Welcome to KIT! Issue 62, the winter 2007 edition. Inside our regular features we have a new one 'Toasts' on Tornado and Trojan which is set to become regular. We have articles on WMOS, Viking (centre pages), Batteries, 121 and the new Reaporter plus a few others to hopefully pique your interest.

I keep turning on about the turboturbo thing for us. Will now the first few TPS have actually been allocated to Abbey Wood in Bristol. It's been causing a few telemetry problems with IT not working at all and telephone numbers changing and initially not being known. I've put a feature on page 39. "Where are they now?" to try and help track them down. There is to be seven numbers given in this issue which will have changed between going to press and reaching you, apologies in advance if you find any.

Remember, if you have something of interest to our 32,000 readers, whether it's a dirty for KIT! Blitz or 'Think a Number' or maybe a whole page feature article then please call me on Andover MIL (9431) 3278 or Civil (01264) 562378 or e-mail me at andy.williams54@ mods.uk and let's discuss how to proceed, it's really not difficult.

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RISK ASSESSMENTS

It's not just the out of the ordinary that needs Risk Assessments. It's often the every day stuff we forget that bites us. If you do not conduct a Risk Assessment and a foreseeable accident occurs it could be risky for you - and your line manager.

See JSP 375, Vol 2, Lift 39

He obviously doesn't know the difference in enthusiasts.

Why didn't I wear my leathers?

Gulp - That's the CO
Main Engine air cleaner
Recent investigations into the effectiveness of CV12 air cleaners have discovered that the clamping mechanism used to secure the air filter element is subject to wear. The mechanism utilizes the ‘over centre’ principle to lock the element against the air cleaner body. There are a number of weak points that will be affected by the high levels of vibration, leading to wear and a reduction in the clamping force.

A simple test to determine whether the filter is secure in the air cleaner assembly is shown in the picture. A piece of A4 paper is clamped between the filter and the body [Fig 1], if the clamping mechanism is serviceable it will be impossible to remove the paper without it ripping. A worn clamping mechanism will allow unfiltered air to enter the engine and cause rapid wear to the piston rings and liners.

TN54E L Clutch (Fig 2)

The L Clutch locks the turbine to the impeller to give a solid F:1 drive through the torque converter. The solenoid is energized and de-energized, by the Vehicle Integrated Control System (VICS), at predetermined engine and gearbox speeds [influenced by accelerator pedal position].

In gears F3, F4, F5 and F6, the torque converter is permanently locked except when gear changes occur. This means that the transmission output speed, measured by the speed probe is directly proportional to the engine speed, measured at the Pump Mounted Equipment (PME). The VICS monitors the engine and transmission speeds, any reduction in transmission speed without a proportional decrease in engine speed is caused by the L Clutch slipping. Fault code 5C [transmission speed correlation] will be displayed on the VICS. Fault codes 59 and 5A relate to failure of the speed probe which may also generate a 5C fault code. If there is no 5C in the fault log, there is no fault with the L Clutch.

CR2 Parking brake adjustment (Figs 3 and 4)
The pictures illustrate what happens when the parking brake does not release properly. The parking brake lever in the driver’s compartment was in the fully released position; the parking brake linkage in the power pack compartment was prevented from fully releasing because the parking brake cables were incorrectly adjusted (partially seated). This meant that the brakes were applied. Failure to stop and investigate why the vehicle was pulling to one side caused: the transmission brake pack to burn out. The transmission mounting rubbers to melt, this meant that the transmission was not fully supported, the transmission output gear was not in line with the final drive input gear. Wear to the muff coupling. Wear to the final drive input gear. Possible hull damage due to the drive line misalignment.

AESP 23504-102-532 Chapter 6 Schedule 6 directs inspectors to check that with the parking brake released the brake operating pistons are fully forward.

Hot Press
Look out for the latest user amendments to the CR2 AESP Cat 601, published in October.

CR2RY Chronicles

Main Brake Reservoir – Serious Equipment Failure
The picture shows the main brake reservoir detached from the driver’s seat base because the welds have failed. An inspection of the CR2Ry AESP at Bordon revealed that all of the vehicles had welds cracked in this area. This has been classified as a serious equipment failure as the brake fluid will leak out if the failure is not discovered. There are no warning lights to indicate to the driver that the brake fluid level is low.

Land have directed that ALL units to inspect the welds securing the main brake reservoir mounting bracket to the driver’s seat base. EFRs are required which must include the vehicle mileage and the distance run since the last Level 4 overhaul.

Hull Rear Junction Box (HRJB)
The picture shows a HRJB that had filled with water, it was discovered by ABRO Boswington during Economic Base Repair (EBR). This is a serious failure as short circuits on the transmission solenoid supplies may interrupt the oil supply to the D Clutch. This will, and has, destroyed the D Clutch. The D Clutch is a static clutch which is engaged and disengaged only when both sides are stationary. The remaining clutches (A, B, C, E, F and L) are dynamic and are designed to operate when there is a speed differential across them. You are advised to check the HRJB and if necessary drain off any water. Lid seats should be checked for serviceability.

CR2RY AESP Cat 601
AESP 23504-P-120-601 has been completely re-written and was distributed to all users in October 2007. It is identified as the 4th edition dated Oct 2007. The format has been changed to mirror the CR2 maintenance schedule as closely as possible and although HAS IPT have checked for mistakes, inevitably there will be areas where further explanation or clarification is required and additional checks necessary. This will be the default version of the AESP and should be implemented immediately on receipt, all earlier editions should be destroyed.

Road wheel studs
A recent serious failure concerned the loss of a pair of road wheels, caused by the wheel stud securing nuts working loose. The road wheel nuts were still in place and securely fastened. The securing studs are secured in the wheel hub by an antirotation pin and a nut that is slotted to prevent it from loosening. The picture compares a new road wheel stud with the remains after the failure, note how much metal has been worn away.

The road wheel securing nuts are checked regularly, in accordance with AESP 23504-P-120-601, the stud securing nuts, once fitted, are never inspected. AESP 23504-P-120-601 will be amended to include a check of the stud securing nuts whenever a road wheel is replaced.

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Close Support Bridge No 10; Parafil Rope Bungee Position

Current CHAVLB bridge AESP publications specify the bungee is secured: 2000mm from the end of the parafil rope bend restrictor at bridge/rope connection. The bungee for Titan shall be positioned 650mm from the end of the bend restrictor to ensure it clears the bowman antenna. This is shown in the figure and photo below. The bend restrictor should be fitted correctly onto the launch tie before measuring the 650mm dimension.

Routing T2 Steering Control Cable

The steering control cable is a push pull Bowden Flex type. The inner cable is constructed of long steel bands of varying width suspended and located by steel ball bearings. It is supplied pre-packed with lubricant and is encased in an armoured outer flexible tube. With the assembly laid out in a straight line there is minimal friction and movement of the inner cable is effortless. If the cable is routed as depicted in the picture then the smaller radius bends will cause a build up of resistance within the assembly and make operation very difficult. This could render the vehicle steering control unusable and cause a catastrophic accident, users are requested to check the routing of the steering control cable in the drivers cab and if it appears as shown in the photo, report to REME.

TITAN & TROJAN HTT LAMP FAILURE TO ILLUMINATE

When carrying out routine Hydraulic Track Tension (HTT) procedures as per AESP on Titan and Trojan, the HTT system is being reported as inoperative due to no illumination of the “HTT to Tension” 80 Bar blow off Amber LED on the drivers Instrument Panel. There is a procedural omission in the AESP which will be addressed.

If the BCP master hydraulic stop (red) is not in the ‘Go or Run’ position (irrespective of the BCP power switch position) the HTT Amber to Tension light will Not illuminate. The HTT hydraulic system functions correctly and operates in its normal manner during this procedure.

If the master hydraulic stop on the OCP is not in the ‘Go or Run’ position the HTT Amber to Tension light will Not illuminate. The HTT hydraulic system functions correctly and operates in its normal manner during this procedure.

Operators must ensure that the Titan BCP and Trojan OCP Master hydraulic Stops are in the ‘Go or Run’ position prior to using the HTT.

Titan & Trojan PTO Flange Drive Gear (9ETS/3040-099-325-0497)

The PTO CVT internal ring gear is made from reinforced glass fibre plastic and is designed to be the weakest link in the PTO drive train. Any wear between these driving teeth and the PTO input shaft gear teeth will be taken up by this material. For this reason the flange will, on examination, display cracks and the internal splines will show accelerated signs of wear. Maintainers and users are requested to examine the PTO drive flange whenever the power pack is removed from the hull and replace it worn. HAS IPT recommend that the drive flange is changed during the 9A (12 monthly) power pack service. The procedure to remove and replace the drive flange is detailed in Chapter 10/1 of the AESP Cap 522 for both Trojan and Titan. The securing bolts are tightened to 87 Nm.
Background
The Truck Utility Medium (High Specification) commonly known as Land Rover Wolf, was fitted with a Weapons Mount Installation Kit and became TUM(HS)/WMIK. They are now commonly known as WMIK.

Following extensive trials and assessment the WMIK was introduced to service in 1999 primarily as a defensive vehicle, to patrol airfields and undertake short reconnaissance missions with 16 Air Assault Bde. Since that time the role of the WMIK has been expanded from that originally envisaged. The platform is now in service with:
- 16 AA Bde
- 3 Col Bde RM
- RAF Regiment
- SAS
- Other units as directed by Land Command including use on both OP TELIC and OP HERRICK.

And then came...
Following an Urgent Operational Requirement (UOR) for OP HERRICK, a programme was launched to produce eighty Fitted For Radio (FFR) Higher Payload (HP) WMIKs. These vehicles are to an enhanced specification which provides the additional capacity to carry a Grenade Machine Gun (GMG) and ammunition; BOWMAN and Electronic Counter Measures (ECM) equipment, also protection from ballistic and mine threats.

The eighty vehicles in the programme were sourced from converted older WMIK vehicles and brand new build vehicles. All WMIKs are capable of fitting GMG if UGM is fitted. For OP Herrick, forty WMIKs have the 40mm GMG and forty were fitted with the 0.50 Heavy Machine Gun (HMG). They all have a full FFR BOWMAN (2 HF and 1 VHF) and an ECM Suite. The MAPIK (Winglet) modular ballistic matting system was transferred in theatre or supplied separately.

Basically the upgrade consists of the following:
- Updated Suspension chassis and brakes
- Upgraded wheels, fitted with in-service SNATCH tyres and a Run Flat system
- Underfoot mine protection
- Sand channels
- External Jerry can stowage
- GMG integration including revised stowage and a folding gunners step

The first WMIK(HF) platforms entered service in November 2005.

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Make Way For MERLIN

Ever heard of MERLIN? No not the magician or the bird either this helicopter! Here you can find out a bit more about it, what it does, can do and the difference between the different marks.

Merlin Mk1
The Merlin Mk1 is an anti-submarine and anti-surface vessel variant of the EH101 helicopter. Forty-four aircraft entered service with the Royal Navy between 1995 and 2002. Based at RNAS Culdrose in Cornwall they are designed to operate in all weathers from the flight deck of both large and small ships. They can fly at speeds of up to 150 knots with a range of over 200 nautical miles and can stay on task for some considerable time. The aircraft can be armed with up to four homing torpedoes or depth charges for anti-submarine use and can provide targeting information via data link for attacks on surface targets. Merlin Mk1 aircraft are currently taking part in operations in the Arabian Gulf and in the recently published successful anti-drug trafficking initiatives in the Mexican Gulf.

Merlin Mk2
Previously known as Merlin Capability Sustaining Programme (MCSP), this is a Cat A programme currently in the demonstration and manufacture phase. It aims to sustain the capability of 30 (with an option for a further 40) Merlin Mk1 aircraft until their Out of Service date of 2029. The In Service Date (ISD) is currently 2013 and the first aircraft is scheduled to be delivered to the Navy in 2012.

Merlin Mk3
Twenty-two Merlin Mk3 aircraft were procured for the RAF and delivered between 1999 and 2002. Based at RAF Benson, in Oxfordshire, the Mk3 can transport 24 troops or carry a range of vehicles either internally or as under slung loads. The aircraft is capable of a maximum speed of 167 knots and, with external fuel can fly in excess of 1000 km. These aircraft are currently playing a key role in operations in Iraq where they are used to undertake cargo and troop deployment and provide medical evacuation capability, enhancing the aircrafts growing reputation.

Merlin Mk3A
Following a government announcement in March 2007, six Danish Merlin AW101 helicopters were transferred to the UK to assist with current operations. These are new aircraft, the last of which was only delivered to Denmark in January 2007. They have increased the current battle fleet to twenty-eight. The new aircraft were returned to AgustaWestland, Yeovil in June/July 2007 where they commenced a programme of modifications to bring them up to the specification required for initial deployment. The first two aircraft are scheduled to be delivered to RAF Benson in November 2007 with all six delivered by Merlin 2008.

IMOS
Integrated Merlin Operational Support (IMOS) initiative was placed on contract in February 2006 to deliver contracting for availability through a single service based contract with AgustaWestland as Prime. IMOS is delivered by a joint MoD/industry team located at Westlands in Yeovil. The programme embraces: depth maintenance of all Merlin variants, including over/defect repair and overhaul; full logistic and technical support through an integrated support chain; fleet management and obsolescence resolution. IMOS has the potential to be expanded to embrace contracting for capability in the future.

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MLRS Miscellany!

Final Drive Sprockets
There appears to be some confusion over whether or not to fit tab washers to the final drive sprockets. None of the reference TM's call for tab washers to be fitted during the removal, replacement or installation of the drive sprockets and drive cam.

Handbrake Safety Sleeve
Arty Sys ITP are aware that some of you are removing the handbrake safety sleeves after they have been fitted. This safety modification (Mod Inst 86, AESP 1086-R-300-611) is to prevent inadvertent adjustment of the handbrake linkage. It is therefore imperative that the sleeve remains fitted to all vehicles, without exception. A missing handbrake safety sleeve will render the vehicle VOR.

When adjusting the handbrake linkage, the following points should be observed:
- The handbrake safety sleeve has a screw top
- The actual sleeve is not to be removed. When adjusting, it slides down the shaft of the handbrake.
- Slide the sleeve back up the handbrake and screw the top back on

Installation of Handbrake Safety Sleeve
Completed Handbrake Safety Sleeve

M770 B1 Future Fire Control System (FFCS)
Units are reminded that M770 B1 Future Fire Control System components are subject to 100% EFR reporting. EFRs have been sent to FRACAS, RPO 794.

Use of OVERRIDE Function
As part of the installation of FFCS, the facility to monitor safety switches has been added. These include the LWC Lockdown Latch Handle, Jum Strut, and Boomin Limit switches. They have been added for the protection of the crew, maintenance personnel, and to prevent damage to the equipment.

The FFCS on M770 B1 has an OVERRIDE function which gives the operator an option to override warning prompts displayed during operation of the weapon system. This facility is provided in order to allow the crew to work through faults and failures in order to carry out operationally mission critical tasks. It should not be used as a work-around for previously reported faults and failures in parts. The use of the OVERRIDE facility disables verification by the system of the status of the safety switches and warning prompts are no longer displayed during the rest of the operation. Care must be taken when operating in the OVERRIDE mode as injury to personnel or damage to the weapon system, booms, hosts, and LLM can occur. The OVERRIDE command is only reset during STOW operations.

On receipt of a warning prompt the crew should check the relevant switch. If the warning prompt has been displayed due to crew error then the error should be corrected and the OVERRIDE pressed. This will allow the system to recheck the safety switches and the operator to continue. It will also clear the fault from the system. Pressing OVERRIDE in this situation will log a system fault in the FFCS. If a warning prompt has been displayed due to a fault or failure, caution should be used by the crew when operating the OVERRIDE mode. The fault is to be reported to maintenance personnel at the earliest opportunity.

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Warrior WARNINGS!

To STOP or not to STOP...that is the question?
There have been reported instances of the Crew Emergency Engine Stop Control Mechanism being found seized and some with damage, on the engine compartment side, preventing them from operating. This may be due to a lack of care and servicing over the years. The linkage layout is shown in AESP 2250-1200-302, Chap 3, Page 171.

Due to the location of the control mechanism it is probably a case of out of sight, out of mind (Fig 1) and may also be from a lack of use. It may not be used very often but when it is needed it ought to be in working order.

You should check that the control mechanism is operating correctly and lubricate the control mechanism and linkages.

If the control mechanism is found to be seized or sticking, it should be removed from the vehicle and freed off, if possible, or replaced. Care should be taken not to damage the internal seal (found at the engine side of the mechanism). The seal is inside the barrel of the mechanism shown at Fig 2. The seal requires replacing if it is available on NSN 2991-01-5705-03.

The Engine Control Mechanism should be lubricated with a dry spray, NSN 2975-00-574-5209. Spray the lubricant at the point shown in Fig 2.

The linkages (Fig 3) are to be serviced twice monthly, per the AESP Cat 601, Table 6. Lubricate all joints and pivot points using LMD 91 or grease KG 291.

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Kit: 12 No 62

Kit: 13 No 62
Equipment Support
Following the merger of the Defence Logistic Organisation (DLO) and the Defence Procurement Agency (DPA) into Defence Equipment and Support (DE&S), equipment support for AS90 has changed. All aspects of AS90 support are now provided by the AS90 Joint Project Team (AS90 JPT), part of Artillery Systems Integrated Project Team (Arty Sys IPT). Arty Sys ITP is itself an amalgamation of the Field Artillery Systems Support IPT (FASST IPT) and the Future Artillery Weapons Systems IPT (FAWS IPT). The main element of the AS90 JPT is based at Abbey Wood in Bristol. Other elements are at Barrow-in-Furness and Leicester. The JPTs key role is to provide equipment availability and support to operations through the provision of spares, repairs and technical support.

Update
AS90 is currently undergoing several upgrades to its fire fighting system and electronic sub systems in order to keep it up to date until its planned out of service date in 2023. During the fitting of these new systems the entire fleet will be brought up to the same build standard by incorporating modifications through a programme of continuous improvement. BAE systems have developed a new suite of electronic systems which are due to be incorporated into the entire fleet by the beginning of 2021. Changes to the electronic systems include the following:

- **Fire Control Computer (FCC)**
  The FCC is being replaced by a new unit with more up-to-date hardware and an improved built-in test facility. The new FCC features an electronic messaging device (EMD) enabling the unit to be connected to a PC or handheld device for information transfer.

- **Layered Display Unit (LDU)**
  An updated LDU featuring a new touch sensitive LCD screen enables the layer to enter positional and gun laying information via the microprocessor based computer system.

- **Data Couplers**
  In the past electronic data used in the navigation system was passed between the turrets and chassis via inductive links housed in the data couplers. Data transmission in the new data couplers will be on wireless data transfer similar to that used in the Bluetooth wireless system.

Fire Fighting System
The AS90 fire fighting system has been upgraded to include an improved fire detection and warning system for the driver. All equipment has now been fitted with an additional audible and visual alarm system to alert the driver should a fire be detected. The fixed fire extinguishers themselves have also been changed from Halon gas to FM200. Non environmentally enhanced AS90s (asset code D83 16001) will only be fitted with one fixed fire extinguisher, however, all environmentally enhanced equipments (asset code D83 26001) will still be fitted with two fixed fire extinguishers.

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The Viking BV/206 All Terrain Vehicle (Protected) (ATVIP) is the third generation of armoured vehicles produced by BAE Systems Hagglunds of Sweden. The Viking is a follow-on from the BV/202 and BV/206. By the way BV stands for ‘Banswagen’ in Swedish which means that the vehicle is driven via rubber tracks. Viking is an amphibious vehicle deployable via landing craft from ship. It is also fully air transportable by C-130 Hercules or underhung by Chinook.

There are three variants of the Viking currently in service:

1. Troop Carrying Vehicle (TCV)
2. Command Vehicle (CV)
3. Repair and Recovery Vehicle (RRV)

A new fourth member, the Ambulance, is currently in production and will be in service later this year.

Although Viking is a tracked vehicle it is not of the conventional variety, two separate cars, interconnected by articulation ring and steered by steering rams, not by the slowing of one track. Both cars are driven, the rear taking its drive from the transfer box via a propshaft, through a rotating joint and into the rear differential. If any of the tracks on either the front or rear car are damaged the vehicle can still be driven.

The TCV and CV variants are similar in design, the rear car in the TCV has room for 8 troops, whereas the CV has limited space due to the addition of extra communications equipment. The RRV variant however, has a different rear car which incorporates an Atlas crane capable of lifting up to 25,000 kg and a 360 degree position, it also has a hydraulic recovery winch with a 1:1 straight pull of 90,000 kg. All variants are powered by a Cummins 6.9 litre 6 cylinder, 3 diesel engine and driven by an Allison W35560 transmission with 6 forward gears and 1 reverse gear giving it a top speed of 65 km/h and 5 km/h when swimming. Viking is fitted with crew heaters and full air conditioning. All variants are fully fitted with the Bowman Digital Communications system.

There’s more!
Several Urgent Operational Requirements have been introduced for vehicles deployed in Afghanistan:

- Electronic Counter Measure suite (ECM)
- Drivers Night Vision System (DNVS)
- Additional applique ceramic armour and Bar armour
- Wire cutter
- Window wire mesh protection
- Infra Red headlamp
- Remote locking for rear car door
- Platt weapon mount which can take GPRAG, 50 HMG or 40mm Mk19 Grenade Launcher
- Bullet proof protection for inter car connections

AS I WAS SAYING..... IT'S MANOEUVREABILITY OVER SOFT GROUND IS QUITE REMARKABLE

And still more!
Future modifications for Viking will include extra armour for the Platt Mount which will improve the protection for commanders, and also the fitting of thermal protection for the DNVS camera.

All in all the Viking has made an extremely successful start to its career with over 30 deployed on Op Herrick. With more to follow, it is the preferred method of transport in theatre due to its excellent mobility and the added protection that it gives, and has been very well received by the troops who operate it.

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ESS IPT (in alliance with ALC, the C Vehicle Provider) is bringing another two new items of Engineer Construction Plant (ECP) into the C Vehicle Fleet towards the end of 2007.

Drill Utility Trailer Mounted
The Comacchio GEO 205 will be available in service from November 2007. It is the new utility drill and comes on its own trailer enabling it to be towed to sites by either a Land Rover or truck. The GEO 205 is a very popular soil and site investigation equipment in the civilian environmental industry and will give the Royal Engineers the very latest soil sampling drilling equipment it replaces the Dando 2000 and Howard Skidster drills.

Elevating Platform
The Access K1T7 will be entering service in December 2007 and is the new portable access platform which will provide extra reach within a working height of 17 metres. The equipment can be towed by Land Rover or truck and will replace the K16T. It is fitted with a diesel engine for normal outdoor use and powerful batteries allow indoor use. As with all portable platforms it should be remembered not to enter the working basket until the stabilizer legs are down and the equipment is leveled.

Money Money........
The amount spent on batteries in the MOD continues to soar year on year as our dependence on them grows with our ever increasing thirst for power. You, the user, can assist in keeping the costs down by employing good equipment husbandry. If you look after and maintain them in the best possible condition they will deliver what you want, when you want without the need to continually demand replacement items. The following are some, hopefully helpful, do's and don'ts on batteries.

Lithium Ion (Li-ion)
Only recharge Li-ion batteries with an appropriate charger. Do not store Li-ion batteries in a discharged state; they will continue to discharge and may become irrecoverable (eg recharge laptop computer batteries before prolonged storage). If stored for long periods, periodically recharge the batteries. It is better to discharge and recharge Li-ion batteries partially and frequently than to discharge them heavily and less frequently.

Lead Acid
- Maintain electrolyte level carefully and regularly check and adjust levels on charged batteries.
- Keep lead acid batteries fully charged and recharge as soon as possible after discharge. Modern domestic lead acid battery chargers are generally self-regulating and will not overcharge a battery. However, older style chargers can overcharge modern "sealed" or "gel" (voltage regulated lead acid) batteries.
- As with Li-ion batteries, it is better to discharge and recharge lead acid batteries partially and frequently than to discharge them heavily and less frequently.
- Never attempt to open or adjust the electrolyte level of a sealed battery.
- It should be noted that the UK6TNMF battery may be referred to as a "maintenance free" battery, users are still advised to carry out visual and physical checks, like the ones that are routinely carried out during first and last parades. These checks should be applied to all maintenance free and low maintenance batteries.
- The UK6TN batteries appear to be particularly poorly maintained. Tap water is often used for topping up instead of distilled water and terminals are sometimes broken off so that users can demand low maintenance batteries (UK6TNMF) in their place.

Please don't they're expensive enough already!

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WARNING - Equipment Recall

All personnel should be aware that incidents have occurred with the Bowman HF Mk1 battery, which have resulted in serious consequences. They were found to be susceptible to ingress of moisture under certain circumstances. The manufacturer reported that the majority of HF Secondary Batteries Mk1 recently subjected to immersion testing showed signs of water ingress. Moisture contamination of the battery electronics circuit board may result in a board malfunction leading to a control device failure, overheating, venting or serious burning (flaming) events. It is not possible to accurately predict the extent of moisture ingress to a battery in operational use, due to the variable nature of environmental conditions. It is also not possible to state when uncontrolled discharge as a result of water damage will occur or whether this will result in overheating, smoking or burning. Bowman's technical support personnel (CFTP) took the decision to recall and replace all Bowman Mk1 batteries, BMW/BM/6410-99-347-0196, with the HF Mk2 battery, BMW/BM/6410-99-746-4480. This program is ongoing and will be approximately 80% complete. It is now, however, becoming increasingly difficult to locate and track the remaining susceptible batteries. Please check all your Bowman HF batteries currently in use and if you find any Mk1s, return them via your CM for exchange. Please call your Bowman HF battery exchange number below.

Return to Sender

Equipment returned to stores for return or exchange should be packaged in accordance with JSP 886. Instances have occurred where Bowman equipment has been returned in an unsuitable condition and has incurred additional damage as a result of insufficient or inappropriate packing techniques. Equipment that has been subjected to fire or other contamination should be double-bagged as a minimum requirement to allow an appropriate investigation to be carried out.

2.4m HF Manpack Antenna

KIT: No. 60 outlined a change in the repair policy for the Bowman 2.4m HF antenna, used in the manpack role. The new version has improved the antenna's performance and has been specifically designed for the manpack environment. This new version is said to provide a significant improvement in range and signal quality compared to the previous model. The antenna's design has been optimized to reduce wind resistance and improve foldability, making it easier to transport and deploy in a manpack configuration. The design also includes additional features to enhance its durability and longevity in the field.

Flash or What!

Another development which could see the rifle being a world beater is the emergence of vortex style flash suppressors. This technology replaces the integral flash suppressors and actually does what it says on the tin - hides all the muzzle flash! Sound suppressors have also been successfully fitted to the rifle, dropping the sound signature down to that comparable with the suppressed CB. This technology is here now! So if you are looking at the S80 variants, they are currently snapped up. A number of new optics are available. However, to get round the problem of over-sights, tunnel vision, they are also fitted with miniature holographic sights. These holographic sights offer a passive red dot capability ideal for CQB, giving the user a chance to accurately snap shoot.

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Tel: Andover MIl (94391) 7798

SA80, the Future

The SA80 has been around a while now and some more specialized users feel it is a little dated when compared to other modern standard firearms. However, as a rifle the L85A2 is still one of the most accurate and reliable weapons in use today. It just needs a makeover!

SA80
AS90 Lifted Items Condemnation Procedure

The procedure for obtaining certain spare and replacement parts for the ordnance on AS90 has undergone a massive change. You should be aware of the new procedure, which will be published in ADIP 2380.1.100-111 in due course. Basically, with the exception of ordnance fatigue items, the procedure to follow is laid down in DP 3.5.4, Vol II, Part I. When the battle, muzzle brake or breech block (front lower or rear upper) requires replacement the new process to follow is...

- Don't try demanding a replacement item, instead...
  - Contact the AS90 Technical Support Desk for Authority to Provisionally Condemn (PC) the item.
  - The item is to be marked as PC in accordance with ADIP 2380.1.100-111.
  - The AS90 Technical Support Desk will raise the paperwork to get the PC item exchanged for a serviceable item.
  - The PC item is to be packaged appropriately and returned for examination and confirmation of return in the presence of the relevant Equipment Inspector, AF GE227 and AF GE227AM.
  - A copy of the relevant report issued for examination and return on Ordnance, AF GE227AM.
  - The appropriate Equipment History (AB 2522 or AB 2522A).
  - A copy of the original Record of Goods Issued (AB 2522A or AB 2522B).

With immediate effect the only personnel authorised to sentence any of the items listed above as SCR or BCR are the AS90 Technical Support Desk and 5DM REME examiners. For further information, contact AS90 IRT, DE&S Abbey Wood on Abbey Wood Mill (0333) 711035.

High Velocity Missile System - Self Propelled Stormer

Following a recent incident in which an unmanned launched rocket of an HVMS weapon system, personnel (operators and maintainers) need to be reminded that at all times should any personnel or vehicle come within 200m of the weapon system during training or servicing, whether the weapon system is powered up or in operational mode should be informed in all categories of the AERS to ensure that operation and maintenance of the weapon system is carried out in a safe manner and should be adhered to at all times. You are also reminded that under no circumstances should the weapon system be in an unlocked status when the vehicle is in motion or being transported. Several instances of the occurrence have been reported to Land Guided Weapons IRT, resulting in further investigations being required to determine possible damage to critical weapon system components. For further information, contact LGW IRT. (See page 30 for phone numbers).

What's been happening????

Calling all armourers and snipers… wake up, I’m talking to you! Remember to de-copper your rifle bane. A decopper is a piece of rubber once G1000… didn’t do the decoppering the bare of your sniper rifle properly will help to maintain accuracy and prevent hard extractions. To help you do this there are two sizes of aerosol de-coppering agents now available. The 50ml can (B72SW/95-754-1300) and a handy 90ml can (B72SW/95-9152-11-60) that fits into the rifle hood. These are only available to armourers and snipers and can be ordered via the rifle ordering system. For further information, contact CSE IRT, DE&S Andover on Andover Mill (0333) 711035.

AS90 Spare Track Link Stowage

AB 2380.120-100 (PCR) item are fitted for, or fitted with Bowman are subject to the following:

- The spare track links stowed on the rear of the vehicle are to be removed and split down into separate links. One link to be replaced on the stowage bracket, the remaining link to be retained by the unit.

For further information, contact AS90 IRT, DE&S Abbey Wood on Abbey Wood Mill (0333) 711035.

CVR(T) Diesel Belt Alternator

As part of the upgrade process CVR(T) IRT awarded in KIT Issue 56 that surplus MWL IRT cases were available for 3.5.4.100-127, 2012-02-20-127, Chapter 2, Article 13. For further information, contact LAG IRT, DE&S Abbey Wood on Abbey Wood Mill (0333) 711035.

READ MY LIPS

When either the Drivers Console or the Odometer on AS90 has been changed it important that the odometer readings have been correctly recorded to ensure that cumulative track usage can be correctly accounted for. The change of odometer is to be recorded in both Section 2 and Section 6 of AM 413. Section 2 should be annotated with the reading of the old odometer at the time of change and the reading shown on the replacement odometer. Both Section 2 and Section 6 should clearly state that a change of odometer has taken place.

Big Company, Big Numbers Lion!

Those of you who work on an aircraft are aware of one of the pictures in the 4TH. They are in a group of equipment referred to as Remote Video人生, and tend to be used for engine inspections or looking for lost items when the visibility falls to an unacceptable level. Aircraft Support IPT (AS90) is the support authority for this equipment and last year spent £22K repairing it. This money could have been spent elsewhere since the repairs were unnecessary and due to careless packaging. The picture highlights the lack of control over the equipment with damage being blamed on untrained users, often from outside the area who said the equipment had been borrowed. It is the end of the 10 year lifecycle but due to financial cut back there will be no new purchase. This year, procurement of equipment which will be subject to onward sales will be subject to a limit. A small unit now has a reward system of £50 for returning the equipment within five days of receiving it, a repair cost of around £3K. The manufacturer cannot cope with the amount of broken items being returned for repair and have now set up a dedicated repair line for this work.

Do you use this equipment where you work? Are you trained to use it? Do you have competencies on it? Would you lend your new BMW to just anybody?… well, lend a $25K test set out… It’s your equipment and if it is damaged it is your responsibility, not the RAM. For further information, contact AS90 IRT, MB E20 St Athan on St Athan Mill (0333) 711035.
BREATHE EASY

Introduction
The General Service Respirator (GSR) is coming to replace the S10. It will have a variety of benefits for you the User. The GSR is significantly different in design to its predecessor and you’ll need to learn some new skills. Use the S10 if you need to be individually fitted to you but once done it cannot be altered.

Design
The GSR is very different from the old S10, not only in appearance but also in the way it works. Some obvious differences are the twin canisters, single visor and a new harness. These are more visible but equally important changes too.

- **Twin Canister** design allows you to continue breathing when one canister is removed without exposure to contamination. With both canisters removed it is impossible to breathe due to the shut off valves, giving you confidence that the respirator is sealed and will protect you. A green display on the shoulder of the unsealed canister identifies it as new; it disappears if fitted. Canisters can be positioned facing backwards or forwards to give some flexibility for better integration with whatever equipment you’re using at the time.
- **Single Visor** is much wider and provides a much improved field of view. This will help you feel more secure and allow greater situational awareness. It also has a flat profile making it easier to integrate with custom made faceshields such as binoculars and view finders. If you require corrective lenses these will be custom made for you and integrated into the respirator.
- **Valves and Filters** are designed to reduce multiple and allow increased airflow to assist in preventing vapor build up. The design also provides several integrated layers of protection against contaminants and lessens the burden of breathing when worn.
- **Communication** in an operational situation is vital and the GSR has an integrated speech module. Through a range of adaptors, it can integrate with all standard communications systems.

Hydration (drinks drinking) is possible through the integrated integrated drinking system which uses an adaptor connected to the standard service water bottles.

**ARTS - Advanced Respiratory Training System (ARTS)** is an upgrade to the existing BTS with an additional equipment pack which will be delivered to units as GSR is fielded.

Training
Learning the new skills for GSR is vital. A comprehensive training package will be introduced. Once your new GSR has been fitted you will be instructed in its correct use and also will conduct a fit test using the ARTS. An information video will be provided as part of the training system. It will highlight the benefits of the new system and the reasons for its introduction into service; it will also identify changes in respirator donning, use and maintenance drills.

Care and Protection
The GSR is a high-value piece of equipment and must be treated with care. Although no storage in the haversack provided, you will be able to keep it in optimal working condition.

Contributed by CBRN IPT, DEE ABBY Wood
Tel: Abbey Wood Mill (0352) 31526

LIGHT MY FIRE!

The Tactical Airfield Lighting System (TALS) 5A/6/30-09/930-11-144 is a field deployable, man portable, solar battery powered lighting system which provides lighting in the infra red and visible light bands. The system is used to identify landing points, runways and parking areas for helicopter operations. TALS can be configured for light intensity, colour and light levels via a radio controlled unit. Illumination is provided over a hemispherical area by LED light sources and it is possible to switch instantly between infra red and visible light bands. In infra red mode the light units are laser compatible. TALS comes complete with 12V 15A battery charger and a ‘breakable’ style 955 putlock used for transportation and storage in order to provide visibility and use by satellite by states of TALS for the Support Authority (SA-Airfield/AVS 08/11/09/11). Readers of TALS are to refer to theirıurs on the Ground Equipment Management System (GEMS) using the GEM Type Code XRG and declare their assets on S3 of USASG. The newly established maintenance regime consists of periodic and post deployment checks by the operators and a monthly electrical safety check by an electrical tradesman.

The following Air Publications are to be demanded to support these items:

- AP 120K/1116-12 General and Technical Information
- AP 120K/1117-13 Illustrated Parts Catalogue
- AP 120K/1119-14 Royal Air Force Support Authority General Orders
- Special Instructions and Service Engineered Modifications
- AP 120K/1116-5F Maintenance Schedule

You should be aware that assets not registered on GEMS and S3 of USASG will forfeit their entitlement to any support from the sponsor. The practice of sending unserviceable equipment directly to the manufacturer for repair with the 5A/6/30/09/930-11-144 assets are to be sanctioned by the SA. Unserviceable equipment sent directly to the manufacturer will be returned unaccepted to the deploying unit. Further for information contact ASR IPT on RAF Watton (9371) 4270

RUNAWAY TROLLEY
A further incident in which the Mk 170 Hydraulic Servicing Trolley (NRS) 4G/4020-17-1139/SX01 has overtravelled with the emergency stop button having no effect has highlighted that engines are still being overtravelled with oil. To prevent engine over travel caution must be used when topping up the engine oil. The difference between the Min and Max marking is only 6 litres. This combined with the difficulty in accurately reading the dial makes it very easy to overtravel. It is better to fill to slightly below the Max line. If an engine has been overtravelled, under no circumstances should the engine be drained and refilled (AP 119K/1132/23). A modification to the HTO to reduce the possibility of further over travel is currently being investigated. For further information please refer to KIT issue No 40, page 25 or contact WO2 (AGM) Tony Weaver, RAFWAG, ESI, Mobile Workshop on Mobile WAO (AM) 4431 1168.
**Should I or Should I Not?**

As reported previously in KIT! not all legacy vehicles managed by VEU are FPR action Equipment Support Managers (ESMs) may however impose 100% reporting on all or part of certain vehicle types if the need for information gathering arises. Currently only VEU SUV IPT do not require FPR reporting on any variant of Land Rover or Pinzgauer with the exception of WIMK, Pinzgauer 4x4 FPR (Euro 3) and Pinzgauer 6x6 Euro 3.

Only EFRS relating to Serious and Safety Failures or New Stores Rejects are required on these equipment. This does not apply to FPR reporting required on all variants of Land Rover or Pinzgauer with the exception of WIMK, Pinzgauer 4x4 FPR (Euro 3) and Pinzgauer 6x6 Euro 3.

Warranty procedures for premature failures on overhauled major assemblies are now contained within JSP 888. If an EFR is submitted please detail all relevant information in the appropriate fields so that it may be processed effectively. If you are unsure whether or not to submit an EFR, please contact SUM IPT on ANDover Main (49391) 7434 for further guidance.

**Spare Parts and NSNs**

A concern was raised by Mr Lancaster from Cootsbrook over some parts for a Bedford 8 tonne. Hopefully this query was answered by GSV IPT but if it pertained to you then you should contact the AST Cat 711 parts list for Bedford 4, 8 and 14 tonne and Leyland Daf 4 tonne are all being updated and rewritten at the moment. They will soon be available on Technical Documents On Line (TDOL). For information on TDOL see KIT Issue 6/1, Page 25.

**Bedford 4 Tonne (All Variants) - Door Assembly, fully trimmed**

GSV IPT want to remind you that when replacing fully trimmed door assemblies on the Bedford 4 tonne vehicle all NSNs 7BD/2510-99-829-3383 / 3384 / 3385 and 3386 that all old door assemblies must be back loaded through the correct channel to allow for the refitment process to be carried out. If you have replaced any door assemblies in the last twelve months please back load the old assemblies as soon as possible.

(GSV IPT, Tel (49391) 5284)

**Leyland Daf 4 Tonne - Door Repair Policy Change**

GSV IPT tells us of a change in the availability of certain Leyland Daf 4 tone door parts. Until recently you were able to demand doors complete with all components fitted. Fully trimmed door parts have changed. Well now on order you will be informed that the new door shell and doors components separately. A door shell comprises of the inner door frame and the outer door skin assembled together as one unit but without any of the door components fitted. The NSNs are:

L/H Door Shell: 7F2/2510-99-250-8053 (makes No: M001401)

R/H Door Shell: 7F2/2510-99-863-5561 (makes No: M001402)

Where possible you should retain serviceable components from the old door and fit the new door shell items which cannot be reused may be demanded separately. Door components are listed in ASP 22301H-10-4-711, Chapter 2-152 and Chapter 2-158. (GSV IPT, Tel (49391) 3673)

**Leyland Daf 4 Tonne - Serious Failure Incident**

A recent SEFT investigation reported a serious incident on loose rear differential coupling flange nut which caused the differential to hang up and prevent it from being detached whilst the vehicle was in motion. Fortunately there were no injuries to crew or personnel but the incident could have harmed the vehicle in question. Unfortunately the investigation showed that no vehicle body repair method was used on the threads of the differential pinion, as specified in ASP 22301H-10-4-711. The vehicle had recently returned from OPL service, but the repair history was incomplete. It is likely that the damage to the differential pinion was carried out under operational conditions where locktite 275 may not have been available. JSP 886 acknowledges that, under certain conditions, lock of time and distance to a vehicle repair facility makes it necessary to locktite used for this purpose but that this improvised repair must be corrected at the earliest opportunity. All personnel carrying out repairs to vehicles and equipment are reminded of the importance of the following responsibilities.

When carrying out a repair to vehicle or equipment, follow the correct repair techniques as detailed in the JSP 886. Improvised repairs to be carried out under operational conditions, but it is important that these improvised repairs are rectified as soon as possible.

Although it is appreciated that operational conditions may make it difficult to record repair information, every effort should be made to capture repair data that may require remedial action.

**Land Rover TUL/TUM(HS) and BFA**

SUV IPT has received reports that Land Rover TUL/TUM(HS) 8 BFA ratio 16:14 and Land Rover 2A (YD3/25100-99-316-1490) do not fit correctly. The diagram shows the correct way to assemble the rear shock absorbers and the lower bushes (7X2/5340-99-998-9178). If they are not assembled as per the diagram, the operation of being loose, (GSV IPT, Tel (49391) 5457/7703).

**Land Rover SNATCH 2**

Our thanks to KIT! Author of Engr Roger LAD, BPS 715 for pointing out a few interesting facts on the SNATCH 2 Land Rovers out in Afghanistan:

**While searching for the cause of a voltage drain on a vehicle it was necessary to locate the glow plug relay. This is located under the driver’s seat between the auxiliary batteries and the fuse box.**

**A fault causing an inaccurate speedometer and strange behaviour from the instrument gauges was identified as 24V feed to 12V components. The 24/12V converter, which provides a 12V feed to the instrument panel, is also located under the driver’s seat.**

**The converter under the commander’s seat provides a 12V supply to the air conditioning compressor clutch and converter.**

Thanks Nick, a KIT! mug is on its way.

**Land Rover**

When right hand drive vehicles are driven on the right hand side of the road the spare wheel, if mounted on the outside of the vehicle, should be placed on the drivers side. The mirror should also be changed around. The side mirror is left hand drive vehicle being driven on the left hand side of the road. ASP 22301H-10-4-201, Chap 4-1, Page 43, Para 42 refers. Part numbers for the mirror arms are 6M13/2540-99-935-3170 (short arm) and 7X2/2540-99-257-9971 (long arm) as detailed in ASP 22301H-10-4-201, Chap 2-12, Page 43, Para 57/58.

This has been a problem recently on Land Rovers coming across from Germany and not changing the side mirrors on the road when changing wheels and also with not being able to stop past the spare wheel whilst driving due to the mirrors not being changed. Thanks to LAT for bringing this to our attention.
**LET THERE BE LIGHT!**

Did you know? Not a lot of people do but you can now get a carrying bag (X1/6230-99-212-8540) to keep the Dragon range of search lights in:
- X1/6230-99-733-9418 (50W torch)
- X1/6230-99-726-7297 (100W torch)

The bag can be ordered through normal stores channels.

The trusty old Sharks Eye torch on the left (X1/6230-99-964-3722) is no longer available. You can now demand the new alternative one, shown on the right through the normal stores channels. The NSN for the new one is: X1/6230-99-113-8401

For all queries on torches, please contact Alan Ledbury, CSE IRT, DESS Andover on (949) 71889.

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**SOME USEFUL AS90 NSNs**

- The Thrower Arm Motor on the Shell Transfer Arm doesn’t have an NSN listed in the AESP (Cat 711). The one you need is NSN 9A593A/6105-99-011-5415. AF G1043 action should be carried out on unserviceable motors and they should be returned for repair.
- The large diameter countersink head screws used to secure the Direct Fire Sight in place are not listed in the Cat 711 either. Demand them on NSN: 9A593A/3305-99-425-1736
- The two hoses, routed between the reservoir and the coolant pump, on the EEV variant power pack are available on the following NSNs:
  - 1/4” Diameter – 9A593A/4220-99-594-5573
- The NSN for the shoulder strap, fitted to the barrel clamp, has been superceded. This item can now be demanded on NSN: 9A593A/3040-99-835-7654
- The NSN for the gun headstock, fitted to the parking brake caliper is: 9A593A/2350-99-099-6383

For all AS90 queries, call AS90 IRT, DESS Abbey Wood on (949) 718109.

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**ATTENTION ALL WELDING CURVES**

MCSA MMA Welding Machine WTEI/3431-99-665-4198. There is a service kit WTEI/3431-99-345-7164 available, you can demand and carry out servicing as laid down in AESP 3431-C-122-201. AESPs for the following welding packages and stand alone machines are now available through UKACG:

<table>
<thead>
<tr>
<th>Designation</th>
<th>DMC/NSN</th>
<th>AESP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field Welding Solution Army</td>
<td>WTEI/3431-99-168-6999</td>
<td>3431-C-120-11S &amp; 201</td>
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<tr>
<td>Field Welding Solution KRI</td>
<td>WTEI/3431-99-147-9220</td>
<td>3431-C-120-11S &amp; 201</td>
</tr>
<tr>
<td>Plasma C82</td>
<td>WTEI/3431-99-469-4997</td>
<td>3431-C-120-11S &amp; 201</td>
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<tr>
<td>MIG 165 (Merlite)</td>
<td>WTEI/3431-99-589-5826</td>
<td>3431-C-140-201</td>
</tr>
<tr>
<td>Nitrogen/Argon Welding, ENI</td>
<td>WTEI/3431-99-163-7622</td>
<td>3431-C-140-201</td>
</tr>
<tr>
<td>Generator</td>
<td>WTEI/3431-99-199-9023</td>
<td>3431-C-125-201</td>
</tr>
<tr>
<td>Mini L2 Extractor</td>
<td>WTEI/3431-99-168-1188</td>
<td>3431-C-100-201</td>
</tr>
<tr>
<td>Mini L2 Extractor</td>
<td>WTEI/3431-99-178-1026</td>
<td>3431-C-120-201</td>
</tr>
</tbody>
</table>

For further queries contact: WTEI/3431, DESS Andover on Andover Kit (949) 71889.

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**KITOKU**

It’s a light issue for Think o a Number so here’s a little puzzle for you. Roll straight forward if you’ve ever done a SUDOKU puzzle before. The object is to insert the numbers in the boxes to satisfy only one condition: each row, column and 3x3 box must contain the digits 1 through 9 exactly once. What could be simpler? Then Thinks a KIT Clock as a prize for the winner, who will be drawn by the Editor from all winning entries and announced in the February issue. Well, what are you waiting for?

Entries should be sent to:
- The Editor
- KIT! Magazine
- DESS Andover (kit 12)
- Monkton Rd
- Andover
- Hampshire
- SP11 8HT

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**MORRIS POWERPLUS**

The new Morris PowerPlus range of sacks features a range of different sizes and designs to suit a variety of applications.

<table>
<thead>
<tr>
<th>Size</th>
<th>Design</th>
<th>Capacity</th>
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</thead>
<tbody>
<tr>
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<td>Medium</td>
<td>WTEI/3431-99-469-4997</td>
<td>3431-C-120-11S &amp; 201</td>
</tr>
<tr>
<td>Large</td>
<td>WTEI/3431-99-589-5826</td>
<td>3431-C-140-201</td>
</tr>
<tr>
<td>Extra Large</td>
<td>WTEI/3431-99-163-7622</td>
<td>3431-C-140-201</td>
</tr>
</tbody>
</table>

For more information, contact Morris PowerPlus on (949) 71889.
WHERE ARE THEY NOW?

You probably know that big changes are afoot here in the logistics support area of the organisation. IPTs are moving around and combining all over the place but predominantly in Abbey Wood.

Contacted?

We will all know - this page is scheduled to run for several weeks to try and keep you abreast of what has gone where and how to get in touch with them. KIT is not going to turn into a phone directory but can hopefully steer you in the right direction. Indeed a lot of IPTs don’t know what their new phone numbers will be at the time of going to press. We will try and point you towards a help desk or useful contact.

So who has moved so far and how can you contact them?

HAS IPT

Head Armoured Systems IPT relocated to Abbey Wood with effect from 01 October 2007. Their new postal address is: HAS IPT, Tech 0, 66001, DE45 Abbey Wood, Bristol, BS34 8UH.

If you want to find someone on the phone system, try phoning Abbey Wood Military 93353 13030.

LAS IPT

From the 02 July 2007 LAS IPT & CA IPT formed two new through-life armoured vehicle IPTs.

Light Armoured Systems IPT (LAS IPT), managing

FREJA, EUROVIA, SAGEN, BV206, WARRIOR, Lifu, PANTHER

and

Medium Armoured Systems IPT (MAS IPT), managing

WARRIOR, DROPS, M181, BALDWIN, SIGHTS

LAS IPT relocated to Abbey Wood on 01 October 2007. Their new postal address is: LAS IPT, Tech NH5, #6101, DE45 Abbey Wood, Bristol, BS34 8UH. As a POC for all members call Abbey Wood Military 93352 71177.

LGW IPT

Land Guided Weapons IPT are moving in two phases to Abbey Wood with effect from 02 October 2007. Their new postal address is: LGW IPT, DE45 Abbey Wood, Mail point #1204, Neighbourhood 1, Spruce level 2, Wing a, Bristol BS34 8UH.

If you want to find someone on the phone system, try phoning their business Unit on Andover Hill (94391) ST71 or Abbey Wood Military 93352 33311.

They now manage Rapier, HAW and U.S. Javelins with NLAW coming in the future.

Arty Sys IPT

Artillery Systems IPT are now all located at Abbey Wood since 02 September 2007. Their new postal address is: Artillery Systems IPT, Juniper DQ, #5103, DE45 Abbey Wood, Bristol, BS34 8UH.

If you want to find someone on the phone system, try phoning their Business Manager on Abbey Wood Military 93356 13014.

SUGGESTIONS

Use this page to let us have your ideas for an article in KIT! Anything that will help others to look after their equipment better will be welcomed. Don’t forget to mention any relevant references - ATPI’s, FER, etc - and include any sketches that will help to explain your idea, on a separate piece of paper, if necessary. This page may also be used to let us know what you think of KIT! If you have any suggestions as to how the magazine could be improved, either in content or layout, please let us know.

Name

Full Postal Address

Tel No

Unit Fax No

Details

Send to KIT!, DG S&E, DE&S Andover, Monxton Road, Andover SP11 8HT

Tel: Andover Military (94391) 3278 or Civil (01264) 383278

or by e-mail to: andy.wilkinson.8828@mod.uk

A KIT! logo clock will be given for the best suggestion in each issue, with KIT! mugs or T-shirts going to the originators of all other ideas published. Indicate your choice by ticking one of the following boxes:

Mug [ ] T-shirt - S [ ] M [ ] L [ ] XL [ ]

Make sure your address is accurate and complete otherwise we won’t be able to send you your gift.
EQUIPMENT SAFETY

REMEMBER THE CLICHES?

NO SMOKE WITHOUT FIRE

HELP!

HELLO ALL STATIONS,
THIS IS ZERO...COUGH...COUGH

GUESS WHAT?
IT’S TRUE...

WATCH WHERE YOU POINT YOUR EXHAUST

KIT! 32 No 62