

50ct79 18 03z

UH-1-79-18  
short shaft

RCTUZEXH RULNNAQ2608 2781715-UUUU--RUHMDTA;  
ZNR UUUUU  
R 051531Z OCT 79 ZEX  
FM ARNG UAC EDGEWOOD ARSENAL MD//NG8-AVN-4//  
TO AIG 7401  
AIG 7305 - Army  
R 031747Z OCT 79  
FM CDRTSARCOM SIL MO//DRSTS-SAJA(2)//

BT

UNCLAS

NOTE CLN THIS IS A SUPPLY ADVISORY MESSAGE AND HAS NOT, REPEAT HAS NOT, BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES, ADDRESSEES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED.

SUBJ CLN DRIVESHAFT ASSEMBLIES, UH-1 AND AH-1  
A1 CDRTSARCOM MSG 272039Z AUG 79, SUBJECT CLN ONE TIME INSPECTION OF THE AH-1S (MOD DRIVESHAFT (SHORT SHAFT) ASSEMBLY) P/N 205-040-003, NSN 1615-00-068-6635 CLN P/N 209-961-412-1, NSN 1615-01-010-0951, P/N 205-040-004-21, NSN 1615-01-014-6000 AS APPLICABLE;  
(AH-1-79-18) (UH-1-79-18) (TB 55-1520-243-20-2) (U)  
B1 CDRTSARCOM MSG 071905Z SEP 79, CHANGE TO REF A1 (U)

1. DRIVESHAFT ASSEMBLY, NSN 1615-00-068-6635 IS NO LONGER PROCURED NOR ISSUED, ALL REQUISITIONS FOR NSN 1615-00-068-6635 ARE BEING CANCELLED BACK TO REQUISITIONER.

2. THE REPLACING DRIVESHAFT ASSEMBLY IS TO BE REQUISITIONED AS FOLLOWS CLN

A1 NSN 1615-01-014-6000 <sup>over</sup> FOR ALL UH-1H AND AH-1G AIRCRAFT PLUS UH-1H AIRCRAFT NOT MODIFIED IAW MWO 55-1520-210-30-24.

B1 NSN 1615-01-072-5678 FOR UH-1H AIRCRAFT THAT HAVE BEEN MODIFIED IAW ABOVE MWO.

3. POINT OF CONTACT THIS COMMAND IS MR. MARVIN CASPERSON, AOTOVON 693-0534, COMMERCIAL 314-263-0534.

BT

#2608

23

28 AUG 79 21 10z

RCTUZYUW RULNNAQ2267 2401235-UUUU--RUKMDTA,  
ZNR UUUUU  
R 281230Z AUG 79 ZBX  
FM ARNG OAC EDGEWOOD MD//NGB-AVN-L// ARMY  
TO AIG 7401  
P R 272039Z AUG 79 ZFF-4  
FM CDR USATSARCOM STL HQ //DRSTS-MEA(2)//  
TO AIG 8801

*UH-1-79-18  
one time inspection of  
short shaft  
internal corrosion*

AIG 7515  
AIG 9242  
RUEDBJB/KAMAN AEROSPACE CORP OLD WINDSOR RD  
BLOOMFIELD CT  
RUBQHZZ/US ENV PROTECTION AGENCY REGION II 26 FEDERAL  
PLAZA NY NY  
RUKN555/US ENV PROTECTION AGENCY PO BOX 13027 LAS  
VEGAS NV //OFC HSOH DEV MONITORING AND  
SPT LAB/MOD//  
RUEBBBA/NATIONAL OCEANIC AND ATMOSPHERIC ADM  
ROCKVILLE MD //NOAA/OAR COL L A KEAYER//  
1 AIG 9224  
AIG 7514  
RUCLEUA/CDR USAAVNC FT RUCKER AL //ATZG-DI//  
RUGMAD/USDAO TEL AVIV ISRAEL  
RUFLAFA/OJUSMG-MAAB MADRID SPAIN //ARMY/NAV SEC//  
BT  
UNCLAS SEQ 1 OF 2

PAGE 2 RUCIFRA7536 UNCLAS  
NOTE THIS IS SAFETY-OF-FLIGHT MESSAGE AND HAS NOT, REPEAT,  
NOT BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES,  
ADDRESSEES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL  
SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED,  
THE RETRANSMITTAL SHALL REFERENCE THIS MESSAGE,  
SUBJECT ONE TIME INSPECTION OF DRIVE SHAFT (SHORT SHAFT)  
ASSEMBLIES P/N 205-240-004-3, NSN 1615-00-068-6635; P/N  
209-961-412-1, NSN 1615-01-010-0951; P/N 205-240-004-21, NSN  
1615-01-014-0009 AS APPLICABLE. (AH-1-79-16) (UH-1-79-18)  
(TS 53-1520-243-20-2). THIS MESSAGE SUPERSEDES SAFETY-OF-  
FLIGHT MESSAGE AH-1-15, USATSARCOM TXM MSG 071951Z AUG 79,  
SUBJECT ONE TIME INSPECTION OF AH-1S (MOD) DRIVE SHAFT  
(SHORT SHAFT) ASSEMBLY P/N 205-240-004-21, NSN 1615-01-014-0009  
(TS 53-1520-234-20-1).

SUMMARY OF PROBLEM  
REPORTS OF CORROSION ON INTERNAL COMPONENTS OF THE MAIN DRIVE  
SHAFT ASSEMBLY HAVE BEEN RECEIVED BY THIS COMMAND. AS A RESULT  
THIS MESSAGE REQUIRES A ONE-TIME INSPECTION OF THE MAIN DRIVE  
SHAFT AS INSTALLED ON ALL UH-1/AH-1 SERIES AIRCRAFT FOR INTERNAL

50

A

CORROSION, THIS MESSAGE ALSO PROVIDES ADDITIONAL CORROSION LIMITS

PAGE 3 RUCIFRA7336 UNCLAS

ON SELECTED DRIVE SHAFT COMPONENTS; REVISES THE MAIN DRIVE SHAFT INSPECTION AND LUBRICATION INTERVAL AND STANDARDIZES MAIN DRIVE SHAFT LUBRICANT FOR ALL UH-1/AH-1 AIRCRAFT;

2. PRIORITY CLASSIFICATION

A. EQUIPMENT IN USE (URGENT WITH LIMITATIONS) UPON RECEIPT OF THIS MESSAGE, THE STATUS OF AIRCRAFT WILL BE CHANGED TO A CIRCLED RED "X", FAILURE TO ACCOMPLISH WITHIN THE HOURS/DAYS STIPULATED WILL CAUSE CONDITIONS STATUS SYMBOL TO BE CHANGED TO A RED "X", EQUIPMENT IN USE WILL BE INSPECTED NO LATER THAN 29 FLYING HOURS OR 90 DAYS WHICHEVER OCCURS FIRST AFTER RECEIPT OF THIS MESSAGE, IT WOULD BE ADVANTAGEOUS TO SCHEDULE THE ABOVE INSPECTION TO COINCIDE WITH THE NEXT PHASE MAINTENANCE INTERVAL IF THE CONDITIONS PERMIT, ANY SHAFT INSPECTED FOR INTERNAL CORROSION AND LUBRICATED WITH SYN-TECH 3913-01 WITHIN THE LAST EIGHT MONTHS IS CONSIDERED AS MEETING THE INTENT OF THIS ONE-TIME INSPECTION, REIDENTIFY SHAFT ASSEMBLY AS 289-961-824-21 IN ACCORDANCE WITH PARA 9F OF THIS MESSAGE IF NOT ALREADY REIDENTIFIED.

B. EQUIPMENT IN FIELD AND DEPUT STOCK INSPECT, REPACK AND REIDENTIFY PRIOR TO ISSUE IN ACCORDANCE WITH THIS MESSAGE;

3. END ITEM TO BE INSPECTED ALL UH-1/AH-1 SERIES AIRCRAFT

PAGE 4 RUCIFRA7336 UNCLAS

4. ASSEMBLY OR COMPONENT TO BE INSPECTED  
DRIVE SHAFT ASSEMBLY P/N 289-961-824-3, NSN 1615-28-868-6635, OR P/N 289-961-412-1, NSN 1615-21-818-2951, OR 289-961-824-21, 1615-01-214-6889 AS APPLICABLE.

5. PARTS TO BE INSPECTED ALL INTERNAL PARTS TO THE ABOVE ASSEMBLIES.

6. APPLICATION

(A) CATEGORY OF MAINTENANCE,  
(1) OPERATIONAL AIRCRAFT, AVIATION UNIT MAINTENANCE (AVUM)  
(2) AIRCRAFT UNDERGOING MAINTENANCE, ACTIVITY PERFORMING SUCH MAINTENANCE,  
(3) AIRCRAFT IN TRANSIT,  
(A) IN SURFACE TRANSIT, FINAL DESTINATION MAINTENANCE ACTIVITY,  
(B) IN FERRY STATUS, FINAL DESTINATION MAINTENANCE ACTIVITY;  
(4) SPARE ASSEMBLIES IN TRANSIT, MAINTENANCE ACTIVITY AT DESTINATION;  
(5) AIRCRAFT ON LOAN OR BAILMENT, ACTIVITY TO WHOM AIRCRAFT WAS BAILED OR LOANED,  
B. APPLIED BY, AIRCRAFT MECHANIC MOS 67N AND AIRCRAFT

PAGE 5 RUCIFRA7336 UNCLAS  
INSPECTOR MOS 67X,

C, TIME REQUIRED,  
 (1) APPROXIMATELY SEVEN WORK HOURS AND A MINIMUM CREW OF TWO  
 WILL BE REQUIRED TO ACCOMPLISH THIS INSPECTION. THIS INCLUDES  
 TIME TO GAIN ACCESS TO THE AREA.  
 (2) DOWNTIME FOR THIS END ITEM FIVE HOURS  
 (3) ASSEMBLIES, COMPONENTS OR PARTS REFER TO PARA 6,C,(1)  
 D, TB'S/MWE'S TO BE APPLIED PRIOR TO OR CONCURRENTLY WITH  
 THIS TB NOT APPLICABLE,  
 E, PUBLICATIONS WHICH REQUIRES CHANGE AS A RESULT OF THIS TB:  
 ALL APPLICABLE UH-1/AH-1 MANUALS,  
 7, SUPPLY PARTS AND DISPOSITION  
 A, PARTS REQUIRED TO BE DETERMINED BY THE INSPECTION,  
 B, REQUISITIONING INSTRUCTIONS; PARTS OR COMPONENTS MAY BE  
 ORDERED THROUGH NORMAL SUPPLY CHANNELS, REQUISITION OF COMPONENT  
 PARTS IS REQUIRED DUE TO CRITICAL STOCK POSITION OF DRIVE SHAFT  
 ASSEMBLIES, THE KAFLEX MAIN DRIVE SHAFT MAY BE INSTALLED ON UH-1  
 AIRCRAFT WHICH HAVE BEEN MODIFIED PER MWO 55-1522-212-32-34,  
 ADEQUATE STOCKS ARE AVAILABLE TO SATISFY ALL KNOWN MODIFICATIONS,  
 C, BULK AND CONSUMABLE MATERIAL

PAGE 6 RUCIFRA7536 UNCLAS

QTY	NOMENCLATURE	NSN	P/N	SOURCE
A	TUBE, GREASE SYN TECH 3913-01	9150-00-580-8497	204-240-755-3	B17
AR	CHEMICAL FILM ALODINE NO. 1200	8030-00-613-3131	MIL-C-5941	
AR	SOLVENT	6850-00-219-5421	P-D 680 TYPE II	
AR	PRIMER, EPOXY POLYAMIDE	8010-00-082-2450	MIL-P-23377	
AR	SCOTCH-BRITE	7920-00-659-9175	L-P-50, TYPE 1, CLASS 1	

8, SPECIAL TOOLS, JIGS AND FIXTURES NOT APPLICABLE  
 9, INSPECTION PROCEDURES  
 A, REMOVE MAIN DRIVE SHAFT FROM AIRCRAFT IN ACCORDANCE WITH  
 APPLICABLE AIRCRAFT MAINTENANCE MANUALS,  
 B, PERFORM THE 600 HOUR MAIN DRIVE SHAFT INSPECTION AND  
 LUBRICATION REQUIREMENT, COMPLETE D ASSEMBLY IS REQUIRED TO  
 PERFORM INSPECTION, FUTURE INSPECTION AND LUBRICATION INTERVAL  
 WILL BE EVERY 12 MONTHS OR 600 HOURS WHICHEVER OCCURS FIRST,  
 PROCEDURES AS STATED IN THE TM 55-1522-210-23 ARE TO BE USED BY  
 ALL AIRCRAFT USERS UNTIL APPLICABLE MANUALS ARE REVISED, EXCEPT  
 BT

#2267

28 Aug 79 21 45z

ROUZFDY RULNNA02268 2481235 RUED-UUUU--RUMMDTA,  
ROUZFYU RULNNA02268 2481235-UUUU--RUMMDTA,

ZNR UUUUU

R 281230Z AUG 79 ZEX

FM ANNG OAC EDGEWOOD MD//NGB-AVN-L// *ARMY*

TO AIG 7421

P R 272839Z AUG 79 ZFF-4

FM CDR USATSARCOM SIL M0 //DRSTS-MEA(2)//

TO AIG 8881

AIG 7519

AIG 9042

RUEDBJB/KAMAN AEROSPACE CORP OLD WINDSOR RD

BLEDHFIELD CT

RUECHZZ/US ENV PROTECTION AGY REGION II 26 FEDERAL

PLAZA NY NY

RUMNSSS/US ENV PROTECTION AGY PO BOX 15027 LAS

VEGAS NV //OFC RSCH DEV MONITORING AND

SPT LAB/MOD//

RUEBBEA/NATIONAL OCEANIC AND ATMOSPHERIC ADM

ROCKVILLE MD //NOAA/OAR COL L A NEAVER//

1. J AIG 9884

AIG 7514

RUCLEUA/CDR USAAVNC FT RUCKER AL //ATZQ-DI//

RUCMAD/USDAO TEL AVIV ISRAEL

RUFLAFA/OJUSMG-MAAG MADRID SPAIN //ARMY/NAV SEC//

BT

BT

UNCLAS FINAL SECTION OF 2

AS SUPERSEDED/SUPPLEMENTED BY CONTENTS OF THIS MESSAGE.

PAGE 2 RUCIFRA7537 UNCLAS E F T O

C, CLEAN MAIN DRIVE SHAFT AS FOLLOWS: (SUPERSEDES CLEANING  
PROCEDURE AS PRESENTED IN ABOVE MANUALS)

WARNING

CLEANING MATERIALS ARE FLAMMABLE AND TOXIC  
AVOID SKIN CONTACT AND BREATHING OF SOLVENT  
VAPORS.

CAUTION

DO NOT USE SOLVENT TO CLEAN BOOT. SOLVENTS  
MAY DAMAGE BOOT MATERIAL.

(1) WHEN DRIVE SHAFT IS COMPLETELY DISASSEMBLED, CLEAN PARTS,  
EXCEPT BOOT, WITH SOLVENT (P-D 688 TYPE II) AND DRY WITH FILTERED  
DRY COMPRESSED AIR, CLEAN BOOTS BY WIPING WITH CLEAN DRY CLOTH,  
(2) CLEAN CORROSION PRODUCTS FROM PARTS PRIOR TO INSPECTING,  
USE WIRE BRUSH OR SCOTCH-BRIGHT.

CAUTION

B. METAL SURFACES MAY CORRODE RAPIDLY IF NOT  
PROTECTED.

D. INSPECT AND REPAIR COMPONENT PARTS IN ACCORDANCE WITH  
ABOVE MANUAL AS SUPPLEMENTED BELOW

(1) CENTER SHFT, P/N 204-848-686-1, NSN 1613-28-229-5182

PAGE 3 RUCIFRA7937 UNCLAS

(A) INTERNAL CONSTANT BORE AREA

EXISTING INSPECTION AND REPAIR IS APPLICABLE TO CONSTANT BORE AREA;

(B) THREAD RELIEF AREA (LOCATED BETWEEN BORE AREA AND FIRST INSIDE THREAD AREA) PITS TO A MAXIMUM DEPTH OF 0.018 INCH ARE ACCEPTABLE WITHOUT POLISHING OUT, PITS GREATER THAN 0.018 INCH IN DEPTH MUST BE POLISHED OUT, MAXIMUM ACCEPTABLE DEPTH OF REMORK TO COMPLETELY POLISH OUT PITS IS 0.025 INCH, MINIMUM ACCEPTABLE WALL THICKNESS AFTER REMORK IS 0.060 INCH, MINIMUM ACCEPTABLE RADIUS IN REMORKED AREA IS 0.090 INCH, AND SURFACE FINISH MUST BE 63 RMS OR BETTER, AFTER REMOVAL OF CORROSION PRODUCTS, COAT THREAD RELIEF AREA WITH PRIMER (MIL-P-23377) BY BRUSH, MASK THREAD AREA TO PROTECT FROM APPLICATION OF PRIMER;

(C) AREA OF FIRST TWO INBOARD THREADS PITS TO A MAXIMUM DEPTH OF 0.030 INCH ARE ACCEPTABLE WITHOUT REMORK, APPLY THIN FILM OF COUPLING LUBRICANT TO ENTIRE THREAD AREA.

(2) SPLINED RETAINING NUT, P/N 204-848-184-1 NSN

1650-22-977-7279; PITS TO A MAXIMUM DEPTH OF 0.032 INCH ARE ACCEPTABLE WITHOUT REMORK ON THE TWO INBOARD THREADS AND

1. JARD END FACE, APPLY THIN FILM OF COUPLING LUBRICANT TO

PAGE 4 RUCIFRA7937 UNCLAS

ENTIRE SURFACE OF NUT;

(3) SPRING RETAINER, P/N 204-848-690-1 NSN 5340-733-2553

PITS TO A MAXIMUM DEPTH OF 0.030 INCH ARE ACCEPTABLE WITHOUT REMORK, TREAT WITH BRUSH ALODINE;

(J) CENTERING SPRING P/N 204-848-689-1 NSN

5360-22-446-6331. REMOVE SUPERFICIAL CORROSION BY POLISHING WITH SCOTCH-BRITE, CORROSION PITS ARE NOT REPEAT, NOT ACCEPTABLE;

APPLY THIN FILM OF COUPLING LUBRICANT TO ENTIRE SPRING;

(5) SUPERFICIAL CORROSION WHICH MAY EXIST ON AREAS NOT SPECIFIED BY MANUAL OR THIS MESSAGE SHALL BE REMOVED USIN SCOTCH-BRITE.

6. LUBRICATE AND ASSEMBLE DRIVE SHAFT IN ACCORDANCE WITH ABOVE MANUAL EXCEPT AS FOLLOWS

(1) DELETE NOTE AT BEGINNING OF DISASSEMBLY PARA 6-17 AND ASSEMBLY PARA 6-22 OF TR 35-1520-210-23;

(2) REPACK MAIN DRIVE SHAFT WITH SYN TECH 3913-01

(204-848-755-5) NSN 9150-28-506-8497;

APPLY THIN FILM OF COUPLING LUBRICANT TO ALL INTERNAL PORTIONS OF CENTER SHAFT WHICH MAY NOT BE PRIMED, SPLINED RETAINING NUT, SPRING RETAINER AND CENTERING SPRING;

PAGE 5 RUCIFRA7937 UNCLAS

7. REIDENTIFY MAIN DRIVE SHAFT AS FOLLOWS

(1) DO NOT STEEL STAMP DATA PLATE,  
(2) CAREFULLY VIBRO-ETCH INFORMATION ON DATA PLATE,  
(3) FOR P/N 209-961-412-1 AND VIBRO-ETCH P/N  
205-848-884-21 ON DATA PLATE,  
(5) P/N 205-848-884-21 IDENTIFIES THE SHAFT AS BEING  
LUBRICATED WITH SYN-TECH 3913-G1,  
G, REINSTALL MAIN DRIVE SHAFT IN ACCORDANCE WITH APPLICABLE  
AIRCRAFT MAINTENANCE MANUALS,  
10, WEIGHT AND BALANCE DATA NOT APPLICABLE,  
11, RECORD AND REPORT ACCOMPLISHMENT OF YOUR INSPECTION IN  
ACCORDANCE WITH THE PROCEDURE IN TM 38-750 AND TM 55-411,  
A, THE FOLLOWING FORMS ARE APPLICABLE DA FORM 2487,  
MAINTENANCE REQUEST, DA FORM 2488-5, DA FORM 2488-13, AIRCRAFT  
INSPECTION AND MAINTENANCE RECORD, DA FORM 2488-15,  
AIRCRAFT HISTORICAL RECORD,  
B, GROUNDING AND SAFETY OF FLIGHT MESSAGE FOLLOW-UP REPORT  
RCS-AMC 213, ACTION ADDRESSEES UPON COMPLETION OF THE REQUIREMENT

PAGE 6 RUCIFRA7537 UNCLAS  
SET FORTH IN THIS MESSAGE OR NOT LATER THAN FIVE DAYS AFTER DATE  
OF RECEIPT OF MESSAGE, WILL FORWARD A MESSAGE REPORT OF ACTIONS  
ACCOMPLISHED TO COMMANDER, USATSARCOM, ATTN DRSTS-MEM(1) PER  
AF 95-18, THE REPORT WILL CITE THE IS, THE AIRCRAFT MISSION  
DESIGN AND SERIES, AND SERIAL NUMBER OF THE AIRCRAFT. IF ALL  
REQUIRED ACTIONS ARE NOT COMPLETED, THE REPORT WILL ALSO CONTAIN  
THE DATE BY WHICH IT IS ESTIMATED THEY WILL BE COMPLETED. A  
FURTHER REPORT WILL BE FORWARDED AFTER THE ACTIONS HAVE BEEN  
COMPLETED, ROUTING SYMBOL AS CONTAINED IN AF 95-18 SHALL BE  
CHANGED AS INDICATED ABOVE.  
12, RECURRING INSPECTION REQUIREMENTS EVERY 12 MONTHS OR  
600 HOURS WHICHEVER OCCURS FIRST,  
13, FOREIGN MILITARY SALES/FMS RECIPIENT REQUIRING  
CLARIFICATION OF THIS MESSAGE SHOULD CONTACT USATSARCOM,  
DRSTS-10(2) CW3 BROCK WATKINS, PHONE COMMERCIAL 3142263-8286,  
OR AUTOVON 693-8286,  
14, IF CLARIFICATION OF THIS MESSAGE IS REQUIRED, CONTACT  
MR, LARRY DITE, USATSARCOM, AUTOVON 693-8942, COMMERCIAL  
314-263-8942.

BT  
#2268

23

5 SEP 79 22 22Z

CTUZEXH RULNNAC2321 2482888-UUUU--RUMMDTA,

NR UUUUU

R 051938Z SEP 79 ZEX

M ARNG DAC EDGEWOOD MD//NSB-AVN-L//

O AIG 7481

R 051915Z SEP 79

M CDRTSARCOM STL MO //DRST9-MEA(2)//

O AIG 8881

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NCLAS

OTE - THIS IS A SAFETY-OF-FLIGHT MESSAGE AND HAS NOT, REPEAT,  
OT BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES,  
DDRESSEES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL  
UBORDINATE UNITS, ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED,  
HE RETRANSMITTAL SHALL REFERENCE THIS MESSAGE,

UBJECT - CHANGE TO SAFETY-OF-FLIGHT MESSAGE - ONE TIME INSPECTION  
F DRIVE SHAFT (SHORT SHAFT) ASSEMBLIES P/N 285-248-284-3,  
SN 1615-28-868-6635; P/N 289-961-412-2, NSN 1615-21-818-2951,  
/N 25-248-284-21, NSN 1615-21-814-6885 AS APPLICABLE, (AH-1-79-17)  
UH-1-79-28) (TB 55-1528-243-28-2),

, REFERENCE SAFETY-OF-FLIGHT MESSAGE ONE TIME INSPECTION OF  
RIVE SHAFT (SHORT SHAFT) ASSEMBLIES P/N 285-248-284-3, NSN  
615-28-868-6635, P/N 289-961-412-1, NSN 1615-21-818-2951, P/N  
25-248-284-21, NSN 1615-21-814-6885 AS APPLICABLE, (AH-1-79-16)  
UH-1-79-18) (TB 55-1528-243-28-2) USATSARCOM MSG 272839Z AUG 79.

AGE 2 RUMTFFAB198 UNCLAS

, PARAGRAPH 7.C, CHANGE NSN FOR ALODINE NO, 1288 TO READ  
838-81133723,

1. PARAGRAPH 9.F IS CORRECTED TO READ AS FOLLOWS -

F. REIDENTIFY MAIN DRIVE SHAFT AS FOLLOWS -

(1) DO NOT STEEL STAMP DATA PLATE.

(2) CAREFULLY VIBRO-ETCH INFORMATION ON DATA PLATE,

(3) FOR P/N 285-248-284-3, STRIKE OUT THE -3 AND ADD -21

AFTER THE BASIC PART NUMBER.

(4) STRIKE OUT P/N 289-961-412-1 AND VIBRO-ETCH P/N

285-248-284-21 ON DATA PLATE.

(5) P/N 285-248-284-21 IDENTIFIES THE SHAFT AS BEING

UBRICATED WITH SYN-TECH 3913-01.

5. PARAGRAPH 11.A, ADD REQUIREMENT TO SUBMIT DA FORM 2412,

1. IF CLARIFICATION OF THIS MESSAGE IS REQUIRED, CONTACT

4R ROBERT CLARK, USATSARCOM, AUTOVON 693-8396 COMMERCIAL

314-263-8396,

BT

#2321

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ARMY  
Collection  
in (p.n.)