URGENT

***TB 1-1520-238-20-83**

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

FLEET WIDEONE TIME INSPECTION OF FORWARD FUEL CELL DISCREPANT FILLER NECKS

AH-64 HELICOPTER

Headquarters, Department of the Army, Washington, D. C.
15 December 1996

1. Priority Classification URGENT.

a. Aircraft in Use. Upon receipt of this Technical Bulletin (TB) the condition status symbol of the cited aircraft will be changed to a ***red horizontal dash*** *//-//.* The ***red horizontal dash*** *//-//* may be cleared when the inspection procedures in paragraph 8 are completed. The affected aircraft shall be inspected as soon as practical but no later than the task/inspection suspense date. Failure to comply with the requirements of the TB within the time frame will cause the status symbol to be upgraded to a ***red //X//***.

b. Aircraft in Depot Maintenance.. Same as paragraph 1.a.

c. Aircraft Undergoing Maintenance. Same as paragraph 1.a.

d. Aircraft in Transit.

(1) Surface/Air Shipment. Prior to first flight.

(2) Ferry Status.

(a) Same as paragraph 1.a.

(b) Those aircraft that have a DD Form 250 and are at McDonnell Douglas Helicopter Systems (MDHS) will be inspected prior to ferry to final destination.

e. Maintenance Trainers (Category A, and B). Same as paragraph 1.a.

f. Component/Parts in Stock Including War Reserves at All Levels (Depot and Others).

(1) Retail Stock. Upon receipt of this TB, all items listed in paragraph 7 shall be annotated to read AH-64-97-ASAM-02, inspection of forward fuel cell filler necks, not complied with.

*This TB supersedes USAATCOM Message 181546Z Nov 96, (AH-64-97-02). NOTE: The TB referenced in AH-64-ASAM-97-02 is incorrect. TB 1-1520-238-20-83 is correct.

(2) Wholesale Stock. Report receipt of this TB in accordance with paragraph 14.c. Upon receipt of this TB, all serviceable items (Condition Codes //A//,//B//, //C//, //D//, and //E// listed in paragraph 6 located in wholesale depot storage shall be placed in Condition Code IJII and tagged with a Suspended Label/Tag - Materiel, DD Form 1576/DD Form 1576-1. Do not remove original condition tags. Inspect serviceable assets for contracts DAAJ09-93-C-0235 and DAAJ09-94-C-0330, CAGE Code 00624. All assets from these contracts are to be placed in Condition Code L. Assets identifiable to other contracts are to be returned to their original Condition Code and the suspended tag removed and destroyed. Assets for which the contract cannot be determined are to remain in Condition Code J. Report compliance with this TB in accordance with paragraph 14.d.

2. Task/Inspection Suspense Date.

a. Inspection - Prior to next mission flight.
b. Replacement - Next scheduled phase inspection.

3. Reporting Compliance Suspense Date. No later than 30 December 1996 per para 14. a of this TB.

4. Summary of the Problem.

a. A discrepant lot of filler necks has been issued to Depot and have been installed on aircraft. The filler neck for the forward fuel cell requires a chem-film finish to prevent buildup of static electricity. The discrepant filler neck has an anodized finish that prevents electrical conductivity. Sparks generated by static electricity, during gravity refueling, may cause a fire.

b. For manpower/downtime and funding impacts, refer to paragraph 12.

c. The purpose of the TB is to initiate a one-time inspection for identifying discrepant forward fuel cell filler necks.

5. End Items to be Inspected. All AH-64 aircraft will be inspected.

6. Assembly Components to be Inspected. N/A.

7. Parts to be Inspected.

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Filler neck	7-311642122	2590-01-263-9853

8. Inspection Procedures.

WARNING

Aircraft is restricted from gravity refueling if a discrepant filler neck is detected.

a. Turn gravity fill fuel cap to the open position and pull out of port.

b. Visually check the color of the filler neck. If the color is "Gold/Yellow", the inspection is complete and no further action is required.

c. If the color is "Red", the filler neck is discrepant and shall be replaced per paragraph 9.

d. Reinstall gravity fill fuel cap in port and turn to close position.

9. Correction Procedures.

NOTE

If the aircraft is currently undergoing phase inspection and the correct filler neck (with chem-film treatment) is not in supply, the aircraft is restricted from gravity refueling until the discrepant part is replaced. Replace discrepant filler neck at the next scheduled phase inspection.

a. Safe aircraft in accordance with reference 13.a, paragraph 1.57.
b. Remove the discrepant filler neck in accordance with reference 13.a, paragraph 10.26, and submit a Category I (Cat I) QDR to the technical point of contact.
c. Install correct filler neck in accordance with reference 13.a, paragraph 10.27.
d. Perform fuel quantity indication/transfer maintenance operational check in accordance with reference 13.b.

10. Supply/Parts and Disposition.

a. Parts Required. Items cited in paragraph 7 may be required to replace defective items.
b. Requisitioning Instructions. Requisition replacement parts through normal supply channels using normal supply procedures. All requisitions shall use project code "XCT" per this TB.

NOTE

Project code "XCT" is required to track costs in an attempt to establish a future fund to reimburse units for stock fund expenditures created by this TB.

c. Bulk and Consumable Materials. N/A.
d. Disposition. Hold any unserviceable part/component pending disposition instructions from the technical point of contact per paragraph 16.a.
e. Disposition of Hazardous Material. N/A.

11. Special Tools, Jigs and Fixtures Required. N/A.

12. Application.

a. Category of Maintenance. AVUM. Aircraft down time will be charged to AVUM.
b. Estimated Time Required. (Replacement)

(1) A total 8.0 man-hours using two persons.
(2) A total of 16.0 hours down time for one end item.

c. Estimated Cost Impact of Stock Fund Items to the Field:

NOMENCLATURE	PART NUMBER/ NATIONAL STOCK NUMBER	QUANTITY	COST EACH	TOTAL $
Filler neck	7-311642122/2590-01-263-9853	1	$349.00	$349.00
Total cost per aircraft =				$349.00

d. TB/MWOs to be Applied Prior To or Concurrently with this Inspection. N/A.

e. Publications Which Require Change as a Result of this Inspection. N/A.

13. References.

a. TM 1-1520-238-23, Aviation Unit and Intermediate Maintenance manual for AH-64A Helicopter, 16 May 1994.

b. TM 1-1520-238-T, Aviation Unit and Intermediate Troubleshooting Manual forAH-64A Helicopter.

14. Recording and Reporting Requirements.

a. Reporting Compliance Suspense Date (Aircraft). Upon entering requirements of this TB on DA Form 2408-13-1 on all subject MDHS aircraft, forward a priority message, Datafax or E-mail to Commander, ATCOM, ATTN: AMSAT-R-X (SOF Compliance Officer), per AR 95-3. Datafax number is DSN 693-2064 or Commercial (314) 263-2064. E-Mail address is "AMSATRXS@EMH4.STL.ARMY.MIL". The report will cite this TB number, date of entry in DA Form 2403-13-1, the aircraft mission design series, and serial numbers of aircraft in numerical order.

b. Task/inspection Reporting Suspense Date (Aircraft). N/A.

c. Reporting Compliance Suspense Date (Spares). Depot commanders and others holding assets referenced in paragraph 7 shall contact the point of contact by telephone or forward a priority message to the point of contact referenced in paragraph 16.d confirming receipt of the TB.

d. Task/Inspection Reporting Suspense Date (Spares). Upon completion of the inspection, depot commanders and others holding assets referenced in paragraph 7 shall report compliance to the wholesale point of contact referenced in paragraph 16.d no later than 7 days after receipt of this TB. The report shall be transmitted by Datafax on DD Form 1225 and shall include the total quantity inspected, by Condition Code, and the reimbursable cost of the inspection.

e. The following forms are applicable and are to be completed in accordance with DA PAM 738-751, 15 June 1992:

(1) DA Form 2408-13, Aircraft Status Information Record.
(2) DA Form 2408-13-1, Aircraft Inspection and Maintenance Record.
(3) DA Form 2408-15, Historical Record for Aircraft.

15. Weight and Balance. N/A.

16. Points of Contact.

a. Technical Point of Contact for this TB is Mr. Fred Banks, AMSAT-R-EIA, DSN 693-3243 or commercial (314) 263-3243.

b. Logistical Point of Contact for this TB is Mr. Jim Mason, SFAE-AV-AAH-LF, DSN 693-1947 or commercial (314) 263-1947.

c. Forms and Records Point of Contact for this TB is Ms. Ann Waldeck, AMSAT-I-MDM, DSN 490-2318 or commercial (314) 260-2318.

d. Wholesale Stock Point of Contact for this TB is Mr. Tullas Samples, AMSAT-I-SAAA, DSN 693-5969 or commercial (314) 263-5969, Datafax DSN 693-5936 or commercial (314) 263-5936.

e. Safety Point of Contact for this TB is Mr. Jim Wilkins, AMSAT-R-X, DSN 693-2258 or commercial (314) 263-2258.

f. Foreign Military Sales (FMS) recipients requiring clarification of action advised by this TB should contact CW5 Jay Nance or Mr. Ron Van Rees, AMSAT-D-S, DSN 693-7844/3216 or commercial (314) 263-7844/3216.

g. After hours contact ATCOM Command Operations Center (COC), DSN 693-2066/2067 or commercial (314) 263-2066/2067.

17. Reporting of Errors and Recommending Improvements. You can help improve this TB. If you find any mistakes or if you know a way to improve these procedures, please let us'know. Mail your letter or DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to: Commander, US Army Aviation and Troop Command, ATTN: AMSAT-I-MP, 4300 Goodfellow Blvd., St. Louis, MO 63120-1798. A reply will be furnished to you. You may also submit your recommended changes by E-mail directly to <mpmt%/oavma28@st-louis-emh7.army.mil>. A reply will be furnished directly to you.

By Order of the Secretary of the Army:

Official:

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Acting Administrative Assistant to the Secretary of the Army
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DENNIS J. REIMER
General, United States Army
Chief of Staff

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THE METRIC SYSTEM AND EQUIVALENTS

'NEAR MEASURE

. Centimeter = 10 Millimeters = 0.01 Meters = 0.3937 Inches
1 Meter = 100 Centimeters = 1000 Millimeters = 39.37 Inches
1 Kilometer = 1000 Meters = 0.621 Miles

'VEIGHTS

Gram = 0.001 Kilograms = 1000 Milligrams = 0.035 Ounces
1 Kilogram = 1000 Grams = 2.2 lb.
1 Metric Ton = 1000 Kilograms = 1 Megagram = 1.1 Short Tons

LIQUID MEASURE

1 Milliliter = 0.001 Liters = 0.0338 Fluid Ounces
1 Liter = 1000 Milliliters = 33.82 Fluid Ounces

SQUARE MEASURE

1 Sq. Centimeter = 100 Sq. Millimeters = 0.155 Sq. Inches
1 Sq. Meter = 10,000 Sq. Centimeters = 10.76 Sq. Feet
1 Sq. Kilometer = 1,000,000 Sq. Meters = 0.386 Sq. Miles

CUBIC MEASURE

1 Cu. Centimeter = 1000 Cu. Millimeters = 0.06 Cu. Inches
1 Cu. Meter = 1,000,000 Cu. Centimeters = 35.31 Cu. Feet

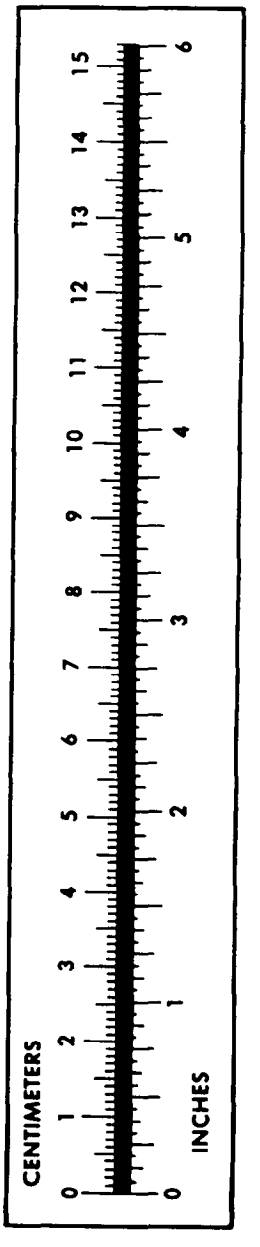
TEMPERATURE

5/9(°F - 32) = °C
212° Fahrenheit is evuivalent to 100° Celsius
90° Fahrenheit is equivalent to 32.2° Celsius
32° Fahrenheit is equivalent to 0° Celsius
9/5C° + 32 =°F

APPROXIMATE CONVERSION FACTORS

TO CHANGE	TO	MULTIPLY BY
Inches	Centimeters	2.540
Feet	Meters	0.305
Yards	Meters	0.914
Miles	Kilometers	1.609
Square Inches	Square Centimeters	6.451
Square Feet	Square Meters	0.093
Square Yards	Square Meters	0.836
Square Miles	Square Kilometers	2.590
Acres	Square Hectometers	0.405
Cubic Feet	Cubic Meters	0.028
Cubic Yards	Cubic Meters	0.765
Fluid Ounces	Milliliters	29.573
ıts	Liters	0.473
arts	Liters	0.946
allons	Liters	3.785
Ounces	Grams	28.349
Pounds	Kilograms	0.454
Short Tons	Metric Tons	0.907
Pound-Feet	Newton-Meters	1.356
Pounds per Square Inch	Kilopascals	6.895
Miles per Gallon	Kilometers per Liter	0.425
Miles per Hour	Kilometers per Hour	1.609

TO CHANGE	TO	MULTIPLY BY
Centimeters	Inches	0.394
Meters	Feet	3.280
Meters	Yards	1.094
Kilometers	Miles	0.621
Square Centimeters	Square Inches	0.155
Square Meters	Square Feet	10.764
Square Meters	Square Yards	1.196
Square Kilometers	Square Miles	0.386
Square Hectometers	Acres	2.471
Cubic Meters	Cubic Feet	35.315
Cubic Meters	Cubic Yards	1.308
Milliliters	Fluid Ounces	0.034
Liters	Pints	2.113
Liters	Quarts	1.057
ers	Gallons	0.264
ms	Ounces	0.035
ograms	Pounds	2.205
Metric Tons	Short Tons	1.102
Newton-Meters	Pounds-Feet	0.738
Kilopascals	Pounds per Square Inch	0.145
lometers per Liter	Miles per Gallon	2.354
meters per Hour	Miles per Hour	0.621



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