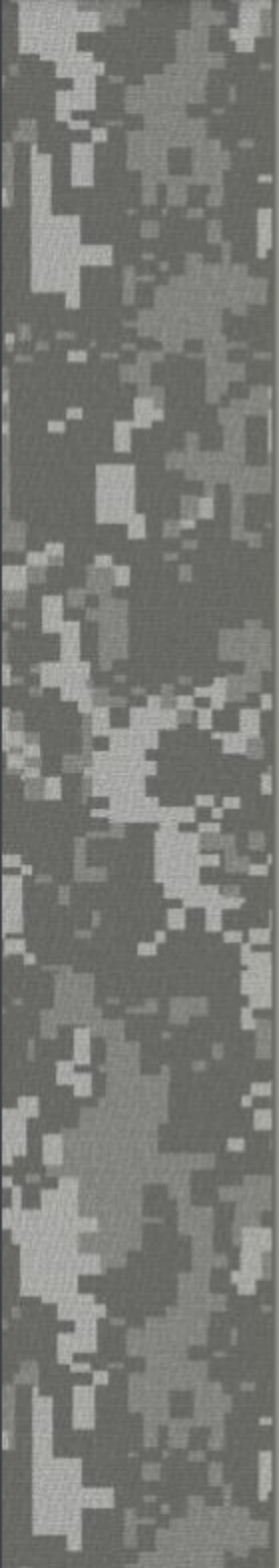


Roll-up of Articles

January 2024

General and Special Topics

I Own This: December 2023 Nominees

/ Published Jan. 8, 2024

PS Magazine's ***I Own This*** campaign recognizes Warfighters of all services who exemplify the highest standards of care for their assigned vehicles and equipment and contribute in meaningful ways to their unit's overall maintenance and supply posture. In short, they live and breathe readiness.

For December, we had two (2) Warfighters nominated for this program. Both are deserving of this recognition and in the holiday spirit, we decided to spotlight both.

Spotlight Profiles

SGT Madison Schwarzenbach (second from right)

Warfighter's Name: **SGT Madison Schwarzenbach**
Branch of Service: Army / National Guard
Unit: A CO 2-134th IN BN (ABN), Yutan, NE forward-deployed to AFRICOM AOR
Position/Title: Maintenance Manager
NSN or End Item Nominee Maintains: Various
Nominated by: 1LT Alexander Gould

Justification: SGT Schwarzenbach has performed exceptional work as the maintenance manager for two contingency site locations that are responsible for over 1,900 pieces of equipment. She has demonstrated the ability to handle a significant amount of responsibility in an autonomous role in a joint environment that requires managing and developing relationships, a thorough understanding of logistical processes, and effective communication. She regularly collaborates with and has earned the trust of the battalion maintenance officer, the FSC, and civilian contractors which are parties she works with to solve complex maintenance problem sets. SGT Schwarzenbach deserves to be recognized for her humble nature and the positive influence she has on company maintenance operations and the community as a whole.

CW2 Jeremiah M Johnson (seated)

Warfighter's Name: **CW2 Jeremiah M Johnson**
Branch of Service: Army / Active
Unit: 299th BSB, 1ST ID Fort Riley, KS
Position/Title: Allied Trades Tech

NSN or End Item Nominee Maintains: 5810-01-564-3364
Nominated by: CW2 Thainalong Vongbandith

Justification: CW2 Johnson demonstrates how to make CAD products using CAD software to prepare his team on how to become effective allied tradesman. He deserves this recognition due to his knowledge of additive manufacturing even before it was taught to the Army. Aside from doing additive manufacturing, CW2 Johnson taught the computer numerical control (CNC) portion during his time in the warrant officer advanced course (WOAC). This not only shows his capabilities as an effective leader, but also as an asset to all of the Army and its future.

I Sustain This: December 2023 Nominees

/ Published Jan. 16, 2024

PS Magazine's *I Sustain This* campaign is designed to recognize civilian sustainers who exemplify the highest standards while maintaining equipment to meet combat readiness requirements and stay in the fight, even under the most arduous of circumstances.

For December 2023, we had two civilian sustainers nominated for this program: Mr. Bob Engstrom, an AMC logistics assistance representative (LAR) specializing in TACOM equipment at Fort Drum, NY; and Mr. Joey Baza, a communications/electronics mechanic with the 9th Mission Support Command, Dydasco Army Reserve Center, Guam.

Spotlight Profiles

Bob Engstrom

Army Civilian

AMC LAR (TACOM)

10th Mountain Div., Ft Drum, NY

Nominated by: CW2 Vlad Vladimirov

Why does this person deserve recognition? Mr. Engstrom is always available to lend his expertise in troubleshooting or trying to help the units figure out the cause of fail to parts or equipment. He is the epitome of someone who genuinely cares about the Soldiers, and will go the extra mile to help everyone. Mr. Engstrom also has made a few contributions to *PS magazine*, providing helpful information to the readers.

Joey F Baza

Army Civilian

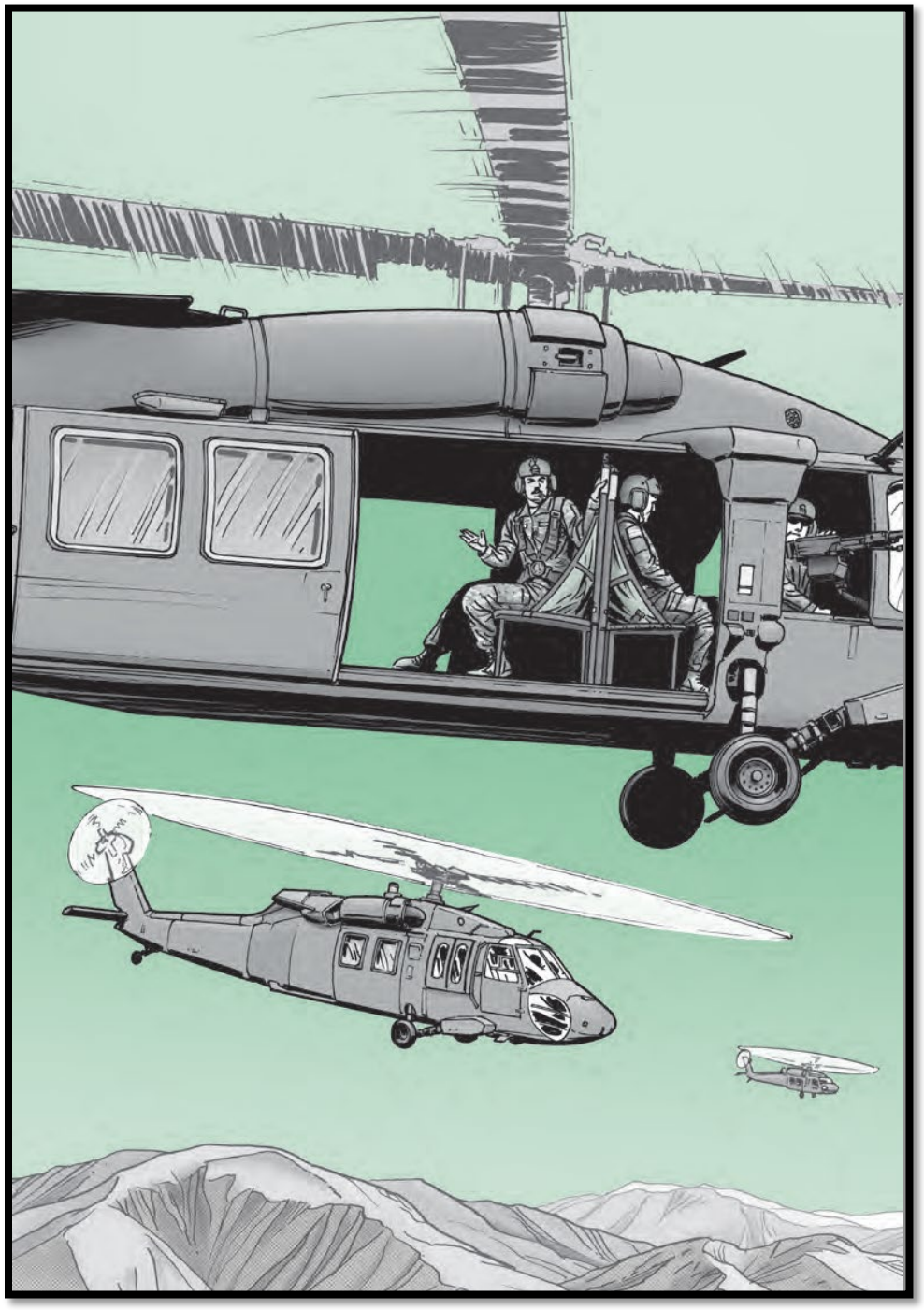
Communications and electronics mechanic

9th Mission Support Command, Dydasco Army Reserve Center, Guam

Nominated by: Jeremy Paulino

Why does this person deserve recognition? Mr. Baza maintains the communication and electronic equipment for Guam and Saipan comprised of PVS-7B, PVS-14, PVS-13CV3, NVGs and MBITTR. He is filling the C&E Mechanic position after years of having to send equipment off-island or have a team flown into Guam to do repairs and/or services. His meticulous attention to detail and superior maintenance knowledge enables support and readiness to all reserve units on Guam and detachments in Saipan.

Aviation



Shadow: NSN for Damaged or Unserviceable Dust/Weather Covers on the LID

/ Published Jan. 4, 2024

BLUF: You can now replace a damaged or unserviceable dust/weather cover on the launcher interlock device (LID) with NSN 5930-01-570-6480, PN U5125-2.

Photo by Spc. Nicholas Holmes

Dear SFC Blade,

We're looking to replace the rubber dust/weather covers on the buttons of the launcher interlock device (LID) without having to replace the entire LID. We couldn't find a part number or NSN or procedure to replace these covers. The covers really help protect the buttons from the weather when the launchers are kept outside.

Can you help?

Mr. C

Dear Mr. C,

You’re in luck. You can order the covers, known as sealing boots, with NSN 5930-01-570-6480, PN U5125-2.

Once received, follow the LID replacement procedures in the maintenance engineering call (MEC) **HERE.**

Replace damaged/unserviceable dust/weather covers or boots when worn or damaged

SFC "Rotor Blade

MAINTENANCE ENGINEERING CALL (MEC)

IAW AR 70-62 , this MEC is a technical airworthiness document and provides disposition for the identified issue to maintain airworthiness requirements. It will be retained in aircraft historical records and the aircraft logbook, or other applicable historical records, as long as the deviation is in effect.

Shop Submittal Date	Date in Engineering	Government Type	WONO	MEC Number
11/28/2023	11/28/2023	ARMY		F413388 A

AC Type	Tail Number	AC System	AC System S/N
RQ-7Bv2		LAUNCHER	1081

AC System Modifier	TSN
General	

Nomenclature	Part Number	Serial Number	NSN
Boot, Dust and Moisture Seal	39489-43488-10		5930-01-570-6480

Discrepancy	CSI	CC Affected
Worn Excessively	No	No

Tech Pub	Pub Date	Pub Fig	Page-Para	AMDF Cost	Repair Cost
TM 1-1550-1689-23P	07/31/2023	Item 2 Fi	WP 2018	3183.79	50.00

Contact	Contact Location	Contact Phone
LAR Mark Cramer	Ft Huachuca, AZ	915-270-0478

Originator	Originator Activity	Originator Phone
Pete Forma	Shadow Maintenance Training Manager	520-538-1221

Problem :

B Co, 2-13th AVN Maintenance Training Instructors discovered damaged and unserviceable dust/weather covers over the buttons on the Launcher Interlock Device (LID) on Launcher 1081. These covers provide protection from the weather and elements. The unit is trying to replace the LID button covers instead of replacing the whole Launcher Interlock Device (LID).

The unit is requesting authorization and the procedure for replacing PN: U5215-2, NSN: 5930-01-570-6480 on LID Assy PN: 39489-43480-10, NSN: 1680-01-631-1608 for LAU 1081. Please advise how unit should proceed.

Reference: Drawing 39489-43488D and Parts List PL39489-43488C, Item 19 (See attachments and photo).

Unit: B Co, 2-13th AVN, Ft Huachuca, AZ

Launcher 1081

Engineering Disposition :

Authorization granted for B Co, 2-13th AVN Maintenance Training Instructors to repair dust/weather covers (P/N: U5125-2, NSN: 5930-01-570-6480) on LID assembly (P/N: 39489-43480-10, NSN: 1680-01-631-1608) over the

Authorized By:	Authorized On:	Last Addendum Date:	QC STAMP
Digitally signed by SUDING.BRITTANY.HELEN.1291995205 Date: 12/21/2023 2:28:54 PM	12/03/2023	12/21/2023	

Email :	Phone :
Brittany.H.Suding.civ@army.mil	256-783-1434

buttons on the Launcher Interlock Device (LID) on launcher 1081 in accordance with the following procedure, TM 1-1550-1689-23&P, and TM 1-1500-204-23.

1. Remove Launcher Interlock Device (LID) front panel via four (4) screws per TM 1-1500-204-23. Retain screws.

2. Inspect each push-button (P/N ISR3SAD200) per TM 1-1500-204-23-4. No damage to the push-button allowed. Verify each push-button is functioning correctly per the TM. Replace as required.

3. If the push-button passes inspection, but requires a replacement boot, loosen the push-button locking nut that is located on the backside of the panel.

4. Pull the push-button out past the panel far enough to give enough clearance to replace the damaged boot (P/N U5125-2). Replace the boot.

5. Re-install the push-button (P/N ISR3SAD200) into the LID front panel and tighten the push-button locking nut to the manufacturer's specs.

NOTE: Ensure "D" shaped shoulder flange of push-button, hidden by boot, is aligned with "D" shaped hole in the LID front panel (Reference drawing PN 39489-43488_D)

6. Re-install LID front panel with retained screws per TM 1-1500-204-23.

References: TM 1-1500-204, PN 39489-43488_D, PL39489-43488C, PN 39489-43480

Engineering POC:
Alan Backlund
DEVCOM AvMC SRD Contract Engineer
Corpus Christi Army Depot, Corpus Christi, TX
alan.m.backlund.ctr@army.mil
361-961-1472

The undersigned engineer determined the repair activity possesses the requisite tooling, training, experience, material, and/or facilities to accomplish the requested task.

Addendum A created by BSUDING On 12/21/2023

NOTE: The potential to lose small parts during removal and installation is high. As such, it is recommended to complete the following procedure with the LID removed from the launcher.

Change original disposition criteria to the following:

Authorized By:	**Authorized On:**	**Last Addendum Date:**	**QC STAMP**
Digitally signed by SUDING.BRITTANY.HELEN.1291995205 Date: 12/21/2023 2:28:54 PM	12/03/2023	12/21/2023	

Email :	**Phone :**	
Brittany.H.Suding.civ@army.mil	256-783-1434	**Page 2 of 3**

1. Remove Launcher Interlock Device (LID) per the TM.
2. With LID on work bench, remove Launcher Interlock Device (LID) front panel via four (4) screws per TM 1-1500-204-23. Retain screws.
3. Inspect each push-button (P/N ISR3SAD200) per TM 1-1500-204-23-4. No damage to the push-button allowed. Verify each push-button is functioning correctly per the TM. Replace as required.
4. If the push-button passes inspection, but requires a replacement boot, loosen the push-button locking nut that is located on the backside of the panel. If push-button locking nut is inaccessible, see below (Steps A through D).
    A. Remove the 20-pin ribbon cable, black 4-pin connector, and black 8-pin connector.
    B. Remove circuit board via 4 screws. Board standoffs are held in place only by 4 screws. Care should be taken not to lose the standoffs.
    C. Only where required to do so, remove RTV silicone that holds wires in place to be able to access push-button locking nut. Use a thin, flat, utensil, such as a flat blade screwdriver or similar, to do so.
    D. Loosen the push-button locking nut that is located on the backside of the panel.
5. Pull the push-button out past the panel far enough to give enough clearance to replace the damaged boot (P/N U5125-2). Replace the boot.
6. Re-install the push-button (P/N ISR3SAD200) into the LID front panel and tighten the push-button locking nut to the manufacturer's specs.
    NOTE: Ensure "D" shaped shoulder flange of push-button, hidden by boot, is aligned with "D" shaped hole in the LID front panel (Reference drawing PN 39489-43488_D)
7. Apply RTV silicone per TM 1-1500-323-24-1 (non-corrosive RTV) to hold wires in place, if it was removed, and let dry.
8. If circuit board was removed, temporarily hold 4 standoffs in place in between circuit board and the backside of the front panel. A retaining material such as tape may be necessary to hold the standoffs in place at each of the 4 screw hole locations. Plug in black 20-pin cable, black 4-pin connector, and black 8-pin connector that was previously removed in steps 4A – 4D. Reference TM 1-1500-323-24-1 for electrical wiring processes.
9. Re-install LID front panel with retained screws per TM 1-1500-204-23.

MEC Attachment(s): *To View: Right Click -> Show Navigation Pane Buttons and Click on Paperclip*

39489-43488_D.pdf

PL39489-43488_C.pdf

MEC F413388 Shadow Launcher LID Button Covers.pdf

LAU LID_Control Panel_Front View.jpg

LAU LID_Inside View 1.jpg

LAU LID_Inside View 2.jpg

Authorized By:	**Authorized On:**	**Last Addendum Date:**	**QC STAMP**
Digitally signed by SUDING.BRITTANY.HELEN.1291995205 Date: 12/21/2023 2:28:54 PM	12/03/2023	12/21/2023	

Email : Brittany.H.Suding.civ@army.mil

Phone : 256-783-1434

UH-60/AH-64: Complete and Report All SOF and ASAMs

/ Published Jan. 17, 2024

BLUF: A series of ASAMs and SOFs have not been reported as complete and are showing up flagged in the 2410 database.

Photo by Pascal Demeuldre

Mechanics, it's important to apply all safety of flights (SOFs) and aviation safety action messages (ASAMs) that affect your aircraft when they are released to your unit. Make sure you conduct required inspections and report completion of all SOFs and ASAMs in a timely manner.

In the attached *Utility Helicopter Newsletter* (Nov-Dec 23) **HERE** is a series of SOF and ASAM alerts for components that still require inspection and reporting, to include:

- cold section modules
- power turbine modules
- digital engine control units.

Make sure your aircraft components are compliant.

H-60-20-ASAM-02 / H-64-20-ASAM-01

Removal of Unimproved Cold Section Modules is due by 31 Dec 2023. The following installed engines with unimproved Cold Section Modules remain installed and should be retired ASAP.

GEE763857C	GEE991931	GEE762126C	GEE374148C
GEE375360C	GEE991530	GEE762870C	GEE761965C
GEE991380	GEE964003	GEE762349C	GEE991392
GEE761933C	GEE375104C	GEE761096C	GEE991395
GEE374147C	GEE763288C	GEE306398C	GEE761087C

Updates to the status are being tracked daily and should be posted to the MCDS / 2410 database as soon as possible but before 31 December 2023.

Mr. Michael E. Weist, Ctr/IMS
ATEPO/ T700/T55
Fleet Management
Gov Cell: 256.791.1446
Email: michael.e.weist2.ctr@army.mil

H-60-22-SOF-03 / H-64-22-SOF-02

Stage 3 Seal Inspection – 18 **Power Turbine Modules (PTMs)** (P/N 6071T26G02) or T700-GE-701D Engines (P/N 5130T00G01) remain to be inspected. Most likely these were sold to the FMS community and addressed separately from this message. The following Engines/PTMs remain unidentified / not reported.

PTM installed on Engines SN		PTM not installed / spare.
GEL903733	GEE207367C	GEL001765C
GEL004804C	GEE207810C	GEL003470
GEL964175	GEE374557C	GEL003542
GEL614094	GEE374644C	GEL037118C
GEL001843C	GEE761987C	GEL841181C
GEL002232	GEE762232	GEL851166
GEL002117C	GEE767480C	GEL851167
GEL903454	GEE903454	GEL851168
GEL903994	GEE903994	
GEL964465	GEE964465	

Continue looking for these PTMs or engine assemblies with these PTMs installed as they are still suspect. You may contact the T700 engine office anytime you need an update to the suspect engine population, but all PTMs/Engines are 'Flagged' in the 2410 database if affected by this SOF.

H-60-21-SOF-01 / H-64-21-SOF-01

Split Line Torque Verification – 3 Cold Section Modules remain to be reported. SOF was to be completed by 10 April 2022, but the following pieces remain as 'NOT REPORTED – FLAGGED'.

NOT INSTALLED Engine	**NOT INSTALLED CSM**
GEE903427	GEC002213
	GEC964356

Continue looking for these CSMs or engine assemblies with these CSMs installed as they are still suspect. You may contact the T700 engine office anytime you need an update to the suspect engine population, but all CSMs/Engines are 'Flagged' in the 2410 database if affected by this SOF.

If you own one of these engines or Cold Section Modules (CSMs), please email or call for updated retorque instructions.

Mr. Michael E. Weist, Ctr/IMS
ATEPO/ T700/T55
Fleet Management
Gov Cell: 256.791.1446
Email: michael.e.weist2.ctr@army.mil

Legacy Controls - H-60-23-ASAM-01

In accordance with **H-60-23-ASAM-01,** all Army UH-60Ls operating the below engine controls have until 12 Sep 2024 to have these engine Digital Engine Control Units (DECUs) removed/retired.

QTY remaining	Part Number
13	4082T99G04
51	4082T99G08
26	4082T99G09
02	4082T99G09HA

For the Hydromechanical Unit (HMU) the numbers falling out soonest will be;

QTY remaining	Part Number
18	5074T79G10
49	4046T52G27

The Aviation Logistics Command (ALC), a component of Aviation & Missile Command (AMCOM), are not issuing any engine controllers but the Enhanced Digital Engine Control Unit (EDECU) Part Number 4155T12P09. Also, the only HMU is the P/N 4064T52G42. Expect these DECUs and HMUs quantities to shrink fleet wide, as more and more engines and aircraft transition to the P09 EDECU and G42 HMU. One engine, one EDECU, and one HMU – The Common Engine.

UH-60/HH-60M: Adjust Seat Before Tilting

/ Published Jan. 23, 2024

BLUF: Be careful when adjusting the Black Hawk cockpit seat to avoid hitting the dome light dimming switch connector.

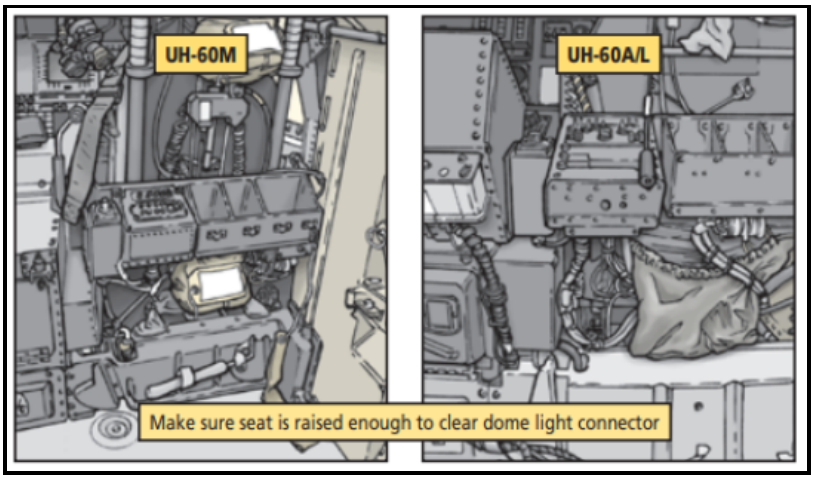
Photo by Master Sgt. Matt Hecht

This article initially appeared in PS 774 (May 17)

Co-pilots, your Black Hawk cockpit seat can be raised and tilted! However, when the seat is completed lowered, tilting it back isn't a good idea. Here's why:
Some have learned the hard way that when you tilt the seat back while it's in its lowest position, the connector for the dome light dimming switch hits the box housing of the pilot's collective stick. When that happens, it breaks the dome light connector.

The only way to prevent tearing up the connector is to raise the seat up just enough for the headrest to clear the circuit breaker panel above, which provides clearance below for the dimming switch connector, then push the seat back completely. When

you tilt the seat back to the cabin floor, the connector will clear the box and it won't get damaged.



Make sure seat is raised enough to clear dome light connector

UH-60 Series/HH-60M: Use The Right Tool to Remove Pro-Seal

/ Published Jan. 25, 2024

BLUF: Don't use a screwdriver to remove pro-seal from the hydraulic deck; instead, use a non-metallic scraper.

Photo by Sgt. Sarah Sangster

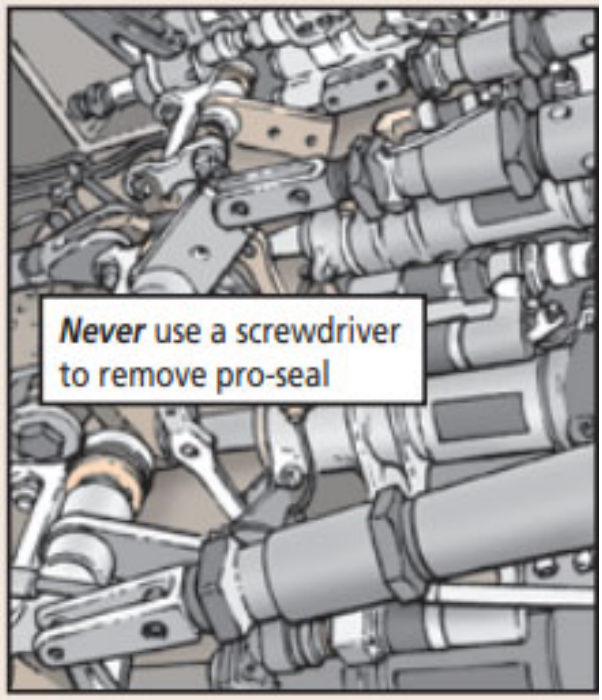
This article initially appeared in PS 775 (Jun 17).

Mechanics, good preventive maintenance includes using the right tool to remove pre-seal from Black Hawk parts. Using the wrong tool can damage your aircraft and its components.

When removing components on the hydraulic deck of your aircraft, your first step is to scrape off the old pro-seal. That can be a real exercise in muscle power.

The knee jerk reaction is to grab a sturdy screwdriver or some other tool to start chipping away at the hardened pro-seal. Bad idea! Using screwdrivers to scrape off pro-seal leads to punching holes in the sheet metal and damaging parts. So don't do

it!



Never use a screwdriver to remove pro-seal

The correct way to remove pro-seal is with a non-metallic scraper. The correct way isn't always the easiest, but it's up to you to do maintenance right.

Here are a couple of ideas on how to make a scraper:

- Cut a piece of ¼-in thick plexiglass to 1-in wide x 3-in long. Grind one end of the plexiglass to a 45-degree angle.

- Another way is to use an old tail rotor outboard retention plate Teflon shim and cut it the same way.

UH-60 Series: Protect Internal Recue Hoist from Corrosion

/ Published Jan. 26, 2024

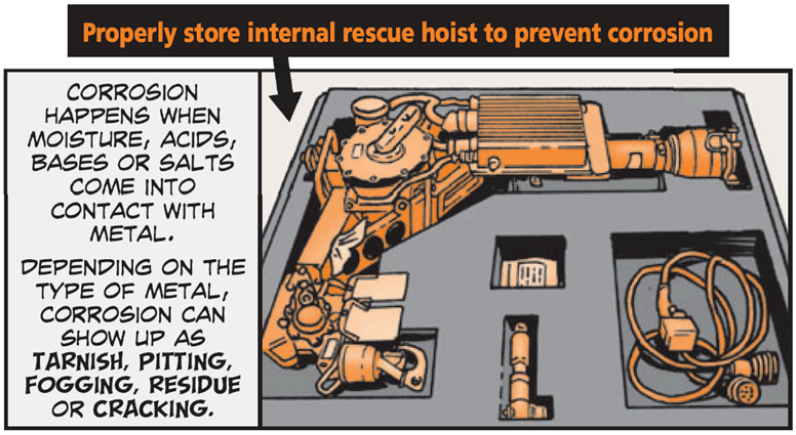
BLUF: Use proper desiccant to prevent corrosion when packing up the internal rescue hoist for storage.

Photo by Capt. Travis Mueller

This article initially appeared in PS 764 (Jul 16).

Mechanics, as an ole' saying goes, an ounce of prevention is worth a pound of cure. That was true when Benjamin Franklin said it then and it's true now, especially when it comes to the proper storage of the internal rescue hoist (IRH), NSN 1680-01-552-3442!

Proper IRH storage is all about preventing and controlling corrosion. That means keeping the IRH as moisture-free as possible.



Properly store internal Rescue Hoist to prevent corrosion

Unfortunately, IRHs are being neglected and stored in conditions that allow corrosion to spread rapidly. And with spare parts harder to get, preventing corrosion is more important than ever.

Moisture can create problems for even properly stored IRHs. So what's a Soldier to do?

1. Control the storage environment. Keep IRHs dry and protected. Always store them in their containers and make sure the containers are properly fastened to keep moisture out. Store containers indoors when possible and always protect them from rain. The shipping and storage containers NSN is 8145-01-076-7476, PN CW5545-1505.

2. Use desiccants that are designed to absorb moisture and keep things dry. When storing an IRH, put large packs of desiccant inside the container to protect it from moisture that leads to corrosion.

The amount of space in the container that needs protection requires 46 units of absorption. There are a few ways you can accomplish this. For instance, you could use three 16-unit or six 8-unit (48 units total) desiccant pouches for each container. Use any combination that will get you a total of 46 or more desiccant units or whatever is called for in your unit's SOP.

Here are some suggested desiccants: 16-unit desiccant pouches (packed with 150/drum), NSN 6850-00-264-6572 and eight-unit desiccant pouches (packed 300/drum), NSN 6850-00-264-6571.

Applying an ounce of prevention is the best way to avoid costly repairs. To keep your

IRHs on the job for years to come, spend a few minutes storing them and their containers properly.

Apache: Extra Protection for Armor Transparency Barrier

/ Published Jan. 30, 2024

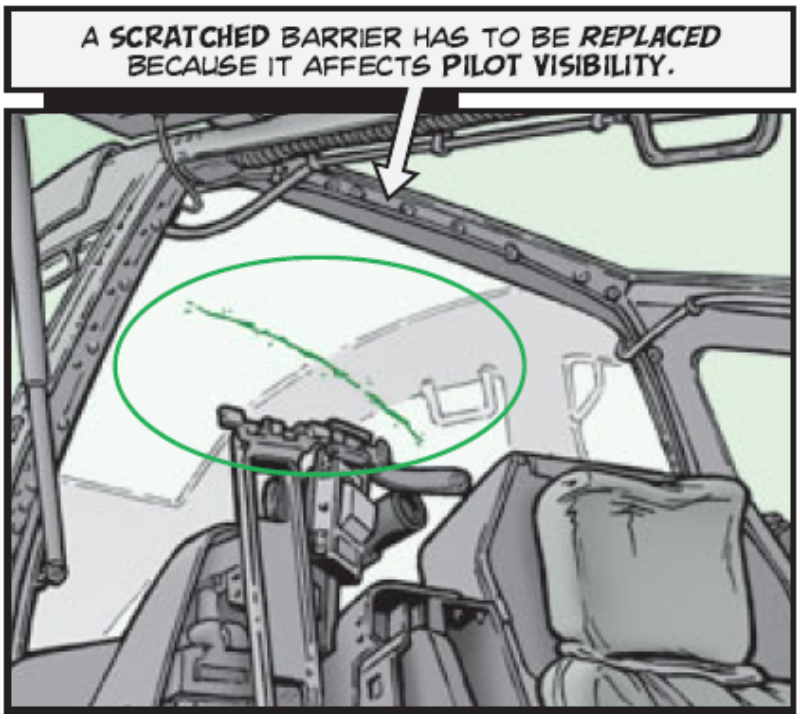
BLUF: The Apache transparent barrier, NSN 1680-01-161-1182, scratches easily, but you can protect it with a self-made protective shield.

Photo by Maj. Avery Schneider

This article initially appeared in PS 776 (Jul 17)

Mechanics, when it's time to remove or install the Apache's armor transparent barrier, NSN 1680-01-161-1182, avoiding damage isn't easy!

The barrier, which is located between the pilot's seat and the co-pilot gunners front seat, often gets scratched by tools.



A scratched barrier has to be replaced because it affects pilot visibility

A new barrier costs $7921.87 and requires two mechanics and about 16 hours to replace, so your unit takes a big hit. On top of that, the damage becomes a class D recordable incident because it exceeds $5,000.

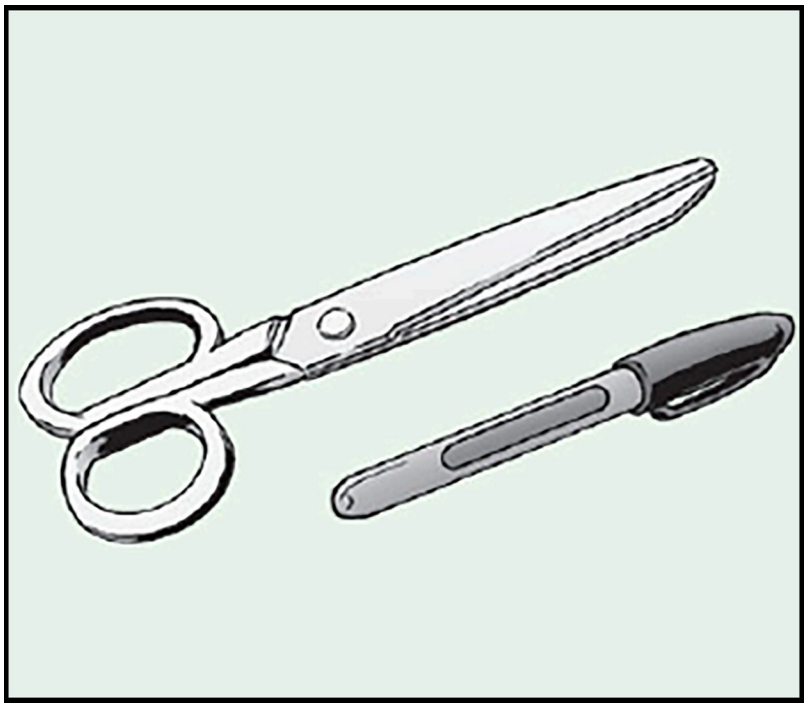
A transparent barrier fresh out of the box come with a protective film that protects it during installation. But for future removal and installation or when performing maintenance around the transparent barrier, use extreme caution.

If you want to play is safe, here's a voluntary option to make a temporary protective shield for the transparent barrier:

What You'll Need

It'll take one mechanic about two hours to construct the protective cover. Here's what you'll need:

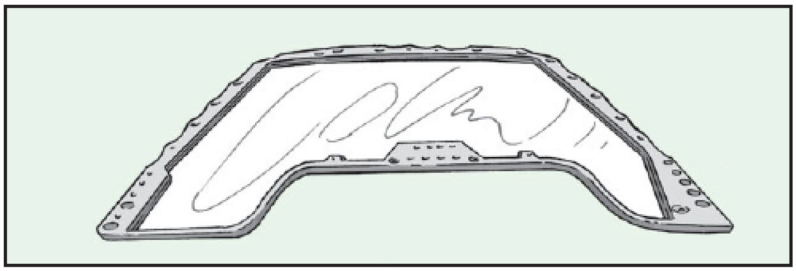
- Transparent barrier, NSN 1680-01-161-1182
- Plastic sheeting, NSN 9330-01-314-8346
- Heavy duty scissors for large cutting job such as "Fiskers" type scissors you can pick up at any big box store.
- A marker to outline the cutting area on plastic sheeting and label the cut sheets.



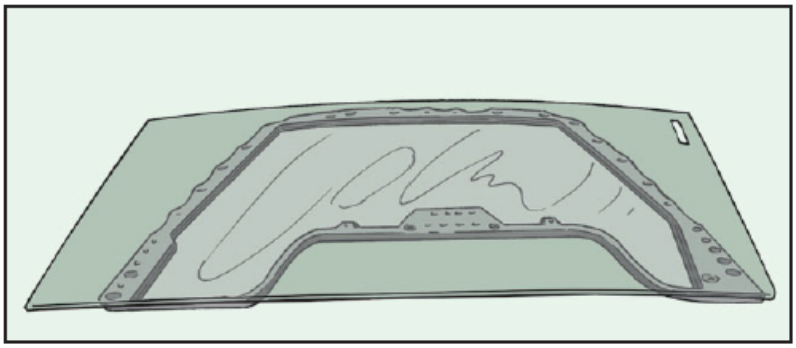
Two of the tools you'll need: heavy-duty scissors and a marker

Instructions

1. Place the transparent barrier on a level surface.



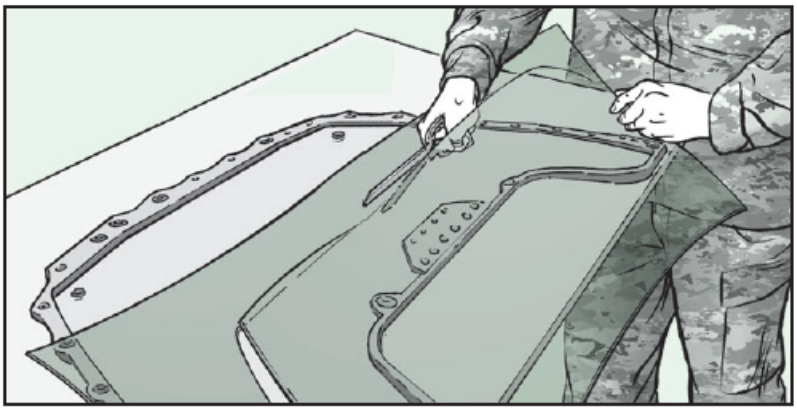
2. Place the plastic sheeting over the transparent barrier.



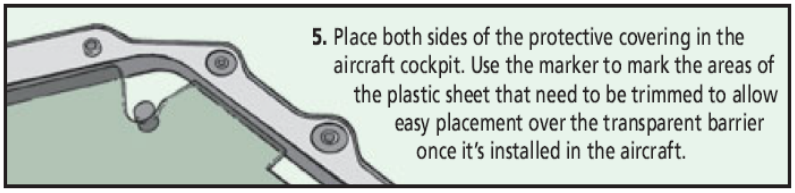
3. Using a marker, trace an outline of the transparent barrier onto the plastic sheeting. Repeat this step for the back side of the transparent barrier.

4. Using heavy duty scissors, cut along the outline of the plastic sheeting.

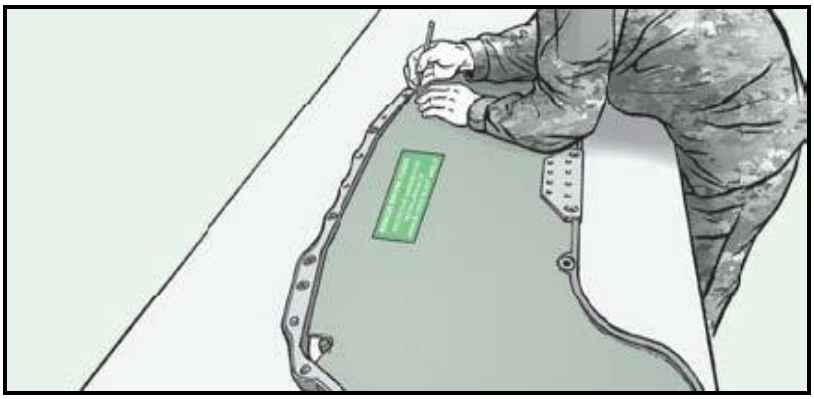
NOTE: Markings and cuts **do not** have to be precise for this step since you will have to form fit the covers in the aircraft.



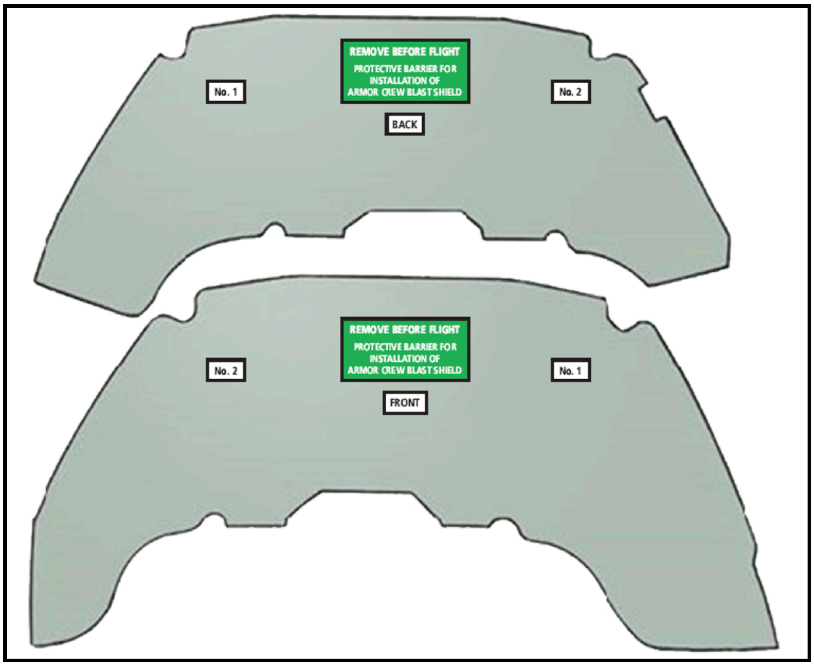
5. Place both sides of the protective covering in the aircraft cockpit. Use the marker to mark the areas of the plastic sheet that need to be trimmed to allow easy placement over the transparent barrier once it's installed in the aircraft.



6. Trim the plastic sheeting. When finished, the new protective covers with their safety and identification markings will look like this:



When finished, the new protective covers with their safety and identification markings will look like this:



NOTE: To aid in identification and placement, mark the plastic covering to indicate the front and back sides of the cover and the left and right side of the cockpit.

Combat Vehicles

Bradley FOV: Check Driver's Hatch Cover Before Operations

/ Published Jan. 4, 2024

BLUF: Properly secure the Bradley's driver's hatch cover so it doesn't fall unexpectedly.

Photo by Sgt. Charles Probst

Crewman, be aware that the Bradley's driver's hatch cover can unexpectedly fall and seriously injure you or others if it isn't properly secured.

Always check the hatch cover before beginning operations to make sure it freely opens and closes, and that the safety latch locks in both the OPEN and CLOSED positions. If not, or if the safety latch is damaged or missing, let your mechanic know right away.

And remember, be sure to always keep your head lower than the closed hatch position when opening or closing the hatch. Keep your hands clear of the hatch rim

when closing the cover and verify that the latch pin is fully engaged when the hatch is in the open position.

Commo/Electronics

SINCGARS: Waveform Processor NSN Stays Unchanged

/ Published Jan. 31, 2024

BLUF: If you need a SINCGARS RT-1523G waveform processor, NSN 5998-01-592-0053, and/or front panel flex assembly, NSN 5995-01-593-3923, they're only available through turn-in.

Photo by Sgt. Claudia Nix

Dear Half-Mast,

I learned of the NSN changes to the RT-1523G's hold up battery (HUB) circuit card assembly (CCA) and the controller CCA thanks to your article **HERE**.

Similarly, I'm looking for the RT-1523G's waveform processor, NSN 5998-01-592-0053, which has an AAC of Y (terminal). I've called the manufacturers listed in FEDLOG with no luck. I'm hoping there's a new NSN you can share.

SSG R.B.

Dear Sergeant,

The short answer is, there's no replacement NSN for the RT-1523G's waveform processor, NSN 5998-01-592-0053. Note that the CCA – waveform processor is one of five unique CCAs for RT-1523G. The other four unique CCAs for RT-1523G are:

- NSN 5998-01-591-9104, CCA – RT backplane
- NSN 5998-01-663-9683, CCA – HUB
- NSN 5998-01-663-9777, CCA – controller
- NSN 5995-01-593-3923, front panel flex assembly.

Now here's the long answer...

All five CCAs are no longer procurable. Also, the waveform processor, NSN 5998-01-592-0053, and the front panel flex assembly, NSN 5995-01-593-3923, have an AAC of Y (terminal item) because the stocks have been exhausted. The AAC for other three CCA NSNs will change to Y as soon as the stock is exhausted.

If a unit needs the waveform processor or front panel flex assembly to maintain the unserviceable RT-1523G, they can turn in the unserviceable RT-1523G to the supply support activity (SSA) and order a serviceable RT-1523G.

Be aware that RT-1523E, NSN 5820-01-444-1219; RT-1523F, NSN 5820-01-535-3667; and RT-1523G, NSN 5820-01-581-7010, are two-way interchangeable. They're used in the SINCGARS "F" configurations which include AN/PRC-119F, AN/VRC-87F, AN/VRC-88F, AN/VRC-89F, AN/VRC-90F, AN/VRC-91F and AN/VRC-92F.

In other words, you can use either the RT-1523E, RT-1523F or RT-1523G in the above-mentioned SINCGARS "F" configurations. When you place your order in the supply system, you'll get whichever version is currently in stock.

Also, units will get unserviceable credit for turning in the asset and placing another requisition. So be sure to turn in what's unserviceable for repair so the next unit is helped out.

Half-Mast

Construction

22-Ton Crane: Keep Oil Leaks at Bay with PMCS

/ Published Jan. 1, 2024

BLUF: During PMCS, check for oil leaks around the 22-ton crane's outrigger assemblies.

Photo by Michael Franck

Operators, during your PMCS walkaround on the 22-ton crane, make sure you check for oil leaks around the vehicle's outrigger assemblies.

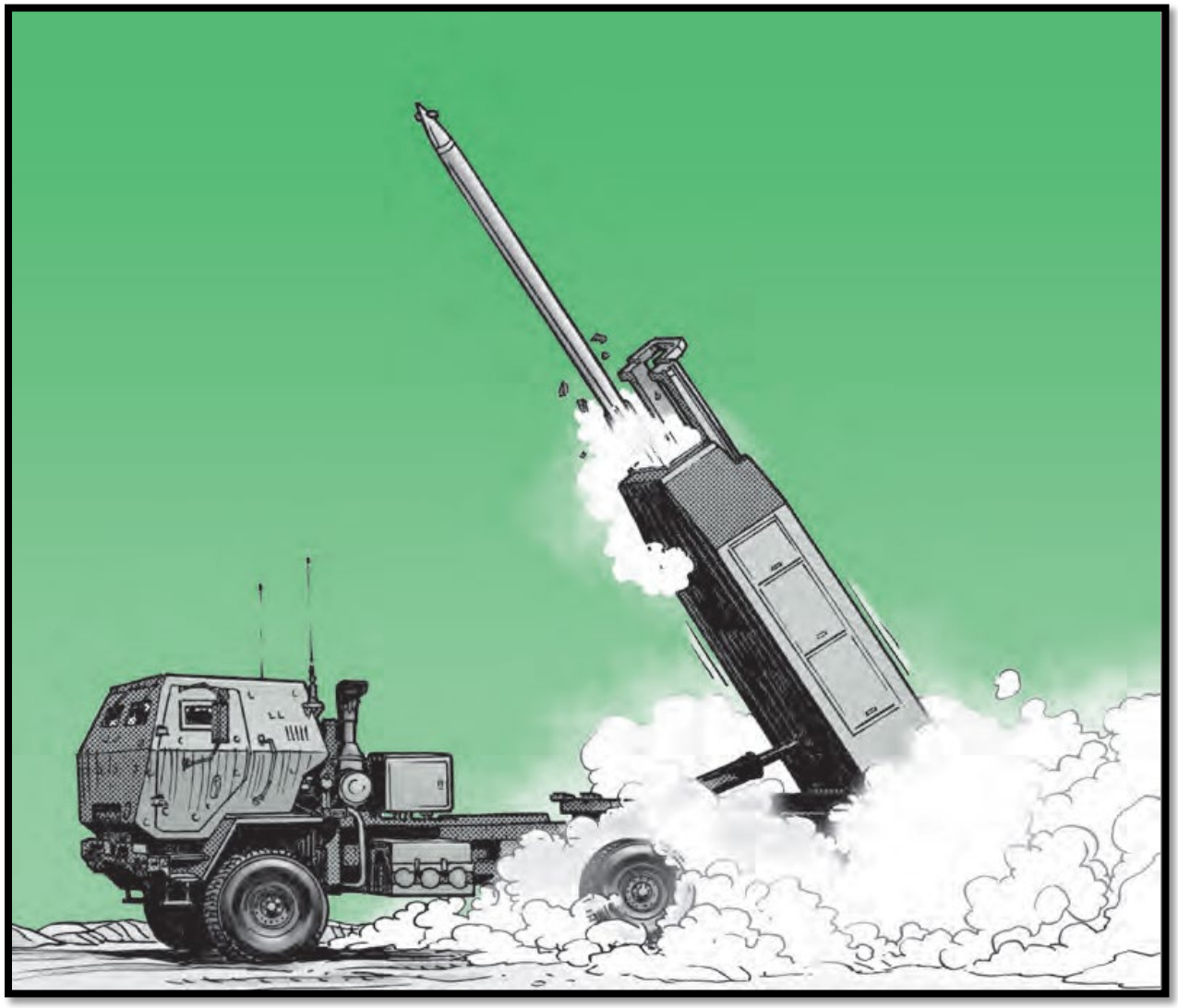
Exposure to the elements and plain old wear and tear cause leaks. Sometimes a

hose even comes loose.

A sure sign of a loose or leaky hose is oil pooling on the ground or on the outrigger’s pad.

If you see a leak, report it.

Missiles



HIMARS: Updated Operator Lessons in UTAP for Marines

/ Published Jan. 26, 2024

BLUF: UTAP updated Marine operator lessons 1-5 for HIMARS.

Photo by Pfc. Sarah Pysher

Marines, if your unit has a HIMARS with an FMTV chassis, you should visit TACOM's unit training assistance program (UTAP) website. That's because UTAP has recently updated the Marine operator lessons 1-5.

Have your CAC handy and visit UTAP **HERE**.

Tactical Vehicles

M967A1, M969A1, M969A2 Fuel Tankers: New Throttle Cable NSN

/ Published Jan. 10, 2024

BLUF: The throttle cable NSN for M967A1, M969A1 and M969A2 fuel tankers has been replaced with NSN 2590-01-714-9417.

Photo courtesy of UTAP

Soldiers, if your unit has M967A1, M969A1 or M969A2 fuel tankers then you need to know that the throttle cable, **NSN 2590-01-059-0105**, has been replaced with a new NSN.

To get a throttle cable, use **NSN 2590-01-714-9417**.

HMMWV: Electronic Speedometer Kit

/ Published Jan. 24, 2024

BLUF: You can replace your HMMWV's mechanical speedometer with an electronic speedometer kit, NSN 2590-01-554-3458.

Photo courtesy of DEVCOM

Warfighters, the mechanical speedometer for non-armored HMMWVs shown in Fig 418 of IETM 9-2320-280-13&P (Jan 14) and up-armored HMMWVs with serial numbers 243871 and below, shown in Fig 395 of IETM 9-2320-387-23&P (Apr 23), can be replaced with the electronic speedometer kit.

Get the electronic speedometer kit with NSN 2590-01-554-3458. Installation instructions and all the parts you need are included with the kit.

Ground Vehicles: Removing Shippers Chalk Writing

/ Published Jan. 27, 2024

BLUF: Shippers chalk writing on military vehicles can be safely removed with soapy water and a rag, sponge or bristle brush or with a product like Formula 409® or a power washer.

Courtesy photo

Dear Half-Mast,

How can our unit remove various writings on military vehicles? The shippers use

chalk or other means to write on the sides of the vehicles. Now that my unit has returned from deployment and our vehicles are back in our motor pool, all the writing is still left.

Is there a regulation or specific way to remove this writing without damaging the vehicle's paint or camouflage?

SSG G.Z.

Dear Sergeant,

Chalk this one up to experience. To my knowledge, there's no regulation that addresses this issue. But the writing should be easily removed with soapy water and a rag, sponge or soft bristle brush.

If that doesn't work, try scrubbing it off with a pH-neutral product like Formula 409®. As a last resort, a power washer can be used to knock the chalk off.

HMMWV: Ordering A/C Caution Decals

/ Published Jan. 31, 2024

BLUF: To get caution decals for HMMWV A/Cs, order them from the manufacturer.

Photo by Chief Petty Officer Chad Butler

Maintenance leaders, if you need to order A/C (R134a) caution decals for your HMMWVs, other than M997A3 ambulances, then you'll need to order them directly from the manufacturer, AM General.

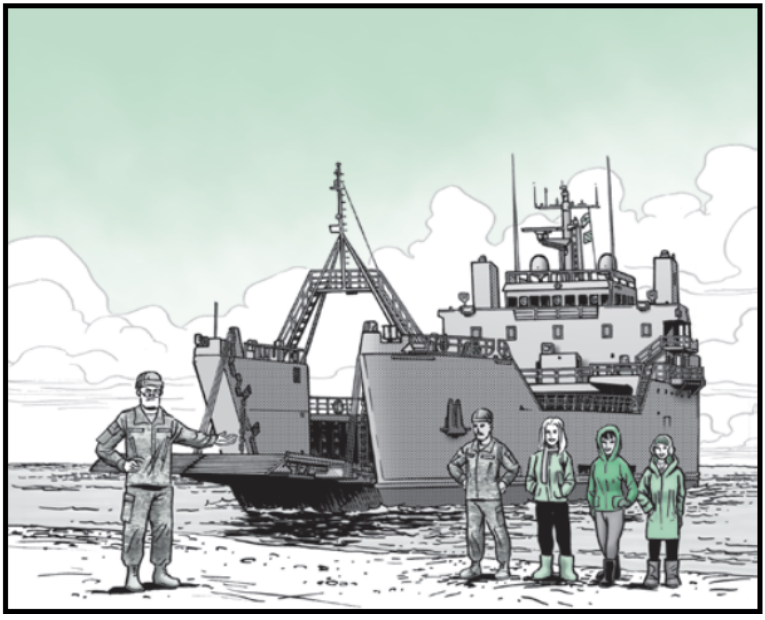
There are no NSNs for the decals so use the part numbers in the following table:

Item	Part number	CAGE code
A/C caution decal for HMMWVs with rear-mounted condensors	6015675	34623
A/C caution decal for HMMWVs	6072839	34623

Item	Part number	CAGE code
with front-mounted condensors		

Note that the front-mounted condensor is the upgraded A/C system and that these HMMWVs will also have an anti-lock brake system (ABS).

WATERCRAFT



Watercraft: Protect Engine Electrical Connections

/ Published Jan. 17, 2024

BLUF: PMCS will help prevent the electrical connections on watercraft engines from shorting out.

Courtesy Photo

The exposed electrical connections on watercraft engines, in particular around the starters, are prone to shorting out. This is especially true when exposed to the weather.

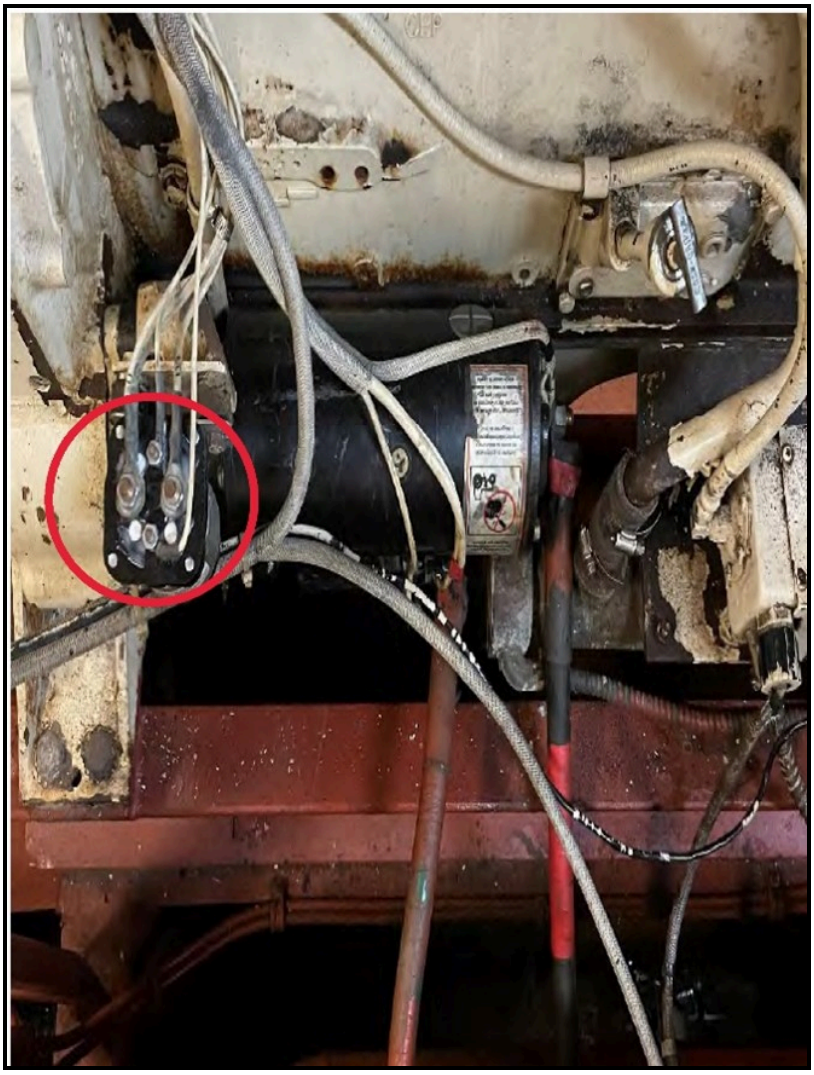
Electrical shorts can be caused by condensation, as well as nuts and screws that are loose or improperly connected. Frayed connections and wires are another common culprit.

Daily PMCS checks include checking and tightening all electrical connections before, during and after vessel operation. If you see something that doesn't look right, tell

your mechanic.

The area around the batteries should always be kept dry. Positive and negative battery terminals should have boots placed on them, along with a light coat of grease, to help prevent corrosion.

Get a red positive battery terminal cover with NSN 5940-00-738-6272 and a black negative battery terminal cover with NSN 5999-01-382-8223.



Exposed electrical connections can short out