

Table 211

PS

1970 Series
June

THE
PREVENTIVE
MAINTENANCE
MONTHLY

GET THERE
BEFORE THE
BLACK
DANGER
GET THERE!

GENERALLY
CLEANING THE CAR
BEFORE YOU
DRIVE IS OK,
BUT NEVER
FULL!



DATE: MARCH
ISS: APRIL . . .

YOUR EQUIPMENT IS SECOND-BEST (OR WORSE)



A unit that's second best won't fare too well in a fight—without a lot of luck. And the best way to insure your luck is to step out of that second-best slot.

One way to step No. 1 is to step cheap and update your equipment with the latest improvements by design engineers—mainly, DA Modification Work Orders. And the D in MWO stands for Dealer—not suggestion or recommendation.

That means:

Get an

Approved list of your equipment needs.

Apply for MWO for all you expect to do & if it's free (oh, hey, it is—no fee for MWO).

Every thing approved that comes down, issue what you don't know can't be your friend. And here's how to know about the MWO's that apply to your equipment.

Keep an eye on the weekly bulletin from the So. Louis MO Publications Center. This is the first place that lists of new MWO's show up.

If you've got a playmate distributor network, MWO's that apply to your equipment should come along automatically. But don't make your skin on it. This bulletin's a guide to keep watching.



If you're not on playmate and don't get the bulletin, grab a copy of DA Form 142-18 and find out why not.

The next place to get information about MWO's is DA Form 142-7. That's the standardized list of all current MWO's. With this pamphlet you can determine exactly what items have to be modified—by PDI and serial number—and it even tells you which MWO's are now being modified by an applicant and the year in numerical order.



When you get your MWO—by purchase or by voluntary registration on DA Form 17 (as specified in DA Form 118-11)—bring your copies . . . with your pencil or ballpoint, then to:



When you have notices of these items, don't panic. You set up a DA 2028-5 where these items were used before. This also applies when the MWO is "specifically applicable" to a compo-

nent. Then you set up a DA 2028-5 for the component and record the MWO there—see on the form for the real item.

If the MWO means an "URGENT" field operation on the spot to put your equipment in the RUC (There are listed in Section IV of DA Form 118-1.) An Urgent MWO means "equipment inoperable"—by definition. You'll often have modified "disabled."



If the MWO is one for Organizational mechanics (to apply), the number after the right-hand dash will be -20 (or something less than -20).



2. Report the MWO application on DA 2028, showing the MWO line at the top like on DA 2028 for work that that line is being used on DA 2028. For those with the correct, modification of several that modification logs can be reported on one DA 2028 by listing serial numbers in Block 54. If it's a component MWO (as indicated at top of form), put the serial from FOM in Block 54, too. Remember that the work that applies the MWO is the one that needs to be reported.

For other copies, see Para 3.7.1.1 of TM 31-210.

1. You complete the entry for the MWO on DA 2028-1 or DA 2028 by filling in the right-hand "modification can plant" side.

1. If the MWO application results in a change of FOM of the real item, submit DA 2028-7's to report the change (line to report a new order the old FOM, number to add the new).

It's most important for you to report all MWO's as they can be applied. For example, it helps the NMP keep records on just how many pieces of equipment items are modified.

If the MFWO is the Support or Depot as apply, the number after the right-hand slash will be 058 or higher. But you will record the need for it on the "modification required" side of DA 2400-1 or DA 2400. If it's Depot that'll be handled at the next overhaul. If it's Direct fill you ask your Support to do the job or get it done—by requesting the MFWO-application on DA 2400. They'll take it from there. And it's the job of the maintenance applicator the MFWO to complete the MFWO entry in the log and submit the completed DA 2407 to the Data Group.



Even when the MFWO is labeled "Normal," your equipment's still second best until the MFWO's applied. All this label does is tell you to proceed with deliberate speed instead of double-time. Get it done if you want to be first in the winner's circle.

And if you expect to stay there, better look up on the rules in THE 08-750 especially parts 3-7.1.3, 3-7.1.4, 4-7, 4-10.10 and 4-10.11 AR 750-25, DA Form 148-1, DA Cir 750-08 and every status poster MFWO that applies to your equipment.

Keep for a 44-stick map and even on route with second best equipment may defeat you.



THE FORTRESS BARRACKS, GERMANY
 FORM NO. 001 0070 0000

IN THE LINE

COMBAT SUPPORT EQUIPMENT

Supply Unit	100	100	100
Supply Unit	100	100	100
Supply Unit	100	100	100
Supply Unit	100	100	100



REPAIRS 34-37

Repair Unit	100	100	100
Repair Unit	100	100	100
Repair Unit	100	100	100



GENERAL SERVICE 37-54

General Service Unit	100	100	100
General Service Unit	100	100	100
General Service Unit	100	100	100
General Service Unit	100	100	100



COMMUNICATION 54-58

Communication Unit	100	100	100
Communication Unit	100	100	100



FOR MOBILITY 58-64

For Mobility Unit	100	100	100
For Mobility Unit	100	100	100



See at back for printing of this publication for the latest edition of this publication. It is available in German and English. Distribution is controlled under the provisions contained in DA Form 100.





COOL & CLEAN'LL

KEEP 'EM MEAN



KEEP 'EM CLEAN

Once upon a time there was a wise and knowing wizard . . . a veritable wizard as keeping chemical materials like, uh, generators running smoothly and so forth.

Running about the wilderness life span of equipment operated by this Joe the quantity wizard down to hardy operators in the field. One time they remarked "Oh, if I had had the know-how of Joe The Wizard, I could keep these damned rigs going until I meant."

And it came to pass that a delegation of operators, while making their way down a nice pretty one dark night, came upon Joe humbly at work on a NEW 600 Design Joe looked up from his "workshop" as the gentlemen approached.

"Joe," they asked, "How come your equipment is built up so much better's mine?"

The wise man, scratching a wart on his rock, answered, "Oh, generators keep

COOL 'N' OILED

in USA, and pretty much everywhere, too, you gotta remember these things to keep 'em running, 1—Keep 'em clean; 2—keep 'em cool; 3—change the oil as per local SOP, T4 or LOL (SMA, SOP is also 13 hours min.)

"In them, man, PM is The Plan," declared The Wizard.

The gentlemen propped, "But we pull PM?"

"Not enough," answered The Wizard. "That, PM is a constant thing . . . as it should be everywhere, for no damn reason."

And with due The Wizard drew up a checklist for the gentlemen that helped 'em keep their generators humming sweetly until they meant. Now, for the important ones, we have the names of the greatest chemical wizard who ever existed down T400 Street. They apply to just about all 60000 rigs, and more can be adapted to all rigs.





The secret of the game is motion. Drive your ground rod at least 8 feet down, to get on it. If you can't get the rod that deep, keep the ground around it moist.

Buried pipes, like water lines, are good grounds if each only use ground per pipe. For a long stand you can bury an 8 square ft piece of sheet iron, attached to the GND to ground wire.



Big points never operate the air without a ground . . . and keep ground connections tight.

WARNING

You gain use the engine/batteries for normal operation, position of 3- and 100W use. Without fan safety shut-down circuits are inoperable; motor and switch don't work. In emergency run, the operator's gotta be on hand always with his own shut the set off at first sign of trouble.



Keep battery terminals clean and tight. Be sure cables are hooked up right . . . the negative goes into the ground lead. When it's hot, check battery fluid levels often. And use battery terminal lug covers (P/N 8146-179-8146) to prevent short out or related damage.



SEE US AT
 CONEXPO
 AND MORE
 P/N 146-179-8146

IT'S ALL IN THE OIL

Your current LG shows you the kind of oil to use, and MOP tells you when to change it. In SEA, it's every day.

Keep the oil level right where the book says it's supposed to be, and check the level often to be sure.

In SEA, check the level every 4 or 5 hours ... but don't do engine down first! You can't get an accurate reading with the engine going, and you could get a dipstick through your head ... since clearance between the stick and moving parts is close.



IF YOU
CHECK THE
OIL
AS YOU
GO

NEVER DO
ENGINE
DOWN
FIRST



Every oil change in SEA means a new filter. Forget about operating the generator with a dirty one. That's about as bad as operating it with none at all. Either way, you can get the run down.

GROUP HANGUPS

The fuel side of the oil pressure transmitter must be connected to the accurate open end of the switch.



Fuel lines are bonded to the valve valve and then the fuel filter ... always.



Keep battery terminals tight ... and perfectly tight.



The air intake ducter should be set for "summer" above 20 deg F, and for the air control handle lever to be positioned for high long operation.



THREE GOOD
TIPS: THE WHOLE
BIRD, TO KEEP
A GOOD EYE
ON 'EM.

WARM & WET

If your engine has more
oil, solvents and cooled air
from a recent operation,

it needs further warming and
oil pressure kept to work, the
battery must be hooked up and
the battery charger must be
running.

It uses the engine solenoid switch to automatically select a mode that
the solenoid is indicating the proper phase setting. Naturally, you set the
percentage of fuel meter solenoid (solenoid) before the phase lead is on
in 2 phase operation and you connect solenoid switch to determine if the
level is below.

Under no condition
should you operate the
generator with phase
lead in the end of the
generator work, either.

THE BLOCK

BY 14.10 1978



Check 10/10/10
Check 10/10/10
Check 10/10/10
Check 10/10/10

BY 1978



Check 10/10/10
Check 10/10/10
Check 10/10/10
Check 10/10/10

Be sure the engine is being on all cylinders.

Under light load your sparkplugs need frequent cleaning.

Never clean air filters with gas, solvents or oil-based cleaners. If you either rule
you or have a dirt-trapping filter that's more efficient than any the maker you ever
use.

If you get the engine to run on engine without the air filter, enough is. Other-
wise, the work'll strangle the engine.

In your 1970 job an occasional check of the magnetic drive gear shows not an over-ruby gold . . . like damage to the drive and bearing. Keep it up.



The oil you buffered gas, toward the rear of the engine, when you're tropical climates. What it is keep it from coming.



PLEASE DO NOT
IT COME
ON

NO YOU DON'T
I WANT BE PROPERLY
BEFORE WITHOUT
THAT SERVICE

On 10, 15 and 20KW units, be sure you get back the top-down, or even, before you operate the set. This goes for repairs, too. The shroud's vent-circulating air is specific, critical area . . . and you can burn up the set quick like without that circulation. Remember it!



USE THE
CONTROL
BOARD

BEFORE

BEFORE YOU
CHECK THE
ENGINE TO MAKE
LOAD, BEAT BEAT,
AND THE PROTECTIVE
WIRE BUNDLE IN
ROAD AND
TRAVEL

CHECK & REPAIR



Be sure legs are right and connections are good.

Make sure the electrical wiring, be sure they are long enough or there's no strain on the wire or connections.

Be sure any load wires lying on the ground are insulated, and don't exceed 100 percent of load. Read on, and pull back at the GARDER & BERTERS manual.

Before you hook up the generator, know how many phases are to be used . . . and the voltage required. Then, all you've gotta do is set the service voltage switch and be sure the proper load terminals.

Always refer to your TM before hooking up 3- and 18CVW a/c.

Let the generator run a short while after connecting the loads. Throttling it down as soon as you connect the loads can damage it.

A dry chemical fire extinguisher should be near the generator whenever it is operating.

If the starter is disconnected, tape the wires to prevent shorting. On M1824 set up on 18CVW, a defective starter doesn't destroy the equipment. They can be started with the starter rope.

Release the starter about 50 seconds ... and give it a 5-minute rest for every trial. In other words, let it cool off.



TOOLS

Each organizational maintenance personnel should have access to a tool kit such as Hercules's Tool Kit No. 1 or American Mechanics, Lightweight. Its case, your kit has a 7 1/2-in deep well socket, for removing spark plugs.

You gotta have access to a multimeter, too, for checking voltage and wiring continuity.

GENERAL POINTS

Working around a G4 for parts and the control of the set. Keep the control off with rope. Never climb with your feet.

Always stay on designated areas for the G4000 GPC's

Always make sure it's installed correct in level.

Working position is a good thing. Use any technique and use a safety rope when the set is not operating.

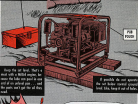
Be sure to keep feet on the sides of the operation area.

Supply should be checked every 15 minutes.



Keep both ends connected
out of the way when the air's
bleeding.

Be working on sealed ends
— not the end 4 pages.



Keep the air level. Put a
man with a ball of string, he
uses the tube and put it out
out of an exhaust port . . . and
the parts won't get the air they
need.

If possible do not operate
the air tubes around ground
level. This, keep it out of tubes.



KNOW AND DO ONLY THOSE
THINGS THAT YOU'RE QUALIFIED TO
DO. (AGENT EITHER IN THE WORLD
IS ABOUT THE SIMPLE JOB MAKE
DIFFICULT. (AGENT) (UNFOLED IT)

POINTS & PUNCH

The operator TM, control tube order and TM 18-110 required items should
be with the equipment . . . or in a nearby dry storage.

Gas, Manual, FOM 1128-118-0018, information items on the "puls pooth," can
be used to build the puls, hoses, and even the throughbook (during operations). Mount
the pooth on the equipment. If your tool kit doesn't have 'em, you can keep a
screwdriver, pliers and an 8-in adjustable wrench in the pooth.

Records go with the equipment when you turn it in, and it all for repair, etc.
Refer to TM 18-110 to learn to replace him or related records — and their sub-
jecting is your responsibility.

And, no, you put your neck in the gas, don't your own neck, and the head you
get depends on whether you, too, want to be a White . . . or a flea.

SAFE "BREATHING" ROOM ON THAT...

FENCED-IN GENERATOR

AFTER I GET ALL THESE SMOGGERS PUT UP, YOU'LL BE SAFE AND A BREEZE IN HERE!

THE MORE AIR FLOWING THE BETTER OFF YOU'LL BE!

DON'T BLOCK BREEZE TOO CLOSE TO GENERATOR!

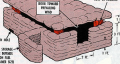
AND NEVER PUT TOO MANY SMOGGERS IN ONE PLACE!

WRITE MARKS ON BRICKS FOR BRICKS FOR CORNER STAKES

CORNER STAKES



SEE THE RED MARKS ON BRICKS FOR CORNER STAKES



Smoggers make a "roof" shelter the smogging and options, and say how much that helps your way.

But here's a hint from your generator powered by an air-cooled Military Standard engine: "Don't block me in too snug!"

Stacked one-by-one in this air-cooled baby, smoggers-at any with that block the air flow can kill it.

Cutting off flow flow of air makes the engine overheat. And the same thing can happen if you crowd it too close to those babies together.

Overheating leads to malfunctions, appears as oil vapor leaks, oil reservoirs of oil, oil leaks—and more drops—PM marks and oil other damage from heat concentration.

So... you want no smogging, this generator with a well-ventilated environment and maybe a roof—as called for by conditions. Run an bag one right there.

The question is "What's 'too close' for these environment walls and roof? On the upright side, with both the action and the temperature paper-let us begin with a strong warning not to put your generator angles.

MINOR SIZE

Large smoggers that over-heat are needed, but they take more time to build and may harm your environment. So, here are the minimum allowable inside dimensions for smoggers when generated from the generator by Military Standard engine—

MINIMUM SIZE

Smoggers walls should be no more than 3 feet high with an opening of at least 1 foot between all walls and the roof.

DOOR AND WALLS

In the vestibule and the door, work toward the prevailing wind, make an entrance 2 feet wide, with a sill no higher than 4 feet.

This gives you adequate space and means plus the minimum practical amount of room for service and maintenance.

But for your own skin's sake, shield the door with another wall (parallel to the wall with the door and 2 feet away from it).

The shield (wall) can be built of the same type of sandbags or materials as exterior walls. Height should be the same 18-24 but the shield should be about 7-12-ft long to cover the entire end of the vestibule so no flying metal can get through the door.

THE WALLS ARE STRONG ENOUGH TO SUPPORT A DOWNING ROOF AND COVER THE VESTIBLE WALL.



Off the ground, that is.



The genuine work a platform or pad to keep slick feet sliding into the ground. An attached shipping platform may do the trick. Otherwise use any planks, logs, or ammo boxes at hand. Make sure it's not more'n 6 inches high and don't tilt more'n 15 degrees from, aft or sideways. Used level is best, much!

Even with a pad, make sure the vestibule is drained. To do this you'll need inside ground-level drain holes in the vestibule walls. And if there's an natural drainage slope, an outside drainage ramp and trench must be made for each drain hole.

WHAT TO USE

THAT'S A
MONEY!



Sandbags are normally best for building vestibule walls. Barbed-wire-filled ammo boxes, heavy duffels or other strengthening materials may be used. Just don't leave any wide-open cracks.

Make roof supports at various intervals of 4 x 8 inch sections—pressure 'em with sandbags—making sure they're strong enough to stand up under the roof's weight.

Two 1-foot wooden 4x4's or legs of this diameter, laid the long way atop the corner posts and 1-ft above the walls, form the base support for the roof. And across these pass lay planks, logs or even cross pieces. These should be about 8 feet long.

Build up the roof as needed with mudbags or other material—but make sure it's not heavy enough to make the supports buckle.

ROOF

THE PLAN

ROOF

Fuel containers—even the integral tanks sometimes supplied with generators—should not be stored inside the generator enclosure.

Instead, a separate fuel tank enclosure, or compartment, should be built outside the wall of the main enclosure, the size depending on the size and number of drums or cans to be stored.

The easiest To set back on the rocky ground where best builds up around the generator.



PIPE THE EXHAUST

With fire pipe, a piece of an old exhaust pipe, or other metal pipe, make a duct to carry exhaust gases out and away. Make a small hole for this connection in line with the exhaust on your particular set. Protect the mudbags from the hot exhaust pipe.

While not required, an exhaust chimney outside the enclosure can take the exhaust gases further away—and cut down the noise.

THE TOP UP

To get the heat cooling in the space well, line up the long side of the generator set parallel with the long side of the enclosure, and set it on its feet inside in the middle of the space.

First, though, make sure the right end is pointed toward the door. If it's a 1 KW point the engine end toward the door. For all others (6-1 KW through 15 KW), point the generator end toward the door. (That's because this line up gives you the best cooling action.)



SINGLE ONLY

If you put two more generators inside the same walk-in space, their combined heat is better than one alone. Likewise, other equipment that puts out heat will up the mercury reading inside these walls.

To show you've got 2 or more of these heat builders up there, give each its own floor-to-ceiling space.

It's the cool thing to do. Keeps these billows, unbroken, out the entire, keeps up the flow of that hot juice.



ONE GROUND ROD

Dear Bill Mast,

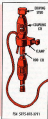
Please give the word on order by ground rods for power generators. Some say order price separately. Others say use kit.

BY W.F.Z.

Dear Specialist W.F.Z.,

It's handy all around to get the kit, P/N 5871-078,175A, Rod, ground (with attachment). A 3-section rod, 30 feet of No. 4 AWG wire, and clamp. It's good for all generator sets up to 200 KW unless your TM says you have to use another type.

Bill Mast



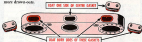
WABCO 440HA COVER-UP



Working like the right cover to keep out the rain and gunk — and your WABCO grader will agree. Lube contamination will do it no good.

The port-hole covers on your tandem drives — 3 on each side — look like easy online you set 'em on straight, connect 'em right, and tighten 'em tight.

Use shifter or any good non-hardening gasket followers, and coat both sides of the 2 end-plate gaskets. Coat the bottom side of the center gasket, and use dual gear for left suspension and RH. Keep the plates up — and you'll have an extra drive-out.



SAVE THOSE SPIGOTS

Save Spigots

We've found a way to save the plastic spigots on our 33gal rubber drums that've used to carry water by the hoops in the field. The spigot is fragile and often breaks down in frequent oil shipment.

We remove the spigot and replace it with the plug from a 33gal drum. The plastic spigot's cost with fragile rings and installed when the rubber drums are loaded.

OFF, Lubricants
APC LP 46224



Get More — A good idea. Place the PFF for the drum plugs in case you'd like to have an extra around — 8176-113-0428 (Type FL, 8176-113-1007 (Type RL. They don't call for 8176-113-0428 will get the spigot for you.)

CAN DYE RAIN PAIN

GUARD THAT - THERE'S A BILL COMING DOWN ON IT.

THE MACHINE NEEDS IT FOR A PUMP, A GEAR, WHEELS AND CO.

When the rain suddenly gets knocked off your DYE exhaust pipe, run it!

That is, keep out rain and stay frozen with a No. 18 DYE rolled out while you monitor Cap, Sings, smother. IBM 2000-800-2190. Otherwise, rain water can make your engine freeze and ruin you (see your motor bearing . . . all while you're gashed in overfilling on a last day.



ADAC TAPES

This independent company has your IBM ADAC in TRUENO, FOR 180-000-1718. Just show your IBM, MICH and LSC on your request. Supply support can MULTIP 2 with SAC 844. Reproduction tapes are available in the supply system. IBM 1300-800-2001 get you Survey Tape No. 1 and IBM 1300-800-2002 deliver Survey Tape No. 2.

...THE CONDENSER IS!

COOLIN' AILIN'

WHY ARE
SOME BOSS BOSS
TRAP FREEZE AND
CONDITIONERS?

MAYBE YOU'RE FAILIN'

If your air conditioner's got white
ice, it's a sure sign something's gone
wrong. It's your great investment around your
house or growing crop. So here's where
to check for trouble:

COILS — Dirty coils, frozen, clogged or
damaged.

If you do find something's been
wrong, your best bet is to call a repair
man. Or have someone look out if you
have a "do-it-yourself" guy. Check you for the
highest quality and most durable materials
in your air conditioner. And if you're
in the market, don't buy a trap until you
see the **CONDENSER**.

CONDENSER — One set of glass, two
sets of glass, mixing, reflecting, damp-
ing, or glass covered with ice, dirt, oil
and grease.



CONDENSER COILS — Blocked by dirt,
ice, oil, plant fibers, trash, and dirt.



EVAPORATOR COILS — Taking damage
due to dirt, ice or oil. Or if the
coil is in the air, it's a fresh start
for the coils.



LAOS—Bearings unlubed, tilted, stuck; caps or blades bent or sheffy; blade or coverboard, striking points; fan guards or screens not fastened right; vents to drive motors blocked by grease; commutator end of motor dirty; ventilation poor.



RELAYS, SWITCHES—Contact points un-bowed, making bars burned or pocked; mounts or solenoids loose, sparking; insulation cracked, gimp, frayed.



FIBERS—Stripped, fiber chipped, broken; lugged case or binding bent so air by-passes it; fiber punctured, cracked.



ONE
THAT
SAYS
ALL
THE
WANT
TO
SEE
THE
LAST
PULVER
COPPER
— THAT
ARE
BOTH
MORE
TERRA
AND
LADYBIRD!



BOOKS—If yours is a military model, see the Pamphlet M-4 for the right TM. Then order it if you don't have one. If you've got a commercial model, and you don't have a manual, get a letter off to U.S. Army Mobility Equipment Command, ATTN: AMM-STD-L, Ft. Lewis, WY. 80530. Be sure to give all details like model, manufacturer, size and contract number.

GASZ — Report to direct support if the green dot in your moisture and liquid indicator turns yellow (may be water in refrigerant). If bubbles in the sight glass show refrigerant may have leaked out, or if oil level goes more than 1/4 inch below crankcase sight level mark.



LOADS — Sticking, control breaks, frozen, spill-leaked, bleed to either recirculate the air in a space or bring it outside air, cool it, and exhaust "used" air, or fix the fan. In very hot weather, 100 per cent outside air intake can load — and overheat — the works. That's low compression get chattered.



RECIPE MIXING — big amount which won't easily carry the weight of the unit, as it vibrates enough to refuse in normal use is too good. A good solid parking place, all-light and weather-tight, is what you want.



100-HOUR EXERCISE

Whichever class first, a week out the calendar or 100 running hours, do this:

JOINTS, FITTINGS — Check for leaks, seals tightness (don't over do), look for points where dusting or moisture and in refrigerant-carrying or gas-borne lines may cause rupture. Whip or tie-down spots which rub excessively.



PRESSURE SYSTEM — Physically examine for signs of malfunctions. Filter drier, heat-exchanger, expansion valves, evaporator coil and condenser coil, as well as external controls and attachments, must be inspected. If the drier-charger goes bad, get your direct-support branch school to take over... same for thermostats. On big units, send oil pans to support; they may get too dry.





MY TRIP, GUNNED?

IS THIS YOUR HANGUP?



A cocking lever that jams during a firefight can get a grunder between a rock and hard place . . . and just when the die's getting hot on your powder.



But it's not the M19 grenade launcher's fault. When you're paying that lever back into position, remember that *like everybody had* about carrying that weapon straight out . . . *boots down* . . . instead of using the launcher's safety.



Well, whenever this weapon's carried in the open position while you're walking, the barrel has rock back and forth on its fulcrum pin.

Combining this rocking action with a mixture of oil, dirt, sand or other on the surfaces of both the pin and pin races—*and you've got a real nose-pickers opening.*



In the sharp grunder—*namely, you*—will always carry the weapon closed and locked during each patrol.

And never forget to clean both the fulcrum pin and its races after each rotation.

By the way, if you want to check for a worn fulcrum pin or fulcrum pin races, open the action all the way and move the barrel from side to side. If this bar the cocking lever slip below the cocking arm, your launcher's no go. It'll have to go back on support for repair.

LEAF SPRING POSITION



In case you're wondering, trigger mechanism leaf spring FM 100-111-810 goes on your M16 machine gun like TM 9-1003-220-10 (Show it!) shown on page 31 — see like FM 23-60 (Or 64) will it.

When you follow the TM and get the side opening of the spring facing downward over the rear pin you get gravity on your side and you won't lose the spring.

GET READY TO MAKE ABO NOW!



KEEP YER SCOPE DRY



Keeping your AN/PVS-2 night-vision scope dry is one sure way you can help it keep operating.

Two prime areas for a top job are the moisture seal and the battery compartment.

Clean and dry them as often as necessary. The weather determines how often, so make regular checks until you get a weather-washed man.

Maintain also goes to the eyepiece of the PVS-2 carrying case, protect your eye periodically for you.

FORGET THE RING FACTOR



I THINK YOU'RE TRYING TO SCREW UP IN THE NEW YORK AREA!

Dear Mr. Man:

My wife recently received the MISC M266M location. We can't find any mention in the manual on the use of the correction factor stamped on the branch ring. Should this be included in our special corrections-during a firing exercise?

CPT S. L. H.

Dear CPT S. L. H.

Never, Sir! It was stamped into the ring by the manufacturer during initial weapon assembly. It's only valid for the original gun tube, where it corrects the angle of variation between the ring's leveling plane and the tube's orientation. Therefore, it's never used to correct a



being corrected, but may be used to bore-sight the original tube.

Half-Point

DATED HOSE



The old fire hose on your M266M portable flame thrower or your M2 dispenser has an age limit. It's 5 years from date of manufacture or 2 years from the date it's issued by the depot—whichever comes first.

The date info is stamped on both couplings on a hose. The letters & through 1, identify the month—and a number tells you the last digit in the year. The first date stamped on a coupling is the date of issue. The second date shown is the date of issue.



Replace the hose when the time runs out. If a hose doesn't have any date info at all, replace it right now!

WEAPONS ... HOT SMOKE

These are smoke grenades and they don't are smoke grenades.

You handle 'em all with care, watch ... but, the M14 WP smoke grenade you handle with special care.

It's a burning-type grenade. Its white phosphorus can burn right into and through your arm, leg or whatever. Its dropped (and the WP) can set you up to 35 meters off. So, you don't want any part of its fallout ... smoke or otherwise.

Like with any other high explosives weapon you have to practice it from hand falls and bursts. Keep it clean and dry. Never use one that's rusty or corroded and never try to clean off rust or dirt.

Don't handle duds. Some go for an M14 WP grenade that's been banged-up or mangled-up. If the cover can should suffer a crack the WP's own burning heat's the job for it. The box shell may look like steel-like, but inside the burning WP will soon melt the burning charge ... and, P-O-W-I-E, right down. Always report duds and damaged WP grenades to your chain support or the



M10 (Napalm-Cerium Dispersal) type.

Some handling routines go for the older M14 WP smoke grenade.

The M14 is color coded green-rod-yellow, and the M15 is color coded gray-yellow ... both codes spell phosphorus-smoke-high-explosive.

If a look of WP gets you, quick like duck the skin in water and keep it there until the smokes can wash on you. The idea is to shut off air to the phosphorus and smother it. But, don't apply oily-base soles. They might dissolve the WP, which can add poisoning to your problem.

GOT BROWN BARREL?

Does your M14.1 rifle have "brown barrel?" It's a highly contagious weapon disease caused by high humidity building up moisture in and inside the barrel ... or by overheating the barrel with long bursts of automatic fire. Dues of medication in the barrel can help. This disease starts with the disappearance of the barrel's protective coating. It can turn your barrel brown overnight if you skip just one day's lubing.



JOE'S
DOPE

OF THEM
SHIPPIN' OUT...
TRANSFER-UP...
EQUIPMENT-MOVING
RETROGRADE BUSES

Oh, when Johnny comes marching home again
Huzzah, Huzzah!
Or when our big ship to ports unknown
Huzzah, Huzzah!
They'd best be sure they're on the ball—
Their equipment has its leg and all!
So they won't be out
When... Johnny Comes marching home.





DIFFERENT. THE DOCUMENT IS
SOMEONE'S SIGNATURE SLIP.
... WITH A CHECK OR TO
ANOTHER CHECK, OR
SOME OTHER PERSONAL
PAPER?

AL THAT
CASE, THE
WORDS
ARE
DIFFERENT!

FIRST YOU MUST SIGN
OUT A NEW OR USED-1
FOR EACH ITEM RECEIVED
IN THE APPROX. 15 OF
THE 28-7040.



MINUTE! THERE
WILL BE ITEMS
YOUR NEW HAVE
A GOOD COPY OF
DA 2808-7?

RIGHT?

NO, YOU distribute
COPIES OF THE NEW
FORM TO ALL DA 28-7040
FIELD UNITS... BUT YOU MUST
GIVE NEW TAKE OUT THE
OLD FORM 7 IN THE 100-
AND PUT IN THE NEW!
ONE YOU'VE MADE OUT!



THAT'S THE BEST
REASON! YOU MUST
TO GET THE FORM
WITH THE DOCUMENT
IF THE SIGNATURE AND
ALL DOCUMENTS
RECORDED!

LET'S POST
THIS FOR ALL
SIGNATURES!



Joe's Dope Sheet

Dog looks must stay with the gear
Whenever its work - far or near...
Keep on the ball,
Mating 'em all
Going up - or back to the star.



LOGS GO WITH EQUIPMENT-ALWAYS

WE HAVE THE WORLD'S BEST EQUIPMENT... *Take care of it*

IF YOU WANT TO DISPLAY THIS TEMPERATURE ON YOUR COLLECTION BOARD, OPEN BEAGLES, LIFT IT OUT AND PIN IT UP.

WHAT ABOUT COMPONENTS OF A MAJOR ITEM OR SYSTEM—ARE YOU ISSUING AND TRACKING THROUGH OR TRANSFER?

THEY WOULD SAY A THESE EXTRA ACTIONS TO TAKE!

THINGS ARE ALREADY COMING IN... IS TO TRACK THE JOBS DOESN'T NEEDS WEAPON COMPONENTS... OR ENGINE REMOVED FROM VEHICLES—EACH MUST HAVE A NEW OR FROM THE COMPLETE!



THE BR-150 TELLS YOU HOW TO DISTRIBUTE THEM, LIKE SO...

BY THE WAY, YOU'VE NEED A OR TWO FOR SUBSEQUENT USES, THEY'RE RECEIVED FROM A MAJOR ASSEMBLY!



WHEN YOU RECEIVE A COMPONENT, THE MAJ. IS. ONE OR MORE FROM OR SEPARATE OR FORMS 2425-2-21-10 OR -19, YOU MUST RECEIVE THE FORM OR FORMS FROM THE MAJOR ITEM JOB AND FILL IT WITH THE COMPONENT.

HOW ABOUT IF A COMPONENT HAS A SEPARATE JOB? WHAT DO WE DO?



REPLACE IT WITH A **NEW** OR
SIMILAR DESIGN? THE OLD PARTS
... AND DESIGN IN THE NEW
CASE. LEAVE THE 50-100 PARTS... OF
COURSE YOU'LL HAVE THE LOW
COST OF THE NEW ONE WITH
THE COMPONENT... CLEAR?

YUP!

HOW ABOUT
BROOKS' POINT
AND OUR 'SIBBY'?

THESE
ON PROBABLY
GET SPECIAL
HANDLING?

WHEN YOU REMOVE
THE BRASS AND
TUBES FROM A
MERCURY - MARK
"Marsupial from Marsupial"
OR OTHER "W" AND
"W" TYPE BY US ARMY
WEAPONS COMPANY?

WELL
I'VE GOT
THE ANSWER!

WITH
10-100.

BUT FIRST, TRANSFER!
ALL THE INFORMATION AND
DATA, INTERIOR INFO,
SERIAL AND MODEL NUMBER
AND RETURNED TO EACH JURY
A NEW OR OLD - A PART
THE NEW ONE WITH
THE PART?

LASTING, YOU REMOVE COMPONENTS
FOR REPAIR... CAREFUL... YOU'LL PROBABLY
NEED TO BE IN THE OLD FORMS THAT
SERVING WITH THE MARCO (TENT)

FOR MOST EQUIPMENT THE SA FORMS SPEC-10 WILL NEED CHANGING—FOR AIRCRAFT IT'S SA FORM-10, & IT THOUGH NEED WORK... YOU'VE GOT TO DO ACCIDENTS AND SUCH... IT'LL SAVE A LOT OF TIME AND TROUBLE.

NO LONG, COME!

YEAH, THROUGH!



WELL, LET'S MOVE THE SHOP... WE SHIPPED OUT SOME EVERYTHING LAST WEEK.

WELL, WE DON'T DO HALF THE THINGS!

DO WE HAVE OF SMALL AIRCRAFT?

A MONTH OR SO LATER

WHAT A MESS!

SARGE, SOMETHING TERRIBLE'S HAPPENED! WE GOT ALL OUR OLD EQUIPMENT BACK!

BUT IT'S IN TERRIBLE SHAPE. THERE ARE NO LOG BOOKS OR RECORDS WITH ANYTHING.

OH MY, GOIN' BACK! THAT DELAY'S FOR ME GOT BIC OF IT BACK ON OUR HANDS, AGAIN!

YEAH, AND WE CAN'T BEGIN TO REPAIR 'EM—A NEW LOG BOOK BECAUSE WE GOT NO RECORDS ON 'EM.



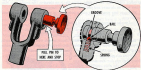
S-P-R-O-N-N-G!



If you've ever goofed when taking down the clutch adjustment (that's us, a 2-L-E-D crew) or found results that's not for you — you've already learned the hard way.

Here's a tip for you other guys that can save a lot of trouble when you're removing the clutch:

Don't pull the pin all the way out of the clutch.



There's a little ball and a spring in there. They'll take off like they were fired from a rifle. If you're lucky enough to find 'em, you'll have a sticky job getting 'em back in the clutch — kinda like snuffin' a war machine up a wild cat's nose.

Just pull the pin out until the ball and spring engage in the groove at the end of the pin. That's enough to take the clutch down.

WHEEL STORY

Would you believe wheels packed with mud inside with mud? It happens — and that's what you could find when you pull your wheels.

You may have to use your hose to blast the mud out of your brake drums and from around your brake shoes. Then wipe out your brake drums with a clean, dry cloth.



An air hose is a help in drying off your brake shoes and the inside of the backing plate.

Clean and dry!



Did you ever stop to think how fast your wheels track — from the axle up — ride on a film of grease thinner than a sheet of paper? That's all there is between your wheel bearings and the bearing cup they roll against.

So you can see what happens if there's grit — even fine dust — in that thin film of grease. Your bearings and bearing surfaces won't last long under the weight, heat and grinding.

That's why you have to clean your bearings and drive other parts absolutely spit 'n' squeak.

That's why you're got to be mighty careful no dirt gets into your hub nut and locking equipment.

That's why you clean your hubs before parking clean hub from clean bearings. Like a baby's bottom — clean, dry and greased.



W-DRIVE TIRE

You're doing your prep checks. U-joints are loose, or you find 'em slipping again.

To keep a close eye handy and wipe off the lubo fittings before you're the grease gun in 'em.

And make sure you lub all the lubo fittings—check your IO.



A LITTLE GREASE GOES A LONG WAY—EY

Like a chain's no stronger than its weakest link, just use pump-out bearing in your prep checks or wheels is all it takes to bring your truck to a grinding halt.

And a little wheel die—like seal—is all it takes to ... ZAP ... that ... and ... bearing ...

WHEN IS FULL?



... IF SOMEONE
WAS HERE



"Full" does not always mean straight out to the top of whatever you're filling.

Like most gear cases.

Especially like the gear case on your transmission. If you see gear oil leaking from a wheel, there's a good chance someone has overfilled it.

Be sure use the fill-hole plug and secure clamping to OTC—and keep right on clamping until it's pulled off at the fill hole. That's not smart! That's the wrong way.

The right way is:

1. Take out the check-hole plug.
2. Check the lube level. If full is needed—
3. Take out the fill-hole plug.
4. Pour lube to the fill-hole.
5. Stop as soon as oil starts coming out the check hole.
6. Put the plug back in the check hole.
7. Put the plug back in the fill hole.
8. Give yourself a pat on the back — for doing the job right.

IF YOU HAD HORSES ...

MECHANICAL MULE



A LITTLE
PWA
MAKES A
BIG
DIFFERENCE
IN FIBERGLASS
PWA'S.

YOU AND I
WAS THINKING
OF US...
FORGET IT... THE
ONLY THING
WORTH BEAT
THE POWER
OF A PWA!

With your mighty 807-horse mechanical mule, it's the best thing the ocean. And there are more of these you, too.

Your only insurance is good PWA work.

With this policy, your 1-7-2000, 400-plate mule can go just about anywhere, do almost anything— even be ready for more.

First, you give better the more they can go beyond her— like the operating controls, their cables and some engine parts.

The common (and) more and replace this expensive guide. The real reason boats are priced to build here type.

Be sure you're done before you hit the trail together.

THE SP-1000T OIL

DRIVE SHAFTS — Dry, rust spots, dents, light wear.

CRANK HATCHES AND CABLES — Brakes, shifted, rusty, worn. Put straight out, hold into handle until released.



FRONT AXLE — (Several others, like bolts, loose nuts, nuts, coating, springs)



BELLOWS — Check to make sure they're not worn.



FOOT REST ANCHOR BOLT — Missing, broken. (Should be hand tightened.)



FOOT REST — Bent, loose, missing.

RUB DEFLECTOR AND PROCLAIMER — Missing, bent, bent, ragged, broken or missing disk.



REVERSE SWITCH — Loose, broken. (Check wire terminal.)



GRASS PLATE — Not visible, painted over (this rust easily). Loose rivets.



CAB TANK — Looking, rattle, loose.



FILLER CAP AND GASK — Looks, rattle absent, Gaps not bent, Gaps not used in winter, pushing, check gasket.

HAUL CASE — Missing, loose, bent, unpointed, Loose first.



SEAL — Loose, mounting, cushions worn, bent, Trapped.



CHECK ON THE CONTROLS

STEERING WHEEL — Bent, loose, too much free play, Wobbling, doesn't move forward.

STEERING COLUMN — Bent, loose.

STEERING COLUMN BRACE — Missing, doesn't hold (lighter look freely)

TWO TO FOUR WHEEL DRIVE PIV — Broken, rusted, cracked (all late models except 1977-1981), Check for broken and/or lost safety chain.





HAND THROTTLE — Check mixing, hard to operate. Check shaft.

ACCELERATOR — Sticks, loose, binding, control cable. Lubricate.

BRAKE PEDAL — Not adjusted, bent.

CLUTCH PEDAL — Too much free play (should have at 3/4 inch), grabs, chatter, slips, binds. Do not ride pedal.

HOISTING — Bad cable adjustment, won't hold, cable rusty, worn, bad cable anchor bracket.

TRANSFER GEAR-OFT SPIN — Slack, loose, bent, knob missing, loose nut.

TRANSMISSION SHIFT LEVER — Check, loose, bent, knob missing, best shift rod. Replace brackets if spring.

ACCELERATOR LINAGE — Bent, sticks.

HOSE BRAKE CABLE — Rusty, weak, loose, kinked. To replace hand brake cable use P/N 3028-600-0205 for all models except MS442 (P/N 250711-0205). Clamp at yoke P/N 3028600-0405.



CHOKE — Handle missing, bracket loose, screws missing.



WAPLER — Holes, missing. Exhaust pipe connections loose. Loose bracket fasteners.



WHEEL HUBS — Lube tubing. Loose nuts.



FLUIDS — Broken, bent, loose.



FRONT AXLE FLANGE WASHER AND NUTS — Missing, loose, flimsy distorted.

FRAMES — Bent, cracked, side rails and cross members loose. Nuts and bolts loose.

ENGINE GUARD — Exposed wiring, nuts, bent, loose.



HOUSING TOP — Disconnected, wires broken. Internal damage (seal).

DISAUST 1993 — Dropped, collapsed, cracked, distorted. Loose chains and nuts.



PURIFICATION BAG — Missing, dirty, missing pads.



TIRES — Tread worn smooth, fabric cuts, uneven wear. Increased pressure (about 40-45 PSI). Broken belt, caps missing.



HOOP BOLTS AND MOUNTINGS — Missing, loose, cracked. Corroded washers.



TIM BAR — Support slip loose, broken, slack.



TRAVELER'S — Looks (check for loose drain plugs, bolts loose, Wipers at least, then shift rods and levers.)

OIL SEALS — Looks (Use special tools for installation of components.)



UNIVERSAL JOINTS — Looks, wets, fits tabs.

FUEL SHUT-OFF VALVE — Looks, clog-free.

WAX CLEANER — Cleans inside or outside. (Replace element every 50 hours.) Service as required.



GOVERNOR — Looks, tests, rusty (Apply MOTELOE brakeband.) (Disconnect return springs.)

LOW BAR BELLCRAWL — Checks, both rusty, wet, and safety pin missing.



PROPELLER SHUNT — Loose, dirty, back-leak, lubricated Broken Snap ring.



STEERING COLUMN END: RIGID — Bent.



FUEL TANK DRAIN PLUG — Leaking.

THE ENGINE OILS

ENGINE — Use kit, contact, P/N 2805-744-5110, to change from 6041 4-cylinder engine to 6042 2-cylinder engine.

GOVCOOLER — Linkage, stop and with dirt will affect idling and maximum speed performance.

FUEL LINES — Leaks (check for defective tubing and connections made for 6042 engines).

BREAKER VALVE — Pugged.



FUEL FILTER — Dirty, loose.



SHROUD — Loose, dirty, damaged, screws missing.

SPARK PLUGS — Cracked, fouled, dirty. (Gap should be 0.004)

WATER CONTROL — Leaks.



OIL PAN — Cracked, leaking, plug missing, bolts loose.

MANIFOLD — Leaking, connections loose. Blow gaskets.

IGNITION WIRING — Cracked, wires in broken spots, frayed conductors.

BLOWER — Balls missing, loose. Clamps loose, broken.

CARBURETOR — Check too fast or too slow, jets clogged, dirt and grease.

OIL COOLER — Cracked, Clean test.

CRANKCASE OIL — Level too low. 0-1-2 0-10 in. Oil level (Use NCTM). Gas mixing, gasket damaged or missing.

FUEL PUMP — Leaks, broken, loose.

WATER GILT — Cracked, frayed or threaded. Not adjusted.

Here's your organizational TM's

TM 9-2020-201-10 (Aug 67)

TM 9-2020-201-09 (Dec 67)

TM 9-2020-201-08P (Aug 67)

TM 9-2020-211-04 (Jul 67), 6042 Engine

TM 9-2120-240-10 (Apr 67)

TM 9-2120-240-08 (Jul 67)

STORY ON HOSIN

HERE'S
THEY'VE
GET THE
CHECK
ONE...

How thick that?

What's the deal with riddled rear hose between the air chopper and the air compressor on the SCHLUBER'S (Pneum) model? The MIRA! doesn't have it. Is there a MIRA! MIRA! published to remove this hose?

ONE MIRA!

Dear Mr. MIRA!

No. The hose was put on the early production vehicles, but was dropped by the time your MIRA! came around. So, if you have it, it's OK. If not, it's OK too. The only time you really need the hose is for fueling. It's part of the drop-down fueling kit.

Half-Block



'T' FOR YOU



You need T-bolt hose clamps on the air brake system of your MIRA! 5-ton truck (black diesel engine). That's the only kind that'll stay tight and keep dirt 'n' water from getting into your turbocharger and valve' back with your engine.

Check your hose clamps. If you don't have the T-bolt kind, get 'em!

ITEM 47-10-782-1-001 (2 of 'em for the hose at the turbocharger)

ITEM 47-10-782-1-001 (2 of 'em for the 2 hose sections coming from the air filter).

"S" SERVICE — 6 OR 6000

Now all tactical wheeled vehicles get their maintenance (S) service at 6 months or 6000 miles instead of the old 6 months or 3000 miles.

Some TM's for tactical wheeled vehicles have already made the switch from 3000 to 6000. If your TM still carries the old 3000-mile figure, make a note for yourself that it's signed to be 6000 miles. TSP/6-081-1 (Jan 79) has the word.

6 MONTHS

6000 MILES



CRACKED CAP? MAYBE NOT



...NOT CRACKED IN A CRACK...



...NOT CRACKED IN A HOW USE

Habit! Are you sure that brand new discipline cap is really cracked? Maybe what you think is a crack is just a flow line or fold mark that happens in manufacturing. No problem.

Try that new cap before you give up on it. Install it in your vehicle and see if it gives you any trouble. Or check it out before you install it.

If you've found a defective new gear—discipline cap or anything else—let the head desk know so they can look into it. Send in an RFR.



Step-Up Device

It enables you to step right into a big truck's engine compartment when he uses a "low step."

This device was designed and built from sturdy materials by 194 V-Star Trucks, under selected vehicle models in our complete maintenance section.

We think it's a great idea and hope you like it well enough to share it with your readers.

Call Harry H. Gold
SA 4899

Old Man—That new truck like a step
to the right direction!



YOUR MISC GREASE GUN ADAPTER



There doesn't an adapter that'll fit the grease gun as you can take the U-joint on your Misc truck. It's P/N 4000-204-2549, and it's a part of the tube kit, P/N 4000-207-2549, that's in your No. 1 and No. 2 complete tool kits.

There's just one catch! More than one manufacturer makes the adapter, but only the one made by Lincoln Engineering Company will fit some of those hard-to-get-at U-joints.

So, in order to get the one you need, be sure you include Misc Code MCF1, Part No. 3453, on your request.

LET 'EM BREATHE

Get some tools ready to pop?

You do if you've got a 2-1/2- or a 3-ton truck with plugs where breather valves are supposed to be—on the transmission and steering gear housing.

You need air-pressure-rated valves, FSM 2630-287-8073, for the 2 spots. On the steering gear case, you also use a pipe fitting, FSM 4758-648-0158.

Incidentally, the same breather valve is now used on your front and rear axle housings of both axles.



CHAIN 'ER DOWN

Does your 3-1/4-ton truck oil filler cap have a hole of gassing fuel? Chain it down like its part in a circle 66 of the E.R. Digest, TR 174-089-11 Jan 70.

TAIL LIGHT ON! RING



BRING IN GROUND RING



You can't enter your wheeled vehicle tail light for ground, even though it's built to be waterproof.

You may ahead-of-lookings by replacing the O-ring and, whenever you open up the tail light assembly, like when you're putting in a new bulb.

Use FSM 5158-297-1185 when you're replacing the O-ring and gaskets or preferred partings.

NEW DEAL ON HARDWARE



"The clear has come," the Walworth said, "to talk in many names, of ships and shores and sailing seas, much wagers and measures."

So cast an eye on that part of page 612 of your TOL 9-1000-179-20011. (Aug 89) where each part like FOM 2158-008-1200 is listed.

From now on, instead of ordering the kit, you can order just the part of it you need, like . . .

Wedge bolt
FOM 2158-008-1200

Wedge
FOM 2158-008-1200

Washer FOM 2158-008-1200

LUBE LEVEL LESSON



On your M107, M108, M109, M110 and M578 vehicles, you need to go down up of the dipstick shows about 3/4 inch over the FULL mark after the vehicle's been parked overnight. This is normal, and you don't need to drain oil to bring down the level.

All the lube orders and -10 and -20 manuals are being changed to tell the same way about this 3/4 inch above FULL condition after these vehicles have been parked overnight. (Caution: If the level is more than 3/4 inch over FULL, it has to be drained down to 3/4 inch.)

M108/M109 PEDAL FIX



There's a new fix out to cure accelerator pedal bending on your M108 or M109 SP service. It's an improvement on the method shown in TM 318-088-3 (Jan 68) and your support will apply it for you like it says in TM 318-088-1 (Jan 70). Be sure you have this done because a bent accelerator keeps you from getting the engine power you should have.

SHELL GAME



Now you see it, now you don't . . . the air cleaner shell on your M114-type engine's family carter.

If you're already done, order it under **PN 2940-294-6201 (P/M 18070-294-2)**.

If you need the whole air cleaner assembly, stators and all, it's **PN 2940-294-6270 (P/M 18080000)**.



GPFU'S FOR M114'S

For now, forget the gas particulate filter unit (GPFU) for your T08 for the M114 command and crew carrier. Support needs an MWO to install the unit. When the MWO's published you can order the unit. If the unit's already on hand, do — just give it the very order T08 item, until the MWO arrives.



Q-4 PM 4 U

Some guys get by some guys don't. Some men work, some men won't.

Fancy being about basic PM, especially in machines you're like M/A and on demanding equipment like an A/C/REFQ-4A, roller set generator?

If you have people who care about equipment enough to pull regular PM, choose one No. 1 that it'll respond by doing the job for you.

- Clean radiator, belt and dirt off belts.
- Change generator daily if you've got the shifted 2, that is.
- Clean the oil filter weekly with clean fuel.



- Clean the sparkplugs every 40 hours of operation.
- Start sparkplugs just at 4000 for best performance.



- When that's right, read the generator set and G-44 twice a month. The way is great for checking water.
- Check your cables and fuel lines monthly for leaks, fraying, other damage ... and replace 'em before they get the red line.

HERE'S
THE PROVEN
CAREER
OPPORT
FOR MEN-ORIENTED
PM - 404 '57



MPQ-4A TRANSIT



'Wreckers' believe there are jokers around who usually try to move an AMJ MPQ-4A radio set by picking it up with a forklift? !!!

If you spot a 'jockey stinker' at your Q-4 with forks pinned for action, stop him. If you don't, chances are good the radio set's trailer (TV-30) will buckle . . . or that the set's handbrake will be broken (making maneuvering impossible) . . . or pick your own damage.

The set is supposed to be stored on its trailer, not tilted. There's a tow plate on the trailer . . . which can be used with forklift, truck, etc. to use it.

Watch point on the Q-4: The 30 amp 28V fuse for the C-2004 power supply (revision page 9 of TM 11-5840 200-200 (May 66) under item 1000-300-5119, is the wrong diameter, or 1/4-in.



What you need is fuse, cartridge, FSN 7020-142-7400, which has a 9/16-in diameter.

You can get the smaller Fuse Element in the TM in the handholder, but it gets hot.

WATCH THAT POT!

Back off one more time you're about to hit the pot due to the parallel adjust of your AMJ ABC-34 radio set.

Now, loosen the locknut of the potentiometer (R 100) variable resistor) and then have a go at the adjustment.

Attempting to adjust the pot with the locknut tight can damage the pot. Fast in, it breaks it.



IT'S ELEMENTAL!

...BEYOND!
WE'VE ARRIVED
AT THE CONCLUSION
THAT THE
ONLY THING
NEEDING TO
FIX IS
YOURSELF!



... WHICH COULD HAVE BEEN
HANDLED AT ORGANIZATION LEVEL!

Next time you have trouble with the 3000 handset of your T4-M2 telephone set, get elemental.

Like a majority of the T4-M2s going up to direct support hot repair lines, nothing more wrong with them than a defective telephone or microphone element . . . and that's an organizational level repair job. So, check 'em before you ship 'em up.

The elements are fixed in the regional national repair centers of TM 11-7000: 114-15P (Aug 82).



STICKY ANTENNA

Got a problem with your antenna sections sticking together because of moisture or dirt?

Try a little grease.

Like, take the sections apart periodically (how periodically depends on how sticky it is there, now). Rub a light coat of silicone grease on the male female . . . and put the sections together.

FOR 2000-2000-70 to give you an 8-oz tube of grease. It's listed in Fed-Cat C-0000-B (Jan 76).

If the grease is hard to come by, try this: Uncover the sections at least twice a week. Clean 'em, bring 'em up . . . and back the upper section off one turn.

Wax is grease. So does reading the various TMs for maintenance tips. In case you haven't seen it, there's a TM on the AS-113N YSC antenna, which goes by TM 11-7000-302-01 (Mar 82).



PRC-6 FIX



You say you can't adjust your AN/PRC-6 radio so: and you don't know why? Chances are the constant indicator was replaced wrong, so read it up to support for a peak. Support knows what to do.

"SOCK IT TO ME!"



The more times you screw different radio adjustments up with a "sock" signal on a bird radio, hold one before you pull the rest.

A lot of constant-constant radio runs up A-OK on a bench check, without any signal.

How come?

Well, the bird factory supplies 24 volts of power. With the engine hot an APU running you get about 28 volts.

Radio can make no give but with the maximum signal at 28 volts.

To keep the bird off the shelves for — and save support a lot of rest and at low prices — try this:



If your SOP allows you to fill the meter for a radio check, plug in an APU and crank 'er up. Otherwise, have your favorite electric jockey crank up the bird.

If the radio is up to snuff the 28 volts you get will give you a "load and clear" signal.

AAIS & FT BLUES

AAIS REPORT (AAIS) (AAIS)		FT REPORT (FT) (FT)	
AAIS REPORT (AAIS) (AAIS)		FT REPORT (FT) (FT)	
<p>That makes Army Aircraft Inventory, Status and Flying Time</p>			
<p>THE PLAN IS IT'S GOT TO BE ACCURATE TO MAKE COMMAND!</p>			
<p>CHECK ALL THE -11 FOR THE FOOT</p>			

If the first part of that title stops you in your tracks, it's no wonder to do so. It's the most Army Aircraft Inventory, Status and Flying Time report.

For those always-pressed hangars who react only to numbers, the AAIS&FT report is otherwise known as DA 1152. And some readers out there are giving the hard hangar the wild-blue-yonder blues.

Get a copy of AR 710-12 and any related command directives, and get those DA 1152 blues under right. Then check 'em again on the nose.

They may not be as simple as ABC blues, but they're certainly not any more complicated than the cream-wed you did on your coffee break. All you need to get 'em right is a 3-letter word meaning T-R-N.

Here are some tips on what you need to do to get things on DA 1152:

Report all aircraft that belong to your unit on the last day of the month — including any that are being transferred out.

Be sure aircraft make and year report covers the entire month. The reason you're getting tight info on an aircraft received during the month from the Army units that built it.

AAIS REPORT (AAIS) (AAIS)		FT REPORT (FT) (FT)	
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<p>When you transfer an aircraft to another Army unit during the month, call with it a DA 1152 covering the time it was in your unit. The new unit will combine this info with its report for the full month.</p>			

BOOK-OF-MEMOS

The task of that BA 1502 can be as important as the flight — maybe more so.

If your unit's records are below the quality standards published by your area, you've got to improve them — on the fly.



Likewise, if you fall below DA operational readiness standards on supply (NORS) or maintenance (NORM), tell it like it is on BA 1502 reports.

If there are a few "problem" parts or components in your NORM rating, list the aircraft type, part or component name and EOM and the wiring identifier code, like so:

001 - T-1's control 1405-PTA-779 - B-7
 004 - lower wing 1400-PTA-388 - B-7
 0-20 - Service control stick 294-000-400 - 3-8

When the NORS hang-up is due to a large number of miscellaneous parts, just say so. There's no need to list 'em. (No need to give aircraft serial numbers in these NORM remarks.)

Break-down your remarks on NORM status line specifics. Say whether main rotor delays are caused by actions

called for by TM's, TB's, MROC's and so on, by component replacement, by work delays due to weather, or by shortages (tools, personnel, tools or equipment). This should be an overall report — not just an individual aircraft hang-up.

BOOK-OF-IT

After you finish the report, you check all details. It may help to compare it with your report for the previous month.

Since details of this report also affect your CD's Summary Evaluation, under either AR 108-1 or AR 119-8, you'd want to make sure it's both accurate and complete.

Once it's checked, though, move on with it. As soon as possible after the end

of the month, send the original only by registered airmail direct to:

COMBINED QUARTERS
211, 2003 KATHLEEN OFFICE COMPLEX
2FTS, 2003-4 200
140, New OR
11 JAN, 001 0200

Do yourself and all aircrew a favor. Get those AAMRPT reports right the first time.

HUEYCOBRA QUICKIES

Reaping your A44-10 goodies in the front-cabin by pulling regular PM and using a little nerve... in the engine too. ...

ENGINE PROBLEMS

While you're making your PM usually, open the engine access door and focus on the rubber web strips. These babies carry a lot of weight.

If the door is lower than the engine compartment floor, the same way will snag the web strips. The strips will go to get you in no time.

To bring a storage door up to floor level, make sure you have the new, sliding adjustable cable, P/N 209-090-117-1. It has shrouded terminals which means you can adjust the door.



Lock on to a straight edge and dial indicator.

Have one of your buddies, in the 10-60 class, push his screws on the door to simulate the weight of the engine trays.

Adjust the struts at the lower end of the cable so that the floor and door web-strap align within plus or minus .01-in.

EMPTY BIRD TRAP

If your forward-slanting jockey says his hose catches on the fuel line when the T28 panel is adjusted full up, have a look-over at TB 750-000-4 (1 Nov 68). Solve the problem by filing the forward edge of the fuel line with medium-4-4, according to the pump on page 14 of the TB. Ergo.

"THE MIX"

For "the mix" on the new performance/weight system in your Huey Cobra GA8-000, turn to page 13-4 of TB 91-1-508-114-26. Oh, 7-28, Jan 79 has the maintenance info to keep your forward-slanting jockey from being hit cool.

ALL IS UP!

Like—when you see the engine oil level on a Perseus Helicopter. Only the right gauge may not always give you a correct reading... if you see red a gauge that's probably located over in the fire place!

So, take the cap off the tank and reset your scale. Be that the oil level is up to the lip of the filler neck. Keep it in that level and your engine will never go through the lack of oil.

SAFETY SWITCH

The next time you log into your baby have a look-over at the emergency hand-control switch to see that it's parked, in both the pilot's and gunner's positions.

The switch should be rotated to prevent the pilot from accidentally starting the vehicle from A/TPO to E/TER position.

The switch may have been used in the emergency position to stop an engine run-up since by manually uncranking the fuel.

The trouble is, it's almost as impossible to second-guess the fuel control. The result can be a hot start, engine overheat... shortened engine life.

If your bird doesn't have the triangular switch secured in the normal position, lock onto some low-strength copper "blow" wire. The wire will break easily when the pilot really needs to use the vehicle in an emergency.

Put a #10-size head screw in the center just forward of the switch. Lock the screw into the panels with epoxy cement.

Drill a small hole in the forward end of the triangular switch cover to wrap the safety wire.

Install the switch on the screw with one strand of wire.



ACE IN THE HOLE



Dear Editor,

There's times when a Cessna pilot needs to make emergency exits. Like — when the fuel control, generator, throttle or rigging goes wrong.

A generator failure, for example, can produce severe vibrations in the PO and other OAM hardware beyond limits. Major repairs will be needed unless the pilot pulls the emergency fuel shutoff valve and goes into autorotation.

The emergency fuel valve has to work.

If the valve is kinked and closed, or the cockpit exhaust red fuel valve is frozen due to ice and corrosion the valve won't work. ... if it happens.

The valve followed check called for to page 2-47c, one of FAR 23-1355-23-4-15, Chg 1 (Rev 89) is just not being followed.

To keep the parts working handy I suggest pilots follow the preflight checklist.

1 OF Jeffrey D. Anthony
St. Louis, Mo.



Old Man — Good idea. Maintenance types should also remember that the OAM-44 checklist call for a valve control check every 100 hours.

Comet's
Mini Minis



New Battery Packs

Flat 1, but 2 new packs are out on the nickel-cadmium batteries. FM 11-2140-203-15-1 (See 49) covers general information on nickel-cadmiums; 1A 11-2140-203-15-2 (See 49) deals with aircraft nickel-cadmiums; and 1A 11-2140-203-15-3 (See 49) covers low temperature nickel-cadmiums.

Watch That Gift

Birthday gift? Or did the mail bring you a late Christmas package? Fine. Great! But watch it. If any gift gives you oil for your rifle, please facilitate the truck care treatment. Some of that stuff can zap your favorite rifle. Use only MIL or your M16A1 rifle. Order a 2-oz plastic bottle with FM 1120-202-002. Be sure it's identified as MIL-A-8000A.

Recoil Reproducer Containers

That M16/M16A1 (M16) signal flare reproducer part of your M16 (M16A1) gas-direction computer should never be allowed to burst clean. Any time you need to transport it or load ammo in a truck bed, be sure it goes back into its reusable shipping container . . . which you're supposed to keep at organizational maintenance level.

M151 Safety

Make sure you're up on the latest safety requirements for operation of your M151-series 1/2-ton truck. Get DA CG 283-24 (See 70). It's also got some dope on the new M151A2 you'll be seeing soon. Special driver training is required for operation of all models in this series.

Free For M715

Here you get a look at the specs of the radiator tanks in your M715 1/2-ton truck (or M715 ambulances)! Don't spend your time or Uncle's money trying to fix it. The vehicle manufacturer will take care of it under the warranty — even if your truck has gone past the 3-year-or-6,000-mile limit! The work's in TR 780-881-2 (See 49), Article 43.

Stencils, Plates, ID Plates

Need a stencil or a stencil? You'll find stencils listed in Part C of CPTO/284-A (See 49) and C84 (See 70). Office Supply files. Look in the 7000 group and check. For details you look in SC 7600/761-2 (See 49). You'll find details such as CARTON, HIGH VOLTAGE, FM 1490-387-2027. If you need an instruction plate or an ID plate, look in Part C of CPTO/284-A and C80 (See 70). Aircraft items here.

*Would You Stake Your Life ^{your life} on
the Condition of Your Equipment?*



contribute to
Foreign Object Damage

Results can be Costly and Tragic!

CLEAN UP YOUR PAD, DAD!