CDRATCOM ST LOUIS MO//AMSAT-R-X//
AIG 8881
AIG 9004
AIG 9042
AIG 8708
AIG 7515
AIG 7471
AIG 12124
DCM APMO OZARK AL//DCMDE-AQA//
CDRCBDCOM ABERDEEN PROVING GROUND MD//AMSCB-OP/OPA//
CDRUSAGAPG ABERDEEN PROVING GROUND MD//STEAP-PF-V//
RAYTHEON RANGE SYSTEMS ENGINEERING KWAJALEIN MH//PAT2//
CDR WHITE SANDS MISSILE RANGE NM//STEWS-NRS-AA-MQA//
CDRDPG DUGWAY UT//STEDP-AVN//
USDOCO LANDSOUTHEAST IZMIR TU//AV//
DPRO BELL HELICOPTER FORT WORTH TX//DCMDS-RBOB/RBP//
WALLOPS FLIGHT FACILITY NASA WALLOPS ISLAND VA//
CODE 831.2 AIRCRAFT QA//
INFO TSM ATK HEL PT RUCKER AL//ATZQ-TSM-A//
HQAFSPC PETERSON AFB CO//LGM/SEF//
AMCPM-CO, AMSAT-D-WAU, AMSAT-R-EIH, AMSAT-R-ECH, AMSAT-D-S,
AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC), AMSAT-D-SLNO(IS)

JIM WILKINS, AEROSPACE ENGINEER MINIMIZE CONSIDERED
AMSAT-R-X, X2258

NORBERT R. KNEPP, X2178
SUBJECT - AVIATION SAFETY ACTION MESSAGE, MAINTENANCE
MANDATORY, RCS CGLD-1860(R1), ALL UH-1 AND AH-1 SERIES,
MANDATORY REPLACEMENT OF HIGH PRESSURE FUEL FITTING (UH-1-97-
NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED PER
AR 95-3, CHAPTER 5 REVISION VIA MESSAGE HQ AVSCOM, AMSAV-
XSOF, 181900Z 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 RETRANSMISSION
TO COMMANDER, ATCOM, ATTN - AMSAT-R-X (SOF COMPLIANCE
OFFICER).
AMCPM-C0, AMSAT-D-WAU, AMSAT-R-EIH, AMSAT-R-ECH, AMSAT-D-S,
AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC), AMSAT-D-SLNO(IS)

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NORBERT R. KNIEPP, X2178

UNCLASSIFIED 211335ZMAR97
F. COMPONENT/PARTS IN STOCK INCLUDING WAR RESERVES AT ALL LEVELS (DEPOT AND OTHERS) - UPON RECEIPT OF THIS MESSAGE THE MATERIEL IN CONDITION CODE //A// LISTED IN PARA 6 BELOW SHALL BE PLACED IN CONDITION CODE //D// AND RETAGGED WITH A TEST/MODIFICATION TAG/LABEL-MATERIEL (BLUE COLOR) DD FORM 1576/1576-1. THE AUTHORITY BLOCK MUST REFERENCE INSPECTION REQUIRED PER THIS MESSAGE (TB 1-2840-229-20-11). DO NOT REMOVE SERVICABLE TAGS. ATCOM WILL DISPATCH A MAINTENANCE TEAM TO THE DEPOTS TO INSPECT/REPAIR AND COMPLY WITH TAMMS REQUIREMENTS. THIS COMMAND WILL COORDINATE WITH DEPOT ON MAINTENANCE TEAM.

2. TASK/INSPECTION SUSPENSE DATE - WITHIN 25 HOURS/60 DAYS.

3. REPORTING COMPLIANCE SUSPENSE DATE - NO LATER THAN 11 APR 1997 PER PARA 14A OF THIS MESSAGE.

4. SUMMARY OF PROBLEM -

   A. AN INFLIGHT FIRE ON A UH-1 AIRCRAFT HAS BEEN DETERMINED TO HAVE ORIGINATED FROM A CRACKED HIGH PRESSURE FUEL FITTING. BOTH THE UH-1 AND AH-1 HELICOPTERS USE THIS FITTING ON THE T53 ENGINES. THE FITTING IS MADE OF ALUMINUM. AN ANALYSIS HAS SHOWN THAT, IN THIS APPLICATION, AMCPM-C0, AMSAT-D-WAU, AMSAT-R-EIH, AMSAT-R-ECH, AMSAT-D-S, AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC), AMSAT-D-SLNO(IS)

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THE PRESENT ALUMINUM FITTING IS INSUFFICIENT IN STRENGTH.
TO PREVENT FUTURE FAILURES OF THESE FITTINGS, THEY ARE BEING
REMOVED FROM SERVICE AND REPLACED BY A STAINLESS STEEL
FITTING.

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

C. THE PURPOSE OF THIS MESSAGE IS TO REQUIRE A ONE
TIME REPLACEMENT OF THE ALUMINUM HIGH PRESSURE FITTING WITH
A STAINLESS STEEL FITTING.

5. END ITEMS TO BE INSPECTED — ALL UH-1H/V AND AH-1
     AIRCRAFT.

6. ASSEMBLY COMPONENTS TO BE INSPECTED —

<table>
<thead>
<tr>
<th>NOMENCLATURE</th>
<th>PART NO.</th>
<th>NSN</th>
</tr>
</thead>
<tbody>
<tr>
<td>T53 ENGINE</td>
<td>1-000-060-22</td>
<td>2840-00-134-4803</td>
</tr>
<tr>
<td></td>
<td>1-000-060-23</td>
<td>2840-00-621-1860</td>
</tr>
<tr>
<td>FUEL CONTROL MAIN</td>
<td>106500A1 (TA-7)</td>
<td>2915-01-216-9779</td>
</tr>
<tr>
<td></td>
<td>100770A4 (TA-7)</td>
<td>2915-01-005-9197</td>
</tr>
</tbody>
</table>

7. PARTS TO BE INSPECTED —

<table>
<thead>
<tr>
<th>NOMENCLATURE</th>
<th>PART NO.</th>
<th>NSN</th>
</tr>
</thead>
<tbody>
<tr>
<td>NIPPLE, TUBE</td>
<td>MS24392D4</td>
<td>4730-00-834-9560</td>
</tr>
</tbody>
</table>

AMCPM-C0, AMSAT-D-WAU, AMSAT-R-EIR, AMSAT-R-ECH, AMSAT-D-S,
AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC), AMSAT-D-SLNO(IS)

JIM WILKINS, AEROSPACE ENGINEER MINIMIZE CONSIDERED
AMSAT-R-X, X2258

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ALTERNATE HARDWARE:
UNION, FLARED TUBE  AN815-4D

8. INSPECTION PROCEDURES -
A. THE CURRENT NIPPLE IS USED IN FIVE (5) LOCATIONS ON
THE T53 ENGINE; THE AIRBLEED HOSE (1 EACH), IGV ACTUATOR (2
EACH), ACCESSORY DRIVE GEARBOX (1 EACH), FUEL LINES (1
EACH), AND MAIN FUEL CONTROL/OVERSPEED GOVERNOR (4 EACH).
(REFERENCE TM 1-2840-260-23P, FIGURE 2, ITEM 11; FIGURE 4,
ITEM 11; FIGURE 31, ITEM 8; FIGURE 47, ITEM 25; FIGURE 51,
ITEM 6).

B. IMPLEMENT REPLACEMENT PER PARAGRAPH 9.

9. CORRECTION PROCEDURES -

NOTE
THE APPROVED ITEM NAME IS TUBE NIPPLE, TM 55-2840-229-
23 USES THE ITEM NAME UNION. BOTH TERMS ARE THE SAME
IN INTENT.

NOTE
DO NOT REMOVE FUEL CONTROL TO REPLACE THE NIPPLES. CAP
ALL FITTINGS AND HOSES TO PREVENT CONTAMINATION.

A. REMOVE THE CURRENT MS24392D4 NIPPLE (5 LOCATIONS AS
AMCPM-C0, AMSAT-D-WAU, AMSAT-R-EIH, AMSAT-R-ECH, AMSAT-D-S,
AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC), AMSAT-D-SLNO(IS)

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REMOVED AND REPLACEMENT OF THE BLEED BAND HIGH PRESSURE FITTING AT THE FUEL CONTROL WILL BE DIFFICULT. THE CLEARANCE BETWEEN THE HEX OF THE FITTING AND THE SURROUNDING HOUSING IS INSUFFICIENT TO ALLOW A STANDARD SOCKET OR WRENCH TO BE USED. REMOVE THIS FITTING AS FOLLOWS:

1. DISCONNECT THE WIRING BUNDLE AFT OF THE FUEL CONTROL AND MOVE IT OUT OF THE WAY.

2. REMOVE THE FUEL HOSE (FIGURE 47, ITEM 18).

3. MODIFY A THIN WALL 11/16 INCH 3/8 INCH DRIVE 12 POINT SOCKET BY GRINDING OR TURNING THE OUTSIDE DIAMETER, REMOVING JUST ENOUGH MATERIAL TO ALLOW IT TO FIT ONTO THE FITTING AND CLEAR THE SURROUNDING HOUSING. APPROXIMATE FINAL DIMENSIONS WILL BE 0.915 INCH DIAMETER AND FOR A 0.100 INCH LENGTH. OTHER METHODS OF TOOL MODIFICATIONS ARE AUTHORIZED AS LONG AS A MODIFIED TOOL FULLY ENGAGES THE NIPPLE HEX.

4. AN ALTERNATE METHOD OF REMOVAL OF THE FITTING IS TO USE A PAIR OF LOCKING PLIERS (VICE GRIPS) ON THE THREADS OF THE ALUMINUM FITTING.

AMCPM-C0, AMSAT-D-WAU, AMSAT-R-EIH, AMSAT-R-ECH, AMSAT-D-S, AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC), AMSAT-D-SLNO(IS)

JIM WILKINS, AEROSPACE ENGINEER
AMSA-RX, X2258

NORBERT R. KNIEPP, X2178
B. INSTALL STAINLESS STEEL NIPPLES, MS24392J4, NSN 4730-00-684-6912, AND PREFORMED PACKING, MS83248/1-904, NSN 5330-00-020-0203, AND TORQUE NIPPLE (ALL LOCATIONS) TO 55 TO 65 IN-LBS.

10. SUPPLY/PARTS AND DISPOSITION -
   A. PARTS REQUIRED - ITEMS CITED IN PARAGRAPHS 9B WILL BE REQUIRED TO REPLACE DEFECTIVE ITEMS.
   B. REQUISITIONING INSTRUCTIONS - NORMAL SUPPLY PROCEDURES.
   D. DISPOSITION - DISPOSE OF REMOVED PARTS/COMPONENTS IN ACCORDANCE WITH NORMAL SUPPLY PROCEDURES.
   E. DISPOSITION OF HAZARDOUS MATERIAL - N/A.

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

12. APPLICATION -
   A. CATEGORY OF MAINTENANCE - AVUM. AIRCRAFT DOWNTIME WILL BE CHARGED TO AVUM.
   B. ESTIMATED TIME REQUIRED -

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10 13 211335Z MAR 97 PP PP UUUU AA ZYUW
NO

(1) TOTAL OF 6 MANHOURS USING 1 PERSON.

(2) TOTAL OF 6 HOURS DOWNTIME FOR ONE END ITEM.

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

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

E. PUBLICATIONS WHICH REQUIRE CHANGE AS A RESULT OF
TM 1-2840-113 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. TM 1-2840-260-23P.
B. TM 55-2840-229-23.
C. DMWR 1-2840-113.
D. DMWR 55-2915-335.

14. RECORDING AND REPORTING REQUIREMENTS -
A. REPORTING COMPLIANCE SUSPENSE DATE (AIRCRAFT) -
UPON ENTERING REQUIREMENTS OF THIS MESSAGE ON DA FORM 2408-
AMCPM-C0, AMSAT-D-WAU, AMSAT-R-EIH, AMSAT-R-ECH, AMSAT-D-S,
AMSAT-D-SLNO(RAAF), AMSAT-I-LOS(AOC), AMSAT-D-SLNO(IS)

JIM WILKINS, AEROSPACE ENGINEER MINIMIZE CONSIDERED
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