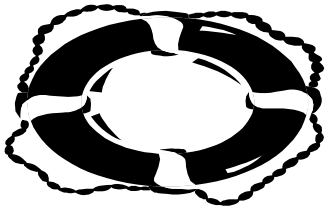
THE ASSIST

March, 1996 **Issue No. 6**

**** SERVING THE RAST FLEET ****

FROM THE FLEET LIAISON



Greetings from the new snow belt of America. In this issue a wide range of topics will be covered including an article from our ASIRs that covers how to prepare for your next inspection. Being prepared for your AVCERT inspection from the start helps the inspection proceed a lot smoother and faster .

In a response to some confusion over the specifics of turning in your RSDs for overhaul, NAVICP submits some excellent, concise guidance. Also at no extra cost, they include info on the HRS lamp bar and ISD.

It is important to follow this guidance to improve the tracking and identification of RSDs as they proceed through the overhaul process.

PMS, PMS, PMS. That's something we must do. At the Concepts Review for the RAST Machinery Room Improvements LRC (scheduled to hit the fleet around July 98), one area that was looked at was the MSA lower fairlead assembly. It had been reported that the fleet has had a problem with the sleeve binding. After reviewing several costly hardware modifications that might reduce the binding, we decided not to spend the precious hardware dollars in this area. Why not, you may ask. Because it's covered by PMS 4926 M-4 step f. 1-2 .

The point I'm trying to make is that many problems that are reported to us may not be problems at all, if proper PMS is done. I know your tired of hearing it but, a little maintenance can save a lot of money.

'Til the warm days of spring when we thaw out here at Lakehurst, ***be safe!***

Submitted by:
EN1 (SW) Dan Fales

inside...

HOW BIG IS YOUR CONNECTOR?

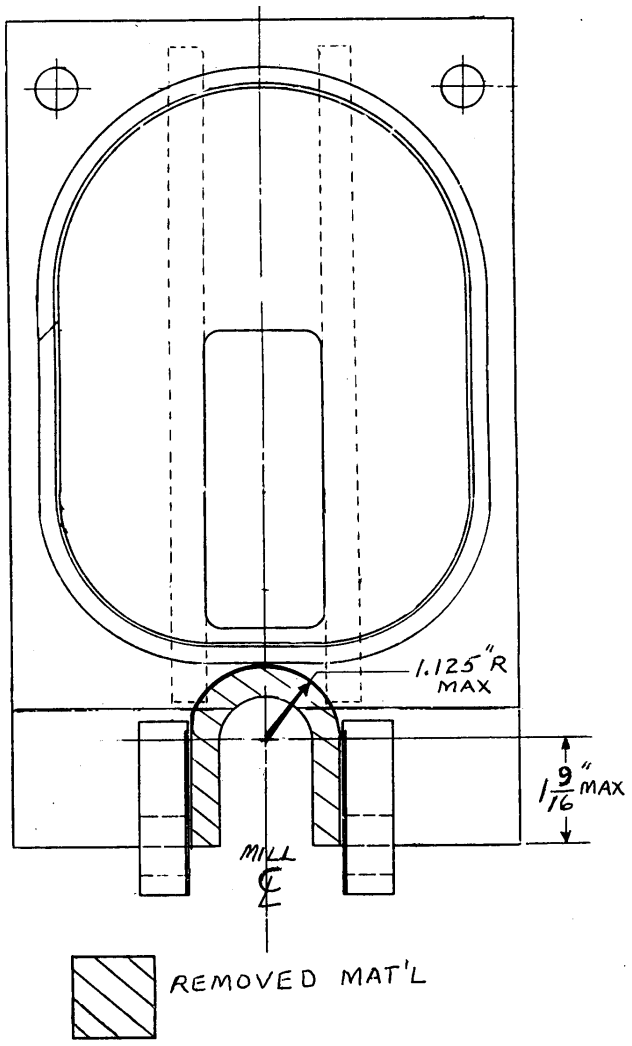
Changing out RA cables involves unscrewing two wing bolts on the MSA which should allow the Sheave Mount assembly to drop (rotate downward) to a horizontal position, facilitating access to the sheave inside the MSA box. On some ships, this sheave mount assembly rotation is limited by interference with a bulky connector between the 4" long MSA drain pipe and NAVSEA installed drain line.

To alleviate this problem, ships force may remove the sheave mount assembly and re-machine the drain pipe clearance slot in the assembly. The slot is presently machined 1-1/2" dia. mill to a mill center depth of 1-1/2" (full cut depth of 2-1/4"). This slot can now be machined with a 2-1/4" dia. mill (max) to a maximum mill center depth of 1-9/16" (max full cut depth of 2-11/16"). See sketch on right —>.

We acknowledge that this modification will cut into the hinge lug fillet welds and the corner of the sheave side plates, but it will not compromise the structural integrity (nor damage the seal) of the sheave mount and will allow easier access when changing RA cables.

This modification is also detailed in REI 96-5213, issued 25 Mar 96. Metal stamp "REI 96-5213" on the sheave mount in an area near machined slot and visible when assembled.

Submitted by:
Earl Burrows



NAME	TITLE	PHONE	CODE
EN1 (SW) FALES	RAST FLEET LIAISON	-1813	48J500
DAVE HOFFMAN	HLS IN-SERVICE TEAM LEADER	-1602	48J200
EARL BURROWS	RAST/ATS MECHANICAL ENGINEER	-1599	48J200
MARC FRIEDMAN	RAST MECHANICAL ENGINEER	-1603	48J200
DAVE LEUNG	RAST MECHANICAL ENGINEER	-1597	48J200
DON BROWN	RAST MECHANICAL ENGINEER	-1160	48J200
MITCH FRIEDMAN	RAST ELECTRICAL ENGINEER	-1169	48J200
CHUCK DILL	HLS LOGISTICIAN	-2993	316000
DAVE WALTER	HLS LOGISTICIAN	-1817	316000
RAY MARTIN	ACS / AMPHIB. CONFIGURATION	-1810	485200
WAYNE KOVACS	HLS PROGRAM MANAGER	-2730	11X624

DSN 624- COMMERCIAL (732) 323- E-MAIL: BACHANDRP@NAVAIR.NAVY.MIL

RAST AVCERT PREPARATIONS:

The following instructions were compiled by ASIRs (provided by Mr. Bill Barnett, - Portsmouth, ASIR) as a guide to preparing the ship for AVCERT inspection:

1. **Remove cover plates** for:
    a. Tensioner sheave (fwd)
    b. Return and Deflector sheaves (aft)
    c. Traverse cable Downsheaves
2. **Remove RA cable** from the RA drum and:
    a. Ensure Reel Out Interlock Switch is engaged
    b. Ensure end fitting is pulled away from the seat switch
    c. Remove RA drum cable follower and associated stanchions
3. **Attach the rope accumulator servicing kit** as follows:
    a. Attach the female hose end to the vent port
    b. Attach the male hose end to a port on the tee fitting
    c. Install the pressure gage to a second port on the tee fitting
    d. Install the vent valve to the remaining port of the tee fitting
4. **Ensure the following is available for RSD demonstration:**
    a. manual actuator (with lanyards)
    b. pump handle
    c. stopwatch
    d. a length of rope - sufficient strength to restrain the arresting beams
5. **Ensure the hydraulic system for the RSDs is properly serviced.**
6. **Ensure the spring scale and rope are available** for Electric Cable Reel spring tension check.
7. **Ensure the following special tools and test equipment are available** for AVCERT:

RSD Safety Bar(s)	6532D826-3
RSD Manual Actuating Lever	6532D259-1
RSD Pump Handle	6532C285-3
RA Cable Retrieval Tool	6530D115-1
Bellmouth Plug(s)	6533C292-3
ECR Tensioning Wrench	C017243
Rope Accumulator Bleed Line Assy	6538C308-1
RA System (HPRV) Test Block	521267-1
Track Slot Gage	519736-1
Rope Accumulator Servicing Kit*	521294-1
RA Calibration Kit*	622484-4
Accumulator Charging Kit*	520203-1
Spring Scale*	AAA-S-133D

* Calibration required

Note to RAST maintainers: Having your system ready and equipment calibrated *before* the ASIR arrives will go a long way towards a successful AVCERT. Keep your ASIR happy!

Submitted by:
Dave Hoffman

RSD TURN-IN PROCEDURE

NAVICP Mechanicsburg, PA provides the following information to expedite receiving and turning in RSDs for their 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 1 or 2 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.

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

NIIN	**PART NO.**
01-186-1469	6532E900-1
01-293-6240	6532E900-2
01-293-6312	6532E900-4
01-281-4053	6532E900-5
01-293-6310	6532E900-6
01-269-2867	6532E900-7
01-293-6311	6532E900-8
01-281-3592	6532E900-9
01-293-6307	6532E900-13
01-372-6113	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. The crate will have the new -14 NSN on it. **BLANK IT OUT.**
(c) Mark the turn-in crate with the correct NSN (listed above).
(d) Forward the turned-in RSDs 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

HRS ISD (INDICATOR, STABILIZATION DEVICE)
TURN-IN PROCEDURE

1. To order an ISD if required in the next 120 days follow the format of this sample requisition:

AOA/N35/S/6610012502777/EA/00001/Y21658/6051/
D227/*supply address*/A/SB/7H/733/03/E15/56/*required date*

2. To order with required date > 120 days away-use “PRI 05” with above requisition format.

3. (a.) Turn in your failed units VIA 1348 to the nearest **FISC** (good addresses follow at the end of this document).
(b.) For the physical turn, you will have 2 parts (failed units)to turn in. When packaged, bind the 2 units together.
(c.) Mark both boxes with the NSN listed in the sample requisition above.
CAUTION: *Do not use the NSN for the Lamp Bar* ***at all*** *in this transaction.*
(d.) Use either of these addresses for turn-in:

EAST COAST (UIC N68620)

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

WEST COAST (UIC N68985)

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

HRS LAMP BAR
TURN-IN PROCEDURE

1. To order an Lamp Bar, if required in the next 120 days, follow the format of this sample requisition:

AOA/N35/S/6350011746696/EA/00001/Y21658/6051/
D227/*supply address*/A/SB/7H/733/03/E15/56/*req'd date*

2. To order with required date > 120 days away, use **PRI** 05 with same format as above.

3. (a.) Turn in your failed units VIA 1348 to the nearest **FISC** (good addresses follow at the end of this document).

4. (a.) Turn in failed unit, using the requisition for ordering the new unit.
(b.) Mark the packaging with the NSN listed in the sample REQ'N above.

EAST COAST (UIC N68620)

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

WEST COAST (UIC N68985)

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

TOUCH & GO'S

1. ***Flight Deck Resurfacing:*** A nice new coat of non-skid with fresh markings sure enhances a flight deck. However, beauty may be only non-skid deep. The debris (shot, dirt, metal shavings, dust, non-skid) generated during the resurfacing process can wreak havoc on the RAST system long after the last stripe is painted. As a minimum, the following precautions should be taken ***before*** the first ball of shot hits the deck:

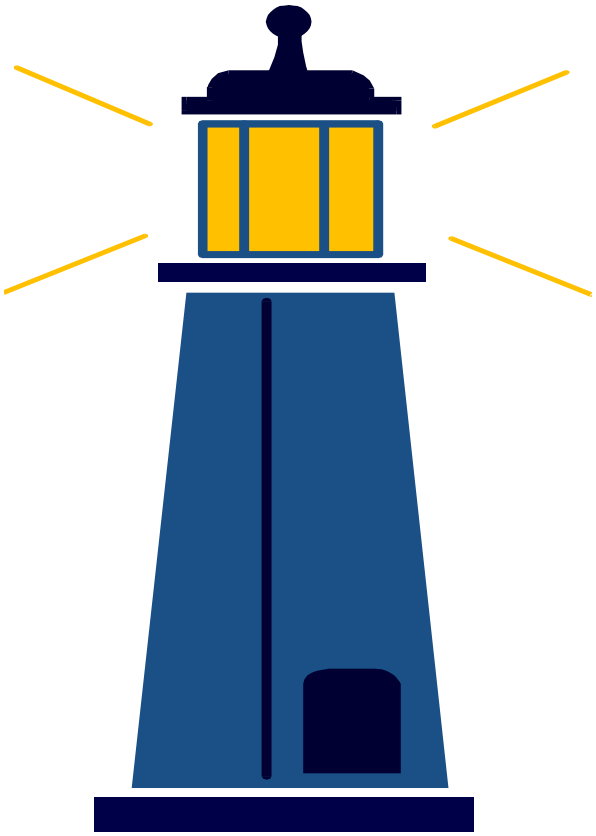
- **Remove the RSDs from the track.** Blasting around installed RSDs results in debris being forced up through the vent into the reservoir. Contaminated reservoirs lead to contaminated components if the filter is bypassing which could result in costly repairs. RSDs exposed to the deck resurfacing process will likely take on grit and dirt which cause binding/jamming of RSD linkages and bars.

- **Center the MSA.** Don't rely on plugging up the bellmouth downtube to keep debris out of the MSA. Move the MSA away from the bellmouth while they are blasting and cleaning up.

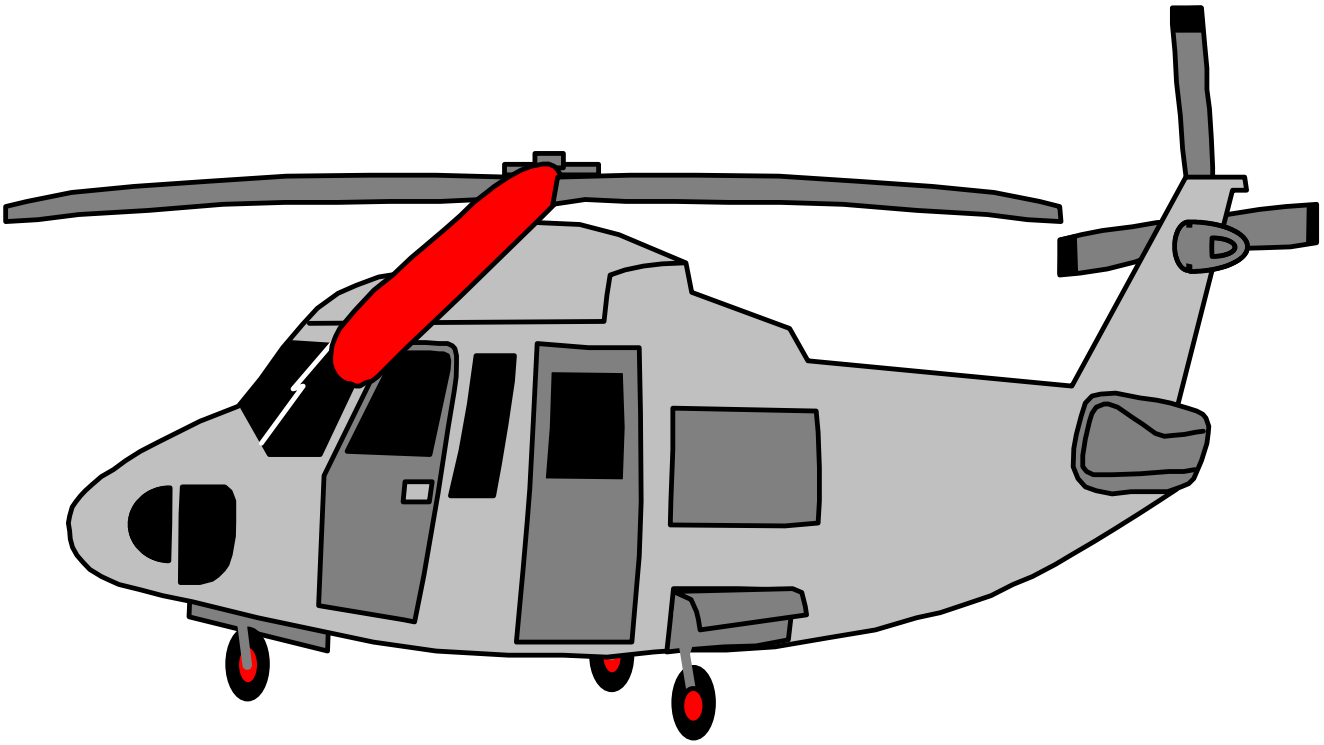
- **Protect gutters and remove trough rollers.**

2. ***Smoking Rags!:*** After finishing the enjoyable task of lubricating the traverse cables, be sure to follow the "disposal methods for hazardous materials/waste" precaution at the end of the monthly PMS card (MRC 4926 M-5 501L N). Rags soaked in Prelube 19 can begin to smolder if left lying around. It's easy to overlook the fine print on the can label, but in this case it is imperative to dispose of the rags in a sealed, approved container.

Submitted by:
Dave Hoffman



"THE ASSIST" is an unclassified, quarterly, publication issued by the RAST team of the Recovery Branch, Support Equipment/ALRE In-Service Engineering Division, Engineering Group - Naval Air Warfare Center, Aircraft Division, Lakehurst.
The information herein is unofficial and is provided to assist the RAST community in the operation and maintenance of the RAST system.
Production Editor - Gerry Wagner



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