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07/11/2000
Subject

AVIATION SAFETY ACTION MESSAGE, MAINTENANCE MANDATORY, RCS

CSGLD-1860(R1), ALL US-18/V SERIES AIRCRAFT, OIL DEBRIS DETECTION SYSTEM MODIFICATION TO CAUTION PANEL (UH-1-93-ASM-03) (TB 1-1520-242-30-5)

NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED PER AR 95-3, CHAPTER 5 REVISION VIA MESSAGE HQ AVECOM, AMSAV-XDOP, 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-C-XS (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 RED HORIZONTAL DASH ////. THE RED HORIZONTAL DASH //// MAY BE CLEARED WHEN THE INSPECTION 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 BE UPGRADED TO A RED //X//.

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

C. AIRCRAFT UNDERGOING MAINTENANCE - AIRCRAFT WILL NOT BE RELEASED UNTIL COMPLIANCE WITH THIS ASAM MESSAGE HAS BEEN COMPLETED.

D. AIRCRAFT IN TRANSIT -
   (1) SURFACE/AIR SHIPMENT - PRIOR TO FIRST FLIGHT.
   (2) FERRY STATUS - INSPECT AT FINAL DESTINATION.

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.

Task/Inspection Suspense Date

- WITHIN 60 HOURS/60 DAYS,

WHICHEVER OCCURS FIRST.

Reporting Compliance Suspense Date

- REPORT COMPLIANCE TO

COMMANDER, ATCOM, ATTN: AMSAT-C-XS NO LATER THAN 15 JUN 93 PER PARA 14A OF THIS MESSAGE.

Summary of Problem

A. SEVERAL INCIDENTS HAVE OCCURRED WHERE THE OIL DEBRIS DETECTION SYSTEM (ODDS) HAS DAMAGED A CIRCUIT CARD ON SEVERAL VERSIONS OF THE UH-1 CAUTION PANEL. THIS INCIDENT OCCURS WHEN THE

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CAUTION PANEL PRESS-TO-TEST SWITCH IS ACTIVATED WHILE THE ODDS POWER MODULE IS HOLDING A CHARGE. THE CAUTION PANEL REQUIRE REPAIR PRIOR TO FLIGHT AND THEREFORE DELAYS THE MISSION.

B. THE PURPOSE OF THIS MESSAGE IS TO DIRECT INSTALLATION OF DIODES IN THE CAUTION PANEL WIRING TO PROTECT THE CAUTION PANEL FROM THE ODDS POWER MODULE VOLTAGE SURGES.

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

Assembly Components to be Inspected
- N/A.

7. PARTS TO BE AFFECTED - SEE PARA 9.

Inspection Procedures

B. AIRCRAFT WITHOUT ODDS MODIFICATION, MWD 1-1520-242-50-2, REQUIRE NO FURTHER ACTION AND INSPECTION IS COMPLETE.

Correction Procedures

CAUTION
ASSURE THAT A HOE PREVENTION PROGRAM IS BEING IMPLEMENTED WHEN PERFORMING THE FOLLOWING PROCEDURES IAW AR 365-95.
A. REMOVE PEDESTAL ACCESS PANEL, COPILOT SEAT, CAUTION PANEL AND HYDRAULIC CONTROL PANELS FROM PEDESTAL TO ACCESS WIRING BENEATH.
B. MODIFY MS27212-1-20 (MS 5940-00-950-1610) TERMINAL BOARD (TB) TO 4 STUDS WITH MOUNTING CAPABILITY EXTERNAL TO OUTERMOST STUDS.
C. NEW TB WILL BE LOCATED EXTERNAL AND FORWARD RIGHT SIDE OF PEDESTAL FRONT PANEL. FIGURES WILL BE PROVIDED TO REGIONAL ATCOM LABS TO ILLUSTRATE THIS MODIFICATION.

CAUTION
DO NOT DAMAGE ADJACENT WIRE BUNDLES.
D. DRILL TWO NUMBER 30 MOUNTING HOLES (THE FIRST LOCATED 6.60 INCHES FROM TOP OF PANEL .85 INCHES IN FROM RIGHT SIDE PANEL AND THE SECOND LOCATED 2.375 INCHES BELOW FIRST HOLE AND .50 INCHES IN FROM RIGHT SIDE PANEL (SEE ILLUSTRATION FROM ATCOM LAB). DEBURR HOLES.
E. IDENTIFY WIRE W17B20 AND WIRE W16B20 ON CAUTION PANEL CONNECTOR. CUT WIRE W16B20 BETWEEN CAUTION PANEL CABLE CONNECTOR AND PREVIOUSLY INSTALLED WIRE SPLICE FROM THE ODDS INSTALLATION. CUT WIRE W17B20 WITHIN 6 INCHES OF CAUTION PANEL CABLE CONNECTOR.
F. SPLICE (MS1824/1-2) NEW 20 GAUGE WIRE APPROXIMATELY 12 INCHES LONG INTO THE W16B20 WIRE WHICH IS STILL ATTACHED TO THE CAUTION PANEL CONNECTOR. CRIMP ANODE SIDE OF 1N4004 DIODE (MS 5961-00-914-6005) AT TERMINAL END OF NEW WIRE WITH MS250-36-102 TERMINAL LOGS. SPLICE NEW 20 GAUGE WIRE APPROXIMATELY 12 INCHES IN LENGTH TO W16B20 WIRE WHICH IS NOT CONNECTED TO THE CAUTION PANEL CONNECTOR. CRIMP MS250-36-102 TERMINAL LOGS TO CATNOKE END OF 1N4004 DIODE (IDENTIFIED BY BAND AROUND CASING) WITH RETURN LINE.
G. SPLICE (MS1824/1-2) NEW 20 GAUGE WIRE APPROXIMATELY 12 INCHES LONG INTO THE W17B20 WIRE WHICH IS STILL ATTACHED TO THE CAUTION PANEL CONNECTOR. CRIMP ANODE SIDE OF 1N4004 DIODE AT TERMINAL END OF NEW WIRE WITH MS250-36-102 TERMINAL LOGS. SPLICE
NEW 20 GAUGE WIRE APPROXIMATELY 12 INCHES IN LENGTH TO W17B20 WIRE WHICH IS NOT CONNECTED TO THE CAUTION PANEL CONNECTOR. CRIMP MS250-36-102 TERMINAL LUG TO CATHODE END OF 1M4004 DIODE (DENOTED BY BAND AROUND CASING) WITH RETURN LINE.

H. ATTACH DIODES TO TB WITH AN960C6 WASHERS AND MS21042-06 NUTS. REFER TO ILLUSTRATION PROVIDED TO LABS.

I. ATTACH TB TO PEDESTAL PANEL WITH MS35206-215 PAN HEAD SCREWS AND NAS679A04 NUTS. IF DESIRED, -216 OR -217 PAN HEAD SCREWS MAY BE USED.

J. ATTACH MS18029-11S COVER TO TB AND IDENTIFY AS TB 50.

K. REINSTALL HYDRAULIC CONTROL PANEL, CAUTION PANEL, COPILOT SEAT AND ACCESS PANEL.

Supply/Parts and Disposition

A. PARTS REQUIRED - ITEMS CITED IN PARA 10C WILL BE REQUIRED TO REPLACE DEFECTIVE ITEMS.

B. REQUISITIONING INSTRUCTIONS - REQUISITION REPLACEMENT PARTS THROUGH NORMAL SUPPLY CHANNELS USING NORMAL SUPPLY PROCEDURES.

C. BULK AND CONSUMABLE MATERIALS -

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<th>Nomenclature</th>
<th>Part Number</th>
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<tr>
<td>TERMINAL BOARD</td>
<td>MS2712/1-20</td>
<td>5940-00-950-1610</td>
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<td>WIRE, 20 GAUGE(A)</td>
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<td>WASHERS(A)</td>
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<tr>
<td>COVER, TERMINAL</td>
<td>MS18029-11S</td>
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D. (A) - SIMILAR ITEMS IN BENCH STOCK MAY BE USED.

E. DISPOSITION - N/A.

E. DISPOSITION OF HAZARDOUS MATERIAL - N/A.

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

Application

A. CATEGORY OF MAINTENANCE - AVIM. AIRCRAFT DOWNTIME WILL BE CHARGED TO AVIM.

B. TIME REQUIRED -

1. TOTAL OF 8 MANHOURS USING 2 PERSONS.
2. TOTAL OF 4 HOURS DOWNTIME FOR ONE END ITEM.

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

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


Recording and Reporting Requirements

A. REPORTING COMPLIANCE SUSPENSE DATE (AIRCRAFT) - UPON ENTERING REQUIREMENTS OF THIS MESSAGE ON DA FORM 2408-13-1 ON ALL

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B. TASK/INSPECTION REPORTING SUSPENSE DATE (AIRCRAFT) - UPON COMPLETION OF INSPECTION, UNITS WITH ODDS MODIFIED AIRCRAFT WILL FORWARD A PRIORITY MESSAGE TO: COMMANDER, ATCOM, ATTN: AMSAT-W-AU. DATAFAX IS DSN 693-2296 OR COMMERCIAL 314/263-2296. THE REPORT WILL CITE THIS MESSAGE NUMBER, COMPLETION DATE OF THIS CORRECTION AND AIRCRAFT SERIAL NUMBER, REPORTS SHALL BE SUBMITTED 10 DAYS AFTER COMPLETION OF TASK.

C. REPORTING COMPLIANCE SUSPENSE DATE (SPARES) - N/A.

D. TASK/INSPECTION REPORTING SUSPENSE DATE (SPARES) - N/A.

E. THE FOLLOWING FORMS ARE APPLICABLE AND ARE TO BE COMPLETED IN ACCORDANCE WITH DA PAM 738-751, 15 JUN 92 -
1. DA FORM 2408-5, EQUIPMENT MODIFICATION RECORD.
2. DA FORM 2408-13, AIRCRAFT STATUS INFORMATION RECORD.
3. DA FORM 2408-13-1, AIRCRAFT INSPECTION AND MAINTENANCE RECORD.
4. DA FORM 2408-15, HISTORICAL RECORD FOR AIRCRAFT.

Weight and Balance
- N/A.

Points of Contact

A. TECHNICAL POINT OF CONTACT FOR THIS MESSAGE IS MR. FRED KERSHAW, AMSAT-R-ECH, DSN 693-1683 OR COMMERCIAL 314/263-1683.


C. FORMS AND RECORDS POINT OF CONTACT FOR THIS MESSAGE IS MS. ANN WALDECK, AMSAT-I-MDM, DSN 693-1821 OR COMMERCIAL 314/263-1821.

D. SAFETY POINT OF CONTACT FOR THIS MESSAGE IS MR. BRAD MEYER, AMSAT-C-XS, DSN 693-2063 OR COMMERCIAL 314/263-2063.

E. FOREIGN MILITARY SALES (FMS) RECEIPIENTS REQUIRING CLARIFICATION OF ACTION ADVISED BY THIS MESSAGE SHOULD CONTACT MR. JAY NANCE/MR. RON VAN REES, AMSAT-I-IA, DSN 693-3826/3659 OR COMMERCIAL 314/263-3826/3659.

F. AFTER HOURS CONTACT ATCOM COMMAND OPERATIONS CENTER (COC) DSN 693-2066/7 OR COMMERCIAL 314/263-2066/7.