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 INJECTION OF THE AH-1S (MOD DRIVESHAFT (SHORT SHAFT) ASSEMBLY) P/N 205-040-03, NSN 1615-00-068-6635 CLN P/N 209-914-121, NSN 1615-00-081-0951 P/N 205-040-004-21, NSN 1615-01-014-0623 AS APPLICABLE
(AH-1-79-18) (UH-1-79-18) (TB 35-1920-245-58) (U)
B1. CDRTSARCOM MSG 071005Z 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 1615-01-014-6629 FOR ALL UH-1H AND AH-1H AIRCRAFT PLUS
UH-1H AIRCRAFT NOT MODIFIED IAW MOD 45-1920-210-30-34
B1. NSN 1615-01-072-5670 FOR UH-1H AIRCRAFT THAT HAVE BEEN MODIFIED IAW ABOVE MOD.

3. POINT OF CONTACT THIS COMMAND IS MR. MARVIN GASPERSON,
ADTO/COM 821-0234, COMMERCIAL 314-263-0551
BT
#2608
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NOTE THIS IS SAFETY-OFF-FLIGHT MESSAGE AND HAS NOT, REPEAT, NOT BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEE, ADDRESSES 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 205-248-84-18, NSN 1515-00-088-6631 P/N
209-248-84-12, NSN 1515-00-088-6631 P/N 209-248-84-21, NSN
1515-00-088-6631 AS APPLICABLE. (AH-1-79-16) (UH-1-79-18)
TB 54-158-234-22-2), THIS MESSAGE SUPERSEDES SAFETY-OFF-
FLIGHT MESSAGE AH-1-13, USATC#RGM TX/NS 071954 AUG 79.

SUBJECT ONE-TIME INSPECTION OF AH-1S (MOD) DRIVE SHAFT
(SHORT SHAFT) ASSEMBLY P/N 209-248-84-21, NSN 1515-21-014-6823
TB 54-158-234-22-2).

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
CORROSION, THIS MESSAGE ALSO PROVIDES ADDITIONAL CORROSION LIMITS

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ON SELECTED DRIVE SHAFT COMPONENTS; REVISES THE MAIN DRIVE SHAFT INSPECTION AND LUBRICATION INTERVAL, AND STANDARDIZES MAIN DRIVE SHAFT LUBRICANT FOR ALL UH-1/AM-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 STIPULATED WILL CAUSE CONDITIONS STATUS SYMBOL TO BE CHANGED TO A RED "X". EQUIPMENT IN USE WILL BE INSPECTED NO LATER THAN 25 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 5913-G1 WITHIN THE LAST EIGHT MONTHS IS CONSIDERED AS MEETING THE INTENT OF THIS ONE-TIME INSPECTION. REIDENTIFY SHAFT ASSEMBLY AS 269-040-024-21 IN ACCORDANCE WITH PARA OF THIS MESSAGE IF NOT ALREADY REIDENTIFIED.

B. EQUIPMENT IN FIELD AND DEPOT STOCK, INSPECT, REPAQK AND REIDENTIFY PRIOR TO ISSUE IN ACCORDANCE WITH THIS MESSAGE.

AND ITEM TO BE INSPECTED ALL UH-1/AM-1 SERIES AIRCRAFT.

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4. ASSEMBLY OR COMPONENT TO BE INSPECTED.
DRIVE SHAFT ASSEMBLY P/N 209-040-024-3, NSN 1615-00-000-6635, OR P/N 209-061-062-1, NSN 1615-00-000-6635, OR 209-040-024-21, 1615-00-000-6635 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 SAILED OR LOANED;
B. APPLIED BY, AIRCRAFT MECHANIC MOS 67N AND AIRCRAFT INSPECTOR MOS 67X.
C. TIME REQUIRED:
A. 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.
B. DOWNTIME FOR THIS END ITEM: FIVE HOURS
C. ASSEMBLIES, COMPONENTS OR PARTS REFER TO PARA 6.C.1(1)
D. THIS TASK IS NOT APPLICABLE.
E. PUBLICATIONS WHICH REQUIRE CHANGE AS A RESULT OF THIS TASK
ALL APPLICABLE H-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 MNO 59-1520-210-30-34.
ADEQUATE STOCKS ARE AVAILABLE TO SATISFY ALL KNOWN MODIFICATIONS;
C. BULK AND CONSUMABLE MATERIAL

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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 UNNECESSARY IN 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 TN 59-1220-210-23 ARE TO BE USED BY
ALL AIRCRAFT USERS UNTIL APPLICABLE MANUALS ARE REVISED, EXCEPT:

#2297

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UNCLASSIFIED

Final Section of 2

As superseded/supplemented by contents of this message.

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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.
  - When drive shaft is completely disassembled, clean parts except boot, with solvent (FD-486 type II) and dry with filtered dry compressed air. Clean boots by wiping with clean, dry cloth.
  - Clean corrosion products from parts prior to inspecting, use wire brush or Scotch-Brite.

- **CAUTION:**
  - Metal surfaces may corrode rapidly if not protected.

D. Inspect and repair component parts in accordance with
above manual as supplemented below.
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1. INTERNAL CONSTANT BORE AREA
EXISTING INSPECTION AND REPAIR IS APPLICABLE TO CONSTANT BORE AREA

2. THREAD RELIEF AREA (LOCATED BETWEEN BORE AREA AND FIRST INSIDE THREAD AREA)
PITS TO A MINIMUM DEPTH OF 0.032 INCH ARE
ACCEPTABLE WITHOUT POLISHING OUT. PITS GREATER THAN 0.032 INCH
IN DEPTH MUST BE POLISHED OUT. MAXIMUM ACCEPTABLE DEPTH OF REMARK
TO COMPLETELY POLISH OUT PITS IS 0.023 INCH. MINIMUM ACCEPTABLE WALL
THICKNESS AFTER REMARK IS 0.028 INCH. MINIMUM ACCEPTABLE RADIUS IN
REWORN AREAS IS 0.095 INCH, AND SURFACE FINISH MUST BE
63 RMS OR BETTER AFTER REMOVAL OF CORROSION PRODUCTS.

3. THREAD RELIEF AREA WITH PRIMER MIL-P-23377 BY BRUSH, MASK THREAD AREA TO PROTECT FROM APPLICATION OF PRIMER.

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

5. SPLINED RETAINING NUT P/N 224-040-694-1 NSN 1655-01-977-1770.
PITS TO A MAXIMUM DEPTH OF 0.032 INCH ARE
ACCEPTABLE WITHOUT REMARK ON THE TWO INBOARD THREADS AND
1. JARD END FACE, APPLY THIN FILM OF COUPLING LUBRICANT TO

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1. ENTIRE SURFACE OF NUT
PITS TO A MAXIMUM DEPTH OF 0.032 INCH ARE
ACCEPTABLE WITHOUT REMARK. TREAT WITH BRUSH ALDINOL

2. CENTERING SPRING P/N 224-040-685-1 NSN 5368-00-440-0331
REPLACE SUPERVISORYL CORROSION BE POLISHING WITH SCOTCH-BRITE. CORROSION PITS ARE NOT REPEAT, NOT ACCEPTABLE
APPLY THIN FILM OF COUPLING LUBRICANT TO ENTIRE SPRING.

3. SUPERVISORYL CORROSION WHICH MAY EXIST ON AREAS NOT SPECIFIED BY MANUAL OR THIS MESSAGE SHALL BE REMOVED USING SCOTCH-BRITE.

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

1. DELETE NOTE AT BEGINNING OF DISASSEMBLY PARA 6-4-17 AND ASSEMBLY PARA 6-4-22 OF TO 35-1920-418-25.

2. REPACK MAIN DRIVE SHAFT WITH SYN TECH 3913-91
(224-042-753-5) NSN 9395-00-953-8497.
APPLY THIN FILM OF COUPLING LUBRICANT TO ALL INTERNAL PORTIONS OF CENTER SHAFT WHICH MAY NOT BE PRIMED, SPLINED RETAINING N/Spring Retainer and Centering Spring.

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7. REIDENTIFY MAIN DRIVE SHAFT AS FOLLOWS
DO NOT STEEL STAMP DATA PLATE.
CAREFULLY VIBRO-ETCH INSTRUCTIONS ON DATA PLATE.
FOR P/N 285-045-004-21 ON DATA PLATE.
P/N 285-045-004-21 IDENTIFIES THE SHAFT AS BEING
LUBRICATED WITH SYN-TECH 3913-61.
REINSTALL MAIN DRIVE SHAFT IN ACCORDANCE WITH APPLICABLE:
AIRCRAFT MAINTENANCE MANUALS.
WEIGHT AND BALANCE DATA IS NOT APPLICABLE.
RECORD AND REPORT ACCOMPLISHMENT OF YOUR INSPECTION IN
ACCORDANCE WITH THE PROCEDURE IN TM 38-750 AND TM 55-411.
THE FOLLOWING FORMS ARE APPLICABLE: DA FORM 2407,
MAINTENANCE REQUEST, DA FORM 2408-5, DA FORM 2408-13, AIRCRAFT
INSPECTION AND MAINTENANCE RECORD, DA FORM 2408-13,
AIRCRAFT HISTORICAL RECORD.
GROUNDING AND SAFETY OF FLIGHT MESSAGE FOLLOW-UP REPORT.
ACTION ADDRESSES UPON COMPLETION OF THE REQUIREMENT.

RUCIFRA7537 UNC AS
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, USATSARGCO, ATTN DRTS-MEM(12) PCT
5-16, THE REPORT WILL CITE THE IB, 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 F-forwarded AFTER THE ACTIONS HAVE BEEN
COMPLETED, ROUTING SYMBOL AS CONTAINED IN AF 95-15 SHALL BE
CHANGED AS INDICATED ABOVE.
RECURRING INSPECTION REQUIREMENTS EVERY 12 MONTHS OR
600 HOURS WHICHEREVER OCCURS FIRST.
FOREIGN MILITARY SALES/FMS RECIPIENT REQUIRING
CLARIFICATION OF THIS MESSAGE SHOULD CONTACT USATSARGCO,
DRTS-1(2) CH3 BROCK WATKINS, PHONE COMMERICAL 314-263-0206,
OR AUTOVON 693-0283.
IF CLARIFICATION OF THIS MESSAGE IS REQUIRED, CONTACT
MR. LARRY DITZ, USATSARGCO, AUTOVON 693-0394, COMMERIAL
314-263-0394.
NCLAS

OTM - THIS IS A 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. HE RETRANSMITTAL SHALL REFERENCE THIS MESSAGE.


UH-1-79-19 (TB 59-152-243-20-22) USATSARCOM HQG 272349Z AUG 79.

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PARAGRAPH 7.C, CHANGE NSN FOR ALGINTE NO. 1260 TO READ 605-08-0133723.

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.


(4) STRIKE OUT P/N 289-961-412-1 AND VIBRO-ETCH P/N 605-048-004-21 ON DATA PLATE.


PARAGRAPH 11.A, AND REQUIREMENT TO SUBMIT DA FORM 2412.

IF CLARIFICATION OF THIS MESSAGE IS REQUIRED, CONTACT ROBERT CLARK, USATSARCOM, AUTOVON 693-3998 COMMERCIAL 516-253-3998.