1 RUCIFRD5547 0882037 DA-BDCVBA
R 261452 JAN 91 ZEX
FM CDRAVSCOM ST LOUIS MO //AMSAXSF/
TO RUCLAFA/USDA FOREST SERVICE AVIATION FIRE MGMT
//3905 VISTA AVE BOISE ID 83705//
DA-BDCVBA
UNCLAS
SECTION 01 OF 02
SUBJECT - AVIATION SAFETY ACTION MESSAGE. INFORMATIONAL. RCS
CSGLD-1860(R1). ALL UH-1H/V HELICOPTERS. ADVANCE NOTICE OF MANUAL
CHANGES CONCERNING THE IMPROVED INLET PARTICLE SEPARATOR (IPS).
(UH-191-ASAN-03)
NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED PER AR 95-3,
PAGE 02 RUCIFRD5547 UNCLAS
CHAPTER 5 REVISION VIA MESSAGE HQ AVSCOM. AMSAXSF. 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 RETRANSMITTED SHALL REFERENCE THE MESSAGE. ACTION ADDRESSES WILL
IMMEDIATELY VERIFY THIS RETRANSMIT TO COMMANDER. AVSCOM. ATTN -
AMSAXSF (SOF COMPLIANCE OFFICER).
1. PRIORITY CLASSIFICATION - N/A.
2. TASK/INSPECTION SUSPENSE DATE - N/A.
3. REPORTING COMPLIANCE SUSPENSE DATE - N/A.
4. SUMMARY OF PROBLEM - THE PURPOSE OF THIS MESSAGE IS TO
   A. ADVISE UH-1 UNITS THAT COVERS SHOULD BE USED ON IPS
      EQUIPPED AIRCRAFT AND INSTRUCTIONS FOR MAKING THE COVER ARE AVAILABLE
      FROM AVSCOM LOGISTICS ASSISTANCE REPRESENTATIVES (LAR).
   B. PROVIDE ADVANCE NOTICE OF A MANUAL CHANGE AND AUTHORIZE
      THE INSTALLATION OF A DRAIN LINE FOR THE IPS. DRAWINGS MAY BE
      OBTAINED FROM THE AVSCOM LAR.
   C. PROVIDE ADVANCE NOTICE OF A MANUAL CHANGE AND AUTHORIZE
      THE CUTTING OF TRANSMISSION COILS RUBBING ON THE INSIDE OF THE IPS.

   PAGE 03 RUCIFRD5547 UNCLAS
   D. PROVIDE AND AUTHORIZE VORTEX TUBE REPAIR PROCEDURES.
   5. END ITEMS TO BE INSPECTED - N/A.
   6. ASSEMBLY COMPONENTS TO BE INSPECTED - N/A.
   7. PARTS TO BE INSPECTED - N/A.
   8. INSPECTION PROCEDURES - N/A.

To reply by Mailgram Message, see reverse side for Western Union's toll-free numbers.
9. CORRECTION PROCEDURES -

A. IPS COVER - AVIATION SAFETY MESSAGE, UH-1-90-ASM-02.
   IDENTIFIED A PROBLEM INVOLVING THE UH-1 IMPROVED PARTICLE SEPARATOR
   (IPS) AND ICE/SNOW ACCUMULATION IN PARKED AIRCRAFT. THE ASM
   RECOMMENDED COVERING THE IPS IN AREAS THAT WERE SUBJECT TO SLEET,
   FREEZING RAIN, OR SNOW. CONDITIONS IN SAUDI ARABIA HAVE SHOWN THAT
   BLOWING DUST AND SAND CAN ALSO ACCUMULATE IN THE ENGINE INLET AREA
   WHILE AIRCRAFT ARE PARKED. A COVER, P/N 1730FS179, HAS BEEN
   DEVELOPED FOR THE IPS THAT PROVIDES PROTECTION FROM ALL THE ELEMENTS
   MENTIONED. THIS COVER, P/N 1730FS179, IS A FIELD MAKE ITEM. ALL
   AIRCRAFT EQUIPPED WITH THE IPS SHOULD HAVE THIS COVER AVAILABLE FOR
   USE. TO OBTAIN A COPY OF THE DRAWINGS TO MAKE THE IPS COVER, P/N
   1730FS179, CONTACT YOUR AVSCOM LAR.

B. IPS DRAIN LINE - WHEN THE IPS MOD WAS INSTALLED, THE OLD
   DRAIN LINE WAS REMOVED AND NOW A NEW ONE SHOULD BE REINSTALLED.
   THE PAGE 04 RUCIFRDS547 UNCLASSIFIED
   DRAIN LINE IS A FIELD MAKE ITEM CONSISTING OF P/N'S 205-061-214-1,
   IPS-1 AND IPS-2. TO OBTAIN A COPY OF THE DRAWING, CONTACT YOUR
   AVSCOM LAR.

C. TRANSMISSION COWL CUTTING PROCEDURE - THERE HAS BEEN AN
   INTERFERENCE PROBLEM BETWEEN THE IPS AND TRANSMISSION COWL. THIS IS
   CAUSING CHAFING BETWEEN THE IPS AND COWL. THERE HAVE BEEN CASES OF
   THE RIVET HEADS ON THE IPS WEARING OFF. IF THIS OCCURS, THE INNER
   PORTION OF THE RIVET MUST BE REMOVED FROM THE IPS. THIS IS
   ACCOMPLISHED BY REMOVING AND SHAKE THE IPS UPPER HALF AND WORKING
   THE RIVET TO THE EXTRACTOR SLOTS ON THE AFT SIDES OF THE IPS.
   REPLACE ALL DRES WITH BLIND RIVETS IAW STANDARD PRACTICES. IF ANY
   SIGNS OF CHAFING BETWEEN IPS AND TRANSMISSION COWL EXIST, DO THE
   FOLLOWING
   (1) WITH COWL LATCHED IN POSITION, USE FORWARD EDGE OF IPS
       TO MARK A CUT LINE ON THE COWL.
   (2) REMOVE COWL FROM AIRCRAFT AND CUT.
   (3) REMOVE SHARP EDGES.
   (4) FOR SHEET METAL COWL, WHEN THE SHEET METAL IS CUT, THE
       WELDED FORMER INSIDE THE COWL WILL BE CUT INTO. TO PROVIDE SECURITY
       AND SEALING OF THE EXPOSED (OPEN) END OF THE CUT FORMERS, INSTALL A
       PAGE 05 RUCIFRDS547 UNCLASSIFIED
       SPACER SUCH AS A PHENOLIC BLOCK TO FIT EACH OPENING. SECURE THE
       SPACER TO COWL USING RIVETS. SEAL THE SPACER INSTALLATION WITH
       SEALANT, MIL-S-8802, TO PREVENT ENTRY OF MOISTURE INSIDE THE FORMER.
   (5) FOR FIBERGLASS COWL, SEAL THE CUT EDGES OF THE
       FIBERGLASS COWL USING FIBERGLASS REPAIR PROCEDURES.
   (6) PRIME AND TOUCH UP COWL TO MATCH EXISTING PAINT COLOR.
   (7) REINSTALL COWL ON AIRCRAFT.

NOTE

DO NOT STAND ON TOP OF THE PARTICLE SEPARATOR WHILE PERFORMING

16:59 EST

MGMCNP
USDA FOREST SVC VIATION FIRE MGMT
3905 VISTA AVE
BOISE ID 83705

1 RUCIFRD5548 0888037 DA-BDCVBA
R 2815492 JAN 91 20X
FM CORVASCOM ST LOUIS MO /AMSAV-XSOF/
TO RUCLRFA/USDA FOREST SERVICE AVIATION FIRE MGMT
//3905 VISTA AVE BOISE ID 83705/
DA-BDCVBA
UNCLAS

FINAL SECTION OF 02
MAINTENANCE. THE SCREEN WILL SCRAPE FOD FROM THE BOTTOM OF BOOTS
WHICH COULD FALL THROUGH THE VORTEX TUBES INTO THE CLEAN AIR PATH FOR
THE ENGINE INLET.
D. VORTEX TUBE REPAIRS -
(1) AS A TEMPORARY REPAIR, UP TO 50 VORTEX TUBES REQUIRING
PAGE 02 RUCIFRD5548 UNCLAS
REPLACEMENT ON ANY SIDE OR TOP PANEL, NOT TO EXCEED 100 PER AIRCRAFT.
MAY BE COVERED WITH TAPE UNTIL TUBES ARE REPLACED. CUT PRESSURE
ADHESIVE TAPE TO FIT OVER DAMAGED, LOOSE, OR MISSING TUBES.
(2) DAMAGE TO THE SWIRL VANES INSIDE THE VORTEX TUBES IS
CONSIDERED NEGLIGIBLE IF NO MORE THAN 0.250 INCH OF THE LEADING EDGE OF
EACH VANE IS ERODED AWAY OR BROKEN OFF. REMOVE ANY UNSECURED
FRAGMENTS. JAGGED TEARS IN THE FIRST 0.250 INCH OF EACH VANE SHOULD
BE TRIMMED OFF TO PREVENT FURTHER TEARING.
10. SUPPLY/PARTS AND DISPOSITION - N/A.
11. SPECIAL TOOLS, JIGS AND FIXTURES REQUIRED - N/A.
12. APPLICATION - TM 55-1520-210-33 AND TM 55-1520-210-23P SHALL BE
CHANGED TO REFLECT THE INFORMATION IN THIS MESSAGE. A COPY OF THIS
MESSAGE MAY BE INSERTED IN THE APPROPRIATE TM AS AUTHORITY TO
IMPLEMENT THE CHANGE UNTIL THE PRINTED CHANGE IS RECEIVED.
13. REFERENCE -
(1) AVSOM MESSAGE 2020302 MAR 90, SUBJECT - AVIATION SAFETY
MESSAGE, ALL UH-1H/V AIRCRAFT, IMPROVED PARTICLE SEPARATOR
(UHM-1-90-AMM-02)
(2) TM 55-1520-210-23, AVIATION UNIT AND INTERMEDIATE
MAINTENANCE MANUAL, ARMY MODEL UH-1D/H/V HELICOPTER, DTD 30 SEP 87.
PAGE 03 RUCIFRD5548 UNCLAS
(3) TM 55-1520-210-23P, AVIATION UNIT AND INTERMEDIATE
MAINTENANCE REPAIR PARTS AND SPECIAL TOOLS LIST, ARMY MODEL UH-1D/H/V
HELICOPTER, DTD 27 FEB 81.
14. RECORDING AND REPORTING REQUIREMENTS - N/A.
15. WEIGHT AND BALANCE - N/A.

To reply by Mailgram Message, see reverse side for Western Union's toll-free numbers.
AIRCRAFT AND INSTRUCTIONS FOR MAKING THE COVER ARE AVAILABLE FROM AVSCOM LOGISTICS ASSISTANCE REPRESENTATIVES (LAR).

2. PROVIDE ADVANCE NOTICE OF A MANUAL CHANGE AND AUTHORIZE INSTALLATION OF A GRAY LINE FOR THE IPS. DRAWINGS MAY BE OBTAINED FROM THE AVSCOM LAR.

3. PROVIDE ADVANCE NOTICE OF A MANUAL CHANGE AND AUTHORIZE INSTALLATION OF TRANSMISSION COVLS MOUNTING ON THE INSIDE OF THE IPS.

4. PROVIDE AND AUTHORIZE VORTEX TUBE REPAIR PROCEDURES.

5. ITEMS TO BE INSPECTED

6. ITEMS TO BE INSPECTED

7. INSTALLATION PROCEDURE

8. IPS COVER - AVIATION SAFETY MESSAGE: IH-1-00-159-07: INSTALLATION INVOLVES THE IH-1 IMPROVED PARTICLE SEPARATOR AND INSTALLATION OF A COVER OVER THE IPS. THE AIRPLANE BURST LINE COVERING THE IPS IN AREAS THAT WERE SUBJECT TO SNOW, CONDITONS IN SAUDI ARABIA HAVE SHOWN THAT SNOW AND SALT CAN ALSOAccUMULATE IN THE ENGINE INLET AREA UNDER THE COVER. A COVER P/N 1730FG179, HAS BEEN

9. INSTALLATION PROCEDURE

10. IPS COVER - AVIATION SAFETY MESSAGE: IH-1-00-159-07: INSTALLATION INVOLVES THE IH-1 IMPROVED PARTICLE SEPARATOR AND INSTALLATION OF A COVER OVER THE IPS. THE AIRPLANE BURST LINE COVERING THE IPS IN AREAS THAT WERE SUBJECT TO SNOW, CONDITONS IN SAUDI ARABIA HAVE SHOWN THAT SNOW AND SALT CAN ALSOAccUMULATE IN THE ENGINE INLET AREA UNDER THE COVER. A COVER P/N 1730FG179, HAS BEEN

11. INSTALLATION PROCEDURE

12. IPS COVER - AVIATION SAFETY MESSAGE: IH-1-00-159-07: INSTALLATION INVOLVES THE IH-1 IMPROVED PARTICLE SEPARATOR AND INSTALLATION OF A COVER OVER THE IPS. THE AIRPLANE BURST LINE COVERING THE IPS IN AREAS THAT WERE SUBJECT TO SNOW, CONDITONS IN SAUDI ARABIA HAVE SHOWN THAT SNOW AND SALT CAN ALSOAccUMULATE IN THE ENGINE INLET AREA UNDER THE COVER. A COVER P/N 1730FG179, HAS BEEN

13. INSTALLATION PROCEDURE

14. IPS COVER - AVIATION SAFETY MESSAGE: IH-1-00-159-07: INSTALLATION INVOLVES THE IH-1 IMPROVED PARTICLE SEPARATOR AND INSTALLATION OF A COVER OVER THE IPS. THE AIRPLANE BURST LINE COVERING THE IPS IN AREAS THAT WERE SUBJECT TO SNOW, CONDITONS IN SAUDI ARABIA HAVE SHOWN THAT SNOW AND SALT CAN ALSOAccUMULATE IN THE ENGINE INLET AREA UNDER THE COVER. A COVER P/N 1730FG179, HAS BEEN

15. INSTALLATION PROCEDURE

16. IPS COVER - AVIATION SAFETY MESSAGE: IH-1-00-159-07: INSTALLATION INVOLVES THE IH-1 IMPROVED PARTICLE SEPARATOR AND INSTALLATION OF A COVER OVER THE IPS. THE AIRPLANE BURST LINE COVERING THE IPS IN AREAS THAT WERE SUBJECT TO SNOW, CONDITONS IN SAUDI ARABIA HAVE SHOWN THAT SNOW AND SALT CAN ALSOAccUMULATE IN THE ENGINE INLET AREA UNDER THE COVER. A COVER P/N 1730FG179, HAS BEEN

17. INSTALLATION PROCEDURE

18. IPS COVER - AVIATION SAFETY MESSAGE: IH-1-00-159-07: INSTALLATION INVOLVES THE IH-1 IMPROVED PARTICLE SEPARATOR AND INSTALLATION OF A COVER OVER THE IPS. THE AIRPLANE BURST LINE COVERING THE IPS IN AREAS THAT WERE SUBJECT TO SNOW, CONDITONS IN SAUDI ARABIA HAVE SHOWN THAT SNOW AND SALT CAN ALSOAccUMULATE IN THE ENGINE INLET AREA UNDER THE COVER. A COVER P/N 1730FG179, HAS BEEN

19. INSTALLATION PROCEDURE

20. IPS COVER - AVIATION SAFETY MESSAGE: IH-1-00-159-07: INSTALLATION INVOLVES THE IH-1 IMPROVED PARTICLE SEPARATOR AND INSTALLATION OF A COVER OVER THE IPS. THE AIRPLANE BURST LINE COVERING THE IPS IN AREAS THAT WERE SUBJECT TO SNOW, CONDITONS IN SAUDI ARABIA HAVE SHOWN THAT SNOW AND SALT CAN ALSOAccUMULATE IN THE ENGINE INLET AREA UNDER THE COVER. A COVER P/N 1730FG179, HAS BEEN

21. INSTALLATION PROCEDURE

22. IPS COVER - AVIATION SAFETY MESSAGE: IH-1-00-159-07: INSTALLATION INVOLVES THE IH-1 IMPROVED PARTICLE SEPARATOR AND INSTALLATION OF A COVER OVER THE IPS. THE AIRPLANE BURST LINE COVERING THE IPS IN AREAS THAT WERE SUBJECT TO SNOW, CONDITONS IN SAUDI ARABIA HAVE SHOWN THAT SNOW AND SALT CAN ALSOAccUMULATE IN THE ENGINE INLET AREA UNDER THE COVER. A COVER P/N 1730FG179, HAS BEEN

23. INSTALLATION PROCEDURE

24. IPS COVER - AVIATION SAFETY MESSAGE: IH-1-00-159-07: INSTALLATION INVOLVES THE IH-1 IMPROVED PARTICLE SEPARATOR AND INSTALLATION OF A COVER OVER THE IPS. THE AIRPLANE BURST LINE COVERING THE IPS IN AREAS THAT WERE SUBJECT TO SNOW, CONDITONS IN SAUDI ARABIA HAVE SHOWN THAT SNOW AND SALT CAN ALSOAccUMULATE IN THE ENGINE INLET AREA UNDER THE COVER. A COVER P/N 1730FG179, HAS BEEN
(1) With cowl latched in position, use forward edge of IPS to mark a cut line on the cowl.
(2) Remove cowl from aircraft and cut.
(3) Remove sharp edges.
(4) For sheet metal cowl, when the sheet metal is cut, the folded former inside the cowl will be cut into. To provide security and sealing of the exposed (open) end of the cut formers, install a spacer such as a phenolic block to fit each opening. Secure the spacer to cowl using rivets. Seal the spacer installation with sealant, MIL-C-8802, to prevent entry of moisture inside the former.
(5) For fiberglass cowl, seal the cut ends of the fiberglass cowl using fiberglass repair procedures.
(6) Prime and touch up cowl to match existing paint color.
(7) Reinstall cowl on aircraft.

Note: Do not stand on top of the particle separator while performing this task.
All section of O:

ONLINE: THE SCREEN WILL SCRAPE FOOD FROM THE BOTTOM OF BOOTS WHICH COULD FALL THROUGH THE VORTEX TUBES INTO THE CLEAN AIR PATH FOR

AUG 04 65 PLOPGS 5:45 UNCLAS

THE ENGINE INLET

B. VORTEX TUBE REPAIRS

(1) AS A TEMPORARY REPAIR, UP TO 50 VORTEX TUBES REQUIRING MAY BE COVERED WITH TAPE UNTIL TUBES ARE REPLACED. CUT PRESSURE

(2) DAMAGE TO THE SWIRL VANES INSIDE THE VORTEX TUBE IS

A. VORTEX IS BROKEN OR REMOVED - REMOVE ANY UNSECURED

B. JAGGED TEARS IN THE FIRST 0.250 INCH OF EACH VANE SHOULD

C. SAFETY PARTS AND DISPOSITION - N/A

D. APPLICATION - TM 55-1520-210-9 AND TM 55-1520-210-23P SHALL BE

E. SHOWN TO REFLECT THE INFORMATION IN THIS MESSAGE. A COPY OF THIS

F. MESSAGE MAY BE INSERTED IN THE APPROPRIATE TM AS AUTHORITY TO

G. REFERENCES -

H. AVS10 MESSAGE 2020307 MAR 90, SUBJECT - AVIATION SAFETY

I. ALL OH-1H/H AIRCRAFT, IMPROVED PARTICLE SEPARATOR

J. 915 PCB F10 55/45 UNCLAS

K. 30-1-90-15S-02

L. TM 55-1520-210-23, AVIATION LIFT HAND INTERMEDIATE

M. TM 55-1520-210-23P, AVIATION UNIT AND INTERMEDIATE

N. TM 55-1520-210-23P, AVIATION REPAIR PARTS AND SPECIAL TOOLS LIST, ARMY MODEL OH-1D/H/V

O. RECORDING AND REPORTING REQUIREMENTS - N/A

P. POINTS OF CONTACT -

Q. TECHNICAL POINT OF CONTACT FOR THIS MESSAGE IS MR. RALPH

R. ARMY AV-10A, DSM A & 692-1683 OR COMMERCIAL 314/263-1683

S. TECHNICAL POINT OF CONTACT FOR THIS MESSAGE IS MR. CHARLES

T. ARMY AV-10A, DSM 692-6763 OR COMMERCIAL 314/263-3763

U. TECHNICAL POINT OF CONTACT FOR THIS MESSAGE IS MR. ARTHUR MEYER

V. FOREIGN MILITARY SALES (FMS) RECIPIENTS REQUIRING

W. CONTACT AVS10, DSM 692-2424 OR COMMERCIAL 314/263-2424

X. AFTER HOURS CONTACT AVS10 COMMAND OPERATIONS CENTER (COC)

Y. 905.
MEMORANDUM FOR RECORD

SUBJECT: Procedure for Transmission Cowl Interference

1. If any signs of chaffing between IPS and Transmission Cowl exist, do the following:

   Sheet metal cowl/fiberglass cowl

   1) With cowl latched in position, use forward edge of IPS to mark a cut line on the cowl.

   2) Remove cowl from aircraft and cut.

   3) Remove sharp edges.

   4a) Sheet metal cowl

       - Anywhere the former has been cut; insert spacer rivet to skins; pro-seal any voids.

   4b) Fiberglass cowl

       - Anywhere former has been cut; fiberglass the void for waterproofing.

   5) Paint, and in accordance with TM

   6) Reinstall cowl on aircraft

KENNETH P. LUBER
Deputy Product Manager for UH-1
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**US Army Troop Support**  
**Aviation Material Readiness Command**  
**ST. LOUIS 63165**

**Cover Assembly, UH-1**  
**Improved Particle Separator**  

**Material:**  
- **Contract No:** 81966  
- **BIB:** 1730 EG 179  
- **Scale:** None  
- **Unit:** 3226
NOTE

1. STITCHING SHALL BE INACCORDANCE WITH FED STD DDDS-751 WITH 7 TO 10 STITCHES PER INCH. STITCH TYPE 301

2. DURING ASSEMBLY MATCH ALIGNMENT MARKS EXAMPLE "A TO A" TO ENSURE PROPER PART CONSTRUCTION.

3. ALL TOP PANEL SEAMS ARE TO BE TOP STITCHED.

4. ALL SEWING PATTERNS TO BE BACK STITCHED 1/4 INCH.

5. SEAMS AND BORDER FOLD 3/4 INCH.

6. BACKFOLD WEBBING 1/4 TO 1/2 INCH AT END.

7. SINGE WEBBING END'S.

8. SINGE HOLES FOR SNAP'S.

9. BEGIN ASSEMBLY OF 1730-EG-179-1-3-4-5 AND AT POINT "X".
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**Part Listing**

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**Notes and End Fitting**

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