



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 180TH FIGHTER WING (ACC) (ANG)
2660 S EBER RD
SWANTON OHIO 43558-8752**

14 November 2012

MEMORANDUM FOR PDI

FROM: 180 FW/MXMW

SUBJECT: New PDI Universal Chock Pads

My name is Daniel Meyer and I am a Master Sargent at the 180th Fighter Wing, Swanton Ohio. I have been enlisted in the Air Force for twelve years and have worked in trailer maintenance for the past six years. Within the past year or so I have since become the head of trailer maintenance (or TM as we call it) and have had to deal with many different pieces of munitions handling equipment. Everything from 20mm loading assemblies to trailers that carry and deliver 2,000 pound bombs, and each one has its trials and tribulations as anyone in this field can tell you.

One piece of equipment in particular that we work on is the MHU 141. This trailer, which is designed for multi-use configurations, is one of the trailers we work with and handle the most. It can be configured to carry our biggest payloads right down to our AIM 120 and AIM 9M and 9X missiles, which is why we use it a lot! One of the biggest problems we had with this trailer was not the trailer itself, rather some of the support equipment for the 141. In order for this trailer to be configured in so many ways it must carry multi-use bomb chocks called Universal Munitions Chocks or UMC's. Here in lie the problem; these chocks would get beat up pretty badly from all the loading and unloading of munitions and the piece that usually took the brunt of it was the rubber pads that mounted on top of the chocks to keep munitions from sliding. Corners of the rubber pads were constantly getting knocked off and or weather cracking causing a FOD (Foreign Object Damage) problem for our Air Craft, a big No No for multi-million dollar fighters. So we asked for something different.

When PDI came out with a new pad the rubber was supposed to hold up against cracking and wearing better than the old pads because they were softer rubber and a thicker pad. Once again, a fix for one problem caused another. These thicker, softer pads caused us to have to grind out the welds on our trailers just so that we could fit the thicker pad on the 141 deck panels. Also we seemed to have a bigger problem with corners busting off because the pads stuck up higher which means they were hit more frequently. So we asked PDI if they could fix this problem, and they did.

PDI sent us some brand new super pads. These pads have been the cure all to end all. They designed a rubber pad with a thinner profile and a perfect mix of toughness and durability. I really appreciated the thinner profile first off simply because of the headache it was to configure the trailer when using the thicker pads if the deck panels hadn't been previously ground out (which took a lot of man hours). Not only did it make configuring the trailers easier but I have noticed that I have not been replacing the pads with such regularity anymore. I believe this to be also because of the thinner profile which results in not getting bumped as much as well as the rubber seems to be tougher. As far as how they hold up against weathering I cannot say because they have not been on for a whole winter yet, but if what I've seen so far is any indication then I am certain that weather will not be such an issue.

Thank you PDI for listening to some of our needs and taking them into consideration. So far I have been extremely pleased with the new pads and look forward to talking with you folks again.

Sincerely
DANIEL R. MEYER, MSgt, OHANG
NCOIC Line Delivery/Trailer Maitenance