SUBJECT - AVIATION SAFETY ACTION MESSAGE, MAINTENANCE MANDATORY,
RCS CSSLD-1860 (R1), ALL UH-1 AND AH-1 SERIES HELICOPTERS WITH T53
ENGINE INSTALLED AND ALL SPARE T53 ENGINES, MANDATORY INSTALLATION
OF ROTARY (OIL) PUMP ESCAavec STRAINER ELEMENT (CHUNK SCREEN).
(UH-1-00-ASAM-03, AH-1-00-ASAM-02), (TB-1-2840-229-20-25).
NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED IAW AR
95-1, CHAPTER 6, 1 SLP 97. THIS MESSAGE HAS NOT BEEN TRANSMITTED
TO UNITS SUBORDINATE TO ADDRESSES. ADDRESSES 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
TRANSMISSION TO CDR, AMCOM, ATTN: AMSAM-SF-A (SOF COMPLIANCE
OFFICER).

1. 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 /-/> ENTRY SHALL
      STATE "ENGINE REQUIRES CHUNK SCREEN IAW ASAM UH-1-00-ASAM-03 AND
      AH-1-00-ASAM-02 (TB 1-2840-229-20-25). THE AFFECTED ENGINES SHALL
      HAVE THE CHUNK SCREEN INSTALLED 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 - SAME AS PARA 1A.
   C. AIRCRAFT UNDERGOING MAINTENANCE - SAME AS PARA 1A.
   D. AIRCRAFT IN TRANSIT
      (1) SURFACE/AIR SHIPMENT - SAME AS PARA 1A.
      (2) FERRY STATUS - SAME AS PARA 1A.
   E. MAINTENANCE TRAINERS (CATEGORY A AND B) - SAME AS PARA 1A.
   F. COMPONENT/PARTS IN STOCK AT ALL LEVELS
      (DEPOT AND OTHERS) - UPON RECEIPT OF THIS MESSAGE THE MATERIAL
      CONDITION TAGS OF ALL ITEMS IN ALL CONDITION CODES LISTED IN
      PARAGRAPH 6 SHALL BE ANNOTATED TO READ "UH-1-00-ASAM-03, AH-1-00-
      ASAM-02 (TB 1-2840-229-20-25), MANDATORY INSTALLATION OF OIL PUMP
      STRAINER ELEMENT, NOT COMPLIED WITH".
      (1) WHOLESALE STOCK - N/A.
      (2) RETAIL STOCK - UPON RECEIPT OF THIS MESSAGE COMMANDERS
      AND OTHERS MAINTAINING RETAIL STOCK AT INSTALLATION LEVEL AND BELOW
      SHALL CONTACT THE SUPPORTED AVIATION UNIT TO PERFORM THE INSPECTION
      REQUIRED BY PARAGRAPH 8 AND THE CORRECTION PROCEDURES OF PARAGRAPH 9
      ON DISCREPANT MATERIAL.
   G. COMPONENTS/PARTS IN WORK (DEPOT LEVEL AND OTHERS) - ITEMS
      LISTED IN PARAGRAPH 6 IN WORK WILL NOT BE ISSUED UNTIL IN COMPLIANCE
      WITH THIS MESSAGE.

2. TASK/INSPECTION SUSPENSE DATE - NLT 16 NOVEMBER 2000
3. REPORTING COMPLIANCE SUSPENSE DATE - NO LATER THAN 9 DECEMBER
   1999 IAW PARA 1A OF THIS MESSAGE.
4. SUMMARY OF PROBLEM -
   A. BACKGROUND.
      (1) DURING OIL WETTED COMPONENT FAILURE OF THE T53 ENGINE,
      THERE IS A PROBABILITY OF A SECONDARY FAILURE OF THE ROTARY (OIL)
      PUMP. DEBRIS THAT IS FIFTEEN (15) MICRONS OR LARGER IN SIZE WILL
      CAUSE THE PUMP DRAWSHAFT SHEAR SHAFT TO FAIL WHEN THE DEBRIS LODGES
      BETWEEN THE PUMP GEARS. INSTALLATION OF THE CHUNK SCREEN WILL
      ELIMINATE THE INGESTION OF DEBRIS LARGER THAN 15 MICRONS AND PROTECT
      THE ROTARY (OIL) PUMP DRAWSHAFT FROM FAILURE.
   B. FOR MANPOWER/DOWNTIME AND FUNDING IMPACTS SEE PARA 12.
   C. THE PURPOSE OF THIS MESSAGE IS TO REQUIRE THE INSTALLATION
      OF THE ROTARY (OIL) PUMP SCAVENGE STRAINER ELEMENT (CHUNK SCREEN).
5. END ITEMS TO BE INSPECTED - ALL UH-1 AND AH-1 SERIES AIRCRAFT.

Page 2
6. ASSEMBLY COMPONENTS TO BE INSPECTED -

NOMENCLATURE

P/N
NSN

ENGINE, ACFT, TURBOSHAFT

T53-L-13B
1-000-060-22 2840-00-134-4803

T53-L-703
1-000-060-23 2840-00-621-1860

7. PARTS TO BE INSPECTED -

NOMENCLATURE

P/N
CAGE
NSN

CHUNK SCREEN
29670 10989 4730-01-422-7845

8. INSPECTION PROCEDURES -


B. IF THE CHUNK SCREEN IS INSTALLED, THE INSPECTION IS COMPLETE.

C. IF THE CHUNK SCREEN IS NOT INSTALLED, FOLLOW THE CORRECTION PROCEDURES IN PARA 9.

9. CORRECTION PROCEDURES -

NOTE


B. INSTALL CHUNK SCREEN (P/N 29670, CAGE 10989, NSN 4730-01-422-7845) WITH THE SCREEN EXTENDING INTO THE ACCESSORY GEARBOX. THE CHUNK SCREEN IS INSTALLED IN THE ROTARY (OIL) PUMP SCAVENGE INLET PORT (LOWER HOLE).

NOTE

THE CHUNK SCREEN HAS NO EFFECT ON EITHER THE OIL DEBRIS DETECTION SYSTEM (ODDS) OR CHIP DETECTORS ON NON-ODDS EQUIPPED AIRFRAMES.

NOTE

BY THE LOCATION OF THE CHUNK SCREEN, IT IS SELF-CLEANING EACH TIME THE ENGINE IS SHUT DOWN. ANY ACCUMULATION OF DEBRIS WILL FALL INTO THE ACCESSORY GEARBOX SUMP.


D. REINSTALL ENGINE. A MAINTENANCE OPERATIONAL CHECK (MOC) IS REQUIRED.

E. ANNOTATE THE DA FORM 2408-5-1 IAW PARA 14E.

10. SUPPLY/PARTS AND DISPOSITION -

A. REQUISITIONING INSTRUCTIONS - CHUNK SCREENS ARE BEING PROVIDED AT NO COST TO UNITS FROM THE UTILITY PMO USING THE FOLLOWING PROCEDURES.

(1) UNITS SHALL PROVIDE A CONSOLIDATED LIST OF ENGINE SERIAL NUMBERS (INSTALLED AND SPARE) TO THEIR SUPPORTING MACOMS IAW PARA 14B(1).

(2) THE MACOMS WILL PROVIDE THEIR CONSOLIDATED UNIT LISTS, TO INCLUDE SHIPPING INSTRUCTIONS, FOR THEIR TOTAL REQUIREMENTS OF THE CHUNK SCREENS TO THE LOGISTIC POC IN PARA 16C IAW PARA 14B(2).
(3) UPON CONSOLIDATION OF THE MACOM REQUIREMENTS, AMC
WILL DIRECT THE SHIPMENTS OF CHUNK SCREENS TO THE FOUR ARMY NATIONAL
GUARD (ARNG) AVIATION CLASSIFICATION AND REPAIR ACTIVITY DEPOTS
(AVCRADS) AND AUTHORIZED INSTALLATION DIRECTORATE OF LOGISTICS (DOL)
PER THE MACOMS REQUIREMENTS.

(4) FMRS AND ALL OTHERS WILL REQUISITION THE CHUNK SCREEN
THROUGH NORMAL SUPPLY PROCEDURES.

B. BULK AND CONSUMABLE MATERIALS -

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<th>PRICE</th>
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<td>M3248/1-122</td>
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</table>

C. DISPOSITION - DISPOSAL OF REMOVED PARTS/COMPONENTS BY USING
NORMAL SUPPLY PROCEDURES.

D. DISPOSITION OF HAZARDOUS MATERIAL - N/A.

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

12. APPLICATION -

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

B. ESTIMATED TIME REQUIRED -

(1) TOTAL OF 1 MAN-HOUR USING 1 PERSON.

NOTE
CALCULATED DOWNTIME DOES NOT INCLUDE
REMOVAL, REINSTALLATION AND MOC OF THE
ENGINE FROM THE AIRFRAME.

(2) TOTAL OF 1 HOUR DOWNTIME FOR ONE ENGINE.

C. ESTIMATED COST IMPACT TO THE FIELD -

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<tr>
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</table>

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

E. PUBLICATIONS WHICH REQUIRE CHANGE AS A RESULT OF THIS
MESSAGE -

(1) DMBR 55-2840-113.
(2) TM 1-2840-260-23P.
(3) TM 55-2840-229-23.

13. REFERENCES -

A. DMBR 55-2840-113.
B. TM 1-2840-260-23P.
C. TM 55-2840-229-23.

14. RECORDING AND REPORTING REQUIREMENTS -

A. REPORTING COMPLIANCE SUSPENSE DATE (AIRCRAFT) - UPON
ENTERING REQUIREMENTS OF THIS MESSAGE ON DA FORM 2408-13-1 ON ALL
SUBJECT MDS AIRCRAFT, FORWARD A PRIORITY MESSAGE, DATAXX OR E-MAIL
TO CDR, AMC, ATTN: AMSAM-SF-A (SOF COMPLIANCE OFFICER), REDSTONE
ARMEN, AL 35898-5000, IAW AR 95-1. DATAXX NUMBER IS DSN 897-2111
OR (256) 313-2111. E-MAIL ADDRESS IS "SAFEADM@REDSTONE.ARMY.MIL".
THE REPORT WILL CITE THIS MESSAGE NUMBER, DATE OF ENTRY IN DA FORM
2408-13-1, THE AIRCRAFT MISSION DESIGN SERIES AND SERIAL NUMBERS OF
AIRCRAFT IN NUMERICAL ORDER.

B. TASK/INSPECTION REPORTING SUSPENSE DATE (AIRCRAFT) -
NOTE
THE SHIPMENTS OF CHUNK SCREENS WILL BE DONE
THROUGH COMMERCIAL CARRIERS SO AN "IN THE
CLEAR ADDRESS", POC, AND COMMERCIAL PHONE
NUMBER MUST BE INCLUDED WITH ALL REPORTS.

(1) UPON COMPLETION OF INSPECTION, UNITS WILL FORWARD A
PRIORITY MESSAGE TO THEIR SUPPORTING MACOM. THE REPORT WILL CITE
THIS MESSAGE NUMBER, DATE OF INSPECTION, AIRCRAFT SERIAL NUMBER, NSN
OF ENGINE, ENGINE SERIAL NUMBER, AND ENGINE TIME SINCE NEW (TSN).
INSPECTION REPORTS WILL BE COMPLETED NLT 15 DAYS FROM THE DATE OF
THIS MESSAGE.

(2) THE MACOMS SHALL PROVIDE A PRIORITY MESSAGE TO THE
LOGISTIC POC IN PARA 16C. THE REPORT WILL BE CONSOLIDATED BY UNIT
AND WILL CITE THIS MESSAGE NUMBER, DATE OF INSPECTION, AIRCRAFT
SERIAL NUMBER, NSN OF ENGINE, ENGINE SERIAL NUMBER, AND ENGINE
TSN. THE MACOM CONSOLIDATED INSPECTION REPORTS WILL BE COMPLETED
NLT 30 DAYS FROM THE DATE OF THIS MESSAGE.

C. REPORTING MESSAGE RECEIPT (SPARES) - N/A.

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

(1) MATERIAL IN WHOLESALE DEPOT STORAGE - N/A.

(2) MATERIAL IN RETAIL STORAGE - REPORT COMPLIANCE WITH
THIS MESSAGE TO THE LOGISTICAL POINT OF CONTACT IN PARAGRAPH 16C
WITHIN 15 DAYS OF THE DATE OF THIS MESSAGE.

E. THE FOLLOWING FORMS ARE APPLICABLE AND ARE TO BE COMPLETED
IAW DA PAM 738-751, 15 MAR 99.

NOTE
ULLS-A USERS WILL USE APPLICABLE "E" FORMS.

(1) DA FORM 2408-5-1, EQUIPMENT MODIFICATION RECORD
(ENGINE).

(2) DA FORM 2408-13, AIRCRAFT STATUS INFORMATION RECORD.

(3) DA FORM 2408-13-1, AIRCRAFT INSPECTION AND
MAINTENANCE RECORD.

(4) DA FORM 2408-14-1, UNCORRECTED FAULT RECORD.

(5) DA FORM 2408-15, HISTORICAL RECORD FOR AIRCRAFT.

(6) DA FORM 2410, COMPONENT REMOVAL AND REPAIR/OVERHAUL
RECORD (IF REQUIRED).

15. WEIGHT AND BALANCE - N/A.

16. POINTS OF CONTACT -

A. MACOM Points -

MACOM POCs

AMC

FORSCOM

MDW

MEDCOM

NGB

SMDC

OTC

TRADOC

USAREUR

USARPAC

USAR

POC

John Savelli

MSG Tucker

Ray Tanguay

LT Sean Jehu

MS. MORGAN (AH-1)

CW4 Taylor (UH-1)

MSG Jerrell

Lewis Sheppard

Judy Dyer

Dave Spinks

Milt Ford

Monte Mcdonald

PHONE

DSN 767-9891 OR (703) 617-9891

DSN 367-6239

DSN 656-7608

DSN 558-8184

DSN 327-7728 OR (703) 607-7728

DSN 327-7727 OR (703) 607 7727

DSN 254-2140

DSN 236-4704

DSN 680-5683

Dnr 411-49-63143-8900

DSN 438-8623

DSN 367-8310 OR (404) 464-8310

B. TECHNICAL POINT OF CONTACT FOR THIS MESSAGE IS MR. MARK