1 R RUCIFRD5590 2110036 DA-BDCVBA
R 251B002 JUL 91 ZEX
FM CDRAVS COM ST LOUIS MO /AMS AV- XSOF/
TO RUCLFPA/USDA FOREST SERVICE AVIATION FIRE MGMT
3905 VISTA AVE BOISE ID 83705
DA-BDCVBA
UNCLASS
SECTION 01 OF 02
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SUBJECT - AVIATION SAFETY ACTION MESSAGE. INFORMATIONAL. RCS
CSGDL-1860(R1). ALL UH-1H/V AIRCRAFT, REVISION TO UH-1-91-ASAM-11
ON FORWARD ENGINE ELECTRICAL PLUG CONNECTOR (UH-1-91-ASAM-13) (TB
1-1520-242-20-52)
NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE AND 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. ADDRESSES WILL IMMEDIATELY VERIFY
THIS RETRANSMISSION TO COMMANDER, AVCOM, ATTN - AMSAV-XSOF
(SOF COMPLIANCE OFFICER).
1. PRIORITY CLASSIFICATION
   A. AIRCRAFT IN USE - N/A.
   B. AIRCRAFT IN DEPOT MAINTENANCE - N/A.
   C. AIRCRAFT UNDERGOING MAINTENANCE - N/A.
   D. AIRCRAFT IN TRANSIT -
      (1) SURFACE/AIR SHIPMENT - N/A.
      (2) FERRY STATUS - N/A.
   E. MAINTENANCE TRAINERS (CATEGORY A, B AND C) - N/A.
   F. COMPONENT/PARTS IN STOCK INCLUDING WAR RESERVES AT ALL
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      LEVELS (DEPOT AND OTHERS) - N/A.
2. TASK/INSPECTION SUSPENSE DATE - N/A.
3. REPORTING COMPLIANCE SUSPENSE DATE - N/A.
4. SUMMARY OF PROBLEM -
   A. THIS MESSAGE SUPERcedes AVIATION SAFETY ACTION MESSAGE
      UH-1-91-ASAM-11. THE MANDATORY INSPECTION REQUIREMENTS OF
      UH-1-91-ASAM-11 ARE NO LONGER REQUIRED. SINCE UH-1-91-ASAM-11 WAS
      ISSUED, ADDITIONAL INFORMATION HAS SURFACED CONCERNING THE FREQUENCY
      OF OCCURRENCE AND THE MAGNITUDE OF THE PROBLEM CREATED BY THE
      IMPROPERLY MANUFACTURED ENGINE ELECTRICAL CONNECTORS.
B. AIRCRAFT MAY HAVE ONE OF TWO CONNECTORS INSTALLED, P/N CA38426-2865 OR MS3108R28-21P. THE CA38426-2865 CONNECTORS CONTAIN TWO SPECIAL PINS WHICH ALLOW FOR THERMAL VARIANCE BETWEEN THE CONNECTOR HALVES. SOME OF THESE CA38426-2865 CONNECTORS HAVE BEEN MANUFACTURED AND DELIVERED TO THE ARMY WITH THE SPECIAL PINS MISLOCATED. THE MS3108R28-21P CONNECTORS ARE NOT DESIGNED WITH SPECIAL PINS. WITHOUT THE SPECIAL PINS PROPERLY LOCATED, THE POTENTIAL FOR ERRONEOUS EGT READINGS EXISTS.

C. ALTHOUGH A TEMPERATURE DIFFERENTIAL MAY OCCUR BETWEEN THE TWO HALVES OF THE ENGINE ELECTRICAL CONNECTOR, INFREQUENTLY WILL

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THAT TEMPERATURE DIFFERENTIAL BE GREAT ENOUGH TO CAUSE AN EGT READING THAT IS OUTSIDE OF THE PLUS OR MINUS 10 DEGREE CELSIUS INDICATOR ERROR. TO PRODUCE AN ERROR OF MORE THAN PLUS OR MINUS 10 DEGREES, A TEMPERATURE DIFFERENTIAL OF 20 DEGREES CELSIUS MUST EXIST AT THE CONNECTOR (20 DEGREE DIFFERENTIAL FROM ONE SIDE OF THE FIREWALL TO THE OTHER).

D. IF ERRONEOUS EGT READINGS OCCUR DURING FLIGHT OR DURING A JET CAL TEST, ONE OF THE FIRST TROUBLESHOOTING MEASURES SHOULD BE INSPECTION FOR A DISCREPANT CONNECTOR.

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

F. THE PURPOSE OF THIS MESSAGE IS TO

(1) REVISE UH-1-91-ASAM-11 TO NO LONGER REQUIRE MANDATORY INSPECTION REQUIREMENTS.

(2) PROVIDE USERS WITH TROUBLESHOOTING PROCEDURES FOR DISCREPANT CONNECTORS IF ERRONEOUS EGT READINGS OCCUR.

5. END ITEMS AFFECTED - ALL UH-1/H/V AIRCRAFT.

6. ASSEMBLY COMPONENTS TO BE AFFECTED -

- Nomenclature
- Part No.
- NSN

- CABL ASSY
- 205-075-402
- NONE

7. PARTS AFFECTED -

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- Nomenclature
- Part No.
- NSN

- CONNECTOR, PLUG, CA38426-2865 5935-00-928-2021
- ELECTRICAL CONNECTOR, PLUG, MS3108R28-21P 5935-00-817-8070

B. INSPECTION PROCEDURES - IF ERRONEOUS EGT READINGS OCCUR, THE FOLLOWING PROCEDURES MAY HELP IDENTIFY DISCREPANT CONNECTORS.

A. GAIN ACCESS TO THE CONNECTOR (ITEM 42, FIGURE 281, TM 55-1350-210-23P-1) IN PARAGRAPH 7.

B. IDENTIFY WHAT NUMBER CONNECTOR IS INSTALLED. IF P/N CA38426-2865 IS INSTALLED PROCEED TO PARAGRAPH 8C. IF P/N MS3108R28-21P IS INSTALLED REPLACE WITH A NEW OR SERVICEABLE P/N CA38426-2865 CONNECTOR AND PROCEED TO PARAGRAPH 9.

C. LOCATE THE PINS IN THE LOWER CASE "F" AND "M" POSITIONS. THESE PINS SHOULD BE DARKER IN COLOR THAN THE REST OF THE PINS IN THE CONNECTOR. IF A VISIBLE COLOR DIFFERENCE CANNOT BE DISTINGUISHED THE PROCEDURE IN PARA 8D WILL VERIFY IF THE PINS ARE LOCATED CORRECTLY.

D. THE PIN IN THE LOWER CASE "M" POSITION SHOULD BE MAGNETIC. IT IS THE ONLY PIN IN THE CONNECTOR THAT IS MAGNETIC. USE A SMALL MAGNET TO CHECK THE PIN IN THE LOWER CASE "M" POSITION. SINCE THE
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PIN IS SMALL THE MAGNETIC ATTRACTION MAY BE DIFFICULT TO NOTICE.

E. IF THE MAGNET DOES NOT ATTRACTION THE PIN THE CONNECTOR IS
CONSIDERED DISCREPANT AND SHALL BE REPLACED WITH A NEW OR SERVICEABLE
CA38426-2865 CONNECTOR.

9. CORRECTION PROCEDURES -
A. IF EGT READINGS DURING OPERATION EXCEED LIMITS IN THE
OPERATORS MANUAL, TM 55-1520-210-10, AND NORMAL TROUBLESHOOTING
PROCEDURES DO NOT RESOLVE THE PROBLEM, THE INSPECTION OF PARAGRAPH 8
SHOULD BE ACCOMPLISHED PRIOR TO ATTEMPTING OTHER CORRECTIVE ACTIONS.
B. IF ERRONEOUS EGT READINGS OCCUR DURING REGULARLY SCHEDULED
JET CAL INSPECTIONS, THE PROCEDURE OF PARAGRAPH 8 SHOULD BE
ACCOMPLISHED IN CONJUNCTION WITH OTHER TROUBLE SHOOTING INSPECTIONS.

NOTE
ONLY P/N CA38426-2865 CONNECTORS SHALL
BE USED TO REPLACE DISCREPANT CONNECTORS.

C. DISCREPANT CONNECTORS WHICH ARE REMOVED PER PARAGRAPH 8 SHALL

22:14 EST

MGMCOMP