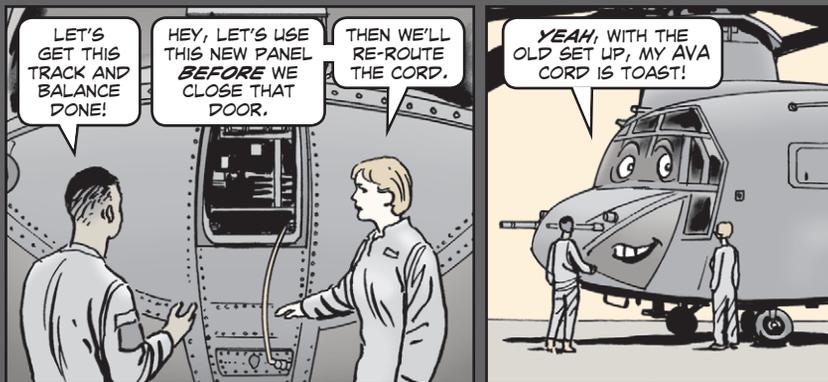


CH-47D... AVIATION VIBRATION ANALYZER HOOKUP



Dear Sergeant Blade,

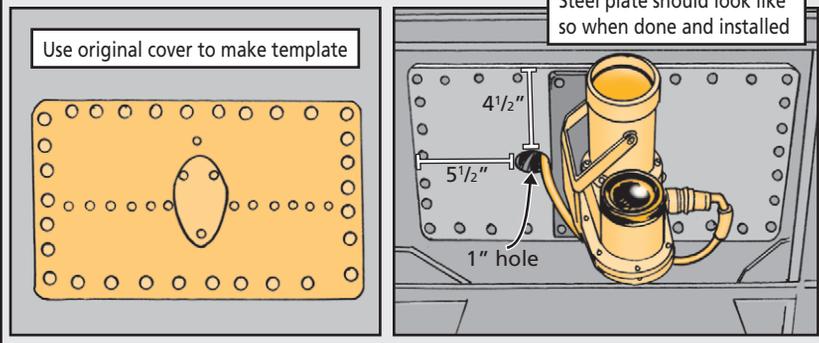
The aviation vibration analyzer cord gets pinched because the nose door has to be closed on the cord. That can damage internal wires over time during testing.

When we use the aviation vibration analyzer (AVA) test set, NSN 6625-01-282-3746, for Chinook rotor blade track and balance, we route the cord through the nose door to hook it up to the universal tracking device (UTD).

We've come up with a fix that prevents damage to the AVA cord.

We take off the existing access cover under the nose where the UTD is attached. We have our shop fabricate a temporary steel plate using the same dimensions and the same thickness as the original. Then we make an extra 1-in hole in the fabricated plate.

Steel plate should look like so when done and installed



When it's time to check the track and balance on a Chinook, we replace the access cover with the fabricated plate using the same hardware. Then we route the cord through the hole and hook to the UTD to do our test.

This method keeps the cord safe from damage because it's routed through the extra hole in the substitute plate and does not get pinched by the nose door. After the test, we just reinstall the original access plate and we're done.

Sergeant
MAARNG

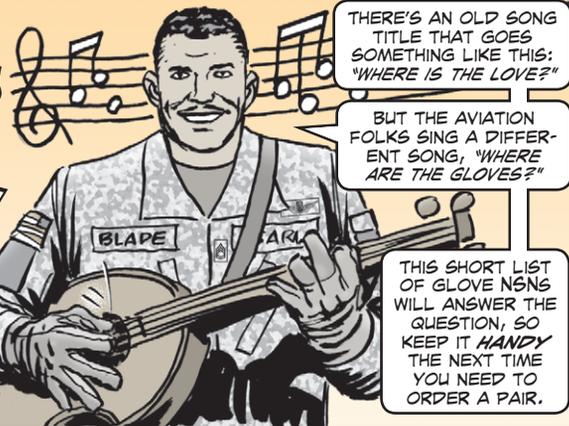
Dear Sergeant

This solution looks like it closes the door on broken AVA cables and problems with rotor track and balance.

Rotor Blade

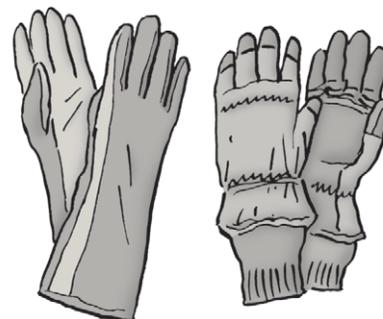
ELSE...

"Gloves for the Asking"



Gloves, nomex, flyers (summer)

NSN 8415-01-	Size
482-8417	4
040-2012	5
040-1453	6
029-0109	7
029-0111	8
029-0112	9
029-0113	10
029-0116	11
482-8420	12



Gloves, nomex, flyers (cold weather)

NSN 8415-01-446-	Size
9247	5
9248	6
9252	7
9253	8
9254	9
9256	10
9259	11