

THE ASSIST

November, 1998

Issue No. 13

**** Serving the RAST Fleet ****

A WORD FROM THE RAST FLEET LIASON

Hi, I hope this newsletter finds you all in good health. I know some of you have heard this before however, the RAST In-Service Engineering Team and I need your help again. Please respond by answering the following questions.

1. Are there any problems with RAST that you would regard as chronic in nature?
2. If there is something you could change for the better, what would it be?

We are asking for your input so that we can help you and others. Without feedback, we can only guess at what areas you need help in. Tell us your **most prevalent problems** so that we can determine if your situation is being or has been experienced by others. The RAST In-Service Engineering Team will focus on your problems that appear to be fleetwide. It is important to note that any information shared **will never** be used to point a finger at someone or get anyone in trouble. We will look at all issues you send in and help you in any way we can. Remember, we are here to assist you! So please fill out the enclosed form and return it as soon as possible or give me a call.

Thanks in advance for your responses. Until next time, take care.

EN2 Rob Bachand



Internet Access !!

We have finally worked out the bugs of getting past issues of this newsletter on the Navy Lakehurst Home Page. You can now find issues no. 4 through 13 (July '95 - present) at:

www.lakehurst.navy.mil/rast

This is recommended reading for all RAST techs. All of the maintenance tips and general information in the back issues can be just as helpful today.

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THE ASSIST - Serving the RAST Fleet

Words from the ASIR East Office



A Naval message, CASREP, was received by CNSL stating that the Recovery Assist, Securing, And Traversing (RAST) system had inadvertently been operated with the hydraulic fluid level below the Winch Hydraulic Power Unit (WHPU) reservoir suction lines and damaged system equipment onboard one of the ships. Reports indicated that the pumps, motors and hydraulic lines were extremely hot to the touch and the room had a burned odor. ASIR representatives met with the ship to discuss a plan to inspect the equipment for damage. It was decided we would clean the system and check the pumps and motors for leakage rates and pressures to determine the extent of damage.

The WHPU reservoir covers were removed. The inside of the reservoir and the strainers were cleaned. All hydraulic fittings were checked for tightness and several fittings were found to be loose. The WHPU filter elements M8815/6-10, M8815/6-12 and M8815/6-16 were changed. The reservoir was filled with fluid and the system, while running, was filtered off line using the

ships hydraulic fluid filter cart. The system was cleaned and placed back in operation with existing pumps and motors maintaining correct pressures and minimum leakage rates at a minimal cost.

The major concerns in the events leading up to this near catastrophic failure are:

1. The system was operating unmanned for an unknown period. Flight Quarters had been secured for several hours when the machinery was discovered still running .
2. The equipment had been operating with leaking connections. System had been operated without the knowledge of the RAST technicians. The Movable Sheave Assembly (MSA) had been repositioned and system started and operated without PMS checks being accomplished.

Prevention:

1. YOU can insure this type of mishap will not occur on your ship by accomplishing all PMS.
2. Ships Force and Air Crew must work together to form an effective Team. RAST personnel need to know when the equipment is needed during non-flight quarters since the RAST maintainers are not normally the operators. The two units must communicate in order to accomplish the mission.

The WHPU Liquid Level Alarm, when installed by LRC 63, will help prevent this type of incident by providing a WHPU low oil level alarm at the LSO control console.

Submitted by: Norfolk, VA. ASIRS: Jim Lambert and Paul Alexander

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Tip of the Quarter - A Few words From ASIR West

If you use recovery assist, in time, your bellmouth will develop grooves. eventually, the rubber on the bellmouth plugs will become hard and no longer be able to do their job. Are they still usable? Here is a quick test: Insert the bellmouth plug into the bellmouth and tighten as usual. Pour a cup of water on the assembly. If the water drains, sorry, you will have to replace the plug, the bellmouth, or both. (Shallow grooves in the bellmouth may be removed with a file). If water stands for over ten minutes you should be ok...until things deteriorate further.

Internal parts of the MSA are subject to damage and premature wear if subjected to salt water or debris of any kind. (We have removed handgun and rifle shell casings, sandblasting grit, scrap metal, etc. from the MSA). The bellmouth allows for a direct path to the MSA. If you are not conducting flight operations for a period of time or while in-port, it is good practice to center your MSA between bellmouths, and of course, keep bellmouth plugs properly installed and lubricated generously with silicone to prolong service life.



“THE ASSIST” is an unclassified, quarterly publication issued by the RAST team of the Recovery Branch, SE/ALRE In-Service Engineering Division, Engineering Group - Naval Air Warfare Center, Aircraft Division, Lakehurst, New Jersey.

The information herein is unofficial and is provided to assist the RAST community in the operation and maintenance of the RAST system.

We have distributed thirteen (13) newsletters covering a wide range of RAST maintenance tips, technical guidance, supply and logistical info, status of on-going system upgrades, RAST historical background, survey feedback, and answers to your various questions - An index of all published articles is listed below:

- | | |
|--------------------------|---|
| Issue No. 1
(Jul '94) | <ol style="list-style-type: none">1. Word from the Fleet Liaison - Introduction2. LRC No. 57 Introduces “-14” RSDs3. RAST RA CAL Kit Survey Results4. Tip of the Quarter - Proper Servicing of the RSD Accumulator |
| Issue No. 2
(Jan '95) | <ol style="list-style-type: none">1. Maintenance Tip: Cycle Your Equipment2. RSD Electric Cables3. ECA Fuses4. Tip of the Quarter - Proper Servicing of the Rope Accumulator5. Word from the Fleet Liaison - Documenting System Maintenance |
| Issue No. 3
(Apr '95) | <ol style="list-style-type: none">1. Your RAST System’s Biggest Threat - Hydraulic System Contamination2. On the Horizon - A look at the Ongoing Efforts to Improve the System:
*RSD Block II Upgrade, Flexible RSD Electric Cable, Electric Cable Passing Tube
*Elimination of ECR and Gutters3. Tip of the Quarter - How to Avoid Electric Cable & Gutter Problems4. Word from the Fleet Liaison - RSD Electric Cable Failures |
| Issue No. 4 | <ol style="list-style-type: none">1. How do you Gage a Failure? - RSD Pressure Gage Failures |

(Continued on page 4)

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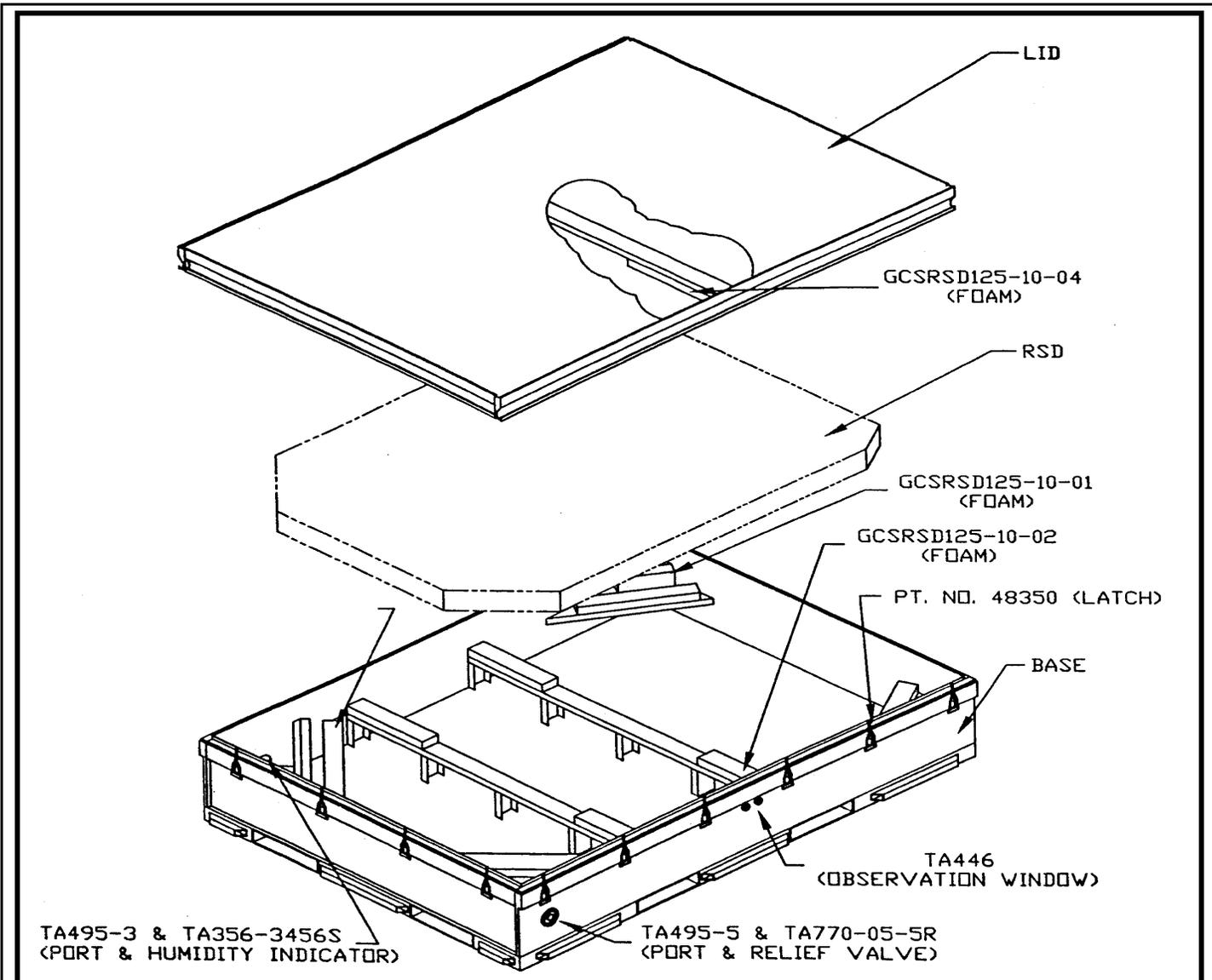
(Continued from page 3)

- (Jul '95)
2. Touch and Go - Track Plate Lifting Tool and TGW Pump Bearing Failure
 3. Keeping RAST Systems Up and Running
 4. Word from the Fleet Liaison - CASREPs and CASCORs
- Issue No. 5
(Nov '95)
1. Stripped Marotta Valve Threads
 2. Everything You Ever Wanted to Know About Traverse Cable Lube
 3. Maintenance Review Conference for RAST System
 4. Listing of Latest HLS Tech Manuals
- Issue No. 6
(Mar '96)
1. How Big is Your Connector? - Changing RA Cables
 2. RAST AVCERT Preparations
 3. RSD Turn-In Procedure
 4. HRS ISD and Lamp Bar Turn-In Procedures
 5. Touch and Go - Protecting RAST During SRAs and Smoking Prelube 19 Rags
- Issue No. 7
(Jun '96)
1. Hydraulic Fluid Filtration Cart Info
 2. Machinery Room Improvements Upgrade Status
 3. Demand Only Requisition Procedure
 4. Tip of the Quarter - Proper Servicing of RSD Accumulator (Issue no. 1 repeat)
- Issue No. 8
(Oct '96)
1. Top Five Reasons Why You Will CASREP Your RSD
 2. It's the Little Things That Count (Importance of Proper Maintenance)
 3. Tip of the Quarter - Avoiding Hydraulic Contamination
- Issue No. 9
(Mar '97)
1. Word from the Fleet Liaison - RSD Accumulator Charging Valve, Track Plate Lifting Tool
 2. RSD Overhaul - Accessory Parts SIMA Needs
 3. RSD Wiring Guidance
 4. Traverse Cable Changeout and Related Maintenance
 5. Tip of the Quarter - How to Avoid Electric Cable & Gutter Problems (Issue no. 3 repeat)
- Issue No. 10
(Jun '97)
1. \$400,000 Spent to Clean-up Low Bid Hydraulic System Disaster
 2. TGW Motor Goes Both Ways (Convert a TGW Motor to an RA Motor)
 3. Be Kind to Your Local ASIR
 4. On the Horizon-Upcoming & Ongoing Efforts to Improve Your RAST Life
 - *RSD Block II Upgrade ("-14" RSDs Become "-15"s starting in fall '97)
 - *Machinery Room Improvements (LRC 63)
- Issue No. 11
(Feb '98)
1. Status of RAST Upgrades (LRCs 62, 63, and 64)
 2. Irratic RA system performance caused by seized MSA pivot arms
 3. Shipboard RAST Training
 4. RSD Overhaul - Accessory Parts SIMA Needs (reprinted)
 5. Highlights of Jan 98 Semi-annual HLS Supply Support Meeting
- Issue No. 12
1. Pre-Certification Advice from ASIR EAST (June '98)
 2. Tip of the Quarter - RSD Control Valve Adjustment
 3. Preventing RSD Unlatching During OPS

If you would like additional information on any of the above subjects, or are missing an issue that you would like to have, give us a call, email, or mail the enclosed feedback sheet to us detailing your request. We are always interested in hearing your feedback (your own maintenance tip or a topic for a future article).

THE ASSIST - *Serving the RAST Fleet*

NEW REUSABLE SHIPPING CONTAINER FOR THE RSD



In place of the old wood creats, RSD's are now being transported to and from the fleet via a specialized aluminum container. This container is designed to be reused repeatedly to save on repackaging cost. The specialized container provides a level A protection for the RSD. This simply means that when the overhauled RSD leaves SIMA, it will be protected from direct exposure to the extremes of climate and transportation hazards.

Believe it or not, there is a reason why I brought this up. This container is a turn-in item. Failure to do so could cost your ship \$10,000.00!

Make sure that you send back the "F" condition RSD in the reusable container under the appropriate stock number for that RSD. In the event you return the "F" condition RSD to supply prior to installation of the overhauled RSD, ensure that you return the aluminum container to supply utilizing the stock number for that container.

Submitted by: EN2 Rob Bachand

RSD TURN-IN PROCEDURE

This is a reprint of the March, 1996 issue however, it includes some additional information which will be helpful to you.

NAVICP Mechanicsburg, PA provides the following information to expedite receiving and turning in RSD's for the overhaul cycle:

1. To order an RSD in the next 120 days, follow this sample requisition:
AOA/N35/S/1710-01-372-6113/EA/00001/V21658/6051/D228/
Supply address/A/SB/7H/733/03/E15/56/delivery date
2. Use one or two requisitions depending on your application.
3. To order with required date > 120 days away, use PRI 05 with above requisition format.
4. When ordering, use only the NSN listed on the sample requisition (1710-01-372-6113) which equates to the -14 configuration.

* NOTE: The -15 configuration will be released sometime this year however, they will not be available until the -14's have been exhausted from the supply system.

5. Turn in the unit to be overhauled via 1348 to the nearest FISC (see addresses listed below) under the correct dash number configuration listed below:

NIIN	
01-293-6307	6532E900-13
01-372-9113	6532E900-14

6. This will facilitate the funding for repair which will result in a faster turn around for repair to "A" Condition. Be advised that proper credit will be received.

7. (a) For the physical turn-in of the unit to be overhauled, use the same document number with a document I.D of BCI. (b) RSDs to be replaced will remain in place until the "A" condition assets are delivered to the ship. (c) If "A" condition RSD was delivered in an aluminum container, return the "F" condition RSD in the same container. (d) Forward the turned-in RSD to the nearest FISC:

EAST COAST (UIC N68620)

Fleet and Industrial Supply Center
406 B Street
ATAC DLR AGENT
BLDG. SP237
Norfolk, VA 23511-4290

WEST COAST (UIC 68985)

Fleet and Industrial Supply Center
Naval Aviation Depot
North Island, BLDG. 94
San Diego, CA 92135-7058

THE ASSIST

**COMMANDER
NAVAL AIR WARFARE CENTER
AIRCRAFT DIVISION
CODE 4.8.10.2
HWY 547**

Ships: Pass to RAST Technician