

Issue 146

PS

1943 Series

**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

WHILE YOU'RE
OUT HERE
CHECKING OUT
YOUR SPECIAL
EQUIPMENT



C. E. Brown

YOU
ARE THE READINESS AGENT IN
EQUIPMENT RESPONSIBILITY
CITY (ERC)

ESC
AND
TAERS (THE ARMY'S
TACTICAL AID TO REPAIR
PROGRAM)

• LEARN THE SYSTEM
• IMPROVE THE FACTS
• MAKE GRASS THE WORD

Issue 146
PS
1962 Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY





NO IDLE TIME

When you get an engine idling ... you get an hour's engine trouble in the making.

It may not show on the moment, but it is full of killing dangers early and avoided for maintenance problems. It's not only hard on parts ... it's tough on your gasometer, too ... anything less is engine.

Letting your vehicle idle, for as little as 10 minutes, may cost you a couple of seconds when you get back to it. It keeps your money in a while you wait ... but maintenance records prove that the practice pays.

- Low oil pressure ... not enough lubrication.
- Shuts in the engine oil (with its various additives.)
- Punctured tires & pipes.
- Electrical system problems.
- Wasted fuel.

In addition to idling your equipment, tying up your maintenance funds and equipment and using up money, leaving a parked vehicle idling can get you in other kinds of trouble ... like if the EPA are in the neighborhood.

So, don't let your equipment idle ... be on the tip of your nose. No unnecessary idling.

Just remember ... the longer you spend today in your comfort holding your tolerance ... the

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Back, huh, the real feature... this M85. Ask anybody who's got one.

Yeah, this automatic holds her out. It holds her face in the machine. There her in at slippy hand-drawn scenes and she's a super-slippy sniper program. Open her up on the line and she'll enter the scene.

That M85 up there in the M85-type reports is a realer's choice gun. Easy to operate, quick on the change-over, simple to load, she's less water than most so keep happy.

Isn't a handy inspiration and M85 lightest you can see while holding up your weapon this week. On the habit of cycling her this way every time you only 're and you'll come out ahead all around. And while you're enjoying your baby, be real careful you don't lose anything... especially little things like pins, springs and cranks.

The best in hold type are the ones that need precise attention. If you can't take care of those yourself, get your answers in kind a hand.

LET ME GET YOU THIS!

ACT 1 - Barrel with Flash Suppressor

BARREL—Barrel helical, cracked, rusty, dirt bearing surfaces etched, corroded, barrel rifling worn, seized, scratched, lead-chipped, chipped, severely chamber rusty, powder build.

The way to have the most and longest life is like so:



Do this regularly and you'll find the barrel deposits—and you'll get rid of them by being... the being treated by increased chamber pressure that is all in the back.

Be sure you check these two barrel-bearing surfaces. Keeping 'em smooth means a longer life for your BB's and a better chance for you to hit what you're aiming at.

But, don't use an abrasive like steel wool or emery cloth to clean these surfaces. There'll come scratches which wind up in dirt traps and cause more wear. Just be sure that the smoother the bearing surfaces, the greater the whip!

BARREL LEAKS ETC.—Worn, damaged.



FLASH SUPPRESSOR—Loose, jammed and lead-crusted.

Incidentally, wrap barrels with your ammo if the suppressor's been on your weapon.

INTERLOCK GAS—Sealed, worn, cracked.



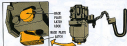
BARREL LOCKING ETC.—Cracked, missing, bent, worn, bad up.

BARRELS-BEARING—Very rough, worn, scratched, dented, lead-chipped, etc.—If you clean your barrel, just a little barrel brush.

A barrel or mixing barrel locking lug can come a regular P&G... as many as ten get found out. There're run now-and-then, though—PT (Preventive Inspection) before you install it, and P&G (Preventive Maintenance) while you're handling it. Especially, don't use the barrel assembly in the rack or use the locking lug end of it for mounting things.

ACT 2-Back Flats Setup

BACK FLAT ASSEMBLY—Ply's boss, mixing, roasting, drying, coloring glugs and other springs work, sluggish but doesn't mixing to quick release you. Bring into selector valve handle, link and lock won't lock right.



TRIGGER EXTENSION ASSEMBLY—Extension back feet, cracked, slide into broken, wait with the trigger the way it should work, holy.

Watch that extension. Don't oil it and don't use any dry-cleaning solvent, CR is any other kind of cleaner on it. Abuse it, you'll get rid of grease and dirt in a clean, dry, lasting state.

Check the two valves to see that it holds in both the "H" and "L" positions and make sure the low compression valve when you move the valve.

SEE A
COP
AND
EMERGENCY
CALL



The way your MTR's mounted in the engine it's easier to pull the pin out from the left side. So, when you're putting on back on, always push 'em in from the left.



BACK RELEASE PINS—Curved, bent, rough edges, dirt, bent.

DON'T
DON'T OIL THE
FLAT ASSEMBLY
PLEASE A JUNE
FOR SUPPORT



For your advanced think to work in check over the cylinder. When you come in, and then let it go, you should have a distinct variable slide. If you suspect that it's not of adjustment, MTR'll try to adjust the time delay mechanism. That's a job for your armorer. If you mean with it you might get it done, which'd cause in certain low thing you or follow on fire. Or, you might get it not right, which'd break the trigger spring.



Another thing, turn the pre-loading of the time delay mechanism in your armorer or his support guys.

You can double check the advanced plunger by pulling the trigger extension handle to see that the parts move when you let go of the handle.



ACT 3 - Belt Drifter Group

DRIVER SPRING—Coiled, tapered, wire spring. (Check all six strands, too.)



DRIVER ROLL—Coated, tapered, disk, separated from roller. (See label group 104—101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000)

Give a yell, and you're ready to go! It's not as hard as it sounds. Just follow the steps.



BUMPER SPRING—Coated, tapered, rough edged, top curved, metal.

DRIVER SPRING—Coated, tapered, metal.

1. Remove the last glen group.
2. Take out the one by slipping the one down with heavy work.
3. Remove the belt buffer group by turning the roll in the left or right and pulling the one parts from the machine.

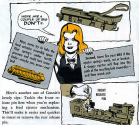
When you get a driver spring, you can make it work in a better way. This is the best in your machine.

4. Roll the driver back, then bring the roll in the one in the left.
5. Push down by the right in the front of the machine to allow the roll in the part in.
6. Then you can take the roll out. Roll, then the roll out one of the one, and you'll do it. The driver is put the one roll in.

When you get a driver spring, you can make it work in a better way. This is the best in your machine. When you get a driver spring, you can make it work in a better way. This is the best in your machine.

ACT 4—Feed and Ejector Assembly

DISASSEMBLY—Parts missing, cracked, badly worn, retainer missing (you'll be out of action POC if you lose the retainer), ball retaining pins weak, feed rate (track) spring worn? retainer, retainer plug stuck in track plug's an end on a missing feed assembly retainer? feed cam pin needs stroking of both ends of the pin (the other end, get your fingers to stroke it).



Here's another use of Cassie's handy eyes: Tackle the front or rear pin lines when you're replacing a feed ejector mechanism. That'll make it easier and quicker to check or remove the rear release pin.

ACT 6 Hard Charger Assembly

You'd best check the charger tank for proper seating too or you'll get gas. Without the tank you'll have our lookers time recovering and handling the charger assembly.



DISASSEMBLY—Only body, barrel, cracked, dented, bulged, driver turned, damaged, locking lug worn, charge spring rusty, pulled, worn, broken, charge handle broken, cracked, chain link worn, damaged.

ACT 5—Gear Assembly

DISASSEMBLY—Barrel, cracked, rough-edged, dirty, loose pin and feed with left side of gear block (don't run by to-pipe tracks in forward the right side) loose (it'll damage the gear behind spring that's located at the other end of the pin).



Check for wear on the gear.

The way from slipping the gear assembly is adjust when you're cleaning it. The two gear buffers outside rubber disks also don't wear badly or adjust.

Be sure you check the gear for wear and cracks, especially in the area of the entry engagement, and make sure the gear lever's not broken, and that the gear will rotate up when you apply forward pressure on the planting gear lever.

Additionally, the gear assembly's best maintained by making the gear's ends in two different widths. That'll make it harder for you to install it wrong.

ACT 7 - Bolt Assembly

BOLT ASSEMBLY—Remove your washer or extractor crown, then spring adjust bar with its chamber, spring or spring guide pins, firing pin and protrude through bolt face (but be sure when you don't lose the bolt when you're loading the bolt assembly. Bolt lock, bolt lock and slide barrel, wire, cranked.



This's another assembly you never dip in solvent during cleaning. The rubber liners under the receiver, case trimmers and extractor can't take it. Your receiver'll take it down once in a while for inspection.

Remember this: If any of your bolt assembly's parts are extra, get your support guys to replace it.

Be sure to doublecheck the firing pin. It could be broken . . . and the gun'd still fire. But easier or later it'd fall out and then you couldn't count your credits. If it's broken, or any part of your bolt assembly is gone, your support buddies will replace it for you.

ACT 8 - Barrel Extension Assembly

BARREL EXTENSION ASSEMBLY—But lock (using your work, locking surface cranked, clipped barrel extension cranked over the center line, rotated damaged.



If the barrellock won't return to its original position for any reason, yep! Be help to your maintenance guys support team games.

Incidentally, never let the bolt go forward under its own power without the barrel in place. If you do, you'll damage or break the barrellock.

Keep a real sharp eye on those remaining pins holding the two-rod assemblies in the barrel extension. If you press in on the rods, the pins might drop out and get lost. But, if the pins drop out by themselves, it means the cross springs are W.G. and need replacing by your support friends.

ACT 9 - Cover Assembly



COVER ASSEMBLY—Cracked, worn, detangled parts rusty, cracked, slight edges, worn, bent up.

Be sure you try out the cover lock action by turning and releasing the lever. Also see that the spring action's OK when you press down on the bolt lock panel, lock trigger and the case carriage pins. Doublecheck the bolt lock slide movement and move the bolt lock lever to see that the carriage stop pins go down like it's supposed to. All parts must return quickly when you release the lever.



COVER TO GO

Remember to give the dust cover panel another good once-over. If they're too worn, the cover assembly won't hold in the open position like the pins are supposed to be held.



ACT 10 Feed Tray Assembly

FEED TRAY ASSEMBLY — Bolt, nuts, barrel, wadcell, detent, twisted lock guide assembly bolt.

ACT 11 - Accelerator Assembly

ACCELERATOR ASSEMBLY — Control, wad, barrel, bolt, nuts, barrel lock assembly and barrel lock lock nut will work right, your direct part area.

WAD
NUT
NUT

WAD LOCK
PLUNGER
STRIKER PIN



The wadlock plunger MUST move. Check on this by pushing the wadlock assembly forward with your thumb. Everything should pop back when you let go.

Be mighty careful not to lose the wadlock pin or either of the wadlock nut plunger retaining pins. Too much sliding and shaking will cause 'em to fall out. Also, you'd be smart not to push in on the wadlock screw's you have in. Your wadlock can seize the wad lock pin in place, so be real know-it-ers in dropping 'em.

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ACT 12 - Receiver

RECEIVER ASSEMBLY — Bolt, nuts, wadcell, barrel, wad, wad lock assembly, twist lock.



BOLT ASSEMBLY — Bearing steel, plunger head, trunion.

You should always check the index for positive engagement with the wad. Do do this while the weapon's assembled. Remember, never change your MBI while in the SAFE position. The safety must be in the SAFE position before changing or firing.

Group Assembly

Look for foreign debris like cotton, grass, mud and the like on the barrel bearing surfaces inside the barrel support. When you clean 'em off, though, be careful you don't change the critical dimensions and tolerances. You just have to remember that the larger these inside bearings are, the greater will be the whip. (This is just the opposite of the bearings on the outside of the barrel). The smaller the outside bearings, the greater will be the whip! Too much cleaning or the wrong kind of cleaning of either of these bearing surfaces could make you miss your target.

Oh, Oh! ...
Remember
to check for
foreign debris
on the barrel.



THE WAD CELL ON THE WAD LOCK ASSEMBLY ATTACHES TO THE WAD LOCK BOLT THROUGH THE LOCKING LUG AND ATTACHES TO THE WAD.



WAD CELL LOCK UP



WAD LOCK PLUNGER
NUT OR BOLT
WAD LOCK



When you're putting the barrel together, make it easy and make sure the wadcell line up and you have a definite click. It's a good idea before you fire to give a little extra twist right and left to be double sure it's locked tight.

Don't worry too much about being over-tight if you get no movement between the wad plunger, bearing plate or barrel support. Also, don't fret if you run across a bit of oil from between the receiver parts.

There's something to watch the wad wadcell like. Be sure the barrel lock and lock won't bind for lack of lube. They should move freely. Also make sure you have a positive lock of the barrel in the receiver. Otherwise, the barrel could come loose and go flying down the range!

15

LOADING AND

FIRING TIPS

Your M1's one of the easiest weapons to use, if you remember a couple of simple directions.

First, make sure always make sure your weapon's clear for action, like so: With the safety in the F position, pull the hand charger handle back to lock the bolt in the rear. Then put the safety in the R position. Now, raise the cover on the feed tray and look and feel to make sure an ammo's in there.

But watch it, Max. If it's not in R position and the bolt comes forward, it could snap your fingers off! When an ammo's loaded, put the safety in F position. Then depress the manual trigger and cover the bolt forward until control of the charger handle.

Loading's got to be done just right . . . the bolt must be forward and the safety must be in F/R position.



BASIC BOOK FOR—Missing, broken, wrong parts.

Check when you have against this list.

Item	Federal Stock Number	Qty	Item	Federal Stock Number	Qty
Bolt with Head Engage	100-712-1291	1	Receiver Clamping Bolt	100-420-006	1
Bolt Head Pin	100-847-9619	1	R/F Clamping Bolt/Pin	100-700-127	1
Box, Spare Parts	100-710-4390	1	Repaired Cartridge Receiver	100-710-4011	1
Receiver Clamping Bolt	100-181-0910	1	Feed-Rail Lock Pin	100-840-1101	1
Rear Clamping Bolt	100-180-9237	1	R/F Clamping Bolt (2 Sided)	100-420-0481	1

You begin by putting the safety in the F/R position. Then pull the hand charger handle back enough to relieve the tension. Next, push it on the manual firing trigger and the bolt goes forward *slowly* till it's in the forward position. Like was said, the bolt must be forward. Remember that!

Now, place the bolt with the open side of the M1 SA2 flats facing down. Single rounds cover the double lock holding parts. Clear the cover (remember, make sure the safety's in the F/R position) and pull sharply on the rear cover on the charger. Now you're ready to go! Don't touch it, 'cause if the bolt's not engaged by the rear, it will go off by itself.

If you're not going in the right way, though, to ease you slip the safety back in the SAFETY position till you get the signal to fire.

A TIP ON THE GO: FEED

When you're doing the M1S, remember that the feeding periods between feeds should be as frequent and as long as possible—except in actual emergencies, of course.

And get this straight: Never make a rate-of-fire change during actual firing. That'd be as bad as shifting from reverse while gunning your jockey down the highway.

However, if you put a little of that special lube in the right place on those friction surfaces, so be sured you'll easily be operating.

FEEDER—Missing, ripped, scratched, wrong size.

That's that all of your M1S feeds in 100-1000-7114 (top 40) and 1000-7114 (bottom 40). 100-100-7114 (top 40) and 100-100-7114 (bottom 40).



GROUND

NAKED POINTS

You'd better get on faster get a red point mark around 'em. Although many are labeled inside TM's coating a 1/4-inch red circle should be painted around all lubrication points, you or helper do it.

TM 9-265 (Oct 78) lists the equipment for red point marking around lubrication points.

Draw the point and keep the point naked ... but clean.

Why did they illustrate the red markings? ? ?

You follow the tube center when doing a grease job looking by sight or memory is entirely too gay.

Read your tube center via your DO and stop looking for red circles 'cause they're not there.



**M151
1/2-TON
TIP**



Are the screws plus in the upper cheeks and of your M151 1/2-ton truck strap-ply? The best indicator for this is to check the screw cheek linkage (also and replace or replace any parts that locate too loose up. To install your screw joint, keep the cheek pad adjusted like it shows in TM 9-265-129-08 (4/8/64) on page 106. If the adjustment is off it puts extra strain on the cheek linkage; this could pop your system.

MOBILITY

M151 BODY CRACKS

It's a bit hard to find or come by a TIG (stick) welding unit for taking care of the small cracks that show up here 'n' there on your M151, 1/2-ton, truck. So-o-o, why not try a simpler method?

You've been given the procedure to use the oxyacetylene for the job, when you find that something 'em isn't too good for a long lasting effect. But, you're going to be careful with that flame heating it's not to warp the metal.

To keep the area "cool", you take powdered aluminum (or some other suitable material) wet it down, form a dust sheet' the area and blow away. Keep the flame as low as possible.



LITTLE DOO-DADS

Dear Wolf-Heart,

You got me frantic some of these little doo-dads that do over my M151 1/2-ton truck's valve stem. I know, they've changed the little controller and got over the new tube stem before you got the valve cap on.

I won't buy any tube or these unless you FIM and manufacturing, can you help me? Sgt R. A. B.



Dear Sergeant R. A. B.,

The doo-dad you're looking for is known, The Valve Mounting, FM 20-21-21-21-21.

The doo-dad is an authorized organizational supply item ... it's also on there up in the M151 parts manual too.

Before you requisition the doo-dad to use the 1/2-ton vehicle you intend to put them on in under Serial No. 80000. These are the only M151's that get it.

Wolf-Heart

MISSING LINK?



Dear Half Mack,

Your 1984 GM L-Series trucks have been bring'g me this problem for some time.

It's the Timmerman-type lock washer (PN 1501-711-0071) that's stuck on page 24 of TM 9-2028-112-209 that's giving me trouble.

This washer seems to be too small to hold the clamp plate good in place. How do we make it work?

WO R. H. C.

Dear Mr. R. H. C.,

Your email number got.

The missing link in the four suspension lines on page 24 in your '84P reader (PN 1501-711-0071) have changed to PN 1501-711-0070. Without 'em, your lock washer will slip right thru those dashboard holes.



From inside the dash you slip the two retainers the receptacle thru the four 1/4-in. holes you have the dash to take the clamp plate. The van go low, the small retain (blighted on the outside of the holes, and create the receptacle.

Then, put the studs thru the corner holes in the clamp plate and insert the Timmerman-type washer over the slots on the stud.

Fit the plate, studs and washers into the dash and turn the stud slightly into the receptacle—just enough to tighten the plate good 'n snug.

Half Mack



Be careful about getting hooked when you wear a trail-gear hook for your 84 van truck.

If you write Mack, PN 4836-274-9473 that's on page 73 of TM 9-2028-112-209 (246 60), you'll get a big redneck hook.



When you need it in Change 1 (New 42) to TM 9-2180-212-209 — it has the best item listed, it's Chalk, Reinforcing, Tailgate Assy, PN 2048-1000-0440, and it has the right hook.



BOOM CABLE INFO

ASK YOUR
TRUCKER FOR
FSN

You having a problem with the connector that holds the boom cable to the slider in the M343? Have we solved it? You won't find this connector or cable another place, in the (M343 63) edition of TM 9-2120-211-209. But if you need it, call for FSN 4004-060-0794.



DON'T BREAK THE BRAKE



Most of you drivers of M343 cargo carriers are less physical specimens. In fact, you're so busy you don't know your own strength—and that's why so many M343 parking-brake cables go broken.

The parking-brake cable is plenty strong enough to do its job. But as muscle-building equipment it's entirely a loss.

What you have to do is hold your fingers around it as shown in Fig. 20A of TM 9-2120-211-18 (Jul 63) and

use the breaker with a grade—(grade is not)—finger pressure.

Recent production M343's will have a knob instead of a handle to disengage the rough road. But for now, remember



Use the service brake to bring the vehicle to a complete stop. Then set your parking brake.

NEED A FLASHER?

M39 VTR's Serial numbers 8 through 248 can get an improved flasher. When the original flasher (part number T120000) goes on the blink you're in ask for Thermal Flasher, FSN 1941-060-5084, through normal supply channels. See 38 9-224 14 Mar 64.

If your M39 came out without any flasher whatsoever, Serial numbers 249 through 1000, you can get the improved flasher for free if you receive the 38 and the vehicle's serial number on your report.



Witchcraft EXPOSED



Everybody . . . but everybody who's collected a 24-inch Low Voltage Circuit Tester should know how to use it.

This includes all organizational maintenance units that've collected a No. 1 Supplemental Test Kit or the No. 2 Common Test Kit. The reason is in their maintenance and lists under IBM P/240211-2016.

The old guy maintenance is not really full of loose-pipe witchcraft. You, too, can master the ropes and smooth down any reliable electrical system like an old pro. Just get yourself the best TM that reveals all the necessary tricks.

EVERY ONE THAT WANTS AN INSTRUMENT AND MAINTENANCE INFORMATION SHOULD START AND GET ON THE TESTER!

TM 8-4912-00-12 (Rev. 62) and TM 8-4912-00-10 (Rev. 62). This is in fact the best Test You Should Ever See!
www.federalmfg.com/ModelTV-100/



MODEL
TV-100



MODEL
TV-100

TM 8-4912-00-12 (Rev. 62) and TM 8-4912-00-10 (Rev. 62). This is in fact the Best Test You Should Ever See!
www.federalmfg.com/ModelTV-100/

MODEL
TV-100



Although the usual publication classification didn't include all organizational maintenance units that need the TM's, you can get 'em for your particular unit too. Just requisition the TM's the usual way, but include a brief statement that the TM is a "needed" pub as outlined in AR 600-1 (Mar 62), Para 6B11.

Without those pubs the reliability of the gray boxes may never be exposed . . . get the TM's and be a wizard.

IN YOUR OWN INTEREST...

COMBAT CREWMAN'S HELMET

WHILE...THE BELL...
RINGING...IT SHOWS A HELMETS
JOURNAL...TO KEEP...ALREADY...IN
YOUR...MIND...SPECIAL...
BE...TO...A...HELMETS...
...THE...OF...THE
...HELMETS.

Follow this important guide and you're halfway home. Before that, we've got hold types and real values. Get you fixed right off, or take care of 'em yourself. If a tool's needed, you'll know the job belongs to higher orders.

Whatever you do, though, don't fuss around with the communication equipment. That's strictly a job for experts.

FIT—The lines on the right side high or low on forehead, eyebrows and curvatures, uncomfortable, make away from lips when helmet's down, over-head and under-head lines. (Chap 2, Sec II of TM 10-611-201-10 dated Jan 61, with how to get the right fit.)

Make sure you get the right size helmet to begin with. If your hat size is 6 1/2 or smaller, you'll probably take the regular. If it's above 6 1/2, try the large.

The regular size (PSN 8415-583-1211) takes the MK-4807G or MK-5217G headset-microphone kit and the large size (PSN 8415-583-1208) takes the MK-4807G or MK-1067G kit. See TM 11-2605-215-12 (Aug 59) and Change 1 (Aug 60) on the headset-microphone kit.

GLASS PUMP KEEPTAGUE — Pump test, metal.

BOOM MOUNTING COUPLER — Glass.

BOOM ADJUSTING PINNACLES — Cracked.

BOOM SUPPORTS — Beads mixing, brass.

SWITCH HANDLE — Cracked, won't work right.

SWITCH HOUSING — Eyes cracked, broken, mounting screws missing, brass.

DRILL — Cracked, dirty, needs mixing, brass.

RUBBER TUBING — Cut, brass, dirty.

GLASS MISC. PLUG — Rubber cracked, screws loose.

SILICON CONDUCTOR GEL — Cracked, broken, painted, damaged at switch case end, top clamp missing, brass.

Be sure you don't crack either of the joints.

CLOTHES CLIP — Missing, broken.

Be careful not to use your clip with anything that can't leave the water in a long while you know it's a good piece to do.

MILL VALVE CONNECTOR — Rubber cracked, pump test, metal.

GLASS MISC. PLUG — Dirty, cracked, brass, pump test, coated, moisture and mixing.

PUMP VALVE CONNECTOR — Rubber cracked, dirty, paint, heavily.

RETRACTILE COIL — Cracked, glass, metal.

SHOCK ABSORBER MOUNT BRG.—Fats, loose, dirty.

MICROPHONE — Cracked, dirty; grille wet, clogged.

MICROPHONE CLIP — Bent, rusted.

HOOK ASSEMBLY — Loose, loose and rust grille bent, rust.

WHEELING—Fats, dirty; also the shock absorber, clips damaged, rusty.

SHOCK MOUNT — Fats, dirty; elastic dead; steel clip bent, rusty.

Can they get us out here with out the front grille working deep into the grille of the microphone and microphone to them too.

LOADING — Brake disconnect coupling; loose; grille dirty, wet, clogged; pocket assembly fats, some heavily separated from shell. Four rubber mounts cut, fats, missing.

So now you see why you need water to wash these heads. And let me do out good, a couple drops of water's best of'll keep the leather from getting brittle.

Your helmet's made good use of you while you're wearing it. The best you can do is release it of it while it's off your scalp.

Oh, for instance, what you're wearing it, hold it by the front end of the shell or make it like a football that you can throw or the other for a handle.

And when you wear it temporarily, place a face cloth or a shell or whatever, with the side faces placed to the top.

That helmet's one piece of equipment that'll help you keep your head when things get rough.



RANGE FINDER PARTS POOP

FOR THE MONEY
HOOD STUMBLES ON SOLUTION



Some organizational errors mechanics have been drawing away scarce local mail housing assemblies when they replace an MITHC range-finder or an MHA (or MHA) unit.

TM 5-2090-204-20P (May 65) and Cdl 7 0114 (Dec 64) show no recovery code for the mail housings . . . but that's a mistake, Jack!

Supply wants those housings back with special handling. They're strictly non-reparable repair parts—an amount of they cost \$190 per each.

PULL DOWN THE SHADE!

HEY!
DON'T PUT
THE LENS
OUT THERE!



Now, it's been said before. But might this time more guys will remember . . .

When parking your battle wagon in bright sunlight, make sure your visor scope or periscope's not being directly hit by the sun. Oh, if you can't park any other way, toss a tarp or cloth or something over the scope to filter or shade the lens.

Otherwise . . . the heat of the sun's focused rays may soften the lens-holding cement or crack the optics (the glass disk marked with measured lines).

Let's
DOPE

TO
PM

(with love)



What about
your hair, are there
any special plans?
Thank you could
get your hair to
the top?



Right about
now, I feel like
I'm
I'm
I'm



Are
you
going
to
the
top?

What about
your hair, are there
any special plans?
Thank you could
get your hair to
the top?



What about
your hair, are there
any special plans?
Thank you could
get your hair to
the top?



What about
your hair, are there
any special plans?
Thank you could
get your hair to
the top?







WANT AND YOU WILL FIND THE BEST PERSONS FOR "OPERATION HITCHHIK". BACK TO THE PEOPLE WHO ASKED AND ORDERED IT.

WANTED PROBABLY STOP HERE PLEASE



THEY KEEP THE COMMANDER INFORMED OF THE WEAPONS OR GUN EQUIPMENT, AND ALSO ADVISE THE MAINTENANCE AND OTHER PEOPLE WITH THE FACTS THEY NEED FOR APPROVED THE EQUIPMENT.

STOP HERE! STOP!

THAT'S WHAT YOU



WANT



WANT KNOWS THE EQUIPMENT, WEAPONS LIKE THIS WITH WHAT YOU WANT A GOOD JOB COURSE IN "OPERATION HITCHHIK".

WANTED PROBABLY YES



FOR EXAMPLE THE SA EQUIPMENT, I FOUND IT OUT BY INTERVIEW IT AND THAT THE POINT IS THAT WE WANT FROM YOUR WEAPONS AND EQUIPMENT AND THE EQUIPMENT IN "OPERATION HITCHHIK".



"THAT'S THE MAIN PART OF THE EQUIPMENT WEAPONS WEAPONS AND MY INFO GIVE ON THESE -- AND IN CODE.



THESE FORMS AND RECORDS AND THE WHOLE "OPERATION HITCHHIK" ARE COVERED BY THE "SPECIAL AGREEMENT" TM 38-750.

WANTED PROBABLY YES YOU KNOW



WE WANT TO GET ONE OF OUR EQUIPMENT WEAPONS

YOU WANT TO GET ONE OF OUR EQUIPMENT WEAPONS

Joe's Dope Sheet

ALL THE ORDERLY, REGULAR AND REPORTING RATE OFF HERE... SO, MAKE SURE ALL YOUR ENTRIES ARE COMPLETE, TIMELY AND ACCURATE

Each entry's a pinpoint of light
On your will's readiness to fight -
Every report is a clue
That'll eventually help you
By improving mobility and might.



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



GETTING THE
BEST & TALLEST SOLDIER
FOR US THAT I
DON'T EVEN HAVE
DUTTY YET.

THE
IS IT,
SOLDIER?

WANTS THEM
FEED BACK? ALL
THE INFORMATION
THAT IS COLLECTED
AND THE PART OF
IT THE FORM.

...OF THE
PROPERTY. ALL THE
COUNTRY INFORMATION
AND INFORMATION
IS.



STANDARD AREA
AND RELATED TO
WENT TO INTEREST ON
CONVULSIONS.

STANDARD AREA
EQUIPMENT BEING
REMOVED AND THE
CONNECTION AND
REMOVED...
THAT'S THE
RECORDS
IS ON
RECORDING.



YOU HAVE GUNTS
& OTHER WEAPONS,
PLEASE (SOLDIER) AS
THEY ARE MADE I
WANT THE
"YOU'RE IN ORDER."

LEFT WERE
OFF WHO'S THAT
GUY? (SOLDIER)
SOLDIER?

THE
LAST COMPENSATION
FOR ALL
THAT SOLDIER.

DO THEY
SAY YOU
REMOVED THE
WEAPONS
SOLDIER?

WENT
THAT
SOLDIER (SOLDIER)
SOLDIER?



WELL, YOU
DON'T SEE HOW
ELEGANT THESE
GIRLS ARE
COMING FROM
THE DISTRICT



THE
MONEY
IS

HEY, YOU'VE
GOTTEN
SOME
NEW
CLASSIFIED
OF COURSE



OF
COURSE

WE'VE GOTTA
GIVE 'EM
SOMETHING
FROM THE
NEW
CLASSIFIED
YOU
ARE
LITERALLY
DROPPING
BY
SUPPORTING
SOME
TYPE
AGENTS
BUT WE
CANNOT
NOT
DO
THAT
YET



IT'S
BETTER
THAT
SOME
GIRLS
DO
BETTER



OH
DEAR
LADY!

THE
REQUISITION
FORMS
ARE
HERE



THAT'S
RIGHT!
GIVE
ME
THE
FORMS
AND
I'LL
BE
HANDLING
THEM
YOURSELF



WELL,
THAT'S
THE
BEST
I
CAN
DO
FOR
YOU
TODAY



YOU
SEE,
GIRLS
IT
WORKS
EVERY
TIME

WELL,
THEY
DON'T
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THE
FORMS
ANOTHER
TEMPORARY
BUT



2 27
2 24

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WELL,
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YOU
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GIRLS
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WORKS
EVERY
TIME

WELL,
THEY
DON'T
GIVE
THE
FORMS
ANOTHER
TEMPORARY
BUT

BACK UP A MINUTE
FROM THIS PAGE...

FUELING

ARMONY

FROM THE MOVIE *BASE*



Ever found an ear to a hit record and wonder what makes it good for a million copies? If you say it came together, you're only partially right.

It's everything blended together into the right arrangement. That's the secret. That's what gives you real harmony, man—just like a recording operation that's arranged in the right listening order . . . with no over notes.



WHAT'S GOOD?

Before you get to the climax of this melody, there's a minute you want to know that you like this. "What's good? All in the groove and hand!"

That's right. Before you even head out of the hangar to refuel the bird that just landed . . . down that line and make those turns in your groove so they can't fall into a fuel tank.

When you're moving out toward the field, use a visual check (orbital) routine, looking for anything that even resembles a hazard. While enroute the aircraft has to be at least 100 feet from any type of building.



Any work being done within 50 feet has to stop, since manual tools and electrically operated equipment can give off a big fat spark. That means no working on the fuselage. Keeping the APU out of range and removing the rag card for testing the aircraft to the fueling site.

Now, check to see that all radio, radio, magnets and master switches are in the OFF position, with one exception. When preparing fueling the Mikovik P3V-11 the fueling master switches are left in the ON position.

Avoid from any radar in the field, remember that nearby aircraft may have their airborne radars operating. So, to play safe, make sure any such aircraft are at least 100 feet away—or ask the crew to turn off the radars.



When you're ready to place the three lead streamers . . . the aircraft—radio, log and—ground make . . . in the safe angle of safety.



You're doing all this for just one reason—static electricity . . . the electrical charge that builds up something movable and is built up by normal friction with the air or some other object. The aircraft and fuel tank are charged before you start fueling. Movement of the fuel from the tank through the hose to the aircraft gas tank also builds up static electricity.

So, unless the charge gets run off into the ground, it builds up to the point where a spark will arc across an inch or two gap toward any type of metal approaching it . . . like a fuel hose nozzle. This is definitely not the preferred type of spark! concerned over a 24-lit per!

When you're fueling from a fixed installation, such as an island or jet, you drain the static electricity by con-



necting the grounding cable from the jet to the aircraft. Then you connect the nozzle leading wire to the fixed before opening the filler cap. Reverse this set-up when you disconnect.

But if you're using a mobile fuel supply you have to make sure it's parked in a position to get off the field quickly, if necessary. So, park it on the downwind side or, at least 100 feet away from the aircraft.



When you check out the location of the auxiliary portable fire extinguisher and place it out of your way but close enough to operate fast in case . . . well, just in case.

With the aircraft and truck truck in position, you ground both by using a "Y" hookup. Some of the MPO medical type fueling vehicles have a built-in "Y" cable permanently hooked up to the cable reel in the truck's rear compartment. In all you do is connect one side of the "Y" to the ground reel, the other side to the aircraft's landing gear axle or some other unpainted metal part of your bird ... except props or antennas. Remember that bare metal will conduct electricity from the ground but a painted surface will not.



Now there's still one truck, both military and commercial types, that don't have this "Y" cable. So you can make your own "Y" rig each time you fuel. Just hook one cable between truck and ground and the other between the aircraft and truck ground cable.

This set-up gives you electrical harmony. The charge between the truck and the bird is equalized and drains off into the ground.

Just before you start fueling, plug the nozzle landing jack into the female receptacle located near the fuel filler cap in the landing gear wing which is labeled **GROUND HERE**. This will drain off the static electricity generated by the flow of fuel thru the hose.

Besides the precautions for static electricity, you also want to eye the cone-shaped filtering screen inside the nozzle for any signs of spooling or breaks in the wire mesh.



Another point to keep in mind any time you have to use a maintenance stand is to see that it's well balanced and clean. Then you won't fall from



over maintenance and end up singing the blues.

STAY IN BOND



With all your handling and pressure-checks taken care of, take off



the filler cap, put the fuel hose inside in and let 'er flow. Use an even finger pressure on the nozzle trigger to prevent fuel kickback and spillage.

Some fueling jobs are gonna take longer than others. But don't give in to that temptation to wedge the nozzle open and leave it unattended... that would be asking for trouble!

For one thing, the nozzle can damage the internal buffer in the fuel tank. For another, the nozzle could slip out of the filler neck and give you a spillage problem.

The worst case—"Yes Indeed!"—that Argus working into the thingy bird. Easy on the trigger now, as you tap 'er off.

STAY FRESH



AFTER YOU FINISH FUELING, YOU LEAVE SEVERAL TIPS IN THE AIRCRAFT CAVITY.



Before calling it quits, don't forget to enter the truck meter reading in Block 11 of Est. Form 2000-13, in the log book.

Then get the truck off to a safe distance before searching the possible for scrapmetal to its storage area or to the fuel truck. Finally, inspect the aircraft for any signs of fuel leakage—in side and out.

STORAGE FUELS

WELL, you should
if in the "air" of the power...
WELL - WELL



Operating out of unimproved, short field air strips or pads means you won't always have the luxury of a tanker. So your fueling will be from drums or jerry cans.

Remember that old proverb, "It seems to me I've heard that song before?"
Here you do!

The same fueling principle, of grounding the static electricity, applies. In this case the "N" cable setup is like this.

The cable goes from the drum to the grounding rod, from the bird to the ground rod and from the bird cable to the drum. You also plug the bonding cable on the boom inside into the bird.



PUTTING FORCE

Any time you get hot on your skin or clothing, leave the area immediately — if you must. If you don't, you could be paying the price for a skin rash and a chorus of, "I've Got You Under My Skin. . ."

When you go indoors, be sure you don't get close to any flame-type heaters. Spilled fluids from cooked clothes can ruin your entire day.

Strip your shirt and head for the showers. Soap and water are the best remedies for you . . . and your clothes.



All the time that goes into keeping fuel clean—from the commercial source right down the line thru the fueling operation—Gunn's means a thing if the crew chief doesn't check the fuel in his hand.

Dirty fuel has caused more aircraft accidents in than you can shake a fuel gaug stick at.

SO . . . CHECK THE FUEL

Using the fuel tank sample device, let a small amount of fuel run out on the ground through your fingers.

Watch for bubbles in the fuel, which is a clue to water content, or a gritty feel on your fingers, which tells you there's some foreign material there.

This procedure is OK for detecting gross contamination, but a more scientific check should be made by either the pilot or crew chief.

Draw off the fuel sample in a clear, clean glass jar big enough to take one-half to a pint of the juice, but it works for about five minutes to see if it's "clean and bright."



TAKE IT EASY ON THEM



Chorus

When it comes to aircraft paint jobs
the Army buys the best.

It specs' the kind and type to use
and sets up rigid tests.

Contractors must give quality
and never over-spray.

Neither blushing, runs or pinholes
get by on "Judgment" day.

As the plane or chopper reaches
you as pretty as could be.

And from here on in the fun
begins as you will quickly see.



A Good Song by Windy Windward

REPAINT JOBS

Refrain

Now, a crew chief here, and a pilot there
so hasty in their work,

Stain coverings down and scuff and kick
like monkeys gone berserk.

What an effort wasted, what misused time
and oh, those dollar bills

Now do we really have to mention
all the gear this treatment kills.

NO MORE CORROSION'S GAIN
TAKE IT EASY ON OUR MEN,
CLEAN UP-PAINT JOBS!





PLEASE YOUR
WIFE,
MAY 1976

YOUR BIRDY'S

GOT A BIG MOUTH NOW

COMMUNICATIONS

Been out of their hole? Not that, what supply means demand, your radio-collective bird is gonna become a charmer.

What's more, it's to talker' in three languages—Army, Navy-Marine and Air Force. Oh happy, happy day! And the words won't sound like they're coming thru a tinny old tin can.

What's gonna cause all this over-kin'd' variety?

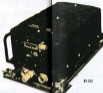
The new AN/ARC-11 radio set—what else? The Army's 1770-channel set will be called the AN/ARC-11EC, and the early, 1770-channel model will be the AN/ARC-11C.

The ARC-11 comes with half the weight and size of the 10-channel ARC-15, which it replaces. It has twice the power output, which makes it completely low-profile. On wireless base, it does this at only half the power level of the ARC-15.

In 1770 channels will let it spread and handle any or a class when the airwaves are getting a little more than crowded. That versatility alone will insure the set's being around for a long time.

What's more, the ARC-11 has 18 power channels, compared to only 12 for the ARC-15, which it also will replace. And, unlike the ARC-15 and the ARC-10—the first in its class—the new set is completely self-contained and doesn't need a pack.

The things the ARC-11 can do that the -10 and -10 can't are almost uncountable. Like, it can radio many, many channels that the other two can't. It has 10 times the power output of the ARC-10 and many times that of the ARC-10. You can get a lot of power with the new job.



ARC-11



AN/ARC-11C

ARC-11C



ARC-11



ARC-11

The set features a Navy refinement—it's sealed and protected. But it, the ARC-11 is the first protected airborne set ever used by the Army. That little extra means the set's gonna stay cleaner and drier . . . and give better performance since the present operates sea-level or high altitudes.

With all these goodies, what's out there for eggs, but high bands, the obvious new question is: What do we go with now?

There's the rub.

For the most people, guess you won't see the use in anything but broad spreading new replacement aircraft. First birds to get them will be new CP-143 plus the OH-47, UH-1, UH-60 and OH-63. The OH-10 will be wired for the ARC-11.

Production of the set is geared to replacement aircraft figures . . . for awhile.

The first 100 production model set have 1770 channels, spaced at 100 kilocycles. All other low or directly designed for 1000 channels, at 50 kilocycle spacing. The frequency range is 125 to 2000 megacycles.

Basically, the modular construction of the ARC-11 makes for easy maintenance . . . with quickly removed and replaced components and parts. Operator maintenance has been cut to a few simple checks.

Finally, in addition to pilots in aircraft and other users, routine calls, the ARC-11 can talk with ground-to-air UHF sets such as the AN/VRG-31 and AN/VRG-32—which adds a tactical utility.

If you're used to the new set include TM 11-5420-210-12 and TM 11-5420-210-20F.

For you control spots with the AM/FM/12 preset radio unit, the following rig'll give you an interesting heritage:

Connect the local control radio unit to the STRAIGHT A/B 800 computer on the front panel of your vehicle's master-transmitter. Then, connect the 80-4 wires of the local unit to the line binding posts of the AM/FM amplifier.

AM/FM



LOCAL CONTROL



Run the control-line wires of the amplifier to 800A ... and the local control wires to 80.

C276



800A
800

Connect the field wires of the remote unit to the C276 external telephone control box. The driver's C276 control box may be in the 80 position.

Make the 800 F-17 wires as per usual. Sub ... 800, Release ... 800.

These points should keep you in control of the situation.

COVER FOR A VRO-3

Have you ever had to get the cover for your AM/FM/12 radio out?

Like you already know, it was deleted from the Radio Shack Item List for the VRO-3, Rig T & R, when it was determined the cover only was needed in open vehicles.

However, it's back on the market, via ME 11-001, 1P, for Volkswagen Im collection Units (Jan 84). You can get it thru normal supply channels with Cover, Radio Set, CW-5210, P/N 9820-219-0079.

Control wires attached to VRO-3 (800A) wires to 800A plug on ME 11-121 with control attachment that 800A or 800 B-800 ... to the usual normal attachment. You control.



FOR CLEAN FILTERS



*When it huffs and puffs and whines,
And judges the air to be craggier —
Call a halt!
Remove its dirty father,
And put it back in better —
How's that, watt?*

Like, get it? Well, your A/C (EAM-41) microscope can't pull in that cooling air if its filter's clogged with dirt and dust. Things can get downright heated inside there—and when it gets hot, parts get damaged.

The best way to keep the EAM-41 from overheating is to clean the filter the way the manufacturer says to . . . or that filter frame deal.



Then, reuse the filter as per the instructions on the cleaning sheet. If you need to, use your substance lubricating oil, general purpose (PL 8022), FOM 9118-211-2561 (one quart) for the recommended filter grease.

WRAP THE CABLE AROUND YOUR HEAD



Invented by keeping the US-8071 cable of your headset-microphone like MK-211 and -220 from breaking!

Well, look over some other breaking tapes, like PSN 5970-644-2636, and some others.



If you wrapped it right, the tape won't unravel during use. More, replace the clamp in a case of back position . . . and you can see how the tape takes up the strain.

To further protect the cable, keep it over your right shoulder and attach the clamping clip to the right side of your uniform when you use the headset.

Like you suspect, the cable's kinda delicate. With no strain what, it breaks like bubble gum. The whole leaves it, and there may be a redesign-out of these models.

Meanwhile, the tape can keep you communicating.



You will grating words thru your US-8071 headset-microphone? Good. Look around while you get the word on how to continue that good fortune.

Like you know, "delicate" is the kindest way to describe the headset's cable which contains the three wires in the quiet classroom. Soap, wash it poppy! It won't be likely to do after a little use.

Maybe "delicate" ain't exactly the word you have in mind, but you can work up a "warmer heater" around that cable with a simple fix that'll be the jester get this in a hot breath.

Might even keep the cable quiet until a better one comes your way . . . or better. Like, the people operate know it's breakin', and that it's inadequate—so they're doing something about it.

Meanwhile, while you're waiting, get some tape and fix this.



Remove the clamping clip and ribbon protect the clip on use. The garment's left, so it should appear right off.

Now, run your left hand up the remainder of the adjustment. Working toward cable, wrap up three times.

Then, wrap four times around the cable from the remainder to the other cable.

Put the garment on the cable, and wrap between middle and right-hand side, and slip the clamping clip over garment, then over clip clamp protect a cable.

For added protection, use the neck strap and clamping clip when you wear the US-8071.

Now go easy on the repair cable until you get a new one.



Next time you're about to pry a stubborn clamp loose from the SB-277 mast of the JN TQBC-50 railcar, try a screwdriver.

Specifically, try screwdriver, ITEM 11-20-111-0052, which is in your TIC-14 tool kit.

You may have learned by this time that the mast clamp tool included in the SB-277 is often used in just a few places that you happened to pry open the clamp. Besides, you probably broke the ends of the tool off long before now.

Which explains why the wheels are designing a better tool to replace the original one. The old one just couldn't handle sustained use to open a clamp mouth to speak of.

To until this new gear reaches your two field hands, the suggestion is that you use the screwdriver to open the clamp. The screwdriver won't break in doing the job with ease, and it costs a whole lot less than the clamp tool.



IS YOUR SB-22 FOGBOUND?

Big, heavy dew, rain and other moisture eggs aren't exactly your SB-22/PT workhorse's best friend.

This you know:

But if, your SB-22 may even get to drippy little both up in the air and get pouring out for you—in places you can't get to.

That's when it's time for you to honor it, duds. Like, with a clean, low-dew cloth.

GET IT OUT IN THE OPEN



A construction duster provides just about enough room for you, your equipment, and the air you need to breathe.

In working's case.

But—you shouldn't be a minute here that air with fumes from construction like dusting compound, oil, acetone, asphalt, ... in any other kind-of-the-long-type duster.

In what/where?

Get those easy fumes out in the open ... in the station's breeze fan. If you let the breeze, the fumes will get off—regardless of the real air it may draw in.

A tip on holding fumes in a minimum. When you use a duster often, apply it with a small pack. Don't use a large rag.

It was spread over a rag like because on a stick. Fumes from a big spray container both the air and your hands.

Breathing easier!

Wipe the exposed wiring with wet cloth, and pay special attention to the ends and plugs. Also take a couple with the stick to your brushes, pack, fire pulls, car washes, overloads and loading pans ... and any wet-looking wiring you can see.

And, if moisture got you out of business, the dry cloth—on this point—should've put you back in. It's a "no sweat" job that takes only a couple' minutes.





WE'LL PROVE IT! OR...

DON'T GO NEAR THE WATER WITHOUT THESE PSN'S

When it comes to life preservers, the Army plans to narrow things down to three basic types—depending on what your job is and which type of transportation you're using. You'll find the same cases on how to stay afloat—the PSN way—by checking with your supply support team. And here's what's happening in general... supplies.



WHO'D YOU THINK?
THE POWERBOAT!



STAYING—INSIDE

The old Mark II (PSN 4220-600-1444) was a long used and much are released. That you'll get down to PSN 4220-600-8754... life preserver, underway, already... for each vehicle and crew member. This one is not for (paratrooper).

The B-7 (TM 1-7812-111) is now the preferred preserver for paratrooper, which includes combat equipped troops. It replaces the old M-1 (PSN 4220-600-1154) and B-5 (PSN 4220-600-8144) preservers, both of which are obsolete and should be turned in ASAP. Ask for PSN 4220-600-2197... life preserver, underway, paratrooper, get it with inflation, B-7... as a one per passenger seat boat.



PSN
FOR 4220-600-1444
4220-600-8754
FOR 4220-600-1154
4220-600-8144
4220-600-2197

STAYING—OUTSIDE

Anybody assigned to or exposed to be transported in amphibious personnel and weapons vehicles... or inflated rafts and crew boats... should eventually have PSN 4220-700-0000... life preserver, yoke, and inflation, integrated, adult, 25 1/2 inches high. Order one for each crewman and passenger. There's no problem making this one top with full combat gear.

This preserver replaces the old (PSN 4220-600-5717) yoke-type preserver with the gas cylinder, which can still be used and made use of.

STAYING—UNDERWAY

Life preserver crew, lifelines plus fitted, adult size, 24 inches high... PSN 4220-200-0100... for two different types of boats, depending on the type of work. In your order you get preserver for a MARK, LARC or DUBOY, but for all other craft, you can ask for one per crewman and passenger (regardless of the work). The new type can also be used with a full combat pack.



This one replaces PSN's 4220-100-6001
This one type should not be used on board amphibious vehicles 4220-700-0000
4220-200-0100
4220-700-1217
also state marks are used up. You'll all the work... keep them.

BRIDGE NUMBERS GAME

Dear Staff Member,

Some of the latest mobile equipment doesn't have assigned bridge classification numbers listed in Appendix II of FM 5-24 (Aug 54) or in any other publication.

Where do we get the bridge classification number?

Major L. H. G.



Dear Sergeant L. H. G.,

Sometimes these numbers are as hard to come by as a winning number at a horse race. But you don't need to be a mathematician or expert in sociology or the night board.

Until your equipment gets an official bridge classification number, you can assign one by comparing the equipment with a similar item that is listed in FM 5-24.

Basically, you want to compare both weight and wheelbase dimension. And you also need to consider the number of axles carrying the weight and any special equipment.

Except in an emergency, it's best to pass this problem along to the Engineers who are responsible for weight classification.

If you want to read up on the rules the Engineers use, get your mine on Chap 5, Sect Y of FM 5-24 and Chap 5, Sect II of TM 5-212-07 Jan 53. (This TM supersedes TM 5-200 mentioned in FM 5-24.)



WHEN YOU'RE IN THE DARK...



... And your garden's lantern (PN 4,300-170-8450) just won't give with the light, maybe, there's something you can do to help the situation.

Some of the burner assemblies (PN 4,300-240-2714) weren't put together right. You might say the 2 1/2-in. pipe nipple was inserted backwards. The wrong end of the pipe nipple was put into the generator block and the air can't get down the block.

The remedy is simple.



Remove the burner
holder from the right.

Then take the right
nut and generator block
and secure it. Otherwise
you'll get the end that
faces to the left instead
and it shouldn't be the
generator block.

Then replace the
burner holder and
particle barrier head
together.

Remember, the burner needs special care. It's not made to take rough handling—in fact, it should be handled as gently as an egg.

BE SURE OF YOUR GROUND



Is one you intend the training in the manufacturer's maintenance instructions . . . isn't an important reminder on using the MIG (MIG) hose that welding on (P/N 5414-881-0074, Int. Coresys No. 11-000-0803-114).

You can use the set only on a 110-volt (or 115V) AC circuit which does not have a ground or other leg.

Oh, you can use it on a 110-volt (or 115V) AC circuit not grounded on either leg. Or, a 110-volt (115V) AC circuit with the negative L-1 leg grounded. For example, the conventional gasoline engine-driven arc welder (DC) provides a negative grounded circuit, so it's OK for use with the MIG set.

The set cannot be used on standard 110-volt AC circuits (some such lines could have a grounded leg. Actually, the formula is follow-here is—**NEVER** plug the set into any AC line . . . unless, of course, local OCP has checked it with your engineers, or other power-line experts.

The big reason for all this caution is that the set's voltage control has two built-in grounds. Plugging the set into the wrong type of circuit can cause a damaging shock, and burn out the welder's motor.

Other MIG sets which don't have the grounding problem are the MIG welding set (P/N 5414-800-0071) and (P/N 5414-870-010).

For all other MIG welding sets it's best you check the manufacturer's operating instructions before plugging "you into anything. In fact, as a matter of safety, PM and please good practice . . . it's best to check the operating instructions for any set before plugging it in.

WITH A WARNING

Here's another caution: Most gas-tube driven arc welders are rated at 500 amps, the rated capacity of MIG equipment is only 200 amps. To always double-check your generator output settings—you'll damage the gas if the generator's output is over 200 amps.



Lead us on—we'll show you the MIG welding rig. You've been saving money that'll save you time and money.

When you use Welding Gas Arc, Heat Gun, Shielded, that's found in your No. 1 Supplemental Tool Kit, you remember you have trouble with the contact tube or working wire guide . . .

You had one alternative: they slide on the tube opening. You can clean it off with a rubber or a file but you can only take off 1/16 inch since the tube has to be 2 inches long and they're only 1/16-inch long when they're new.

There's a cleaning compound containing sodium bicarbonate which will remove the slag—and you don't have to file. It's called Plastic Compound, Code 100-04, Line No. 01, Part No. 00001 or 00011. It can be local purchased from a Linds or Union Carbide distributor.

A WINNING CARD

A DD Form 114 marked like this
(see work sheet)—



And marks punched like this—



**HOW TO GET PUNCHES
OUT OF DD FORMS**

Make a line complete to guide you in marking all
the copies of DD Form 114 you use.

Your big things gain. All the time and effort you
save by having to figure out the work-sheet only
once with you.



Concise Rodd's BRIEFS



Report Quarterly— Except Aircraft

Hold that front! That DA 2404 or DA 2406-2, that is.

Except an aircraft—which stays on a monthly schedule—your DA 2404-2 report is required only quarterly, instead of the intervals spelled out in DA 24-730 and DA Form 730-28. The word used out worldwide is DA Msg 000000 (ZC New Is), but you don't need to let the DA—It's stuck up, wait for a month. Say this or -2 to check left, five if it is immediately. Check out articles are required only at end of the quarter. Your DA 2404—for everything—also goes on a quarterly schedule.

Get These Pamphlets

DA Msg 00000 (18 Mar 54) gives the word on some new DA pamphlets in the FSI-series. They're designed for reading by soldiers and officers who are responsible for keeping equipment accounts ready. Order copies of Pamphlets 780-1, 780-2, 780-3, 780-4 and 780-5 on DA Form 17. You get your DA's DA Form 12-B requirement for Logistics (General) plus fixed as you'll get any new ones automatically via pipeline.

It Can Kill You

Hold one before you toss any clothing or sleeping bags in coin-operated dry cleaning machines. At least one person died in a sleeping bag that was cleaned in one of those machines.

The cleaning fluid—perchloroethylene—can be deadly when the fabric is completely dry and free of any smell of the fluid. As long as there's any dampness or odor from the fluid you've got to keep it tightly in it or well-ventilated places—and cover one if all the dampness and smell are completely gone.

Get 'em Back

If you haven't got the word yet . . . let this be it. DA's and DA's shipping and storage containers are needed for your FSI-series situation. So send my notes you have up the supply line.

Stoway Protection

DA 11-584 (18 Aug 54) gives the word on a stoway guard for the ST-242/ABC and ST-244/ABC radio transmitters. The guard, or cover, is for only those ST-242/ABC mountings . . . especially those used in open vehicles. The DA has having details and shows a drawing of a properly installed cover.

Would You Stake Your Life ^{on} ~~on~~
the Condition of Your Equipment?

YOU
ARE THE READINESS AGENT IN
ESC (EQUIPMENT SERVICEABILITY
AND
TAERS (THE ARMY'S
EQUIPMENT RECORD
PROGRAM)

- LEARN THE SYSTEM
- POINT THE FACTS
- AND PASS THE WORD



HEY!
WAKE UP, AMERICA!
IT'S YOUR JERSEY!

