CDRATCOM ST LOUIS MO//AMSAT-C-XS//
AIG 6713
AIG 9004
AIG 9042
AIG 8708
AIG 7515
DCM APNO OZARK AL//DCMDS-RCQA//
NOAA OFFICE OF AIRCRAFT OPERATIONS MIAMI FL
ASF42 81ST ARCOM DOBBINS AFB GA
CDR4THBN228THAVN SOTO CANO BO//AVN-AMO//
102DARMY SCOTT AFB IL//AFKB-AC-CJ-ASF//
AMEMBASSY ROME IT//ODC/PASS TO HQ MPO//
DIRA AOD HOLLMAN AFB NM//STEMS-AA/GE GS//
CDRAMCCOM PICATINNY ARSENAL NJ//AMSNC-AV-D//
JOHNSON CONWORLD SVCINC KWAJALEIN NIO//PAR2//
USCS CNAC OKLAHOMA CITY OK//AMI//
FORCE COMMANDER SINAI MPO HQ IL TELEX 606342535
//PASS TO SSO AVSM/SO AIR/
USDCO LANDSOUTHEAST IZMIR TU//AV//
DPDO BELL HELICOPTER FORT WORTH TX//DCMDS-RBQ/RBDF//

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,
AMSAT-I-IAF, AMSAT-I-ILNO(RAIF), AMSAT-I-LOS(AOC)

BRAD MEYER, AEROSPACE ENGINEER
AMSA-C-XS, X2085

EDWARD J. HOLLMAN, X2178

UNCLASSIFIED 122100Z OCT93
SUBJECT - AVIATION SAFETY ACTION MESSAGE, MAINTENANCE

MANDATORY, RCS CSGLD-1860(R1), ALL UH-1, AH-1 AND OV-1 SERIES AIRCRAFT, REVISION TO SPECIAL OIL SAMPLING AND REPAIR OF T53 ENGINES WITH ABNORMAL IRON CONTENT (UH-1-94-ASAM-01) (AH-1-94-ASAM-01) (OV-1-94-ASAM-01) (TB 1-2840-229-20-6)

NOTE - THIS IS AN AVIATION SAFETY ACTION MESSAGE ISSUED PER AR 95-3, CHAPTER 5 REVISION VIA MESSAGE HQ AVSCOM, AMSAV-XSOF, 1819900Z SEP 90, SUBJECT: CHANGE TO AR 95-3, CHAPTER


BRAD MEYER, AEROSPACE ENGINEER MINIMIZE CONSIDERED

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C. AIRCRAFT UNDERGOING MAINTENANCE - N/A.
D. AIRCRAFT IN TRANSIT - N/A.
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.

2. TASK/INSPECTION SUSPENSE DATE - AFTER RESULTS OF EACH ROUTINE ENGINE OIL ARMY ANALYSIS OIL PROGRAM (AOAP) CHECK.
3. REPORTING COMPLIANCE SUSPENSE DATE - N/A.

4. SUMMARY OF PROBLEM -
   A. THIS MESSAGE ENTIRELY REPLACES PREVIOUS ATCOM MESSAGE 191200Z JUL 93, UH-1-93-ASAM-05, AH-1-93-ASAM-03, OV-1-93-ASAM-03. THE FOLLOWING IS A SUMMARY OF THE CHANGES:

   (1) CRITERIA TO DETERMINE IF THE ENGINE IS UNSERVICEABLE HAS CHANGED. IF TEST RESULTS FROM THE ROUTINE ENGINE OIL AOAP CHECK SHOW IRON CONTENT IN THE ABNORMAL RANGE (GREATER THAN 10 PPM FOR UH-1, GREATER THAN 18 PPM FOR AH-1, GREATER THAN 24 PPM FOR OV-1), THE ENGINE IS CONSIDERED UNSERVICEABLE.

   (2) PREVIOUS MESSAGE STATED THAT RESULTS FROM THE SPECIAL OIL SAMPLE COULD DETERMINE IF THE ENGINE WAS


BRAD MEYER, AEROSPACE ENGINEER MINIMIZE CONSIDERED
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SERVICEABLE. THIS IS NO LONGER VALID. THE PURPOSE OF THE SPECIAL OIL SAMPLE IS ONLY TO DETERMINE THE CAUSE OF THE ABNORMAL IRON CONTENT SO THE PROPER COMPONENT CAN BE REPLACED/REPAIRED. THE RESULTS OF THE SPECIAL OIL SAMPLE ARE NOT, REPEAT, ARE NOT TO BE USED TO DETERMINE IF THE ENGINE IS SERVICEABLE. UNITS SHALL ADHERE TO AOAP RECOMMENDATIONS.

(3) CCAD FORM 186 AND CCAD (MRR) FORM 188 ARE TO BE COMPLETED BY ENGINE SERVICE CENTER (ESC) SPECIALIST OR AVIM PERSONNEL WITH WRITTEN AUTHORITY AND SENT TO THE FOLLOWING ADDRESS:

COMMANDER, ATCOM
ATTN: AMSAT-I-MDC
(MR. TEDDIE V. STOKES)
4300 GOODFELLOW BLVD
ST. LOUIS, MO 63120-1798

(4) AFTER COMPLETION OF INITIAL INSPECTION, THE RED HORIZONTAL DASH //--- MAY BE CLEARED FROM DA FORM 2408-13-1. THE REQUIREMENTS FOR THE RECURRING INSPECTION WILL BE PLACED ON DA FORM 2408-18, EQUIPMENT INSPECTION CHECKLIST


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UNTIL THE EXPIRATION OR RECENSION OF TB 1-2840-229-20-6 (SEE PARA 14E).

(5) THE ESC SPECIALISTS INSPECTION RELATED TO THIS ASAM NEEDS TO BE CLARIFIED. THIS INSPECTION IS FOR SECONDARY DAMAGE. THE ESC SPECIALIST WILL PERFORM THIS INSPECTION. THE ESC SPECIALIST MAY TRAIN AVIM PERSONNEL TO PERFORM THIS INSPECTION. ESC SPECIALIST WILL INSTRUCT AVIM PERSONNEL ON WHERE TO LOOK AND WHAT TYPES OF DAMAGE THAT WILL OCCUR. THE ESC SPECIALIST MAY PROVIDE WRITTEN AUTHORITY FOR AVIM PERSONNEL TO PERFORM THE SECONDARY DAMAGE INSPECTION. BY TAKING THIS TRAINING APPROACH, ATCOM IS ASSURED THAT AVIM PERSONNEL ARE STANDARDIZED IN THEIR REPAIR PROCEDURES.

B. REPORTS FROM THE FIELD INDICATE THAT REQUIREMENTS OF THE ARMY OIL ANALYSIS PROGRAM (AOAP), TM 38-301, ARE NOT BEING COMPLIED WITH BY SOME UNITS AND AOAP LABS. IN THE PAST, AOAP HAS HELPED INDICATE AN IMPENDING FAILURE PRIOR TO ACTUAL ENGINE FAILURE. SINCE DEFENSE BUSINESS OPERATING FUNDS (DBOF) HAVE BEEN IMPLEMENTED, SOME UNITS HAVE ELECTED TO DISREGARD THE AOAP LAB RECOMMENDATION. IN ADDITION, SOME CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH, AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

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LABS HAVE RECOMMENDED THAT ENGINES CONTINUE SERVICE WITH IRON READINGS IN THE ABNORMAL RANGE (GREATER THAN 10 PPM FOR UH-1, GREATER THAN 18 PPM FOR AH-1, GREATER THAN 24 PPM FOR OV-1). HISTORY SHOWS THAT A ABNORMAL IRON READING MAY INDICATE A POSSIBLE NO. 2 BEARING FAILURE. ANY ENGINE OIL SAMPLE WITH IRON CONTENT IN THE ABNORMAL RANGE (GREATER THAN 10 PPM FOR UH-1, GREATER THAN 18 PPM FOR AH-1, GREATER THAN 24 PPM FOR OV-1) MAKES THE ENGINE UNSERVICEABLE UNTIL CORRECTIVE ACTION IS TAKEN. NON-COMPLIANCE WITH THIS REQUIREMENT COULD ULTIMATELY RESULT IN SEVERE DAMAGE OR TOTAL FAILURE OF THE ENGINE.

C. IN ORDER TO PREVENT UNITS FROM BUYING A NEW ENGINE, ENGINES WILL BE REPAIRED TO MINIMIZE THE COST TO THE OWNING UNITS. WHEN ENGINE REPAIR IS REQUIRED, UNITS WILL ONLY BE RESPONSIBLE FOR PARTS AND TRAVELING EXPENSES OF CORPUS CHRISTI ARMY DEPOT (CCAD) ESC SPECIALISTS.

NOTE

FOREIGN MILITARY OPERATORS OF T55 ENGINES OBTAINED OR SUPPORTED THROUGH THE FOREIGN MILITARY SALES (FMS) PROGRAM ARE NOT REQUIRED TO COMPLY WITH THE REQUIREMENTS OF THIS


BRAD MEYER, AEROSPACE ENGINEER MINIMIZE CONSIDERED
AMSAT-C-XS, X2085

EDWARD J. HOLLMAN, X2178
MESSAGE. IT IS PROVIDED AS INFORMATION ONLY. FSM CUSTOMERS
SHOULD FOLLOW PROCEDURES ESTABLISHED WITHIN THEIR OWN
ORGANIZATION AND/OR REFER TO TRI-SERVICE TECHNICAL
PUBLICATION, TM 38-301 (U.S. ARMY), NAVAIR 17-15-50 (U.S.
NAVY) OR TO 33-1-37 (U.S. AIR FORCE).

D. ENGINES WITH ABNORMAL IRON CONTENT FOUND DURING
ROUTINE ENGINE OIL AOAP CHECK WILL REQUIRE A SPECIAL OIL
SAMPLE TO CONFIRM THE POSSIBLE FAILURE OF THE NO. 2 BEARING
AND NOT ANOTHER CAUSE. THE ENGINE IS CONSIDERED
UNSERVICEABLE AND WILL BE SENT TO THE SUPPORTING AVIM SHOP.
ESC SPECIALISTS WILL BE SENT TO PERFORM THE SECONDARY DAMAGE
INSPECTION. ALL OTHER REPAIR WILL BE THE RESPONSIBILITY OF
THE AVIM. TO ENSURE NO SECONDARY IRON CONTAMINATION DUE TO
SLUDGE, UNITS SHALL REPLACE THE ENGINE OIL COOLER.

REQUISITION REPLACEMENT OIL COOLERS THROUGH NORMAL SUPPLY
PROCEDURES. RETURN OIL COOLERS IN CONDITION CODE //D/\.
UNITS SHALL NOT USE REPLACEMENTS WHICH HAVE BEEN REMOVED
LOCALLY. THE REQUIREMENTS OF THIS MESSAGE WILL REMAIN IN
EFFECT UNTIL TB 1-2840-229-20-6, WHICH SUPERSEDES THIS
MESSAGE, IS EXPIRED OR RESCINDED. TB 1-2840-229-20-6 WILL

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,
AMSAT-I-IAF, AMSAT-I-ILNO(RAAF), AMSAT-I-LOS(AOC)

BRAD MEYER, AEROSPACE ENGINEER
AMSAT-C-XS, X2085

MINIMIZE CONSIDERED
EDWARD J. HOLLMAN, X2178
F. THE PURPOSE OF THIS MESSAGE IS TO:

1. REQUIRE UNITS WITH ENGINES HAVING AN IRON CONTENT IN THE ABNORMAL RANGE (GREATER THAN 10 PPM FOR UH-1, GREATER THAN 18 PPM FOR AH-1, GREATER THAN 24 PPM FOR OV-1), CONSIDER THAT ENGINE UNSERVICEABLE UNTIL CORRECTIVE ACTION IS TAKEN.

2. REQUIRE UNITS WITH ENGINES HAVING IRON CONTENT IN THE ABNORMAL RANGE TO PERFORM A SPECIAL OIL SAMPLE.

3. REQUIRE UNITS TO SHIP UNSERVICEABLE ENGINE TO SUPPORTING AVIM SHOPS FOR REPAIR AND RETURN.

4. REQUIRE AVIM SHOPS TO OBTAIN REPAIR PARTS TO PERFORM ENGINE REPAIRS AND ASSIST THE ESC SPECIALISTS DURING THE SECONDARY DAMAGE INSPECTION.

5. REQUIRE UNITS TO OBTAIN REPLACEMENT ENGINE OIL COOLERS THROUGH SUPPLY TO INSTALL WITH REPAIRED ENGINE.

5. END ITEMS TO BE AFFECTED – ALL UH-1, AH-1, OV-1 SERIES AIRCRAFT.


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AMSAT-C-XS, X2085

EDWARD J. HOLLMAN, X2178
6. ASSEMBLY COMPONENTS TO BE AFFECTED

NOMENCLATURE     PART NO.          NSN
T53-L-13B ENGINE  1-000-060-22     2840-00-134-4803
T53-L-13BA ENGINE 1-000-060-10A     2840-01-093-7451
T53-L-703 ENGINE  1-000-060-23     2840-00-621-1860
T53-L-703A ENGINE 1-000-110-03/07    2840-00-176-9132

7. PARTS TO BE INSPECTED - N/A.

8. INSPECTION PROCEDURES -

NOTE

PERFORM THE FOLLOWING PROCEDURES AFTER OBTAINING RESULTS OF EACH ROUTINE ENGINE OIL AOAP CHECK UNTIL EXPIRATION OR RECEIPT OF TB 1-2840-229-20-6. AIRCRAFT EQUIPPED WITH OIL DEBRIS DETECTION SYSTEM (ODDS) ARE REQUIRED TO PERFORM TASKS STARTING AT PARA 8C IF A CHIP LIGHT ILLUMINATES OR BYPASS BUTTON POPS OUT.

A. NOTE RESULTS AFTER EACH, REPEAT, AFTER EACH ROUTINE ENGINE OIL AOAP CHECK.

B. IF TEST RESULTS SHOW IRON CONTENT IN THE NORMAL, MARGINAL OR HIGH RANGE, THE INSPECTION IS COMPLETE.

C. IF TEST RESULTS SHOW IRON CONTENT IN THE ABNORMAL


BRAD MEYER, AEROSPACE ENGINEER
AMSAT-C-X5, X2085

EDWARD J. HOLLMAN, X2178
RANGE (GREATER THAN 10 PPM FOR UH-1, GREATER THAN 18 PPM FOR AH-1, GREATER THAN 24 PPM FOR OV-1), THE ENGINE IS CONSIDERED UNSERVICEABLE. PERFORM THE FOLLOWING SPECIAL OIL SAMPLE:

1. DRAIN AND FLUSH OIL SYSTEM.
2. RESERVICE WITH CLEAN OIL.
3. GROUND RUN AIRCRAFT FOR ONE HOUR.
4. TAKE OIL SAMPLES FROM NO. 3/4 BEARING SCAVENGE, NO. 2 BEARING SCAVENGE, CHIP DETECTOR PORT AND ENGINE RESERVOIR.

NOTE
USE PROPER OIL PRACTICES IAW TM 38-301

5. LABEL SAMPLES ACCORDINGLY AND SEND TO UNITS SUPPORTING OIL LAB.

NOTE
RESULTS OF THE SPECIAL OIL SAMPLE ARE ONLY USED TO DETERMINE THE CAUSE OF THE ABNORMAL IRON CONTENT. THIS SPECIAL OIL SAMPLE IS NOT, REPEAT, IS NOT USED TO DETERMINE IF THE ENGINE IS SERVICEABLE.


BRAD MEYER, AEROSPACE ENGINEER
AMSAT-C-XS, X2085

EDWARD J. HOLLMAN, X2178
UNSERVICEABLE ENGINE TO THE SUPPORTING AVIM SHOP FOR REPAIR.

NOTE

USE APPLICABLE ENGINE TECHNICAL MANUAL PROCEDURES FOR REMOVAL AND INSTALLATION OF ENGINES AND ENGINE OIL COOLERS.

F. REPLACE ENGINE OIL COOLER WITH ENGINE OIL COOLER FROM SUPPLY WHEN REINSTALLING THE REPAIRED ENGINE. RETURN OIL COOLERS IN CONDITION CODE //D//. DO NOT REPLACE WITH ENGINE OIL COOLERS THAT HAVE BEEN REMOVED LOCALLY.

REQUISITION APPLICABLE ENGINE OIL COOLER IN PARA 10A THROUGH NORMAL SUPPLY PROCEDURES USING PROJECT CODE "CS5".

G. AVIM SHOPS SHALL PERFORM THE FOLLOWING ACTIONS AFTER RECEIVING UNSERVICEABLE ENGINES:

1. OBTAIN ALL REPAIR PARTS REQUIRED PER PARA 10B(2).
2. AFTER OBTAINING ALL APPLICABLE REPAIR PARTS, CONTACT MACOM POC AND ESC HOTLINE TO SCHEDULE ESC SPECIALIST TDY IAW PARA 14B.

NOTE

ESC WILL PROVIDE ATCOM WITH A LIST OF REPAIR SITES WHICH ARE READY FOR THE REPAIR. ATCOM WILL PRIORITIZE THE SITE


BRAD MEYER, AEROSPACE ENGINEER MINIMIZE CONSIDERED
AMSAT-C-XS, X2085

EDWARD J. HOLLMAN, X2178
VISITS. UNITS SHOULD CONTACT THEIR MACOM POC IN PARA 16B CONCERNING THEIR PRIORITY. ATCOM WILL NOT TAKE CALLS CONCERNING PRIORITY SCHEDULING FROM AVUM/AVIM UNITS.

(3) PROVIDE TWO ENGINE MECHANICS TO PERFORM AVIM TASKS AND ASSIST THE ESC SPECIALIST IN THE SECONDARY DAMAGE INSPECTION. ESC SPECIALIST WILL BE THE TEAM LEADER.

NOTE

AFTER TRAINING, THE ESC SPECIALIST MAY PROVIDE WRITTEN AUTHORITY FOR AVIM PERSONNEL TO PERFORM THE SECONDARY DAMAGE INSPECTION. THIS WRITTEN AUTHORITY ALLOWS SPECIFIC AVIM PERSONNEL TO PERFORM THE SECONDARY DAMAGE INSPECTION. THIS AUTHORITY IS FOR SPECIFIC PERSONNEL ONLY AND NOT A BLANKET AUTHORITY TO THE UNIT.

(4) ASSIST ESC SPECIALIST IN COMPLETING CCAD FORM 186 AND CCAD (MRR) FORM 186. AVIM PERSONNEL WITH WRITTEN AUTHORITY TO PERFORM THE SECONDARY DAMAGE INSPECTION WILL BE SOLELY RESPONSIBLE TO COMPLETE AND MAIL THESE TWO FORMS IF ESC SPECIALIST IS NOT PRESENT. SEND COMPLETED FORMS TO:

COMMANDER, ATCOM
ATTN: AMSAT-I-MDC


BRAD MEYER, AEROSPACE ENGINEER MINIMIZE CONSIDERED
AMSAT-C-XS, X2085

EDWARD J. HOLLMAN, X2178
9. CORRECTION PROCEDURES - SEE PARA 8.

10. SUPPLY/PARTS AND DISPOSITION -

A. PARTS THAT MAY BE REQUIRED -

1) AVUM -

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<tr>
<th>Nomenclature</th>
<th>Part No.</th>
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<tr>
<td>ENGINE OIL COOLER</td>
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<tr>
<td>(UH-1)</td>
<td>204-060-549-9</td>
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<td>GASKET (UH-1)</td>
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<tr>
<td>PACKING (UH-1)</td>
<td>3-16S418-6</td>
<td>5330-00-599-0981</td>
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<td>(OV-1)</td>
<td>8532126</td>
<td>2935-00-772-5610</td>
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</tbody>
</table>

2) AVIM - THE FOLLOWING REPAIR PARTS ARE REQUIRED


BRAD MEYER, AEROSPACE ENGINEER
AMSAT-C-XS, X2085

EDWARD J. HOLLMAN, X2178
TO PERFORM ENGINE REPAIR:

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<th>NOMENCLATURE</th>
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<td>RETAINER, PACKING</td>
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<td>GASKET</td>
<td>5330-00-990-2853</td>
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</table>


BRAD MEYER, AEROSPACE ENGINEER  MINIMIZE CONSIDERED  AMSAT-C-XS, X2085

EDWARD J. HOLLMAN, X2178
B. REQUISITIONING INSTRUCTIONS - REQUISITION PARTS THROUGH NORMAL SUPPLY CHANNELS USING NORMAL SUPPLY PROCEDURES. MANDATORY ENTRY ON REQUISITION AND TURN-IN DOCUMENTS UNDER PROJECT CODE (CC57-59) SHALL BE "CS5" (CHARLIE-SIERRA-FIVE).

C. BULK AND CONSUMABLE MATERIALS - N/A.

D. DISPOSITION -

(1) UNITS SHALL RETURN ENGINE OIL COOLERS IN CONDITION CODE //D//. PROJECT CODE "CS5" MUST BE ON REQUISITION AND TURN-IN DOCUMENTS TO TRACK PARTS AND ENSURE RETURN CREDIT TO THE UNIT.

(2) UNSERVICEABLE ENGINES SHALL BE SENT TO THE SUPPORTING AVIM SHOP FOR REPAIR.

E. DISPOSITION OF HAZARDOUS MATERIAL - N/A.

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

12. APPLICATION -


   BRAD MEYER, AEROSPACE ENGINEER MINIMIZE CONSIDERED AMSAT-C-XS, X2085

   EDWARD J. HOLLMAN, X2178
DOWNTIME WILL BE CHARGED TO AVUM FOR ENGINE AND ENGINE OIL COOLER REMOVAL AND REINSTALLATION, AVIM FOR NO. 2 BEARING REPLACEMENT AND DEPOT FOR SECONDARY DAMAGE INSPECTION BY ESC SPECIALISTS.

B. TIME REQUIRED -

(1) SPECIAL OIL SAMPLE (AVUM) - TOTAL OF .5 MANHOURS USING 1 PERSON.

(2) ENGINE REMOVAL AND REINSTALLATION (AVUM) - 16 MANHOURS USING 2 PERSONS.

(3) ENGINE OIL COOLER REMOVAL AND REINSTALLATION (AVUM) - 8 MANHOURS USING 2 PERSONS.

(4) NO. 2 BEARING REPLACEMENT (AVIM) - 16 MANHOURS USING 2 PERSONS.

(5) SECONDARY DAMAGE INSPECTION (DEPOT - ESC SPECIALISTS) - 4 MANHOURS USING 1 PERSON.

C. ESTIMATED COST IMPACT OF STOCK FUND ITEMS TO THE FIELD -

(1) AVUM -

NOMENCLATURE       NSN     QUANTITY     COST
ENGINE OIL COOLER (UH-1) 2935-00-410-5884 1 $ 656


BRAD MEYER, AEROSPACE ENGINEER MINIMIZE CONSIDERED
AMSAT-C-XS, X2085

EDWARD J. HOLLMAN, X2178

UNCLASSIFIED 122100Z OCT 93
BEFORE CREDIT

ENGINE OIL COOLER (AH-1)  2935-00-177-8331  1  $1222
BEFORE CREDIT

ENGINE OIL COOLER (OV-1)  2935-00-772-5610  1  $160

(2) AVIM - THE FOLLOWING REPAIR PARTS ARE REQUIRED

TO PERFORM ENGINE REPAIR:

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<th>QUANTITY</th>
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</tbody>
</table>


BRAD MEYER, AEROSPACE ENGINEER  MINIMIZE CONSIDERED
AMSAT-C-XS, X2085

EDWARD J. HOLLMAN, X2178
UNCLASSIFIED

SPACER 5365-00-948-8032 AS REQUIRED $ .87
SPACER 5365-00-948-8031 AS REQUIRED $ 1.51
SPACER 5365-00-766-8651 AS REQUIRED $ 1.69
SPACER 5365-00-775-2510 AS REQUIRED $ 1.94
SPACER 5365-00-796-9776 AS REQUIRED $ 9.60
SPACER 5365-00-103-5870 AS REQUIRED $ 10.51
NUT 5365-00-156-8958 AS REQUIRED $ 11.68
BEARING NO. 2 3110-01-015-8831 1 $339.00
HOUSING 2840-01-008-5734 1 $218.00

TOTAL COST OF ENGINE REPAIR PARTS – $716.15

NOTE

UNITS WILL BE RESPONSIBLE FOR PARTS AND TRAVELING EXPENSES

F ESC SPECIALISTS REQUIRED BY THIS ASAM.

D. TB/MMGS TO BE APPLIED PRIOR TO OR CONCURRENTLY WITH THIS INSPECTION – N/A.

E. PUBLICATIONS AFFECTED AS A RESULT OF THIS INSPECTION – N/A.

13. REFERENCES – N/A.

14. RECORDING AND REPORTING REQUIREMENTS –

A. REPORTING COMPLIANCE SUSPENSE DATE (AIRCRAFT) – N/A.

B. TASK/INSPECTION REPORTING SUSPENSE DATE (AIRCRAFT) –

CF: AMSAT-W-AU, AMSAT-W-AA, AMSAT-R-ECH, AMSAT-R-EIH,
AMSAT-I-IAF, AMSAT-I-ILNO(RAIF), AMSAT-I-LOS(AOC)

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