FROM
:CDRAMCOM REDSTONE ARSENAL AL//AMSAM-SF-A//
:TO
:AIG 8881
:AIG 9004
:AIG 7515
:AIG 7471
:AIG 12124
:CRDNC ABERDEEN PROVING GROUND MD//CSTE-DTC-AT-WC-W//
:CRDSGAD RICHMOND KY//SIOG-GC//
:RAYTHEON RANGE SYSTEMS ENGINEERING KNJALEIN MH//FAT2//
:CHIEF ARMY AIR DIV HOLLOMAN AFB NM//CSTE-DTC-KW-RRR-P-//
:USDOCS LANDSOUTH EAST IZMIR TU//AN//
:WALLOPS FLIGHT FACILITY NASA WALLOPS ISLAND VA//
:CODE 831.2 AIRCRAFT QA//
:INFO
:CDRMOW WASHINGTON DC//ANL-G-LS//
:FBI WASHINGTON DC//ISD AOS AVIATION//
:FAA SOUTHWEST RGN HQ FORT WORTH TX//ASM-100//
:CUSASMC ARLINGTON VA//CSSD/2A//
:XMT
:ACCT
:
:TEXT
:UNCLASS


NOTE

THIS MESSAGE IS ISSUED IAW AR 95-1, 1 SEP 97, CHAPTER 6. 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 ADDRESSEES WILL IMMEDIATELY VERIFY THIS TRANSMISSION TO CDW, ACMCOM, ATTN: AMSAM-SF-A (SOY COMPLIANCE OFFICE).

1. PRIORITY CLASSIFICATION

NOTE

IAW AR 95-1, PARAGRAPHS 6-6A/6-14A, MACOM COMMANDERS MAY AUTHORIZE TEMPORARY EXCEPTION FROM MESSAGE REQUIREMENTS. EXCEPTION MAY ONLY OCCUR WHEN COMBAT OPERATIONS OR MATTER OF LIFE OR DEATH IN CIVIL DISASTERS OR OTHER EMERGENCIES ARE SO URGENT THAT THEY OVERRIDE THE CONSEQUENCES OF CONTINUED AIRCRAFT OPERATION.


B. AIRCRAFT IN MAINTENANCE FACILITY -
   (1) AIRCRAFT IN AVIM, AVIM OR DEPOT - SAME AS PARA 1A.
   (2) AIRCRAFT AT CONTRACTOR FACILITY - SAME AS PARA 1A.
C. AIRCRAFT IN TRANSIT - SAME AS PARA 1A.
D. MAINTENANCE TRAINERS (CATEGORY A AND B) - N/A.
E. COMPONENT/PARTS IN STOCK AT ALL LEVELS (DEPOT AND OTHERS)
   INCLUDING WAR RESERVES - N/A.
F. COMPONENT/PARTS IN WORK (DEPOT LEVEL AND OTHERS) - N/A.

2. TASK/INSPECTION SUSPENSE DATE - COMPLETE THE CORRECTION
   PROCEDURES IAM PARAGRAPH 9 NLT 31 JANUARY 2002.
3. REPORTING COMPLIANCE SUSPENSE DATE - REPORT COMPLIANCE IAM
4. SUMMARY OF PROBLEM -
   A. BACKGROUND -
      (1) STUDIES HAVE SHOWN THAT THE MA-6/8 INERTIA REELS
      CURRENTLY IN USE MAY NOT BE PERFORMING TO THE ORIGINAL DESIGN
      SPECIFICATION. THE CURRENT FIELD METHODS FOR DETERMINING REEL
      SERVICEABILITY ARE NOT AN ACCURATE/EFFECTIVE MEANS OF DETECTING
      IMPENDING REEL FAILURE (FAILS TO LOCK). CURRENT MILITARY
      SPECIFICATIONS REQUIRE INCREASED QUALIFICATION AND LIFE CYCLE
      TESTING, WHICH IMPROVE THE RELIABILITY AND PERFORMANCE OF THE
      REELS.
      (2) THE MA-16 REEL HAS BEEN QUALIFIED TO THE CURRENT
      SPECIFICATIONS AND IS A DROP IN REPLACEMENT (MODERNIZATION
      THROUGH SPARES) WHICH WILL PROVIDE IMPROVED PROTECTION TO THE
      UH-1 AIRCREW. A TECHNICAL BULLETIN HAS BEEN DEVELOPED FOR FIELD
      LEVEL CHANGEOUT OF THE MA-6/8 REELS, WITH THE MA-16 REEL. DUE TO
      THE IMPENDING FLEET REDUCTIONS, AND THE LIMITED AVAILABILITY OF
      CERTAIN CRITICAL COMPONENTS (TAIL FIN, ENGINES, MAST ASSEMBLIES),
      THE UTILITY HELICOPTER PROJECT OFFICE HAS PROCURRED SUFFICIENT
      QUANTITIES OF MA-16 REEL KITS TO RETROFIT ONLY THE FLYING FLEET
      OF UH-1 AIRCRAFT. EACH REEL KIT IS FREE ISSUE AND WILL CONSIST
      OF AN MA-16 INERTIA REEL (WITH UH-1 LEADER STRAP INSTALLED) AND A
      SINGLE BOLT.
      (3) ONLY THOSE AIRCRAFT THAT HAVE BEEN IDENTIFIED AS
      OPERATIONAL (OR PROJECTED TO BE OPERATIONAL BY 31 JANUARY 2002)
      BY THE RESPECTIVE MACOM WILL RECEIVE FREE ISSUE KITS. ANY
      ADDITIONAL AIRCRAFT SHALL BE MODIFIED AT UNIT LEVEL EXPENSE, BY
      SEPARATELY PROCURING THE KIT COMPONENTS FROM SUPPLY. WHEN
      SEPARATELY PROCURING THE KIT COMPONENTS FROM SUPPLY, THE EXISTING
      AIRCRAFT LEADER STRAP MAY BE REINSTALLED (RESUDDED) IN THE MA-16
      REEL IF IT MEETS TM SERVICEABILITY CRITERIA. SEE PARAGRAPH 10.A
      FOR LISTING OF REEL KIT COMPONENTS.
      (4) DELIVERIES OF UH-1 REEL KITS, ARE EXPECTED TO BEGIN
      IN MID-MAY, WITH INITIAL INSTALLATIONS BEGINNING IN JUNE 2001.
   B. MANPOWER/DOWNTIME AND FUNDING IMPACTS - SEE PARA 12.
   C. THE PURPOSE OF THIS MESSAGE IS TO ALERT THE UH-1
      COMMUNITY THAT REPLACEMENT OF THE MA-6/8 INERTIA REELS SHALL BE

5. END ITEMS TO BE INSPECTED - ALL UH-1 SERIES AIRCRAFT.
6. ASSEMBLY COMPONENTS TO BE INSPECTED - N/A.
7. PARTS TO BE INSPECTED - N/A.
8. INSPECTION PROCEDURES - N/A.
9. CORRECTION PROCEDURES -
   A. REPLACE MA-6/8 INERTIA REELS (TM 55-1520-210-23P, FIGURE
      34 ITEM 29) IN ACCORDANCE WITH TB 1-1520-210-20-55.

NOTE
   UNIT COMMANDERS WILL PROVIDE AN INITIAL
   BRIEFING TO ALL UH-1 AVIATORS ASSIGNED
   THAT IT IS MORE IMPORTANT NOW THAN IN THE
   PAST THAT THEY SHOULD LOCK THEIR SHOULDER
   HARNESS PRIOR TO EMERGENCY LANDING.

http://www.redstone.army.mil/sof/sofmsg/uh1/0104.asm

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COMMANDERS WILL INSURE THAT MA-16 INERTIA REELS ARE INSTALLED UPON RECEIPT.


NOTE
UNIT COMMANDERS WILL PLACE A COPY OF THIS MESSAGE IN THE UNITS AVIATORS READING FILE.

10. SUPPLY/PARTS AND DISPOSITION
   A. PARTS REQUIRED - THE UH-1 MA-16 REEL KIT, P/N 990147-1
      NSN 1680-01-474-6552 CONSISTS OF:
      
      NOMENCLATURE                PART NO.      NSN
      REEL INERTIA                 015-870145-3-16  1680-01-437-0396
      STRAP                        960009-3        1680-01-437-0400
      BOLT                         AN3-22A         5306-00-337-2861
      
      B. REQUISITIONING INSTRUCTIONS - NATIONAL GUARD UNITS WILL CONTACT THEIR RESPECTIVE AVCRAD FOR DISTRIBUTION OF KITS. ALL OTHER US ARMY FACILITIES WILL CONTACT THE APPROPRIATE MACOM POC IDENTIFIED IN PARAGRAPH 16F.
      C. BULK AND CONSUMABLE MATERIALS - TAPE, VINYL FSCM (58536) P/N A-A-1689, NSN 7510-00-515-2856 OR EQUIVALENT.
      D. DISPOSITION - DEMILITARIZE/MUTILATE IAW TM 1-1500-328-23 ANY PART/COMPONENT REMOVED IAW THIS MESSAGE.
      E. 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. REPORT AIRCRAFT NON-MISSION CAPABLE MAINTENANCE (NMCM) WHILE UNDERGOING CORRECTION IAW THIS MESSAGE.
   B. ESTIMATED TIMES REQUIRED -
      1) TO ANNOTATE RECORDS -
      (A) TOTAL OF .5 MAN-HOURS USING 1 PERSON.
      (B) TOTAL OF 0 HOURS DOWNTIME FOR ONE END ITEM.
      2) FOR REPLACEMENT -
      (A) TOTAL OF 1 MAN-HOUR USING 1 PERSON.
      (B) TOTAL OF 1 HOUR DOWNTIME FOR ONE END ITEM.
   C. ESTIMATED COST IMPACT TO THE FIELD - SEE PARA 4A(3).
      NOMENCLATURE PART NO./NSN      QTY  COST EA.  TOTAL $
      UH-1 MA-16 REEL KIT, 990147-1 / 1680-01-474-6552 2EA  $1,143  $2,286
      OR
      REEL INERTIA 015-870145-3-16 1680-01-437-0396 2  1318.23  2636.46
      STRAP 960009-3 1680-01-437-0400 2  222.46  444.92
      BOLT AN3-22A 5306-00-337-2861 2  .22  .44
      TOTAL COST PER AIRCRAFT = $3082.82
   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 INSPECTION - TM 55-1520-210-23P AND TM 55-1520-210-23 SHALL BE CHANGED TO REFLECT THIS MESSAGE. A COPY OF THIS MESSAGE SHALL BE INSERTED IN THE APPROPRIATE TM AS AUTHORITY TO IMPLEMENT THE CHANGE UNTIL THE PRINTED CHANGE IS RECEIVED.

13. REFERENCES
   A. DA PAM 738-751, 15 MAR 99.
   B. TM 55-1520-210-23P

http://www.redstone.army.mil/sof/sofmsg/u1/0104.asm

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