIGHT STATUS.