

P R 201946Z AUG 2002
FM NAVAIRDEPOT CHERRY PT NC(n)
TO CG FIRST MAW
TO CG FOURTH MAW
TO CG SECOND MAW
TO CG THIRD MAW
TO COMFAIRMED NAPLES IT
TO COMFAIRWESTPAC ATSUGI JA
TO COMNAVSURFLANT NORFOLK VA
TO COMNAVSURFPAC SAN DIEGO CA(n)
TO COMMARFORPAC(n)
TO COMNAVAIRLANT NORFOLK VA
TO COMNAVAIRES NEW ORLEANS LA
TO COMNAVAIRSYS COM PATUXENT RIVER MD(n)
TO COMNAVAIRPAC SAN DIEGO CA
TO CNATRA CORPUS CHRISTI TX(n)
TO AIMD TRUAX FIELD CORPUS CHRISTI TX(n)
TO DIRJOAP TSC PENSACOLA FL
TO DIRLOGSA REDSTONE ARSENAL AL
TO EODMU FIVE(n)
TO HELANTISUBRON FIVE
TO HELANTISUBRON SEVEN FIVE
TO HMM ONE SIX SIX
TO HMX ONE QUANTICO VA
TO HQ USAF WASHINGTON DC
TO MIDLANTREGCALCEN NORFOLK VA
TO MCAS YUMA AZ
TO MCAS IWAKUNI JA
TO ML ALL COMMANDS NAF ATSUGI JA(n)
TO NAS FALLON NV
TO ML ALL ACTIVITIES NAS LEMOORE CA(n)
TO NAS KEY WEST FL
TO NAS MERIDIAN MS
TO NAS OCEANA VA
TO NAS SIGONELLA IT
TO NAS WHIDBEY ISLAND WA(n)
TO NATEC SAN DIEGO CA(n)
TO NATEC DET OCEANA VA(n)
TO NATEC DET MIRAMAR CA
TO NATEC DET ATSUGI JA(n)
TO NAVAIRDEPOT JACKSONVILLE FL(n)
TO NAVAVNMAINTOFF CKA ORANGE PARK FL(n)
TO NAVSHIPYD AND IMF PEARL HARBOR HI
TO NAVOAPROGMGR PENSACOLA FL(n)
TO NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA
TO NAVTESTWINGLANT PATUXENT RIVER MD(n)
TO OC ALC TINKER AFB OK
TO PRECOMUNIT RONALD REAGAN
TO SIMA MAYPORT FL(n)
TO SIMA SAN DIEGO CA
TO USNS NIAGARA FALLS
TO USS BATAAN
TO USS BELLEAU WOOD
TO USS BONHOMME RICHARD
TO USS BOXER
TO USS CARL VINSON
TO USS CONSTELLATION

TO USS CROMMELIN
TO USS DWIGHT D EISENHOWER
TO USS ENTERPRISE
TO USS ESSEX
TO USS IWO JIMA
TO USS KEARSARGE
TO USS JOHN F KENNEDY
TO USS KITTY HAWK
TO USS ABRAHAM LINCOLN
TO USS NASSAU
TO USS NIMITZ
TO USS PELELIU
TO USS THEODORE ROOSEVELT
TO USS SAIPAN
TO USS JOHN C STENNIS
TO USS TARAWA
TO USS HARRY S TRUMAN
TO USS GEORGE WASHINGTON
TO USS WASP
TO AIG 165
TO AIG 11168
TO AIG 11375
TO AIRTEVRON TWO ONE PATUXENT RIVER MD(n)
CC NAVAIRDEPOT CHERRY PT NC(n)
CC COGARD AR SC ELIZABETH CITY NC
CC COGARD ENGLGCEN BALTIMORE MD
CC PEOASWASM PATUXENT RIVER MD(n)
CC COMDT COGARD WASHINGTON DC
CC NAVICP PHILADELPHIA PA(n)
CC NAVTESTWINGLANT PATUXENT RIVER MD(n)
CC NAVTESTWINGPAC PT MUGU CA(n)
CC NAVTESTPILOTSCH PATUXENT RIVER MD
CC NAVSTKAIRWARCEN FALLON NV(n)
CC CDRCCAD CORPUS CHRISTI TX
CC H60RS FLEET INTRO TEAM SAN DIEGO CA(n)
CC AMCOM CDR(n) (E-mail)
CC CDRUSASC FT RUCKER AL (E-mail)
CC WR-ALC ROBINS AFB GA
CC DCMC LOCKHEED FEDERAL SYSTEMS OWEGO NY
MSGID/GENADMIN/NAVAIRDEPOT CHERRY PT NC/3.3.1//
SUBJ/INTERIM RAPID ACTION CHANGE (IRAC) 30 TO NA 17-15-50.3, T.O.
/33-1-37-3, TM 38-301-3 DATED 15MAR99 WITH CHG 1 DATED 1DEC01 AND
/IRAC 29 DATED 12JUL02//
POC/LUCY DANIELS/DATA MANAGER/3.3.1/LOC:NADEP CHERRY PT
/EMAIL:DANIELSLA@NAVAIR.NAVY.MIL/TEL:DSN 451-9497/TEL:(252) 464-9497//
RMKS/1. THIS IRAC IS AN OFFICIAL CHANGE TO ALL HOLDERS OF NA
17-15-50.3, T.O. 33-1-37-3, TM 38-301-3. U.S. ARMY AND U.S. AIR
FORCE ADDRESSEES ARE RESPONSIBLE FOR PROMULGATION OF THIS CHANGE TO
APPLICABLE SERVICE ACTIVITIES. RESPONSIBLE CODE: DIRJOAP TSC
PENSACOLA FL, MR. MICHAEL CASSADY, DSN 922-5627 EXT 121, COMM (850)
452-5627 EXT 121.
2. PURPOSE OF CHANGE: TO CORRECT/PREVENT A MISSION CAPABILITY/FLEET
READINESS CONDITION BY REVISING ACCEPTABLE WATER LEVEL AND
CORRECTIVE ACTIONS FOR H-60 GEARBOXES.
3. DETAILED INFORMATION:
A. PEN AND INK CHANGES TO THE TECHNICAL CONTENT OF A MANUAL ARE
NOT AUTHORIZED. THE FOLLOWING TECHNICAL CONTENT CHANGE INFORMATION

APPLIES TO THE FOLLOWING REFERENCED PAGES AND PARAGRAPHS OF THE SUBJECT MANUAL UNTIL A FORMAL CHANGE IS RELEASED.

B. PAGE A-169, ADD MH-60S AND MH-60R TO PAGE HEADING.

C. PAGE A-169, DELETE PARA AND INSERT NEW PARA TO READ AS FOLLOWS:

SH-60B, SH-60F, HH-60H, MH-60S, MH-60R AND VH-60N MAIN TRANSMISSION CONSISTS OF A MAIN MODULE, TWO INPUT MODULES, AND TWO ACCESSORY MODULES. THE MAIN TRANSMISSION HAS A SINGLE LUBRICATION SYSTEM THAT LUBRICATES THE MODULES LISTED ABOVE AS WELL AS THE GEARBOX DRIVEN GENERATORS. FOR THE SH-60B, SH-60F, HH-60H, MH-60S, MH-60R (WITH MAIN MODULE 70351-38100) AND VH-60N (WITH MAIN MODULE 70351-84100), A 3-MICRON FILTER IS USED WHICH EFFECTIVELY REMOVES PARTICLES IN THE SIZE RANGE MEASURABLE BY SPECTROMETRIC ANALYSIS. FOR THESE AIRCRAFT, ONLY AQUA-TEST SHALL BE PERFORMED AND FOR ALL MAIN TRANSMISSIONS, WATER CONTENT LIMIT SHALL BE 1200 PPM (0.120 PERCENT). FOR ALL CONFIGURATIONS OF MAIN TRANSMISSIONS, WATER CONTENT THAT EXCEEDS 1500 PPM SHALL RESULT IN A LABORATORY RECOMMENDATION OF "J": CHANGE OIL; SAMPLE AFTER FIRST FLIGHT. WATER CONTENT BETWEEN 1200 AND 1500 PPM SHALL RESULT IN A LABORATORY RECOMMENDATION "C": DO NOT CHANGE OIL; RESAMPLE AFTER FIRST FLIGHT. IF RESAMPLE RESULTS IN WATER CONTENT STILL ABOVE 1200 PPM, LABORATORY RECOMMENDATION SHALL BE "J": CHANGE OIL; SAMPLE AFTER FIRST FLIGHT.

D. PAGE A-170, ADD MH-60S AND MH-60R TO PAGE HEADING.

E. PAGE A-170, DELETE LINE AFTER "SI < 60 PPM" THAT READS "WATER LIMIT: 1,000 PPM OR 0.100 PERCENT" AND INSERT NEW LINE TO READ AS FOLLOWS:

WATER LIMIT: 1200 PPM OR 0.120 PERCENT

F. PAGE A-170, DELETE PARA THAT BEGINS "ALL OIL SAMPLES SHALL BE CHECKED FOR WATER CONTENT..." AND INSERT NEW PARA TO READ AS FOLLOWS:

ALL OIL SAMPLES SHALL BE CHECKED FOR WATER CONTENT. WATER LIMIT: 1200 PPM OR 0.120 PERCENT. WATER CONTENT THAT EXCEEDS 1500 PPM SHALL RESULT IN A LABORATORY RECOMMENDATION OF "J": CHANGE OIL; SAMPLE AFTER FIRST FLIGHT. WATER CONTENT BETWEEN 1200 AND 1500 PPM SHALL RESULT IN A LABORATORY RECOMMENDATION "C": DO NOT CHANGE OIL; RESAMPLE AFTER FIRST FLIGHT. IF RESAMPLE RESULTS IN WATER CONTENT STILL ABOVE 1200 PPM, LABORATORY RECOMMENDATION SHALL BE "J": CHANGE OIL; SAMPLE AFTER FIRST FLIGHT. WATER IN THE OIL CAN LEAD TO CORROSION WHICH WILL CAUSE IRON AND/OR MAGNESIUM WEAR METALS TO APPEAR IN THE OIL ANALYSIS. THE FOLLOWING SUPPLEMENTARY INFORMATION DESCRIBES SOURCES OF INDIVIDUAL WEAR METALS AND RECOMMENDED MAINTENANCE ACTIONS DEPENDING ON CONTAMINATION LEVEL AND TREND. FOR THE SH-60B, SH-60F, HH-60H, MH-60S, AND MH-60R AIRCRAFT, CONTACT MMHISST.1 AT THE NAVAL AIR DEPOT, CHERRY PT FOR FURTHER INFORMATION OR CLARIFICATION. FOR THE UH-60A, UH-60L, EH-60A, MH-60L, AND MH-60K AIRCRAFT, CONTACT AMCOM ENGINEERING, AMSAM-RD-AE-P. FOR VH-60N AIRCRAFT, CONTACT SIKORSKY AIRCRAFT CORPORATION.

G. PAGE A-171, ADD MH-60S AND MH-60R TO PAGE HEADING.

H. PAGE A-172, ADD MH-60S AND MH-60R TO PAGE HEADING.

I. PAGE A-173, ADD MH-60S AND MH-60R TO PAGE HEADING.

J. PAGE A-174, ADD MH-60S AND MH-60R TO PAGE HEADING.

K. PAGE A-174, DELETE LINE IMMEDIATELY PRIOR TO NOTE 1 THAT READS "WATER LIMIT: 1,000 PPM OR 0.100 PERCENT" AND INSERT NEW LINE TO READ AS FOLLOWS:

WATER LIMIT: 1200 PPM OR 0.120 PERCENT

L. PAGE A-174, DELETE PARA THAT BEGINS "ALL OIL SAMPLES SHALL BE CHECKED FOR WATER CONTENT..." AND INSERT NEW PARA TO READ AS FOLLOWS:

ALL OIL SAMPLES SHALL BE CHECKED FOR WATER CONTENT. WATER LIMIT: 1200 PPM OR 0.120 PERCENT. WATER CONTENT THAT EXCEEDS 1500 PPM SHALL RESULT IN A LABORATORY RECOMMENDATION OF "J": CHANGE OIL; SAMPLE AFTER FIRST FLIGHT. WATER CONTENT BETWEEN 1200 AND 1500 PPM SHALL RESULT IN A LABORATORY RECOMMENDATION "C": DO NOT CHANGE OIL; RESAMPLE AFTER FIRST FLIGHT. IF RESAMPLE RESULTS IN WATER CONTENT STILL ABOVE 1200 PPM, LABORATORY RECOMMENDATION SHALL BE "J": CHANGE OIL; SAMPLE AFTER FIRST FLIGHT. WATER IN THE OIL CAN LEAD TO CORROSION WHICH WILL CAUSE IRON AND/OR MAGNESIUM WEAR METALS TO APPEAR IN THE OIL ANALYSIS. WATER IN THE OIL CAN ALSO LEAD TO THE FORMATION AND ACCUMULATION OF SLUDGE/DEPOSITS IN LOW AREAS OF THE GEARBOX, RESULTING FROM A BREAKDOWN OF THE OIL. IF SLUDGE OR DEPOSITS ARE SUSPECTED TO CONTAMINATE THE OIL, THEN REMOVE THE TAIL ROTOR SERVO AND INSPECT FOR SLUDGE DEPOSIT ACCUMULATION IN THE GEARBOX AND THE I.D. OF THE PINION. REMOVE ANY ACCUMULATION WITH A CLEAN DRY LOW LINT CLOTH. THE FOLLOWING SUPPLEMENTARY INFORMATION DESCRIBES SOURCES OF INDIVIDUAL WEAR METALS AND RECOMMENDED MAINTENANCE ACTIONS DEPENDING ON CONTAMINATION LEVEL AND TREND. CONTACT MMHISST.1 AT THE NAVAL AIR DEPOT, CHERRY PT FOR FURTHER INFORMATION OR CLARIFICATION.

M. PAGE A-175, ADD MH-60S AND MH-60R TO PAGE HEADING.

N. PAGE A-176, ADD MH-60S AND MH-60R TO PAGE HEADING.

O. PAGE A-177, ADD MH-60S AND MH-60R TO PAGE HEADING.

P. PAGE A-178, ADD MH-60S AND MH-60R TO PAGE HEADING.

4. VALIDATED BY: TOM ROBINETT, NAVAIRDEPOT CHERRY PT NC, MMHISST.1, DSN 451-8609 OR COMM (252)464-8609.

5. RELATED INSTRUCTIONS:

A. THE INFORMATION AND INSTRUCTIONS IN THIS IRAC SHALL BE CONSIDERED GOVERNMENT FURNISHED INFORMATION (GFI) AND SHALL BE INCORPORATED VERBATIM INTO APPLICABLE MANUAL.

B. FOR IRACS AFFECTING MANUALS IN PAPER COPY - MAINTAIN THIS IRAC WITH THE APPLICABLE MANUAL BY PLACING OR ATTACHING IT DIRECTLY BEHIND THE TITLE PAGE. MARK THE SPECIFIC CHANGE IN THE MARGIN OF EACH PAGE AFFECTED WITH A VERTICAL LINE, AND INCLUDE THE IRAC NUMBER AND DATE TIME GROUP (DTG) OF THE IRAC MESSAGE. THIS IRAC SHALL NOT BE REMOVED UNTIL RECEIPT OF THE FORMAL CHANGE.

C. FOR IRACS AFFECTING MANUALS ON CD-ROM: AFFIX AN ADHESIVE LABEL TO THE CD-ROM CASE, ANNOTATED WITH THE APPLICABLE PUBLICATION NUMBER, IRAC NUMBER, AND DTG OF THE IRAC MESSAGE. THE LABEL SHOULD BE POSITIONED TO ALLOW FOR ADDITIONAL UPDATES AS THEY OCCUR. MAINTAIN THIS IRAC ON FILE UNTIL RECEIPT OF THE SUPERSEDING CD-ROM.

D. SUBJECT IRAC SHALL BE INCORPORATED INTO THE APPLICABLE MANUAL NO LATER THAN 12 MONTHS AFTER IRAC ISSUE DATE BY NAVAIR DEPOT CHERRY PT NC, CODE 3.3.1.//