

Issue 203

PS

1947 Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY

OST LIBRARY
RT KNOX, KY





WE GOT AND THERE ARE...

YOUR AMMO

LOAD



WHETHER
IT'S SMALL ARMS
OR BIG ARMS...
AMMUNITION
NEEDS TO BE KEPT
COOL, DRY, DARK, AND
PROTECTED FROM
... BE YOU ON THE
ROADS OR CAMPING
FOR REAL.

REMEMBER
THAT AMMO
CIRCULATES!

PROTECT THE
AMMO FROM
SUN, DIRT
AND HOT
AIR.

STAY ON
THE LEFT
WHEN LOADING
RIGHT.

SO AN
AMMO TYPE IS
WORKING FROM DESIGN
TO ADVISE ITS ON
DEPENDABILITY AND
EFFECTIVENESS.

WHEN
YOU HAVE
A CURRENT
COPY OF
YOUR COPY.

GIVE
IT GOOD
VENTILATION.

KEEP
AMMO
FROM
INTRUDERS
AND FIRE
ARMED.

GUARD
IT!

MAKE THE
AMMO TO SURE
OPERATING ITS
CIVILIAN TECHNIQUES!

SHOOTING AND MISS
CONTAINERS FOR OF-ICE
THEY'RE COSTLY.

PROTECT
YOUR AMMO
PROPERLY
TO PREVENT
DAMAGE!

REPAIR THAT
AMMO LOT
TO THE ROAD SIDE
... THEN
DON'T GO
TRY AGAIN.

PREVENT
THE AMMUNITION
ON THE AMMO
CONTAINERS.

LEAVE
AMMO
IN ITS
CONTAINER
UNTIL YOU
NEED TO
USE IT!

AMMO THE
ONE THAT
YOU CAN
USE
... OF THE
... 1000-1000.

ROUGH HANDLING

BY THE SOUND OF THE BOAT—YOU WON'T FRAG, BECAUSE DRUGS LOCK ON SELF ON BARRAGE.

I DROPPED IT ON THE WAY UP!

THEY SCOUTED AND THE TUBE OR JUST TWO FEET.

ATTENTION WHEN UNLOADING—LOOKS!

THESE BOATS THE ADVENTURE PRODIGES

I HEAR SOME AMMO IS UPON OFFENSIVE TO BARGE CRASH THAT OTHERS.

IT'S SAFER TO HANDLE FOR ALL THE SAME REASONS—CAREFULLY!

Rough handling can dent, crack and lodge cartridge cases so they'll not chamber in the weapon, risk or have rotating heads so they'll not form a gas-tight seal in the firing barrel, damage or oil primers and propellants or fuse—use otherwise.



Even a projectile in the gun of a cartridge. At the very least, rough handling will damage brass and casings, heads such, gaskets and other pressure vessels, lead, the nucleus, run and casing will have a few lead.

BE A NEAT-NICK

CLASH THAT BOUNDED BY IT'S ALREADY

DON'T SCREAM OFF THE PROTECTIVE COATING WHEN YOU CLASH IT!

THE BEST HANDLING TOOL IS A CLEAN GUN AND CLEAN GUNSHOTS. DON'T USE OR IN ANY CLEANING TYPE MATERIALS.

YOU HAVE TO BE CAREFUL TO BE

AND IS CLEAN WITH BRASS, BRASS, OR... IS PROTECTIVE COATING FOR THE GUNBAR, WHICH WAS THE GUN BARREL, WHICH A BANG OF SHOOTING THE GUN.

YOUR HANDING IS CLEAN, PROTECT IT

WHEN IF YOU SAY THE GUN IS NEAT

COLOR CODING CHARTS ARE IN TM 9-1300-283

CLASH EACH ONE DANGEROUSLY AGAIN AMMO

I KNOW... BUTTER UNRECOVERED TO PROTECT THE POWER FROM SHOOTING!

DON'T HAVE YOUR HANDS OFF BRASS CASES.

WEATHER BEATEN

WHY DON'T ARABIC
CAN HAVE SOME EXPOSURE
TO WEATHER... BUT
THEIR'S LIMITED

THAT'S A GOOD POINT



IN THE PAST THE HOUSE WOULD BE
WHAT THE IS BUILT... BUT NOW IT IS

WEATHER

IN THE HOUSE
HARD DATE OF
AND CLASH

WHY NOT...
AN IDEAL
AS IT DOES
THE ACT?

FROM
ARABIC?

WHY NOT
DO I GO NOW?



WHY NOT BUILD
THE NEW HOUSE
... BUILT



WHY NOT BUILD
THE NEW HOUSE
... BUILT



WHY NOT BUILD
THE NEW HOUSE
... BUILT

IN THE PAST
AND THE HOUSE
AND THE HOUSE
WAS IN A
HOUSE

ARABIC THEY
DON'T IDENTIFY
CAN'T BE BUILT
NO, BE BUILT THE
HOUSE THE HOUSE
AND THE HOUSE
BUILT THE HOUSE
TO BE BUILT
BUILT THE HOUSE

4
5

LAST
18

IT'S THE
BUILT THE HOUSE
ALL OF THE
ORIGINAL
BUILT THE HOUSE
BUILT THE HOUSE
BUILT THE HOUSE

PRE-ELLANT'S FRIMERS FLIES

THEY'RE VERY
BUILT THE HOUSE
BY BUILT THE HOUSE
BUILT THE HOUSE
BUILT THE HOUSE
BUILT THE HOUSE

THEY WOULD
BE IN THE
HOUSE FOR
THE HOUSE
TO DO THE
HOUSE

THEY WOULD
BE IN THE
HOUSE FOR
THE HOUSE
TO DO THE
HOUSE

THEY WOULD
BE IN THE
HOUSE FOR
THE HOUSE
TO DO THE
HOUSE

THIS IS A
HOUSE FOR
THE HOUSE
TO DO THE
HOUSE

HOW ABOUT
THE HOUSE
TO DO THE
HOUSE

HOW DO WE
STORE THE
HOUSE

WHY THE
HOUSE AND
CONSTRUCT

Southward across the
prop change exposed, in
you can adjust it. For some
thing. Keep it dip and
chant. And adjust means
you can move yourself
— you never add to a pre-
existing chance.

1. **NAME** _____
 2. **ADDRESS** _____
 3. **CITY** _____
 4. **STATE** _____
 5. **ZIP** _____

1. **General**
 2. **Particulars**
 3. **Amount**
 4. **Signature**
 5. **Date**

1. **THE COMPANY**
 2. **THE BOARD OF DIRECTORS**
 3. **THE OFFICERS**
 4. **THE STOCKHOLDERS**
 5. **THE DEBENTUREHOLDERS**
 6. **THE CREDITORS**
 7. **THE EMPLOYEES**
 8. **THE SUPPLIERS**
 9. **THE CUSTOMERS**
 10. **THE COMMUNITY**
 11. **THE ENVIRONMENT**
 12. **THE GOVERNMENT**
 13. **THE FINANCIAL INSTITUTIONS**
 14. **THE MEDIA**
 15. **THE LABOR UNIONS**
 16. **THE COMPETITORS**
 17. **THE REGULATORS**
 18. **THE SOCIETY**
 19. **THE CULTURE**
 20. **THE ECONOMY**
 21. **THE TECHNOLOGY**
 22. **THE INFLATION**
 23. **THE INTEREST RATES**
 24. **THE EXCHANGE RATES**
 25. **THE FISCAL POLICY**
 26. **THE MONETARY POLICY**
 27. **THE TRADE POLICY**
 28. **THE DIPLOMACY**
 29. **THE DEFENSE**
 30. **THE EDUCATION**
 31. **THE HEALTHCARE**
 32. **THE HOUSING**
 33. **THE TRANSPORTATION**
 34. **THE ENERGY**
 35. **THE AGRICULTURE**
 36. **THE INDUSTRY**
 37. **THE SERVICES**
 38. **THE RETAIL**
 39. **THE WHOLESALE**
 40. **THE DISTRIBUTION**
 41. **THE LOGISTICS**
 42. **THE SUPPLY CHAIN**
 43. **THE DEMAND**
 44. **THE OFFER**
 45. **THE VALUE**
 46. **THE COST**
 47. **THE PROFIT**
 48. **THE RISK**
 49. **THE OPPORTUNITY**
 50. **THE CHALLENGE**
 51. **THE SOLUTION**
 52. **THE INNOVATION**
 53. **THE CREATION**
 54. **THE DESTRUCTION**
 55. **THE TRANSFORMATION**
 56. **THE EVOLUTION**
 57. **THE REvolution**
 58. **THE PROGRESS**
 59. **THE REGRESSION**
 60. **THE STAGNATION**
 61. **THE RECESSION**
 62. **THE DEPRESSION**
 63. **THE CRISIS**
 64. **THE COLLAPSE**
 65. **THE RECOVERY**
 66. **THE RESILIENCE**
 67. **THE ADAPTATION**
 68. **THE SURVIVAL**
 69. **THE THRIVEMENT**
 70. **THE FLOURISHING**
 71. **THE PROSPERITY**
 72. **THE WEALTH**
 73. **THE POVERTY**
 74. **THE INEQUALITY**
 75. **THE JUSTICE**
 76. **THE INJUSTICE**
 77. **THE FREEDOM**
 78. **THE SLAVERY**
 79. **THE OPPRESSION**
 80. **THE LIBERATION**
 81. **THE EMANCIPATION**
 82. **THE REDEMPTION**
 83. **THE SALVATION**
 84. **THE DELIVERANCE**
 85. **THE RESCUE**
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 99. **THE RESCUE**
 100. **THE DELIVERANCE**

STANLEY I. HODGES
 10101 W. 10th Ave., Suite 100
 Denver, CO 80231

100

100

100

1. **Project Name:** [Project Name]
 2. **Project Manager:** [Project Manager]
 3. **Project Sponsor:** [Project Sponsor]

1997-1998

When you suspect a hard sound, though, be sure to remove the harmonic key from the wrench slot on the fan. Hitting a round with the harmonic key will damage the gas valve. And, you never fire a round with a potentially faulty valve. It'll not be fun for anyone.

Knowing a few rapidly or carefully can cause additional saving in the time or the cost to have dropped or withheld. So, the always healthy goes with TLC when you're under stress.

Training also developed
confidence for students and
the staff of the school.

NO, NO,
DON'T
REMOVE
THE SWIFT
VOICE FROM
A FLUTE
UNTIL YOU
ARE
READY TO
LOAD UP!

ON SEPARATE-
LOADING JAWED
KIDN LIFTING
PLUG-ON SYSTEM
FOR 1000 LB.

Test 1 - 30 Questions
1st Reading: 10 min

Your first job with any laser or lighting system is to know all the specific safety cautions. The company's TSM and its listing tables give you the company on your laser. TSM 5-1588-004 (Apr 87) with changes, is loaded with info on lasers, lighting and all other military-aerospace components. From very special cautions, for example, on using previously heated air supplies, to the TSM's more 9-72.

If proposed annu is not fixed, you have to replace the fixed salary with a pin immediately, and otherwise salary the annu. Then you make two days annu's until five times you live again. While it's on the waiting list you have to cover it and present it as best you can, from min. date, price, source, oil and enough handling. If you view in the annu you have to repeat it, date in and mark it on show the annu's been proposed for doing.

SPECIAL NOTES

There are some other squares not shown in any event for example the field



NO. 100

INSPECTION

ARMOUR ARMED
YOU ARE THE I.C.

BLIND?

BOAT?

BLIND?

BOAT?

ON BOLTED
ARMOUR ARMED
YOU ARE THE I.C.

BLIND?

BOAT?

BLIND?

BOAT?

BLIND?

BOAT?

BLIND?

BOAT?

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BLIND?

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BLIND?

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BLIND?

BOAT?

BLIND?

BOAT?

BLIND?

BOAT?

ARMOUR ARMED

BLIND?
BOAT?

BLIND?
BOAT?

BLIND?
BOAT?

BLIND?
BOAT?

LIGHT BROWN
STAIN AND VERTICAL
CORROSION - BUT BLACK,
GREEN, YELLOW, BLUE
OR WHITE STAINS
COULD BE PROGRESS
CORROSION!

THIS IS
RUSTY
IRON
CORROSION
PROBLEMS

IF
THERE IS NO
FLUORIDE
ON CORROSION
PROBLEMS, THEN
IT COULD BE OK

BLIND?
BOAT?

I would like to know the name
 of the person who was
 the first to be elected.

Excellent
rounds with perforated cartridge cases are damaged if the casing flap is protruded ... don't do this. Most rounds with damaged, wet or sooty propellant are unserviceable.



Items good for rosters with damage to list are in the electrical connections. Damaged or damaged rosters may have an irreparable moment—the rosters may be extremely dangerous to use.

Report Mark—arranges with you to finish during nap. Washes his with care and sends you off to wherever you support without unnecessary noise.



(Keep in mind that *cannot*'s not as in how often it's been exposed) is extremely high or low tempo, i.e., put aside anyone that's been running or leeching. Also, some components won't do much for you in a heavy rule system. When specific things target or affect living creatures apply, of course, they'll be quoted on the scene, or how to combine, and for most they'll be given in the way you'll find in the scene made or being added.

CHECKING PRIMERS, PROPELLANTS FUELS

Capex and proportional maintenance must be equal and the value of the

check, strip that's inside must be white. A faded or grayish-white strip may mean the propellant is on good. You can tell on your own to check propellant, to give a good sniff when you open a container. Good propellant has a sweetish, ether-like smell. Propellant that's deteriorated gives off sort of a harsh, sour smell.

100

1. **THE COURT**
 2. **THE COURT**
 3. **THE COURT**
 4. **THE COURT**



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 252.

1. The first step is to identify the problem.

...the
...the
...the
...the
...the
...the
...the
...the
...the
...the

The action of black powder in a propellant igniter may occur more easily on your smelt. If they're stuck igniter, or unless the charge is so good. Therefore, on cheap propellants, or languages, ignition of gapped heat will give you a little light and low temperature pressure. And, reduced or burning propellant may even open up the of the smelt. When you have a hole of small propellant it is too low, some require, or more in it.

Propelling changes have not ignited quite fully, even in the private sector, as the benefits and the long-term

FORM
 LEADERSHIP
 (NAME) (ADDRESS)
 (CITY) (STATE) (ZIP)
 (PHONE) (FAX)
 (E-MAIL)

[illegible]

1. The first step is to identify the problem.

POP YOU STRAIN
THE SPRINGBACK ON
THE CENTER!

WOW, THAT
THREATS-NO ONE
RUST ON LOOSE
MATERIAL IN
THE PILE CENTER!

SLAM IT
WITH A 1/2-200
LAP-AND SLAM
AND A HEAVY ON
BEFORE THE
PISTON RINGS!

GET THE
TIGHT
DRAGGING
ORDERED!

A LIGHT
CONC
BASTER!

IF IT DOESN'T GO
ON SPRING-ROCK IT!
DON'T FORCE IT.

Threads must move just right, and the
furn must be fully seated. And, you
have to install a firm cup-like. Never
force it.

If worked every threads when you're
checking a fitting plug, you can use
the threads with a very tight coat of
silicone compound. PSN 6658-783-
1207, 103-C 11507, after you clean the
threads.

A VERY LIGHT COAT OF SILICONE GREASE



Always make sure you have the right
furn. Unsubstantiated furn are only.
And, bring a manual without a furn is
pointless in more ways than one. While
not a furn is essential, who knows
where the furnace will go or when it'll
be when it goes there. As time, the
furn will end up a dead ... or worse it
might go off in the furnace.

If a furn burns when you remove
the safety pin, forget it ... the furn is
not for you. Replace the safety pin with
a solid one like and put the furn off
to build somewhere off it's needed in
or improved. If possible, mark or tag it
so everyone who will know it's a burn
furn.

BUT THIS BURNY
HOLM-DUM THE
BURN SOURCE.

OH, OK. I'LL
FORGET ON
THE BURN

PLEASE REMEMBER
BE SURE TO
KEEP BURNING
OFF. BUT THEY
SHOULD GO
TO A GOOD
STEERING
TRAIL!



It's usually safe to handle and transport furn that's burned after you re-
place the safety pin, but the SOP on handling "burners" is something else you
have to know by heart. See your company's TIR and TM 5-1100-203. And, you
must be prepared with proven fitting plugs.

How about furn on burn animals? Are the furn burn, improperly stored,
any safety devices missing? Are the safety and warning devices in the correct posi-
tion? Eye the furn closely.

Looking (concentrated) around the plug or furn means trouble. Don't test with
the linkage. It's explosive. Get linking arms out of the area around and pull
for same support or safe zone.

Never handle furn by the end attached to the pull or safety wires. Pull wires
way on end you're ready to fire.

STORAGE:

LOADED LOAD

I WISH WE'D
KEEP OUR TRAILER
LOAD IN SHAPE.

YOUR VEHICLE
IS NOT PART OF
THE LOAD. DON'T
EXCEED WEIGHT,
WEIGHT DISTRIBUTION,
AND TOWING
CAP. LOADED
VEHICLES.

Never load flammable and chemical items in the same vehicle, and use whatever cushioning you can around the first boxes. Never use PCV, or any other type, caps with your load.

Spread the load evenly over the cargo space, but keep the height of the load well below the top sides of the cargo compartment, and give the load air space on all sides. You may need ridge poles under the tarp to prevent rain puddles.

SMALL
BOXES

TAKE TO
COVER BACK

LOAD MUST BE
EVEN WITH TOP
SIDE OF CARGO
COMPARTMENT

LOAD
TIGHT

STAKE HOLD
PILE

POUR
REDUCED
PILE

LOAD MUST
BE EVEN
WITH TOP
SIDE OF CARGO
COMPARTMENT

Place your loading so you don't have to wrench the ammo too much. In fact, the less you man-handle the post ammo, the better. Like when you're loading a vehicle, get it as close as you can to the ammo, and use a human-chain to pass the ammo gently. To load or unload boxed ammo you can use smooth, chain boards to form a sliding ramp and slide the boxes on/off like on or off the vehicle.



HOLD IT..

Any vehicle going close to your ammo load, or under it, must be in top operating condition, especially the electrical, fuel and steering systems and the brakes. It must be well clean. No oil, fuel, grease or any other flammable stuff leaking on anything. And, it must be equipped with a flame and spark arrestor, and good fire extinguishers must be on board.

And, whether it's loaded or unloaded a vehicle is never refueled anywhere near your ammo . . . not even from a portable refueling gear. A loaded vehicle gets refueled way off to itself.

The ammo vehicle driver must know what he's doing, and he must be a top-notch driver.



FRANCIS PUGH IS JOINT CHIEF OF THE BRANCH

CV LOADING

In putting large rounds into a combat vehicle always shield both ends of a round from bumps and knocks. Cover the head for projectile ends with one hand and protect the base and primer with the other hand. That goes for each man in the loading lineup. The first man covers a round face and the small the next man in line can slip one hand over each end of the round. And, always with the primer. Insist you pass forward first to make sure the head of the round doesn't get rammed or bumped as it travels from the vehicle.



THE LOADING LINE FORMS AROUND THE TANK TAIL



Refined machines give animals and other small ones access without loss of moisture when it's moved in a container vehicle. So, you have to jump a clear check on it, wipe it dry and air it out, or it'll be ruined in no time. You can hear the moisture problem come, if you open the doors, ramp, hatches, etc., when you exit, so let outside air be the source.

Large ranches used in the vehicle's access area also need regular attention. They're normally inspected or unloaded for clearing as called for by the commander's SOP. And, when you clean, paint, grease, oil or wash anything inside the vehicle, you have to protect the surface and packed areas from whatever you're using. Also, when you leave down the outside of the vehicle, clear it up so keep the inside dry as possible.

CHOPPER LOADING

If you're transporting your load in a chopper, you have to take the animal to the chopper ... the load doesn't come to where your animal's washed. All vehicles on the chopper must be off, the door must be secured and the chopper must have a good electrical ground. While the loading or unloading is going on, the chopper should have explicit warning signs attached to its sides.



The engine, hoses and accessories must be in good condition (no damage, leaks, holes, etc.), they must be tightly sealed and show the engine's identification on the outside. The hood must be latched down like the aircraft's emergency cap.

The specifics on transporting engines by aircraft (weights, safety requirements, compatibility of engine types, etc.) are covered in TM 31-116 (May 68) *Packaging and Handling of Dangerous Materials for Transportation in Military Aircraft*.

OUTSIDE STORAGE

REMEMBER, FOR ENGINE SEARCHES SEARCHED OUT COVERED CIL, IT MUST BE TACKLED BY THIS, SEE AND LOT NUMBER.

WET'S TALK

YOU ALWAYS USE GOOD STRONG DUMBELL

THAT'S IT BY DO IT NOW! COLLECT WATER

HEY, NOW GET IN THIS DUMBELL WITH A DUMBELL

If your engine's staying put for a spell and the engine's sealed outside too, by some good luck. Indeed, mark your engine by vehicle load and out-make it for the vehicle it's stored in. That'll sure clear and stress if you have to bug out.

Marking by lot number is downright critical for auxiliary engine that more needs just right for playpiece support.

Save your head away from power lines, electric cables, wires, trees and anything else that may attract lightning. Keep it away from busy roads and trails... and as far as possible from airfields, gas dumps, water supplies and hospital areas.

Never lay canvas or any other covering on top of boxes or materials, 'cause you'll just be creating a swampy situation for the stack. And, never nail the covering right to the stack (nailing and hammering on canvas materials is dangerous, remember). Secure it with rope, twist or wire, or anchor the covering some other way so it'll stand up to rain, snow and wind.

In tropical climates you have to check damage, rope and other covering frequently for mildew, rot, warbles, fungus, rotting, rats and the like.

STACKING TIPS

STAY AWAY FROM THE WATER. DON'T LET THE SUN BURN THE CLOTHES. DON'T LET THE RAIN GET IN.



Continuous exposure to moisture and high temps will hurt all items eventually. Box, plywood and pallets absorb moisture like crazy, and once they do they're done for. So you really have to try hard to keep that stuff dry. You also have to keep it off to itself and pointing away from other stacks and your neighbors and friends.

WP and FWP canvas also needs a clear area. You store it on its base, especially where temps go up to 111° F. The 1.1 WP makes, though, is an exception to the WP stacking rule . . . you have to keep it some down, never on its tail or its side, especially where it's hot.

Never store any type of solvent between stacks of other items. They go to the bottom end of your storage area. Have them some down or pointing away from other items. If you can swing it, face them into an unleakage or some other barrier.

Trade chemical waste off to itself, too, and place it so each round can be easily inspected and quickly removed from the stack. Locate it so it's clear of other items.



Keep faces for separate loading items off to themselves as much as you can, to ease a face goes off by itself. Remember, faces are real sensitive to high temps, direct sun, heat and high humidity.

Stack metals with perforated metaldehyde coats away from all pointed objects (nails, wire, rods, sharp rods, twigs, etc.). Never let them sit on the bare ground, not even at the gun site.

When we were packed for ground-lying, but like all other units, they have to be kept boxed and protected from moisture and shock until they're needed.

Keep the ammo away from oil, kerosene, gas, broken glass, glass containers and anything else that might help start a fire. Make sure the extinguishers and a water supply of some kind is handy to your stored loads.

Your load, of course, has to be guarded or secure around the clock. See AR 150-11 (Aug 65), Weapons and Ammunition Safety.



DUDS

IF YOU
ENCOUNTER
DUDS IN THE
FIELD—
FOLLOW
THE FOLLOWING

The word on duds is—let 'em be. Touching, moving or handling a dud the least bit may activate its fuse. Report duds to the Ordnance same type. If there's a malfunction, hold all material for the ammo office.

Never run away defective ammo, or leave behind ammo that's not fired. Report it to whoever's responsible will get it repaired or taken care of. If you abandon defective or unused ammo, someone you like may accidentally stumble on it. Also, you might be throwing away important info on a defective lot that should be investigated so you won't get more of the same. Or the enemy might find it and rig you up a booby trap.

SMALL ARMS - CLEANERS, LUBES - PRESERVATIVES

HERE'S A TINY BIT OF CHUCK'S ADVICE!

Name	FIN	Units of Issue	Remarks
SWAB, SMALL ARMS CLEANING, 3 1/2 in sq	100-080-0000	100 sq	For small arms, except M16 and other 5.56mm weapons
SWAB, SMALL ARMS CLEANING, 3 1/2 in sq	100-081-0000	100 sq	For M16 and other rifles 5.56mm weapons
CLEANER, TERAPOD POW	100-082-0000	200 sq	For M16 and other rifles 5.56mm weapons
CLEANER, M16/M16A1 (M16)	100-083-0000	100 sq	For M16 and other rifles 5.56mm weapons
SWAB, M16/M16A1 (M16)	100-084-0000	100 sq	For M16 and other rifles 5.56mm weapons
CLEANER, M16/M16A1 (M16)	100-085-0000	100 sq	For M16 and other rifles 5.56mm weapons
SWAB, M16/M16A1 (M16)	100-086-0000	100 sq	For M16 and other rifles 5.56mm weapons
CLEANER, M16/M16A1 (M16)	100-087-0000	100 sq	For M16 and other rifles 5.56mm weapons
SWAB, M16/M16A1 (M16)	100-088-0000	100 sq	For M16 and other rifles 5.56mm weapons
CLEANER, M16/M16A1 (M16)	100-089-0000	100 sq	For M16 and other rifles 5.56mm weapons
SWAB, M16/M16A1 (M16)	100-090-0000	100 sq	For M16 and other rifles 5.56mm weapons
CLEANER, M16/M16A1 (M16)	100-091-0000	100 sq	For M16 and other rifles 5.56mm weapons
SWAB, M16/M16A1 (M16)	100-092-0000	100 sq	For M16 and other rifles 5.56mm weapons
CLEANER, M16/M16A1 (M16)	100-093-0000	100 sq	For M16 and other rifles 5.56mm weapons
SWAB, M16/M16A1 (M16)	100-094-0000	100 sq	For M16 and other rifles 5.56mm weapons
CLEANER, M16/M16A1 (M16)	100-095-0000	100 sq	For M16 and other rifles 5.56mm weapons
SWAB, M16/M16A1 (M16)	100-096-0000	100 sq	For M16 and other rifles 5.56mm weapons
CLEANER, M16/M16A1 (M16)	100-097-0000	100 sq	For M16 and other rifles 5.56mm weapons
SWAB, M16/M16A1 (M16)	100-098-0000	100 sq	For M16 and other rifles 5.56mm weapons
CLEANER, M16/M16A1 (M16)	100-099-0000	100 sq	For M16 and other rifles 5.56mm weapons
SWAB, M16/M16A1 (M16)	100-100-0000	100 sq	For M16 and other rifles 5.56mm weapons

Name	FIN	Units of Issue	Remarks
LUBRICANT, OIL, M16/M16A1 (M16)	100-101-0000	100 sq	For small arms, except M16 and other 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-102-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-103-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-104-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-105-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-106-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-107-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-108-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-109-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-110-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-111-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-112-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-113-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-114-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-115-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-116-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-117-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-118-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-119-0000	100 sq	For M16 and other rifles 5.56mm weapons
LUBRICANT, OIL, M16/M16A1 (M16)	100-120-0000	100 sq	For M16 and other rifles 5.56mm weapons



DEFT PICTURE WITH A MESSAGE.

NEVAH SHOULD HOPPIN'!

THIS
PICTURE
TELLS
THE
WHOLE
STORY!

PUT I LUNED
IT USE NORMALLY

OUT
HERE WE
GOT A
BETTER
NORMAL
THAN
NORMAL

CHARGE FURY

WILLIAM OF SHALOTT
WILLIAM OF SHALOTT
WILLIAM OF SHALOTT

Waste in the tank will plot back-to-back
test up galvanic corrosion on the alum-
inum salt . . . and finally, another
Mink! with out of control

So who posted—Speedy or Zapper?
On both!

The good book says you must have no chest the middle of the lower
respiratory system—at least near a mouth, but then others in a condition call for
it, this is the action area.

However, you often have to make sure your answer gets a chance to do
the job. Might be he'll let you help him, but don't make it by your location,
otherwise.

Anyway, the word's clear: Never neglect this part of your top machine!

Zapper—First chance you get after coming back from a firing mission split
over to Speedy's booth and get him on the ball.

Speedy—Take the tank off the M-16 and then do your PM thing, according
to what you feel. If the rule's not covered at all.

1. Wipe it good and clean with a dry rag.



2. Soak a clean rag with K&N oil and put a
generous coat on the entire outside
surface.



If the tank is needed at all, get the rifle to 24 for treatment.



Of course, this is just part of the deal you have to pull on the longer twisted sections while doing last 4 of the PM Charles and Service hit in Table 3-2 of your 13 TM.

Next, like the book says, you'll also clean and lub the chains and springs for the take-down pin, pivot pin and roller lever at the same time. And you'll get a dose of LSA in the clean well, too, like Table 3-1 says. A pipe cleaner soaked in LSA works fine here.

All done?

STICK TO THE BURRS



Easy does it, boys, you know, when you're sliding down from over the shoulder of the M14 rifle's trigger housing.

File the barrel areas only, especially where the raised shoulder meets the grooves in the receiver. Never mind the rest of the housing. And stop filing where the leaves are gone.

Otherwise you'll change the shape of the parts and have sloppy trigger action.

Incidentally, use a steel file for the most for the job.



YOUR M&M'S RIFLE WON'T
GO DOWN EASIER WITH

RUST.

BUSTER

DELUXE



Listen, if parts, grease and springs on your M&M's rifle get brown right, don't bother shopping for more comic, big-name, infatuated! stuff to know 'em up. In fact, you'd better not!

You've got the best stuff under world right there in your new kit bag. Yep, rifle bore cleaner can't be beat for the job. That's how clean (Cleaning Compound, Rifle Bore, M&M-C-172—\$10.95 M&M-224-0008 . . . Bore Bore, \$10.95 M&M-224-0007 . . . Bore Bore).

Non-aerated solutions with 10% hole cleaner may be the very reason thing you could use on your weapon. Because these contain ingredients that just gum up the works. Others have stuff in 'em that attack aluminum and plastic. Tell others have been, unproven word.

But good ol' Bore cleaner won't lose anything in your rifle. It's a complete body straight from the Army lab—born for its job.



SEE GUNNY! BT



Here's how to use it on these parts.





GROUND MOBILITY

NEW 40-AMP SYSTEM ...

ALTER NATOR ALARM

Wants to be the 471 elite—the making a battery cable in the wrong battery pan—and you'll blow your 40-amp alternator.

This is the AC/DC generator on your 1-144-ton M115 truck or M113 motorhome. And it's the same alternator you'll find on late model M101A1's—and others in the G554-series 1/4-ton family—connecting with Serial No. 830001-08.

THESE BOYS: THE ALTERNATOR ALARM!

OH, BOOBY! UP THE CHAIRS THERE! AN ALTERNATOR ALARM!

Your alternator can't take current running through in the wrong direction (reverse polarity). A split second of reverse polarity is enough to put your alternator out of action—in the case of more'n \$300!

That's why you've got to be extra careful around this AC/DC charging system—the 10 calls you in parts 80-16, TM 9-2320-244-20 (DCs 48) and on page 2-58, TM 9-2520-118-20 (Aug 68).

Always make sure you've got positive-to-positive and negative-to-negative when you're making backups in your battery and alternator. No short-circuiting, or you'll goad like Flapjack himself!

We installed the positive cable on the negative (-) battery pan. Then, much to make the second, and final, mistake—we put the ground cable on the positive (+) battery pan. BOOOOY! Our perfectly good alternator blew.



AN ACCIDENT YOU, NOT YOUR ALTERNATOR! DON'T REVERSE POLARITY!



HEAL, THAT'S RIGHT IT WAS SUPPOSED TO BE POSITIVE TO POSITIVE.

ALTERNATOR

You can run down to the chances of making this mistake by plating your battery to suit's alternator impossible to put a cable in the wrong pan. With both negative (-) pans on one side and both positive (+) pans on the other side, you won't have to worry about dropping the cable in the wrong pan.

On your M115 and M113, you can use the same cables you've got. On your M1141, though, you'll need a longer cable for hooking your battery together. Your TM 9-2320-244-20 (Apr 68) has 250' for the wire, constant legs, insulation starting and earlier found to make a new, longer cable.



MISS BOONIN



THIS IS YOUR MOMENT TO JAWBUST! BUT NOT REVERSE POLARITY!

There's not much chance you'll be faced a battery that's been charged in reverse—but it has happened. Once in too much—that of reverse polarity again—BLAM—scratch one alternator.

So always check a freshly-charged battery before putting it in your vehicle. Make sure it's got the right polarity. It's easy and only takes a couple seconds.



NOTE ON OVERLOAD

Use the multimeter in your No. 1 Common Road Kit. Set 'em up like in Figure 3-13, TM 9-7330-210-20 (plug OR—negative lead (black) to the "COMMON" jack on the multimeter and positive lead (red) to the multimeter's positive (+) jack.

Set the range selector on 50 volts. Now touch the black lead to the negative (-) post on the battery and the red lead to the positive (+) battery post.



But let's doublecheck. Switch your black lead to the battery's positive post and your red lead to the negative post. Now if the meter needle goes up-scale (to the right), you can be sure your battery's polarity is correct.

In either hookup, if the meter needle doesn't move at all, your battery's dead.

If your battery's dead or has reverse polarity, turn it in for another—and check that one for reverse polarity, too.



If your meter needle tries to go down-scale (to the left), your battery's polarity is reversed.



ANOTHER TIP



Until you make this mistake, you may not realize how easy it is to ground your alternator output terminal—don't think—**EXP**—excuses for your alternator.



And never—**but NEVER**—use your alternator for a tap or bypass while working in the engine compartment. A little pressure on that terminal cover will make the cover slide on the output terminal—don't think—**NOPE**—no alternator.

So be mighty careful when you're looking up to this output terminal. The cable terminal lug is loose on the side. This side goes UP. If you pull and install the lug side down, the lug will catch the plate underneath and drop out your alternator.



CONSUMERS: 1-8-7-6-5-4-3-2-1...

DROWNED

IN OIL

BLUP

IF OIL LEVEL IS
BETWEEN THESE
MARKS, DO NOT
ADD OIL.

Take 1 — no snap:
before 10 minutes
you check the crank-
case oil level on
your MT10 1-1/4
two-crank or MT20
subchassis.

It takes that long for the oil to drain
down into the oil pan after shuttin' off
your engine. That's probably a 10%
longer than you're used to with other
engines.

Some guys've been jumping the gun
and addin' oil when it's not needed. Be-
sides wastin' oil, overfillin' is bound to
load up things in your engine.

COULD BE
THE OIL
WITH OIL LEVEL
(DRAINING)

Don't put
oil in
control of
oil.
Oil you
want a
true
reading.

And never add oil if your dipstick shows the level's over the "ADD 1 QT." mark—that is, between "1 QT." and "FULL." Like it says on page 4 that your TM 9-2130-244-01 (Aug 68), adding oil at this level "is not necessary or desirable."

If you've drained your crankcase oil and installed a new oil filter, put in a quart of oil and run the engine a few minutes to give the filter a chance to fill. Then wait 1 to 10 minutes after shuttin' down before checkin' your oil level.

CARS: MODEL 1-1/2 TON TRUCK...

BUMPER-KEEPER



Are you harin' trouble keepin' those round rubber bumpers on your MT15 1 1/2-ton truck's tailgate? Here's a cheap 'n' easy way to nail 'em down:

Take off the bumper. Give its backside a thin coat of Adhesive, pour epoxy, P/N 9040-847-4347.



Test out that 1/2 fl oz. washer and get Washer, Res. P/N 53-10-800-0001. It's 1 inch across and will fill the space in your rubber bumper. Give your new washer a coat of OD-paint and let 'er dry.

Now put 'em together—bumpers, Res washer, new fresh washer—and snug 'em down.

NO NEED TO SMELL

from pollution.

The brake fluid, FR, P/N 9-130-990-0001, that we use does not have the characteristic odor of brake fluid. Some manufacturers use this as a marketing ploy. Should all of the FR brake fluid have the same odor?

Mr. G. F.,

Dear Mr. G. F.,

No. Brake fluid, FR, P/N 9-130-990-0001, is made by various manufacturers according to Fed Spec FF-B-000. This specification does not include an odor requirement so the company should not give you if it does not have a specific odor. As long as the brake fluid meets that Fed Spec you should be able to use it.

Haystack

JOE'S
DOPE

HOW TO GET PUBS

ARMY OF
GORGEOUS
SCOP FANTASY
TEEN BEAUTIES AND
GET ON THE HOOK
WITH THE DANCE
ON THE HAVANA?
GORGEOUS BEER
"SUCKSTOPPER"
OUR PUBS!

WOW
WOW!

I ALREADY
CALLED THIS
WELL-KNOWN!



WOW, DO YOU
REMEMBER
THE WHISTLE?

WOW,
SAY!

THERE ARE TWO WAYS
YOU GET PAGES IN THE JOURN-
AL **PINPOINT** AND
BY **FORMULA**...

YES, YES, YES...
WITH TWO MORE
CRICKETS... THEY
RESEMBLE AN
INSECT!

PINPOINT IS THE
SUBSCRIBING TO SEVERAL
MAGAZINES AT ONE TIME!
... IN THIS CASE YOUR
SUBSCRIPTIONS GO TO
AND THE ONE FROM
IT COMES.

YOU USE THESE FOR
CLASSIFIED AND UNCLASSIFIED
PAGES... WHEN THEY GO TO
THE TWO BIG PAGES (FOR
LONG AND SHORTS)
EACH PAGE GETS UP A
NUMBERED ADDRESS
FOR YOU!

INITIALLY, YOU
REVIEW YOUR PAGES OUT
BOOKS. THEY SEND YOUR
REQUESTS TO THE
PUBLICATIONS CENTRAL.
THEY THEN GET YOUR PAGES
DIRECT.

INITIALLY, WHAT YOU
ORDER DEPENDS ON WHAT
PAGES YOU WANT.
OR, HERE'S A PAGE
THAT SENDS IT TO YOU
IN A MISTAKE...



Joey's Dope Sheet

1000

- | | |
|--------|--------------------------|
| 1.1.4 | Administrative Policy |
| 1.1.8 | Market Place & Consumer |
| 1.1.9 | Religion/Communication |
| 1.1.9 | Regulations & Standards |
| 1.2.11 | Electronic Policy (EPRG) |
| 1.2.12 | FOI's & Freedom of Info |

[illegible]

- 1-2-21 Supply Catalogs
- 1-2-22 Substantive Support Management
- 1-2-23 Army Supplies Page
- 1-2-24 Shelters and Shelters
- 1-2-25 Technical and Supply Page
- 1-2-26 Nuclear Weapons
- 1-2-27 Army Weapons
- 1-2-28 Trucked Vehicles
- 1-2-29 Trucks
- 1-2-30 Study, Teacher & Service Trucks
- 1-2-31 Antiques and Jewelry/Arms
- 1-2-32 Fighting & Fire Control
- 1-2-33 COMSEC
- 1-2-34 Nuclear and Food/Water
- 1-2-35 Other Weapons

Abstract

- 1.1.1 **Phase and Mass Percent**
composition, Equilibrium
and Composition
- 1.1.2 **Phase and Mass Percent**
Composition from a Phase
Diagram
- 1.1.3 **Phase and Mass Percent**
Composition from a Phase
Diagram



MAKE THE
FURS
SUPPLY
SCENE
MAN,
—PIC THIS
CRAZY
TO CAM!



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YES... AND DR. FORMS 12-1,
12-2 AND 12-3 SAY YOU'RE
THE FORMULA SPECIAL!



AND IF YOU
KEEP MORE
COPIES OF A FORM
THAN YOU... OR IF YOU
WANT ONE, YOU MUST GET
A SIGNATURE!

YOU NEED A DR.
FORM IF... LIST
HOW MANY
I NEED - AND
JUSTIFY WHY
I NEED 'EM!



YOU MUST AND
REUSE YOUR INFO AT
REGULAR INTERVALS.



WELL, YOU KEEP YOUR DR. FORMS 280-10
CLOSE TO YOUR PERSON... WATCH THE AG
BULLETINS FOR THE LATEST IN NEW OR
CHANGING RULES AND FORMS. COMING OUT
BE CARE TO KEEP IN YOUR
MIND IN ORDER TO THE
CENTERS.



WELL... YOU SEEM
TO KNOW WHAT IT'S
ALL ABOUT... SO,
WHY ARE YOU
DOWN ON THE GROUND?



I WANT
A SIGNATURE
I OUGHT TO

I WANT
A SIGNATURE
I OUGHT TO





THINK BARKY'S
ALL GONE. TAKEN
ABOUT IS PUNKY. I
'M STILL ON THE
GO. NEED MORE.

HEY,
BARKY!



I GOT ALL THE PUNKS. PUNKY
TAKE UP AT OUR LAST LOCATION.
BUT, WORTH LOSE!



NO MORE.
WE AREN'T BEEN GETTING
THAT. YOU NEVER
NOTICED THE PLAN
CENTERS OF OUR NEW
ARMED. WHAT
IT MOVED.

OH, NO!



WELL, WHAT HAVE
YOU GOT TO SAY FOR
YOUR NEW LOCATION?
WHAT'S NEEDED IS
TO GO OVER FOUR
IS SERIOUS FORMS
AND SPONSOR YOUR
REQUIREMENTS.



THEY COULD
TAKE A
COPULA OF
REQUIREMENTS
FOR THE
BARKY!

GRACIOUSLY,
WOULD YOU
LIKE ANOTHER
A. CAN
THAT?

YES,
BARKY,
YOU
WILL
DO!



NOW, COME,
WOULD YOU
EXPLAIN HOW
TO DO THIS
...SLOWLY?



LOOKING FOR A PLACE
TO PUT YOUR AN/GRC-48?



Forget that always yard trip. You can now put your AN/GRC-48 radio communications unit on your new M713 3/4 ton truck.

Even though there'll be no installation unit available through the revised SB 11-121, you and your support can put together a practical solution.



TO ADAPT
THE
AN/GRC-48
WITH YOUR
EQ-TON
TRUCK...
HERE'S
WHAT YOU'LL
NEED:

Shop multiple log, ESR 1410-001-0013

Insulator assembly, ESR 1410-001-0017

Power cable assembly, CS-309479,
25 ft./25 1099 000-0007

Substation for above cables (24-25 ft
cable cable, ESR 1410-001-0014,
20 ft)

Insulator,
over 4 ft. by 4 ft. by 4 ft. insulator
over 4 ft. by 4 ft. by 4 ft. insulator

Support CS-309479-0004

Support CS-309479-0004

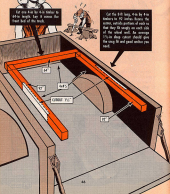
HERE'S HOW
TO BLOCK THE
SUSPENSION.

Naturally, you need the 180-amp alternator kit, P/N 2510-513-7081, that's listed in the parts manual for the MT15.

Requests for the alternator should cite your vehicle model and serial numbers, TCM number and equipment requiring the alternator (Gagey-45, in this case).

Get one 4-in. by 4-in. timber to 48-in. length. Lay it across the front foot of the truck.

Get the full long, 4-in. by 4-in. timber to 72 inches. Run the same, positioning it such so that they fit snugly on each side of the steel wall. An average 17½-in. deep wheel should give the snug fit and good action you need.



Route the power cable like so:



Remove the knock-out from the front wall of the truck bed (about a foot above the bed, behind the operator's side of the cab).



Use grommet FIM 1001-001-0001 around the edges of the knock-out hole. It protects the cable from the sharp edges.

Use second grommet FIM 1001-001-0001, slide the edges of the knock-out hole on the bottom of the battery compartment, through which you feed the other end of the power cable.



Depending on the production date of your M75, the second knock-out is on the side behind the driver's seat ... or in the side floor. In either, when you open it, use insulator FIM 1001-001-0001 where the cable goes through the cab.



If none, you use the 100 100-amp bare battery, FIM 1001-001-0001, with the 100-amp electrolyte kit. The battery size is 10 1/2 100-100 100 (See all).

Be careful when you're changing the battery lead around from a point, accidental touch to the negative post, the truck body or frame can blow out the alternator if one end of the hot lead is connected.

Adjust the string in the eyes of the cables and track, as appropriate.

The installation hardware and cables cited are in SN 11-121 and publications on the Auger-45 and S-4 truck.



XENON ZAPPERS



Just before you push the panic button to call the repairman on your XMV Y80-1, tank-mounted Xenon search lights, try this:



eyeball the power cable connection under each turret. Be sure the male plug is upright with the female receptacle.

If there are more than a couple strands loose on the connector coupling, chances are you've got poor contact.

Now, check the connector on the back of the searchlight itself. This coupling, too, should be snugged tight. It takes more time and patience than the turret coupling.



Worst possibility: The contacts of the female receptacle might be covered too far, in which case you will have to

get the repairman. If they're pushed in more than an eighth of an inch from the lip of the housing, the male plug can't make good contact.

Another common Xenon Zapper is backfire in a panic generated on the control box . . . inside the tank turret. The



searchlight won't operate without a good ground. Which means . . . scrape all the paint from the control box bracket where it contacts the ground bus. And, get bare metal where the bracket attaches to the turret, too.

When you do get your Xenon working for a range, heed that TMI warning on operating in overdrive mode no longer than 15 seconds in any five-minute period. You'll prevent damage.

For more on the other troubles spelled out in Chicago 11 Jul 88 in TM 11-6210-219-01.



Neatly-repaired camera equipment deserves better than being "around in the back of a truck on the return from the shop."

So-to-speak, put the repaired equipment in a box . . . and pack polystyrene foam "cushion" around it. That way, it won't be ready for another repair job at the end of the ride.

The packing won't hurt better with every bump, jolt and juggle of your vehicle to give you a consistently improving cushion.

This material under FSN 8111-011-0005, is available in GSA Catalog page 157 (Box 68).

TELETYPEWRITER TALE

MOVING
UP
DOWN



That trusty teletypewriter of yours will tell the tale truly . . . if you give it the tender touch.

Like so:

Be sure you put the ribbon in right with the inclined side down, so it'll feed off the spool on your TT-411/10, TT-58C1/10, or TT-741/100C.

Otherwise, it can drag on the roller and put the machine down because of your feeding.

YANKEE NO, NO!



Treat the handle of your SB-214/PT external memory unit as though it were attached to an overnight bag bound for all kinds of goodies . . . and it'll take the weight of uninitiated puns for a long time.

You wouldn't believe it, but some folks pull the handle straight off the unit with rough handling.

Would you treat your own overnight bag like that?

NO HOLDER HOLDUP



It takes a firm, even tug to remove the battery holder from your SB-214/PT or SB-214/PT telephone rackboard.

The battery-box catchclips may be stiff, so you'll get some resistance when you pull the box toward you.

The idea is to pull out both sides evenly . . . and together.

If you pull one side out, then the other, you can bend or break the contact clips.

Incidentally, be sure those 154-80 batteries are installed right. That means the negative ends of your batteries go in first, on each side of the battery box, with the positive ends pointing toward the plastic contact ends of the box.

DOSIMETER DUST CAP CAPER

Caps are capable . . .

Yikes, on your IM-66FUD radimeter, caps are capable of blocking off the dust and moisture that could hit the changing scales and stifle from the electronic changes.

So, when, stick with your basic cap. Hang on with a bear-trap grip.



That's the prime ingredient of dust control on your IM-66.

If you should lose the plastic basic cap, you're still got a couple angles.

You can slip on a home-made cap made of cellophane and seal it in with a rubber band.

You can probably scudge some emergency plastic gas-tight cable caps from the nearest water pump, where they get the rubber with the caps protecting the inside valve.

PLASTIC PLASTERING
LAMB CAPS MAKE
A GOOD SUBSTITUTE



DO NOT USE THIS

A GOOD HOME-MADE CAP—
CELLOPHANE AND . . .



. . . A RUBBER BAND

The rubber caps are longer than the original basic cap. They're easier to find, if lost, because of this extra length.

The whole point is: Keep your dosimeter capped. That cap—whatever kind you're using—should never be off the changing and scales you're changing.

UNTWIST THAT WRIST



Buzz! There are T&T better ways of solving the problem than twisting the receiver elements on the handset of your TA-411PT and TA-411PT telephone sets.

Why better? Because if you change the handset, chances are good that you're going to snap or break the wires on the elements.

Now, with these T&T other ways, that wouldn't happen.

It's always good idea to make sure the wires are clear when you put back the receiver cap.

And, oh, something is great in some cases, but not when you're removing the handset from its cradle. You break up the coiling springs. Push toward the springs before you lift the handset up. Same goes when you put it back.



**NO EXTERNAL FORCE
TOWARD OR AWAY,
ONLY UP & DOWN**

COVERED UP?

Say, if those covers for your ANVBC-11 and ANVBC-12 series radios are giving you trouble by the wireless route, or if you can't replace 'em over your YBC-11 series components because of the modified handles on the components, here's 'em. Pages 18,19 of TS 750-901-2 (the 600 say the covers are unnecessary and are being removed from the supply system).

CHRONOGRAPH CHRONICLE



Increased in a few easy ways to keep your MCM-100 chronograph's skin-and-metal skin up to par?

Read on:

Light pressure is enough to secure the chronograph's deflation while both hands. Over-tightening makes the watch ride high on its roll.



The over-ride, naturally, allows the watch to slip while changing deflections . . . and you lose a few seconds. Which is a waste of time, money and effort. So, stay close to it.

Kid gloves rise in the forward when handling the chronograph's cable. Consume and discontinue to by the consumer. Yanking or twisting the cable in turn is loose can put it out of business.

"If you plan to give the set a ride in a vehicle for more than a few yards, break it down and put it in its carrying case. "Good intentions" and "don't



mess!" don't prevent damage. The carrying case does.

Finally, remove and store the chronograph (MCM-100) when you're not using it. This helps prevent a buildup of condensation from humidity, heat or temperature change. Like you know, condensation damages the 'scope.





Hoses, like hoses, hoses and hoses, come in a variety of sizes and shapes—they deserve special attention.

Taps, hoses are made of rubber or neoprene/ethylene (nitrile). From a distance you can't tell one type from the other any more than you can tell a hawk by its color. . . . Note black hoses except.

Tension hoses have a ribbed, reinforced metal barrel cover. And even a new rubber hose with the same cover has made the same. Rubber hose, MIL-8-15000, has an unlimited shelf life and is a condition replacement item.

To tell which hose goes where there are the usual identification bands that are on every hose. You'll find the part num-



ber and Federal stock number stamped on the band. A quick check of the bird parts page will show you whether the hose is used in the Fuel, Air or Hydraulic system.

PARTS REMOVAL INFO

To keep from twisting a line when you take one off, use a cross-wrench combination. Loosen the proper size 1/2-in. open end cross-foot socket wrench and a suitable handle. The socket wrench won't round off the hose throat or kink-



If you're going to put the same line back again never swallow it over. The birds tend to bite the hose while others are performed during maintenance. Changing the direction will break the line which calls for replacement.

Never place hoses on the floor where they can be stepped on and twisted. Save hoses as single bird-day-can't take rough handling. One way to protect and on new hoses is to identify them with a tag and hang 'em up with a piece of safety wire.



Protect each end of a hose from dirt by using dust plugs, caps or heavy aluminum foil. TM 55-400-7-1 Aug 55 on shop practice into a variety of protection just made to plug these holes.



PUT 'EM ON CAREFULLY

When you put a line on your bird be sure you are off the thread, change and separate change the line particular line. The parts page will show you on the clamp part numbers, location and how many of these birds provide an use.



Horns have to be supported or they'll slide against other horns, acromion or the alitrans. In short, under the head horns and the horn has go.

The mighty embarrassing when a crew chief has to keep the main when construction all pressure drops to zero and the bird settles in a cloud of smoke. A blow off line spraying all on a hot engine will do it every time!



Horns need some slack between clamps for the normal expansion and contraction you get when the line is pressurized. Slack is needed to keep a good seal as large as possible to prevent leaks. Also, the horn should not be resealed.

If all the clamps are in place and you still have a leaking problem maybe you don't have the right horn length. A horn that's too short or too long won't leak it!

For the parts pack for the right part number of the horn. If supply is fresh out, run the horn over to support and they'll make one just like it if it's the kind that can be made in the field.

Make sure your horn cranking is right. Use an extra support clamp, of the proper size, to cure a chafing problem.

As tough as horn material is, you will may find when spiral wrap around hoses for added protection against chafing.



For example, you'll find chauling sleeves wrapped around the fuel lines of a Chiscol T11-1-7C engine. So, if you change one of those hoses, make sure the spiral wrap goes back again.

TOUGH HOSE CONNECTIONS



To keep fuel, oil and hydraulic fluid flowing always use a torque wrench on the rated coupling flange. These steel jobs go thru a lot of vibrating, twisting and turning.

A flange that's too tight can distort the connection and give you a leak. A loose nut is guaranteed to give you that drip-drip-drip!

Hold the flange with a crescent wrench and handle in one hand and a crowfoot socket and torque wrench in the other hand.

Tighten the flange to the torque value given in the final operation manual maintenance job.

MARK THE FIBER GLASS

When you open these steel jobs move your paper like you were on a 40-hr job.

Maybe you can spot a damaged hose? Maybe you can't?

So, if you suspect a hose is leaky go one step further by feeling the wire braid for kinks, broken wire and bulging.

Any you spot a hose that has a bulge in it, which means it's been twisted. You probably won't find a broken wire in it.

But the handle has been damaged.



REPLACE 'EM ALL



Winding up with a wobbly tail could make that Hazybird chase the shins. You also can't, things could get a bit rocky if you got to mixing old conical bearings with a new one.

When you're changing a bearing, leave it's best, go all the way and replace 'em all on the tail cone pinch conical seal with a complete bearing set.

Mixing the old with the new can put a strain on the conical seal or even worse... stop the tail from turning.



So, do that URM a favor when you're making the bearing change by making them all new. This'll keep you in good with the bird, as well as pass 18-18s in TM 11-2100-112-21 (Aug 68).

LINK DEFLECTOR

No excuse now for spot links from the M1M gun entering Hazy's tail cone on your M21 submachine. M1M21-1000-100-0071 (3 Feb 68) provides a link deflector (POM 1000-042-1188, P/M 1100-1071) and the installation steps. The deflector goes on the deflection flange of the link gun only. So keep it in, you 417s.



SAS LINES CAN SASS BACK

Before Mough gets his snits on those hydraulic lines in that A41-1D helicopter's stability augmentation system, shift an eyeball this way.

When removing or replacing the SAS sensors, take one line loose at a time. This'll keep 'em lined up right.

If you take 'em all loose at one time you'll have lines as loose as a popped and flat hydraulic fluid will be coming when it oughta be going. It'll wind up knocking the "T" out of YAW.

A good idea would be to make up a mental reading. **CAUTION: DO NOT CROSS LINES.**

Then, put the snail on the forward side of the bucket at 16 06.25.

LOCK PIN SAFETY

You 411 pushup assistant type having trouble with quick release pins that won't hold or that won't push safety wiring . . . like the locker quick release pin that's put in upside down on the RMCBI subgun, I'll answer!

Here's your quickie cure!



Get hold of a supply of these brand new lock pins (PIN 1115-1115-1115, P/N AN 415-1) from your supply guys. Your subgun's TM authorizes 'em.



Stick the release pin on a wire with the jaws 1/4 inch apart.

Push the plunger forward and, with a 1/16-inch pencil (P/N 5110-240-6821), knock out the plunger bolt and shove the shaft in its correct down.



Then, shove a safety lock pin thru the hole.

Boom, it's safe and secured!



GUESSING NUT TORQUE IS HUTTY



The bottom is not right, just how's right? When it comes to LH-1 and All-IG helicopters the adjustment nuts in the hydraulic servo cylinder mounts have to be torqued to the nuts of the right nuts.

Parts 4-40a to Ch. 1 in TM 15-1530-210-20 (Rev. 87) give the limitations on all Huey model aircraft, and Ch. 1 in TM 15-1530-211-20 (Rev. 87) covers the HueyCobras.

Making the upper nutlock bearing nut upright contact up a lot of hydraulic fluid looking at the upper cup end and could cause binding in the controls.

Loosening the nut too loose can cause feedback in the cyclic stick.

Your best bet's to leave off with the nutlock and locked such as using a screwdriver or stick pin in making the adjustment.

Lock with the 1-1/4 to 3-in. inside diameter adjustable spanner wrench (POM 1620-211-8075) and the 0-4-lb. inch-pound nut (POM 1620-410-0002) to get the 1-lb. torque needed.

Remember to lubricate the nutlock bearing during the periodic inspection like it will be in the TM.



NO LUBE, PLEASE!

There're places on a chopper that need oil and grease—but the tail rotor control chain on the Huey and HueyCobras is not one of 'em. Lubricants attract dirt and sand... wear the chain something fierce! So now you keep the chain and sprocket clean and dry.

FEL TIME TAKE...

WITH ANTI-FOD MATTER



Foreign object damage keeps looking for every nook and cranny where it comes to aircraft.

Take, for instance, the UH-60 or AH-64 helicopter.

First, a turbine has room along to permit the operator to jump out seats, blades, rotor pins, safety wire and other such items.

But, there's the doctor-like mechanic who knows odds and ends — even ends — inside the patient.



When the bird's cranked up vibration jiggles a tool against moving parts, like a tail rotor drive shaft, and slams upon your equipment.

Then there's FOD such as broken screwdriver tips, shavings of metal, papers or rags that get caught up in the aircraft's compressor.



FOD like that can chip or break the compressor's vanes, knocking the breath out of the bird.



And ... depending on the extent of FOD ... power is cut to a tail or the compressor stalls.

Even when the vanes are knocked out of alignment or damaged, they can set off a chain reaction, damaging others by direct contact or by overheating.

So, instead of being added to the nightmare crowd, join the FOD squad and attack at every turn.

Like whenever tools are used make sure they're accounted for and picked up, too. It is no debris, even a nail, is flying about when you pull maintenance.

SPARE THE WAR PAINT



Dear Woody,

Our Cessna has a lot of slippage marks painted on it.

When we get in our hardware should we continue to decorate it with slippage marks?

What's the best done on using slippage marks on all aircraft?

SP4 B. W. B.

Dear Specialist B. W. B.,

The slippage marks on your Cessna were put there by the manufacturer as part of his quality control. Slippage marks for the field are called out in the maintenance job for your OH-6A.

The Aviation Systems Command has no plans to apply the marks generally, to your bird. Of course a local commander can use the device as an inspection aid.

But splashing war paint all over your Cessna, or any bird for that matter, may not be the wisest. Slippage marks can drive you to distraction.

Maintenance and inspection upon your hardware is very good. To ensure this, torque values have been set and lock wire, cotter pins plus other locking devices added as a safety factor.

Nuts and bolts will do the job they're supposed to do when they're tightened right, with a torque wrench, and secured with the right safety device.

Wally

NEVER SEND SCRAP!



When the main rotor blades of your Cessna (OH-6A) don't pass the new repair limits given in para 8-10.1 of TM 11-1120-11 4-30 (Dec-67), dispose of 'em locally. It COSTS to ship scrap for repair.

"X" MARKS THE SPOT!

THAT FIRE EXTINGUISHER SHOULD BE RIGHT HERE...AHH... THIS NEED IS OBSCURED!

NOW... I WANT IT OUT FOR A WEIGHT CHECK AND PROOF TO PUT IT BACK.

Your bird's on the spot if the fire extinguisher is missing. That's because Cb 7 (30 Feb 88) in A.B. 99-1, in general provisions, says that each bird will have a minimum of one operating extinguisher of the proper type ready for use by crew members and passengers during all flights.

Without one, your bird has a deficiency — a *major* deficiency that renders an item inoperable, results in an unsafe condition or safety hazard or prevents.



CRACKED YOKE NO JOKE!

Look sharp, birdman!

That's the word in part 8-10 of TM 11-15.10-205-20 (Oct 85) on inspecting the tail rotor hub and yoke on your Raven F300-211.

visual rotation area, with a thick plastic magnifying glass. No cracks allowed.

A crack in the yoke can throw the tail rotor out of track and give you a high frog situation . . . or worse.



LOOK FOR CRACKS, LEAKAGE! AND FIRM MOUNTING ON THE SHPLY!

When you pull the intermediate and finally go one step further. Eye both sides of the yoke, especially in the in-





NOT TOO HIGH...

20-TON CRANES DON'T FLY



Figure 14 of your rough-terrain crane book, TM 1-3510-112-12 (Jul 88) got you a little up in the air!

Come down for a soft landing—this picture was meant to show how the outriggers are placed on the ground, not to imply that you work with the wheels off the ground.

Look! page 1544, page 30, of the TM and you'll find the word on proper outrigger positioning and operation.

You put those outriggers down just to strengthen the structure of the truck — just slightly slacken the sag. You need those big rubber doughnuts for stability.



CARBON MONOXIDE KIT

You wouldn't use use your carbon monoxide detector kit, FM 5500-418-1481, just 'cause it's short a component or two. These replacement components are available for the kit: Inlet-manifold tube, FM 5500-275-7543; Sampling bulb, FM 5500-721-4830; And breather, FM 5500-721-5111. The components will extend the life of your kit, and they're cheaper, much, than ordering a new kit.



NO PROOF OF PRIDE...

D7E WILDCAT CARE

WASH YOUR FACE
A BUSHY CAT

CRACK

BE CAREFUL
DON'T GO LOVER—
HE'S THE BUSHY
CATS' DRY!



MS.—That's just you! You like
don't do for that, staying in the house.
What's that red cage on your side there
is called a cat cage. It's a cage
is called a cat cage. It's a cage
that holds it. Shows that you're
don't do that you're there. Shows you do
it depends on how dry and dirty it is



when you're
everything. Then
when the cat
gets to look at
it, it's a cage
and that's
that—hang in
there's a cage
is a cage
it's a cage
it's a cage
it's a cage



THE CAT IS NOT
THE CAT

There's a cage on your side, almost back
—mouth. It's the big cage. It's a cage
is a cage. It's a cage. It's a cage
it's a cage. It's a cage. It's a cage
it's a cage. It's a cage. It's a cage
it's a cage. It's a cage. It's a cage
it's a cage. It's a cage. It's a cage



THE CAT IS NOT
THE CAT



THE CAT IS NOT
THE CAT



PULL—Life Mx. 2 is the communication/pump-out system you have in your destination/lake system. Fuel loaded with dirt, waste, or fungus plugs fuel lines and clogs injector taps to places.

Draw off wastewater through the trap/pump-out every morning, and every few days wash down in a glass. If it looks green, have support check your tank for fungus.



Draw your primary filter every couple of days is not regular. Wet or dry, a weekly cleaning can help—along with your tank-top sprayer. Then if that pressure drops on your gauge, you'll know it's time to switch out the filter.

GL—Follow Life Mx. 3 to break down fuel, waste, and heavy dirt in blowing mud, make life more change than 20%. Whenever fuel runs you have, stick to it. And when cold starts come, the greatest thing is usually absolutely COLD then. Finally, some, operate and such that work in get an engine filter.



You've got a tedious system to take care of—your oil filter. Change every every time you change oil—use with this method: drain the filter, clean the gasket, clean all threads...then take the top off. Keep the blowing dust while you have it open. Then clean out your transfer pipe.



A filter being your car's lungs is no much more from breathing up. You take the pipe plug out of the cap before you clean it in. Otherwise you'll have the drive and get real trouble. Leaving it alone and failing to take will get real trouble too—especially in threatened Southern states. No matter what your LCI says, look after it every 12 to 13 hours, depending on how dirty it is. Be sure, too, to clean the filter in clean before getting in.



COOLING—That's Life Mx. 4, and it's a little simpler. Before cleaning you, start up first with something to clean as what's behind a filter—your radiator.

One outside in the main pipe line. Compared to these your engine's main tank will help get our small and much between your radiator's main and the rest, and if you're where you are, a backward main with a water hose will clean it in no time.

Then get where the radiator is. When the dirty is out and clean—out and in is perfectly the way, or look at the inside every couple of weeks even if you're not having any trouble—your main is nothing to worry about. A good tank will be out while the radiator is in a good condition.



BURN AROUND OUTSIDE

The second thing here is, no greasing the wheels — *anymore*. That turbo runs 24 miles a wheel's top speed, but doesn't slow as the engine RPM drops. So let oil pressure build or drop in steps. Clean air filters help, too . . . makes that whip-ple breathe easier.



Turbo bearing failure, with no other damage, can be fixed \$11,500 (needed with a new R4 Turbocharger, Seal and Bearing @1000; P/M 250000, P/M 200000-2000. Oilsealer, P/M 40000 @Code 10000. Turbo Assy, code 411511). That one is a part-numbered piece you get fitted on an inspection-type regulation marked "Road Process," and moved straight to U. S. Army Mobility Equipment Command, ATTN: ARMED MCC, Ft. Lewis, Mo. 63106.

Then don't throw out the old turbo. Ship it back to the MCOM address or ask your local MCOM Mobility Service Office where to leave it.



TRANSMISSION-CONVERTER — Here's Life No. 6. Overheating is the main trouble. That hits you mostly when you run too fast too high for the job you're on and lag your torque converter.

One insurance is to watch your gauges. An oil-pressure drop in your transmission or temperature jump in your converter will tell you to E.T.O.P., idle down, and check. If your transmission-Dispatch shows plenty of lube, it shows in 10 you've been high-gearing.

But if that's not the medicine and heat keeps hammering, get a supplier checklist. You could have a service pump lagged.



SLIGHT-BRAKE STYLE — Life No. 7 is no great with its power. Just keep away from downhill steepness and break no snap turns.

If your head pushes your ECH downhill, head back before turning—and you know the usual turn recipe is reversed downhill: leaving the steering clutch off



on one side allows a turn to the other side. But what you keep in mind is, you're handling the head you begin to have trouble when you let it head you. Use your discretion to keep engine speed down, too. On normal turns, get around just fast enough not to lag your gear train or main brake and clutch upon each other.



TRACES — Your car's performance depends on Life No. 8. The car's head is not for 3 things: track, wheel, shoe, and adjustment. Page 3-11 and 3-12 of your -11 TM give you the story on the 1-in-1 1/2-in track shoe — but its main look you and gear's lining are completely clear before you start.



Speaking of shoes — watch those bearings — head drive and transmission look. Clean whenever they get clogged—and be sure to do it when you change the transmission oil filter. It's your big protection against seal failure.

Your smiling support can give you a massive job on track shoes and a rebuild of track when needed. Stayway — forget about any track-switching motor you have: it won't pay. Speaker adjustment by the book helps seal off deviation.

In heavy and dry oil areas, wash out with a hose between your head drive ring back and the speaker.



Do it when you end your shift—never make small loans. Overnight, that offer takes into brick. Then, when you try to move, you either strip the adjusting big or small threads, break the shaft, or ruin the whole final drive.

Waiting until morning could cost your dealer \$4,000 for equipment . . . which you don't want on your conscience.

You can get the same result by parking in heavy mud so the tractor slides into the gear. Then the stuff bites around teeth and splines.

If you don't take a crawler or pay mud and get the gunk out before you try to drive off, you do the owner a big favor.



NOTE—This is the 10th place of your Cat's life story, and it stays in all the others. Here is the lesson from you learn to learn. If you're short on books, keep pawing for 'em. Your DTH has no books of its own, so you have to be the guy master. That's where you really count. Here's the guide you need—T8E 1-2410-214-11, T8E 1-2410-214-20F and LO 1-2410-214-11, -1 and -2.

To keep all 9 from heading . . . and part, right, part!

TURN ON THE LIGHT . . .

GET THE NUMBERS RIGHT

Grabbing the wrong figure is the dark for anyone, for that matter: it'll get you a solid pain in the jaw.

And having your support in the dark with wrong serial numbers can give your maintenance a pain.

The thing is, lots of real lions have machines with dual plates and serial numbers—on just grabbing off the first number you find may give us light at all. The model and serial numbers of the major item itself are not enough to identify all the components of a unit.

Each equipment is unique, and each

series, bulldozers, tractors, winches, fuel rigs—lots of stuff—may carry as many as 1- or 2-digit plates with separate serial numbers for hydraulics, cable controls, special Mads, winches, scrapers, etc.

To make sure the data plate you copy from is for the item you need help on. Whether you're waiting for help, filing T8E's forms, looking up parts, or whatever—use six. Turn on the light with the right serial dope.

As the manufacturer says: When you're specific, our support's useful.



YOUR WABCO 440HA

It isn't the best grade to get in school... but doesn't please where it's not lost on the scene. Like in this new 440HA grader—because it stands for 3 things: Great, and Efficient. Go with these 4's and you'll remain near the center.

First thing, this Wabco is Great, which means keeps most of the grader's engine heat.

See, because, when your TM says "at operating temperature" is the start-up, it means 180° or better (except in the North) so that coolant temp goes.

Even in winter, shortening it means... 110° in the shade may be too hot for you, but it's still in your engine.



Carbon and exhaust help out in grader and more and improved cold engine like helps in spider holes. Good warming starts down the line of trouble, and it gets the life out of the engine faster, so make sure you're up to the 180° operating temperature before you move on.

Those gauges read 12° to 80° low in sub-zero climates. So there's a D for Efficient, too — go through the TM-12 cold-weather drill (page 21-15), make sure your weather checks is good... and when your gauges bounce on 180° to 140° couple of minutes, you're safe.

WATER THAT INTERFERES

These Wabcos can be kinds fun to run—but don't be extra for get the best of you. Even taking off that parking can be dangerous—

Like, when you raise your blade, watch your blade lift's arm. Keep the lift's lift arm on the right side of top center for normal grading operations.

When using your 440HA for back sloping operations, it's OK to move the lift's arm past top center. In fact, it's necessary during this operation. If you operate with the lift's lift arm behind of top center during normal grading operations, you can very easily run the lift's hand blade into the bearing wheel control shaft.

Otherwise, you can bend the shaft... or snap the linkage... and then you'll go, kaboodle! off to unnecessary downtime.





WFE, UTS AND HADT

Then each saving gets out help you on a pair of other points, too. One of them is another new machine check-out hit, only for this's you want 'til your 440 has been run 3 days or so—not less'n 1 or over 4, that is. Then have your support with mechanic remove your machine wheel fasteners. The right nut/gear figure is 600 lb-ft. Be sure your front wheel bearings are snug, too.

The other look-alike often is your anti-leak system. Look and close when needed with an air hose. If you can make it without splashing hot pipes and electrical equipment use a water hose every now and then. Keep used, oily used,



lenses and seals, and of course, all old wear-out (H.E. bills out of the exhaust fan and horsepower air passages. Every time you do that, clean the fan after cup on your lower maintenance housing.



WASH OUT THE AIR AND THE AIR FILTERS ARE THE BEST GOODBYE.

NO SOUP IN THE MEAT

Never think your 440 can do better souped up.

Your favorite Uncle had it souped down. A bigger injector or a jump-up governor will only add heat, and heat means trouble.

There's a chance—but slim—that you might get a Waterpump with an old-style hydraulic pump. If you do, you're in trouble.

So remember from page 7 of this fold-in section of your factory manual labeled "Don't Lie of Jack Type Items."

2000-073-0017 FPM AIRBORNE HYDRAULIC CRUISE 40000

You'll get the right pump the second time around. It comes under the name FPM the old 'un did.

Take care of your machine like having your watch winders look after the life links, drawbar pins, and life bolts every time you find any part worn over 1/3 of the way down.

But what you really watch is your windward. You can replace a foot, a



**2000-073-0017
FPM AIRBORNE
HYDRAULIC CRUISE**

black, or even the whole moldboard . . . but hanging iron big rocks is a great way to heat up your disks . . . the big round steel suspension for the whole digger.

If you find rock that hasn't been crushed, try this first. If it won't crush, don't beat your moldboard on it. The Amp crane builders . . . or ask for help.

WELL, THAT
SHOULD TAKE
CARE OF ANY
CAM
INSPECTION.



INSPECTED
OK.

OK'S
CHECKED
OK.



All checked, all done, could make a CAM with no result.

Get—go check your ball carrier drain-rock and ball filter drain for water just to be sure. That's the first place these inspecting cars look. Then they push your oil filter out-up, to get that too. OK?



GIVE 'EM A BREAK

You can stop parking brake failures on the LABC-Y. Just put your nose in the wheel, "adjust," and do the adjusting like THE 91-910-081-08 (Apt 40) says on page 49, figs 3-45 and 3-46, using the level hook to take out slack. One big help is—don't move out with the parking brake engaged. You might have to replace the lining.

WAREHOUSE TRAILER HUB CAPS

Ramps' dirt out of wheel bearings is a big problem if the hub caps are missing from your 6000-lb-capacity warehouse platform trailer, PSM 910-916-1142. You can solve this problem by ordering Caps, hubs, PSM 1500-475-0511, PSM Code 12765, Part No. 4094.

WELDING BOOTH PAINT



Dear Staffer,

Specializing, not just any paint will do for a welding room or booth.

The right kind of paint is needed to reduce the hazard of eye burns for individuals in the area. It doesn't have to be a costly, special coating, but the paint should be hypodermic or flat, so the welding arc won't be reflected, and it should reflect a minimum of ultraviolet radiation from the arc.

The following paints meet the safety requirements. They're available in the supply system from OSA in 1-gal. cans.

Light Gray 134470 PSM 9000-01-1-000
Medium Gray 134475 PSM 9000-02-1-000
Dark Gray 134478 PSM 9000-03-1-000

Gold Gray 134480 PSM 9000-04-1-000
Dark Gray 134481 PSM 9000-05-1-000
Tan Gray 134482 PSM 9000-06-1-000

James J. McInally
Morrell Colton
Morse-Perry, Laurel, Md.

(Old Man—Thanks. Also, remember that good ventilation is real important in a welding area.)

IMMERSION HEATER WICK

Dear Staffer,

We have the new-type immersion heater, (Honey Model 423, 305, and we make a new one for the lighter assembly. Find your help?

PSM A. R. 10.



If you need the complete lighter assembly ask for PSM 4140-114-114 (Part No. Y1140).

PSM 4140-114-114 (Part No. K1140) gets you the spring for the lighter assembly.

Half-Price

MOVED LATELY



If your unit's just changed its address
or is about to . . .

Be sure the pub centers (St. Louis &
Baltimore) are notified at once!

This will insure you of an unbroken
flow of vital publications.

You can't get pubs if you're not there!

TELL THE PUB CENTERS