

*McRaney*

MEMORANDUM

7 July 1969  
MPSD-69-079

TO : ALL C-123K MANUAL HOLDERS (SEE DISTRIBUTION)  
FROM : MPSD  
SUBJ : C-123K SAFETY SUPPLEMENTS

The following Safety Supplements have been received and are quoted for immediate compliance. Sufficient copies for normal distribution have been ordered and will be forwarded when available.

- A. T. O. 1C-123K-1SS-21 19 March, 1969  
Page 2-18 NORMAL TAKEOFF. Change second paragraph to read:  
"During the initial part of the takeoff roll, check the engine instruments for expected power output. In the event of any indication of engine malfunction, abort the takeoff roll. (Refer to TAKEOFF and LANDING EMERGENCIES, Section III). Maintain directional control by steering with the nose wheel until sufficient speed is obtained for adequate rudder control at approximately 60 knots IAS. In order to assure the immediate availability of nosewheel steering in the event of engine failure, the pilot should keep his hand on the nose steering wheel until just before reaching rotation airspeed. Aileron control should be exercised by the copilot as necessary to hold the wings level until rudder control is obtained and the pilot assumes control of the ailerons. Speed should be allowed to build-up until takeoff speed ( $V_{to}$ ) is attained, after which the aircraft is flown off the runway."
- B. T. O. 1C-123K-1SS-24 11 April 1969 (Replaces Interim SS-22, 20 March 1969) "Until such time that tabulated approach speeds can be changed in the flight manual add five knots to all tabulated approach speeds in the landing charts."
- For Air America operated C-123 Aircraft, the approach speeds in the Flight Guides, 3 December 1968 will not be utilized and the instructions in the above safety supplement will apply.
- C. T. O. 1C-123K-1SS-26, 25 April 1969 (Replaces Interim SS 25, 2 April 1969) "It has been determined that high stress level peak is occurring in the 1600 to 1850 RPM range and can cause propeller blade failure.
- a. Engines will not be operated in the 1600 to 1850 RPM range on the ground or in flight, except when passing through to a lower or higher power setting or performing prop check as required in ENGINE RUN-UP Checklist.

- b. The RPM range of 2650 to 2800 should be avoided except when required during ENGINE RUN-UP, TAKE-OFF and LANDING.
  - e. Crosswind ground operation should be avoided below 2150 RPM at high power settings."
- D. T. O. 1C-123K-153-28, 27 May 1969 (Replaces Interim SS-27, 30 April 1969) "Page 2-17, BEFORE TAKEOFF paragraph is amended to change the CAUTION appearing immediately after item 12.e. to read as follows:

If exhaust gas temperature exceeds 900 degrees C or the limits in Section V, indicating a hot start, or if light-off does not occur before fuel flow reaches 350 pounds per hour, immediately advance the start switch clockwise to SHUT-DOWN. Allow the engine to roll down to 15% RPM; then motor the engine, using the motoring switch for 20 seconds. During starting cycle and after light-off, if a hung start condition occurs, advance the start switch clockwise to SHUT-DOWN. Failure to advance the starter switch will cause damage to the engine Hot section and the starter. Engine starting time should not exceed 1 minute. If hung start occurs, engine restart should not be attempted until corrective action has been taken."

All manual holders are advised that the above safety supplements are the only ones current.

This memorandum is automatically rescinded upon the receipt and distribution of the subject safety supplements.

s/ W. H. Leinbach  
t/ D. L. Kosteff

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