ADDRESSEES: Addressed should immediately retransmit this message to all subordinate units, activities, or elements affected or concerned.

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The retransmission shall reference this message. Action addressed will immediately verify this retransmission to Commander, TSARCOM, ATTN: DRSTSF-RPSD.

1. Purpose of this message is to emphasize the need for effective T53 engine compressor washing and specifies the cleaning procedures to be followed. The following procedures will be utilized until the required changes to the referenced manual have been printed and distributed to the field.

2. Paragraphs 2-2 of reference A, and 7-25 of reference B describe cleaning of the T53 engine air inlet area, inlet guide vanes, and compressor rotor blades. Both references imply that closing off the bleed band is optional. Compressor washing with the bleed band open is ineffective and leads to lower engine life and higher maintenance cost.
AGE 02 RUCIFRA UNCLAS

UCLRFA/USDA FOREST SERVICE PO BOX 2417 WASH DC 20013
/COOPERATIVE FIRE PROTECTION/
UCLRFA/KAMAN AEROSPACE CORP OLD WINDSOR RD BLOOMFIELD CT
UCLRFA/CORUSA AVG FT RUCKER AL /ATZQ=DI/
UCLRFA/TSM ATK HEL FT RUCKER AL /ATZQ=TSM=A/
A=BHCQVD
T

INCLAS

NOTE: SECTION OF 02

W/ 1. LIP Ups of dirt within the engine affects seals, bearings, wear, corrosion, critical tolerances, performance, and eventually causes premature engine removal and replacement.
2. To preclude the problems enumerated in paragraph 2, the following procedures will be adhered to:
   a. During all compression washes, the bleed band shall be in the closed position.
   b. The preferred cleaner is B and S 3120, NSN 6550-00-181-7594.
   c. Dry cleaning solvent, P-0D-580 NSN 6550-00-285-0011 may be
USED AS AN ALTERNATE IF B AND B 3100 IS NOT AVAILABLE.
D. RESIDUAL CLEANER SHALL BE REMOVED FROM AIRCRAFT AND ENGINE.

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AFTER WASHING, BY FLUSHING WITH FRESH WATER, AND THEN AIRCRAFT SHALL
BE THOROUGHLY DRIED. CLEANING RESIDUE LEFT ON AN AIRCRAFT OR ENGINE:
TENDS TO BE CORROSIVE AFTER A PERIOD OF TIME; ON UH-1D/H/AH-1H
AIRCRAFT, PARTICULAR CARE SHOULD BE MADE. TO INSURE THE ENGINE DECK IS
CLEANED AND DRIED, THIS IS BEST ACCOMPLISHED BY REMOVAL OF THE FUEL
CONTROL ACCESS AND GENERAL ACCESS DOORS (ITEMS 23 AND 31,
FIGURE 2-18, TM55-1220-210-23) AND, FLUSHING THE AREA WITH WATER,
THEN DRYING.
4. RECORD ACCOMPLISHMENT NOT APPLICABLE
5. REPORTING NOT REQUIRED.
6. FOREIGN MILITARY SALES/FMS RECIPIENTS DESIRING CLARIFICATION OF
   THIS MESSAGE SHOULD CONTACT ON 6 JAMES CRONIN, DRSTS-I, AUTOVON
   693-2100, COMMERCIAL 515-263-2106.
7. POINT OF CONTACT IS DICK HAZLEWOOD OR ROBERT CLARK, TSARCOM,
   DRSTS-MEA, AUTOVON 693-3300, COMMERCIAL 315-263-3300;
   BT #3204

NNNN