NOTE - THIS IS A SAFETY-OF-FLIGHT MESSAGE AND HAS NOT, REPEAT, NOT
S. LIFTS: UNITS MUST COMPLY WITH 90 DAY LIMITATION AFTER RECEIPT

CHANGE PARA 11.A REF A AS FOLLOWS -

"A. THE FOLLOWING FORMS ARE APPLICABLE: DA FORM 2407,
MAINTENANCE REQUEST, DA FORM 2408-13, AIRCRAFT INSPECTION AND
MAINTENANCE RECORD, 2408-15, HISTORICAL RECORD FOR AIRCRAFT
COMPONENT, 2408-16, AIRCRAFT COMPONENT HISTORICAL RECORD
INSTALLED DRIVE SHAFTS, DA 2410, (UNINSTALLED DRIVE SHAFTS),"

FROM FONECONS RECEIVED FROM THE FIELD, IT APPEARS SOME UNITS
RE UNDER THE IMPRESSION THAT THE ANDEROL GREASE IS CAUSING THE
CORROSION. THIS IS NOT TRUE. CORROSION IS CAUSED BY MOISTURE IN
THE SHAFT, FROM INADEQUATE PROTECTION WHILE SHAFT IS DISSASSEMBLED,
ANDLING OF BARE METAL PARTS WITH BARE HANDS, CRACKED OR SPLIT
RESE BOOTS, ETC, RECOMMEND FOLLOWING ACTIONS TO HELP PROTECT
AGAINST CORROSION,

A. COAT UNPROTECTED PARTS WITH CORROSION PREVENTIVE
PRODUCT IF DISASSEMBLED PARTS ARE KEPT ON BENCH FOR EXTENDED
PERIODS.

B. DEGREASE PARTS THOROUGHLY PRIOR TO REASSEMBLY.

FOREIGN MILITARY SALES/FMS RECIPIENT REQUIRING CLARIFICATION

If this message should contact USATSARCOM, DRRSTSO\(2\), CW3 BROCK
ATKINS, COMMERCIAL 314-263-0286, OR AUTOVON 693-0286;
ACTION OFFICER IS MR. RAY BOLAND, AUTOVON 693-0396,
COMMERCIAL 314-263-0396.
SUBJ CLN AVAILABILITY OF SYNTEx GREASE
4. TSARCOM SAFETY-OF-FLIGHT MESSAGE, 28198Z AUG 79.
   ON HAND ASSETS OF SYNTEx GREASE AT THE TIME OF RELEASE OF
MESSAGE WERE CONSIDERED ADEQUATE TO MEET OUR REQUIREMENTS BASED ON
USAGE OF TWO TUBES PER EFFECTED AIRCRAFT. REQUISITIONS FROM THE
FIELD UNITS ARE BEING RECEIVED AT A RATE CONSIDERABLY EXCEEDING
THIS PROJECTED USAGE LEVEL. AS A RESULT, AND PENDING RECEIPT OF
ADDITIONAL SUPPLIES, ESTIMATED FOR LAST WEEK IN OCTOBER, CONTROLS
HAVE BEEN ESTABLISHED TO ASSURE MINIMUM SUSTAINING QUANTITIES ARE
MADE AVAILABLE TO THE BROADEST NUMBER OF UNITS.
   ON HAND ASSETS ARE ALMOST COMPLETELY DEPLETED AT THIS POINT
AND REQUISITIONS ARE BEING BACKORDERED PENDING ADDITIONAL RECEIPTS.
REQUISITIONS HAVE BEEN RECEIVED FROM BOTH SUPPORT AND UNIT

LEVELS, IT IS STRONGLY RECOMMENDED THAT LOCAL COORDINATION AT THE
SUPPORT LEVEL BE EFFECTED TO OPTIMIZE UTILIZATION OF AVAILABLE
ASSETS. EVERY EFFORT IS BEING MADE TO IMPROVE THIS SITUATION, BUT
ADDITIONAL ASSETS ARE NOT FORECAST TO BE AVAILABLE FOR ISSUE PRIOR
TO THE LAST WEEK OF OCTOBER.
5. POC AT THIS COMMAND IS MR. RAY NILES, DRSTS-SAJE(2), AV 693-8874
FOR COMMERCIAL 314-263-8874.
卒部𝕄รม RDNG DAC EDGEWOOD AREA APG MD/NGB-AVN-L/
D AIG 7401
241545Z SEP 79
M CDR USATSARCOM STL MO/DRSTS-SAJE(2)/

INCLAS
ALO-AV FOR MR. CRIIBINS

SUBJECT: AVAILABILITY OF SYNTX GREASE
- MSG, USATSARCOM, DRSTS-SAJS(2), DTG 191910Z SEP 79, SUBJECT AS
BOVE.
- REFERENCE A OF ABOVE REFERENCED MSG IS INCORRECT. THE CORRECT
REFERENCE IS MSG, USATSARCOM, DRSTS-MEAS(2), DTG 272039Z AUG 79,
AFETY-OF-FLIGHT MESSAGE.
- POC FOR THIS ACTION IS RAYMOND NILES, AV 693-0874.

2491
NOTE - THIS IS A SAFETY-OF-FLIGHT MESSAGE AND MUST NOT, REPEAT, NOT

PAGE 2: RUCIFRA7839 UNCAS E F T D
BEEING 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 REFERECE THIS MESSAGE.

SUBJECT - CHANGE TO SAFETY-OF-FLIGHT MESSAGE - ONE TIME INSPECTION
OF DRIVE SHAFT (SHORT SHAFT) ASSEMBLIES P/N 265-840-004-3, P/N
1615-00-062-8032, P/N 285-001-443-001, P/N
285-001-021, P/N 1615-01-014-402-003 AS APPLICABLE. (AH-1-79-21)
A. TSARCOM MSG DTO 272349Z AUG 79, SUBJ - ONE TIME INSPECTION OF
DRIVE SHAFT. (AH-1-79-16), (UH-1-79-18), (TB-59-1520-243-20-22).
B. TSARCOM MSG DTO 051513Z SEP 79, SUBJ - CHANGE TO SOF MSG -
ONE TIME INSPECTION OF DRIVE SHAFT. (AH-1-79-17) (UH-1-79-20).
C. TSARCOM MSG DTO 071925Z SEP 79, SUBJ - CHANGE TO SOF MSG -
ONE TIME INSPECTION OF DRIVE SHAFT. (AH-1-79-18), (UH-1-79-21).
1. REFER TO A SOF MESSAGE WITH REF 8 AND C CHANGES REQUIRED
UNITS TO PERFORM ONE-TIME INSPECTION OF DRIVE SHAFT WITHIN 50
HOURS OR 90 DAYS AFTER RECEIPT OF REF A MESSAGE, WHICHEVER
CAME FIRST.
2. DUE TO LOGISTICAL SUPPLY PROBLEM THE 50 FLYING HOUR LIMITATION

50