

PACK IT, SHIP IT, STORE IT RIGHT

SHEESH! WOULDJA LOOK AT THIS MESS.



SOMEBODY DOESN'T KNOW THE FIRST THING ABOUT PROPER PACKING!



YOU'RE TELLING ME— MY INSIDES WERE CHURNING THE *WHOLE TRIP!*



NOW THIS IS MORE LIKE IT!



IT PAYS TO FOLLOW THE SHIPPING INSTRUCTIONS.



USING THE *RIGHT* CONTAINER WILL CUT YOUR BIRD'S DOWN TIME!



AVIUM MECHANICS, DUCT TAPE, STRING, SPIT, GUM AND A WING AND A PRAYER IS *NOT* THE WAY TO PACK AND SHIP AIRCRAFT COMPONENTS TO YOUR AVIM OR DEPOT SHOP FOR REPAIR.



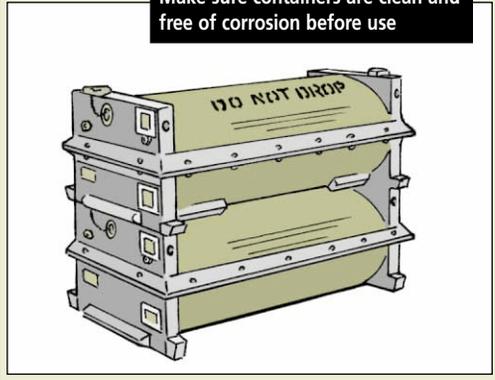
Shabby, improper packaging, storing, and shipping of components without the correct paperwork leads to long lead time for repairs. If components aren't packaged according to the instructions in FEDLOG or in each aircraft maintenance TM, damage and deterioration during shipment or storage can drive up repair costs.



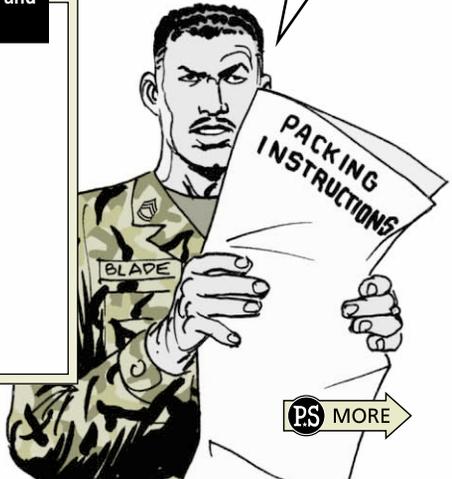
WHAT TH-!?!
=SPUTTER=
WE GOT CHARGED FOR *NOT* PACKING IT RIGHT!?!

For example, if you ship a rotor head, use the correct container that's clean and free of corrosion and has good seals to keep out condensation and moisture.

Make sure containers are clean and free of corrosion before use



SOME CONTAINERS COME WITH ADDITIONAL PACKAGING INSTRUCTIONS. IF THEY DO, MAKE SURE YOU FOLLOW 'EM.



The best rule of thumb is to ship the component back in the same container or box you received the replacement part in. If there's doubt about how to package an aircraft part, contact Jerry Platzer or Susan Lunsford, AMCOM Packaging Branch, at DSN 788-8614, or DSN 788-9130 and commercial at (256) 842-8614.

When you ship any type of component, consider the type of environment it's heading to and how long it will sit outside, let's say, in a salty, rainy or cold environment. That should determine the type and amount of desiccant, preservative, cushioning material, and the level of protection to use. Check out TM 746-10, *General Packaging Instructions for Field Units*, (Apr 93) for more packaging instructions.



HERE IS A SHORT LIST OF SHIPPING MATERIALS YOU CAN ORDER TO SHIP SMALL PARTS AND COMPONENTS FOR REPAIR.



NSN	Item
8105-00-224-8485	Envelope, packing list
8105-00-290-0342	Sack, shipping, padded envelope
8105-00-756-2710	Envelope, packing list
8115-00-050-5237	Box, shipping, 12x12x18
8115-00-101-7638	Box, shipping, 9x6x3
8115-00-134-3655	Box, shipping, 12x12x14
8115-00-134-3656	Box, shipping, 14x14x14
8115-00-179-0578	Box, shipping, 10x16x8
8115-00-192-1604	Box, shipping, 8x8x12
8115-00-192-1605	Box, shipping, 10x10x12
8115-00-428-4185	Box, shipping, 18x18x18
8115-00-516-0251	Box, shipping, 20x14x9
8115-00-550-3558	Box, shipping, 24x14x14
8115-00-787-2142	Box, shipping, 6x5x2½
8115-00-787-2147	Box, shipping, 6x5x3½
8115-00-787-2148	Box, shipping, 12x8x3½
8115-01-015-1313	Box, shipping, 26x9x9
8115-01-019-4084	Box, shipping, 18x12x3½
8115-01-057-1244	Box, shipping, 10x10x3½
8115-01-057-1245	Box, shipping, 16x16x3½
8135-00-300-4905	Cushioning material, foam
8135-00-664-0057	Cushioning material, packing
8135-00-926-8990	Cushioning material, bubble
8135-00-926-8991	Cushioning material, bubble



- FM 38-700, *Packaging of Material - Preservation* (01 Dec 99);
- FM 38-701, *Packaging of Material: Packing* (01 Dec 99);
- TM 38-230-1, *Vol 1, Packaging of Material: Preservation*,
- TM 38-230-2, *Vol II, Packaging of Material: Packaging.*

Ship all the historical data with a component. That means use DA Form 2410 and DA Form 2408-5. If the paperwork is left out, you won't get any unit turn-in credit, and the component could be returned. Upon receipt of disposition instructions from the managing ICP, ship material with the completed condition tag, 1348-1A.

