

PS

THE PREVENTIVE MAINTENANCE MONTH

1989 was the first
 anniversary of the
 first of the four attacks on
 SCHMITZ. ... and I felt
 a sadness for a friend
 who had died.
 I was in the
 hospital for
 10 days.

255

COMMAND EMPHASIS

Everybody from Fields to Platoon will tell you that maintenance is a Command Responsibility. And they're right. But what a lot of guys sometimes forget is that all the information about Command Responsibility's not worth a whole lot unless it's teamed up with Command Emphasis.

That's right . . . Command Emphasis!

Command Emphasis means . . .

Platoon commanders making sure there's plenty time for maintenance training, enough tools, parts and TM's . . .



Section leaders checking TAMPs from before they're turned over to the shop people . . .



Unit leaders seeing that maintenance work is made out right and the JML kept in shape . . .



Squad leaders seeing that equipment is not abused or carelessly handled . . .



And every commander conducting daily planned equipment inspections, with all unit supervisors present, supervising maintenance work . . .



. . . Just to mention a few things.



WHAT IS IT?
Command Emphasis is simply putting each responsible commander in charge of the maintenance done . . . especially the first-line commander.

It's the fact that quickly runs the maintenance part of any unit that'll apply it; it's the staff that'll make sure that equipment won't fall flat on its rear differential when it's needed to get you there a right foot-forward.

It works for all levels of command . . . generally . . . colonels, captains, lieutenants . . . right down to sergeants.

The commander, no matter who or where, is the guy who can put Command Emphasis to work to get results. It won't work too well if it starts just halfway down the line, nor when maintenance is left to technical people only.

Command Emphasis works best when it stays within the command line. So, keep it there and push it all the way. It's your sure way to keep your maintenance up and your fighting gear ready.

Ask any unit that's using Command Emphasis.



AN SPECIAL REPORT FROM
THE U.S. AIR FORCE

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Get that that's right. PS. Magazine. And then, go on.

INLET IS OUT



STARTER CABLE CARS...

NOT NEEDED ON M151

That starter doesn't retract on some M151 1/2-ton trucks and its move isn't as good.

Part of both the -15¹ and -41¹ winch-retraction kits, the gadget was supposed to be used in case a cold-start-drive gear was sticky and winch's slide can't engage the flywheel. But some guys were too slow releasing the control cable. Other damage came from awkwardly pulling out the control while the motor was running.

So now the control cable has to be disconnected and taken right out. Paragraph 107a in TM 9-1326-118-28 (Apr 69) tells how.

The disconnect steps you.

Now instead of both winch-retraction kits you'll include the starter disconnect

Motor something different about your new M151 1/2-ton truck (Ford make above serial number 26-00000). Quite a few things, eh?

One of 'em is the missing fresh-air inlet that was just in front of the winch shield on the right side. It was used with the first winter heater kit that came under PGN 2540-766-2811.

The new model M151 takes a new, smaller heater kit, PGN 2540-766-2817. It's the only one that'll go in the model without the air inlet—but it will also fit older model M151's with the air inlet. These use later parts in this new kit, which you can discard if you don't need 'em.



MIST LIFTING SHACKLES

Here's how.

Misting or smogged lifting shackles for use M241 is that works aren't hard to replace now we know where to look.

The M241 front shackles are generally the same design as those used on both front and back of the M127. All that's needed is to spread the ends apart a little to make 'em fit the M127.

Generalization usually refers to a good supply of these shackles because they're in supply (FOM 2340-041-0400) for the M241.

SPD George W. Davis
Fort Riley, Kansas



Old Note — If that's needed to spread the shackles, this should be done by your support people, because they'll know the treatment to use to keep from mistaking the metal. But now you can get both the M127 lifting shackles, or lifting eye, and pin from supply. They're eye, lifting, FOM 2340-070-1342, and pin, lifting eye, FOM 2343-070-1405.

THE WRONG PLUG

It's mighty easy to mistake the low and reverse gear shifter pins plug for the oil level plug in the transmission of the M111. It's a mistake. Here's a fix that might make a guy think twice before screwing the wrong one out.

Just bend up another prong on the back side of the pin's pin. This way you have at least two prongs locking the pin in place.

If the pin is taken out by mistake, the shifting lever drops down. Trying to find the shift lever without taking the top of the transmission off is just plain folly. Miss most out of it, and screw a ruined transmission. So make sure you take out the oil level plug—not the pin's pin.



OIL LEVEL PLUG

LOW AND REVERSE
SHIFTING LEVER
PINS PIN

ONE AND ONLY

Did you know that all M18 and M55A1 14-ton trucks and M108 14-ton trailers now get along with the same tire that's used on the M151 and M151 14-ton vehicles?

The answer used to be TM 9-2300-221-20P (Oct 64). This crosshatched supply manual lists The, Pneumatic, 700-16, 8-ply, RRM 2830-475-1365 for all 14-ton trucks and trailers.

And did you know that the tire previously listed for the M55A1 14-ton vehicles weighed 38 pounds and the tire listed under RRM 2830-475-1365 weighs only 33 pounds?

So when mounting a 33-lb tire on a vehicle that already has 38-lb tires, do it in pairs. Put both tires either on the front or rear axle. Mixing different weights on one axle will create an unbalanced condition — which isn't good for the driver, the vehicle or the tires.



M55A1 FUEL PUMPS

ATTN: Fuel pumps on M55A1 14-ton trucks are now back into operation.



The electrical cable on the pump was indeed disconnected to allow possible trouble in the pump electrical circuit. The problem has been checked out, and your support unit has all the details for reusing and reinstalling the fuel pumps. The installation steps was sent to all Army Headquarters via



ATTN: Teleype No. 10-11807 (Nov 64).

If your support didn't get the word or if they have any questions on the installation procedure, tell 'em to get in touch with U.S. Army Tank-Armored Corps, ATTN: SARTA-MP, Warren, Michigan 48090.

And don't try making the installation yourself. It's a support job.

CAP 'N' CHAIN FSN

The, there, down
under-hatted
To get the cap
and chain for
the air video
under the dark, use
FROM THE AIR VIDEO.



LEAVING THE ROAD WAY...

NO SUBSTITUTES

Dear Editor,

We're not too proud of a letter
our shop pulled. I'll let you in on it
if you promise not to tell who we are.

One of our boys developed a brake
master brake cylinder. As we pulled
it and put it in a new one. While doing
the job the master line going to the
air hydraulic cylinder got messed up
so bad it started exploding. Not know-
ing it was too handy and useless to
get the work off smoothly, we sub-
stituted a home-made job made up
from copper tubing.

A week later the same 20-ton
truck plowed through a stop light,
smashed two civilian vehicles and
rolled over so unceremoniously the
truck was a total loss.

Even if the accident the copper
line was substituted couldn't stand the

high hydraulic pressure when the
driver panicked on his brakes, it burst,
and the brakeless truck rolled on
40-45MP into a deep intersection.

I'd like to point out to other motorists
that the master brake cylinder-air
hydraulic cylinder line (POM 1200-1204-
1230) is a steel line. Never tested in
copper line or any other substitute.
We learned the hard and costly way.

(SFC (Retired))
(SFC (Retired))



THE ONLY WAY TO SURE
YOU'VE GOT THE RIGHT
PART YOU GET THE BOMBS.

Old Note—We read your good and short, and I'm sure everybody else will.

NEED AN M55 TAIL PIPE?

The tail pipe for the M55 Super truck is the same type that's used on the M53, M10P and M10L trucks. The P/N is 2000-420-1056. Like it says on page 41 of TM 9-2328-213-20P (Mar 65).

You might want to make a note of this somewhere because page 43 of the -20P has the M55 incorrectly listed with the M42 and M14 trucks, which need a different tail pipe.

Page 31 of the -20P also has the M55 lumped with the wrong series of trucks.

M60A1 TANK VS 5-TON TRUCK



we require
hydraulic lines
that bleed



Like you already know, an M60A1 tank is bigger than a 5-ton truck... so it figures that the tank master cylinder spring has more sting.

Only thing, both master cylinders look alike and you gotta keep your eye on supply or you'll get the wrong one.

With an M60A1 brake master cylinder in your 5-tonner, you're headed right down the road for trouble.

When you hit your brake it goes on all right (and how) but it stops on even when you take your foot off. This is strictly DO which means darn dangerous.

Like the man says, one master brake can make a wreck. So be sure you get the right one.

For the 5-ton, ask for and be sure you get P/N 2000-741-1076, Cylinder master, any (M42T-PN 4256) as

listed on page 181 of TM 9-2330-211-20P (Mar 65).

For the M60A1 tank you ask for P/N 2000-978-2008, Cylinder master, any hydraulic (M60A1008), on page 2-105 of TM 9-2356-213-20P (Jan 65).

TM 9-2356-213-20P
M60A1



TM 9-2330-211-20P
M5 5-TON TRUCK



The thing to do is use the right part in your equipment's part manual. The other, if you try a replacement you can wind up with a double-cross. So, stick to the book and let the Detroit engineers figure out what parts are interchangeable.



You just can't live in the unsmoking business without a spark arrester exhaust system on your truck. You need one to keep from blowing up the landscape, equipment and people — including you!

Butler, AR 305-51 (Reg. 63), para. 175, says that protection is required.

There's more specified for the 14-ton M115 or M120 truck-tractor or M120 cargo truck, but you can use the same one now listed in TM 9-2530-211-200 (Mar 63) for the 5-ton trucks. It's called Butler, Arkansas, Flame Arrestor, TBM 2000-204-2107.

Remember, the rule whether you need a spark arrester muffler is when your truck's engine must be running while cargo's being loaded or unloaded . . . like TM 9-1500-200 (Mar 64), paragraph 7.2b(15) says.



11- 16 24-000 0000

DROP CORD BULB

Need a 15-watt bulb for this weather-shedding light that's in your No. 1 or No. 2 Organizational Common Tool Kit?

Light Number, P/N 400-140 PAM

If you're using the extension with a 12-volt battery, order:



But when using it with two 12-volt batteries or a 24-volt stack you'll need:

P/N 4101114014, long broadcast, 11-watt, 11-watt and 10-bay, long No. 10-01.



P/N 4101117011, long broadcast, 11-watt, 20-watt and 10-bay, long No. 10-01.



Both bulbs are listed in DOD Catalog G-0200-E-1 (Jan 64).

TO THE RE AR DRIVE!



IT'S
EASY TO
DRIVE
IF YOU
TAKE IT
EASY AND
SLOWLY.

You know that if you want a second one long, you strap one right and have to strap all over again.

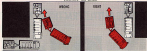
A little practice and you'll be following that roller all over the place like a pro, wheeling backward and 'n' around.

IT TAKES A LITTLE PRACTICE TO BE A PRO

Start backing down with right wheel and turn trailer straight... then...



You'll know just where the trailer's going when you look to the left because you can lean over the window and watch. But if you're looking to the right — blind — it's more work and can be rough on the trailer and anything else that's back there. Sometimes you may have to back blind, but it's less all around to back the way and safe way when you can. That is, on the left.



When you're first in a curve and pulling into a parking area. Go to the far end and back into a position so your rig will be on the driver's side of the next rig being parked. This way the next guy can back in alongside you and see where he's going so he doesn't clutter your rig. Everybody else does the same, and there's no twisted cranks or trailers.

And try to back to your "good" side, too, when approaching a loading dock. Get someone to guide you if you have to back blind.

MURDER!

Even when you can see what your trailer's doing, you have to be on the ball so you don't cramp your tons. It may mean more than just straightening out and moving over—it can be quick death to air lines. If you don't see your trailer until your truck 'n' trailer are in a tight bind, your air lines may already be sliced off like with giant scissors.

Even with a guard to protect your air lines, these lines sometimes have a way of slipping into a position for a hard pinch between the trailer and truck.

That's more likely to happen when you're backing blind—more reason for backing to your good side when it's possible.



YES AND NO



Dear Half-Mast,

I was gipped for not having the polarizing bracket on the rearports of my '11, '14, and '18an trucks. I know the FBI's got the bracket, but, I understood that there was a change made in the rearports and that the bracket is no longer required. Is the bracket still required?

CHAS. B. C. E.

Dear Mr. G. C. E.,

The answer is both "yes" and "no".

MPO Ord 63-8021 (28 Feb. 17), was the publication that gave the answer but it is confused. The MPO called out the need for the polarizing bracket, if a vehicle had the earlier type (discant) rearports on it. They are the ones listed in some of the '30's under FSN 5015-753-1173, FSN 5015-753-1430, and FSN 1005-686-2815. The bracket protects the discant rearports, which are easily broken.

There's a prong on the bracket that gives you a more positive guide when inserting the intervehicular cable plug.

Later trucks have a stronger and more durable rearports made of steel. With this rearports, FSN 1005-686-7817, the polarizing bracket is no longer needed.

So that's why the answer can be either yes or no.

Since both rearports look alike, you need a magnet to tell 'em apart. If the rearports attract the magnet, it's the steel job. If not, then it's the discant job —and it needs the bracket.

Half-Mast

QUOTE...

"Glasses must not be used in alarm floors, automobile parks, parking, or similar areas."

— EN 743-294



PIVOT STEER POINTERS

BE THERE OUT OF R
... (text partially obscured)

If that off, to find out if your
pivot steer handle are binding,
raise the paper test. By re-tilt
a sheet of paper down both sides
of both brake disks, if it goes
down, you're not enough down
yet.



If the paper hangs up, adjust
the brake by giving them some
more.



Make the paper test again after the exercise and you should have
plenty of clearance. Remember, the disks will be hot so let 'em cool
off before you test.

If that doesn't work, call for your mechanic. By the way, your
mechanic will want to know that there should be a change to page
213 of TSM 9-2060-224-204-141 (Nov-84).

Plus 205, the 11 Lamp method for adjusting the pivot steer handle
bindings, will work fine if any of it is made to read like so ...

Two bearing nuts are loose to tighten
with ...



... as two gaps will be 1/8 inch between
pilot shaft and master cylinder piston.



Thing to remember about the pivot steer is still work steady like steady fire
steering no more and for low speed, short distance, positive steering to
land. The regular operation you use the regular more.

From now under the truck and at road speeds you'll flip the vehicle over,
breaking up the vehicle and everything in it.

Remember this safety equation:

**PIVOT BRAKE = YOUR
DEATH = YOUR
NECK**

The pivot steer work regular exercise using the brake disks in good condition.
To clean the oil and other crud off the disks give 'em this down-right work-
out ...

Start the engine and put
the shift lever in 1-2 range.



Take the engine
throttle and
control it
from 1000
rpm to 1500
rpm.



When you reach a speed of
1000 rpm up to the first
the while of the same time
pulling back evenly on both
pivot steer handles.



Remember: Turn 'em slowly off the throttle as the vehicle comes
to a stop. If you turn on the throttle at the same time you're pulling the pivot
steer handles off the way back you can damage the power valve.

Final Note: Do the whole thing over more times and you'll have it mastered.
Exercising your pivot steer like this (every 30 days) keeps it in fine trim for
perfect pivoting. Always, except in an emergency, you use pivot steer only when
your speed is under 30 MPH.



RETRACT THE WING THE MAXIMUM EXTENSION, ADJUST THE DISCHARGE LIGHTS, IF AN ADJUSTMENT IS THE BEST BRUSH AGAIN AND THE WING, YOU SHOULD IN ALL THE BEST OF THE BRUSH.



Now you have it adjusted to the light beam and the main gun hit the same target at 1200 meters.

In case you don't know how to unlock the searchlights as you can adjust it, see page 116 on page 7 of TAF 1-41248-204-15 (July 41).

If you have the same light you need this TAF, so you can be found and clear, the case you've got a very strong, see a D.A. Form 17 no under it from the St. Louis police center.)

Until you get it, you can adjust the light by these methods:

1. Insert the T lock into the vertical adjustment screw, tightening the upper and clockwise the light and tightening the lower and depresses the light. When you have the adjustment right, tighten both sets.

2. If you must also change the light's deflection (which sometimes happened), insert the T lock in the hole of the bracket and then work the 2 horizontal adjustment screws. When you have it right, tighten everything back up.



Remember, the light (which weighs about 200 pounds) must be hand held when the lock handles are released so get plenty of strong-backed buddies to help you.

THE BRACKET HAS GOT A RACKET

That's right!

The combined arm bracket has got a racket—it just doesn't do a darn thing.

Conceivably, we mount the bracket on the fourth and fifth roadwheel arms (both left and right) on the M55A1 tank. It is actually a gold-plated bracket with no function at all.



The bracket on the sixth roadwheel arms, both left and right, are purely book-keeping, also, because a shock absorber fits in there and a return spring runs down for a bracket.

However, the bracket on the fourth and fifth roadwheel arms. If they don't do any work?

Well, it's like this: The fourth, fifth and sixth roadwheel arms are all alike . . .

FVN 2128-871-2280 (Part No. 100-805-81-1) —

the three left side arms.

FVN 2128-871-2279 (Part No. 100-805-81-2) —

the three right side arms.

It was just simpler to make only one type for the six roadwheel arms even though the bracket on the fourth and fifth arms are cycloconverters . . .



**HEY,
FORGET ME
NOT!**



Tow-hold, too. The coupling's protected by a loose hold tight by a piece of wire. Mphast is long enough and this wire'll get loose, the hook'll shift and the coupling'll be exposed. In bad weather areas, this could pile up another sighting problem.

NO! NO! DON'T PULL! Just take a pair of pliers and remove the wire that holds the buoy in place. Push the buoy over the slider onto the adaptor that's attached to it. Then put a few drops of lubricant (like oil) on the O-RING and the O-RING . . . 1-qt can between the slider and the adaptor.

OK, NOW

OK, NOW! PULL! Pull PULL! the buoy back over the adaptor and onto the coupling till it's snug in the groove. Put the fat part of the buoy over the adaptor flange and wire it.

0.5 M60 TANK MIL CHANGES



Like the most boys, a mile is as good as a mile . . . but if you make by a mil, that's too much by a mile for your M60 tank fire control system.

Several places in TM 9-2140-215-20 (Feb 61) it says: 3 mils or 3 mils where it ought to read: 0.5 mils.

Page corrections are planned for the TM but until your tools get you make a mental note to use 0.5 mil instead of 3 or 4 mils in these 18 places.

Page	Paragraph	Err
2-136	2-599	10
2-183	2-1825a	8
2-183	2-1825a	8
2-183	2-1825a	7
2-183	2-1825a	7
2-184	2-1808	8
2-184	2-1808	10
2-184	2-1808b	8
2-184	2-1808b	11
2-185	2-1809a	8

M36 PERISCOPE CABLE CUTUP

See, it's OK to be a cutup when you're with the boys . . . but not when you're monitoring the M36 IR, perhaps from your M60 turret main.

You'll rip the cables unless you disconnect them like it says on pages 5-149 and 5-158 of TM 9-2140-215-40 (Feb 61).

A light coating of silicone lubricant makes the rubber connectors easier to work. You can get this with P/N 9910-124-1207 in the rep-assy tube or in the right-center tube with P/N 1070-159-2508. Like you already know, you never use GdA for rubber connectors.

In future weeks you may have a quick disconnect mounted on the output reel where it'll be easy to see.

For now, though, you'll have to do it the other way.



When you're removing the periscope, make (bold) it and disconnect the two cables that connect the light source control to the periscope housing.



Also, when you disconnect the cable assembly from the direction unit, use the finger to secure the link assembly. If you don't, the link is likely to get twisted.

'SCOPE SAFETY ZONE



There's a practice you'd be smart to make noted when you're exercising the elevation mechanism on your M109 or M115 HP weapon.

Before you do another cross-pickle thing, first make sure you turn the turret manual turret gear handwheel to a spot where it won't be in the way of the elbow part of the M115 panoramic telescope when the tube gets near maximum elevation. Otherwise both the elbow and the M115 telescope mount will get bent.

The best spot to park the handwheel before elevating is somewhere between the 10 and 2 o'clock positions, using the driver's hands as your 12 o'clock guide point.

What you want to avoid means is having the handwheel and the scope lined up in about the same position, say, between the 8 and 4 o'clock marks.

M109 HOWITZER HOOPLA

The breechlock closing spring for your M109 HP howitzer can now be checked by organizational maintenance.

Yep, that's right: Just load springs per 15-day load are authorized for every the weapons supported. They're shown as Item 3 on page 152 of TM 9-2110-317-200-1 (Nov 84), and you can order 'em with PSN 1025-001-1070.

Your headquarters got the word that the springs can be stocked as part of the PII.



FIREPOWER

"R" — LIKE IN INSURANCE



COVER ALL THE HOLES—BARRIERS, WINDOWS—BURNING CHAIRS, AND WHAT'S LEFT OF THE HOUSE!



IF YOUR
FIRE—
NOT YOUR
IF AFTER IT

Doublecheck the serial number on the left side of your weapon's receiver—there, right below the rear sight. If the number is under 77009, it should have an R after it.

If it doesn't have an R, quick like a bunny get your direct support guys to give your gun a dose of MFO: 5-1 800-212-9071 180 per min.

They'll make sure the buffer ramp holds the receiver and change the angle about five degrees—just enough to keep the point of a round being unfired from hitting the primer of the previous round, to make the previous round slide's got extracted and it will be done.

After the angle's been changed, the buffer point will hit above the primer where it won't cause an explosion.



This MFO could save you a heavy dose in case of a misfire.

NO MAKING OUR CHECK YOUR SPARE BOLT



Make damned sure the spare bolt for your flexible or capsule-mounted M1 Minuteman machine gun will work in your weapon!

Sound silly? Not a word bit—and here are some reasons why.

1. There's still some old-type parts around that don't mix with the new parts for the spare bolt and barrel extension.

2. The flexible gun will work about as well with the old-type parts as it will with the new-type parts, so long as you're at all sure or at all sure they're in good shape.

3. But the capsule-mounted one you must have all new parts as it'll be shaggy.



In a nutshell, the spare bolt for the capsule-mounted weapon must have the new-type . . .

flexible extension with the right extension handle bolt (part 1004-114-1200).

flexible extension handle bolt (part 1004-114-1200).



flexible extension handle bolt (part 1004-114-1200).

On the other hand, the flexible M1 must either have all these new-type parts on all old-type parts . . .

flexible extension handle bolt.



flexible extension handle bolt.



There's no way way to check your spare bolt from your field strip in, like so. For the barrel extension right side up on a table or bench. Then place the spare bolt next to it, upside down. Your eye will tell you right off if you've got mismatched parts.

If you have the new parts in both the spare bolt and barrel extension, they'll look like this:



Here's what you do about it:

If the capsule-mounted weapon has any old-type parts or all in its spare bolt or barrel extension, replace 'em quick with new parts. You can get the replacement spare bolt and extension strip through TSB 9-5000-114-1207 (Jan 64) w/Change 1, but your direct support guys will have to change the barrel bolt for you.

If the flexible machine gun has all old-type parts, make sure they're not badly worn or chipped or bent or otherwise damaged. If the parts are OK, go on using 'em. But if the weapon has any mixture of old and new-type parts, you'll have to replace the old-type parts with new-type. The old-type just aren't made any more.

If you have the old parts in both, they'll look like this:



As a last check-out, assemble the spare bolt and barrel extension and see how they work together. The bolt should go all the way forward with no stress. If it won't, and hits about 1/16 of hitting home, you'll know you've still got a mixture of old and new parts . . . which means going through the whole deal again.



Just how to make. Your M1's no better in the long run than its spare bolt.



Ask any prospector: Kicking is a heavy habit.

Especially if you make a practice of using your foot to tighten the leg-clamping handle when you're firing up a telescoping leg on your MC HIL machine gun's tripod mount. A kick'll bend the threaded part of the handle, which will put the tripod out of action and leave you right in the old hip pocket.

The handle doesn't have to be any more than flashlight. The steel on the indexing lever, after it's driven through one of the holes in the tripod leg extension, is what does most of the work.

So, kick the habit — of kicking. That is, instead, next time you're placing your gun in action, do like FID 23-45 (Doc M) tells you in para. 4-4-11.



THE MC HIL MACHINE GUNNER'S GUIDE TO THE HANDLE

TAKING STOCK



There's maintenance . . . and there's maintenance. But no matter how you slice it, you can't call sanding, scraping or carving the wooden stock assembly into a weapon — like the M14 rifle — maintenance.

You clean the stock assembly with a dry cloth . . . and rub raw linseed oil into the wood. The oil does two things — it keeps the wood from getting dry and it keeps out moisture.

1500's: CORRECT



Yep, you're right, Bright Eyes. That 155 was a magazine in Item 34 of TM 9-2556-208-ESG/1-13 Jan 64. The magic number for calibrating rangefinders on all M48-series tanks except the M48A1 are 1,100 and 1500. Only difference is, the rangefinders on the M48, M48A1 and M48A2 are calibrated in yards while the one on the M48A3 is calibrated in meters. On the M48A3, however, the rangefinder's also calibrated in meters, but the magic numbers are 1,100 and 1500.

JOE'S DOPE

THE UPS 'N' DOWNS OF FLIGHT

Dec. 17, 1903
Kitty Hawk, N. C.

With Orville Wright at the controls, the first successful heavier-than-air mechanically propelled airplane flew 120 ft. in 12 seconds. The Wright brothers, Orville and Wilbur had mastered . . . FLIGHT!!!



BUT, flight actually could have arrived much earlier except for a very familiar failure in maintenance on the part of a couple of air types who thought the only enemy of flight was gravity!!

This is how it happened!!

In the year 1492 A.D., during the Renaissance, two brothers, whom we will call Martin and Hans, pondered over the writings of the *De Fibr* and knew flight was not for all birds . . . or so they thought.





And so, Marshal leads an audience with Consul Latham in order to have him as patron and benefactor of "Project Fly" . . . you follow me?!

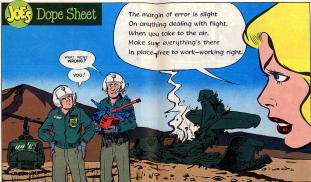


With Consul Latham having the tools, work clothes and more money to a little plink . . . plans, materials, testing, fabrication, what toward that (yep, that too) and soon, the day for the first flight arrives.





Joe's Dope Sheet



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

IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, SPIN SAMPLES, LIFT IT OUT AND PER IT UP.





STEP SMARTLY



Take it easy when you're bouncing around aircraft with your big heavy, fat.

That goes doubly when it comes to the cigar-like SLAR (side-looking aerial radar) antenna on your Mohawk (OV-10). Hold it as a steady while you're clearing the windshield will damage the electronic equipment inside. You

The only place to put your feet on the antenna is between the two beams at the side of the Mohawk.

Same goes for the forward cover in

**NEUTRALIZE THE
WEIGHT
COVER**



would ruin the antenna beam from the brace on the belly of the aircraft.

Use the maintenance platform (PN 1790-434-8056) that's made for high stepping.

the Shawnee HO4E-D helicopter. Puttin' your mucky weight on the main or standby generator lightweight cover could crack it up or damage the motor-generator set.

So...keep your feet where the man

YATRAMZ 9372

USE YOUR "SAVVY"



IT'S A FACT!
YOU CAN'T
GO TO THE
BEACH WITHOUT
YOUR "SAVVY"
AND YOUR
SURFBOARD!

But there's places where signs can't be put and the only way to keep your horse from getting lost up is to apply the know-how gained from your experience as a crew chief on mountains.

Yeah, it takes a heap of like maintenance "savvy" to keep a trail in the blue.

ICE MOUNTAIN CLIMB

Like, try you're pulling some maintenance on the engine. You never want to remove the wing and plant your fingers on the prop. If you do you're likely to break a prop and bring home . . . it's happened!

It's better to pull up a maintenance manual and prevent a costly gear change.



EXTENDING
THE LIFE
OF YOUR
ENGINE



Caution doesn't come when you have to remove the bird, the when the full track rolls up with head of head pain. This is another place where you can put your "savvy" to work.

Before the track operator takes the head off the track he has you back on to a ladder to see the head again.



The 11-11-11-11-11-11 (11 Jan 11) is a chair in a different ladder on the back of one per five aircraft.

One close look at the position on the rubber ladder board will show you that they really are in on the chair — when that ragged full head is dragged or thrown over them. It's enough to make any self-respecting bird head!

CROW TO LICK BONES

With the wind blowing down the strip these days means one of the most (or least) bits of maintenance you're likely to come across — replacing missing crowing birds bones.

Being's bettering. When those back bones wheel in it's in the head to figure

why they're slipped off. It's not uncommon to replace 'em by the dozen and to stack up the modeling where the maintenance union shipped the pairs off.



To prevent this type of trouble, development you might wear the soles in the back with, or hold them down with stacking tape.

UP UP THE SHIPS

Of course there're places inside your bird where a little bit of "nervy" also goes a long way.

Take the wing area. When the sores are put down with the slippers just loaded, an inch or so and a winger plucks to one — something's got to give — and usually does! The result is more extra canvas again to put in a new slipper.

So, be sure the sores are slipped up all the way.



SHOULDER THE TUB

You ever notice how some parts on your beam just naturally take a beating? Sure you have!

Take the sliding console that has the radio control panels in it. In flight the pilot pulls the console back because there he can see the radio. On the ground it gets pushed forward, out of the way.

The trouble is, there's a tendency to give the tub a hard shove, or even a kick, without first unlatching it. Course rough treatment isn't healthy for any



tub's guts... but sure to unlatch the console before you try to move it.

DON'T TUP BUB

Another place inside your bird that takes it on the chin is the pilot's shoulder harness restraint bracket. The bracket just seems like a natural when you climb up and stick your noggin down the roof hatch.

The only trouble is that this bracket will crack about a week if you place your baggage down regularly. You know what that means — more aircraft downtime to get the bracket welded.



Your feet, too, is so back over the action holds just behind the pilot compartment bulkhead.

Yeah, yeah, a little "nervy" goes a long way. No matter where you travel, travel lightly — no matter what equipment you operate, operate it by the book. A healthy Caution is the big stick that'll deliver creeps and clogs, right on target.

THE RIGHT TWIST

TO THE LEFT



Dear Mandy,

The real secret slipping on our Snow (GM) has been people's use of our pillow on the wrong side lately. The long right! The left side controls just like it says in the 19-11-11-11-11 (1) you sky gear 4-11-11, and every time about an eighth of an inch of the mean gear drives.

The pilot says the gear shouldn't show "some something" could get caught in there. So he orders to up . . . again.

4-1-1-1-1-1-1-1-1-1

WFO J. D. L.

Dear Speculator J. D. L.,

When you need to do right twist . . . here's how to get it. Turn the photo-change drum in all the way to the right. Now, back off on it and turn on the left and check it.

Somewhere between 1 and 11 of a turn to the left you ought to be in business without the gear showing.

If the gear still shows, turn another windmill key location and try it again. Be sure to align the drum according to the TM.

WFO J. D. L.



JUST CALL IT AN APU!



A sum by any other name may equal the same \dots , and a government by any other name will run the same.

But it won't run for long if you don't have an opponent's cash as an ace.

Taffels' about the 28.4-rule gasoline giveaway at Gas-o-r-e . . . completed
 Round 1 in the organizational maintenance "D" and "C" and his.

You won't find auxiliary power unit parts in the IIA Part IIB-1 alphabetical index listed under Generator Set. You will find them listed under Starter/Generator, Engine.

The 31-0750-100-15 (11 Feb 87) is the job for Engine Starter Reciprocate, Horns for Model 8520-00, P/N 0750-176-7075, and Horns for Model 8520-12, P/N 1760-000-0705.

Another RPU manual covers Engine Starter, Emergency, Aircraft Appliances and Equipment Limited Model MC-180-1, P/N 1743-306-1150. If this is the book you have, your book is TM 91-1743-306-11 (4 Sep 66).

TURN IN SS PLUGS



1. *Journal of the American Medical Association*, 1997; 277: 1039-1043.



If your Bird's using fast wire plugs, remember that the platinum in these rated plugs has a recovery value of about 71.1%. If she hasn't shut adds up, we don't see you.

Unused, unrecyclable identified plugs should be turned over to your support for disposal, according to the pump in TB Area 15-8 112 Jan 84. They carry the bill by mailing to the General Services Administration, Utilization and Disposal Service, Utilization Division, Washington, D.C. GSA makes with the transportation funds and shipping costs.

TO COTTER PIN OR NOT TO COTTER PIN



Dear Nippy...

What type of nut do we use on flight controls? Is it with or without a cotter pin? Our TT's are writing them up for missing pins, and our chiefs are responding that the inspectors are wrong.

MAJ G. B. B.

Dear Sergeant G. B. B.,

The type nut you want on flight controls is called out by the -NIP requirement for each aircraft . . . either self-locking or a castellated nut with conical pin. Any substitution should be cleared with the maintenance officer and line chief.

TM 11-400-2 (Sep-62) — the general hardware guide — also makes a comment on control systems under para 2Hc(1)(g). That paragraph says you don't use self-locking nuts on flight control system joints where there's a possibility of movement between the nut and the surface which it's bearing against.

The -2 adds in para 2Hd that AN 118 castellated nuts can be substituted for AN 119 self-locking nuts, but only when conical pins are also used. No mention of a new type MS 17409 or MS 17410 self-locking castellated nut is made. But, when you do use one, be sure it gets a conical pin.

The only other comment in the -2 is in para 2Hc(2)(b). Here the hardware guide says that bolts, made to specs of 5/16th size or larger—which happens to contain pin holes—can be used with non-weldable self-locking nuts. But the -2 does not mention actually using the cotter pins themselves in any specific self-locking nut installation.

So nothing in print says you can't use self-lockers on flight controls — or that you have to use cotter pins if you do. However, local SOP can add to what's in writing if flight safety suggests it at your own airfield. You can either run line a conical pin with each self-locking nut as critical hardware, then try drilling the nut or using a longer bolt . . . or switch to castellated nuts, which definitely requires conical pins. Take your pick.

That means local SOP would decide if your TT's are right or wrong, Sirge.



THE RIGHT WAY



A bird is the best way to reach even in the back—here a rool in the hand he's worth a couple of special tools in the tool shed... not by a long shot!

Special rool supplement those in your general mechanic's tool kit and in your wife's organizational maintenance A, B, C and D kits. And say time you try to substitute for a special tool some mighty expensive aircraft equipment can take it on the chin.

Take the engine-powered cover gland nut in the Beaver (Duff, if necessary). It might be easier to reach for the correct spanner wrench to use on the nut, but don't... a spanner will crack the push-rod cover and ignition assembly for real!



Even the special wrench for this does it spelled out in TM 11-1030-203-20 12 Aug 64 Chap 5, Item B, Para 1-52 (no damage the ignition manifold). This baby is listed in TM 11-1500-200-20P 110 Aug 64 Page 1-11 in P/N PW/A 5830.

But don't sweat it. If you don't have adequate clearance with this wrench, just grind down the OD until you do have clearance.

Another special spanner wrench, authorized in TM 11-1030-203-20P 12 Jul 63 for the Otter C-130 makes P/N PW/A 5812. This baby will give you plenty of clearance and will work equally well on the Otter or Beaver push-rod cover gland nut.



When it comes right down to it, tools, as well as bird parts, can take quite a beating if they're not used right. A good example is the over-brake torque wrench. Drop it or use it for a torque range it's not made for and you'll wind up with a false reading.



The whole idea of a torque value is to get bird heads-tightened right. Then, if a cover pin is left out by mistake, there's less chance of a nut backing off... and the road falling flat!

Take P/N PW/A, torque wrench, ITEM 5120-583-0075, in your general mechanic's and A, B, C and D kits. This baby is used for the 500-750 lb-ft range (no more, no less).

If you were to derive from the minimum 100 lb-ft to, say, 16-70 lb-ft you're guessing that the wrench will give you the right torque.

These torque wrenches were designed to take the guess work out of maintenance. The wrench for 50-70 lb-ft, P/N 5120-542-4480 15-170 lb-ft is right in the A, B, C tool kit.

No, there's just no substitute for the real article. The right tool for the job used the right way — not 'real'...



**NO CRINKLING THE
CRYSTALS, CUZZ**



A way-out frequency or two might come in handy occasionally on your ANT ARC-66 radio set, but it isn't worth it to you.

To use it, you'd have to sacrifice one of your assigned frequencies . . . or, at least, lose considerable range.

THE REARWARD BLOCK
CONNECTS UP THE
ARC-66 WITH THE CHANNEL
OF YOUR SIGNAL.

EACH SIGNAL BLOCK, SHOULD HAVE EXTENDED
WITHIN A FOUR MEGACYCLE FREQUENCY RANGE.



... AND MOUNTING CYCLES JOINED IN
WITHIN THE MEGACYCLE OF EACH OTHER.

In some areas, the megacycle range has to be stretched a little . . . but it can only stretch very little. Tuning one crystal in a bank just a couple of kilocycles beyond the four megacycle limit means that you'll have to use the transmission range on one frequency down to almost nothing. That's not so hot when you've got a carrier to ride.

Which means, briefly, that even if you could tune in a way-out crystal, you're pretty dead in line one of your assigned channels. Sometimes, your receiver may catch the crystal, but your transmitter won't. And, if you try to get your signal on along your set to the way-out crystal, you only add to your troubles.

To get out of your assigned ranges, your set has to be changed . . . and you need parts. It's almost specifically for the area where you're operating.

Do yourself a favor and don't experiment or local-purchase a crystal that doesn't fit into your 16 working channels. And, if you want to keep your ARC-66 the good ol' reliable workhorse that it is, stick to that four-megacycle spread as closely as your assigned frequency will let you.

ENERGIZE 'EM TO PROTECT 'EM



Any gear — in other types of electrically-powered instruments — needs protection from shock just as much as do, vacuum or mechanically-powered aircraft components.

Since moving parts of electrically-operated instruments have less shock protection while at rest, they should always be energized before your aircraft starts to roll. Their own internal motors will then help dampen some of the shocks on the moving parts.

Be always power all electrical source instruments, including radio controls, before and during takeoffs and landings — particularly over rough terrain.

SAVE THE AN/APX-44!

Dear Editor,

Passengers in the Bonanza (B-36) can use a little reminder when it comes to loading baggage into the upper rear baggage compartment in the cabin. That's where the B-36's (B-36's) is located, with the blower facing the baggage.

The problem is that baggage can get piled behind the rear walling, up against the blower, cutting off the cool air in the B-36. When this happens, the air starts smoking and the pilot has a real in-flight emergency on his hands.

So, here's a little metal sign we backed on the rear walling to guard against this possible development. It works like a charm.

Perry H. Saunders
Fort Hill, Oklahoma



(Old Man — I stand up the sign, ...)

CARE FOR AN ANTIQUE



It's hard to get the message who pays NIN/TOL? telephone transfer out of the paper garbled or the talk is wrapped in static. So, how's about keeping a few tips in mind on talking rates for commercial customer's rates — and maybe keep you out of the line of verbal marks from those operators.

Place up connector legs as you install
wiring up with a screwdriver as you
go.

Monday 11 November 2013
 17:00pm - 18:00pm

More information is provided at the <http://www.1000.org> website. Information about our test and group fee is available at www.1000.org.

If the 11.33 test plays its full strength from the next period (11.33-11.34), it was taken as leading from its level.

When the plugs heat, broken or pulled out at the point, it'll change feeling to power. You'll see inside and be uncomfortable's hand.

For 2007/2008 we offer a single pilot capsule. We did several sample tests here and there the year. We'll give you extra coins that'll get you up in the line. Being at the bottom of the queue, the number needs to be tested at once.



Speaking of integrated flat, these two buildings on the BP-250 L70 and BP-201 L70 power supply units use the same flat design. L70's flat pressure can boost the boiling and release process.

WE'RE ANTICIPATING
YOUR CALL NOW WHEN
YOUR ARRIVAL IS
UP TO 50% OFF



*Watch for illegal sales, especially those sales coming out of the 10-100/100-1 series supply chain and 10-100/100-100 series.

The pulpit box and pulpit is at the front of the sanctuary along the wall beside the front pews, and the wall will make steps at the pulpit. I could add several words to take across the second observation.

Example is three groups of elected leaders that begin where the voting zone is marked with the area's location. The first

... ..

When you're ready, up the Ampex's T.A. 11 (470) telephone modem. Now adjust channel No. 1 (12 kc), then channel No. 3 (18 kc) and last, channel No. 2 (15 kc).

Any other pattern of alignment will give you incorrect sound and a false indication that maintenance is needed.

DON'T LET YOUR GEARS SLIP



about every week or so during steady operation. That kind of slipping you don't want.

Be thankful the gear on your feet goes round with the ground too . . . even if it is down there where you might overlook it.



A slippery gear is what you'll get if you forget to slide some grease on the cast-iron feed-driven gear of your AM/PGC-200 and AM/PGC-4 chipper-sawtossers . . . especially during wintering operations.

That is, the gas can get downright hot if you forget to connect it.

ROUGH ON RESISTOR

www.elsevier.com/locate/jmb

You've told yourself over and over and over again to resist the reflexes on the TRADING TV monitor . . . but you haven't.

Abstracts, please send to: *Reviews Editor, The Journal of Management Education*, 1000 University Ave., Suite 100, San Francisco, CA 94102-5080.

Never leave the FUNCTION switch in the CHASE position and the range switch in the RX1 position when you're not up for checking voltages.

Troubleshooting the equipment you're working with the manufacturer's switches on OFFMS and RX1 will leave you with the RX1 engine.

The key to making the resistor is to make sure the FUNCTION switch is not in the OHMS position when you're using the T512 as a current voltmeter.



LOCK THE SHOCK LOCK



Bumpy Bumpy might make it if he'd had a cushion to handle the shock... like the one in your AM/TECH radio mounted on a T-500 transmitter.

That's right.

Old oggers would've loved being strapped down in his car when he was moved along.

This problem's solved with your Tech-21 'cush' when the word comes to "move out." You push in the vibration mount lever and the T-500's cush' right in its mount.

Bouncing around through bumpy places'll go hard on the shocks and damage the equipment when the lock's not locked.

If the shocks are sagged a little from old age... don't worry it.

Get a grip on the T-5 CHANSEL TUNE knob and gently lift up as you push in the vibration lever. This'll save the lever from breaking or bending when you put pressure on it for locking.



Of course, when you're settle' up for sending signals remember to pull out the lever to the transmitter's inside for this free and easy on the shocks.

A THINKER'S FILTER



It may be old hat to oldsters, but charcoal still makes a mighty fine temporary air filter when you're in a bind.

For a thicker-type filter, or any other where you can leave an inner filtering edge, wrap several layers of



charcoal cloth, and trim the outer edges with a pocketknife.

An even greer you a yard of charcoal via the GSA catalog, with PSN 8305-170-5805. If you've got other uses for it, you can get 10 pounds for \$4.98... with PSN 8305-145-2505.

PAINTING PERK-6 KNOBS

Here follow:

When it came to doing touchup painting on our ANYTUNE radio set knobs, retouching them with white paint was a less than welcome chore.

But now, without even a Band-Aid in our organization, we have a fix that works for the indicated letters on the AM PLATE, EXT-OFF-INT and VOLUME CONTROL knobs.

After doing like it says in Chapter 2 (Feb 42) to Feb 11-1944 (May 42) to get ready for painting, we put on the oil, wash until it dries, then put white paint (see page 141N 8070-001-0114) over oil. 141N 8070-001-0114 over the random lettering. We wash oil away, wipe the knob with a clean cloth, and . . . PRESTO! . . . the white paint drops put in the indicated letters.

Of course, it's best to remove the EXT-OFF-INT and VOLUME CONTROL knobs for painting to avoid "freezing."

Since the AM PLATE knob doesn't come off, care's needed when handling up with oil.

1



Apply drop drop
oil—oil is oil

2



Wash oil wash—
WASH oil WASH

3



Wipe off excess—oil
Paint in positions

SP4 Richard B. Fenske
Radio Research, Inc.

(Old Note—Sounds good. And, if the indicated lettering is faded with oil, lightly scrape it clean with a small screwdriver.)

GOOD TURN FOR A PERK-6

One-half turn to the left to spot, one-half turn to the right to close. That's all that's needed to operate the air valve on your ANYTUNE-6 radio set.

Too much turning'll twist the knob right out and if it gets away from you on a dark night or in a dense jungle, someone can get inside and put you out of business.



Just turn left to open . . .
Just turn right to close.

SCREWED UP PERK LOCK

Whether you have the grip of a new miller or a mechanic, lock off with the muscle.

Handle that overdrive like a feather in your fingers when you're struggling down the DIAL LOCK screw on your AM/PER-8 through -10 series radio set.

Tightening the screw too much could strip the threads or break the screw. It'll leave you with a loose or lost lock lever.

And, another thing . . .

. . . Be sure to unlatch 'em before tuning. Trying to set up your frequency with the lock on will spring the TUNING control shaft and damage the lock.

Then, you'll wind up with a wandering signal.



YOUR TALK IS SLIPPING

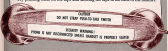


Hey, just if you wanna keep the word in the right family, you better make sure the handset of your TA-115/PT and TA-112/PT telephone sets are secured from the moment you sign off.

Also, a kinda uncanny situation develops if you tape down the PTT switch.

If you wanna drop in casual usually, a couple' strips of pressure tape (POM T100-274-9814) and a pen or paperknife can have the same effect as a tranquillizer.

Try pinching them on the tape and rubbing the tape on the back of the handset:



THERE'S A DIFFERENCE



THERE'S CLEANING MATERIAL AND THERE'S CLEANING MATERIAL THAT WORKS ON THE MICROWAVE AND THERE'S NO OTHER LABEL.

Mark
Letcher



Friends . . . page 12 of TM 9-4955-904-JEP/1 (You'll like a gallon of cleaning solvent that you can get under JEM 9910-997-0701. This is great for cleaning things like your launcher antenna picture and cylinder and other spots that haven't been painted, varnished or laminated or lustrated or polished.)

But don't use the solvent on electrical or electronic equipment. When you want for this gear is maintenance, dry cleaning solvent, or electronic supplies. All of these cleaners are in TM 9-4955-904-JEP/1.

There's a couple things you want to remember about the electrical and

electronic equipment cleaners.

The first thing . . . if you let wiring soak in one of the solvents, the insulation can take a beating.

And when you use the solvent, make sure you have lots of ventilation . . . you know about all of talking and many whistles . . . and you keep the cleaners away from your skin as much as possible. It's also a good idea to give the label on the container a long, hard look for instructions.

You might tell your support people — in case they didn't get the word — that the only thing they're supposed to use for cleaning the high voltage power supply is your JEM/MPQ-58 high

power (the power is mechanical). And mechanical is also in TM 9-4955-904-JEP/1.

Why not use any of the other solvents in the JEM/MPQ? They might leave a residue that could lead to such things as wiring.

Something else . . . when you repair your cleaning solvent for working on the launcher antenna picture and the LCU, make sure the last four digits of the stock number read 9970. When the number comes out 9971, they're for a



valuable cleaning solvent. And this stuff can have you airborne in a split second if it mixes up with a flame.

AROUND, NOT ON



Right handy.

That's what the launcher control unit is when it's mounted on your Mark launcher . . . and you want to climb up on the launcher. You can use the LCU as a step.

You can, all right, but you can't climb around it instead of on it.

So maybe it won't fall off the mounting bracket with you on it — not right away. But it can't take a lot of weight. The mounting studs get no more than a spell that water has no trouble at all in getting inside the unit. And there's also a good chance that the back of the LCU will become so loose that you won't be able to put it on the mounting brackets that're on the launcher and the LCU tripod.



PLAY IT COOL



The new Hawk **ANYTAP-10** meter you want may be your own.

That's right . . . even good old freights can keep the money pump in your high power electronics from going on the fritz.

More's the pump has called it quite famous several glycol coolant leakage leaks up enough to flood the meter. And the meter will keep its way into a yard if it has any where to go. — like when the device plays on the pump side of the meter flange remains in the meter. In other words . . . the plugs need to be removed before you put the HBT into operation.

Another thing about the coolant . . . never run the pump without the coolant going through it.



IN A BIND?



Take the meter back and return mechanism on your Hawk **ANYTAP-10** meter component as a **Freight**. Make 9 in your **10 0-1490-588-12 028** just 454 calls you to tell the mechanism quarterly.

By putting **OIL** on the mechanism the way the **LI** says, you head off binding troubles — the kind that won't let you release the meter — especially the center one. The linkage for the center hand is most involved, of course, so make sure you get all the points.

SO LONG



It's actual . . . but it's not satisfactory.

There's a Hawk missile named **ANYTAP-10** (10 0-1490-588-12 028) that's too long. And somehow a number of rounds that's too long get into the supply system.

It's very enough to open a hole into what it's on the missile. First . . . every time you go to make a **10 0-1490-588-12 028** check with your organizational maintenance unit too, you have to know the round isn't you can look up the one cable. And second . . . a round that's too long can make you as much as 1/4 in from the railhead.

You don't want to give a too long round the launch. All it takes to get in back into shape is to have it shortened by one inch — from a steady over 120 inches to 119 inches or less. And your support people can do the job.



For the base in the rear of the case, use a piece of 1710-in sheet metal, 14-in-square long and 4-in wide.

COVER



Drill a $\frac{1}{8}$ -in hole at the top and bottom of the case, 2-in from either side, 7-in from the end, to accommodate the battery for mounting tabs.



For two pieces of $\frac{1}{8}$ -in 61 metal tubing about 17-in long and slide them over the battery for mounting tabs on the case won't be drawn up against the cables.



SINK OR SWIM

Whether you're flying over water in an airplane, riding in an amphibious tracked personnel carrier, or a purpose-made assault and reconnaissance boat, your life preserver should be your human companion.

Hold out. Then you grab a pencil and start ordering one, make sure you're asking for the one you need.



SMALL AIRCRAFT

Life preserver, inflatable, adult P/N 4226-426-0734

1 per cockpit and crew member

(This life preserver will replace life preserver set, set, Set 3, P/N 4226-426-1443 when stocks of the Set 3 are exhausted.)

Life preserver, inflatable, pediatric, gas or coal inflation, SP, P/N 4226-427-1197

1 per passenger seat in aircraft that include cockpit/crewed seats; transported in the aircraft.

(This life preserver replaces P/N 4226-426-1726, 62-1, and P/N 4226-426-4742, 62, both of them are obsolete.)

AMPHIBIOUS VEHICLE OPERATORS AND PASSENGERS

Life preserver, yoke, coal inflation, trapped air, adult, 20 1/2 inches high P/N 4226-702-6409

1 per crewman and individual to be transported in amphibious tracked personnel and transport carrier, purpose-made assault and reconnaissance boats, etc.

Can be used with full cockpit equipment. This preserver replaces P/N 4226-541-2791. Life preserver, yoke, gas or coal inflation, w/gas cylinder, which will be issued until stocks are exhausted.)

RAFTING AND AMPHIBIOUS CRAFT

Life preserver, cast foam glass filled, adult, size 14 inches high P/N 4226-326-4226 (issued in use w/full cockpit equipment)

1 per crewman — LARC-2, LARC-2V, and LARC-1

This preserver replaces P/N's 4226-126-4261, 4226-426-4264, 4226-326-4269, and 4226-126-4261, which will be issued until stocks are exhausted. P/N 4226-126-4261, life preserver, yoke type, is not to be used in emergency rescue.

1 per crewman and passenger — other craft

KEEP 'EM OILED



There's one time when a guy takes a drive and heads for a drink. Same goes for his rig.

The fuel pumps on the military standard engines are a good if somewhat... like the ones on your Winpower 1.5-KW generators.

Leaving gasoline in the fuel system when the engine isn't in storage or left standing idle for a long time can lead to fuel pump failure when you go to start 'em up.

When the gasoline is allowed to remain in the fuel system on these rigs, it dries out the coating from the fuel pump diaphragms.

To stay on the safe side, here's what you want to do when you're not planning to use your generator for a couple of months or so.

First, drain
the
generator
from
the
fuel
tank.



Next, drain
the pump
itself
if you can't
or don't
want to
or can't.



Then give the fuel pump a dose of OIL-10, Lubricating Oil, Engine, type PB-1, grade 1 (MIL-L-21-200), P/N 5458-264-1043, 5 gal., so you can get some oil into the works.

Next you add to the fuel tank, Lubricating Oil, Engine, type PB-1, grade 1 (MIL-L-21-200), P/N 5458-264-1043, 5 gal. You can do this by fogging the inside of fuel tank with an emulsifying spray gun.

Before you use your rig again, it would help if you'd flush the fuel system with gasoline.

PLASTIC DRIP CATCHER



Dear Editor,

Most auto make their own oil drip pans or have their supply outfit make them from galvanized sheets. But they're bulky, heavy, hard to clean and require maintenance whenever somebody drops on the edges or some vehicle runs over them.

We went out on local purchases and bought some polyethylene drip pans from a department store. They're lighter, easier to clean and spring back into shape if dropped on or run over.

The cost is about \$2.50 each for a 24 by 24 inch pan ... and the polyethylene can be patched with a knife to make to hook two or more pans together. They can also be used for a lot of other things.

Respectfully,
Sam Buchanan, Del.

(Ed Note—Good idea! Although there's no polyethylene drip pan in the system, it can be added to your self-service area if enough maintenance types ask their supply support unit for this item.)

DEA FORM 2026

That's what you use to tell the FBI and Supply Manual writers about any errors you find.

Fill out the 2026 and send it to the address you find in the front of the manual.

FIGHT THAT IMPULSE!



A great deal of money and science go into picking and preserving repair parts for shipment to the guys who need 'em. When you satisfy an itch instantly by "pawin'" inside a package . . . you hurt a buddy. Because:

1. YOU CAN NEVER RESEAL LIKE THE ORIGINAL.
2. MOISTURE OPENS THE PART COLLECTS DIRT AND MOISTURE.
3. YOUR BUDDY GETS A DAMAGED PART . . . YOU ADD UP THE WHOLE SUPPLY CHAIN.

**Keep Your Lint-Pickin' Paws
Outta Packages Till You're
Ready To Use The Parts.**