

PM Paladin/FAASV Newsletter

<http://w4.pica.army.mil/paladin/>



PURPOSE:

The purpose of this Newsletter is to keep the Paladin/FAASV using units and their maintenance support organizations apprised of technical information and/or lessons learned on the M109A6, Paladin and the M992A2, FAASV that may not otherwise be explained in Technical Manuals. Previous newsletters may be found at the Website indicated at the top of this page.

PROPONENT:

Product Manager Paladin/FAASV
DSN ***-**** (Comm ***-***-****)

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I Am The Flag

by Ruth Apperson Rous

I am the flag of the United States of America.

I was born on June 14, 1777, in Philadelphia.

There the Continental Congress adopted my stars and stripes as the national flag.

My thirteen stripes alternating red and white, with a union of thirteen white stars in a field of blue, represented a new constellation, a new nation dedicated to the personal and religious liberty of mankind.

Today fifty stars signal from my union, one for each of the fifty sovereign states in the greatest constitutional republic the world has ever known.

My colors symbolize the patriotic ideals and spiritual qualities of the citizens of my country.

My red stripes proclaim the fearless courage and integrity of American men and boys and the self-sacrifice and devotion of American mothers and daughters.

My white stripes stand for liberty and equality for all.

My blue is the blue of heaven, loyalty, and faith.

I represent these eternal principles: liberty, justice, and humanity.

I embody American freedom: freedom of speech, religion, assembly, the press, and the sanctity of the home.

I typify that indomitable spirit of determination brought to my land by Christopher Columbus and by all my forefathers - the Pilgrims, Puritans, settlers at Jamestown and Plymouth.

I am as old as my nation.

I am a living symbol of my nation's law: the Constitution of the United States and the Bill of Rights.

I voice Abraham Lincoln's philosophy: "A government of the people, by the people, for the people."

I stand guard over my nation's schools, the seedbed of good citizenship and true patriotism.

I am displayed in every schoolroom throughout my nation; every schoolyard has a flag pole for my display.

Daily thousands upon thousands of boys and girls pledge their allegiance to me and my country.

I have my own law—Public Law 829, "The Flag Code" - which definitely states my correct use and display for all occasions and situations.

I have my special day, Flag Day. June 14 is set aside to honor my birth.

Americans, I am the sacred emblem of your country. I symbolize your birthright, your heritage of liberty purchased with blood and sorrow.

I am your title deed of freedom, which is yours to enjoy and hold in trust for posterity.

If you fail to keep this sacred trust inviolate, if I am nullified and destroyed, you and your children will become slaves to dictators and despots.

Eternal vigilance is your price of freedom.

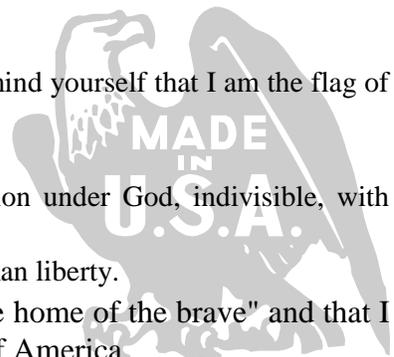
As you see me silhouetted against the peaceful skies of my country, remind yourself that I am the flag of your country, that I stand for what you are - no more, no less.

Guard me well, lest your freedom perish from the earth.

Dedicate your lives to those principles for which I stand: "One nation under God, indivisible, with liberty and justice for all."

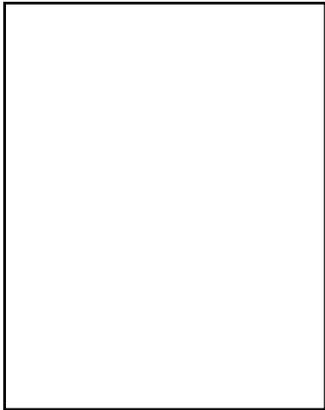
I was created in freedom. I made my first appearance in a battle for human liberty.

God grant that I may spend eternity in my "land of the free and the home of the brave" and that I shall ever be known as "Old Glory," the flag of the United States of America.



PM's Corner

Message from *** **



Three years ago I left the world of Special Operations Aviation to accept the position of PM Paladin/FAASV. It was both a culture shock for me and one of the most rewarding experiences of my military career.

My prior programs were high budget items and I was amazed to learn how much sophistication the Field Artillery had achieved at so little expense to the Army. I have never experienced so few people doing so much with so little money as the PM Paladin/FAASV Office. The Paladin and FAASV are extremely effective systems capable of inflicting massive damage upon those against whom we would wage war. These systems truly introduced "A Revolution in Cannon Artillery" with unprecedented responsiveness, lethality, and survivability. I have been proud to build and field such fine combat vehicles for the Army. Many PMs never get that opportunity. My greatest pride, however, has come from watching all you dedicated professionals maintain and improve the systems through sheer determination. The fighting soldiers - and the nation - deserve no less.

It is always sad to some degree to leave a community - and the diverse world of Paladin/FAASV is certainly a true community. The Active Forces, the National Guard, all the support organizations around the Army, the various contractors, both manufacturing and technical support - literally hundreds of people - I will miss you all - and I thank you for enriching my career in the military. I especially want to thank the soldiers of the 2-146 FA for allowing me the privilege of pulling the lanyard on one of their new Paladins, and the soldiers of the 3-16 FA for their amazing enthusiasm and performance during the Division Capstone Exercise.

My wish for the Paladin/FAASV community is that you all continue to work as hard as you always have in creating and maintaining the most effective artillery force in the world. Paladin and FAASV are real - they exist today - and if we were to go to war today or tomorrow, they will be the weapons we use to defend America. That is our collective legacy. Be proud of it - and yourselves.

See you down the road.

*Editor's note: *** ** departs PM Paladin/FAASV in July and will be replaced by ****
**** **

Packaging And Shipping Of Paladin LRUs And SRUs

The Depot Repair facility for AFCS Computer Unit (ACU) and Prognostic/Diagnostic Interface Unit (PDIU) Line Replaceable Units (LRU) and Shop Replaceable Units (SRU) has reported numerous instances of poor packaging practices. Figure 1 shows poorly packaged LRUs. Both ACU and PDIU parts are put at risk of further damage due to insufficient packaging. (Refer to Paladin Web Site)



Figure 1. Incorrectly Packed LRUs and SRUs



Figure 2. Correctly Packed LRUs

To prevent damage to ACU and PDIU LRUs they should be returned in the approved containers. NSN 8145-01-451-6767 (PN 12984622) for the ACU and NSN 8145-01-391-4922 (PN 12927700-6) for the PDIU. If the intended shipping container is unavailable, package the LRU securely in an approved container with at least 6 inches of foam

insulation or polyurethane over pack surrounding the LRU. Figure 2 shows proper packaging of LRUs.

Careful packaging is required to prevent damage and decreased return value of SRUs; including Circuit Card Assemblies, Power Supplies, Hard Drives, and Indicator Panels. All electronic SRUs should be first packaged in an ESD bag or, at a minimum, anti-static (pink) bubble wrap. Before being boxed and shipped, they should be supported with foam or additional cushioning. Figure 3 shows proper packaging of a circuit card assembly. Refer to Page 10 for the proper Shipping Instructions.



Figure 3. Proper Packaging of SRUs

For guidance on maintenance of Paladin electronic LRUs and SRUs see Section Five of TM 9-1200-215-34&P for each LRU. For specific guidance on repair and return codes for Paladin electronic LRUs and SRUs see Appendix C. Only items coded for return should be packaged and sent to the appropriate

repair level. For assistance contact your LAR. For packaging or repairs information contact Item Manager ***** at DSN ***-****(Comm ***-***-****). For other electronics issues contact ***** at DSN ***-**** (Comm ***-***-****).

Intermittent Power Problems – Paladin/FAASV PLGR Mount (Quick-Fix)

The M109A6 Paladin and M992A2 FAASV Precision Lightweight GPS Receiver (PLGR) mount continues to experience problems in the field. Intermittent power problems have been reported. While mounted within the Paladin/FAASV PLGR mount, NSN 5340-01-417-1874, the PLGR often loses power and has to be reseated within the mount, often several times, before the problem is solved.

Temporary, quick “fixes” have been utilized by the field personnel to continually receive power to the PLGR. These actions include permanently depressing the mount’s switch with tape and electrically bypassing the switch by shorting the input wires together (see Figure 1).

While taping or short-circuiting the mount temporarily solves the problem, this practice

will lead to far more severe problems. Maintaining constant power to the mount when the PLGR is removed can lead to several equipment failures, including: permanent, irreparable damage to the cables and DRU-H. At a minimum this can cause the in-line fuse to be blown.

If you experience trouble getting power to your PLGR when mounting it, the following "quick fix" is a better alternative. Apply an adhesive pad with thickness between 0.02 and 0.06 inches to the back of the PLGR. This provides the same added thickness the tape does, however does not depress the switch permanently (see Figure 2).

Occurrence of intermittent power failures should be reported to ***** ***** at ***-**** (Comm ***-***-****).



Figure 1. Paladin Modified PLGR Mount with Switch Permanently Depressed with Tape



Figure 2. PLGR with “Quick Fix” Stick-on Tab

Has Your Unit Downloaded Paladin Version 11.M Software Yet?

1. **Purpose.** To advise all M109A6 Paladin units of the need to install Paladin Version 11.M Software (S/W) immediately upon receipt.
2. **General.**
 - a. Paladin Version 11.M Software Retrofit Kits have been sent to field with instructions for the S/W to be immediately downloaded by unit personnel. The Ver 11.M S/W consists of a number of critical improvements that will enhance the operation of the Paladin AFCS, immediately and in the future. Some units are reluctant to, or are delaying the installation of, the S/W for various reasons, i.e. awaiting AFATDS or BCS S/W change to support MACS. Refer to page 7 of this newsletter for TSM FATDS, COL *****'s message to the Unit Commanders.
3. **Advantages.**
 - a. The most immediate improvement will be in the TACFIRE network parameters which will become a far more robust and reliable means of communications on the fire direction net with multiple howitzers in the battery configuration. This is a stand alone improvement that will enhance unit operations and communications.
 - b. Secondly, with the draw down in bag propellants and the conversion to solid propellants, the AFCS S/W is being upgraded to include the M231 and M232 Modular Artillery Charge System (MACS). The S/W change will provide the Paladin with the capability to compute fire missions with MACS when fielded later this year. Until MACS is fielded, the S/W change will be invisible to the user.
 - c. Finally, while future fire direction center upgrades are scheduled later this year, Paladin Ver 11.M is compatible with current systems and should be downloaded **immediately**.
4. **Additional Information.**
 - a. Paladin Ver 11.M S/W was installed in all units at Ft Sill, OK and no S/W problems have been reported to date. It is important that the latest S/W be installed on the Paladin to meet any future deployment requirements that may arise.
 - b. Downloading of Paladin Ver 11.M S/W requires approximately 30 minutes per vehicle. The immediate installation of the S/W will ensure minimal downtime when future fire direction center upgrades are received and downloaded.
 - c. If problems occur during S/W downloading, a Hotline has been established at the Automated Test System Team, TACOM-ARDEC. **The Hotline number is DSN ***-**** (Comm ***-***-****)**. Call if assistance is needed.
5. The Government POC for this action is ***** *****, PM Paladin/FAASV Fielding Representative at Ft. Sill, DSN ***-**** (Comm ***-***-****).

-----Original Message-----

From: *****, ***** COL

Sent:

To:

Subject: Paladin Version 11M Software

I understand that there are some units who are reluctant to install the Paladin V11M software until this summer, when AFATDS and BCS software supporting the MACS propellant, is delivered. If this effort was, as in the past, to swap out hard drives and include extensive training, this would be understandable.

With the fielding of this software, we are paving the way to download Paladin software using unit personnel to do the job, just as we do for BCS and AFATDS. This saves resources and ensures that problems with software can be corrected without expensive and long drawn-out unit stand downs, to accomplish the mission. In fact, each howitzer can be cabled and loaded with the new software in about 30 minutes, allowing an entire battery to be upgraded during an afternoon motor stables.

Keep in mind that this Paladin V11 software build also provides a fix for your currently fielded V11A TACFIRE communications that was always intended to be delivered during this timeframe. This fix ensures a more reliable and robust communications with multiple howitzers on the fire direction net. The V11M added the MACS propellant to this release in order to eliminate an additional software, testing and fielding effort. Again, the software operationally will be transparent to your operators, is compatible with the currently fielded BCS and AFATDS software, and will improve communications.

*** I encourage you to use the provided retrofit kit and hot line if needed, and upgrade your Paladin software at this time. This will ensure that if any hard drive malfunctions arise, you can quickly be serviced on an individual basis now, instead of waiting and risking the possibility of a shortage of hard drives later.

Version 11.M "OOPS"

Just a reminder prior to downloading the Ver 11.M S/W to the ACU, you need to document the AFCS and MAPMOD data.

After completing the download the AFCS and MAPMOD data must be re-installed into the ACU.

Has Your SPORT DMM Card Been Calibrated?

A question arose with regard to the calibration requirement of the DMM Card in the Soldiers Portable On-system Repair Tool (SPORT). PM TMDE was contacted and stated there are two manufacturers of the card and they have different calibration requirements. The National card has a one

(1) year calibration requirement and the ISAS card has a two (2) year requirement. The cards are marked to distinguish the different manufacturers and the calibration specs are in place at your local calibration facility.



Maintenance Dialogue & Notes From The Command

The following is a presentation of selected maintenance/components problems, trends, ideas and/or applied solutions recorded at Sample Data Collection (SDC) field locations with an intended purpose of sharing through illustration and discussion, experiences encountered by other Paladin/FAASV users. Maintenance Dialogue discussions are intended as informational and should not be interpreted as authorization to perform modifications or configuration changes to the systems or their components.

◇◇ *Quality Deficiency Reports, submitted through proper channels, help to improve your equipment.* ◇◇

FAASV AUXILIARY POWER UNIT (APU) CHAIN CASE COVER ASSEMBLY

Deficiency:

APU malfunctions have been caused by chain tensioner failures due to the chain tensioner coming loose inside the cover. The first indication of trouble was oil leaking from the chain tensioner screw holes, and when chain covers were removed, a number of internal parts were found damaged. Malfunctions appear to begin when the chain tensioner machine screws (PN MS27039CI-07) loosen and subsequent loosening of the hinge bracket (PN 12438824) occurs. It was observed that the screws are loosening during operation due to the significant vibration.

Comments:

To eliminate the loosening of the chain tensioner hinge bracket, the bracket was redesigned out of steel instead of aluminum and the mounting hardware was improved. The new hinge bracket (PN 12480329) is now mounted with socket head cap screw (PN NAS1351-3-12P), new lock washers (PN MS27183-43), flat washers (PN MS27183-46), and nuts (PN MS35650-302). Prior to installing the new hardware, the chain cover (PN 11671373-2) requires a modification by grinding a spot face around the hole nearest the cover flange to provide a flat surface for the screw head to seat.

Materials/Parts:

National Stock Number	Part Number	Nomenclature	Quantity
5340-01-399-3180	12438823	Slide Assemble (if required)	1
TBD	12480329	Hinge, Tensioner	1
5315-00-245-1425	MS24665-99	Pin, Cotter	1
5310-01-244-4006	MS27183-46	Washer, Flat	2
5310-00-045-3296	MS35338-43	Washer, Lock	2
5310-00-934-9751	MS35650-302	Nut, Hex	2
5305-00-995-2710	NAS1351-3-12P	Screw	2

Procedures:

1. Remove APU chaincase cover assembly (refer to TM 9-2350-293-20&P).
2. Disassemble APU chaincase slide assembly (refer to TM 9-2350-293-20&P). Discard tensioner hinge, hinge screws, washers, lockwashers, and cotter pin.
3. Clean all parts with cleaning solvent and rags.
4. Inspect chaincase cover for cracks or damage to mating surfaces, replace if necessary.
5. Inspect slide assembly for cracks or excessive wear, replace if necessary.
6. Modify chaincase cover (1) (PN 11671373-2) to a (PN 11671373-3) by drilling out two tapped holes for chain slide hinge using a 13/64-inch drill. See Figure 1.
7. Grind area as indicated on chaincase cover (1) around the hole nearest the cover flange so that the new screw will sit flush on cover. See Figure 1.
8. Apply sealing compound to threads of two new screws (11) and install new hinge (5) on chaincase cover (1) with two new screws (11), lockwashers (9), washers (10) and nuts (8). See Figure 2.
9. Install slide (6) on hinge (5) with straight pin (4) and new cotter pin (7). See Figure 2.
10. Install nut (3) on screw (2). Install screw (2) and nut (3) in chaincase cover (1).
11. Identify new chaincase cover assembly by applying a -1 to cover assembly PN 12438825.
12. Install chaincase cover assembly on APU (refer to TM 9-2350-293-20&P).
13. Adjust chaincase chain tensioner (refer to TM 9-2350-293-20&P).

Publications Affected: TM 9-2350-293-20&P

Level of Maintenance: Unit

The Government POC for this action is ***** ***, DSN ***-***** (Comm ***-***-*****).

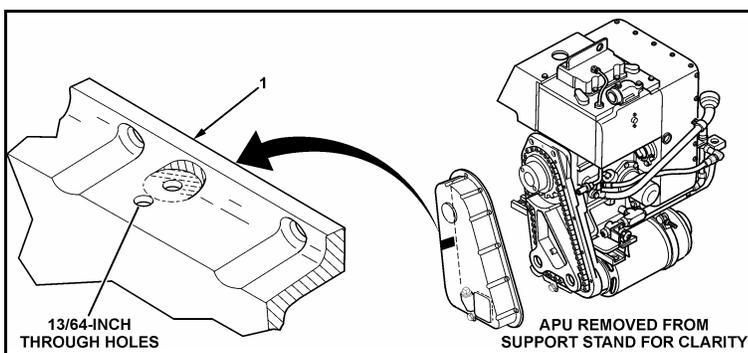


Figure 1

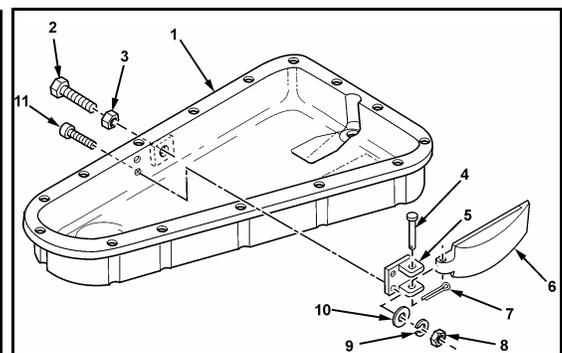


Figure 2

SHIPPING COMPONENTS FOR REPAIR

Circuit cards with crushed components, hard drives with broken guide pins, circuit cards broken in half, circuit cards with damaged connectors, damaged PDIU and ACU assemblies, these are examples of how unserviceable components, shipped to repair facilities, are often received. Worse yet, there have been cases where components were so badly damaged, that repairs could not be made, and items

were discarded. Financial impact is considerable, but managers and repair facilities must also be provided repairable components for repair and return to the field. Consider, for each part destroyed in shipping, Paladin/FAASV managers not only lose the damaged asset and its cost, but a new like-item must be purchased as a replacement. Points of interest below are intended to highlight some ideas that

could significantly reduce shipping damage, increase probability of repairable components reaching repair facilities, and reduce financial consideration related to replacements. Field managers and supervisors, please examine the methods presented. They will save money and at the same time help ensure a ready supply of replacement parts for your equipment.

Methods



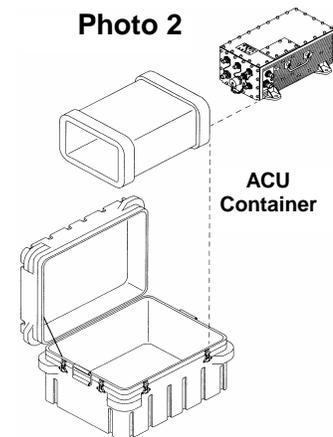
- New circuit cards are typically delivered in “fast pack” shipping containers (Photo 1). These containers are sized to “fit” circuit cards and are designed to reduce normal shipping damage. Managers should consider holding and re-using “fast packs” to ship unserviceable circuit card assemblies.



- Require shipment of major component assemblies (DU, PDIU, etc.) only in containers specially designed for each assembly (Photo 2).

- Always reuse original ESD wrapping for components that are electrostatic discharge sensitive (Photo 3).

- If reusable shipping containers are not available, always choose an alternate container that is much larger than the item being shipped. Then **excessively** wrap item in “bubble wrap” and fill remainder of box space with



“packing peanuts” or paper. When complete, item should not move within its container.

- Include in the container all associated pieces/parts belonging to the primary component.
- Periodically, packages are unwrapped at intermediate shipping terminals for part identification reasons. Once part ID is completed, personnel should be careful to **re-pack** components to their original standards, or improve packing if not properly packaged originally.

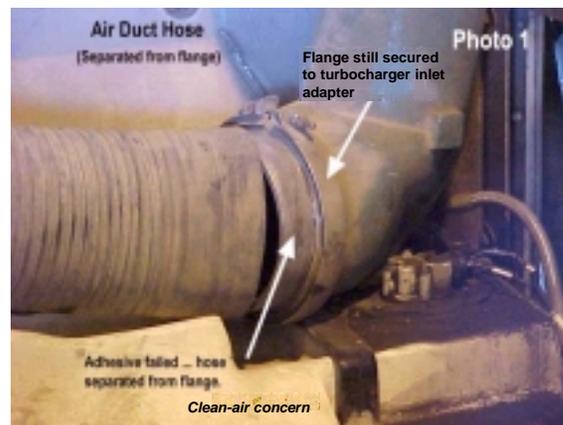
PALADIN/FAASV TRANSMISSION (Model XTG411-4)

Transmission model XTG411-4 is prescribed for use on both Paladin and FAASV systems. However, during a recent corrective action an incorrect model, XTG411-2A, transmission was issued as a Paladin replacement. While both transmissions are *outwardly* similar, *internal differences* related to added engine power, torque, and braking requirements, cause model XTG411-2A to be **unsuitable** for use. For that reason, Paladin and FAASV personnel should check any replacement transmission to ensure *Model XTG411-4* is stamped on the data plate. Note: The previously described error was discovered prior to the transmission being placed in service, it was disconnected and replaced. *This topic was previously addressed in PS Magazine issue PS 522, dated May 1996.*

PALADIN/FAASV AIR DUCT HOSE ASSY (PN 11593606 / NSN 4720-00-999-8589)

Records show that a number of air cleaner duct hoses have been found separated from their flange (see Photo 1). While occurrences appear to be infrequent, their *clean-air* concerns and seriousness should not be ignored. Consider... air passing through this hose has already passed through the air cleaner, so any air entering the stream as the result of a leak is, therefore, *dirty* and can cause serious performance problems or damage internal engine components. Adhesive (MMM-A-134) is used to bond hose and flange as one unit, if the adhesive deteriorates and fails, separation occurs. To avoid complications, **REPLACE** a *separated air duct hose at first opportunity* (SMR PAOZZ). Do not do an unauthorized repair (see Photo 2). While hose-to-flange connectivity is more difficult to check on Paladin than FAASV, personnel should check air duct hose and flange condition, on both vehicles, at every opportunity.

Failed Air Duct Hose

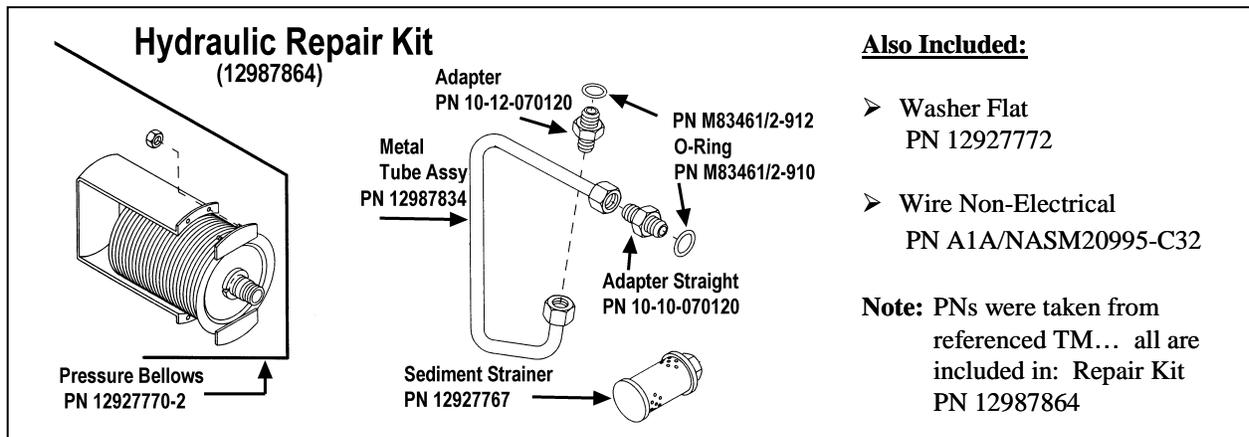


Unauthorized Repair



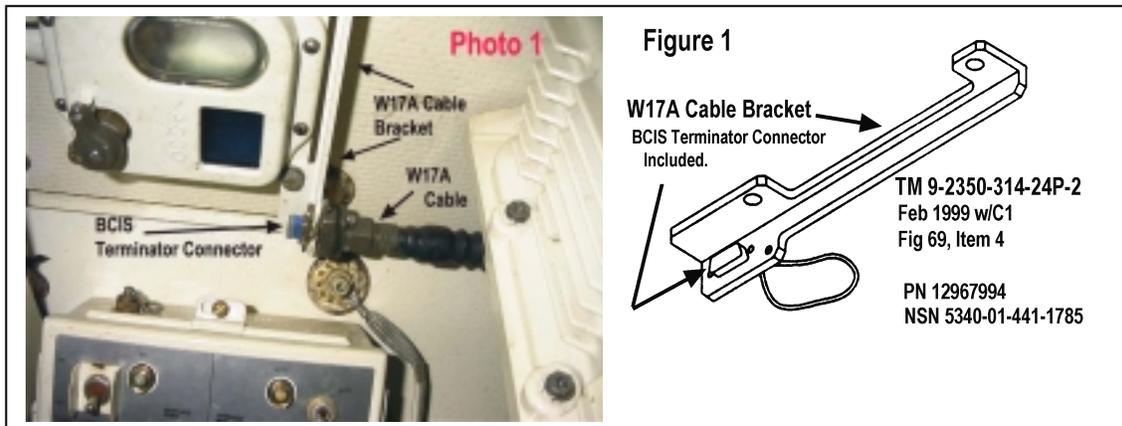
PALADIN HYDRAULIC BELLOWS KIT (PN 12987864)

A hydraulic parts kit has been made available for Paladin's hydraulic power pack assembly. It is important to understand that kit components were intended not only to provide repair parts, but also to improve on original components through replacement. Examples: **1)** The hydraulic strainer is shorter in length and protrusion into the reservoir is reduced, allowing pressure bellows removal without strainer damage. **2)** A rigid metal tube assembly replaces the original flexible tube assembly and helps standardize hydraulic pump position, a significant concern in hydraulic system operation and reliability. *Therefore, to maximize the effectiveness and purpose of this hydraulic repair kit... all provided components should be used to replace existing parts, even if existing parts are serviceable.* (See TM 9-2350-314-24P-2, Feb 99 w/C2, Pg 212-1 for ordering information).



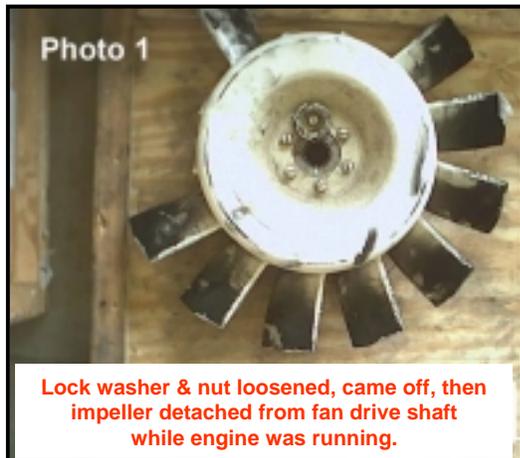
PALADIN BATTLEFIELD COMBAT IDENTIFICATION SYSTEM (BCIS) TERMINATOR CONNECTOR

Data reviews indicate that replacing a missing or broken BCIS terminator connector can be difficult. The connector is not clearly illustrated in parts manuals and is not independently available (Photo 1). A missing terminator results in a NAV OUT_DRU disconnect message. Currently, to order a BCIS Terminator connector, a W17A mounting bracket must be requisitioned and the connector will be included (Figure 1). Paladin engineers are evaluating this ordering process.



COOLING FAN IMPELLER (PALADIN/FAASV)
(REPRINTED FROM 3/4QFY01 NEWSLETTER)

Checking cooling fan impeller fasteners is now included in Paladin's Semiannual PMCS. TM 9-2350-314-20-1-1, Feb 99 w/C2, Table 2-1, Item 7, provides for checks of loose or missing impeller hardware and rates the vehicle "NOT FULLY MISSION CAPABLE" if either condition is found. A recent occurrence emphasizes the importance, not only of the inspection, but also correction of identified deficiencies. Photo 1 illustrates a damaged cooling fan impeller that detached from its fan drive with the engine running. *Note: FAASV PMCS procedures are being updated.*



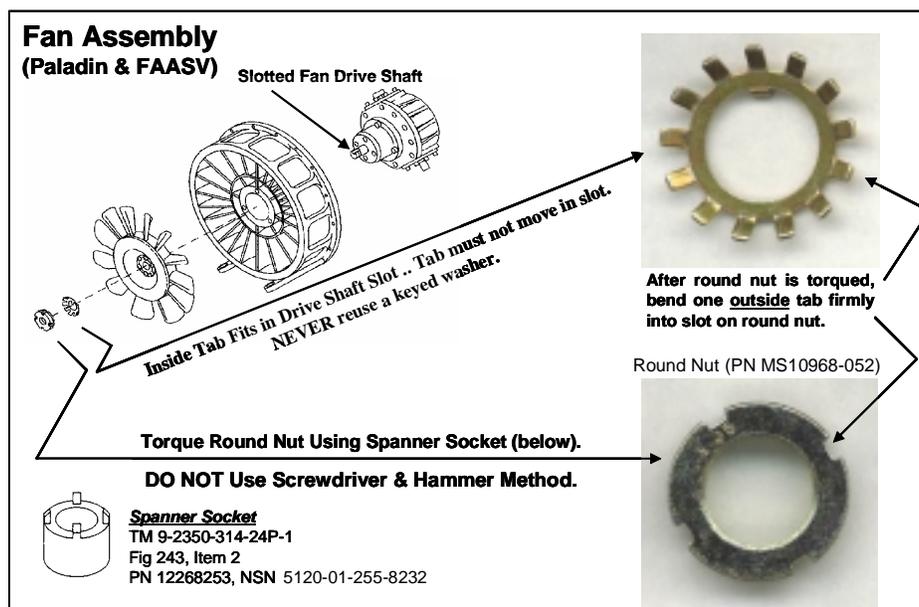
**Prevent This From Happening To Your
Paladin or FAASV**

*Follow the illustrated
procedures below*

Avoid occurrence by following these steps: **1)** Be sure keyed washer's outside tab is securely engaged into round nut slot. **2)** Then, by hand, attempt to rotate the round nut left and right .. *there should be no movement (i.e., round nut/washer/shaft should move together)*. If **any** movement is found, keyed washer

and round nut should be replaced (*never* reuse a keyed washer). **3)** After installing a new keyed washer, *specific torque* must be applied to the round nut (65-75 lb-ft) using a torque wrench and spanner socket (PN 12268253, NSN 5120-01-255-8232). **DO NOT USE A SCREWDRIVER AND HAMMER** to tighten the round nut. Torque cannot be measured using this method and the keyed washer's inside diameter tab could be damaged... use a torque wrench and spanner socket.

Task instructions: Paladin - TM 9-2350-314-34-1, Para 6-1. FAASV - TM 9-2350-293-34&P, Para 5-5.



TM CORRECTIONS

TM corrections below resulted from DA forms 2028-2 that were submitted and approved.

System	TM	Change	From:	To:
FAASV	9-2350-293-20&P	Pg 21-4, Para 21-3.a, Deactivation (2 nd Para).	The <u>Engine</u> AFES ...	The <u>Crew</u> AFES ...
Paladin	9-2350-314-24P-1	Pg 240-1, Item 1, Starter Engine Elec.	Starter Engine Elec.	Deleted. Can no longer requisition a Ground Hop <u>Kit</u> . Requisition individual items.
Paladin	9-2350-314-24P-1	Pg 162-1, Item 17, SMR Code.	KFOZZ	KFOZA (indicates Special Handling)
Paladin	9-2350-314-20-2-1	Pg 3-120, Para 3-3e(2) Step B ... "YES" response.	Para 5-20	Para 5-18 (Hydraulic Sensors Include Hydraulic Cooling Temp Switch)

For Information on UDLP Catalog Sales to purchase Paladin items directly
(Hats – T-Shirts – Jackets – Active Wear – Coffee Mugs – Logos)
Contact **** * on Comm ***-**-**** or e-mail: *****@****.***



PALADIN/FAASV ACTIVITIES

BALL GAMES, SPECIAL EVENTS,
GROUP PICTURES, PICNICS,
INTRA-SECTION ACTIVITIES,
DEMOS/DISPLAYS

E-mail pictures/articles of these activities to
*****@*****.***.***

(Articles subject to editing)

Readiness And Cost Drivers

A note to all of the Paladin/FAASV BMOs, BMTs and BMSs out there. In order to stay in tune with readiness and cost drivers in the field, the PMO would appreciate any feedback relative to these issues. We would like to know your major readiness problems, both maintenance and supply. Also, what are your suggestions to improve, correct or eliminate them. Please e-mail problems and suggestions to *****@****.***.***].

GOD BLESS AMERICA



Web Sites Of Interest

Paladin/FAASV	http://w4.pica.army.mil/paladin
UDLP Paladin	http://www.uniteddefense.com/prod/paladin.htm
UDLP FAASV	http://www.uniteddefense.com/prod/faasv.htm
Paladin/FAASV Sample Data Collection	http://www.qrsdc.com
USAFAS	http://sill-www.army.mil/gunnery
SPORT*	https://atst.pica.army.mil/atst/sport
TPS*	https://atst.pica.army.mil/atst/paltps
Army Electronic Publications & Forms	http://www.usapa.army.mil
Army Electronic Product Support	http://aeprs.ria.army.mil
Field Artillery Magazine	http://sill-www.army.mil/FAMAG
Army Homepage	http://www.army.mil
PS Magazine Online	http://www.logsa.army.mil/psmag/psonline.htm
Regimental Room	http://www.goordnance.apg.army.mil/odregm.htm

*Must have a .mil in e-mail address and obtain a password on initial visit to site.

Technical Manual Information

In an effort to keep the field advised of the basic Paladin and FAASV TMs, with appropriate changes and dates, they are repeated in this issue.

REMINDER: MAKE SURE YOUR PIN POINT ACCOUNT IS IN ORDER TO ENSURE YOU ARE GETTING ALL THE REQUIRED PUBS AND CHANGES.

<u>M109A6, PALADIN</u>	<u>Basic</u>	<u>Change 1</u>	<u>Change 2*</u>
TM 9-2350-314-10	Feb 99	–	Jan 02
TM 9-2350-314-20-1-1	Feb 99	May 01	Jul 02
TM 9-2350-314-20-1-2	Feb 99	May 01	Jul 02
TM 9-2350-314-20-2-1	Feb 99	Apr 01	Jul 02
TM 9-2350-314-20-2-2	Feb 99	May 01	Jul 02
TM 9-2350-314-24P-1	Feb 99	May 01	Jul 02
TM 9-2350-314-24P-2	Feb 99	May 01	Jul 02
TM 9-2350-314-34-1	Feb 99	May 01	Jul 02
TM 9-2350-314-34-2	Feb 99	Apr 01	Jul 02
TM 9-1200-215-34&P	Feb 99	Apr 01	–

* These manual changes will appear on CD-ROM EM 0041 with the July 2002 release date.

<u>M992A2, FAASV</u>	<u>Basic *</u>
TM 9-2350-293-10	Dec 01
TM 9-2350-293-10-HR	Dec 01
TM 9-2350-293-20&P	Dec 01
TM 9-2350-293-34&P	Dec 01

* These manuals will appear on CD-ROM EM 0207 with the July 2002 release date.

Looking For Articles Of Interest

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Do you have any interesting Paladin/FAASV items to share with your fellow soldiers? If so, submit an article to the PM Staff for publication and receive an exciting new Paladin poster.

What's going on in your unit? Recent activities, achievements or happenings within

AC or NG units. Whatever – send it in and share the news.

Remember to include your name and mailing address in your submittal.

Send your article to: *****@****.****.***



DEPARTMENT OF THE ARMY
Office of the PM Paladin/FAASV
ATTN: SFAE-GCS-CR-P
Bldg 171N
Picatinny Arsenal, NJ 07806-5000