Flight Safety Message: uh1/9501.asm

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Subject

AVIATION SAFETY ACTION MESSAGE, MAINTENANCE

MANDATORY, HCS CGSLO-1860(R1), ALL UH-1 SERIES AIRCRAFT.
ONE TIME INSPECTION OF CARTRIDGE TYPE FUEL BOOST PUMP.
(UH-1-95-ASAM-01) (TB 1-1520-210-20-26)

NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED PER
AR 95-3, CHAPTER 5 REVISION VIA MESSAGE HQ AVSCOM, AMSAV-
XSOF, 1819012 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 ADDRESSEES WILL IMMEDIATELY VERIFY THIS
RETRANSMISSION TO COMMANDER, ATCOM, ATTN AMSAT-R-X (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 ///- IS CLEAR 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 ///-///.
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 - INSPECT AT FINAL
   DESTINATION.
   (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 10 HOURS/14 DAYS,
AFTER RECEIPT OF THIS MESSAGE.

Reporting Compliance Suspense Date
- NO LATER THAN 1 WAR

Summary of Problem

A. SEVERAL INCIDENTS HAVE BEEN REPORTED ON UH-1
   AIRCRAFT THAT SHOW THE SHUTOFF ARM OF THE CARTRIDGE TYPE
   FUEL BOOST PUMPS BENT. A BENT SHUTOFF ARM CAN RESTRICT FUEL
   FLOW TO THE ENGINE FUEL CONTROL. THIS CONDITION IS
   UNACCEPTABLE AND MAY RESULT IN POWER LOSS OR FLAMEOUT.
B. NONE OF THESE INCIDENTS HAVE BEEN REPORTED ON THE
   AH-1 SERIES AIRCRAFT. THE AH-1 MAINTENANCE MANUAL

http://www.redstone.army.mil/cgi-bin/atcom1.sh/uhi/9501.asm

07/11/2000
Adequately addresses the possibility of bending the arm when installing the fuel boost pump. Therefore, the one-time inspection required by this message does not apply to AH-1 aircraft.

C. Although the UH-1 maintenance manual has recently been updated to preclude this situation during installation of the boost pump, there could be pump assemblies currently installed using the old procedure that resulted in the bent arm.

D. For manpower/downtime and funding impacts see Para 12.

E. The purpose of this message is to require a one-time inspection of the cartridge type boost pump shutoff arm on UH-1 series aircraft.

End Items To Be Inspected
- All UH-1 series aircraft.

Assembly Components to be Inspected

<table>
<thead>
<tr>
<th>Nomenclature</th>
<th>Part No.</th>
<th>NSN</th>
</tr>
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<tbody>
<tr>
<td>PUMP, SUBMERGED</td>
<td>206-062-687-101</td>
<td>2915-01-124-5222</td>
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Parts to be Inspected
- N/A

Inspection Procedures

A. Gain access to fuel boost pumps by removing fuel pump access panels.

WARNING
A bent shutoff valve arm (lever) may prevent the shutoff valve from completely opening causing a restricted fuel flow.

CAUTION
Apply pressure directly over valve spring when opening or closing valve stem assembly. Trying to compress valve spring from free end of valve arm will cause valve arm to bend. When removing or installing shoulder screw, keep valve arm depressed.

B. While applying downward pressure on fuel shutoff valve, remove shoulder screw [TM 55-1520-210-23-2, figure 10-13, item 39] from arm (item 38). Release pressure and allow valve to close. If the valve moves less than 3/16 inch from open to closed position, perform the correction procedures of Para 9.

C. Inspect arm. If arm is obviously bent, perform correction procedure of Para 9. If arm is not bent, the inspection is complete.

Correction Procedures

http://www.redstone.army.mil/cgi-bin/atcom1.sh?uh1/9501.asm

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