UNCLASSIFIED

SUBJECT: AVIATION SAFETY MESSAGE, OH-58 AND UH-1 SERIES AIRCRAFT,

NOTE: THIS MESSAGE IS NOT A SAFETY OF FLIGHT MESSAGE. THIS IS AN
AVIATION SAFETY MESSAGE AND HAS NOT BEEN TRANSMITTED TO UNITS
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SUBORDINATE TO ADDRESSEES. REQUEST ADDRESSES RETRANSMIT THIS
MESSAGE TO ALL SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS AFFECTED OR
CONCERNED. THE RETRANSMITTAL IS A REFERENCE THIS MESSAGE.
1. A ROUTINE ARMY ANALYSIS REVEALED THAT ENGINE OIL MIL-L-2184 DID
NOT MEET SPECIFICATION REQUIREMENTS. MIL-L-2184 IS CURRENTLY BEING
USED IN THE OH-58C AND UH-1H/V AND EH-1H/V MAIN MOTOR GEAR
RESERVOIR AND PILLOW BLOCK RESERVOIR. THE FUELS AND LUBRICANTS
LABORATORY HAS RECOMMENDED THAT ALL LUBRICANTS MANUFACTURED BY
BATTENFELD, CASE 60226, BEFORE AUG 89, BE PLACED IN CONDITION CODE
//L// PENDING LITIGATION.
2. THIS DEFICIENCY IS CONSIDERED A SUPPLY PROBLEM AND IS NOT
CONSIDERED A SAFETY OF FLIGHT ISSUE. NORMAL REFILLING OF THE
RESERVOIRS AS REQUIRED SHOULD EVENTUALLY CLEAN THE RESERVOIRS.
3. FIELD UNITS ARE ADVISED TO TAKE THE FOLLOWING ACTION:
   A. INSPECT THEIR STOCK OF MIL-L-2184 OIL. ANY MIL-L-2184 WITH
      A VENDOR CASE CODE OF 68226 AND A MANUFACTURING DATE BEFORE AUG 89
      SHOULD NOT BE USED AND SHOULD BE PLACED IN CONDITION CODE //L//.
   B. REFILLING OF THE RESERVOIRS WILL BE ACCOMPLISHED ON AN AS
      REQUIRED BASIS USING ENGINE OIL MIL-L-2184, OTHER THAN THAT
      IDENTIFIED IN PARA 3A.

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C. DO NOT USE OIL THAT IS NOT IDENTIFIABLE TO ANY SPECIFIC
MANUFACTURER.

4. POINTS OF CONTACT:
   A. TECHNICAL POINT OF CONTACT FOR THIS MESSAGE IS MR. WILLIAM
      ALVAREZ, AMSAV-EFH, DSN/AUTOVON 693-1664 OR COMMERCIAL 314/263-1664.
   B. MESSAGE POINT OF CONTACT IS MR. LYELL MYERS, AMSAV-EFH, DSN/AUTOVON
      693-9899 OR COMMERCIAL 314/263-9899.

TO REPLY BY MAILGRAM MESSAGE, SEE REVERSE SIDE FOR WESTERN UNION'S TOLL-FREE PHONE NUMBERS
1 R 04197363052 R 0728002 JUN 90 ZEX
TO USDA FOREST SERVICE PD BOX 96090 WASHINGTON DC
20090-4690 /COOPERATIVE FIRE PROTECTION/
D=06CVA
UNCLAS

SUBJECT - AVIATION SAFETY MESSAGE, OH-58 AND UH-1 SERIES AIRCRAFT,
LUBRICANTS (OH-58=691=ASH=05) (UH-1=70=ASH=04).
NOTE - THIS MESSAGE IS NOT A SAFETY OF FLIGHT MESSAGE, THIS IS AN
AVIATION SAFETY MESSAGE AND HAS NOT BEEN TRANSMITTED TO UNITS
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SUBORDINATE TO ADDRESSEES, REQUEST ADDRESSEES RETRANSMIT THIS
MESSAGE TO ALL SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS AFFECTED OR
CONCERNED, THE RETRANSMITTAL SHALL REFERENCE THIS MESSAGE.
1. A ROUTINE LAB ANALYSIS REVEALED THAT ENGINE OIL MIL-L-2104 DID
 NOT MEET SPECIFICATION REQUIREMENTS. MIL-L-2104 IS CURRENTLY BEEN
USED IN THE OH-58A/C AND UH-1H/V AND EH-1H/X MAIN ROTOR GRIP
RESEVOIR AND PILLAR BLOCK RESEVOIR. THE FUELS AND LUBRICANTS
LABORATORY RECOMMENDED THAT ALL LUBRICANTS MANUFACTURED BY
BATTENFIELD, CAGE 60266, BEFORE AUG 89, BE PLACED IN CONDITION CODE
/// PENDING LITIGATION.
2. THIS DEFICIENCY IS CONSIDERED A SUPPLY PROBLEM AND IS NOT
CONSIDERED A SAFETY OF FLIGHT ISSUE. NORMAL REFILLING OF THE
RESEVOIRS AS REQUIRED SHOULD EVENTUALLY CLEAN THE RESEVOIRS,
3. FIELD UNITS ARE ADVISED TO TAKE THE FOLLOWING ACTION -
A. INSPECT THEIR STOCK OF MIL-L-2104 OIL. ANY MIL-L-2104 WITH
A VENDOR CAGE CODE OF 60266 AND A MANUFACTURING DATE BEFORE AUG 89
SHOULD NOT BE USED AND SHOULD BE PLACED IN CONDITION CODE ///L///.
B. REFILLING OF THE RESEVOIRS WILL BE ACCOMPLISHED ON AN AS
REQUIRED BASIS USING ENGINE OIL MIL-L-2104, OTHER THAN THAT
IDENTIFIED IN PARA 3A.
4. UNCLAS

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C. DO NOT USE OIL THAT IS NOT IDENTIFIABLE TO ANY SPECIFIC
MANUFACTURER.
5. POINTS OF CONTACT -
A. TECHNICAL POINT OF CONTACT FOR THIS MESSAGE IS MR. WILLIAM
ALVAREZ, AMSAY=FM, DSN/AVON 693=1664 OR COMMERCIAL 314-263-1664.
B. MESSAGE POINT OF CONTACT IS MR. LYELL MYERS, AMSAY=EFO,
DSN/AVON 693=9949 OR COMMERCIAL 314-263-9949.

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