

Stryker...



SHUCKS!
A LITTLE
WATER CAN'T
HURT ME!

WAIT 'TIL
I GET
INSIDE!

I CAN CAUSE
ALL SORTS OF
PROBLEMS!

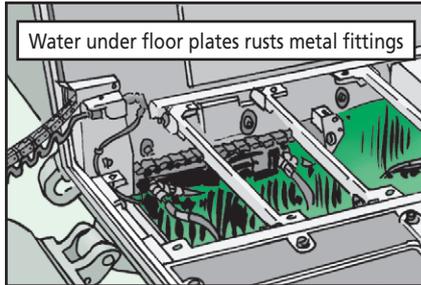
WATER, THE ENEMY WITHIN

Crewmen, you wouldn't believe how much water can collect in the hull of your Stryker. It drips off wet boots and uniforms, trickles through open hatches, is left behind after leaving the wash rack, and seeps in through loose hull drain plugs during fording.

The Problem

There are at least three ways that water can damage your Stryker:

1. Water that collects under the floor plates will rust the ramp chains; connectors on the air, hydraulic and fuel lines; the ABS system; and pretty much anything else that's made of metal.
2. If you're in a cold-weather environment like Alaska, the water freezes, rupturing lines and fittings and causing even more damage.
3. As temperatures go up, the water evaporates and condenses on radios and other electronic gear. Enough moisture can short out electronic equipment.



The Solution

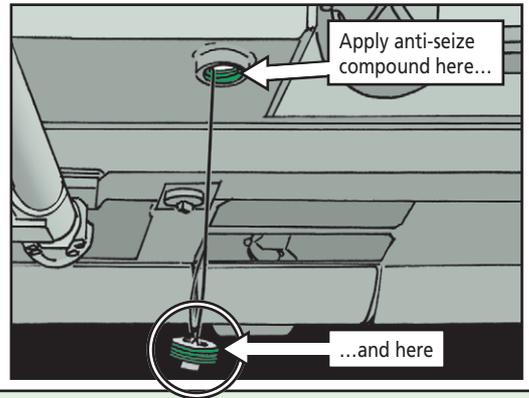
The only way to get that water out is to open the hull drain plugs on the bottom of your Stryker. There are 15 plugs, so make sure you open all of them or you'll leave water behind.

Make sure any water drained from the hull goes into a drip pan and is disposed of according to your unit's SOP.

Of course, you don't want water to get back in through the plugs, so make sure you reinstall 'em before operation. And do it right. Plugs that are too loose will vibrate free. Plugs that are too tight are hard to open and are more likely to be left closed when draining is needed.

Apply a little anti-seize compound, NSN 8030-01-087-8254, to the threads before installing the plugs. That lets you tighten the plugs enough to keep them from vibrating loose, but makes them easier to open when you need to.

Just make sure you put the compound on each plug's threads and the threaded portion of the hull. That way, all the threads are coated and the plugs won't stick.



M2/M3-Series Bradley...

Aerial Sight Fix?

Dear Half-Mast,

If the Bradley's aerial sight can't be mounted or is broken, the Bradley is considered NMC. But the new armored commander's shield (ACS) makes it difficult to mount the sight and with the sight mounted you can't fully elevate the M242 gun. Is there any solution for this?

SGT H.H.

Dear Sergeant H.H.,

Yes. Turn in the aerial sight. The Army considers the protection provided by the ACS more important than the aerial sight. This removes the NMC criterion for the sight. Paragraph 8d of MWO 9-2350-294-55-23 authorizes you to remove the aerial sight and send it to:

Red River Army Depot Munitions CTR
Hwy 82 West CL V TPF
Gate 44 Bldg 184
Texarkana, TX 75507-5000
DoDAAC W45G19

If you have questions about this, contact TACOM-RI at DSN 793-0722, (309) 782-0722, or email:

[@us.army.mil](mailto:us.army.mil)

Half-Mast

After armored commander's shield is installed, turn in aerial sight

