

THE ASSIST

February 1998

Issue No. 11

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

A WORD FROM THE RAST FLEET LIAISON



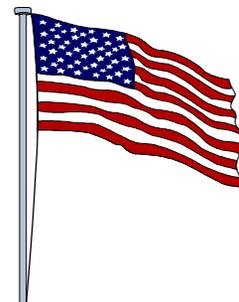
Hi! I hope this newsletter finds you all in good spirits. My name is EN2 Rob Bachand, and I am **your** RAST Fleet Liaison. I recently reported for duty in Lakehurst, after completing the RAST Mechanical school in Norfolk, VA. Prior to that, I spent five years on sea duty. I served aboard the USS Yellowstone (AD 41) from 2/92 to 2/96. After decom, they sent me to the USS Emory S Land (AS 39) to complete the fifth year of sea service. When it was finally time to transfer, I thought for a brief moment that I might miss the Norfolk area and the commuter traffic, **NOT!** So in comparison, New Jersey is like a breath of fresh air, (I know that may be hard to believe!).

On a more serious note, I would like to know if you (especially RAST Technicians) are experiencing long delays receiving this newsletter - *THE ASSIST*. Maybe there is a better way of getting it to you, such as a different address. Please feel free to contact any of us.

During the last twelve years, I have learned that no matter how much effort is put into keeping things running smoothly, there was always one or two chronic problems that I regarded as a major pain in the backside. I'm sure most of you know what I'm getting at! If you would take a few moments of your time, we would like to hear about any issues you are having with your RAST system. In this way we can help you resolve whatever problems you might be having.

One of the main goals of the RAST In-Service Engineering Team (made up of engineers, logisticians, and technical specialists) here at Lakehurst is to provide as much assistance as possible directly to the RAST Technician. But they need **your input** to do it. So fill out the feedback forms, send an email, or give us a call. All the POC's are inside on page 2. I'm looking forward to hearing from you. Until next time, take care.

Submitted by:
EN2 Rob Bachand



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STATUS OF RAST UPGRADES

The two major design changes we have been working on will be coming to a RAST system near you very soon. LRC 62 provides the following improvements to the RSD:

1. More durable latch switch (requires less adjustment)
2. A more effective hydraulic line filter with differential bypass indicator
3. Sampling valve between pump output and line filter
4. An air filter in the reservoir
5. A more durable cover plate no. 5 (forward)
6. Application of Teflon-S coating to the unlatch bar (to prevent seizing)
7. An improved (nylon) bearing in the pulley base assemblies (to reduce corrosion and overhaul costs)

The LRC will convert a “-14” RSD to a “-15” and be incorporated by SIMA during the RSD overhaul. The last hurdles to clear are logistics (e.g. finalize provisioning to support -15, issue the OMI / IPB that show the -15 configuration, and establish the -15 NSN). SIMAs should be installing -15 kits in a few months.

The other major changes that will improve RAST systems in the fleet will be incorporated via LRCs 63 and 64 (a.k.a. “Machinery Room Improvements”). Although the name implies that the upgrades are limited to below decks, the following improvements will be installed:

1. More durable MSA gasket (material change)

2. Protective rubber boot over the RA seat switch
3. Improved RA tension meter on the LSO Control Console (anti-static)
4. Addition of a snubber to regulate pressure to Test Control Panel gages, and removal of the unreliable gage cutouts
5. Removal of all RSD electric cable gutters from the trough and a modification of cable clamp
6. New bearing material for the RA seat switch actuator and TGW exit sheaves (eliminate seizing).
7. Redesigned traverse winch brake to allow easy cleaning and brake band replacement; and to eliminate loose mounting bolts
8. Addition of WHPU reservoir low fluid level indicator on the LSO Control Console. A warning will allow the operator to shut down before running dry and damaging equipment in the event of a major hydraulic leak in the machinery room.

“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.

NAWC Lakehurst RAST Points of Contact

<u>NAME</u>	<u>TITLE</u>	<u>PHONE</u>	<u>CODE</u>
DAVE HOFFMAN	RAST IN-SERVICE ENGR'ING TEAM LEADER	-1602	4.8.10.2
EARL BURROWS	RAST/ATS MECHANICAL ENGINEER	-1599	4.8.10.2
MARC FRIEDMAN	RAST MECHANICAL ENGINEER	-1603	4.8.10.2
DAVE LEUNG	RAST MECHANICAL ENGINEER	-1597	4.8.10.2
MITCH FRIEDMAN	RAST ELECTRICAL ENGINEER	-1169	4.8.10.2
JIM JOYCE	HLS LOGISTICIAN	-1801	3.2.4.2
DAVE WALTER	HLS LOGISTICIAN	-1817	3.2.4.2
RAY MARTIN	ACS / AMPHIB. CONFIGURATION	-1810	4.8.5.2
WAYNE KOVACS	HLS PROGRAM MANAGER	-2730	1.1.X.6.2.4
EN2 ROB BACHAND	RAST FLEET LIAISON	-1813	4.8.10.5

Comm. phone: (732) 323- DSN: 624- FAX: -4920 E-MAIL: BACHANDRP@NAVAIR.NAVY.MIL

“Status of RAST Upgrades” *(Continued from page 2)*

Thanks to the USS CAPE ST. GEORGE (CG 71) for their cooperation in successfully testing the gutter change. Their assistance installing the prototype and allowing us to evaluate the mod is much appreciated.

The first four upgrades on the list above (LRC 64) will be installed by shipsforce from Oct 98 - Sep 99 .

The other parts (LRC 63) will require installation by VRT and, due to the large hardware cost and VRT scheduling, will be procured and installed over the next 4 years, beginning in Dec '98 (27 kits per year). So, if you are experiencing some of the problems listed above, *help is on the way!*

Tip of the Quarter

Here's a quick, but important tip brought to our attention by Mr. Victor Michnovich (ASIR - San Diego). If you are experiencing erratic RA system performance, the problem could be as simple as a floating sheave that isn't floating. The floating sheave shaft (IPB fig. 111-70) actually pivots on the pivot arms (111-61) against the load cells when RA tension increases. Extended periods of inactivity and subsequent corrosion can restrict the free movement of the floating sheave and/or pivot arms resulting in an inaccurate RA tension signal.

To ensure the load cells and floating sheave are in good working order and adjusted properly, measure

their output voltage iaw MRC M-1 904J step 1. h. (6). Simulate a compressive load to the load cells by pushing up on the pivot arms. Observe that the voltage increases and decreases with the load. If voltage is not affected by loading the floating sheave pivot arms, or if the load cell output voltage exceeds 60 mV (per MRC M-1), adjustment is required per OMI para 6-181.

Whenever possible, local ASIR should assist in adjusting the load cells.

(Thanks to Messrs. Paul Cooper and Curtis Strickland (ASIR - Mayport) for contributing to this tip.)

We have distributed eleven (11) 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 - 45 articles in all. 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 - Introduction 2. LRC No. 57 Introduces “-14” RSDs 3. RAST RA CAL Kit Survey Results 4. 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 Equipment 2. RSD Electric Cables 3. ECA Fuses 4. Tip of the Quarter - Proper Servicing of the Rope Accumulator 5. 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 Contamination 2. On the Horizon - A look at the Ongoing Efforts to Improve the System: <ul style="list-style-type: none"> *RSD Block II Upgrade, Flexible RSD Electric Cable, Electric Cable Passing Tube *Elimination of ECR and Gutters 3. Tip of the Quarter - How to Avoid Electric Cable & Gutter Problems 4. Word from the Fleet Liaison - RSD Electric Cable Failures |

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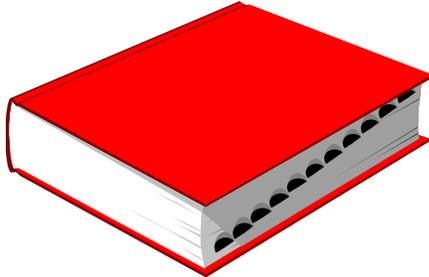
(Continued from page 3)

- Issue No. 4
(Jul '95)
1. How do you Gage a Failure? - RSD Pressure Gage Failures
 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)
 5. Word from the Fleet Liaison - Fleet Feedback Questions Answered
- 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
 2. Tip of the Quarter - MSA Load Cell Check/Adjustment
 3. RAST Tech Training in Norfolk
 4. RSD Overhaul - Accessory Parts SIMA Needs
 5. HLS Supply Support Meeting Notes

If you see a subject that interests you, or are missing an issue that you would like to have, give us a call or mail the enclosed feedback sheet to us detailing your request. Tell us about your own maintenance tip, comments on "THE ASSIST", a topic for a future article, or the biggest pain in your RAST neck.

RAST TRAINING A SUCCESS

At the request of COMREGSUPPGRU Norfolk, VA, Norfolk - ASIR reps Bill Barnett and Jim Lambert and NAWCAD RAST In-Service Engineer Dave Leung conducted a one day RAST Training class onboard USS Thomas S. Gates, 12/10/97 at the Naval Operating Base, Norfolk, VA.



Nine RAST s h i p s (USS DEYO, SIMPSON, THOMAS S. GATES, VELLA GULF, COMTE DE GRASSE, BRISCOE, STUMP, CARR, and KAUFFMAN) sent 25 representatives to this informative RAST training/presentation offered periodically to all RAST maintainers in Norfolk.

Attendees were briefed on specific requirements for AVCERT, given common troubleshooting and maintenance tips on the RSD and machinery room components, and provided with HLS points of contact.

The feedback from those in attendance was very positive. Thanks to Bill Barnett (who created, coordinated, and taught the class) and the team, RAST techs will be better equipped to maintain their RAST systems and better prepared for their upcoming AVCERTs.

We are looking into expanding the scope of this course to be given by ASIRs in the other RAST home ports (i.e. San Diego, Mayport, Pearl Harbor, Everett, and Yokosuka) so that all RAST techs can benefit.

***Submitted by:
Dave Hoffman***

The following article appeared in the March '97 (no. 9) issue of this newsletter but according to SIMA, bears repeating:

TO SEND OR NOT TO SEND

Both SIMAs have reported that many of the RSDs they receive for overhaul are missing some of the "accessory" RSD parts. In an effort to clear up what attaching parts should be put in the box with your tired, old RSD when it goes to overhaul; and which items should be kept onboard to be used when your shiny, RFI RSD arrives dockside, the following list is provided:

Turn in to SIMA with old RSD:

Pins, Tow Bar Assy (fwd & aft)
Fairlead Tube
Safety Bar
Lifting Eyes and Bolts
Electric Cable Clamp Spacer/bolts

Remove from old RSD and keep onboard ship:

Electric Cable Clamp
Electric Cable
Hand Pump Handle
Manual Actuating Lever

Remember, the SIMAs must procure any items that are not turned in with the RSD which in turn raises the cost to overall each RSD. And in the case of the tow bar assembly pins, the SIMA's unusually high demand has depleted the supply system.

Additional info: After removing the electric cable clamp, reinstall the spacer and bolts into the RSD heading for SIMA. They are not part of the cable clamp assembly.

HLS SUPPLY SUPPORT MEETING

The semi-annual HLS Supply Support meeting was held at SIMA San Diego during the week of 2 Feb. Rep's from NAVICP - Mechanicsburg, FISC - Norfolk and San Diego, NAWCAD Lakehurst, SIMA - Norfolk and San Diego, and ASIR - San Diego were in attendance.

Here's a summary of the major discussions.

Reusable RSD Containers - Both SIMAs will begin shipping overhauled RSDs in reusable aluminum boxes procured by NAVICP. The sturdy containers will reduce packaging costs and provide improved protection for the RSD as it is transported between the ship and the SIMA overhaul shop.

Decommissioned Ships - According to the latest info, six (6) RAST ships will be decommissioned in FY 98. The assets on the ship may be removed (through a

formal process, of course) as long as an approved plan is in place to replace them in the event that the ship is reinstated or tagged for an FMS buy. The idea is to remove at least the RSDs and HRS and induct them into the SIMA overhaul program. More to come.

RSD Turn-in Procedure - Although the trend is improving, there was some concern at the meeting over the transporting of RSDs from ship to shop prior to overhaul. It is imperative that the proper procedures are followed from the moment the RSDs are lifted off the flight deck. Ships must be sure their local ASIR helps coordinate the RSD exchange from the beginning to the end.

Any questions about RSD turn-in procedure should be directed to Kathy Brockman, NAVICP - Mechanicsburg, code 05911N, (717) 790-7594.



THE ASSIST

**COMMANDER
NAVAL AIR WARFARE CENTER
AIRCRAFT DIVISION
CODE 4.8.10.2
HWY 547
LAKEHURST, NJ 08733-5090**

Ships: Pass to RAST Technician