

Issue 277

PS

December
1975

THE PREVENTIVE MAINTENANCE MONTHLY

IT'S A FAULTY
PART FROM 2d Bn,
271st INFANTRY,
SANTA ...

THIS NOTE SAYS THEY
CAN'T REPLACE IT 'CAUSE
THEY CAN'T IDENTIFY IT...
THEY GOT 4 VEHICLES
DEADLINED AS A
RESULT...

... AN'
CAN YOU BRING
4 NEW ONES WHEN
YOU COME?

MURPHY
ANDERSON

AIN'T THEY
NEVER HEARD OF
EXCEPTION DATA
REQUESTS, SANTA?

"A
SUPPLY
CAROL"

see
Page 29.

VISUALS for

Want to add something to your next maintenance class to make it better or more interesting?

Your unit training officer can get you lots of things, from films and TV tapes to a full-size mockup of your equipment.

He goes to the nearest Training Aids Service Office (TASO) to get films, tapes, transparencies, graphic training aids, simulators and the equipment to use them with. TASO's are located at many CONUS installations, as well as Alaska, Hawaii, and Canal Zone. Reserves and National Guard are served by selected TASO's.



YOU

FORSCOM/TRADOC Pamphlet 350-3 has a list of the TASO's and their service areas.

In Europe and Korea, the Audio Visual Support Center is the place to go.

So what's available? Scan these pubs (indexes):

DA Pam 108-1, Films, Transparencies, Recordings, and GTA's.
DA Pam 310-12 Training Devices.
Your TASO also has TRADOC Pamphlet 350-54 TRADOC Programmed Instructional Materials.



PS THE PREVENTIVE MAINTENANCE MONTHLY

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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to: Or call: AUTOVON 745-3503.

MSG Half-Mast
PS Magazine
Lexington, KY
40507

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PM-



WHATEVER
KIND OF TOW
YOU'VE GOT -

PERSONNEL CARRIER,
TRIPOD, TRUCK, MULE,
OR TRAINER -

COMMON SENSE PM CAN SAVE
WEAR AND DAMAGE TO YOUR
TOW MISSILE SYSTEM PARTS!

RIGHT ON,
CONNIE!

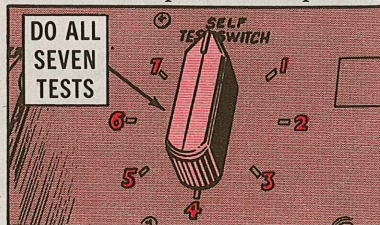


Little things such as careful handling, proper installation, right hookups ... and more ... save big repair costs.

For instance, when you do a self-test with the missile guidance set (MGS), the optical sight must be locked in place on the traversing unit.

Some guys forget the sight, do the self-test, and fry some parts in the MGS.

Other types take shortcuts with the MGS self-test, like maybe hitting only positions 1 and 7 on the SELF-TEST SWITCH. Each position is important,



and if you don't get the right ELEVATION and AZIMUTH meter readings, you've got some maintenance to do.

It's better to get it done during the test than it is to find out maintenance is needed when you want to fire a missile. Table 2-6 of TM 9-1425-470-12 tells you what corrective action may be needed for each of the self-test steps.

One bonus in testing all positions is that you'll probably be boresighted when you get to Position 7.

Which brings up another point: the boresight self-test, Step 10 of Table 2-6, is a must at the start of each day of operation. And, like the TM says, you may have to make the test several times during the day, depending on temperature changes.

from APC to TRAINER

SAY, CONNIE--
CAN YOU HELP ME WITH
MY TOW SYSTEM?

WHAT'S
EATIN' SANTA,
RUDY?

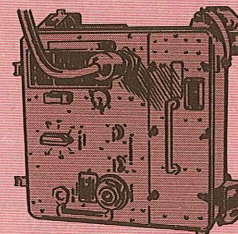
DON'T FRET IT,
DONNY! THE OL'
BOY ALWAYS GETS IN
A SNIT COME LATE
DECEMBER!



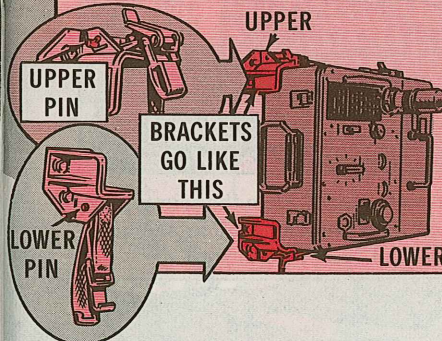
MGS INSTALLATION

If your MGS is mounted in a personnel carrier, eyeball the way it's hanging.

When installed right, it looks like it's sitting on its side ... and that's the way it should be. The battery assembly goes to the right, toward the front of the APC.



BATTERY
SECTION
IS TOWARD
FRONT OF
APC



Also, the strap retaining pins go on top of the upper brackets and underneath the lower ones. If the pins are on the sides of the brackets, have your support install them right.

And, if the MGS is mounted wrong, the battery is hard to remove. You also can damage the cable.

WELL, MAYBE YOU CAN USE THE OPTICAL SIGHT TO ZERO IN ON YOUR DELIVERY TARGETS, SANTA ...

BUT YOU MUST HANDLE IT **VERY** CAREFULLY WHEN YOU TRANSPORT IT TO YOUR SLEIGH FOR INSTALLATION!

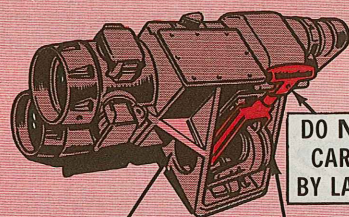
?

SHE BETTER TELL HIM HOW TO PROTECT THE EYEGUARD...

YEH... AN' HOW T' PAINT A YELLOW LINE ON TH' PEDESTAL!

OPTICAL SIGHT

Lift the optical sight on and off the traversing unit by grabbing the braces on either side of the latch assembly ...



LIFT AND CARRY BY BRACES UNDER SIGHT

and carry it that way if you have to. Otherwise, carry it in its shroud assembly bag.

The latch assembly is not a lift handle.

And, you've gotta be extra considerate of that very important part of



the optical sight, the eyeguard. Careless handling of the sight, hasty storage and bashing the eyeguard on APC hatches are taking a heavy toll on eyeguards.

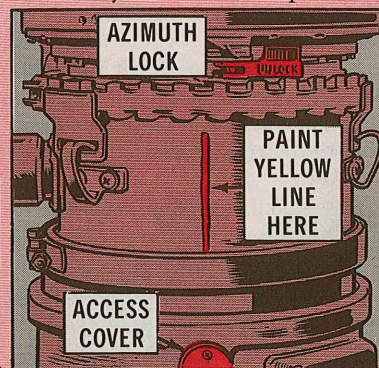
A few seconds' care in handling and storage is an easy cure. The APC hatch is another matter, but there's a fix out that can help remind you to spare the

BE SURE EYEGUARD ...

... CLEARS HATCH

eyeguard as you raise the telescoping pedestal into firing position ... even when you're in a hurry:

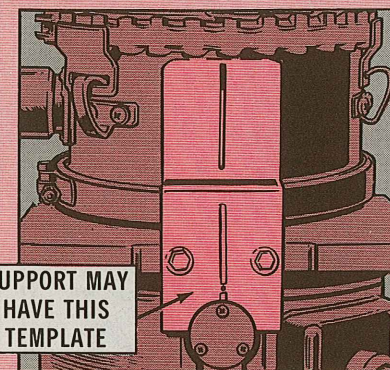
Paint a yellow line on the pedestal ...



straight down from the azimuth lock on the traversing unit to the access cover of the pedestal stop.

Then, before you raise the pedestal, line up the edge of the azimuth lock with the yellow line ... and the eyeguard will clear the hatch!

TOW support units are being supplied with a template for painting



the line exactly right. If your support has the template, get 'em to do the job.

OTHER-WISE, YOU CAN USE THE TEMPORARY FIX BY PAINTING THE LINE YOURSELF!

BATTERIES

Think three things about the BB-287 battery assembly: replacement, stud fasteners, charging dates.

For instance, the two 50-volt and the 24-volt battery sections in the assembly no longer are replaced in the field. It's a depot job, as noted in TB 43-0001-26-4 (Jun 75).

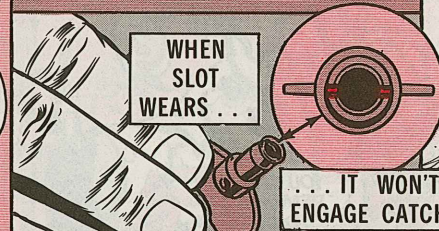
When battery sections need replacing, you turn the BB-287 in to support, and support ships the assembly to depot, where the battery sections are removed and replaced.

TURN IN ENTIRE ASSEMBLY ...

... FOR DEPOT BATTERY REPLACEMENT

Next time you snug down the stud fasteners on the battery assembly, don't just turn. Listen!

The slots on the bottom of the fasteners wear down ... and can't

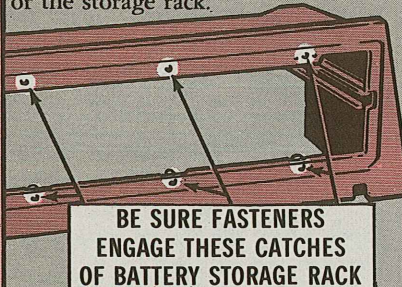


engage the catches in the MGS ... or in the battery storage rack in the APC.

PS MORE

BATTERIES (Cont.)

If you've got the APC configuration, that's bad news, because the battery assembly can bounce out of the MGS or the storage rack.



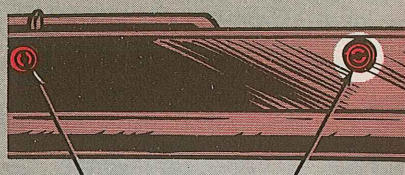
**BE SURE FASTENERS
ENGAGE THESE CATCHES
OF BATTERY STORAGE RACK**

So, listen . . . because when the fasteners engage the catches, it sounds like you're winding up an alarm clock. If you don't get the winding noise, the BB-287 won't snug up . . . and bounce goes the battery.



**LISTEN FOR
WINDING NOISE**

Eyeball the slots. If they're worn, have support replace them with NSN 5325-00-456-5879 . . . or file a new groove .05 inch wide by .03 inch deep.

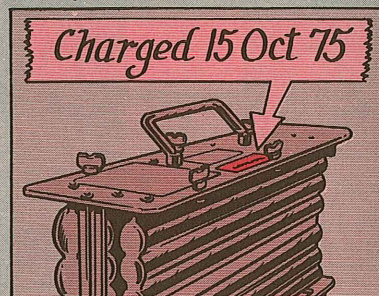


EYEBALL SLOTS FOR WEAR

Missile Command is supplying support units with a special file for just that purpose.

To get the most out of your batteries, tag those in storage with the date of charge (you can use masking tape), and then use the battery with the oldest charge date.

That saves unnecessary charging and insures a supply of ready batteries when you need 'em.



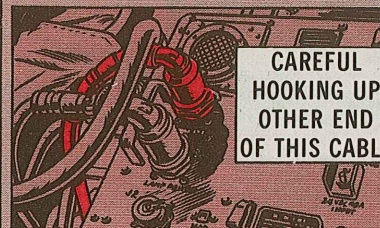
CALIBRATION

Calibration for all system components was cancelled by TB 43-0001-26-4 (Jun 75).

That includes the battery charger, MGS, traversing unit, optical sight and instructor console. You also remove any DA Label 80 (U.S. Army Calibration System).

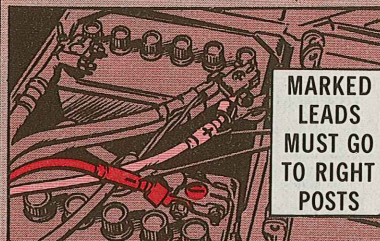
M70 TRAINER

Be extra careful when you hook up the cable from the J3 24VDC INPUT connector of the power supply module of the trainer.



**CAREFUL
HOOKING UP
OTHER END
OF THIS CABLE**

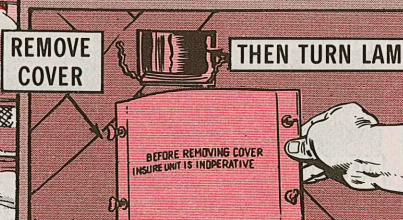
The leads that attach to the vehicle battery are marked with + and - signs. Eyeball them closely. Attach the + lead to the positive post of the battery . . . and the - to the negative post.



**MARKED
LEADS
MUST GO
TO RIGHT
POSTS**

If you reverse the hookups, you can burn out the power supply . . . and that's about an \$11,000 burn.

Before you turn on the infrared lamp in the center of the target board, take the lamp cover off. If you forget it, you'll burn out the lamp.



**REMOVE
COVER**

THEN TURN LAMP ON

BEFORE REMOVING COVER
INSURE UNIT IS INOPERATIVE

SIMULATION ROUND

Before you insert the missile simulation round in the launch tube, give it just enough of an angle to let the guides on the round slip into the grooves on the tube.



ANGLE RIGHT? NOW,
LET THE ROUND
SLIP INTO THE
GROOVES!

If you have to slam the rear of the round down to get it in the tube, the



**GUIDE MUST SLIP
INTO GROOVE**

round's too high . . .



...AND
SLAMMING IT
DOWN BATTERS
THE LAUNCH TUBE...
A REAL **NO-NO!**
SOOOOO...
CAREFUL!!

PS END



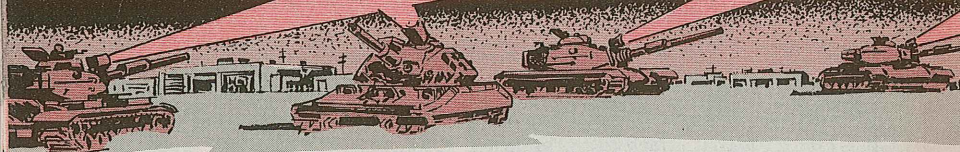
YOU CAN
REMOVE
YOUR
DA Label 80
NOW, RUDOLPH!

?

M551 SHERIDAN—
M60A1 TANK—

AN/VSS-3()

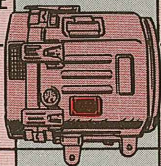





SEARCHLIGHT SEMINAR



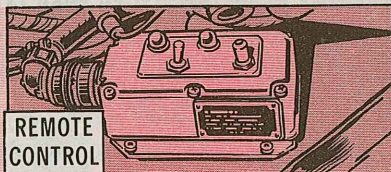
Depending on how you look at it, there're either 2 or 3 different kinds of AN/VSS-3 and AN/VSS-3A searchlight sets.

Which set you have makes a difference in the TM you use and in some of the repair parts and organizational maintenance.

The data plate on the right-hand side of the light will clue you in. (Note: This data plate applies to the light only, not the complete searchlight set.)

DATA PLATE		YOUR SET IS	USE MAIN CONTROL BOX		USE TM
NSN 5855-00-135-0156		AN/VSS-3	C-7905 (NSN 5855-00-135-0155)		11-5855-217-12
NSN 5855-00-177-3528		AN/VSS-3A	C-7905A (NSN 5855-00-177-3525)		11-5855-217-12-1
NSN 5855-00-189-6066		AN/VSS-3A	C-7905B (NSN 5855-00-189-6065)		11-5855-217-12-1

ALTHOUGH THE REMOTE CONTROL BOXES FOR THE 3 SETS HAVE DIFFERENT STOCK NUMBERS, THEY'RE INTERCHANGEABLE!



REMOTE CONTROL BOX

8

THE GUYS IN THE 3/99 ARMOR BELOW ARE ON THE BEAM, EH, SANTA?



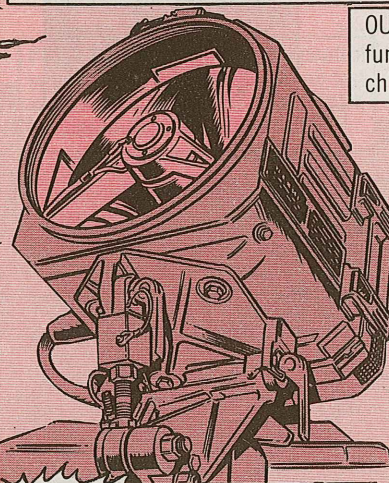
EXCEPT FOR THAT SHERIDAN, BONNIE! HE'S GOT A DIRTY WINDOW!

Look 'er Ouer

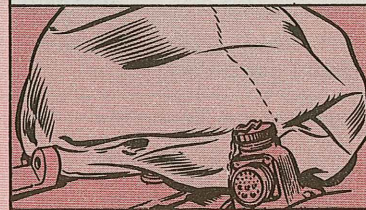
Here're some X-rated conditions you don't want showing up on your searchlight. Fix what you can . . . and report those you can't to your mechanic.

WINDOW—Scratches, cracks, dirt. (Never use cleaning solvents or abrasive compounds. Use soap and water only.)

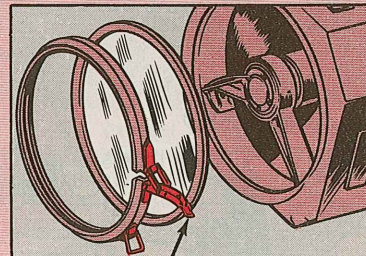
OUTSIDE SURFACES—Dirt, grease, fungus, insects, rust, corrosion, chipped paint.



COVER—Rips, other damage. (Keep cover on when the light's not in use.)



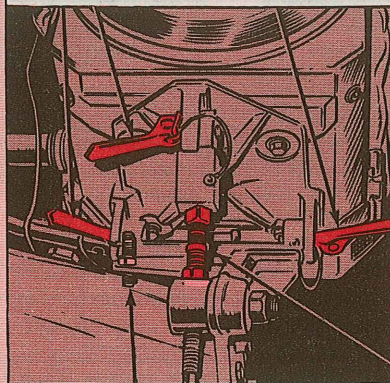
CAREFUL! There is no replacement for the heavy window that is original equipment in the AN/VSS-3 lights. If one breaks, order the window assembly with gasket, NSN 5855-00-004-0903. This includes the thinner, heat tempered, replacement window NSN 5855-00-135-0138 used with the AN/VSS-3A lights.



GROOVED COUPLING CLAMP—Faulty latch; bad gasket.

9

QUICK RELEASE PINS (3)—(For M551 adapter kit) Missing, not secured at both ends. (Pins are tight only in the maximum down position. A tree branch can flip a pin open, so look your pins over after going through brush.)

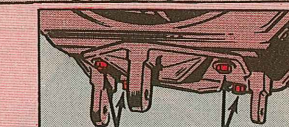


JACK SCREW—Threads: not lightly lubed, mashed. Jam nut loose. Screw end doesn't contact gun shield. (Adjust if necessary.)

PLATES—Data, warning and installation plates missing, painted over, can't be read.

HEAT EXCHANGER—Dirt, leaves, twigs, mud. Screen missing.

CABLES—Cracks, breaks, fungus.



MOUNTING CAP SCREWS (4)—Loose, lockwashers missing.

ADJUSTING SCREW—Threads not lightly lubed, mashed, jam nuts loose.

IT'S A LIST OF X-RATED SLEIGH CONDITIONS, SANTA! RUDOLPH AND HIS FELLOW REINDEER CAN'T MOVE OUT 'TIL THEY'RE ALL FIXED!



STOP

RUDOLPH IS MAKING SURE NO FRIENDLY TROOPS (THAT'S US) GET TOO CLOSE!

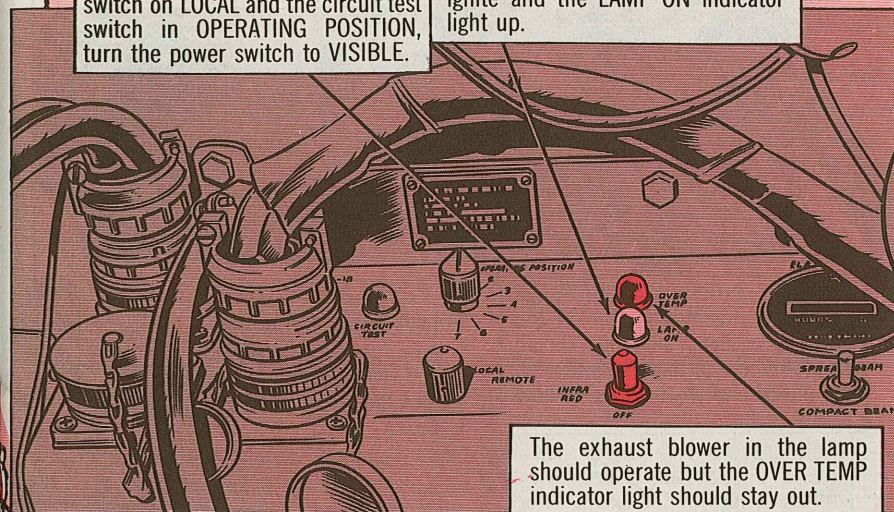
Operation Check

Make sure there're no friendly troops in the light beam path within 320 meters of the searchlight. Anybody in the searchlight beam closer than 320 meters to the searchlight is in danger. In fact, anybody inside this danger zone could be blinded.

Since the light pulls about 58 amps, keep your vehicle at a high idle—1000 to 1200 RPM's—whenever you have the light on for test or for routine operation.

POWER SWITCH—With the control switch on LOCAL and the circuit test switch in OPERATING POSITION, turn the power switch to VISIBLE.

Within 3 seconds the lamp should ignite and the LAMP ON indicator light up.



The exhaust blower in the lamp should operate but the OVER TEMP indicator light should stay out.

If the lamp doesn't come on within 3 seconds, turn power switch to OFF. Wait a few seconds and try again. If it still won't ignite after 5 or 6 tries, call your mechanic. If it does turn on, continue your operations check.

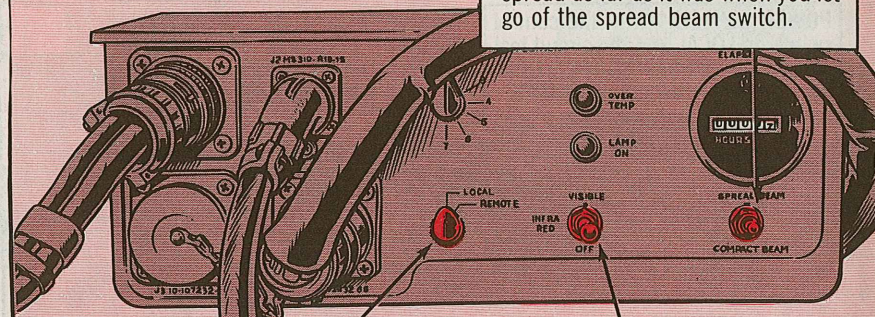


BEAM SPREAD—With the power switch in the **VISIBLE** position, press the beam switch to the **SPREAD BEAM** position. Beam should spread gradually until it reaches maximum width. (This takes about 2 seconds.)

Release beam switch. Beam should stay at maximum.

Turn beam switch to **COMPACT BEAM**. Beam will reach its narrowest position. Release beam switch. Beam should stay in narrowest position.

Now place beam switch to **SPREAD BEAM** position for about a second and then release. Beam should stay spread as far as it was when you let go of the spread beam switch.



REMOTE CONTROL—With main control box control switch in the **LOCAL** position, nothing should happen when you move beam switch or power switch on the remote control box.

Now move main control box to **REMOTE** position. Controls on remote control box should now work.

INFRARED OPERATION — Check infrared operation on both the main and remote control boxes, and then turn the power **SWITCH OFF** on both boxes.

SANTA KEPT WARNING RUDOLPH NOT TO OPERATE HIS LAMP IN **OVER TEMP** CONDITION... THAT AN OVER-HEATED LAMP COULD BLOW UP!...



Keep This in Mind

When you turn the power switch **ON**, you're putting 30,000 volts into the igniter unit terminals. If the light ignites, this circuit turns itself off. If the light doesn't catch, you're still pouring in the 30,000 volts. It won't take long for this voltage to burn out the booster circuit in the light or the timing circuit in the control box if the timing circuit cutoff isn't working.

After you use the light, you turn it **OFF** at either the main or remote control box. That way, the blower motor will keep on running until it has cooled the light. It will shut itself off. What you never do is turn the light **OFF** by turning the vehicle master switch **OFF**. That way the blower motor is cut off, and heat builds up in the lamp. It may explode.

If the **OVER TEMP** indicator lights up, turn the light power switch **OFF** quick like, because an overheated lamp can blow up. Likewise, if your blower motor's not working, turn the light **OFF** because it'll overheat. Remember, the **OVER TEMP** indicator shows you what should be done but it doesn't do it for you. Unless the searchlight is turned **OFF**, it'll keep on operating in an **OVER TEMP** condition until it blows up.

Most **OVER TEMP** is caused by mud, branches and other gook in the air intake and exhaust ducts on the heat exchanger.

You crewmen never open the light because there's nothing you need to do inside it.

FORDING—Never operate the light when fording through deep water. The cooling blower motor works fine on air but water would overload and break it. Water won't hurt the light if

you have it turned **OFF** provided the gaskets in the window clamp and the heat exchanger are in good condition and all the latches are closed. Make sure everything is OK before you ford.

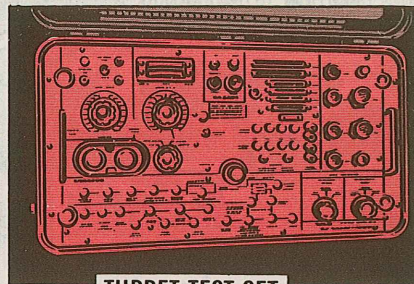
NEW TURRET TEST INTERVALS

Safety, reliability and operational readiness:

Those are good reasons for you to do turret electric drive and main weapons system tests at the same time as the quarterly service on your M551 and M551A1 Sheridan.

The Sheridan operator's manual, TM 9-2350-230-10/2-2, is being changed to require that the 2 tests be made quarterly, and the head shed recommends that you get going on them right now.

EACH TEST IS
SPELLED OUT IN TABLES
2-3 AND 2-4 OF
TM 9-4933-216-12 ON
THE TURRET ELECTRICAL
ISOLATION TEST SET.



TURRET TEST SET

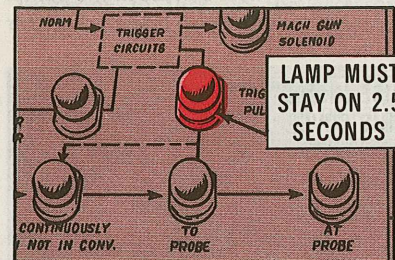
Another bonus of the quarterly tests will be to cut down Shillelagh missile system malfunctions. To help do that, take special pains when doing Steps M12a and M24a of the Main Weapons System Test (Table 2-4 in the test set TM).

Watch results of those 2 steps closely, because if Time Delay 1 (13TD1) is not set right, you can have

a missile malfunction. The GO and NO-GO portions of Table 2-4 need careful eyeballing, so lean on 'em.

In Steps M12a and M24a, for instance, you've gotta let DS know right now if the trigger pulse lamp goes out as soon as you release the gunner's trigger.

You also let DS know if the trigger pulse lamp stays on shorter or longer than 2.5 seconds when you do Steps M12a and M24a.



In both steps, the lamp should stay on for 2.5 seconds. If it doesn't, you've got a NO-GO.

Prime purpose of the electric drive test, naturally, is to make sure your system is reliable and ready.

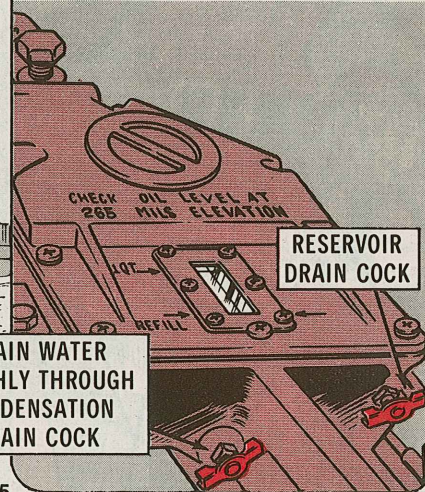
After you finish each test, you record results on DA Form 2408-18 (see para 4-17a and 4-17b(5) of TM 38-750 with Change 1).

M551 DRAIN COCK DRILL



Puzzled about the cock on the back of the reservoir to the left of the reservoir drain cock? What's it for and when do you use it?

Your TM 9-2350-230-10/2-1 (Mar 73) turret operator's manual doesn't have a word on it. Actually, it's a condensation drain cock. Use it monthly to drain off any water that might be in the reservoir, or more often if needed.



**DRAIN WATER
MONTHLY THROUGH
CONDENSATION
DRAIN COCK**



MULTIFUEL ENGINE TRUCKS . . .

Replace Fuel Pump or Fuse?

WHICH WOULD YOU PICK--

IF YOU WERE PAYING FOR IT--

A 50-BUCK FUEL PUMP..

OR...

A 3-CENT FUSE?

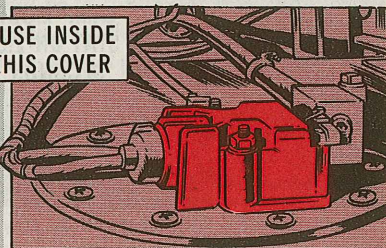


NSN 5920-00-855-4260 GETS YOU FIVE 2-AMP FUSES FOR 15 CENTS.

Too many mechanics are replacing their multifuel truck's in-tank fuel pump when they only need to put in a new fuse.

Why? Probably because they don't even know there's a fuse in the pump. And they don't know how to check for a bum fuse.

FUSE INSIDE THIS COVER



If you've got one of the TM-230-series 5-ton trucks—M656, M757 or M791—you get the whole story in TM 9-2320-230-20 (Apr 69), page 2-107, Table 2-5, Troubleshooting the Electrical System, "Fuel pump does not operate."

How to change the fuse is in TM 9-2320-209-20 (Apr 65), Ch 4, page 222.1, para 76.1, for 2½-ton multifuels. This can be used for TM-211-series 5-ton multifuels, too, since there's nothing on the fuse in TM 9-2320-211-20 (Jun 73).

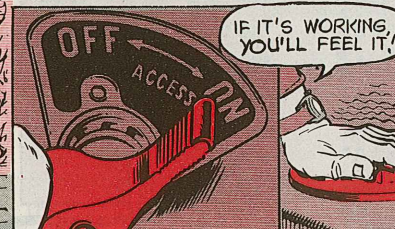
You'll find the fuse in TM 9-2320-209-20P (Oct 72)—page 574, Fig 18.1, Item 3, and on page 77 with NSN 5920-00-855-4260.

16

WHEN? HOW?

If everything's working OK, the in-tank fuel pump starts running as soon as you turn the accessory switch ON.

Suspect pump trouble if you have starting or operating trouble. Get someone to flick on the accessory switch while you hold your hand on the pump.



If the fuel pump won't work, there's a good chance you've got a bad fuse.

BEFORE YOU GO TEARING THINGS APART, TROUBLE-SHOOT!



TROUBLESHOOTING GUIDE

Part of the story is in TM 9-2320-209-20—page 148, Table 5, Electrical Troubleshooting, Fuel Pump and Manifold Heater (Multifuel), "Fuel pump inoperative." And on page 149, Fig 57, Test 1, "Fuel pump voltage test." You can use this same poop for your TM-211-series 5-ton multifuels.

But you'll have to add some details for the fuse.

You don't have to use a low-voltage circuit tester like the TM shows. It's simpler to use a multimeter. Hooking up the multimeter to test battery voltage is easy. See "DC Voltage Tests," page 32, or "DC Voltage Measurements," page 43, in DA Pam 750-22 (Nov 73), Troubleshooting Equipment in Combat Units. Or get the same poop on DA Poster 750-53, Multimeter, TS-352B/U, and DA Poster 750-55, Multimeter AN/URM-105.

IF YOU DON'T HAVE THESE... ORDER 'EM FROM THE AG PUBLICATIONS CENTER IN BALTIMORE.



PS MORE

First, pull the electrical plug off the fuel pump. Looking straight at the end of the plug, you'll see a small guide hole at the top and 2 larger holes below.

CIRCUIT The hole on the left is Circuit No. 79
NO. 654 "HOT" on 2½-ton and TM-211-series 5-ton multifuels. That wire goes to

"ground." (Sometimes fuel pump trouble comes from a broken ground wire or from a poor connection at either end.)

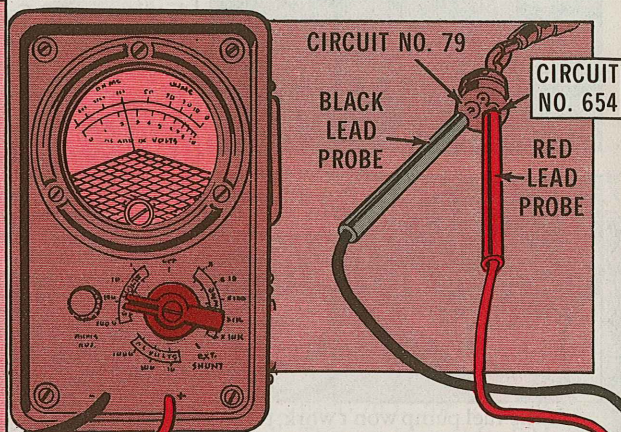
**CIRCUIT
NO. 79
GOES TO
"GROUND"**

The hole on the right is Circuit No. 654. That's the "hot" wire. There's a tiny numbered metal tag on each of these wires just behind the plug.

Now turn the accessory switch ON.

Stick your multimeter's black lead probe into the left hole—Circuit No. 79. Put the red lead probe into the right hole—Circuit No. 654.

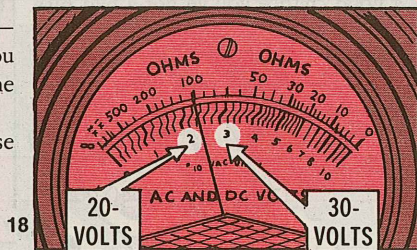
**THIS'S THE
AN/URM-105
MULTIMETER.
SET THE SELECTOR
SWITCH ON 100
DC VOLTS. IF
YOU'VE GOT THE
SIMPSON 160
MULTIMETER—
NOT COVERED BY
A POSTER OR IN THE
DA PAM ON
TROUBLESHOOTING—
SET IT AT +DC
AND AT 50 VDC**



If you get a full voltage reading—23-25 volts—on your multimeter, you know you've got "juice" right up to the pump.

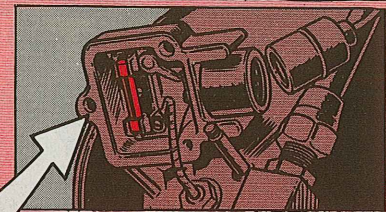
So the trouble is either a blown fuse or a bum pump.

Turn off the accessory switch.

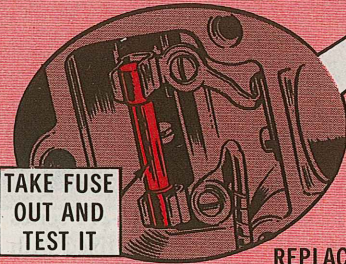


Take off the 3 nuts holding the fuel pump terminal cover and lift the cover. The fuse is inside the cover. Take the fuse out to look at it.

If the thin wire inside the glass tube is broken, the fuse is shot.



**TAKE FUSE
OUT AND
TEST IT**



**CAREFUL WHEN YOU LIFT THE COVER—
DON'T MESS UP THAT WIRE RUNNING
FROM THE COVER DOWN INTO THE PUMP.
IF THERE'S NO FUSE OR FUSE-HOLDER
INSIDE THE COVER, YOU'VE GOT AN OLD-
TYPE PUMP. IT'S DANGEROUS—ESPECIALLY
WHEN GASOLINE IS USED AS FUEL.
YOU COULD HAVE AN IN-TANK EXPLOSION.
REPLACE THE WHOLE PUMP WITH A FUSE-TYPE PUMP.**

But even if the fuse looks good, check it with your multimeter—see "Continuity Tests" on those troubleshooting posters or in DA Pam 750-22. You want to see if your multimeter's battery juice will go through the fuse.

HERE'S
HOW...



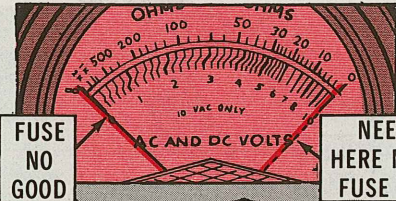
**SET YOUR MULTIMETER
FOR THE LOWEST OHMS
(RESISTANCE) READING**

**IT MAKES NO
DIFFERENCE WHICH PROBE
GOES ON WHICH END OF THE FUSE**

No reading—infinity—on your multimeter means the fuse is no good. But if the needle swings all the way to the right, juice is going through... you've got "continuity" and the fuse is OK.

Before you install a good fuse, make sure the fuse holder is clean and holds the fuse snug. A loose or dirty connection can make the pump go off and on.

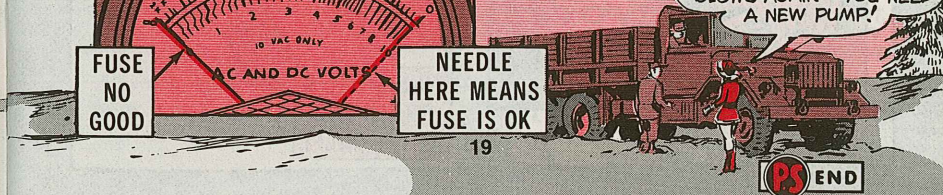
Put the cover back on. Try again to operate the pump.



**FUSE
NO
GOOD**

**NEEDLE
HERE MEANS
FUSE IS OK**

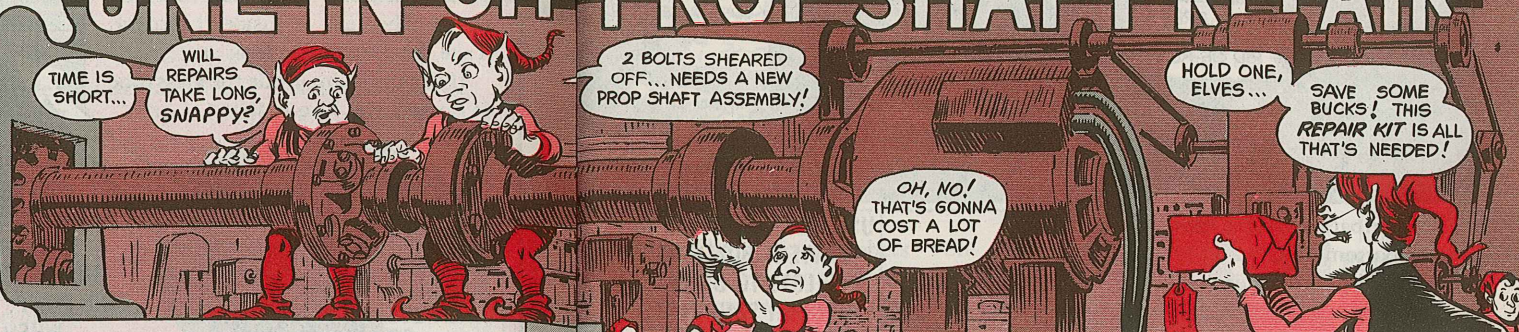
**NOW, IF THE PUMP WON'T
WORK—OR IF THE FUSE
BLOWS AGAIN—YOU NEED
A NEW PUMP!**



5-TON TRUCKS . . .

TUNE IN on PROP SHAFT REPAIR

You're probably smart to throw away your \$3 transistor radio when it poops out from something other than battery trouble. It's a "throw-away" —cheaper to get a new one than to fix it.

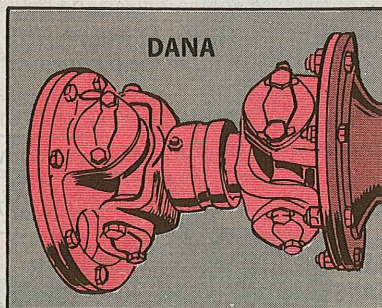


Not so with the transmission-to-transfer prop shaft on your TM-211-series or TM-260-series 5-ton truck. Most of these prop shafts can be fixed with repair kits—but few mechanic's are using the kits. They're replacing the prop shaft instead of repairing it, so there's a shortage of prop shafts.

But, the supply shelves are sagging with repair kits—kits that cost a heckuva lot less than whole new prop shafts.

The 2 most common prop shafts are interchangeable as assemblies. Both have repair kits.

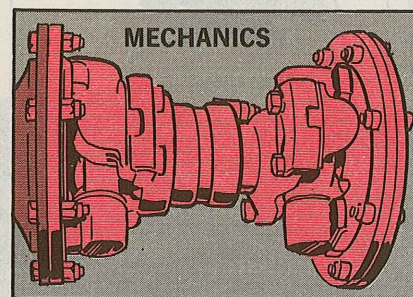
The Dana Corp. prop shaft is shown in Fig 09-1, page 200, TM 9-2320-260-20P (Nov 72). The assembly comes under NSN 2520-00-040-2339 (cost \$43.38). The repair parts kit for this assembly is Universal Joint, NSN 2520-00-734-7665 (cost \$16.25). These NSN's are on page 191 in TM 9-2320-260-20P and also on page 2-86 in TM 9-2320-211-20P (May 73).



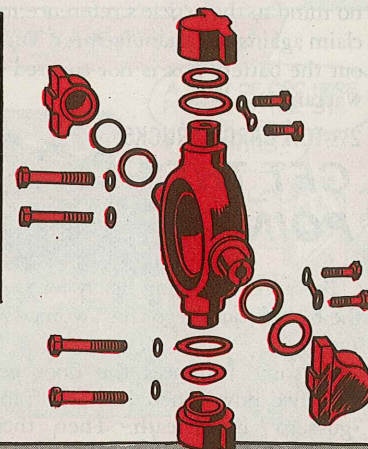
HERE'RE THE REPAIR PARTS YOU GET FOR THE DANA PROP SHAFT

THIS KIT FITS EITHER END OF THE SHAFT

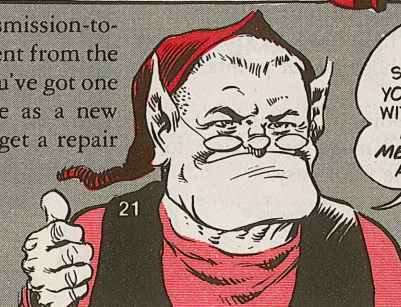
20



HERE'RE THE REPAIR PARTS FOR YOUR MECHANICS PROP SHAFT. IF YOU'RE REPAIRING BOTH ENDS OF THE SHAFT, YOU NEED 2 KITS.



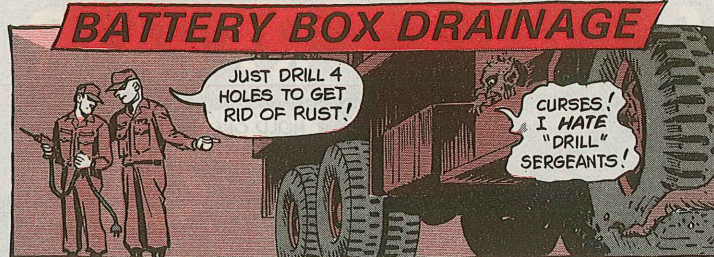
If you've got a transmission-to-transfer prop shaft different from the 2 pictured in the TM's, you've got one that's no longer available as a new assembly. And you can't get a repair parts kit for it either.



SO, WHEN THAT PROP SHAFT IS SHOT, YOU REPLACE IT WITH EITHER THE DANA OR MECHANICS ASSEMBLY!

21

BATTERY BOX DRAINAGE



The battery boxes have 4 holes in the bottom to let water drain out. But the skid plates under them don't have any holes. So, the water just stands there, rusting the battery box.

Drill 1½-in holes through the skid plate right where the holes in the battery boxes are.

Article 5 in TB 43-0001-39-1 (Jan 75) describes this rust-stopper. (Pay no mind to the article's reference to a claim against the manufacturer. Turns out the battery box is not covered by warranty.)

2½-TON CARGO TRUCKS

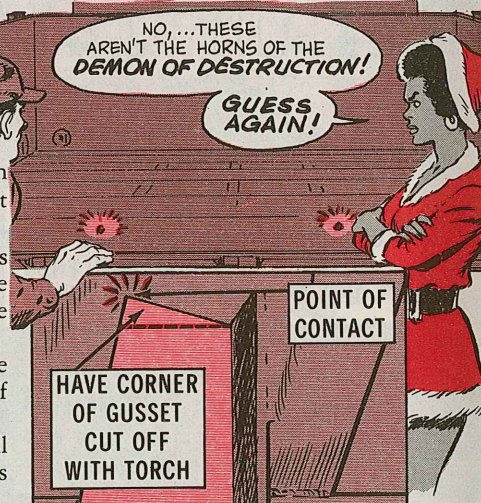
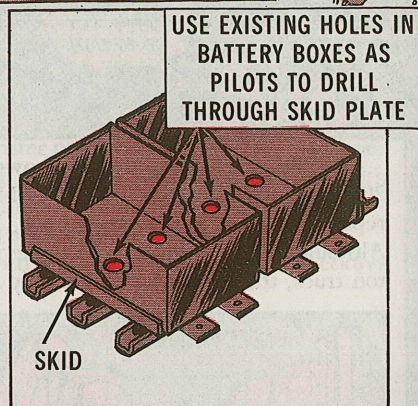
GET THE POINT?

For sure, dropping heavy loads on the bed of your cargo truck won't do it any good.

In some instances the floor gets stretched down so it hits the frame "gussets" underneath. Then these points jab right through the floor.

You can help head off this trouble by having those gusset points cut off with a torch.

The big point is, you can head off all cargo bed damage by setting loads down on the floor easy.

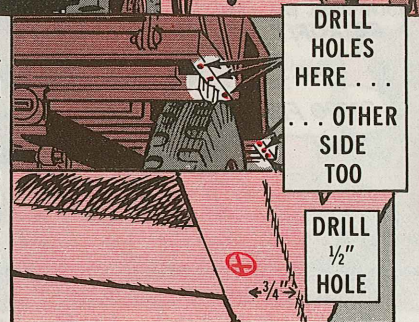


RUST STOPPER



The crossmembers on your M105A2 cargo trailers can get crossed up if water can't drain out of 'em.

A little dental-type work will solve the problem. With your command's OK, just drill a ½-in hole on each end of the crossmembers—through the side rail flange—about ¾ inch in from the outer edge.



5TH WHEEL PROTECTION

Dear Editor,
When tractor trucks are stored outside for long periods, the rain, dust and snow break down the GAA that coats the top plate of the fifth wheels. Then they rust.

Our solution is a preservative called Corrosion Preventive Compound, MIL-C-11796B, class I (hard film). A coat of this will hold up against weather for several months. It's easy to strip off and replace with GAA when the truck's ready to roll.
A 5-lb can comes under NSN 8030-00-231-2354, and you can get a 35-lb can with NSN 8030-00-597-3288.

SP5 James R. Doth
Minnesota National Guard



(ED Note—When you have a lot of vehicles inactive for long periods, this can really save time and sweat.)

TM-218-SERIES
1/4-TON TRUCK . . .

BRACKET

OH NO, NONONONO!

I SAID FER YA TO
INSTALL THE NEW
RETROFIT KIT...

NOT...

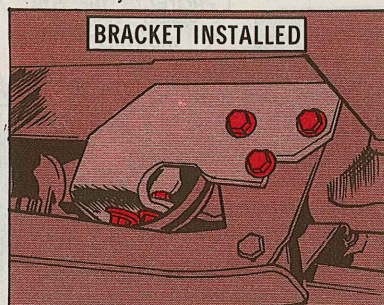
RETRO FIRE!!



Careful—you can make a lot of hard work for yourself when you're adding that new rear differential mounting bracket to your 1/4-tonner.

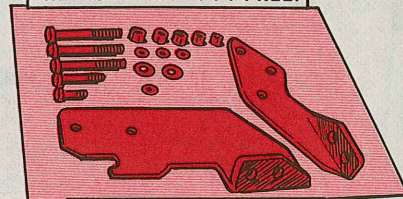
This message explains how a vehicle qualifies for the bracket kit. And it tells you how to get the kit. If you didn't get the details yet, drop a line to MSG Half-Mast at PS Magazine and he'll send a copy of the message to you.

Mighty important—stick to the instructions you get with the kit. Follow the steps exactly in order, or you may have one heckuva time getting the hardware to fit. Once you've got the hang of it, you can install a kit in less than 30 minutes.



That's the "retrofit kit" issued free for M151A2's, M718A1's and M825's delivered under Contract No. DAAE07-71-C-0103. All major commands got the word on this kit in TACOM Msg AMSTA-FTJ 291910Z Jul 75.

"RETROFIT KIT" . . . FREE!



JOB EASY...and RIGHT

You may find some bolt holes don't line up quite right. And you may be tempted to drive the new bolts through to force the holes into line.

STOP!
YOU'LL RUIN
THE BOLT
THREADS!



Here're some extra tips that'll make the job smoother:

Two "conical" washers in the kit have to be put in right—with the "convex" sides toward the ends of the

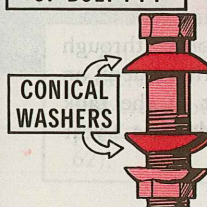


bolt. The "concave" sides of the washers face in—so they put a full grip on the bracket.

INSTALL
"CONICAL"
WASHERS
WITH . . .



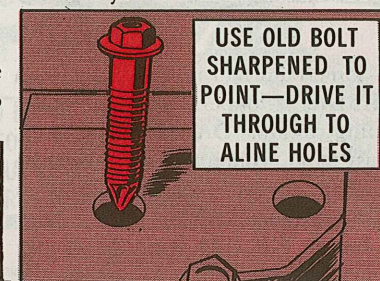
"CONVEX" SIDES
FACING ENDS
OF BOLT . . .



REAR BOLT
GETS THE
2 CONICAL
WASHERS



Instead, use one of the old bolts. File or grind the threaded end to a point. Drive this bolt through to line up one set of holes. This'll line up the other holes so you can install the new bolts.

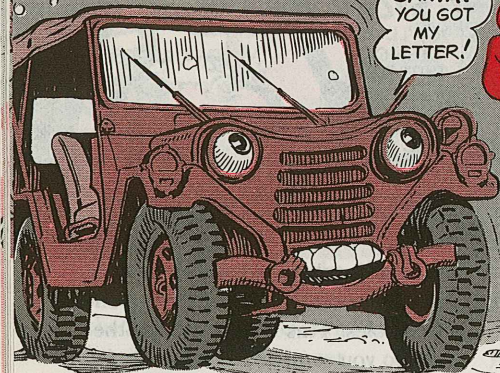


Then knock out your "driver" and install the last new bolt.

How about recording this "adaptation" in the vehicle's log book? There's no DA requirement for this—but your own command may require it. If so, your command's SOP will spell it out.

TM-218-SERIES ¼-TON TRUCK . . .

**NEW
FUEL TANK
FREE**



SANTA!
YOU GOT
MY
LETTER!

RIGHT ON--
BUT DIDN'T YOUR
MECH HEAR ABOUT
**TACOM Msg
061500Z May 75**
?

Some bum fuel tanks came out on M151A2 ¼-tonners produced under Contract No. DAAEO7-71-C-0103. Rust and contamination may be plugging up your fuel filters as fast as you can replace 'em.

But an EIR (DA Form 2407) may solve your problem.



HOP TO IT!
YOU COULD GET
A NEW FUEL
TANK—
FREE!

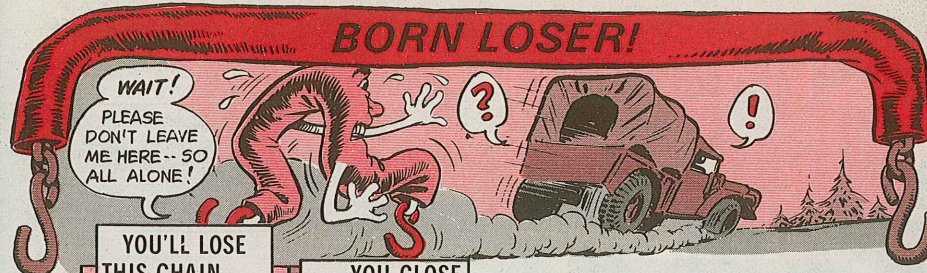
26

All of the details are in the US Army Tank-Automotive Command's TACOM Msg 061500Z May 75. This message went out to all major commands and to all major installations worldwide. It tells you how to make a warranty claim by EIR.

Vehicles produced under that contract and accepted by the government before 28 Aug 74 have a 4-year warranty on the fuel tank.

If your ¼-tonner came through after 28 Aug 74, you'll find a decal on the right front corner of the tank telling you that the tank has a 2-year warranty.

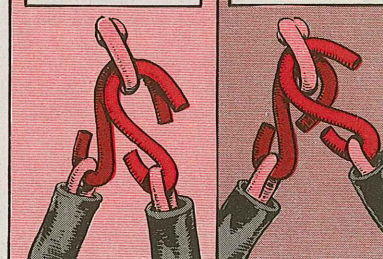
26



BORN LOSER!

YOU'LL LOSE
THIS CHAIN . . .
UNLESS

. . . YOU CLOSE
ONE HOOK

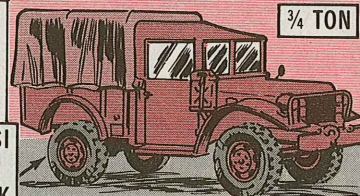


Your truck's new tailgate chain is going AWOL as soon as you install it—if you fail to close one of the hook ends. A couple of bumps on the road, and that chain falls off. And you start all over again.

It only takes a second to do the job right. Hang one of the end hooks on the truck. Then mash the hook closed with a big pair of pliers—lock that chain on there.

TIRE PRESSURE CHANGES

Use 40 PSI, not 45, in the tires of your TM-212-series ¾-ton trucks. Note this on pages 1-4 and 2-66 of TM 9-2320-212-10 (Nov 73).



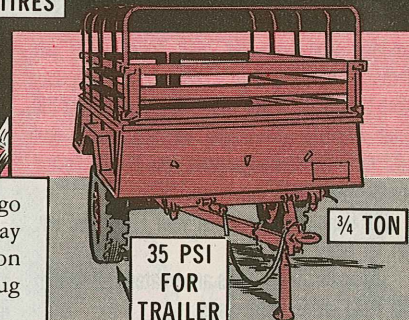
¾ TON

MAKE THESE
CHANGES IN
YOUR TM'S...



40 PSI
FOR
TRUCK
TIRES

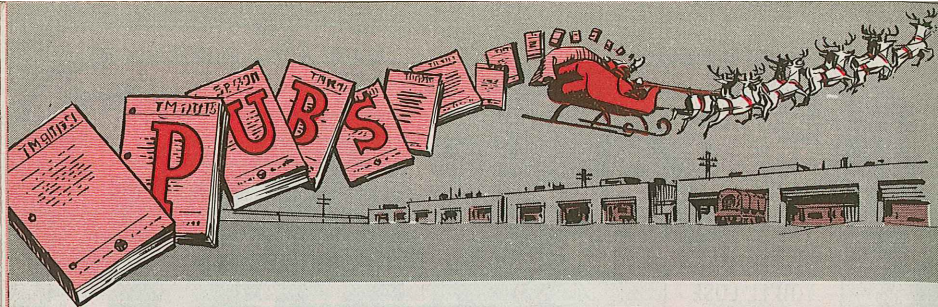
All TM-202-series ¾-ton cargo trailers now use 35 PSI for highway and cross-country traveling. Jot it on page 5 of TM 9-2330-212-14P (Aug 62).



¾ TON

35 PSI
FOR
TRAILER
TIRES

27



This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Nov 74), and Ch 1 (Feb 75), TM's, TB's, etc.; DA Pam 310-6 (Jul 75), SC's and SM's; and DA Pam (C) 310-9 (Aug 74), COMSEC Pubs.

TECHNICAL MANUALS

TM 3-4230-204-12 & P Jul M11 Decon Apparatus
TM 3-4240-279-20 & P Aug M17/M17A1 Mask
TM 5-4310-350-24P Aug Air Compressor Electric Motor 15 CFM at 175 PSI
TM 5-4930-230-23P Aug Tank-Pump Unit
TM 5-5420-209-20P Aug Improved Float (Ribbon) Bridge
TM 9-1090-203-20P-1 Aug Armament Subsystem M28A1E1
TM 9-1410-485-20P May LANCE
TM 9-1425-485-L Aug LANCE Pubs
TM 9-1430-381-20P Aug Pershing Ground Networks
TM 9-1430-533-24P Aug Improved HAWK

TM 9-1430-534-24P Aug Improved HAWK
TM 9-1450-486-20P Aug LANCE
TM 9-2300-216-ESC Aug M107 SP Gun, M110 SP How
TM 9-2350-257-10-2 Aug (Rise) Tank
TM 9-4910-509-10 Apr Low-Voltage Circuit Testers
TM 9-4935-587-20P Jun Chaparral
TM 9-6920-480-24P-2 May TOW and Dragon M89E1 Transmitting Set
TM 10-3930-631-20P Aug Fork Lift Truck 4000-lb, Army Mod 227
Ch 1, TM 11-5805-367-25P/5 Aug CV-1548(I)/G Telephone Signal
Ch 2, TM 11-5805-628-12 Aug Auto Tel Central Off AN/TTC-38 (V)1, AN/TCC-38(V)2
TM 11-5820-477-12 Jul AN/GRA-39(I) Radio Control Gp
Ch 6, TM 11-5825-203-20 Aug Receiver Gp OA-1451/PRR, OA-1451A/PRR, OA-1451B/PRR
Ch 2, TM 11-5825-231-24 Aug AN/TRD-15(I), -23(I) Direction Finder Sets
Ch 1, TM 11-5895-441-24P-2 Jul RT-1046/GLQ-3 Receiver-Transmitter
Ch 3, TM 11-5895-479-12 Sep AN/TPX-41 Interrogator Set

Ch 4, TM 11-6625-351-12 Aug AN/URM-85 Radio Interfer Meas Set
Ch 2, TM 11-6625-355-15-1 Aug TS-4210/U Audio Oscillator
TM 11-6625-2644-14 Aug AN/USM-205A Signal Generator
TM 55-1510-204-10/5 Aug OV-1D Aircraft
TM 55-1510-204-20/1-1 Aug OV-1D Aircraft
TM 55-1510-204-20/1-2 Aug OV-1D Aircraft
TM 55-1520-221-ESC Aug AH-1 Series

MISCELLANEOUS

AR 740-3 Jul Care of Supplies in Storage
Ch 1, CTA 50-970 Jun Expendable Items
FM 21-305 Apr Manual For The Wheeled Vehicle Driver
LO 5-4310-350-12 Jul Air Compressor Elect Motor 15-CFM, 175 PSI
LO 9-2350-257-12 Jul M60A1 (Rise) Tank
Ch 1, LO 9-2350-300-10 Jun M163 Vulcan SB 700-20 Jun Reportable Items
SB 725-12 Aug Nonexpendable Reusable Shipping, Storage Containers
TB 9-1240-369-25 Sep Laser AN/VVG-1 (Shredner)
TC 6-50-1 Jun Firing Battery Operations

Wrong UIC=No EIR Answer

The word is that a lot of people think DA Form 2407 EIR's aren't worth the paper they're printed on. Hold one.

Could be the reason you didn't get a reply from the head shed or supply people is they couldn't find you. For real! Your EIR is put through the head shed's computer so they can keep tabs on it. If you didn't put your correct UIC (unit identification code) on the form—and clearly!—the computer got a case of hic-ups and tossed your form out.

So, there's no record of your EIR—and you get no reply.

Try again. Those EIR's are treated like gold at the head sheds these days.

The Secret To Codes

Right now there are 6 issues of DA Forms 2407 and 2407-1 out, each published at a different time. Many of them have outdated codes on the back.

So, before you fill out your next maintenance request, EIR or warranty claim, or record finished maintenance, turn to Appendix A of TM 38-750. It lists the right codes for all your forms.

M131-Series Gas Caps

Looking for a cap for the pump's gas tank on your M131-series 5,000-gal tanker trailer? It's NSN 2910-00-294-1579.



BLAST!

WELL, I CAN'T STOP YA FROM GOOFIN' OFF T'MORRA, SCRATCHITT, BUT...



...IF THAT EQUIPMENT AIN'T READY TO ROLL 26 DECEMBER A-EM YER HEAD WILL ROLL!

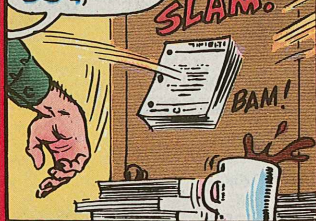


GRUMBLE! ALL HOLIDAYS ARE HUMBUS!!



THE DICKENS YOU SAY-- S'LONG, SARGE-- AN' MERRY CHRISTMAS!

OUT! OUT! OUT, I SAY!



HUMPH! GOTTA WATCH MY TEMPER-- THIS'S GOV'MENT PROPERTY! HMMMM IT'S THE TRUCK'S TM!



BOY! WHAT A DAY! THINK I'LL RELAX FER A MINUTE WITH THIS CUP O' COFFEE-- AN' SEE IF I CAN FIND THAT PART IN THIS TM!



YAWN: LESSEE... CHAPTER II, SECTION II **YAWN:** SEzzzzzzzz

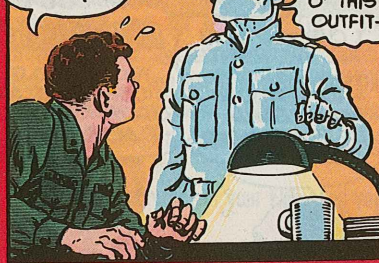


SUDDENLY...



WAKE UP! WAKE UP!

GAAHH! WH-- WHO-- WHAT ARE YOU?



I USETA BE MAINTENANCE SERGEANT O' THIS OUTFIT--

BUT TONITE I BEEN SENT HERE AS PART OF A TEAM TO STRAIGHTEN YOU OUT!

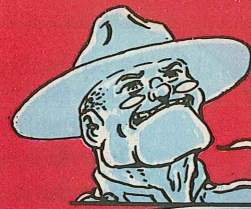
NOW-- GRAB A PENCIL, DA Form 2765 AND AR 710-2 AND WE'LL TELL SUPPORT HOW IT IS ABOUT YER UN-IDENTIFIED PART!



GULP! OK.



30



THAT'S SOP WHEN ANY PART YOU NEED IS NOT LISTED, ILLUSTRATED OR OTHERWISE IDENTIFIED IN YOUR EQUIPMENT'S SUPPLY OR MAINTENANCE PUBS. YOU IDENTIFY THE THINGS AS BEST YOU CAN, SO SUPPLY SUPPORT HAS SOMETHING TO WORK WITH.

THIS TYPE OF REQUEST IS CALLED AN EXCEPTION DATA REQUEST! HERE'S HOW IT WORKS!

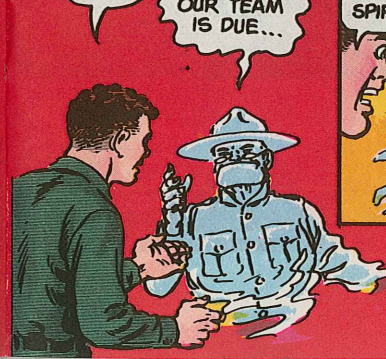
ITEM		QUANTITY		UNIT		REMARKS		DATE	
5216-013	AVE								
ABC3X									
EXCEPTION DATA ON BACK									

YOU MAKE OUT YOUR DA Form 2765 AS USUAL (INCLUDING A SHORT DESCRIPTION OF THE ITEM IN BLOCK M). YOU ALSO PROVIDE ANY OTHER INFO YOU HAVE WHICH IDENTIFIES OR DESCRIBES THE ITEM.

Needed item: Thing-a-ma-jig (Sketch attached)
Major end item: M 246 Wrecker
Component: boom cab windshield wiper (Repair Parts List Group 1812)
Item connects windshield wiper to wiper motor.
No NSN, not listed in TM9-232.0-211-20P or 34P

TYPE OR PRINT THE ADDED INFO ON THE BACK OF THE FORM OR ON A SEPARATE PIECE OF PAPER ATTACHED TO THE FORM.

YEAH, SPOOK-- I THINK I DIG!



GOOD-- NOW, I MUST PART! THE SECOND MEMBER OF OUR TEAM IS DUE...

WAIT-- WHAT'S YER NAME, SPIRIT?



YAHADDA ASK--? I'M SGT. HALF-FAST..

MAN-- HE WAS A CRAZY DUDE!



VA-VOOM!

DOWN, BOY! I'M YOUR NEXT TEACHER! LET'S START WITH THIS POSTER!

31

Joe's

Dope Sheet

REWARD!

FOR
Information leading to
Identification of this Part:



IF YOU CAN SUPPLY ITS:

- NSN
- Part Number
- Manufacturer's Number
- Serial Number or
- NAME

PLEASE IMMEDIATELY
CONTACT:
CO. A, 271ST INFANTRY,
SFC R. E. REID

Some parts lack a handle, that's true--
But the **SYSTEM** is geared to serve **YOU!**
Tell Supply all you know--
They're ready to **GO--**
To make sure you get what you're **DUE!**

?

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

IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

NOW, BEND A POINTED EAR AND GIVE A LISTEN TO THE SECOND STAGE OF YOUR EDUCATION, SGT. CREWGE!

I'M ALL EARS-- ER-- I MEAN...

SOME SUPPLY SYSTEMS LIKE **DLOGS** AND SOME LOCAL SUPPLY **SOPs** AUTHORIZE A SPECIAL FORM, **DD 1348-6**, FOR NON-**NSN** REQUESTS.

HOWEVER, NO MATTER WHAT FORM YOU USE, THE MORE SCOOP YOU GIVE SUPPORT THE BETTER!

ANYTHING AT ALL WILL HELP 'EM CHASE DOWN THE ITEM FOR YOU!

FOR EXAMPLE..

★ Always identify the major item the part is for. You can get the info you need from the equipment data plates, its pubs, its DA Form 2408-9 in the logbook, or the unit's property book. List the TM, TM-P, manufacturer's manual, packing list, or whatever pub you have for the major item.



★ List any letters, numbers or other marks you find on the un-serviceable part.

★ Give the part's dimensions, its shape; describe the material it's made of, etc., and if you can swing a rough sketch or a picture of the item, so much the better.

★ Briefly explain where the item fits on the equipment, and tell what it does (seals, turns, stops, starts, supports, holds, covers, locks, controls, etc.).



OK, BUDDY BOY... YOU'RE IN FOR A TREAT MY BACK-UP-- THE **SPIRIT OF PM YET-TO-COME**-- IS ON THE WAY... NOW!!

'BYE!

I GET IT!.. YOU'RE THE **GHOST OF PM PRESENT**, RIGHT?

UH-OH! SHE'S A REAL GONE CHICK!

AWRIGHT-- AWRIGHT!! **SPIRIT OF PM YET-TO-COME**, WHERE ARE YOU? LET'S GET ON WITH THIS SCENE --

THINK YOU ARE READY FOR A DOSE OF FUTURE SHOCK, SGT. CREWGE?

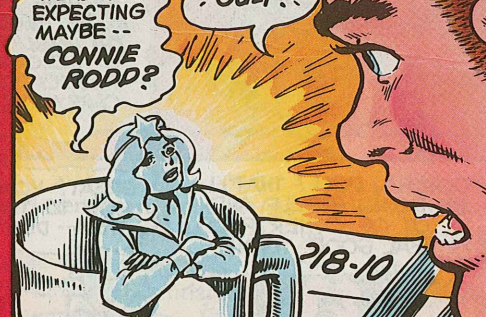
WHAA -- I DON'T SEE ANYONE!! WH- WHERE ARE YOU, S-SPIRIT?

WHY -- HERE I AM SARGE!



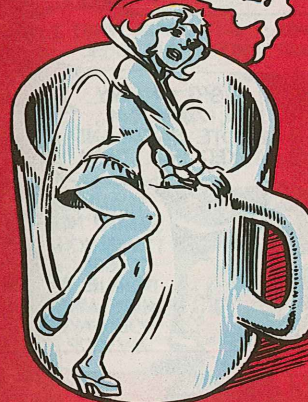
WERE YOU EXPECTING MAYBE -- **CONNIE RODD**?

GULP!



GEE! IF YOU'RE GOING TO "GULP"... MAYBE I'D BETTER GET OUT OF THIS COFFEE CUP!

WHEEE!



OK, SARGE! ON WITH YOUR LESSONS --

AFTER RECEIVING ALL THE INFO, YOUR SUPPORT WILL CHECK THEIR SUPPLY DATA SOURCES TO IDENTIFY THE PART!



THEY'LL ALSO DETERMINE IF IT'S OK FOR YOUR OUTFIT TO INSTALL THE PART. IF IT IS OK'D FOR YOUR LEVEL, THEY'LL ORDER IT FOR YOU OR MAYBE GET IT FROM A NEARBY "CAN" POINT, BUY IT LOCALLY, OR HAVE IT MADE FOR YOU!



AN EXCEPTION DATA REQUEST, OF COURSE, HAS TO BE PROCESSED BY HAND AT SUPPORT, SINCE THAT NON-STANDARD SCOOP CAN'T BE FED INTO SUPPORT'S COMPUTERS AND SENDING MACHINES!

THAT MEANS IT'LL TAKE LONGER FOR ME TO GET THE ITEM, RIGHT?

RIGHT ON!... BUT WHILE YOU'RE WAITING, YOU CAN WHIP UP A DA FORM 2028, RECOMMENDED CHANGES TO DA PUBLICATIONS AND FIRE IT OFF TO THE OUTFIT RESPONSIBLE FOR THE PUBLICATION THAT WOULD NORMALLY CARRY THE ITEM AND NSN.

GOTCHA, DOLL! THAT'LL BE DOING MYSELF AND A LOT OF OTHER PEOPLE A REAL GOOD TURN!

GREAT! NOW THAT YOU'VE LEARNED HOW TO TRACK DOWN AN UNIDENTIFIED ITEM-- DON'T YOU THINK YOU WERE A LITTLE ROUGH ON PVT. SCRATCHITT?

S'LONG, NOW!

NO!

THAT GOOF-UP DESERVES Z-Z-Z : WHA-- OUT-SIDE -- IT'S DAYLIGHT!...

...I'M IN MY CHAIR! HAVE I BEEN DREAMING?

Y'KNOW-- THE LITTLE DOLL WUZ RIGHT! I WUZ UNFAIR TO SCRATCHITT!

GOTTA FIX THAT!

MOMENTS LATER, AT THE SCRATCHITT HOUSE--

--AND SO I APOLOGIZE, SCRATCHITT!

S'ALRIGHT, SARGE!! BUT LOOK WHAT I FOUND UNDER THE TREE--

THE PARTS!... FOUR OF 'EM!

RIGHT ON! MY SON, TINY T.M., WROTE SANTA AND ASKED FOR THEM!

THANKS, SANTA! NOT T' MENTION CONNIE, BONNIE AN' HALF-MAST! YOU SAVED MY POP.



DA 3318 INSURANCE

OK, OK-- WE GOTTA GET THIS ORDER COMPLETED-- AND OUT-- PRONTO!...

WHAT DOES IT SAY IN THE REMARKS BLOCK OF THE 3318?

GULP! ER--IT SAYS: "YOU SHOULD'A CHECKED THIS FILE BEFORE, YOU MEAT HEAD!"

Next time you're checking through the visible file of DA Forms 3318 Record of Demands--Title Insert, check the Remarks block.

Make sure that not only the end item, but also the appropriate TM or other pub is listed there. Putting the pub number and date in the Remarks block can save you a lot of hassle next time you're ordering the item.

The unit of issue, recoverability code, and any good interchangeable/substitute items you find should also go in the Remarks block. Special stock, like ERPSL (Essential Repair Parts Stockage List) items should be identified in the Remarks block as well.

FILLING IN THE REMARKS BLOCK ISN'T JUST AN AR 710-2 REQUIREMENT...

RECORD OF DEMANDS - TITLE INSERT (AR 710-2)									
DA FORM 3318		STOCK NUMBER		QUANTITY		BALANCE		DATE	
ORGANIZATION	DOCUMENT	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY
NUMBER	NUMBER	CHANGED	CHANGED	CHANGED	CHANGED	CHANGED	CHANGED	CHANGED	CHANGED
5046-0001	(3)	0	1	1	1	1	1	1	1
5092-0003	(2)	1	1	1	1	1	1	1	1
5105-INV	R	5	2	2	2	2	2	2	2
5135-0003	(1)	1	1	1	1	1	1	1	1
5152-0002	(2)	1	1	1	1	1	1	1	1
5173-0010	(2)	1	1	1	1	1	1	1	1
5196-INV	R	5	2	2	2	2	2	2	2
5198-0008	(1)	1	1	1	1	1	1	1	1

IT'S YOUR REQUEST INSURANCE, THE PUB, UNIT OF ISSUE, RECOVERABILITY, SUBSTITUTES AND SPECIAL STOCK ITEM IDENTIFICATION SHOULD ALL BE IN THE REMARKS BLOCK. KEEP THIS INFO UP-TO-DATE. IF THE NSN, CODE OR PUB CHANGES, CORRECT THE REMARKS BLOCK!

TITLE INSERT	REMARKS	STOCK CODE	DATE	QTY
Radio Set, AN/VRC-47 U/T - RA <td>DS 3251 <td>2</td> <td></td> <td></td> </td>	DS 3251 <td>2</td> <td></td> <td></td>	2		
TM 11-5820-401-12 (Aug 72) <td>RC - Z <td>3</td> <td></td> <td></td> </td>	RC - Z <td>3</td> <td></td> <td></td>	3		
STOCK NUMBER 5820-00-856-2724 <td>Item Description Antenna element, AT-1095/VRC <td>C <td>4B <td>22</td> </td></td></td>	Item Description Antenna element, AT-1095/VRC <td>C <td>4B <td>22</td> </td></td>	C <td>4B <td>22</td> </td>	4B <td>22</td>	22

Expendably Yours

CONNIE! WOULD YOU BELIEVE SPECIALIST ROXBURY'S LIBRARY?...

IT'S OUTTA SIGHT!

SUPPLY HOTLINE
CALL AUTOVON
977-7431

Status symbols come and go. What marks one man a dude, soon marks another a dud. But there's one symbol of a supply expert that never changes: a library with all the latest pubs.

That's right. Supply is more than keeping up with NSN's and status cards. It's also knowing what's authorized and how to find it. And that takes pubs know-how.

FAANN-TASTIC!!

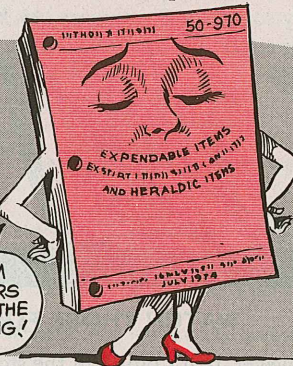
HE'S EVEN GOT THE NEW **EXPENDABLE ITEMS** PUB -- CTA 50-970!

I'M YOURS FOR THE ASKING!

Sure, everybody knows that the TM repair parts and special tools lists OK items for you to request. Then, there's always your MTOE. But there're lots of items you're authorized that are not listed on the MTOE or in a parts TM.

CTA 50-970 IS HANDY

So you have to go elsewhere for authorization. One of the handiest pubs of all for those hard-to-find items is CTA 50-970, Expendable Items



(July 74). It replaced SB 700-50 as the authorization document for expendable items.

You've run into Common Tables of Allowances (CTA's) before. They authorize items that almost everyone uses, like safety and training equipment, panel markers, microfiche readers, tents, water sterilizing bags, visible files and typewriters.

Once you chase down the right CTA, the pub itself is your authorization document.

CTA 50-970 covers all expendable items except medical, Class V (ammo), repair parts and heraldic items.

LOOK IN THE APPENDIX

Many items are listed separately in CTA 50-970, but it would be impossible to name them all. So if you can't find an item in Section II, check Appendix A of the pub.

Appendix A lists items by Federal Supply Class (FSC), the first 4 numbers of an NSN. Items for which established allowances are hard to set up or those handled by non-Army supply sources are authorized by FSC in Appendix A.



WATCH THOSE FOOTNOTES

However, that's only half the story. Each FSC listed in Appendix A has a footnote. The appendix has 6 notes.

If the FSC has a "1" beside it, then the first note explains that some of the items with that FSC are listed separately in the pub. Expendable items with that FSC not listed separately can be ordered as you need them. The word "not" was accidentally left out of the second sentence in Footnote 1. Write it in on your copy.

A "2" in the note column means that no items with that FSC are in the pub, so all expendable items with that FSC are ordered as required using CTA 50-970 as the authorization.

A FOOTNOTE NUMBER OF "3"
"4" "5" OR "6" MEANS THAT EXPENDABLE
ITEMS WITH THOSE FSC'S ARE
AUTHORIZED BY OTHER PUBS
LISTED IN THE FOOTNOTES.

APPENDIX A

FEDERAL SUPPLY CLASSES WITH AUTHORIZATION REMARKS

This chapter provides guidance pertaining to authorization of expendable items in instances where it is impractical to compile meaningful bases of issue or items are authorized by other regulatory media.

FSC	NOTE	FSC	NOTE	FSC	NOTE	FSC	NOTE
1005	1	1950	2	3419	2	3915	2
1010	2	1955	2	3422	2	3920	2
1015	2	1990	2	3424	2	3930	2
1020	2	2010	2	3426	2	3940	1
1025	2	2020	2	3431	2	3950	1

IF YOUR EXPENDABLE ITEM ISN'T LISTED
IN THE CTA 50-970. TURN TO APPENDIX A.
THE FSC SHOULD BE IN APPENDIX A. THEN
READ THE INSTRUCTIONS FOR THE FOOTNOTE
NUMBER BY YOUR FSC

NOTES:

- 1 Some items in this FSC are listed in Section II. Expendable items in this FSC which are not shown in Section II are authorized as required.
- 2 No items in this FSC are listed in Section II. Therefore, all expendable items in this FSC are authorized as required.
- 3 Heraldic items in this FSC are authorized in accordance with AR 840-10. Nonheraldic expendable items in this FSC are authorized as shown in Section II or, if not listed, as required.
- 4 Expendable items in this FSC are authorized in accordance with AR 670-5, AR 670-30 and AR 672-5-1.
- 5 Expendable items in this FSC, applicable to targets and target equipment, are authorized by CTA 23 and TM 9-6920-210-24P.
- 6 The policy for acquisition and retention of operational rations, in this FSC, is outlined in AR 31-60.

BOUNCE NSN ON AMDF

However, an item listed in the CTA either separately or by FSC must also be listed on the Army Master Data File (AMDF), Army Reader Microfilm System (ARMS) or Army Management Data Lists (AMDL) with an acquisition advice code that OK's local issue. 'Course, your DSU handles that end of the business, so you just make sure everything is straight with CTA 50-970.

If you don't have the pub on hand, order a one-time issue on DA Form 17. Have your pubs expert fill in block 525 on DA Form 12-9A to get on pinpoint for CTA 50-970.



BACK ISSUES FREE

Back issues of PS Magazine are free for the asking. Jot off a note to PS Magazine, Lexington, KY 40507 and tell how many copies you want. Many of the issues from No. 216 (Dec 1970) are still available.

DA FORM 2408-9 TRANSFER ACTION

Filling out a DA Form 2408-9 transfer can get hairy. Paragraph 4-9b(2)(c) of TM 38-750 says each time an item requiring a DA Form 2408-9 in Appendix E is transferred between property books, a DA 2408-9 must be filled out. But when you check para 4-9c(3)(a), the pub says the reporting unit will be at hand receipt/user level.

Relax. You need a -9 transfer only when the equipment changes from one property book to another.

The UIC of the property book officer (no higher than battalion or separate company level) goes in block 3 of the form. So as long as the

equipment is carried on the same property book, you do not initiate a DA 2408-9 transfer.



201662		1. ORGANIZATION HQ+H&Co, 124th Signal		2. LOCATION Ft. Carson, Co		3. UNIT IDENT CODE AK5HI		4. UTILIZATION CODE ON		5. VEHICLE USE CODE	
Radio Set		7. MODEL AN/VR-47		8. FEDERAL STOCK NO. 5820-00-223-7434		9. SERIAL NO. 12598A		10. REGISTRATION NO.			
11. YEAR OF MFG		12. MANUFACTURER (MFG Code)		13. CONTRACT NO.		14. PURCHASE ORDER NO.		15. WARRANTY PERIOD			
16. TYPE REPORT		17. REPORT CODE		18. USAGE		19. SHIPPED TO a. ORGANIZATION		b. SHIPPED TO UIC			
a. ACCEPTANCE AND REGISTRATION				c. HOURS		Post Property Office Ft. Carson, Co		WCKL4A			
b. USAGE				d. MILES		20. RECEIVED FROM a. ORGANIZATION		b. RECEIVED FROM UIC			
c. TRANSFER		✓		1							
d. LOSS				e. ROUNDS							
e. GAIN											
f. OTHER											
21. REMARKS											
A DA 2408-9 TRANSFER IS REQUIRED ONLY WHEN THE ITEM CHANGES FROM ONE PROPERTY BOOK TO ANOTHER											
22. INSPECTOR'S SIGNATURE										23. JULIAN DATE 5328	
EQUIPMENT CONTROL RECORD											
For use of this form, see TM 38-750; the proponent agency is the Office of the Deputy Chief of Staff for Logistics.											
REPLACES DA FORMS 2408-7, 1 JAN 64, AND 2408-8, 1 JAN 64, WHICH ARE OBSOLETE.											
LOG BOOK COPY 3											

If the logbook copy of your 2408-9 transfer shows the using unit UIC, leave the form the way it is.

TRANSFER FORMS?

Dear MSG Half-Mast,
Is a receiving organization required to initiate DA Forms 2408-9 when equipment requiring -9's is transferred?
SP6 B.W.F.

YOU MEAN WE GOTTA COMPLETE A -9 THAT WE RECEIVED YOU?

BUT DEF' OL' BOY!

Dear SP6 B.W.F.,

Yes. The receiving organization must initiate a DA Form 2408-9 transfer (received from) report just as the losing organization is required to send out a DA Form 2408-9 transfer (shipped to) report.

602278		1. ORGANIZATION 1st BN 54th INFANTRY		2. LOCATION APO SF 90137		3. UNIT IDENT CODE WOWXYZ		4. UTILIZATION CODE ON		5. VEHICLE USE CODE	
CARRIER, PERSONNEL		7. MODEL M113A1		8. NATIONAL STOCK NO. 2350-00-968-6321		9. SERIAL NO. F117		10. REGISTRATION NO. 121315969			
11. YEAR OF MFG		12. MANUFACTURER (MFG Code)		13. CONTRACT NO.		14. PURCHASE ORDER NO.		15. WARRANTY PERIOD			
16. TYPE REPORT		17. REPORT CODE		18. USAGE		19. SHIPPED TO a. ORGANIZATION		b. SHIPPED TO UIC			
a. ACCEPTANCE AND REGISTRATION				c. HOURS		2nd BN 7th INFANTRY FT. FRIZZEN, AK APO SEATTLE 98447		WYOU75			
b. USAGE				d. MILES		8					
c. TRANSFER		✓		1		96					
d. LOSS				e. ROUNDS							
e. GAIN											
f. OTHER											
21. REMARKS											

The shipped to report removes that piece of equipment from the losing unit's inventory. The received from report tells the computer people to add the equipment to the gaining unit's inventory.

271929		1. ORGANIZATION 2nd BN 7th INFANTRY		2. LOCATION APO SEATTLE 98447		3. UNIT IDENT CODE WYOU75		4. UTILIZATION CODE ON		5. VEHICLE USE CODE	
CARRIER, PERSONNEL		7. MODEL M113A1		8. NATIONAL STOCK NO. 2350-00-968-6321		9. SERIAL NO. F117		10. REGISTRATION NO. 121315969			
11. YEAR OF MFG		12. MANUFACTURER (MFG Code)		13. CONTRACT NO.		14. PURCHASE ORDER NO.		15. WARRANTY PERIOD			
16. TYPE REPORT		17. REPORT CODE		18. USAGE		19. SHIPPED TO a. ORGANIZATION		b. SHIPPED TO UIC			
a. ACCEPTANCE AND REGISTRATION				c. HOURS		8					
b. USAGE				d. MILES		2					
c. TRANSFER		✓		2		96					
d. LOSS				e. ROUNDS							
e. GAIN											
f. OTHER											
21. REMARKS											

Since the -9 has multiple uses—acceptance, gain and loss reports, transfer, usage and rebuild/overhaul—other -9's will come with the equipment when it's transferred.

Half-Mast

5 9 7 10 62 20 958 THE NUMBERS GAME 007 16

If your unit has equipment that should have a U.S. Army registration number, but it's missing or unreadable, how do you find out what it is?

O' course, the first place to look is in the vehicle's logbook. Check out DD Form 314, or DA Forms 2408-1, -5, -9, or -14.

No luck there? Try the unit property book next. The registration number might be there.

If all these fail, there's still a way. Fill out a Gain Report, DA Form 2408-9, for the equipment, giving all the info you can, including the NSN or Army Commercial Vehicle Code (ACVC) and the serial number. Para 4-9c(3) of TM 38-750 tells you how to fill out the form. Enter code U in block 17.

SEND ALL COPIES OF THIS FORM ALONG WITH A COVER LETTER TO:

CONTROLLING NO. 602349		48th Engr Bn		FUCKER AL		W70CB		ON		10. REGISTRATION NO.	
1. NAME OF INFO		MISIAZ		2320-08-177-9258 A151		48274		14. PURCHASE ORDER NO.		15. WARRANTY PERIOD	
2. TYPE REPORT		17. REPORT CODE		18. SHIPPED TO		19. SHIPPED TO		20. RECEIVED FROM		21. REMARKS	
3. ACCEPTANCE AND REGISTRATION		4. USAGE		5. MILES		6. HOURS		7. ROUNDS		8. OTHER	
9. TRANSFER		10. LOSS		11. GAIN		12. OTHER		13. REMARKS		14. REMARKS	
15. REMARKS		16. REMARKS		17. REMARKS		18. REMARKS		19. REMARKS		20. REMARKS	
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33. REMARKS		34. REMARKS		35. REMARKS		36. REMARKS		37. REMARKS		38. REMARKS	
39. REMARKS		40. REMARKS		41. REMARKS		42. REMARKS		43. REMARKS		44. REMARKS	
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147. REMARKS		148. REMARKS		149. REMARKS		150. REMARKS		151. REMARKS		152. REMARKS	
153. REMARKS		154. REMARKS		155. REMARKS		156. REMARKS		157. REMARKS		158. REMARKS	
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171. REMARKS		172. REMARKS		173. REMARKS		174. REMARKS		175. REMARKS		176. REMARKS	
177. REMARKS		178. REMARKS		179. REMARKS		180. REMARKS		181. REMARKS		182. REMARKS	
183. REMARKS		184. REMARKS		185. REMARKS		186. REMARKS		187. REMARKS		188. REMARKS	
189. REMARKS		190. REMARKS		191. REMARKS		192. REMARKS		193. REMARKS		194. REMARKS	
195. REMARKS		196. REMARKS		197. REMARKS		198. REMARKS		199. REMARKS		200. REMARKS	

Commander
US Army Maintenance Management Center
ATTN: AMXMD-MT
Lexington, KY 40507

Be sure to tell them it's for a missing or unreadable number.

If the Center has the number on file, they'll send you the correct registration number. If it's not in the file, they'll assign a new number in block 10 and return the logbook copy to your unit so you can update your records.

Then, you'll be back in business with a registration number for your wheels or tracks. Chapter 7, AR 710-3 has the latest word on the registration program.

TRAILER-MOUNTED GENERATORS

IF YOU'VE GOT A TRAILER-MOUNTED GENERATOR - POWER UNIT (PU) - YOU NEED...

The 9-2330-Series TM(or TM's) for your specific trailer

PLUS

The 5-6115-Series TM(or TM's) for your specific generator

PLUS

OR

PLUS

TM-5-6115-365-15 (May 66) with 5 Changes
Covers 29 PUs

TM-5-6115-376-15 (Aug 70) with 3 Changes

AND

TM-5-6115-376-23P (Dec 70)
Covers 4 other PUs

Check the listings for these PU TM's in DA Pam 310-4 to see which you need for your PU.

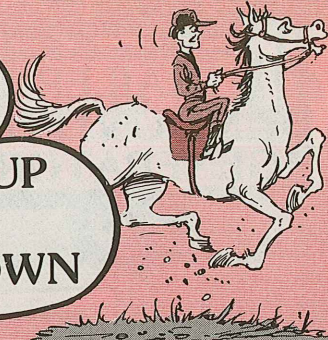
Those PU TM's give you all the poop on setting up and operating your PU. And you'll find dope on parts of your PU (components and accessories) that come into the picture only when a certain trailer and a certain generator are married up.

SO ORDER THE PU TM'S YOU NEED FROM THE ARMY AG PUBLICATIONS CENTER IN ST. LOUIS ON DA Form 17.

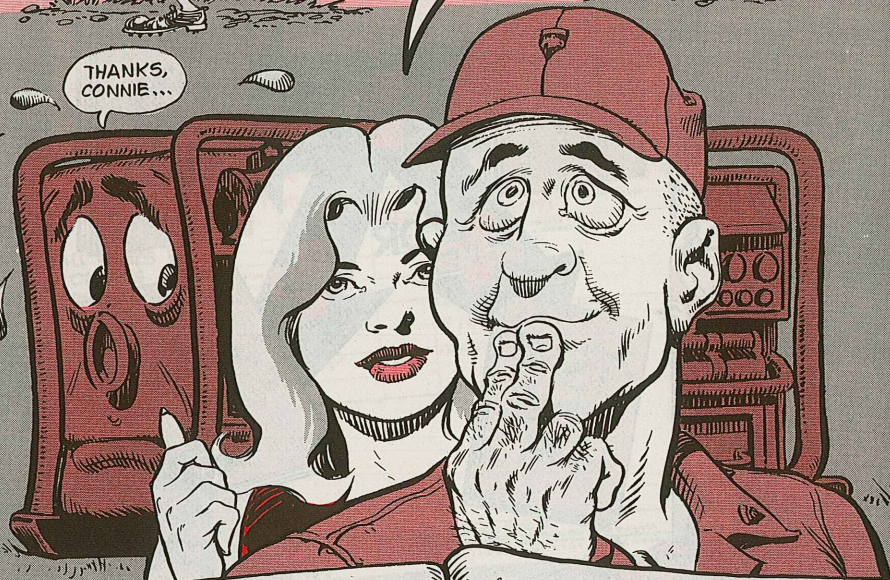


PITCHERS,
HORSES, AND
GENERATORS ...

WARM 'EM UP
AND
COOL 'EM DOWN



THANKS,
CONNIE...



It's true in baseball—pitchers warm up first.

It's true at the track—Thoroughbreds work out.

And it's true in gasoline-driven power generation equipment ...

Before you put your electrical power generator to work, it gets a short warm-up period. Advance throttle control to RUN position and adjust throttle control/governor to get right

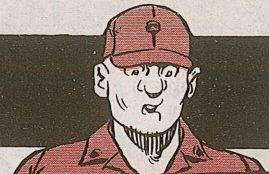
frequency meter reading.

And when the job's done or the run is over, you run idle a little to keep your rig from dieseling and to prevent that mechanical malady known as thermal shock.

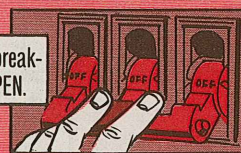
Naturally, when idling, the circuit switch is OFF. Otherwise, brace for disaster: your rectifier diodes and voltage regulator will blow if you idle with line load connected.



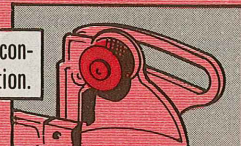
START UP



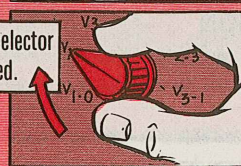
1 Set circuit breaker to OFF or OPEN.



6 Set throttle control to RUN position.



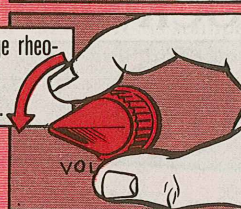
2 Set phase selector to voltage desired.



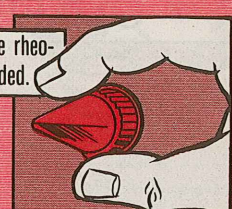
7 Warm engine up at a smooth idle speed for 3 to 5 minutes.



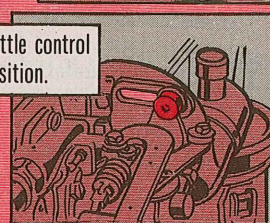
3 Turn voltage rheostat all the way counterclockwise.



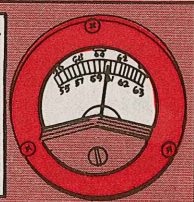
8 Adjust voltage rheostat to output needed.



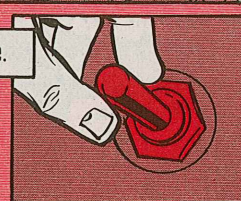
4 Put throttle control on START position.



9 Adjust throttle control/governor if necessary so that frequency meter shows the Hertz for your generator.



5 Start engine.

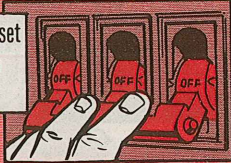


10 Throw circuit breaker switches on.

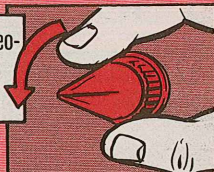


SHUT DOWN

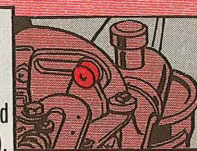
1 Remove load: set circuit breaker to OFF or OPEN.



2 Turn voltage rheostat fully counter-clockwise.



3 Set throttle control in IDLE position; run idle for 3 to 5 minutes (NOT at rated speed as on warmup).



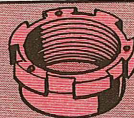
4 Turn ignition switch OFF.



CAUTION

Above all, run generators only with good ventilation. Almost all small generators, especially Military Standards, are air-cooled. They need all the fresh air they can get.

GENERATOR LOCKWIRING?



Dear Half-Mast,

A lot of receptacles (cannon plugs) on our generator sets have holes for lockwire.

Does that mean we have to lockwire them?

CW3 D.R.D.

Dear CW3 D.R.D.,

If the TM for the equipment doesn't tell you to lockwire, it's not required. The holes are standard for these plugs, which are also used in aircraft or other critical applications that do require lockwiring for safety.

Half-Mast

♪ DUM TEE ♪
DUMM DUMM
IT'S LOCKWIRE
TIME!

GAKE! IT'S OLE
PRETZEL TWISTER
HIMSELF...

WISH HE'D
READ MY TM!



WHICH TANK C B MASK?

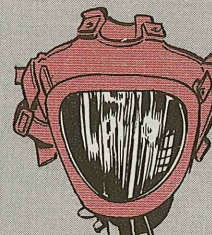
PAT
&
MIKE



THEY
LOOK ALIKE!

EXCEPT FOR
THE MIKE!

They're the same except for the microphone.



M51 MIKE
FOR AM
RADIOS



It's M14A2 if it has M51/UR Mike



ROUND
M116 MIKE
FOR FM
RADIOS



It's M25 if it has M116/G Mike

To tell them apart, eyeball the markings on the microphones. "M116/G" or "M51/UR" is stamped on the mikes. You probably have more M25 masks than you think.

Either way, your property book may need some updating.

"M25" GETS
STENCILED ON THE
CARRYING SLING!



STENCIL Saver

Dear Editor,

We got tired of searching through a jumbled drawer of stencils every time we wanted to do some lettering.

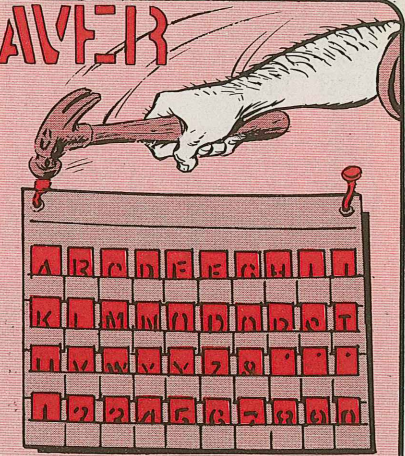
So, the canvas shop made up these holders.

They keep the sizes and letters separate and save lots of time. Also, there's less chance of bending or breaking the stencils.

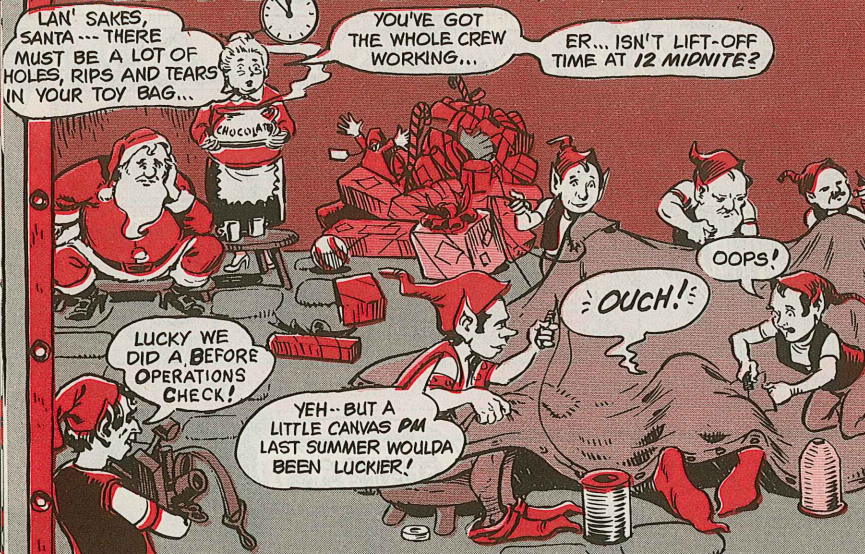
You can use another one for decals and vinyl letters.

PFC Arthur C. Ferguson
Ft. Knox

(Ed Note—Sounds like a well-organized idea!)



TENT REPAIR KIT



You don't make a lot of big repairs on your canvas, tents and webbing, but small patches and repairs are the stitches in time that head off further wear and tear.

For the small holes, rips, and tears you need Tentage Repair Kit, NSN 8340-00-262-5767—LIN R75709. You'll find the items in SC 8340-90-CL-PO1 (Apr 74). FM 10-16 (Apr 74) tells how to use the kit.

HERE'RE WHAT THE ITEMS IN THE KIT LOOK LIKE.



YOU GET ONE EACH UNLESS NOTED OTHERWISE.

--HE SAID WE OBVIOUSLY NEED IT-- NOT TO WAIT 'TIL MORNING...

...STORM WARNINGS ARE UP!

-- ALSO SAID HE'S LEARNED TH' HARD WAY!

A TENTAGE REPAIR KIT CASE?

THE ADHESIVE'S NO LONGER IN THE KIT. NSN 8040-00-264-3848 GETS YOU A PINT.

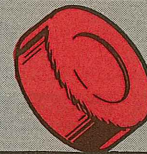


AWL, SADDLER'S SEWING: w/needles



NSN 5120-00-257-5541

BEESWAX, TECHNICAL



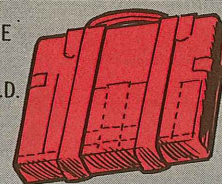
NSN 9160-00-253-1173

BRUSH, WIRE, SCRATCH



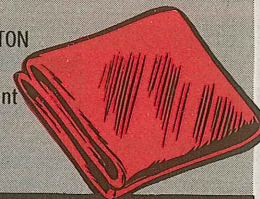
NSN 7920-00-291-5815

CASE, TENTAGE REPAIR KIT: cot duck, O.D.



NSN 8340-00-270-1334

CLOTH, COTTON DUCK: fire retardant



NSN 8305-00-926-6171

8 yds

GROMMET, METALLIC



NSN 5325-00-231-6622

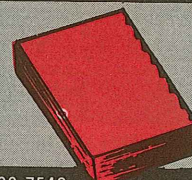
size 4; br. bbl style 2

NSN 5325-00-202-2053

size 5; br. bbl style 2

LUBRICANT:

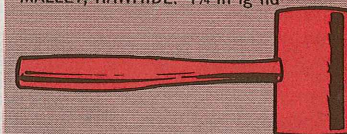
interlocking slide fastnr



NSN 9150-00-999-7548

2

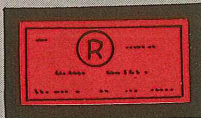
MALLET, RAWHIDE: 4 3/4-in lg hd



NSN 5120-00-222-2220



NEEDLE, SAILMAKER'S: size 14



NSN 8315-00-163-1547

PALM, SEWING: rt hd, seaming



NSN 5120-00-223-6838

PUNCH, CUTTING: cir, dble bow



NSN 5110-00-180-0923

1/2-in dia of hole: No. 5

NSN 5110-00-180-0924

9/16-in dia of hole: No. 6

SET, PUNCH AND DIE, GROMMET INSERTING



NSN 5120-00-221-1150

size 4, 3/8-in dia

NSN 5120-00-221-1151

size 5, 25/32-in dia

RING, CONNECTING, ROUND:

1/8-in stock dia



NSN 5340-00-264-1221

50

1/2-in id

NSN 5340-00-264-1222

25

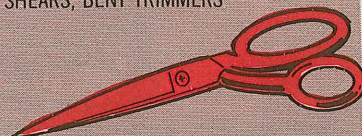
3/4-in id

NSN 5340-00-264-1219

10

1-in id

SHEARS, BENT TRIMMERS



NSN 5110-00-596-9703

SLING, CARRYING, BAG AND CASE



NSN 8465-00-269-0682

SLIP, TENT LINE: Wire slip type, mg, 3/4-in lg



NSN 8340-00-205-2759

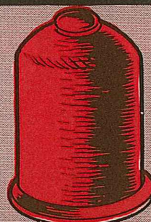
10

THREAD, POLYESTER



NSN 8310-00-988-1301

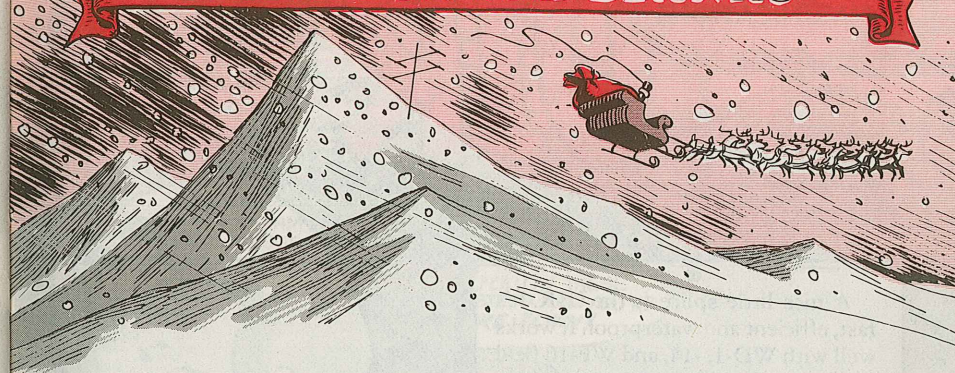
TWINE, COTTON



NSN 4020-00-233-5980

16

FILLING IN THE BLANKS



When it comes to COMSEC equipment, Change 1 to TM 38-750 left record-keepers practically formless.

COMSEC equipment no longer requires a DA Form 2406 unless the equipment is part of a commo system listed in Appendix C of TM 38-750. If so, it's rated as part of the system.

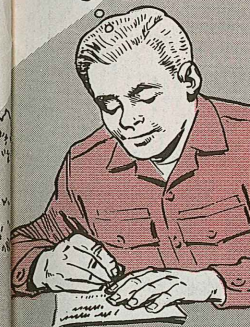
No DA Form 2408-9 Equipment Control Record. In fact, you can trashcan all your logbooks and historical forms on the equipment. 'Course, any local requirement is still

SOP. Check it out. Some commanders may require logbook forms.

However, you still need a couple of forms. Keep a stack of DA 2404's handy to use as technical inspection sheets. DA Form 2407 will still be used for maintenance requests and reporting EIR's. Otherwise, the only form you need is for MWO's. Use a DA Form 4363 (which used to be USACSLA Form 63) for MWO's instead of a DA Form 2407.

And that's it.

LET'S SEE, MY COMPANY CAN USE 25 COPIES.



PS MAGAZINE BY PINPOINT

Your unit can get PS Magazine every month. How? Simple: Fill out DA Form 12-5, Requirements for Army Periodicals, and put in Block 38 the number of copies you need. The form goes to the Army AG Publications Center at Baltimore. The Center will mail the magazine to your unit monthly.

TO BALTIMORE... NOT THE NORTH POLE!

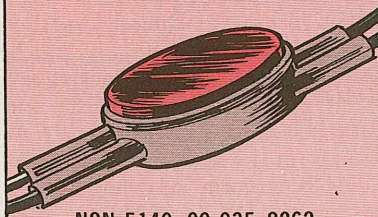


U1R FIELD

WIRE SPLICE

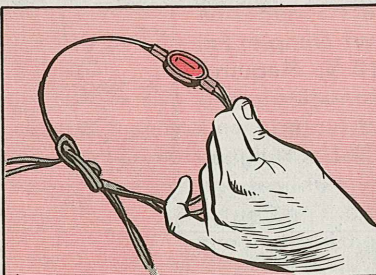
A nice little splice is the U1R. It's fast, efficient and waterproof. It works well with WD-1, -14, and WF-16 field wire. It comes under NSN 5940-00-935-8262.

U1R SPLICE



NSN 5140-00-935-8262

There's no dressing of the lines to be spliced, like cutting away insulation, no bulky crimping equipment required and no taping needed to insure waterproofing.



THE U1R IS A LINEMAN'S DREAM COME TRUE. SPLICING IS QUICK, SURE AND MOISTURE PROOF...

JUST FOLLOW THESE SIMPLE STEPS AND YOU'RE IN LIKE FLYNN!

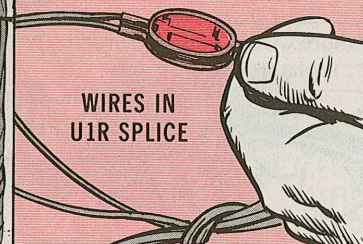
① Cut the ends of the wire and insulation clean or flush, without jagged wires sticking out.



② Tie the 2 ends of the wire with a single sheet bend knot, leaving 6 inches of the wires to take the splice. This puts the pull or pressure on the line and not on the splice.



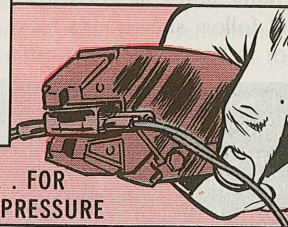
③ Insert the wires into the splice.



WIRES IN
U1R SPLICE

④ Apply pressure to the splice with the E-9 crimper (NSN 5120-00-076-0998). Be sure to center the E-9 to get even pressure on the splice so that the forked metal prong inserts inside the splice make contact with the conductors.

CENTER
E-9
CRIMPER
ON
SPLICE



... FOR
EVEN PRESSURE

Insulating grease in the splice protects against electrical leakage and corrosion, and makes the splice waterproof. So, no taping is needed.

The splice and crimping tool are authorized by Appendix A in CTA 50-970 (Jul 74). These items can be added assets to the splicing techniques described in FM 24-20 (Feb 70).

TAPE'S OK FOR MINOR REPAIR

BUT...

RIGHT ON, CONNIE...

IT DID START AS A MINOR JOB...

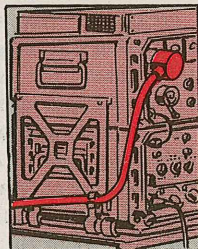
Minor damage to cords, wiring and cables can drive a unit with a budget or workload problem up a wall. Right on!

That kind of damage also results in a lot of otherwise useable cords being tossed . . . pure waste.

Well, hang in there, concerned citizen. Here's a solution that'll keep you in business, save money and cut your workload. It's called electrical tape.

Some notes on when you can use it will follow shortly. It's more important to know when you can't use it.

First off, you replace . . . say again . . . you *replace* damaged high-voltage or RF cables. They don't get repaired. (That goes for anything above 70 volts).



DAMAGED RF CABLES? REPLACE!

Any cord, cable or wiring with dry-rotted insulation gets replaced. If you have any doubts on dry-rotting, bend the wiring at least to a right angle. If



DRY ROT? REPLACE!

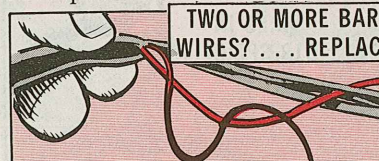
cracks show on the insulation, the cable gets replaced.

Nicks, cuts or other damage on an exposed wire call for replacement. If 2

EXPOSED WIRE DAMAGED? REPLACE!



or more wires are bare, you guessed it . . . replacement.

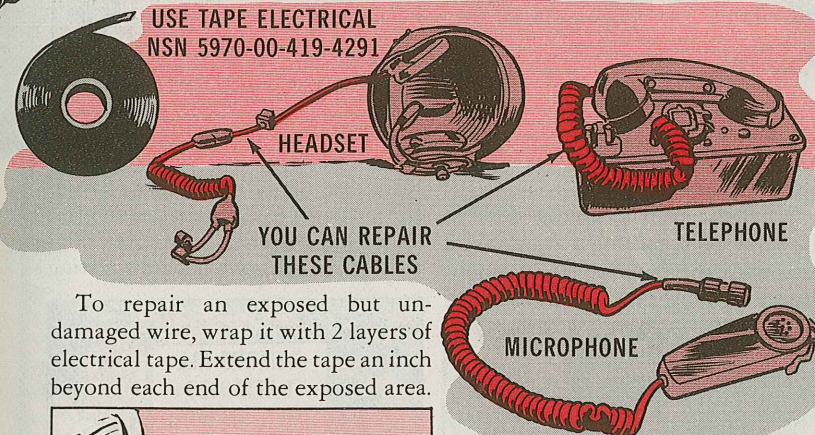


TWO OR MORE BARE WIRES? . . . REPLACE!

Now, on to the good part.

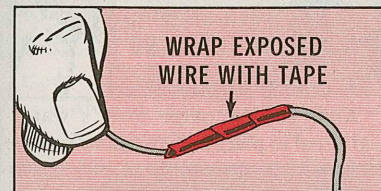
You can repair minor damage to low-voltage (below 70 volts) audio signal or power cables like those on headsets, handsets, telephones, some radios, amplifiers and such.

USE TAPE ELECTRICAL
NSN 5970-00-419-4291



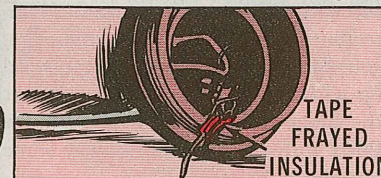
YOU CAN REPAIR THESE CABLES

To repair an exposed but undamaged wire, wrap it with 2 layers of electrical tape. Extend the tape an inch beyond each end of the exposed area.



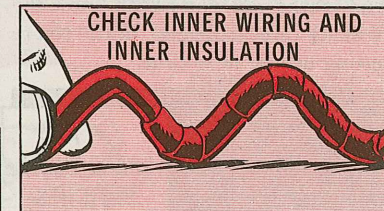
WRAP EXPOSED WIRE WITH TAPE

For insulation that's nicked, cut or frayed, wrap it with 2 layers of tape . . . and extend the tape an inch on either side of the repair. First, though, check to see that the wire's not damaged.



TAPE FRAYED INSULATION

Rubber or plastic-covered cables get the same kind of repair. Just remember to check the inner insulation for damage. Same for the wire itself. If it's necessary, repair the inner insulation. Then, do the cover.



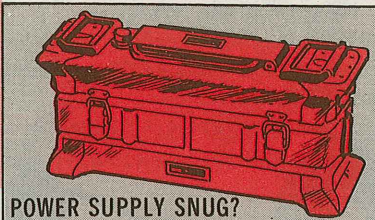
CHECK INNER WIRING AND INNER INSULATION

And, nail that caution on high-voltage and RF cables into your brain. It's important!

COVER CARES FOR SB

EASY, CLUMSY!! WATCH MY SWITCHES... LATCHES... CIRCUITS!

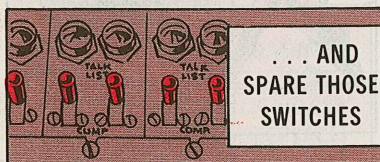
PP-990/G power supply is snuggled in place and the lock rods are tight. A loose power pack can really give the switchboard a smacking around.



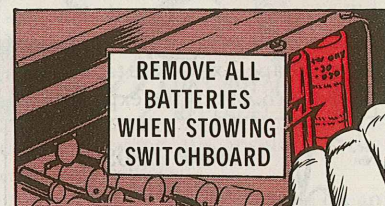
If that switchboard's being stowed for awhile, take out all batteries—those in the PP-990, the SB-248 section and TA-207 signal assembly—'cause the batteries 'll keep working even while the switchboard's resting.



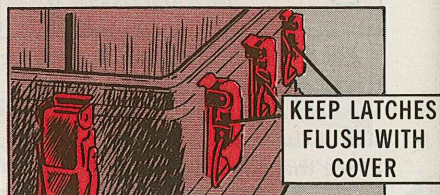
leave you with bent or busted SB-248 switchboard section circuit switches. And maybe you won't even know the switches are damaged until you're setting up the next time.



Before you turn the outer cover to seat it over the SB-86, make sure the

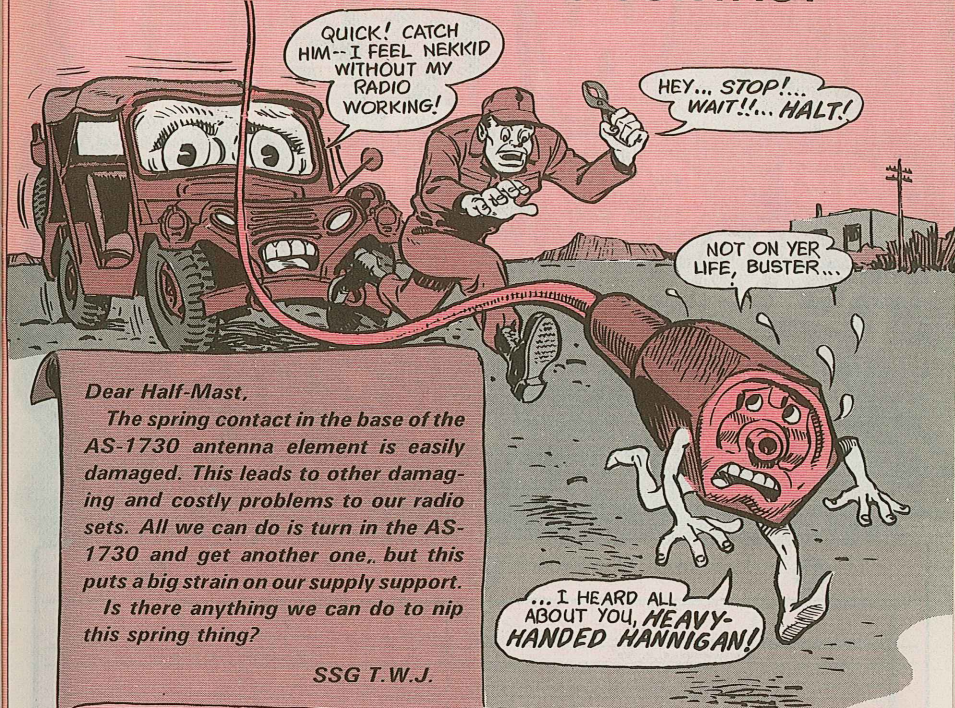


And, get the outer cover's watertight seal in place before you fasten the



trunk-type latches. Besides exposing your SB-86 to dampness, you can wind up with broken or bent latches. After the latches are locked, see to it they are flush with the cover. That way some big foot can't clobber 'em.

REPLACING SPRING CONTACT



Dear Half-Mast,

The spring contact in the base of the AS-1730 antenna element is easily damaged. This leads to other damaging and costly problems to our radio sets. All we can do is turn in the AS-1730 and get another one, but this puts a big strain on our supply support. Is there anything we can do to nip this spring thing?

SSG T.W.J.

Dear Sergeant T.W.J.,

With your CO's OK, you can replace the spring contact NSN 5985-00-921-0630 and machine screws NSN 5305-00-054-5635. Action is underway to make this an organizational job instead of support.

Remember—always make sure the spring contact is in place before you screw the AS-1730 to the MX-6707 antenna base. If it's damaged or missing, replace it like it says in para 6-7a of TM 11-5985-262-15 (Mar 69).



AIR MOBILITY

BE A

WINNER



1. NOMENCLATURE: HELICOPTER UH-1H				2. REGISTRATION NUMBER: 73-21735	
3. MODIFICATIONS REQUIRED				4. MODIFICATIONS COMPLETED	
MWO NUMBER	DATE OF MWO (Day/Mo/Yr)	PRI-ORITY	ECH	MWO TITLE AND KIT NUMBER(S)	SIGNATURE (Certification of MWO Application)
45-1500-219-30-5	21 NOV 74	U	F	ELECTRICAL IGNITION SECURITY DEVICE	B. Philman

When it comes to keeping aircraft up to snuff, airmen rely on compliance with messages, technical bulletins and modification work orders.

But, record keepers, it's up to you to carry the ball by keeping logbook entries current. Maintenance types need accurate info. Their game plan calls for scheduling maintenance for a good operational readiness posture.

Focus in on MWO's, for real! When they hit your maintenance office, enter the pub numbers in the logbook. The MWO index, DA Pam 310-7 (Jun 75), will also clue you on mods that may affect your birds.

Record a bird MWO on the aircraft DA Form 2408-5.

DA FORM 2408-5, 1 JAN 64

EQUIPMENT MODIFICATION RECORD
(TM 18-750)

1. DATE AUG 74		2. MODEL UH-1H		3. SERIAL NO. 73-21735		4. NAME OF CREW CHIEF/MECHANIC S. ARTHUR		5. STATION WAARH		6. PAGE NO. 1		7. NO. OF PAGES 1			
8. STATUS TODAY				9. AIRCRAFT TIME				10. NEXT INSPECTION DUE							
AIRCRAFT		ELECTRONIC		ARMAMENT		OTHER		TIME TO DATE		P.E. NO.		OTHER			
1		4						259:1		3		275:0			
2		5								3		300:0			
3								TOTAL TIME		H/E		1395:0			
11. FUEL (Gals/Liters)				12. OIL (Quarts)				13. NOT STARTS				14. LANDINGS			
								NO. 1 ENGINE				NO. 2 ENGINE			
								PREVIOUS				0			
								TOTAL				152			
15. FAULTS AND/OR REMARKS				16. ACTION TAKEN				17. SIGNATURE				18. DA 2408-13			
SAFETY OF FLT MSG by PR151600Z AUG 74				COMP 0900 21 AUG 74				B. Philman							
INSP OF DEFECTIVE BATT TERMINAL B. Philman															
ADF INOP				B. Philman											

List it on the DA Form 2408-13 with the status symbol—a red diagonal for routine, a circled red X for limited urgent and a red X for urgent.

'Course, a red X grounds a bird because it's not safe for flight.

A circled red X is a deficiency which, if not corrected within a certain time, will result in a red X status. But flight within the limitations listed in the limited urgent MWO is OK, tho.

A red diagonal status means you can operate the bird without restrictions. You can transfer this routine MWO from the DA Form 2408-13 to the DA Form 2408-14. If it becomes overdue, put it back on the -13 as a red dash.

Recording TWX's and TB's on aircraft, components, assemblies and parts also requires accurate entries on the DA Form 2408-13, including blocks 16, 17, 18 and 19.

1. MODEL UH-1H		2. SERIAL NUMBER 73-21735		3. PAGE NO. 1		4. NO. OF PAGES 1	
5. SAFETY OF FLIGHT MSG PR151600Z AUG 74 INSP OF DEFECTIVE BATTERY TERMINAL QWDPT AVN DIV, WAARF, GA							
6. 31313 Ssg B. Philman							

Enter a one-time inspection of an airframe on the bird DA Form 2408-15.

For all components, enter the check on the component DA Form 2408-5.

Make out a form for components that do not have one.

Messages and other directives calling for a recurring action, or an immediate inspection and replacement of an item on a flying time basis, call for a red dash entry in block 16 of the DA Form 2408-13.

In block 17 put "Recurring Requirement", followed by the message number. In block 18 enter "Initial Compliance Completed." 'Course, the trooper pulling the maintenance action places his signature in block 19 and initials over the status symbol in block 16.

The recurring inspection requirement is also entered on the DA Form 2408-18, with the message or directive number and the bird hours when the next action is due.

Yessir-e-e-e, TWX's and TB's hit the field on a daily basis and it takes a top-notch records clerk to keep on top of them.

STANDARD LETTERING

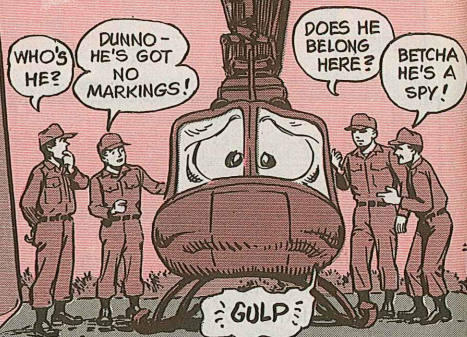
Dear Windy,

Decals for aircraft are not in the supply system so we want to use stencils and paint to renew lettering.

However, the lettering called for in Chap 8 of TB 746-93-2 (Jan 71), on painting and marking, is in odd sizes. In most cases we can't cut a stencil the right size.

What do we do now, Windy?

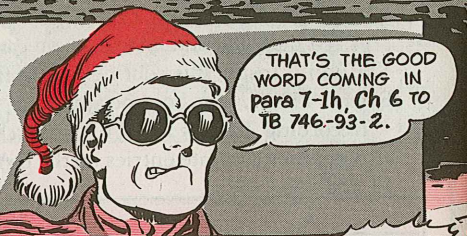
CW3 B.J.C.



Dear CW3 B.J.C.,

You have a point. If you can't get the exact size on a stencil cutting machine, go to the nearest standard size.

For example, if the TB calls for $\frac{3}{8}$ -in lettering, use $\frac{1}{2}$ -in lettering.



NO INTERCOM OVERLOAD

Dear Windy,

The UH-1H choppers in our "Dust-Off" unit carry doctors and nurses. They can wear helmets but can't plug into the intercom and talk to the pilot, if necessary, because there're no "Y" cords installed.

Cable assemblies CX-2555/U and CX-2556/U are in the supply system. Would it be OK to hook that cord, mike switch and connector into the C-1611(I)/AIC?

CW2 L.D.A.

Dear CW2 L.D.A.

Yes, indeed! The head shed says connecting 2 headsets in parallel will not damage the intercom.

Windy



WRONG POWER "HERTZ"



YOUR TTU-23/E SYNCRO TEST SET SENT ME OVER TO PUT SOME "HERTZ" IN YOUR SEAT!

If you aircraft mechs are using a synchro test set TTU-23/E, watch that power supply.

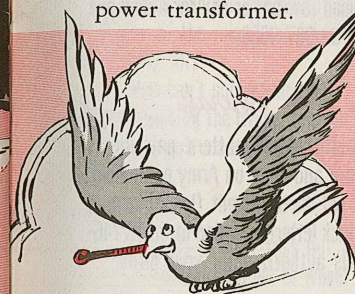
That set should be hooked up to a 400-Hz power source only. Some guys are plugging it in to a regular 115-volt 60-Hz socket. That's murder on the power transformer.

The head shed has come up with a sticker to put on the set just under the

400 HERTZ ONLY

test unit 9 jack as a reminder. You can get the sticker from Commander, HQ AVSCOM, ATTN: AMSAV-FEG, P.O. Box 209, St. Louis, MO 63166.

NEW TEST INFO

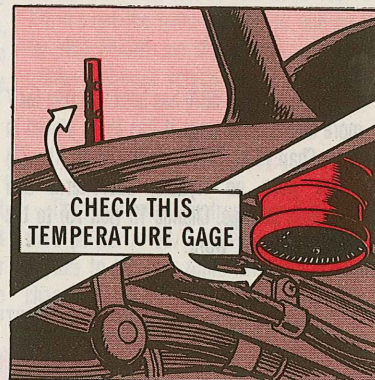


FIGURES! MY SUSPICION! HE'S NOT FIRST-LINE!

It's true! The outside air temperature gages on all first-line aircraft now get tested every Preventive Maintenance Periodic.

Skip the test info in para 3-301J of TM 55-1500-204-25/1 (Apr 70). Tools are not in the field to use that procedure.

Follow the test poop in AVSCOM message, AMSAV-FEP 161830Z (May 75). It'll be added to bird organizational maintenance pubs and TM 55-1500-204-25/1.



Connie's Mini Minis

HEY, CONNIE!
I GOT A
MAINTENANCE
PROBLEM...

...THIS ☆☆☆!!
LEG-IRON CATCH
WON'T OPEN!



Got The Word?

Safety of flight and maintenance advisory messages from the head shed (AVSCOM) do not always make it to units in the field.

So, to make sure you get the word, messages are now numbered in sequence for your birds. For example, Cobra messages are numbered—AH-1-75-1, AH-1-75-2, etc.

If there's a number missing in your message file, do some back-tracking, fast! For the missing info, contact your higher headquarters, or latch onto a copy locally. AG message centers keep a copy of messages, which can be reproduced.

A list of messages sent, by number and title, will also head your way by a TWX every January and July.

1-Week Limit

If your Kiowa (OH-58A) has been inactive for 7 or more consecutive days, it has to be placed in storage. Chap 16 of TM 55-1520-228-20 (Oct 72) has the poop on flyable, short-term and intermediate storage. Change 16 (Jun 75) to the pub has the latest word.

Tow Bar Blues?

No need to sing the blues over shot solid rubber wheels on your aircraft tow bar. Ask for new wheels with NSN 2530-00-288-0406. No other parts or pubs are available. So, cannibalize from a condemned tow bar or ask for a new one with NSN 1730-00-967-9556.

Not For Aircraft

Although multi-colored pattern painting is showing up more and more on Army equipment, aircraft do not get the treatment. Only olive drab lacquer with black lettering, called for in TB 746-93-2 (Jan 71), is authorized for your birds.

Separator Separation

When pulling the PM Daily and Intermediate inspections on the Huey engine particle separator, only the non-self-purging type gets the disassembly treatment. If you have the self-purging separator, take it apart only if the FOD screen is damaged. Clean it on the Periodic... save elbow grease! The word's in TM 55-1520-210-PMS (May 75).

Hold That Trigger!

Hold the trigger and save a missile, you M60A2 tank gunners.

Like, when you fire the Shillelagh missile, keep those palm firing trigger switches on the gunner's handles depressed and keep the aiming cross of the missile reticle on target until the missile hits.

You can't correct any error, real or imagined, by releasing the trigger and pulling it again. That second pull makes the missile go out of control.

Turn In Brake Cylinders!

Hold it— don't toss out that unserviceable brake master cylinder or wheel brake cylinder. It can be repaired. Turn it in to your DSU. They'll be getting the word on repair kits for master cylinders and wheel cylinders for most trucks, trailers and semitrailers. So forget that "ZZ" in the SMR Code in your -20P TM for brake cylinders.

It's Working!

TM 55-1500-328-25 (Jul 72) on management procedures has the word on how to reconstruct missing data on aircraft components. Never scrap costly parts, birdmen, until you've completed the steps outlined in para 4-8.

Ammo Malfunctions

In case you haven't seen it, there's a major change on reporting Class A malfunctions (those which endanger life or equipment) in the new AR 75-1 (Jul 75), Malfunctions Involving Ammunition and Explosives. You have to send copies of the preliminary and detailed reports to Commander, US Army Materiel Command, ATTN: AMCQA-P, Alexandria, VA 22333. You still have to send off reports to US Army Armament or Missile Commands, like it says in paras 2-4 and 2-6 of the AR.

Tank Filter Facts

Regular filter PM keeps your tank rolling. Get the word on filter care in TB 9-2300-419-10 (Oct 73). It's got the facts on fuel, air and oil filters for M60, M60A1 and M48A3 tanks and the M728 combat engineer vehicle.

Same Deal

The 24-month time frame for FAA testing of the 3-pointer AAU8/A altimeter in your Huey also applies to the new AIMS AAU32/A altimeter. A change to TM 55-1500-204-25/1 (Apr 70) is in the works with the new test poop.

Would You Stake Your Life *right now* on

the Condition of Your Equipment?

EQUIPMENT FAILURE?

WARRANTY!

WARRANTY

**TM 38-750, Para 3-18
TELLS HOW**

Keep your Gear ready

