

August 22, 1966

ENGINEERING MEMO #153

TO: Memo Distribution  
FROM: R. G. Fuller  
SUBJECT: AEROBUS PROPELLOR SHAFT ASSEMBLIES #701274 & #701275

The vendor, Dana, has changed the sliding yoke at the forward end of the subject assemblies. The change affects Service only.

To flag the change in production the new assemblies will be stenciled with a part number and the letter A suffix. Additionally the first shipment of new assemblies will bear a large tag with the number and the suffix. Old stock must be used first and the chassis number for start of new usage, for each model, should be made part of this memo.

Service of both old and new sliding yoke will be with new only; but when an old one is replaced the cross and bearing assembly must be changed at the same time. The cross is usually replaced with a yoke but Service should note that this one cross will now be different than all the others we are using.

The problem this change represents cannot be alleviated by changing assembly numbers. The importance of obtaining the chassis number at the point of change cannot be stressed too much.

This Revision incorporated at the following Chassis numbers

A-12W8 Chassis #2238 (Part 701275)  
A-12W6 Chassis #2288 (Part 701274)

A-12W8 Chassis No. Added 10-20-66  
A-12W6 Chassis No. Added 1-20-67