



THE PREVENTIVE MAINTENANCE MONTHLY

ISSUE 785 APRIL 2018



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TB 43-PS-785, The Preventive Maintenance Monthly, is an official publication of the Department of the Army, providing information for all Soldiers assigned to combat and combat support units and all Soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user. Masculine pronouns may refer to both genders. The use of product or company names does not constitute endorsement of those products, services or companies by the U.S. Army. The use of non-DoD hyperlinks, along with their content, does not constitute endorsement by DoD or DA. Neither DoD nor DA exercises any editorial control over, and cannot vouch for, content on non-DoD websites.

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Issue 785

PS

April
2018

THE PREVENTIVE MAINTENANCE MONTHLY

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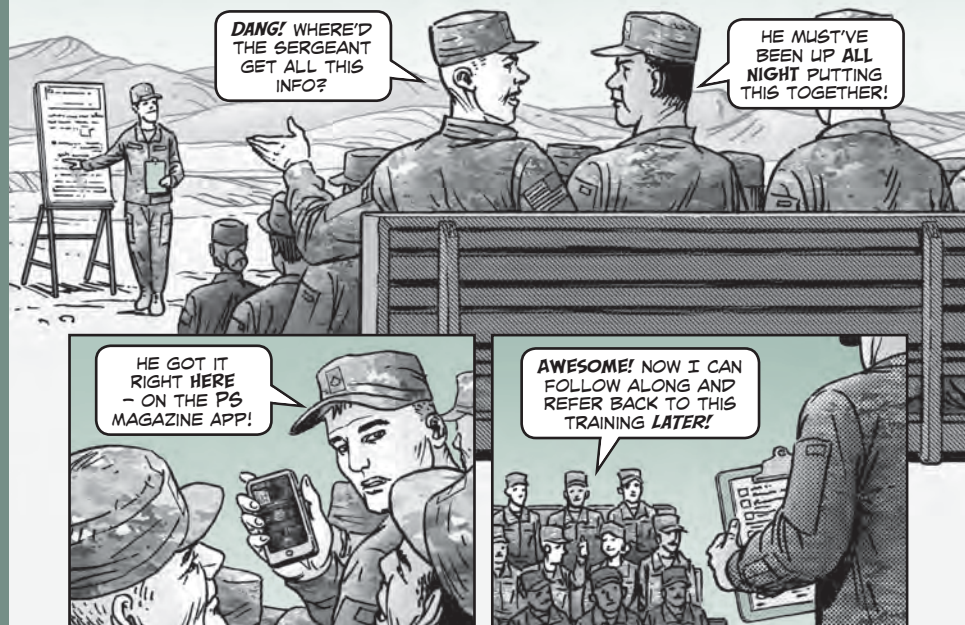
MARK A. MILLEY
General, United States Army Chief of Staff

Official:

GERALD B. O'KEEFE
Administrative Assistant to the Secretary of the Army

1802556

Sergeant's Time Training



Once upon a time, a young private could expect regular interaction with the unit NCO for something called “Sergeant’s Time Training.” It was a couple of hours reserved weekly for practical instruction that helped Soldiers hone their skills.

But the OPTEMPO of fighting a war for the past 15 years didn’t allow most units to observe rituals like Sergeant’s Time Training. Many Soldiers advanced through the ranks without frequent instruction and interaction with their NCOs.

Now, technology helps fill that gap as *PS Magazine* introduces a new feature offering a range of maintenance and supply topics that support training for Soldiers. Look for the “Sergeant’s Time Training” link on the *PS Magazine* website and mobile app.

Using the app, NCOs can access multiple maintenance and supply subjects suitable for Sergeant’s Time Training without spending hours on research and preparation. Soldiers can follow along during training or review the lesson later.

If you want to share a topic for Sergeant’s Time Training or if you have a specific topic you’d like to see covered, send us an email at:

usarmy.redstone.logsa.mbx.psmag@mail.mil

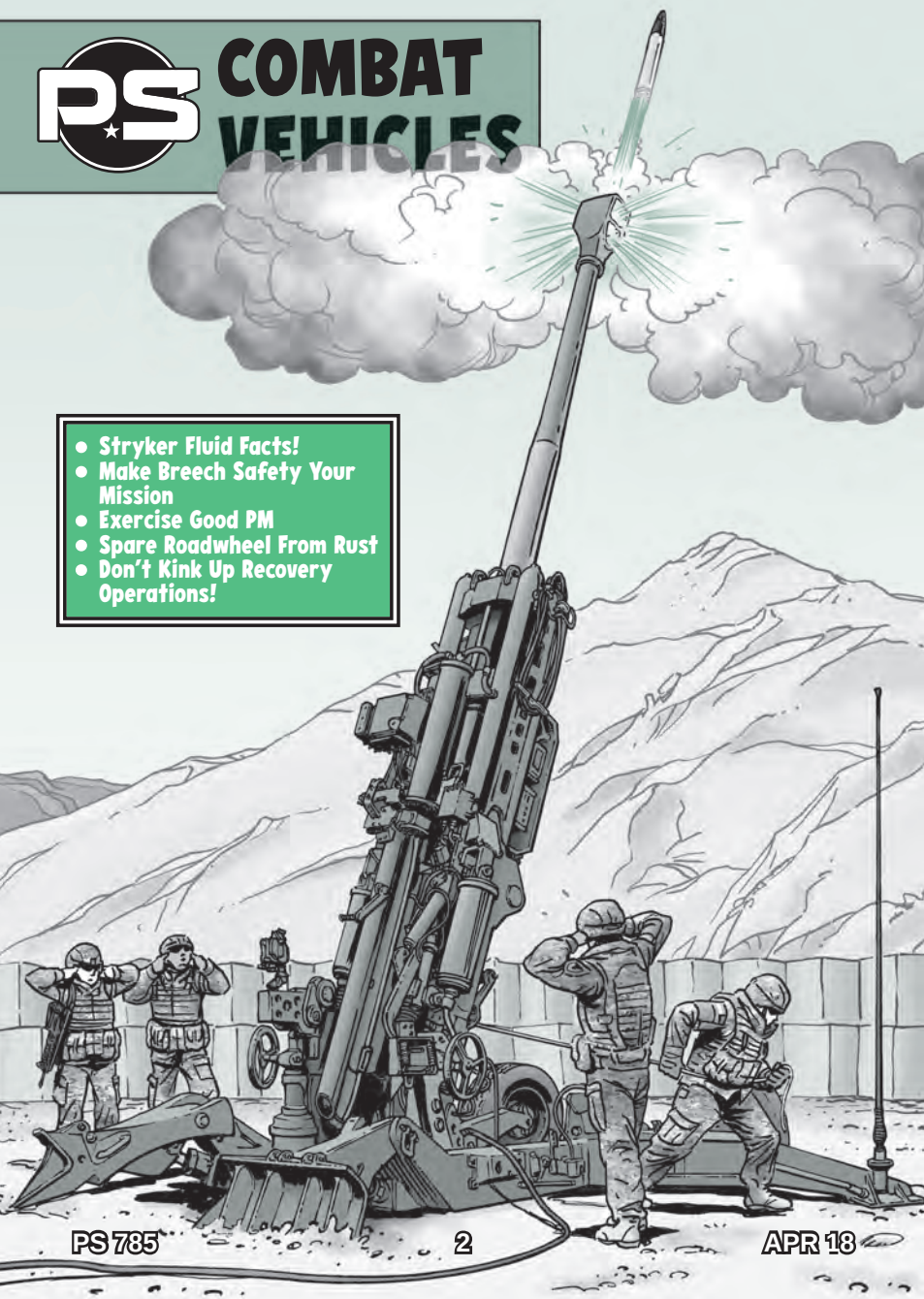
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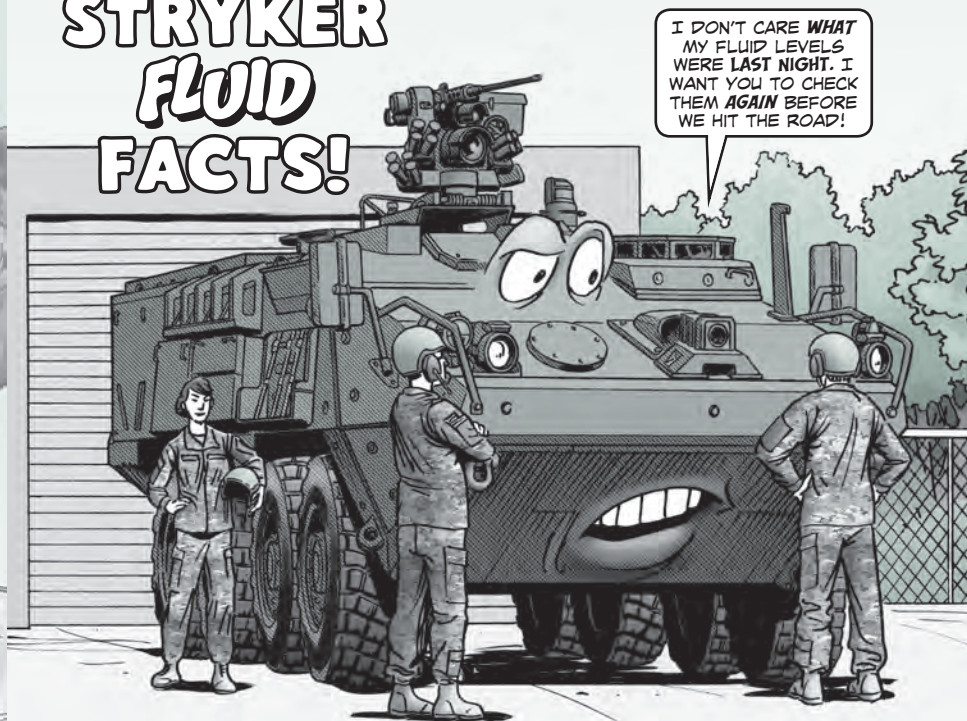


COMBAT VEHICLES

- Stryker Fluid Facts!
- Make Breech Safety Your Mission
- Exercise Good PM
- Spare Roadwheel From Rust
- Don't Kink Up Recovery Operations!



STRYKER FLUID FACTS!



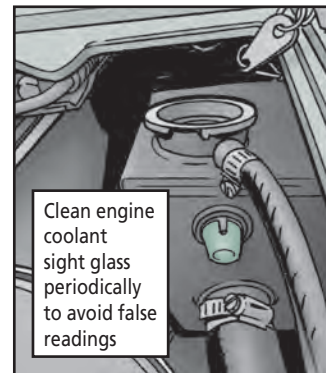
Dear Editor,

Fluids are vital to the health of your Stryker. Here are a few tips on fluids we give our students at the US Army CBRN School:

Don't rely on the engine coolant sight glass unless you regularly clean it. If the sight glass is dirty, it can look like the coolant level is OK when it's not. When the engine is cool, take off the radiator cap and clean the sight glass with a damp rag.

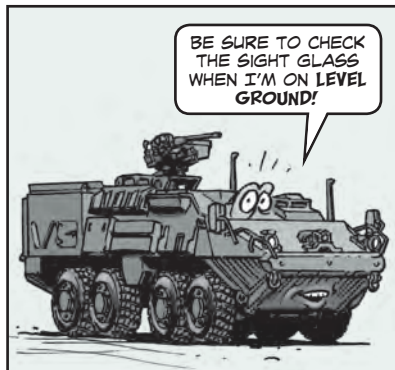
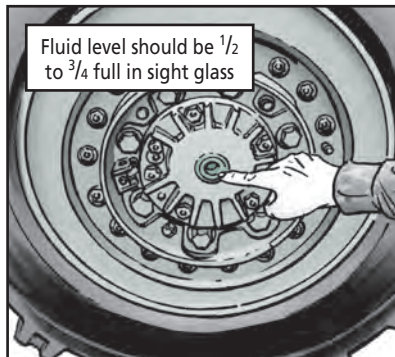
Remember, the radiator should be full, but the surge tank should be only half full. The coolant needs someplace to go when the radiator gets hot.

Check all fluid levels before a mission. The TMs stress checking fluid levels at the end of a mission, but it's important to make sure fluid levels are still OK before you hit the road again. It takes only minutes. Remember that your Stryker needs to be parked on flat ground for an accurate check.



Clean engine coolant sight glass periodically to avoid false readings

Keep an eye on the hub sight glasses on all the wheels. The hubs sometimes leak. Too little hydraulic fluid and you end up with hub damage. The fluid level should be $\frac{1}{2}$ to $\frac{3}{4}$ full. If you need to add fluid, do so slowly. Wait at least two minutes for the fluid to settle before you check it. Otherwise, you may add too much, which busts the seals. Once again, the Stryker needs to be on flat ground for this check.



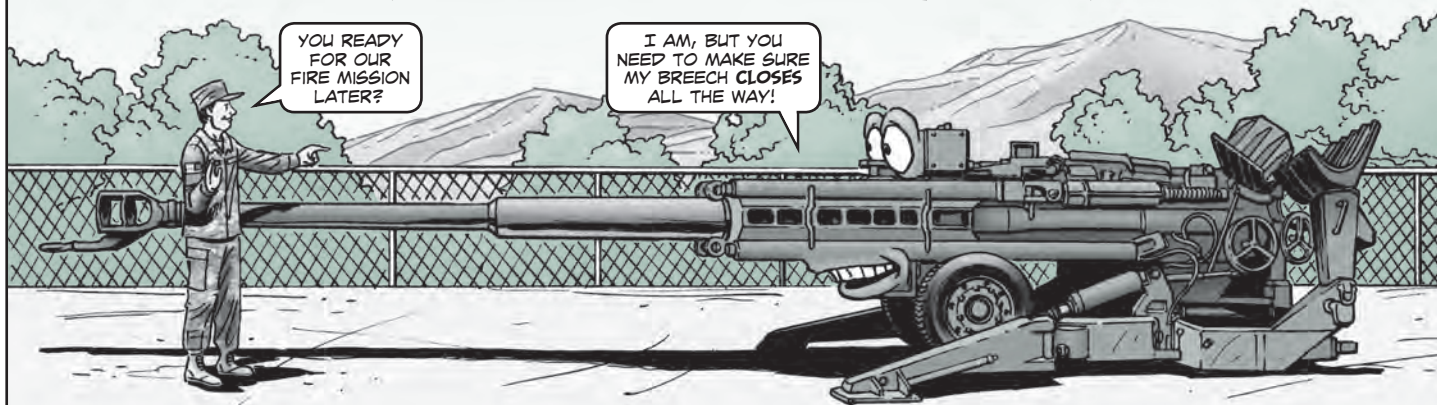
SFC Gabriel Gastelo
SFC Jose Albino
SFC Dwayne Bautista
Stanley Kuskco
Ft Leonard Wood, MO

Editor's note: We think you've struck on some great Stryker tips. Thanks.



M777A2 Towed Howitzer...

MAKE BREECH SAFETY YOUR MISSION

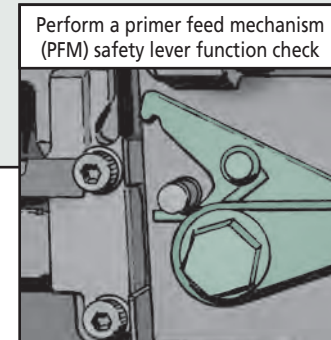
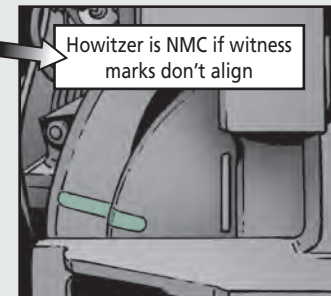


CREWMEN, IT'S VERY IMPORTANT THAT YOU CLOSELY INSPECT YOUR M777A2'S BREECH RING AND BREECH BLOCK WITNESS MARKS BEFORE FIRING.

IF THE BREECH ISN'T FULLY CLOSED, THERE COULD BE A CATASTROPHIC FAILURE.

TWO CREWMEN WERE KILLED AND FIVE OTHERS INJURED IN A RECENT INCIDENT WHEN THE CREW FIRED ITS HOWITZER WITHOUT MAKING SURE THE BREECH WAS FULLY CLOSED. KEEP THAT FROM HAPPENING TO YOU BY DOING THE FOLLOWING BEFORE YOUR NEXT FIRE MISSION...

- Move the primer feed mechanism (PFM) lever to the extract (forward) position. Then move the breech lever to the open (rear) position.
- Operate the trunnion pump handle until the witness marks are **not** aligned. Attempt to move the PFM lever to the primed (rearward) position. The PFM lever should not prime the howitzer at this time.
- If the PFM latch fails to engage the PFM tray, allowing the cannon to be primed before the witness marks are aligned, tell your mechanic immediately. Your cannon is NMC.
- Inspect the tray latch hook and PFM tray latch slot for damage. Make sure the tray latch isn't bent in the outward position. You shouldn't be able to turn the tray latch bolt by hand. Inspect the tray latch torsion to ensure it's installed properly. See WP 0047 in the -10 TM for more information.



QUESTIONS? CHECK OUT TACOM SAFETY OF USE MESSAGE 17-012:
<https://tulsa.tacom.army.mil/Safety/message.cfm?id=SOUI7-012-html>

Exercise Good PM



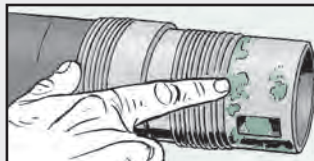
CREWMEN AND MECHANICS, YOUR M119A3 NEEDS **PLENTY** OF PREVENTIVE MAINTENANCE TO STAY **COMBAT READY**.

HERE'S WHAT YOU NEED TO DO TO KEEP IT **READY TO FIRE...**



- **Give it regular exercise and lubing.** Just like Soldiers, your M119A3 needs plenty of regular exercise to stay in top shape. At least once a month, put your gun through a full range of motion. Move the tube up and down and traverse it left and right. Don't forget to give it a thorough lubing like it says in TM 9-1015-260-10 (Nov 17). The couple of hours you spend doing this will save you big dollars and repairs later.

- **Pay special attention to the muzzle end of the cannon tube during cleaning.** Cracks caused by pitting are showing up around the muzzle end because units aren't thoroughly cleaning there.



Clean muzzle area to prevent cracks and pitting

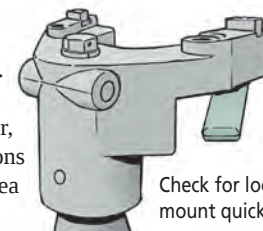
Propellant residue and broken-down grease form an acidic solution that eats away the metal if not cleaned off. Take off the muzzle brake and clean with rags and CLP. A scouring pad may be necessary for tough spots. Get one with NSN 7920-00-753-5242.

- **Keep cannon tube sliding along.** If you forget to do PMCS on the cannon tube recoil rails, expect recoil problems when you're finally ready to fire. Semiannually, pull the cannon tube completely out of the cradle and clean and lube the rails like it says in WP 0019 of TM 9-1015-260-24 (Dec 14, w/Ch 1, Jan 15) for hot, damp and salty areas. For operation under unusual conditions, refer to WP 0073 of TM 9-1015-260-10.

During annual services, pull the cannon tube out of the cradle and clean and lube the rails just like it says in WP 0019 of TM 9-1015-260-24. Once they're clean, measure the left and right rail thickness like it says in WP 0022 of TM 9-1015-260-24 and replace the rails as necessary. The payoff for a few hours work is saving big repair dollars later.

- **Check for a loose sight mount quick-release.**

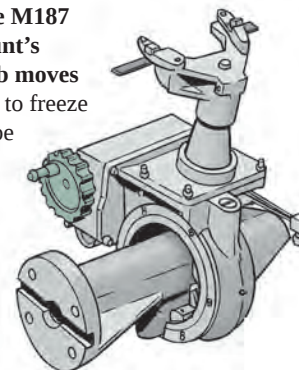
If the quick-release is loose, the mount won't sit properly and vibration can wallow out the mount. A mechanic should check the quick-release's spring washer for a .040-in gap. If the gap's wider, replace the spring washer following the instructions in TM 9-1240-404-24&P (Dec 10). It's a good idea to replace the spring washer annually.



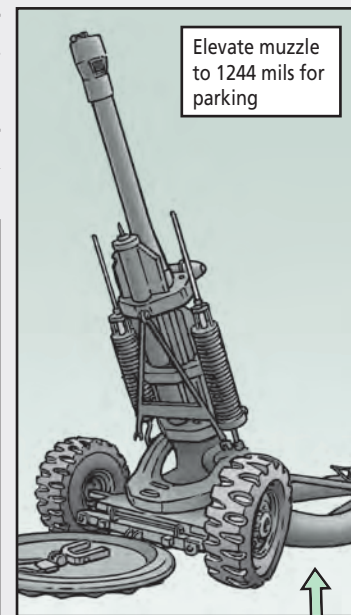
Check for loose sight mount quick-release

- **Don't forget the recoil system.** If your howitzer hasn't been fired or exercised in the last 90 days, a good workout is in order. Exercise the recoil like it says in WP 0207 of TM 9-1015-260-24. This will help keep the buffer and recuperator mission capable and its internal seals lubricated and moving.

- **Make sure the M187 telescope mount's elevation knob moves freely.** It tends to freeze if ignored. Lube it with CLP if necessary.



M187 mount knob hard to move? Lube with CLP



Elevate muzzle to 1244 mils for parking

- **Elevate the muzzle to 1244 mils before parking the M119A3.** This will reduce the compression on the equilibrator springs. If the muzzle is left at a lower elevation, too much pressure is put on the equilibrator springs and they wear out sooner.

SPARE ROADWHEEL FROM RUST

JUST A LITTLE PM WOULD KEEP THIS RAIN FROM BEING A DISASTER FOR MY SPARE ROADWHEEL!

Dear Editor,

The spare roadwheel hanging on the side of the M88-series recovery vehicle isn't a decoration. It's actually there for a purpose.

But sometimes the spare roadwheel is overlooked by mechanics until it's needed. By then, it's rusted junk.

Rain and wash water pool in the bottom of the roadwheel. The bottom of the roadwheel develops severe rust. The lug nuts can even rust in place on the mounting bolts. Those rusted bolts snap when you try to remove the nuts.

Just a little effort prevents that.

Use antiseize compound on the lug nuts and bolts when mounting the spare roadwheel. That'll keep rust at bay and makes the nuts easier to remove later. Get a 4-oz tube of antiseize compound with NSN 8030-00-059-2761.

After running your vehicle through the wash rack, and after any rainfall, soak up the pool of water in the bottom of the roadwheel with a few rags. That'll keep the spare roadwheel rust free and in good working order.

CW2 Tony Bratina
Ft Bliss, TX

Standing water creates rust at bottom of roadwheel...

...and on mounting bolts, which can snap

Editor's note: These tips will spare your spare roadwheel from a rusty fate!

SURE IS A LONG DROP FROM HERE!

DON'T WORRY, MY CABLES ARE IN GREAT SHAPE!

DON'T KINK UP RECOVERY OPERATIONS!

CREWMEN, KINKED UP WINCH CABLES ON YOUR M88-SERIES RECOVERY VEHICLE CAN THROW A REAL KNOT INTO YOUR RECOVERY OPERATIONS. BUT CAREFULLY FOLLOWING PMCS WILL MAKE SURE YOU'RE ALWAYS READY TO HELP OUT A DISABLED VEHICLE.

YOU CAN **PREVENT KINKS** BY SPOOLING OUT THE CABLES ON THE MAIN AND HOIST WINCHES **SLOWLY**. GO TOO FAST AND THE CABLES COULD UNSPOOL COMPLETELY.

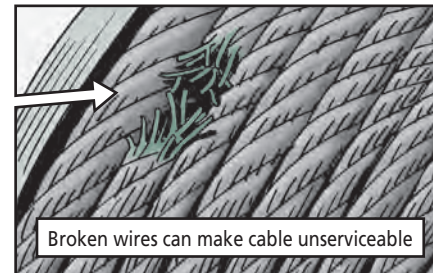
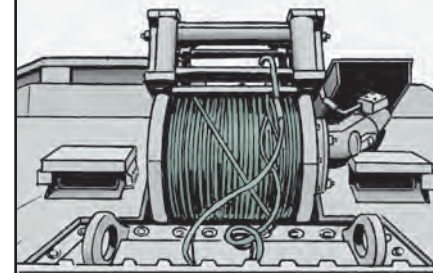
THEN MAKE SURE THE HYDRAULIC CONTROLS FOR THE BOOM, MAIN WINCH, HOIST WINCH AND SPADE ARE ALL WORKING LIKE THEY'RE SUPPOSED TO.

IF THE WINCHES WERE USED, BE SURE TO CHECK THE CABLES FOR DAMAGE.

CABLES ARE **UNSERVICEABLE** IF THERE ARE THREE BROKEN WIRES PER STRAND OR SIX BROKEN WIRES PER LAY.

CHECK OUT THE PMCS PROCEDURES IN TM 9-2350-256-10 (OCT 14) FOR THE A1 AND TM 9-2350-292-10 FOR THE A2 (SEP 14). THEY'LL TELL YOU **EVERYTHING** YOU NEED TO KNOW TO KEEP THE KINKS OUT OF YOUR RECOVERY OPERATIONS.

Spool out cables to prevent kinks and binds



Broken wires can make cable unserviceable

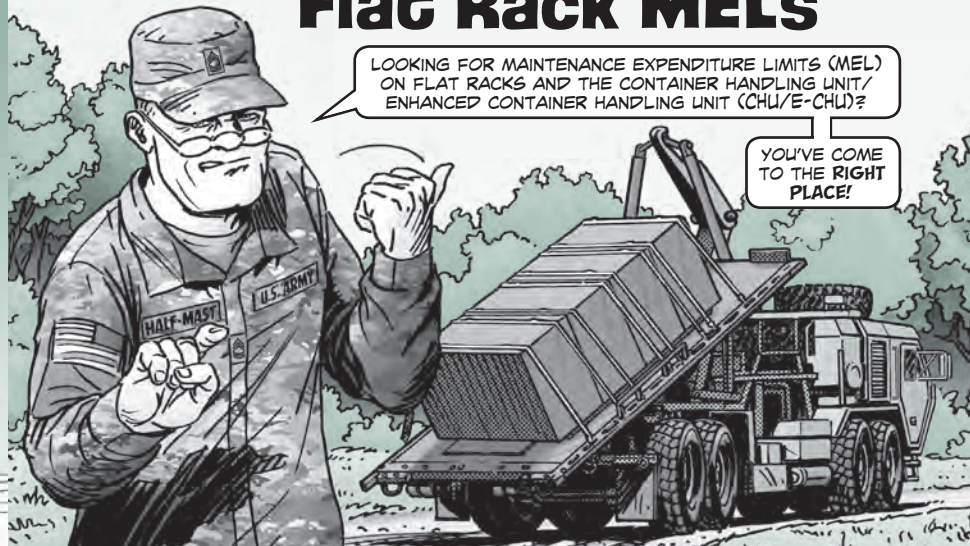
PS TACTICAL VEHICLES



- On the Hunt for Flat Rack MELs
- Rust Busters Tip of the Month
- Be a Linkage Luber!
- Get a Lift!
- Can't Always Get What You Want

PLS CHU,
E-CHU...

On the Hunt for Flat Rack MELs



LOOKING FOR MAINTENANCE EXPENDITURE LIMITS (MEL) ON FLAT RACKS AND THE CONTAINER HANDLING UNIT/ ENHANCED CONTAINER HANDLING UNIT (CHU/E-CHU)?

YOU'VE COME TO THE RIGHT PLACE!

THE FLAT RACKS AND E-CHU TECHNICALLY FALL UNDER FEDERAL SUPPLY CLASS (FSC) GROUP 39, WHICH IS COVERED IN TB 43-0002-24.

BUT FOR YEARS, THE FLAT RACKS AND CHU/E-CHU WERE MANAGED UNDER TACTICAL WHEELED VEHICLES (FSC GROUP 23) AND COVERED BY TB 43-0002-81.

IN THE LAST CHANGE TO TB 43-0002-81 (SEP 16), THE FLATRACK AND CHU/E-CHU MEL TABLE WAS REMOVED.

UNFORTUNATELY, IT HASN'T YET BEEN ADDED TO TB 43-0002-24 (FEB 09, W/CH 1, NOV 10).

SO USE THE TABLE BELOW TO GET THE RIGHT MEL FOR YOUR EQUIPMENT...

Item	Name	NSN	MEL %
M1	Flat Rack with walls	3990-01-406-1340	100
M3	Container Roll-in/Out Platform (CROP)/Summa	3990-01-442-2751	100
M3A1	CROP/Hyundai	3990-01-450-5671	100
M1077/ M1077A2	Flat Rack without walls	3990-01-307-7676	100
CHU	Container Handling Unit	2320-01-445-8266	0
E-CHU	Enhanced Container Handling Unit	3950-20-003-8784	100

QUESTIONS?

CONTACT THE HEAVY EQUIPMENT TRANSPORT (HET) TEAM AT:
usarmy.detroit.tacom.mbx.ilsc-het@mail.mil

RUST BUSTERS

TIP OF THE MONTH



CORROSION
IN ANY
FORM IS
BAD NEWS.

BUT YOU
CAN DO
SOMETHING TO
SLOW
DOWN THE
DAMAGE
ONCE IT
STARTS.

REGULAR VEHICLE AND EQUIPMENT
INSPECTIONS REVEAL CORROSION
BEFORE IT GETS BAD.

YOU SHOULD PERFORM CORROSION
INSPECTIONS MORE OFTEN, DEPENDING
ON THE OPTEMPO, SEVERITY OF THE
ENVIRONMENT AND THE IMPORTANCE
OF THE VEHICLE OR EQUIPMENT.

IF YOU FIND CORROSION IN
ITS EARLY STAGES, YOU CAN
PREVENT MAJOR DAMAGE
AND COSTLY REPAIRS BY
FIXING THE PROBLEM NOW.

**HERE'S
HOW TO
TELL WHAT
STAGE
IT'S IN...**

Stages of Corrosion

STAGE 1:

PAINTED AREA IS RAISED
OR BUBBLED BY CORROSION
UNDERNEATH. SURFACE IS
LIGHTLY CORRODED, BUT NO
SCALE IS PRESENT. BASE
METAL IS SOUND.

STAGE 2:

SIMILAR TO STAGE 1, BUT WITH
MORE ADHERENT CORROSION
PRODUCTS AND SOME SCALING.
BASE METAL MAY SHOW ETCHING
OR LIGHT PITTING, BUT
REMAINS SOUND.

STAGE 3:

METAL HAS UNIFORMLY
CORRODED OR PITTED UNTIL
THE AREA IS UNSOUND OR
COMPLETELY GONE. HEAVY
CORROSION PRODUCTS OR
RUST SCALING IS PRESENT.

STAGE 4:

CORROSION HAS THINNED OR
PITTED THE ENTIRE PART.
METAL HAS HOLES THROUGHOUT
OR MOST OF ITS SUPPORTING
EDGES HAVE CORRODED
COMPLETELY AWAY.

What to Do About Corrosion

IN GENERAL, HIGHER-LEVEL MAINTENANCE IS LIKELY REQUIRED FOR ADVANCED STAGES OF CORROSION. FOR LOWER LEVELS OF CORROSION, CLEANING AND SPOT PAINTING MAY BE THE RIGHT STEP TO PREVENT FURTHER DAMAGE.

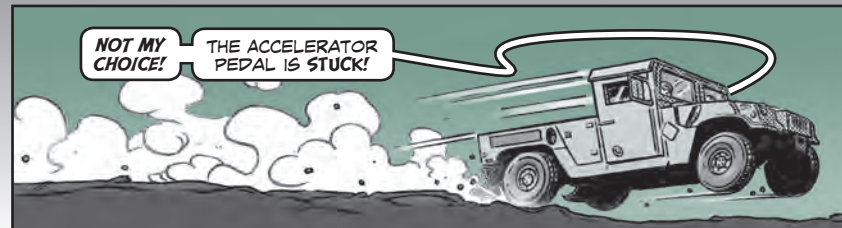
HOWEVER, LEVELS OF REPAIR SHOULD **ALWAYS** BE DETERMINED BY YOUR EQUIPMENT'S TECHNICAL MANUALS (TM) MAINTENANCE ALLOCATION CHART (MAC).

STAGES OR CATEGORIES OF CORROSION SHOULD **NOT** BE USED TO GUIDE THE LEVEL OF REPAIR, PER TACOM LCMC MI 18-012. FOLLOW THE GUIDELINES AND CHECKLISTS IN TB 43-0213, *CORROSION PREVENTION AND CONTROL (CPAC) FOR ARMY WHEELED VEHICLES* (24 SEP 12). FIND IT ON LOGSA'S ETM WEBSITE:

<https://liw.logsa.army.mil/etmapp/#/etm/home>

HMMWV...

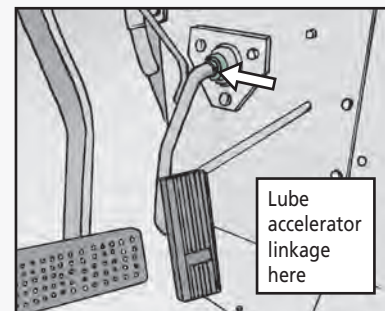
BE A LINKAGE LUBER!



Approaching a sharp curve isn't the best time to find your HMMWV's accelerator pedal linkage is sticking. If the linkage won't move after you've taken your foot off the pedal, slowing down can become a lot more complicated!

But that's exactly what can happen if the linkage doesn't get lubed regularly. So make sure you give the linkage a few squirts of OE/HDO as required.

Then, move the linkage back and forth by hand a few times to work in the oil.



GET A LIFT!



Unless you're Hercules, putting a new wheel and hub assembly onto a big vehicle isn't a simple task. A HEMTT tire and wheel assembly, for example, weighs more than 540 pounds.

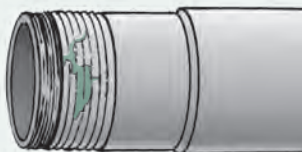
That's why you need a truck wheel lift to make the job easier. Trouble is, the current heavy lifter, NSN 4910-00-554-5983, is a terminal item. Instead, order a new truck wheel lift with NSN 4910-01-009-2449.

Protect Vehicle

Mechanics who try to muscle a wheel assembly into place do more damage than they'll admit. Few mechanics have the physical strength to carefully guide a wheel assembly onto an axle without banging metal against metal.

Every uncontrolled whack can damage something. Usually, it's the axle threads, seals and bearings that take the worst hits. All that damage adds up to problems later, like leaky seals and faulty bearings.

Prevent
damaged
threads

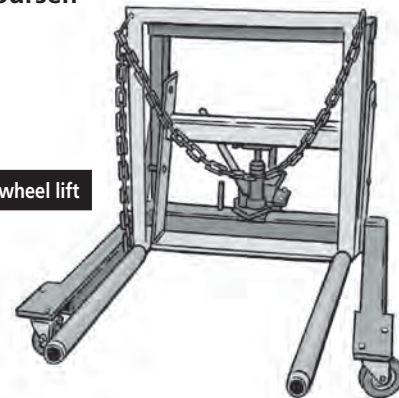


Protect Yourself

If protecting the vehicle isn't reason enough to get a truck wheel lift, then surely you want to protect yourself. Sprains and strains are one of the leading injuries to mechanics.

Using a truck wheel lift makes the job easier, plus it reduces collateral damage to the axle and lessens your risk of personal injury. Even Hercules **should** use a lift!

Truck wheel lift



HEMTT A4, PLS A1...

BOO HOO HOO!

BUT I'VE ALWAYS
WANTED A MACHINE
GUN MOUNT!

YA CAN'T
ALWAYS GET
WHAT YOU
WANT.

CAN'T ALWAYS GET WHAT YOU WANT

PS Magazine receives lots of letters asking for the correct NSN to order machine gun ring mounts for HEMTT A4 and PLS A1 trucks.

Bad news: neither of these vehicles is authorized a weapon mount.

Good news: no more wasted time searching for a nonexistent NSN!

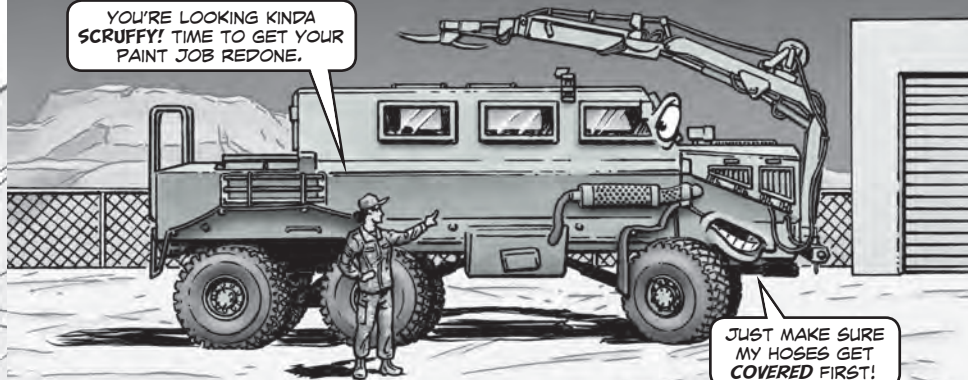
Base model and A2 HEMTT variants, along with the base model PLS can be outfitted with machine gun mounts. Check out PS 773 (Apr 17), Pages 27-35, for more info:

<https://www.logsa.army.mil/psmag/archives/PS2017/773/773-27-35.pdf>

- Keep Paint Off Hoses!
- Ladder Matters to Prevent Splatters!
- Swing Lock Pin in Place?
- Prime the Turbo
- Wider Carriage Now Available!



YOU'RE LOOKING KINDA SCRUFFY! TIME TO GET YOUR PAINT JOB REDONE.

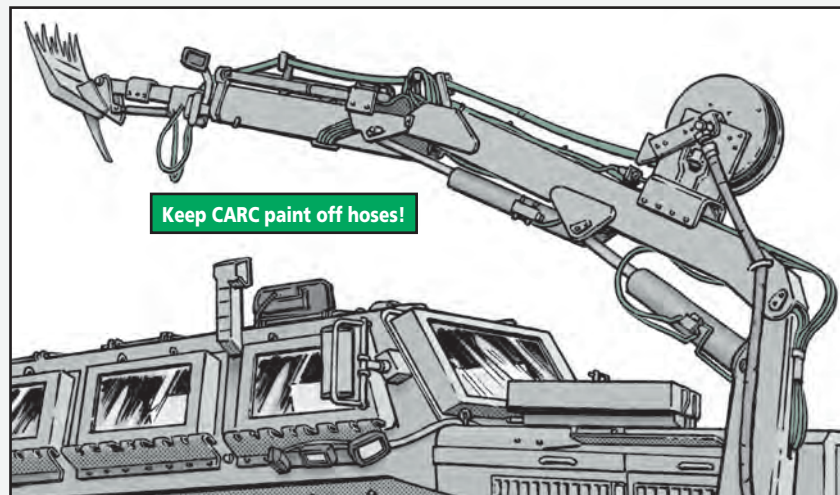


JUST MAKE SURE MY HOSES GET COVERED FIRST!

It's no secret that your Buffalo's hydraulic and pneumatic hoses can become brittle over time from exposure to the elements.

But that problem is made worse when those hoses get covered with chemical agent resistant coating (CARC) paint. CARC doesn't extend the hoses' durability. In fact, it can cause more damage by covering pin-hole leaks and hiding cracks and abrasions. These are all symptoms of a hose that needs to be replaced, pronto!

So, tell your buddies at the paint booth to make sure **all** exposed hoses are covered and taped before they go to work. A Buffalo that looks like it came off the showroom floor will do no good if it's deadlined for a leaking hose.



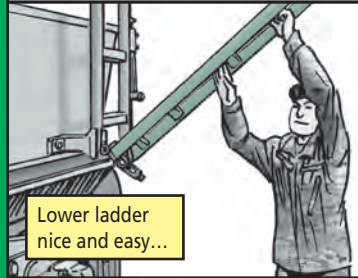
Keep CARC paint off hoses!

LADDER MATTERS TO PREVENT SPLATTERS!

KEEP THESE TWO PM TIPS IN MIND WHEN USING THE LADDER ON THE BACK OF YOUR BUFFALO...

Easy Does It

LET THE LADDER DOWN SLOW AND EASY WHEN YOU NEED TO CLIMB UP THE VEHICLE.



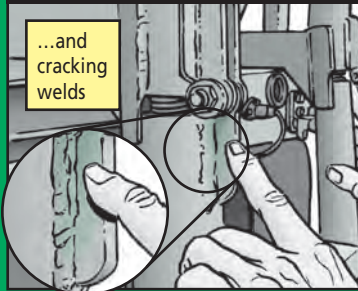
Lower ladder nice and easy...

DON'T LET IT SLAM INTO THE SIDE OF THE BUFFALO. THAT CAN CAUSE THE WELDS AT EACH OF THE LADDER'S STEPS TO CRACK.



...to keep from slamming against vehicle...

VEHICLE VIBRATION WIDENS THE CRACKS AND WATER SETTLES INSIDE TO FORM RUST. NEXT THING YOU KNOW, THE STEPS BREAK OFF... AND YOU'RE INJURED!



...and cracking welds

What Goes Up...

WHEN STEPPING DOWN ONTO THE LADDER FROM UP TOP, MAKE SURE YOU'RE FACING THE VEHICLE.

NEVER STEP DOWN FACING AWAY FROM THE VEHICLE.

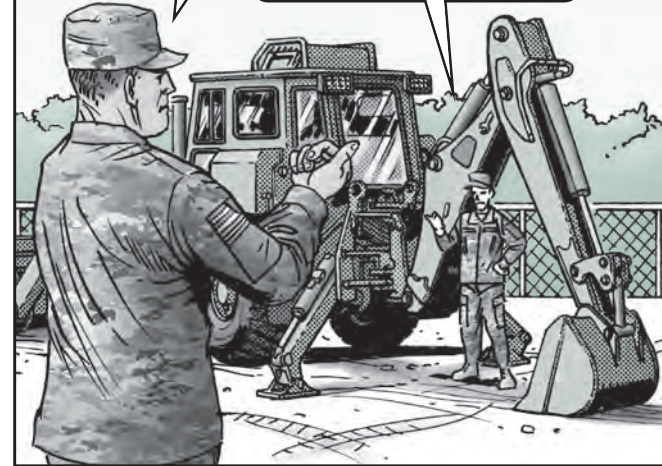
NOT ONLY IS THAT AWKWARD, BUT BATTLE-READY GEAR SNAGS ON THE LADDER STEPS, CAUSING YOU TO SLIP OR FALL OFF THE LADDER!



SWING LOCK PIN IN PLACE?

TIME TO HIT THE ROAD. LET'S GET THE HME-1 LOADED ON THE TRAILER.

NOT YET! WE HAVEN'T INSTALLED THE SWING LOCK PIN. YOU WANNA HURT SOMEBODY?



Operators, make sure the HME-1's swing lock pin is installed in the backhoe frame's aligned holes before traveling on the road.

That pin keeps the backhoe from swinging sideways during travel, which can injure personnel or damage equipment. You should also keep the pin firmly in place whenever the excavator is parked with the backhoe in the stowed position. That puts less wear and tear on the vehicle's hydraulics.

You'll find this reminder as a WARNING statement in WP 0004-79 of TM 5-2420-232-10 (Mar 09, w/Ch 1, Sep 12).

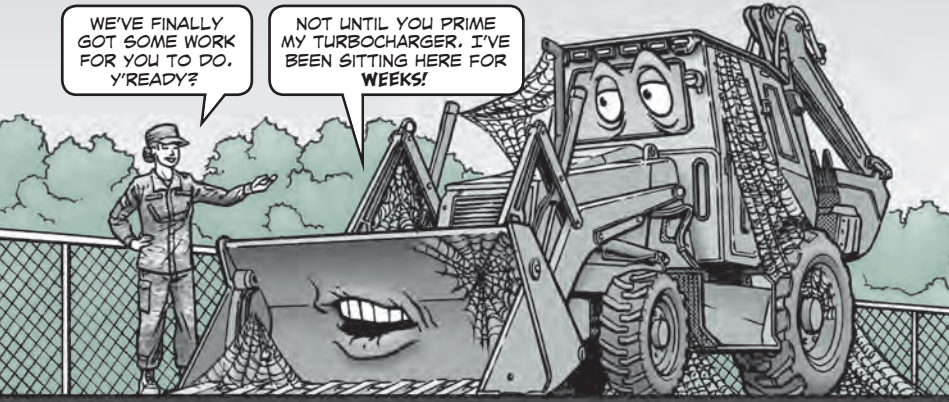


Make sure swing lock pin is installed before travel

PRIME THE TURBO

WE'VE FINALLY GOT SOME WORK FOR YOU TO DO. Y'READY?

NOT UNTIL YOU PRIME MY TURBOCHARGER. I'VE BEEN SITTING HERE FOR WEEKS!

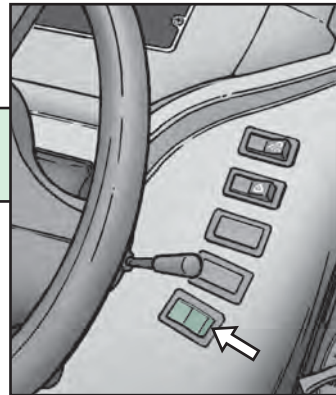


Operators, when your backhoe loader (BHL) sits for several weeks at a time, make sure you prime the turbocharger during start up. Do the same every time the engine's oil filter gets replaced. You'll find this CAUTION statement throughout TM 5-2420-231-10 (Feb 09).

That's because the impeller inside the engine's turbocharger needs lubrication when it first starts and warms up. Without that oil, the impeller's bearings can burn out. Then you're stuck while the BHL goes to support or an LRC shop for a ruined turbocharger. We're talking some serious money and unnecessary downtime!

For the deal on how to prime the turbocharger, follow this procedure from WP 0010-3 of the -10 TM:

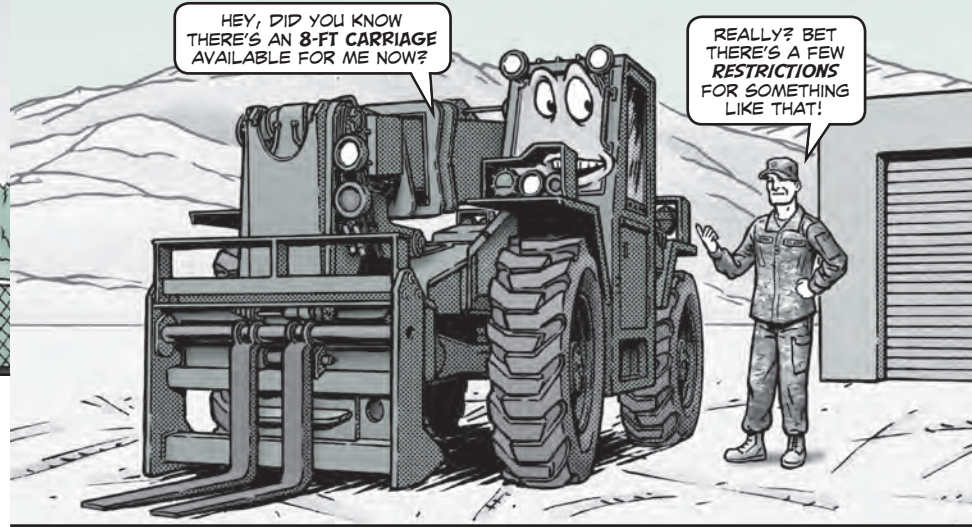
- Engage the parking brake.
- Shift the direction control lever to the neutral position.
- Push and hold the right side of the fuel pump solenoid switch to disengage the fuel pump and keep the engine from starting.
- From the operator's seat, turn the starter key switch to the START position and actuate the starter motor for 10 seconds. Then turn the starter key switch to the OFF position.
- Release the fuel pump solenoid switch to engage the injection pump solenoid.
- Start the engine.



Wider Carriage Now Available!

HEY, DID YOU KNOW THERE'S AN 8-FT CARRIAGE AVAILABLE FOR ME NOW?

REALLY? BET THERE'S A FEW RESTRICTIONS FOR SOMETHING LIKE THAT!



A NEW, WIDER 8-FT CARRIAGE IS NOW AVAILABLE FOR THE ATLAS II FORKLIFT. ORDER IT WITH NSN 3940-01-650-1739, THEN KEEP THESE RESTRICTIONS IN MIND BEFORE STARTING OPERATIONS...

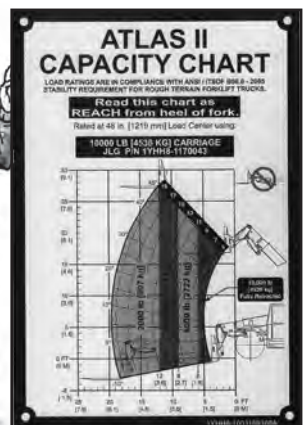
- The wider carriage should only be used when working on level ground.

- Don't drive faster than 5 mph while carrying a load.

- Check the ISO container's label for tare weight to ensure you meet weight restrictions.

FOLLOW THE APPROVED LOAD CHART FOR THE 8-FT CARRIAGE.

MAKE A NOTE UNTIL THE NEW LOAD CHART IS ADDED TO TM 10-3930-677-10.



- Wing Pylons Critically Short
- Use Only Authorized Equipment!
- Get Credit for Tail Rotor Blades

STAY ALERT!
STAY ALIVE!



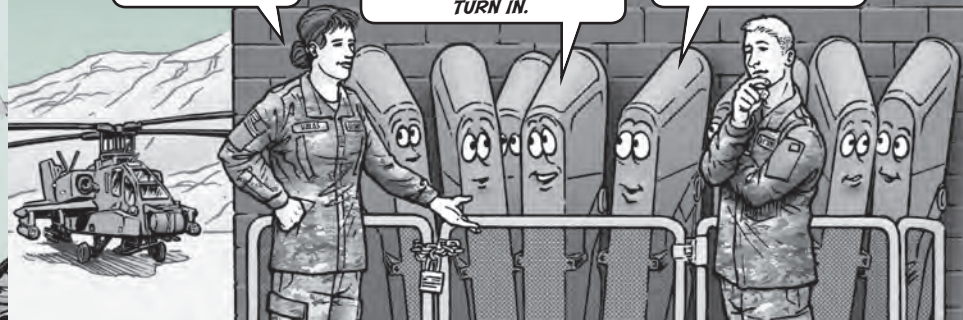
AH-64 Series...

WING PYLONS CRITICALLY SHORT

CHECK IT OUT!
WE'VE GOT **EIGHT**
WING PYLONS FOR
SPARE PARTS!

HEY, NOW, UNITS ARE
NOT ALLOWED PYLONS
AS PLL OR BENCH STOCK.
ANY EXTRAS, Y'NEED TO
TURN IN.

YEAH! HOARDING
PYLONS OR USING US
FOR SPARE PARTS IS
NOT AUTHORIZED.



MECANICS, DO YOU HAVE APACHE WING PYLONS COLLECTING DUST IN MILVANS OR LYING AROUND ON A SHELF? ARE YOU USING EXTRA WING PYLONS FOR SPARE PARTS? **DON'T.**

BECAUSE OF MULTIPLE AIRCRAFT TRANSFERS IN AND OUT OF THEATER, SOME WING PYLONS HAVE BEEN **MISPLACED.**

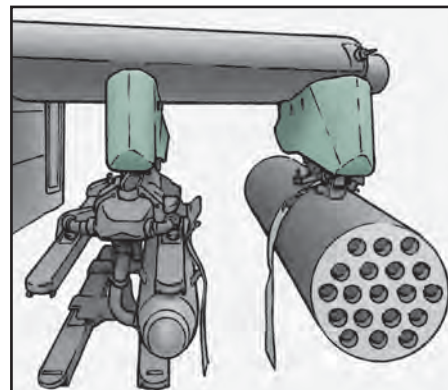
THAT'S WHY ANY TIME A WING PYLON IS REMOVED FROM AN AIRCRAFT, DA PAM 738-751 SAYS IT **MUST** BE ADDED TO DA FORM 2408-17, **AIRCRAFT INVENTORY RECORD**, TO ACCOUNT FOR THE REMOVAL OF THE PYLONS AND THE INSTALLATION OF THE PYLON COVER PLATES.

UNITS AREN'T AUTHORIZED SPARE PYLONS AS PART OF THEIR PLL OR BENCH STOCK. SO...

...IF YOU HAVE **MORE** THAN FOUR WING PYLONS PER AIRCRAFT, LET THE APACHE HEADSHED KNOW.

CONTACT **JOHN BLANSHAN**. AT (256) 955-3280, OR EMAIL: johnnothan.d.blanshan.civ@mail.mil
OR **JESSE CHALEUNPHONE** AT (256) 313-1643, OR EMAIL: jesse.chaleunphone.civ@mail.mil

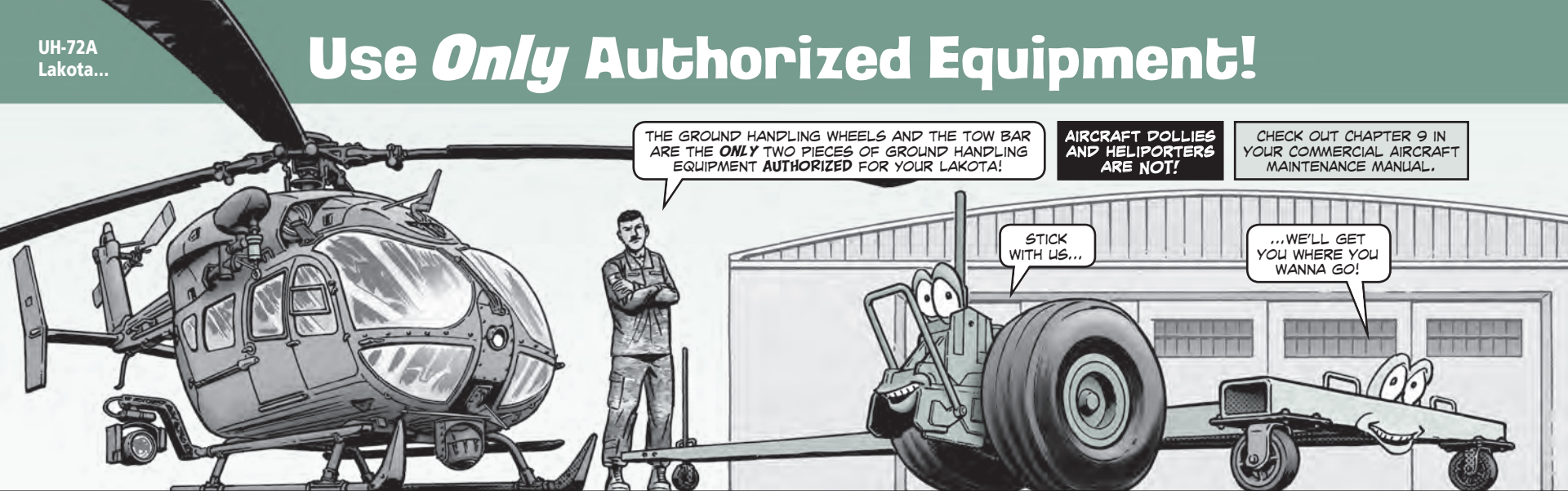
CHECK YOUR AREA FOR THESE PARTS:



Each aircraft is authorized four pylons, so...
turn in any extras!

NSN 1560-01-495-5118 (PN 7-518000001-7)
NSN 1560-01-519-6800 (PN 7-518000001-11)
NSN 1560-01-553-3537 (PN 7-518000001-17)
NSN 1560-01-615-1321 (PN 7-518000001-21)
NSN 1560-01-468-8257 (PN 7-518000001-3)
NSN 1560-01-479-9119 (PN 7-518000001-5)
NSN 1560-01-662-7831 (PN 7-518000001-33)
NSN 1560-01-519-6802 (PN 7-518000013-13)
No NSN (PN 7-518000013-29)
No NSN (PN 7-518000013-31)

Use *Only* Authorized Equipment!



THE GROUND HANDLING WHEELS AND THE TOW BAR ARE THE **ONLY** TWO PIECES OF GROUND HANDLING EQUIPMENT **AUTHORIZED** FOR YOUR LAKOTA!

AIRCRAFT DOLLIES AND HELIPORTERS ARE NOT!

CHECK OUT CHAPTER 9 IN YOUR COMMERCIAL AIRCRAFT MAINTENANCE MANUAL.

STICK WITH US...

...WE'LL GET YOU WHERE YOU WANNA GO!

OPERATORS, SINCE THE UH-72A WAS FIELDIED, THERE HAVE BEEN A NUMBER OF INCIDENTS INVOLVING GROUND HANDLING OF THE LAKOTA WITH UNAUTHORIZED EQUIPMENT. THAT RESULTED IN AIRCRAFT DAMAGE AND HEFTY REPAIR COSTS.

WHEN **MOVING OR TOWING** YOUR LAKOTA, FOLLOW AND USE THE **APPROVED** GROUND HANDLING EQUIPMENT AND PROCEDURES IN CHAPTER 9 OF THE COMMERCIAL AIRCRAFT MAINTENANCE MANUAL (AMM) FROM AIRBUS HELICOPTER, INC.

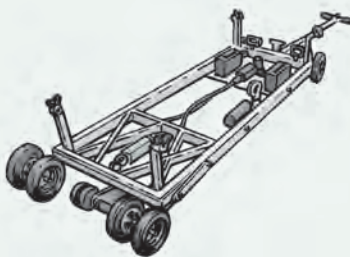
THE AMM IDENTIFIES THE GROUND HANDLING WHEELS AND THE AIRCRAFT TOW BAR AS THE **ONLY** TWO PIECES OF EQUIPMENT AUTHORIZED FOR MOVING OR TOWING.

DO NOT USE UNAUTHORIZED GROUND HANDLING EQUIPMENT SUCH AS AIRCRAFT DOLLIES AND HELIPORTERS. IF YOU DO, YOUR UNIT ASSUMES ALL THE RISK, INCLUDING FINANCIAL LIABILITY, FOR DAMAGE TO THE LAKOTA.

If you put your Lakota on a heliporter...



...or an aircraft dolly...



...YOU will be responsible for damage to helicopter



MOST DAMAGE IS DUE TO:

- operator error.
- equipment malfunction.
- inadequate training.
- failure to follow equipment procedures.

THIS LEADS TO MAJOR COSTS THAT INCLUDE:

- labor and materials.
- personnel injuries.
- investigations.
- damage and repair assessment.
- contracting actions.
- aircraft downtime.

AND IT'S **ALL PREVENTABLE** IF YOU WOULD ONLY USE THE **APPROVED** GROUND HANDLING EQUIPMENT LISTED IN THE AMM.

EACH LAKOTA IS FIELDIED WITH ONE SET OF TWO GROUND-HANDLING WHEELS.

SO USE WHAT'S AUTHORIZED AND KEEP YOUR LAKOTA...

THE TOW BARS ARE SUPPLIED BY THE MANUFACTURER WITH **ONE TOW BAR** FOR EVERY FOUR AIRCRAFT.

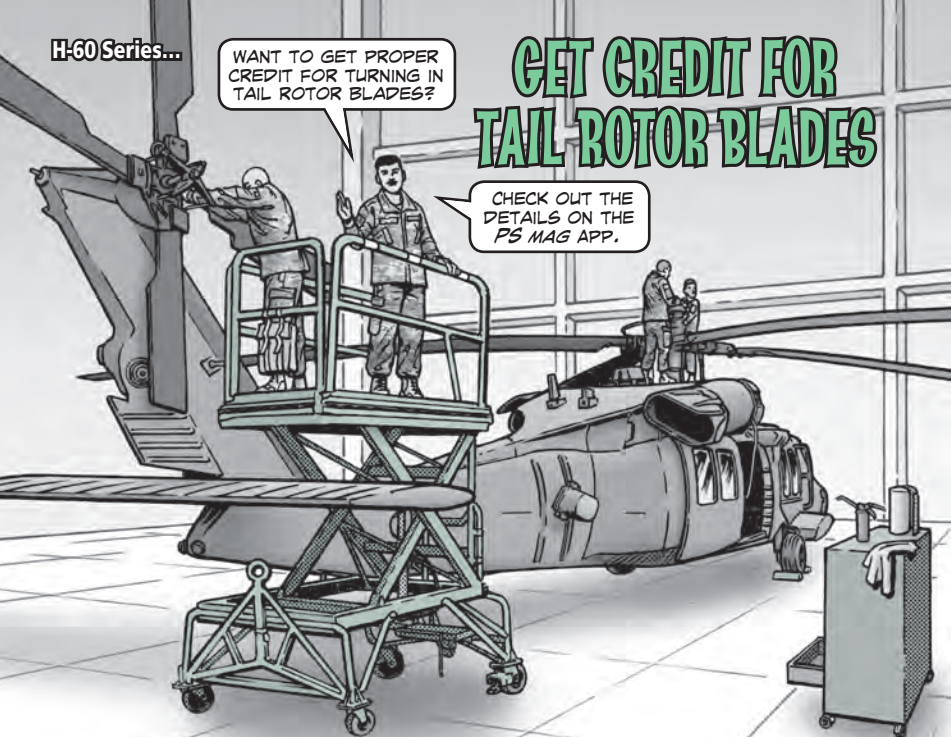
...READY FOR MISSIONS!

IF YOU USE **UNAUTHORIZED** EQUIPMENT TO MOVE THE AIRCRAFT, YOU'LL BEAR THE COST FOR **ANY** MISHAPS THAT CAUSE DAMAGE.

WANT TO GET PROPER
CREDIT FOR TURNING IN
TAIL ROTOR BLADES?

GET CREDIT FOR TAIL ROTOR BLADES

CHECK OUT THE
DETAILS ON THE
PS MAG APP.



MECHANICS, WHEN SAFETY OF FLIGHT (SOF) MESSAGES H-60-17-SOF-04 AND H-60-17-SOF-05 WERE ISSUED, THE NUMBER OF UNSERVICEABLE TAIL ROTOR BLADE RETURNS **PLUMMETED**.

AS A RESULT, THE AMCOM HEADSHED HAS BEEN DIRECTED TO HOLD ONTO **ALL** TAIL ROTOR BLADE REQUIREMENTS **UNLESS** THERE'S A VERIFIED AIRCRAFT ON GROUND (AOG).

THE HOLD WILL CONTINUE UNTIL THE IMPACT OF THE SOF MESSAGES IS CLEARER.

THE LACK OF UNSERVICEABLE RETURNS WILL IMPACT THE SUPPLY CHAIN AND MAY CAUSE **GAPS** IN THE OVERHAUL PRODUCTION AT CORPUS CHRISTI ARMY DEPOT (CCAD). THIS CAN CAUSE **SHORTAGES** OF TAIL ROTOR BLADES IN THE SUPPLY SYSTEM.

FOLLOW THESE INSTRUCTIONS TO ENSURE THE CREDIT WINDOW FOR TAIL ROTOR BLADES IS EXTENDED WHILE INCREASING THE FLOW OF UNSERVICEABLE RETURNS...

1. Complete the turn-in of the unserviceable blade. The unit or supply support activity (SSA) must remove the Return Advice Code of 1W. There is no time constraint with this turn-in.
2. Place the requisition at the same time as the turn-in if the requisition hasn't already been submitted. There are no time limits for the requisition, either.
3. Once you've received the new tail rotor blade and the associated turn-in (ZRL) is complete, manually delete the ZRL in GCSS-Army. That stops the clock associated with the new issue.

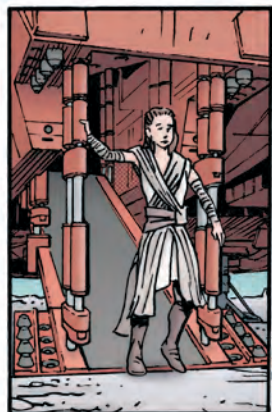
QUESTIONS? CONTACT **SETH COLE** AT (256) 313-1146 OR EMAIL: seth.a.cole6.civ@mail.mil

PM WARS:

RETURN OF THE JEBBI

*Once again, a kinda long time ago
in a galaxy right around the corner...*





HMMM...



OK,
NOW
WHAT?



LAST TIME SHE HAD A
BUSTED BRIGHTSABER,
CLOGGED ENGINE AIR
FILTERS, **AND** MISSED
THE SHIP'S CHECKS
AND SERVICES!



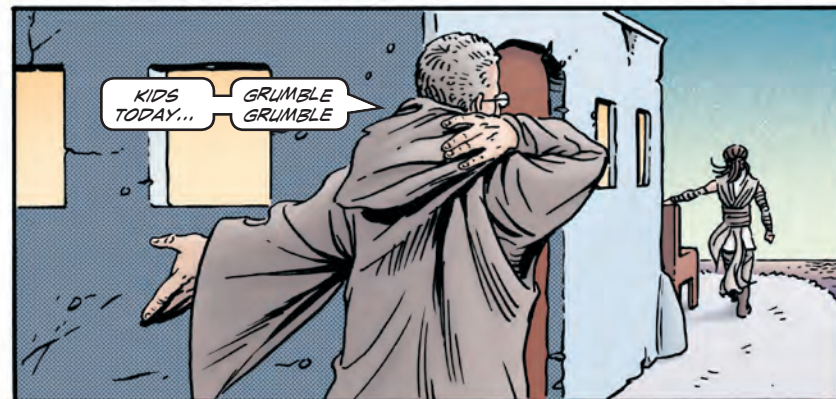
WHAT DOES SHE
NEED **THIS** TIME?



WHAT
THE...?

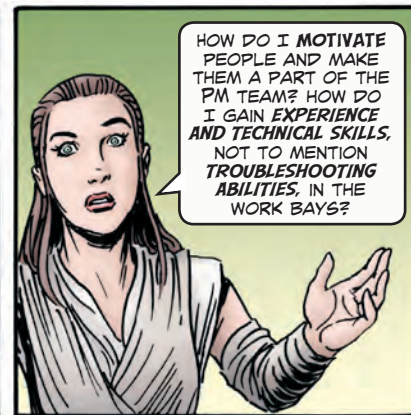
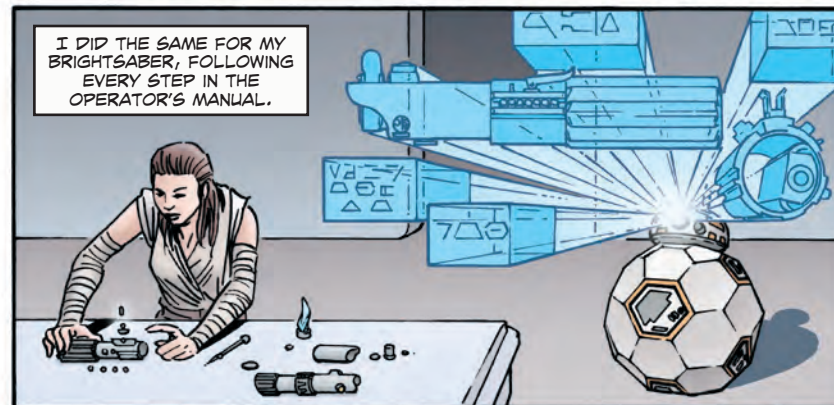
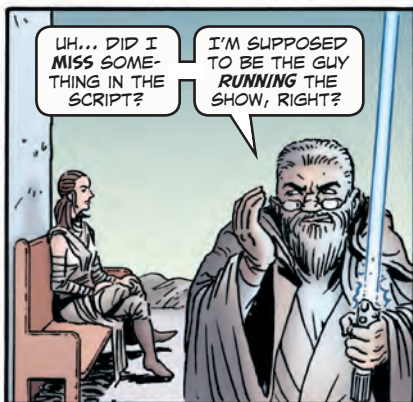
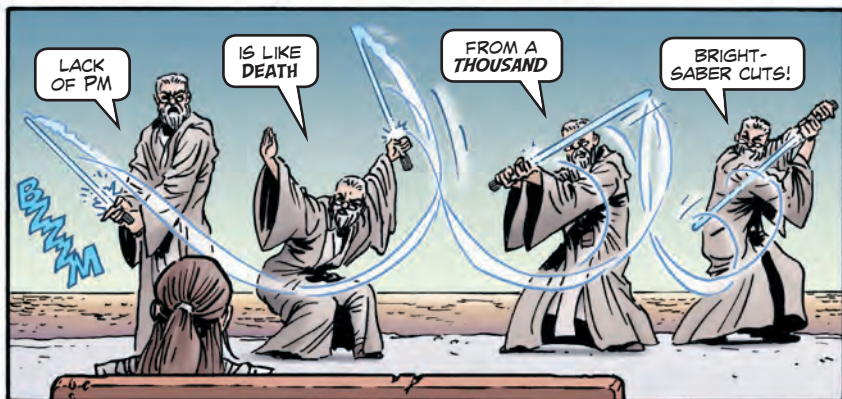
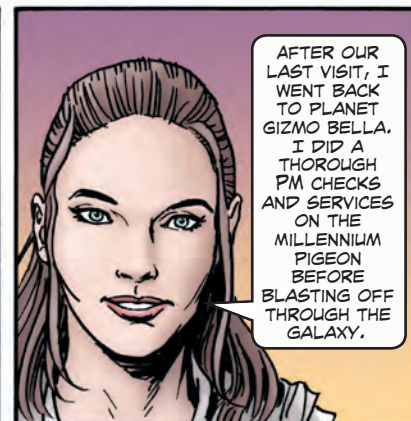


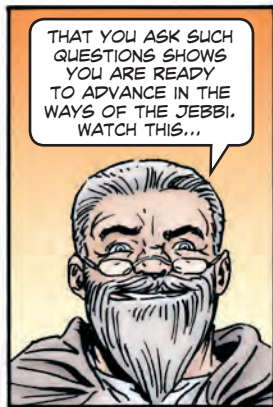
HEY! I'M THE
GRAND MASTER
MCCANICK!



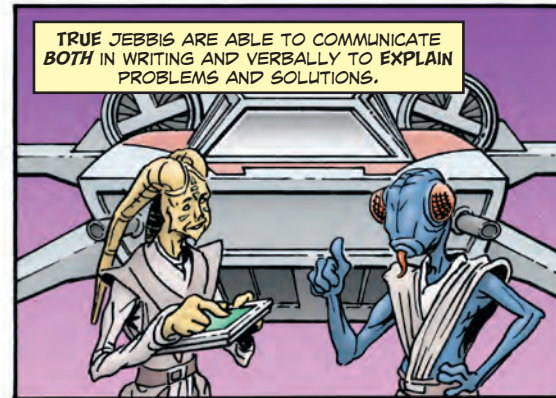
KIDS
TODAY...

GRUMBLE
GRUMBLE

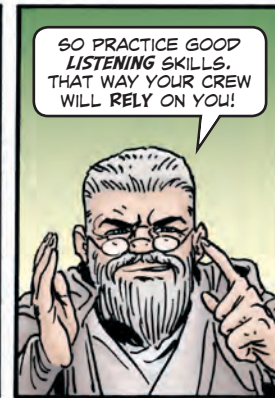




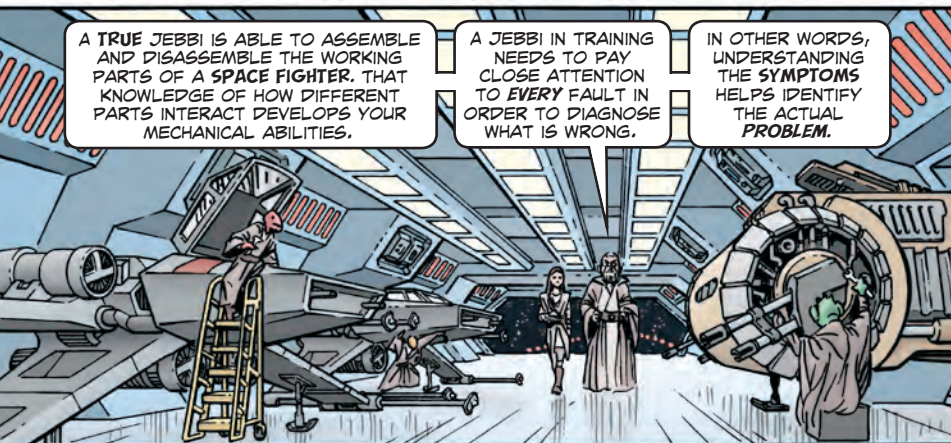
THAT YOU ASK SUCH QUESTIONS SHOWS YOU ARE READY TO ADVANCE IN THE WAYS OF THE JEBBI. WATCH THIS...



TRUE JEBBIS ARE ABLE TO COMMUNICATE **BOTH** IN WRITING AND VERBALLY TO EXPLAIN PROBLEMS AND SOLUTIONS.



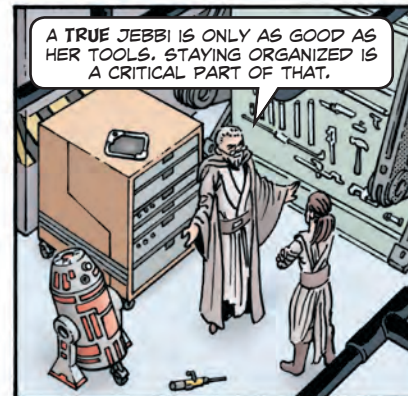
60 PRACTICE GOOD **LISTENING** SKILLS. THAT WAY YOUR CREW WILL RELY ON YOU!



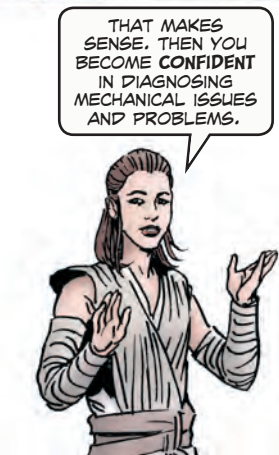
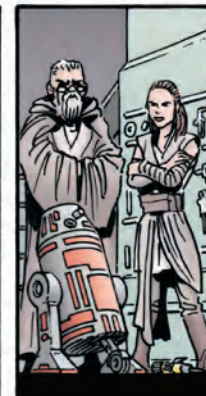
A TRUE JEBBI IS ABLE TO ASSEMBLE AND DISASSEMBLE THE WORKING PARTS OF A SPACE FIGHTER. THAT KNOWLEDGE OF HOW DIFFERENT PARTS INTERACT DEVELOPS YOUR MECHANICAL ABILITIES.

A JEBBI IN TRAINING NEEDS TO PAY CLOSE ATTENTION TO **EVERY** FAULT IN ORDER TO DIAGNOSE WHAT IS WRONG.

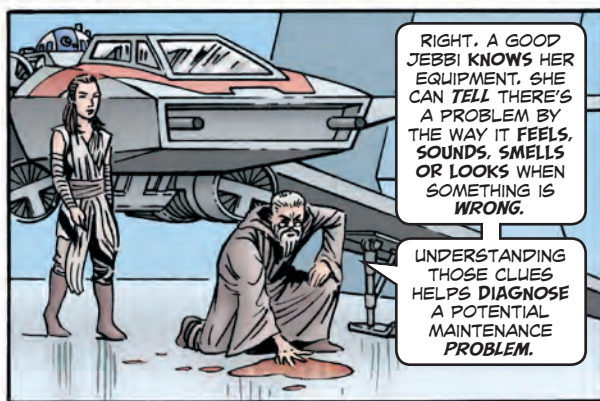
IN OTHER WORDS, UNDERSTANDING THE **SYMPTOMS** HELPS IDENTIFY THE **ACTUAL PROBLEM**.



A TRUE JEBBI IS ONLY AS GOOD AS HER TOOLS. STAYING ORGANIZED IS A CRITICAL PART OF THAT.



THAT MAKES SENSE. THEN YOU BECOME **CONFIDENT** IN DIAGNOSING MECHANICAL ISSUES AND PROBLEMS.

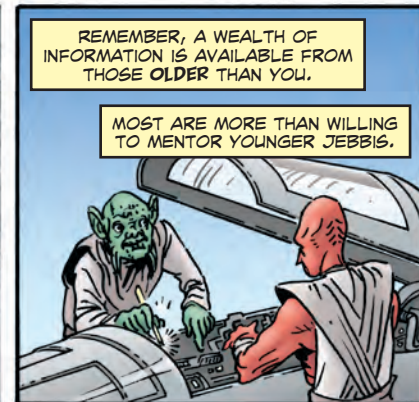


RIGHT. A GOOD JEBBI KNOWS HER EQUIPMENT. SHE CAN **TELL** THERE'S A PROBLEM BY THE WAY IT **FEELS, SOUNDS, SMELLS** OR LOOKS WHEN SOMETHING IS **WRONG**.

UNDERSTANDING THOSE CLUES HELPS **DIAGNOSE** A POTENTIAL MAINTENANCE **PROBLEM**.

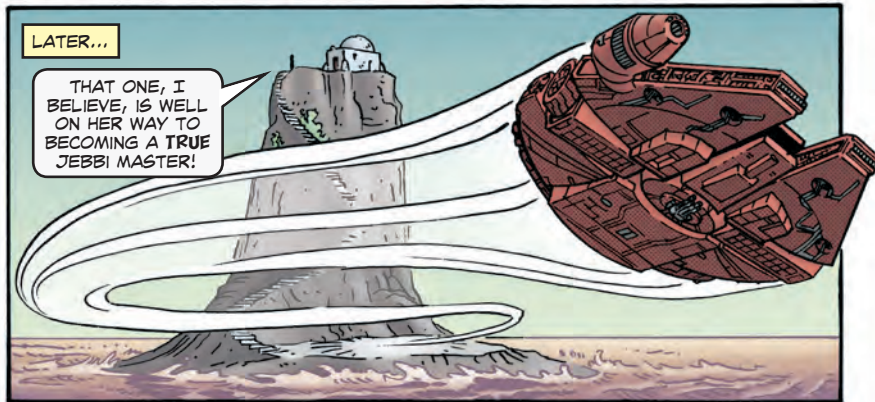
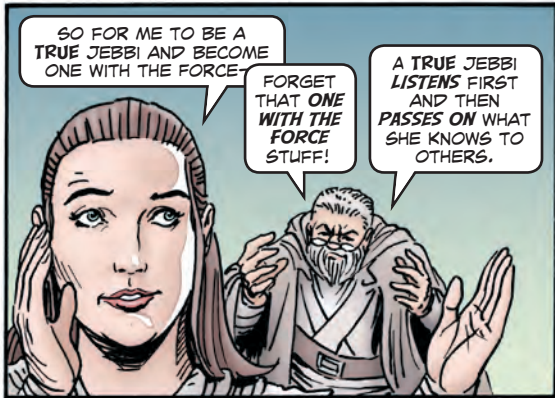
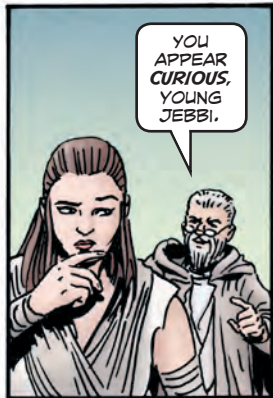


A CLUTTERED WORK AREA IS AN **ACCIDENT** WAITING TO HAPPEN.



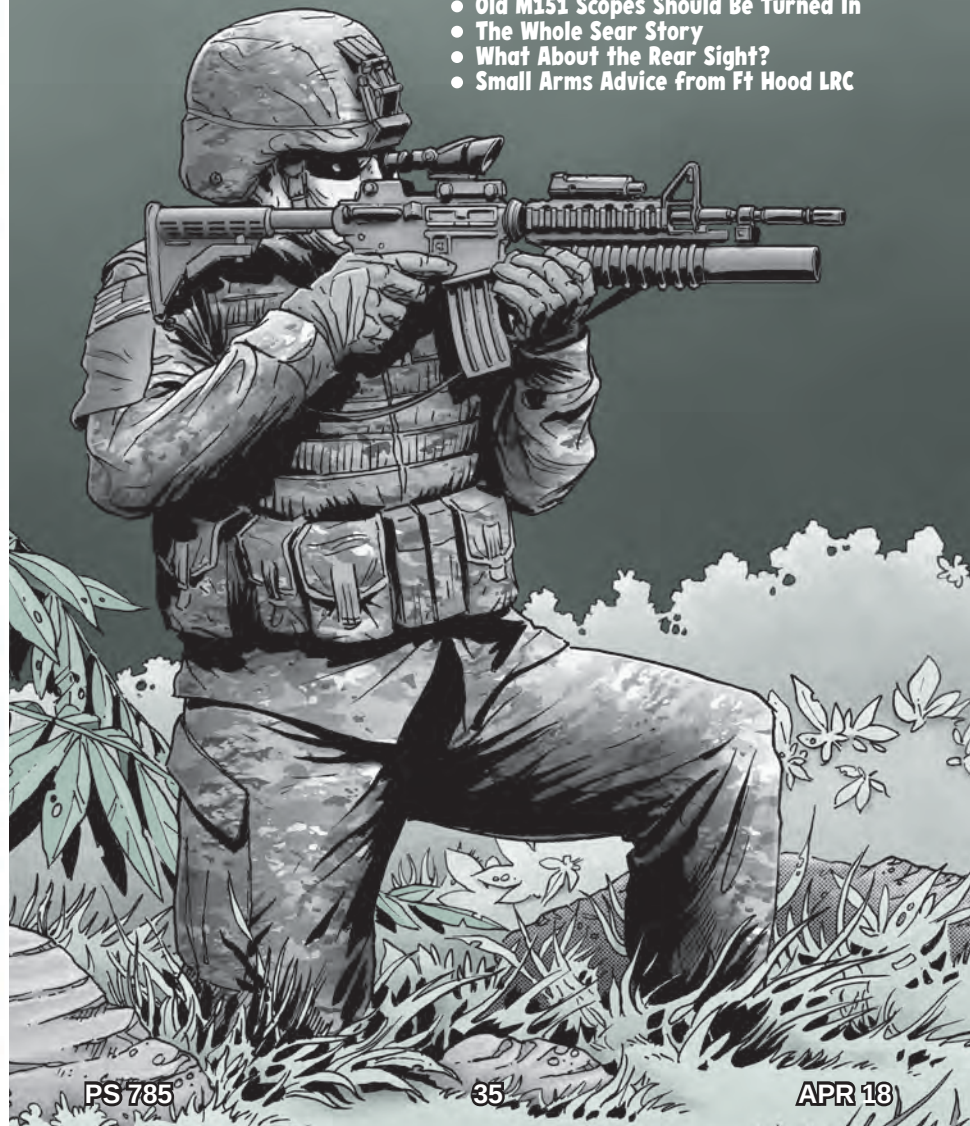
REMEMBER, A WEALTH OF INFORMATION IS AVAILABLE FROM THOSE **OLDER** THAN YOU.

MOST ARE MORE THAN WILLING TO MENTOR YOUNGER JEBBIS.

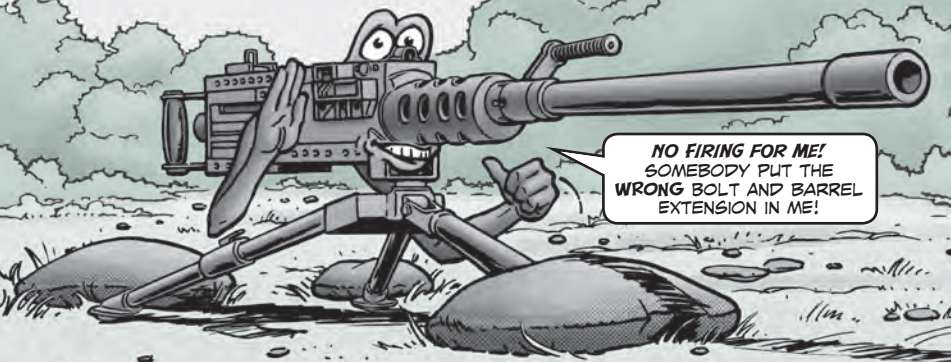


PS SMALL ARMS

- Correct Bolt and Barrel Extension?
- Old M151 Scopes Should Be Turned In
- The Whole Sear Story
- What About the Rear Sight?
- Small Arms Advice from Ft Hood LRC



CORRECT BOLT AND BARREL EXTENSION?



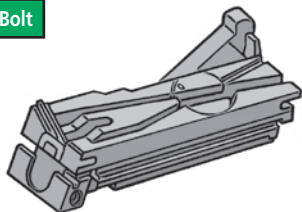
Dear Editor,

In our small arms repair shop, we are seeing a number of M2A1 machine guns with bolts and barrel extensions belonging to another M2A1.

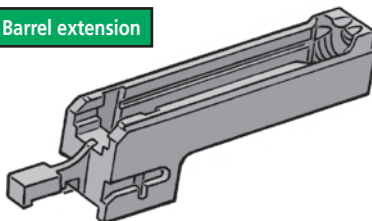
Unlike the old M2, the M2A1's bolt and barrel extension are headspaced to that specific weapon. If you fire an M2A1 with another M2A1's bolt and barrel extension, you risk injury to the crew and damage to the weapon.

It's easy to check. The bolt and barrel extension should be serialized with the last four digits of the weapon's serial number.

Bolt



Barrel extension



Make sure bolt and barrel extension have same last four digits of M2A1's serial number

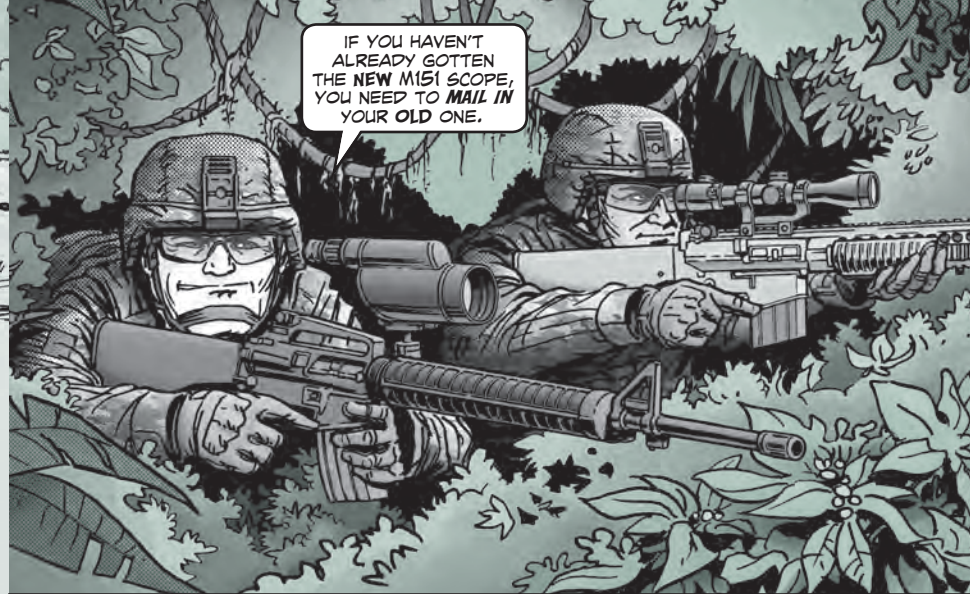
Armorsers should check all their M2A1s for the wrong bolts and barrel extensions. If you spot any, check to see if the correct bolt and barrel extension is with another M2A1 in the arms room.

No luck? Turn in the M2A1 to maintenance so it can be properly headspaced and the bolt and barrel extension can be renumbered.

Terry Nichols
Camp Carroll, Korea

Editor's note: This is a critical check, armorsers. Make sure your M2A1s don't leave the arms room with the wrong bolt and barrel extension. Thanks for the tip, Terry.

Old M151 Scopes Should Be Turned in



The Army is still in the process of upgrading the M151 spotting scope system (NSNs 6650-01-504-8456, 6650-01-557-7444, and 6650-01-549-5838).

The upgrade, which is being done by MWO 9-6650-238-50-1, adds a grid-based reticle and internal improvements to help the M151 work better with night vision devices.

Many of the outdated M151s have already been swapped out with the upgraded ones at several Army locations. If your M151s still have the MIL-dot reticle, they need to be mailed in using prepaid shipping containers.

To receive the shipping container and detailed mailing instructions, email:

usarmy.detroit.tacom.mbx.ilsc-optics@mail.mil

Your spotting scope should be stripped down before shipment and contain no down parts. Upgraded M151s won't come with these parts, so units will have to replace any parts mailed in.

Questions? Contact Kevin Lenart at DSN 786-1354, (586) 282-1354, or email:

kevin.e.lenart.civ@mail.mil

or Christopher Kline, DSN 786-1357, (586) 282-1357, or email:

christopher.m.kline4.civ@mail.mil

THE WHOLE SEAR STORY



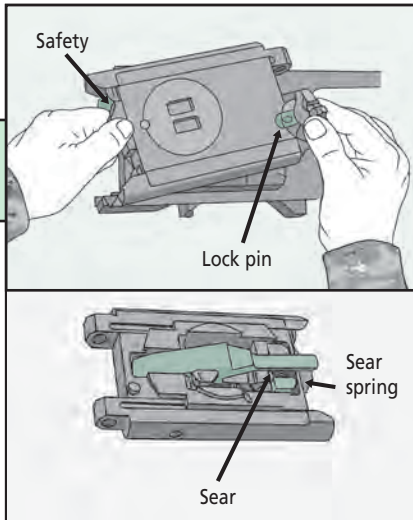
I WANT YOU TO READ THIS LETTER TO THE EDITOR BEFORE YOU REMOVE MY SEAR ASSEMBLY. IT'LL SAVE US BOTH TROUBLE.

Dear Editor,

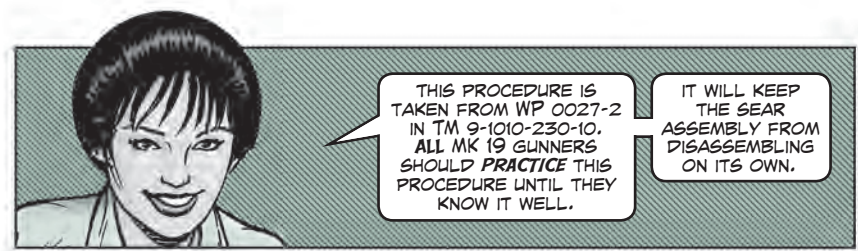
An article on the MK 19 machine gun on Page 44 in PS 775 (Jun 17) said, "After you remove the back plate, put the selector on SAFE. That prevents the back plate from coming apart."

In both places where it said back plate, it should have said sear assembly. It would be also a good idea to list all the steps to remove the sear assembly:

1. Turn the receiver over on its top. Put the safety in F (FIRE).
2. Lift up slightly on the lock pin with your fingers or the female end of a cartridge link.
3. Squeeze the sear underneath the safety and simultaneously rotate the sear housing assembly approximately 15 degrees in either direction.
4. Press down on the sear housing assembly and continue to rotate the assembly until it stops 90 degrees from the original position. You'll hear a click.
5. Press the sear lever and safety together while you put the safety on S (SAFE). This locks the sear lever and prevents accidental loss of the sear lever spring and the shoulder headed pin. Never lift the sear assembly until it's placed on S.
6. Lift out the sear housing assembly.



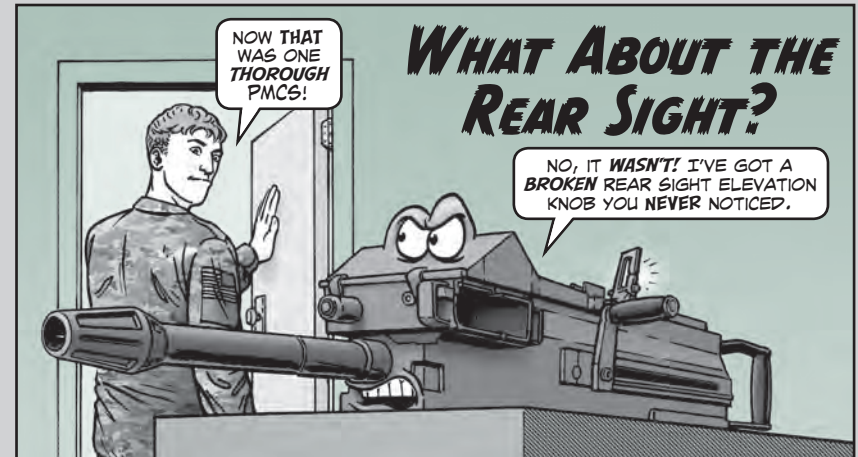
William Marsh
Ft Carson, CO



THIS PROCEDURE IS TAKEN FROM WP 0027-2 IN TM 9-1010-230-10. ALL MK 19 GUNNERS SHOULD PRACTICE THIS PROCEDURE UNTIL THEY KNOW IT WELL.

IT WILL KEEP THE SEAR ASSEMBLY FROM DISASSEMBLING ON ITS OWN.

MK 19 Machine Gun...



NOW THAT WAS ONE THOROUGH PMCS!

WHAT ABOUT THE REAR SIGHT?

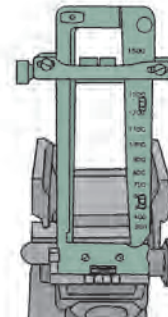
NO, IT WASN'T! I'VE GOT A BROKEN REAR SIGHT ELEVATION KNOB YOU NEVER NOTICED.

Dear Half-Mast,

I have looked all through the MK 19 machine gun's TM 9-1010-230-10 and -23&P for inspection criteria for the rear sight. We had an elevation knob that was broken for months and no one noticed because it's not listed in the PMCS. Is there something being done about this?

SPC J.B.

Include rear sight in PMCS



Dear Specialist,

Yes there is. The following is being added to the -23&P's PMCS in WP 0021:

1. Ensure all moving parts operate freely without binding. Lubricate as necessary.
2. Remove external rust with GMD or LSAT and crocus cloth.
3. Replace defective parts according to WP 0059.

Small arms repairmen need to make a note of this because it may be some time before the TM is updated.

Half-Mast

Small Arms Advice from Ft Hood LRC



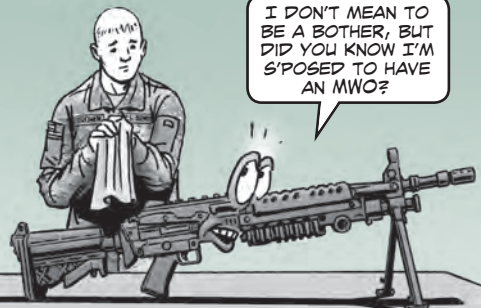
Dear Editor,

From our work keeping guns firing at Ft Hood, we offer this advice:

Find out who your TACOM LARS are and make them your friends. When small arms repairmen can't figure out why a weapon isn't working or why they can't get a repair part, the local TACOM LAR should be one of their first calls. LARS either know the answer or how to find it.



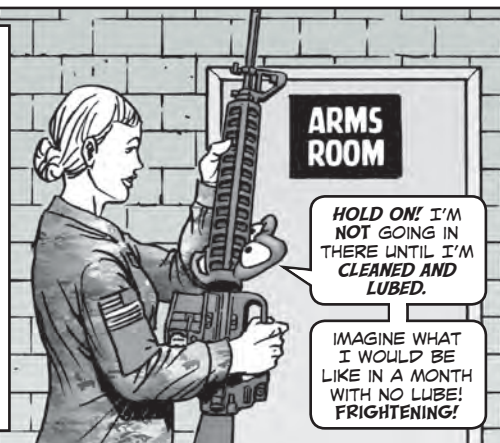
Stay up-to-date on MWOs. The Army constantly modifies weapons through MWOs to increase their effectiveness. But we see many weapons come through our shop that haven't been modified. It's not difficult to find out if your weapons are due MWOs. Check with your local MWO coordinator or your TACOM LAR.



Don't put off gaging. Too many units don't worry about their weapons being gaged until it's time for the range or deployment. Then they want all their weapons gaged immediately. We've even been asked to come to units to do gaging on-site that should have been done weeks or even months ago. Units receive regular reports on which weapons are due gaging. Pay attention to those reports because **any** weapon, whether belonging to active duty, Guard or Reserve, is considered NMC if it hasn't been gaged within one year.



Clean and lube. This is obvious, but we have weapons brought to our shop that have not been touched after firing. Squad leaders and platoon sergeants need to make sure no weapon is turned in until it's thoroughly cleaned and lubed. Remember, the longer you wait to clean a weapon, the worse it becomes. Carbon hardens until it becomes like enamel. Sometimes the only way to remove it is with dry cleaning solvent.



Get rid of the old M16 rifle/M4 carbine extractor springs. The old ones are dark colored and should have been turned in years ago. But some are still kicking around. Use only extractors, NSN 5360-01-505-2886, that are gold with a black insert.



Use *only* gold extractor spring

Elton Kloesel
Costas Paizanis
Eric Kinlaw
Brian Bagent
Ft Hood, TX

Editor's note: Thanks so much for the benefit of your experience.

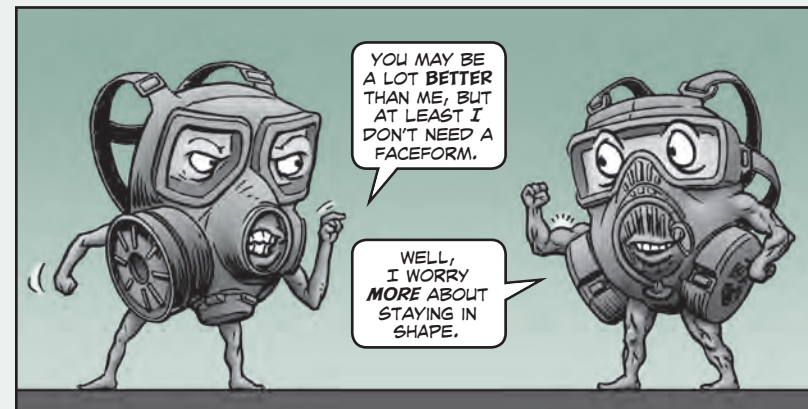


- When It Comes to Storage, There IS a Difference
- Help Strider Hit its Stride!



- Pinpoint PM
- Got Special Tools? Better Hand Receipt 'Em

When It Comes to Storage, There *IS* a Difference



There are many differences between the old M40-series masks and the new M50-series masks. But one **big** difference comes to long-term storage.

The M40 can be stored indefinitely with no faceform. At one time the rule was the M40 did need a faceform for storage, but that rule was eliminated years ago.

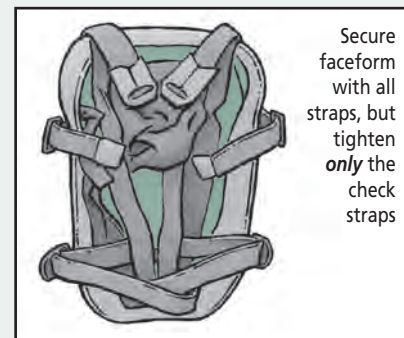
But it's a different story with the M50. If it's being stored for more than 30 days, which is often the case, the faceform needs to be installed. Otherwise, it can lose its shape and possibly its seal.

That's why it's important for units receiving new M50s to make sure they keep the faceforms. Often they're mistaken for packing material and tossed.

Install the faceform inside the M50 facepieces so the beard on the faceform matches the mask's beard. Pull all four straps over the faceform to keep it in place. But tighten only the cheek straps.

When the faceforms aren't being used, store them someplace safe so they don't disappear.

If you need new faceforms, don't order NSN 4240-01-529-8338, which is what's listed in the M50 TM. Instead, order NSN 5240-01-617-0948.



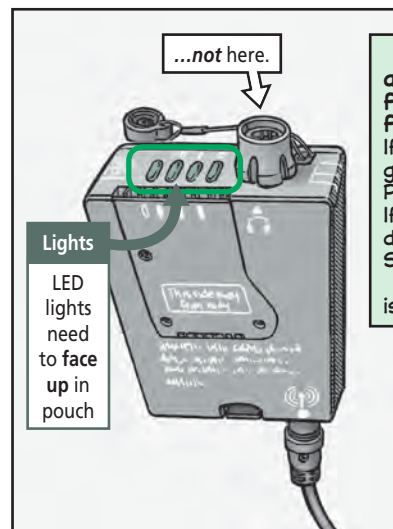
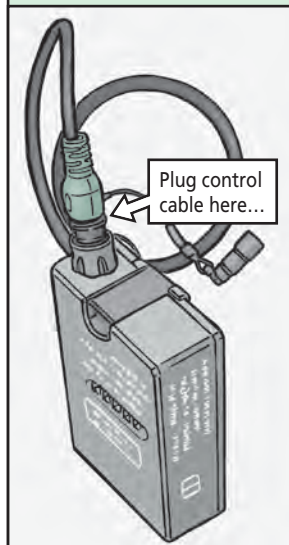
HELP STRIDER HIT ITS STRIDE!

PAY ATTENTION TO THESE TIPS FROM FORT LEONARD WOOD TO HELP YOUR STRIDER DETECTOR DO THE BEST DETECTING POSSIBLE.

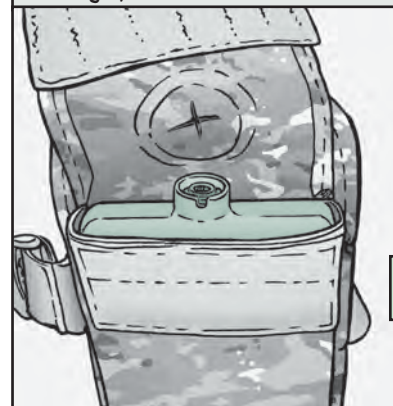
Dear Editor,
Here are a few tips we give our students to help the Strider Detector System hit its mine detecting stride:

Find the best way for you to wear the Strider. There are several ways the system can be worn. Experiment with the pouches and straps until you find the most comfortable fit.

Make sure to plug the control cable into the right connector. It's easy to accidentally try to connect it to the headphone port. That can damage the cable and put you out of business. And make sure to select the control cable length that is most comfortable for you.



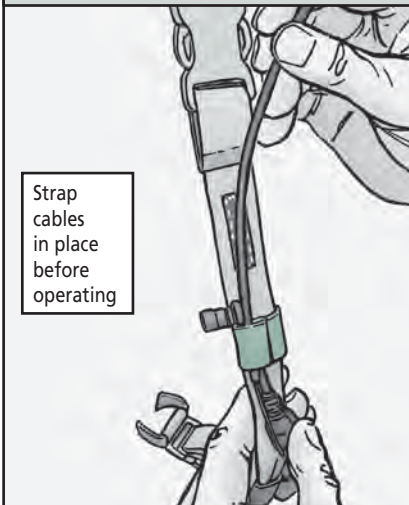
Push the sensing unit all the way to the bottom of its pouch. The top of the unit should be flush with the top of the pouch. Keep the bottom of the pouch as close to the ground as possible while detecting to get the best readings possible.



SSG Marvin Hamler
Ft Leonard Wood, MO

Position the control unit so its LEDs are facing up inside its pouch and the front of the unit faces the pouch's front. That lets you see the warning lights. If the LEDs flash and the system alarms go off at start-up, something is wrong. Probably it's an improperly connected cable. If the yellow LED comes on, the Strider's detection capability may be reduced. See the manual for work-arounds. If the red LED comes on, the battery is low.

Secure all cables before you start detecting. Route the cables through their straps so they don't dangle and catch on things like branches that rip them out.

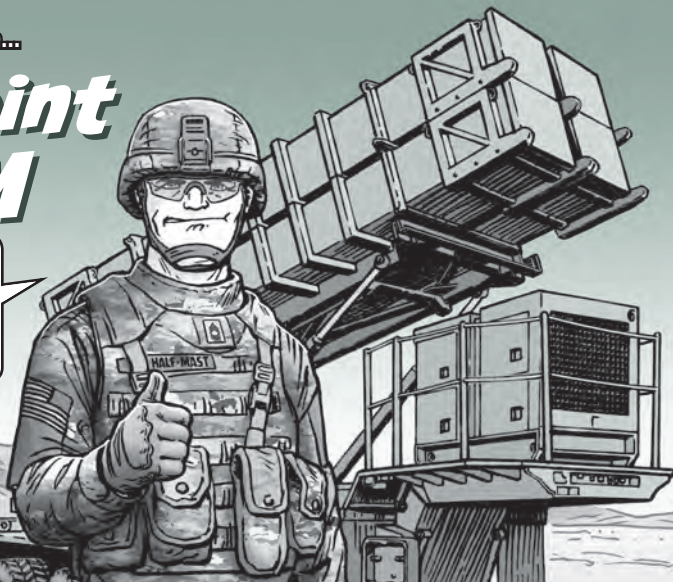


Keep top of sensing unit flush with top of pouch

Editor's note:
Excellent tips for Strider success. Thanks, Sergeant!

Pinpoint PM

LISTEN UP TO THESE TIPS FROM FT BLISS ON HOW TO HELP YOUR PATRIOT PINPOINT THE TARGET EVERY TIME!



Dear Editor,

We recommend these tips to keep Patriots firing with pinpoint accuracy:

Make sure to hit all the grease points and keep track of lubrication. The launcher especially has grease points that are often overlooked and then the outriggers or bullring end up with expensive damage. Each outrigger alone has seven grease points, so it's easy to miss a few on the entire launcher.

To make lubing easier, there's a diagram on the launcher showing all the lube points and a space to write in the date of the last lubing. Lube at least monthly. Any time you hear an outrigger squeaking, get out the grease gun.

During every PMCS, check every outrigger's sight glass. If the sight glass is clear, it needs fluid. If you let the outrigger go without fluid too long, the actuator will be damaged.

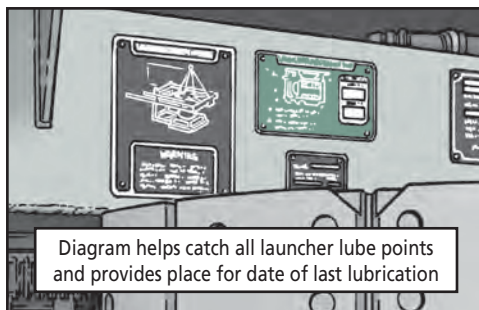
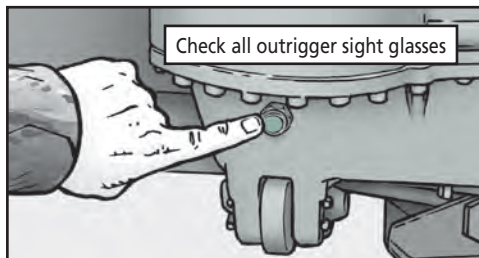


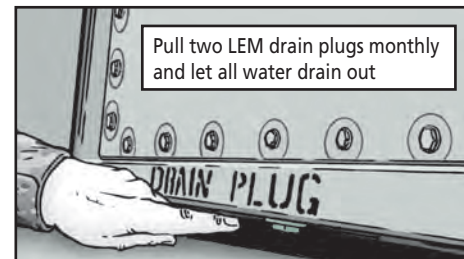
Diagram helps catch all launcher lube points and provides place for date of last lubrication



Check all outrigger sight glasses

Pull the two drain plugs for the launcher electronics module (LEM) at least monthly and let all the moisture drain out. Especially in humid areas, moisture can accumulate to the point it reaches the LEM electronics. Then you've got *real* problems.

CW2 Christopher Shackelford
CW2 John Black
Ft Bliss, TX



Editor's note: You have indeed pinpointed some excellent tips. Thanks.

Got Special Tools? Better Hand Receipt 'Em

I'M A SPECIAL TOOL AND I NEED SPECIAL TREATMENT!

YOU NEED TO HAND RECEIPT ME RIGHT NOW SO I DON'T DISAPPEAR.



Dear Editor,

At Ft Carson's Command Inspection and Evaluation Team (COMET), we've noticed in our tool room inspections a common problem: *special tools are missing.*

These are tools that are specially ordered or must be fabricated. Because they aren't part of a normal tool kit like the GMTK or SATS, they aren't automatically on a hand receipt. No hand receipt means no accountability. Soon it also means no special tool.

Our advice is to put every special tool on a hand receipt as soon as you get it. That way the tool must be signed out and you know who has it if it's not returned.

Terry Brown
Ft Carson, CO



GOOD POINT, TERRY. SPECIAL TOOLS **NEED** SPECIAL TREATMENT.

ACCORDING TO THE TOOL SPECIALISTS, EVERY SPECIAL TOOL SHOULD BE **ACCOUNTED FOR** ON A DA FORM 2062 AND **SIGNED OUT FOR USE** ON A DA FORM 5519.

THAT STOPS TOOLS FROM DISAPPEARING.

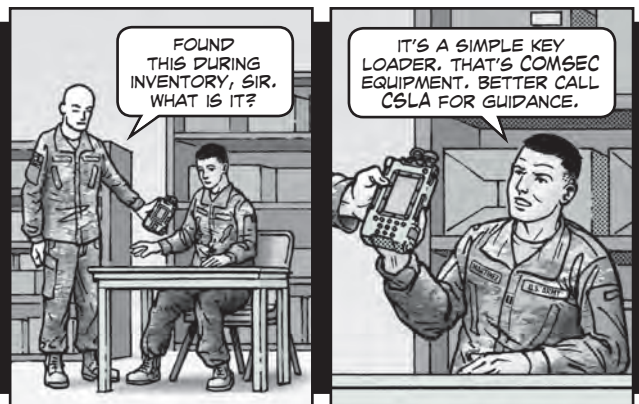


COMMUNICATIONS & SOLDIER SUPPORT

- COMSEC Help a Click or Call Away
- Wrapping Up Maintenance-Significant Medical Equipment
- Keep It Dry!



COMSEC Help a Click or Call Away



HOW DO I ACCOUNT FOR CLASSIFIED COMMUNICATIONS SECURITY (COMSEC) OR UNCLASSIFIED COMSEC KNOWN AS CONTROLLED CRYPTOGRAPHIC ITEMS (CCI)?



I'M WONDERING JUST WHAT'S INVOLVED IN UNKEYED COMSEC/CCI INCIDENT REPORTING.

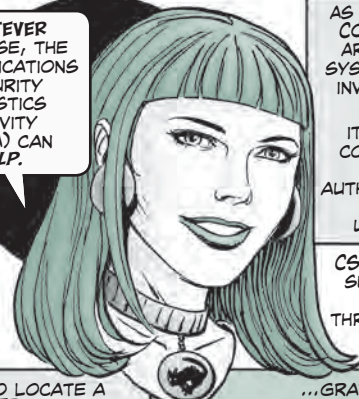
I WANT TO KNOW HOW TO FILL SHORTAGES AND REPLACE DAMAGED COMSEC EQUIPMENT OR CCI?



I'M LOOKING FOR TIPS ON NAVIGATING THE INFORMATION SYSTEM SECURITY PROGRAM (ISSP).



WHATEVER THE CASE, THE COMMUNICATIONS SECURITY LOGISTICS ACTIVITY (CSLA) CAN HELP.



AS THE ARMY'S COMMODITY MANAGER FOR COMSEC MATERIAL, CSLA MANAGES THE ARMY'S COMSEC WHOLESALE LOGISTICS SYSTEM, INCLUDING THE COMSEC NATIONAL INVENTORY CONTROL POINT AND COMSEC NATIONAL MAINTENANCE POINT.

IT ALSO HOSTS THE ARMY ISSP, WHICH COLLECTS AND AUTHENTICATES COMSEC EQUIPMENT REQUIREMENTS, FILLS AUTHORIZATION SHORTAGES, AND REQUESTS DIRECT EXCHANGES OF AUTHORIZED UNSERVICEABLE COMSEC EQUIPMENT.

CSLA OFFERS FORWARD-BASED REGIONAL SUPPORT TO PROPERTY BOOK OFFICERS AND COMSEC EQUIPMENT MANAGERS THROUGH ITS CSLA INFORMATION SECURITY REPRESENTATIVE (CIR) PROGRAM.

TO LOCATE A CIR, SUBJECT MATTER EXPERT, FOR CSLA-MANAGED EQUIPMENT IN YOUR REGION...

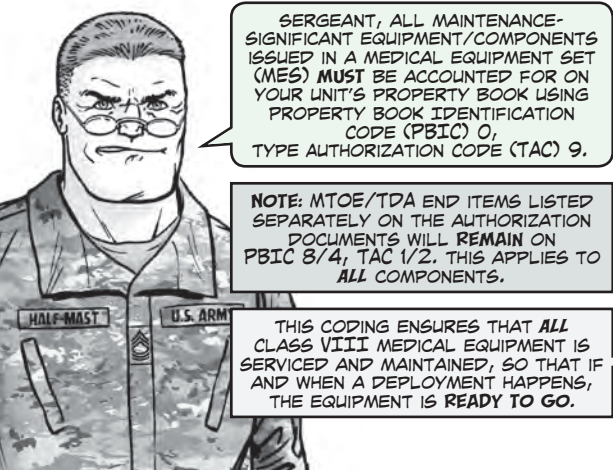
...GRAB YOUR CAC AND VISIT:
<https://www.us.army.mil/suite/files/48618705>
OR CONTACT THE CSLA CUSTOMER SUPPORT CENTER AT DSN 879-1825, (520) 538-1826, OR EMAIL:
usarmy.huachuca.cec.com.mbx.ILSC-CSLA-CSC@mail.mil

WRAPPING UP MAINTENANCE-SIGNIFICANT MEDICAL EQUIPMENT



Dear Half-Mast,
How does our unit account for maintenance-significant medical equipment?
How can we tell which Class VIII components are maintenance-significant?

SGT E.G.



Keep medical equipment ready to deploy



PROPERTY BOOK OFFICERS AND UNIT SUPPLY SERGEANTS SHOULD FOLLOW THESE STEPS...

...FOR EACH CLASS VIII MES NIIN OR LIN TO IDENTIFY WHAT MEDICAL EQUIPMENT IS MAINTENANCE-SIGNIFICANT AND ENSURE IT IS POSTED **CORRECTLY** IN THE PROPERTY BOOK.

1. Go to the US Army Medical Materiel Agency (USAMMA) website at:
<http://www.usamma.amedd.army.mil/>

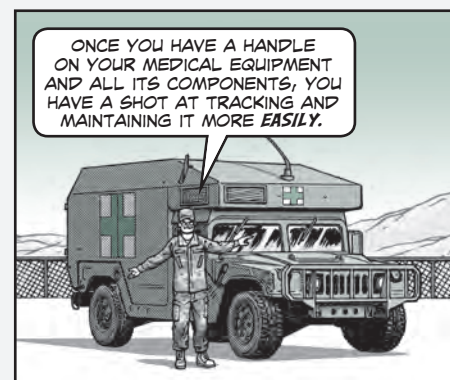


2. Choose the tab at the top of the page titled "MEDSILS/Unit Assemblages."
3. Under the "Unit Assemblages" panel on the left side of the page, select Search UAs: Army.
4. Enter a NIIN or LIN in the search box. Open the listed File(s) in Excel.
5. Select the last column in Excel, titled "Army TIC." Choose "Sort & Filter" and filter the results by the letters C, E, and T. Selecting these three codes will give you a list of items that may be maintenance-significant in the MES.

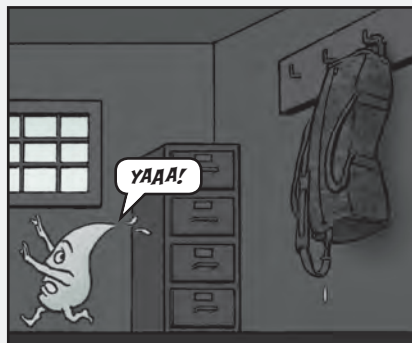
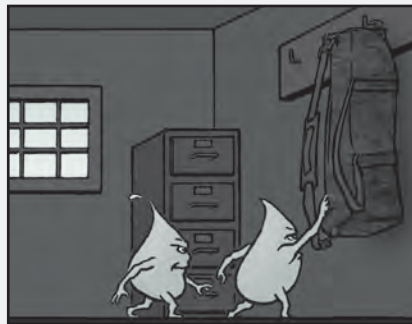
C = Critical medical equipment requiring technical inspection
E = Equipment, medical
T = Test Measurement Diagnostic Equipment

6. Under the "MEDSILS" panel on the left side of the page, select Search MEDSILS Material Catalog.
7. Enter an equipment NIIN or LIN in the search box, then select the NIIN.
8. Under "Army Data" look for the "MCS" code; this is also the Materiel Category Code (MATCAT). If the third position has a "1" then the item is maintenance-significant.

Note: The maintenance-significant items are also listed in the MMDF.



KEEP IT DRY!



A DESICCANT IS A **DRYING AGENT.**

AND LIKE ANY GOOD AGENT, IT **WORKS HARD** ON YOUR BEHALF.

A FEW WELL-PLACED DESICCANT BAGS CAN SUCK UP LURKING MOISTURE AND PREVENT CORROSION.

PLACE A FEW BAGS AROUND YOUR GEAR OR SUPPLIES TO KEEP 'EM **DRY AND HELP STOP RUST, MOLD AND MILDEW.**

USE DESICCANTS:

- to protect electronic gear.
- to prevent metal spare parts from corroding.
- in cargo shipments.
- in camera and laptop computer bags.
- in footlockers and inside boots that you're not wearing.

DESICCANTS ARE COVERED UNDER MIL-D-3464E AND INCLUDE TYPE I, GENERAL PURPOSE DESICCANTS THAT MEET REQUIREMENTS FOR ABSORPTION, REACTIVATION, DUSTING AND DURABILITY, AND TYPE II, NON-DUSTING.

TYPE II DESICCANTS LEAVE LITTLE OR NO DUST RESIDUE. USE THEM FOR PACKAGING SENSITIVE ITEMS THAT **SHOULDN'T** BE EXPOSED TO DUST.

TYPE III DESICCANTS MEET ALL THE REQUIREMENTS OF TYPE I, PLUS ADD WATER RESISTANCE.

YOU'LL FIND LOTS OF NSNs AND A WHOLE PILE OF TECHNICAL DATA ON DESICCANTS IN FED LOG.

WHITTLE DOWN YOUR RESEARCH TIME WITH THIS LIST OF **COMMONLY USED DESICCANTS:**

NSN 6850-	Unit of issue	Number of bags or other qty	Bag size (inches)	Type
00-965-2280	Bag	4	5.5 x 4.75 x .75	I
00-999-1094	Can	5	3.75 x 2.25 x .25	I
00-856-7955	Can	18	8.5 x 4 x 1.75	I
00-263-8640	Can	5 gal	N/A	I
00-935-9793*	Drum	120	8.5 x 4 x 1.75	II
00-264-6573	Can	130	5 x 4.75 x .5	I
00-264-6572	Drum	150	8.5 x 4 x 1.75	I
00-194-3291	Drum	200 lb	N/A	III
00-935-9794	Drum	240	7 x 4 x 1.12	II
00-264-6562	Can	250	3.75 x 2.25 x .25	I
00-809-7321*	Can	5 gal	N/A	I
00-264-6571	Drum	300	7 x 4 x 1.12	I
00-935-9795	Drum	400	5.5 x 4.75 x .75	II
00-264-6561*	Can	450	2.5 x 2.25 x .20	I
00-264-6568	Can	450	2.75 x 2.25 x .25	I
00-264-6574	Drum	500	5.5 x 4.75 x .75	I
00-935-9799*	Can	650	2.5 x 2.25 x .20	II
00-619-7805	Drum	800	5 x 4.75 x .5	I
00-935-9796*	Drum	1,000	3.75 x 2.25 x .25	II
00-264-6564	Can	1,200	2.5 x 2.25 x .20	I
00-619-7804	Drum	1,300	3.75 x 2.25 x .25	I

* These NSNs are not listed on the AMDF. Order them on DD-Form 1348-6 and put "NSN not on AMDF" in the REMARKS block.

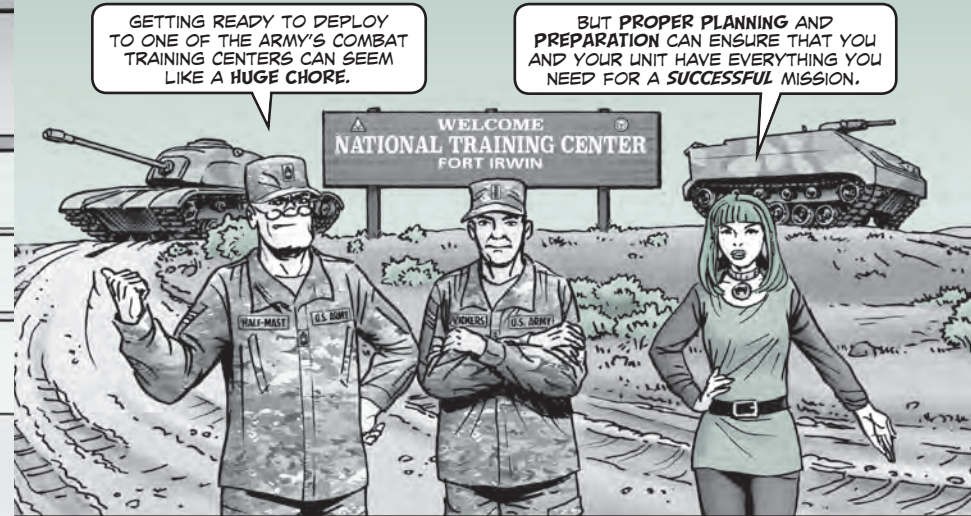
REMEMBER, BY KEEPING EQUIPMENT AND SUPPLIES DRY, YOU CAN MAKE 'EM **LAST LONGER** AND **HEAD OFF CORROSION.**





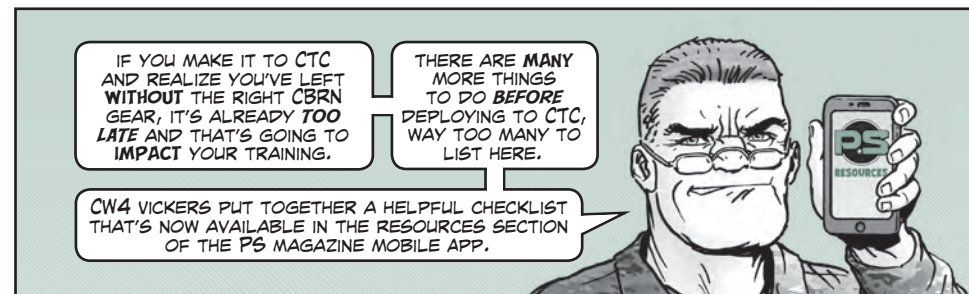
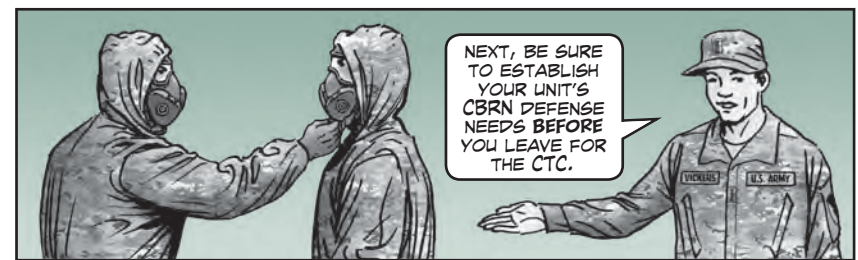
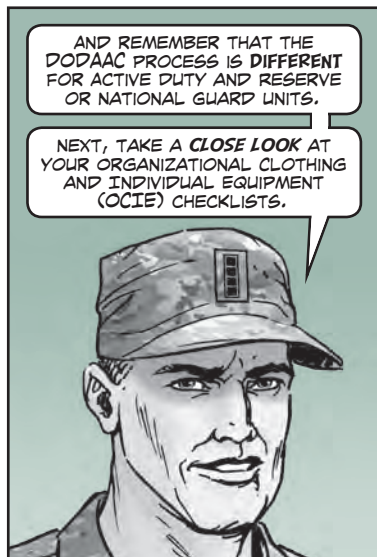
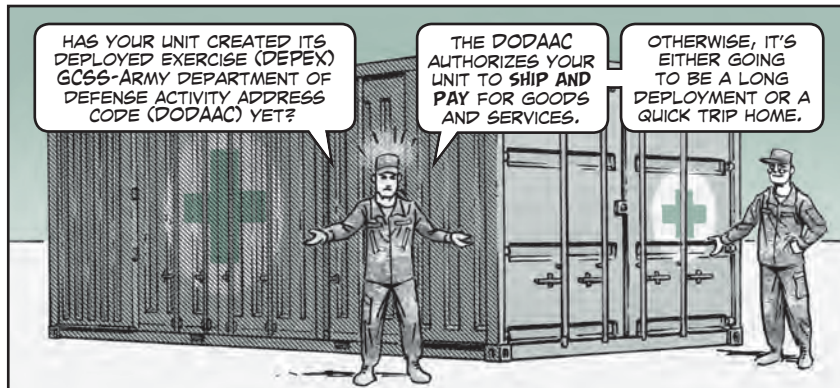
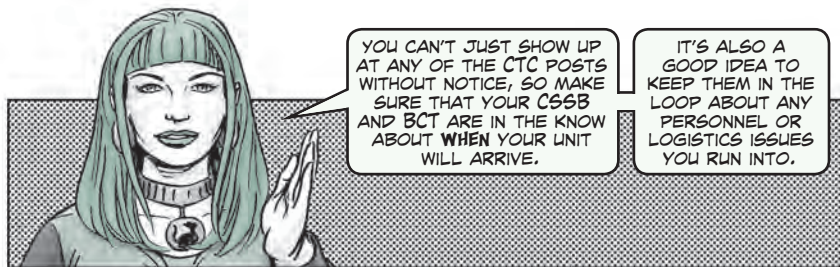
Logistics Assistance...

Proper Planning Makes CTC a Cinch



MAKE SURE YOUR UNIT CONTACTS ITS **ASSIGNED** COMBAT TRAINING CENTER (CTC) COMBAT SUSTAINMENT SUPPORT BATTALION (CSSB) AND BRIGADE COMBAT TEAM (BCT) **AHEAD OF ARRIVAL.**

CTC
CSSB
BCT



IF YOU'D LIKE YOUR OWN COPY, EMAIL US AT: usarmy.redstone.logsa.mbx.psmag@mail.mil



AACA Clears Cargo for Air Transport

AN ARMY UNIT CAN REQUEST AIR TRANSPORTATION FOR JUST ABOUT ANY REQUISITION...

...BUT IT'S THE ARMY AIRLIFT CLEARANCE AUTHORITY (AACA) THAT **ULTIMATELY** ENSURES THAT AIR CARGO DOLLARS MAKE ECONOMIC SENSE.



The source of supply (SOS) makes decisions on shipping by air or surface based upon the requisitioner's requirements. If the SOS decides to airlift for shipment it has to submit a DD Form 1384, *Advance Transportation Control and Movement Document (ATCMD)* to the AACA.

That information is entered into the Financial Air Clearance and Transportation System (FACTS) and evaluated against a series of HQDA G4 policies and the Defense Transportation Regulation (DTR).

Most shipments, about 93 percent, are automatically validated in FACTS and released for shipment. The AACA's job is to make sure that mission-essential deliveries are airlifted and less urgent items use less expensive surface transportation.

AACA does that with the cargo challenge process. When shipments exceed the established criteria, they're challenged by the AACA staff. The Traffic Management Specialist contacts a POC in the geographic area of the shipment destination.

The area POC contacts the requisitioner to determine if air transportation is needed for the shipment. Once both parties reach a decision, AACA is notified and the shipment is released, using either air or surface mode, depending on the final decision. If there's no response from the requisitioner during the three-day working day window, AACA can divert the shipment to surface mode.

Deployed units can contact AACA directly if they know in advance that a shipment will need airlift. The unit will need to provide a letter of justification to AACA to support air movement.

The AACA makes sure that the troops get what they need, while ensuring the Army doesn't waste money on transportation. In the first ten months of FY17, AACA saved the Army \$87 million dollars in transportation costs avoidance!

Got questions? Email: usarmy.redstone.logs.mbx.aaca@mail.mil

Unit Armorer Certification TSP



CASCOM AND THE QUARTER-MASTER SCHOOL ARE OFFERING THE UNIT ARMORER CERTIFICATION TRAINING SUPPORT PACKAGE (TSP).

THE TSP IS **REQUIRED** TO CERTIFY ENLISTED TROOPS AND DOD CIVILIANS WHO ARE DESIGNATED TO BECOME UNIT ARMORERS.

THE TSP IS AVAILABLE AT THE CASCOM G3/5/7 SHAREPOINT WEBSITE.

LOG ON WITH YOUR CAC AT:
<https://cascom.tradoc.army.mil/sites/g3/td/qm/docs/10192Y0099%20Unit%20Armorer%20Certification%2060/Forms/AllItems.aspx>



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