

Issue 159

PS

1966 Series

THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY

HE SAYS, DO WE REALIZE  
THE ROLE OF SUPPLY AND ITS  
IMPORTANCE TO US MAINTENANCE  
MEN IN OUR EFFORT TO HELP  
KEEP THE TOOLS OF WAR  
COMBAT-READY?



SUPPLY  
IS YOUR SERVICE  
WE ARE TO  
OBLIGE

# YOUR CAREER

If you've thought you might like to make maintenance and supply your Army career, then here's news for you.

The Army does have a career program for you who are interested in the maintenance and supply field. It's called Noncommissioned Officer Logistics Program (NCOLP). Interested? Then read on.

If you're GS thru E-6, you're eligible to apply for NCOLP. Our career program provides NCO for the details and help with the paperwork. We'll give you all the money out of your AGR thru E-6 of \$8,400.00 (E-6-10).

A man who's selected under this career program will be getting assignments from the same, you'll be key maintenance and supply man in headquarters or field commands, in places like depots, arsenals, inventory control points, printing grounds, and so forth. You'll be working with other NCO's, sergeants and lieutenants in these schools' logistics departments.

**IF YOU SEE  
MAINTENANCE  
AND SUPPLY  
AS YOUR  
CAREER  
GO FOR THE E-6  
GET WITH  
YOUR APPLICATION  
FOR NCOLP  
WHERE YOU'LL  
BE A REAL  
KEY MAN  
IN MAKING  
SURE THE  
ARMY  
IS COMBAT  
READY.**

"I'M REALLY  
INTERESTED  
IN THIS."

"I'D LIKE  
TO KNOW  
MORE."

POSTER  
SAYS  
YOUR  
TEAM  
WINS



**THE PREMIER PAPERBACK SERIES**  
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 IN 1911 ISSUES

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"When a load of 20,000 lbs. is applied to the pod, the shock absorbers will compress and the pod will sink 10 in. You'll notice."

Several models, the XM-4 — including 417-type versions in pairs and crew chairs — keep the XM-4 system battle-ready.

There're always some things that need a more emphatic than usual salute. The purpose of this XM-4 inspection piece is to point out a few areas that you ought to give more personal attention to. Like, for instance:

These pods are built to cut through the air at high speed and anything that'll cause drag would affect the plane's maneuverability — a real danger to the crew when the boat's on. So keep after those doors and hatches — but only with a rubber mallet or plastic hammer, never with a mallet. Aluminum's a real beauty.

A good time to avoid doors and hatches is when you're landing or recovering the pod — either by hand or by using an hoist (H-1 or Aero H). "Caution" is the word in all times. When off the hoist, you'd be smart not to remove the pods at all, unless you really have to.

**FRS** — Look for hatches or doors in the side, back-or-tilting seats, main, stacked or loose suspension lugs, main frame pods that is falling against the pod, falling-backing latches that's bent or worn weak right, back supports that're loose, worn or not properly adjusted to hold the latches snug, body worn, fraying of electrical wiring, bulged or loose connections.

When you do any adjusting, remember, half-a-turn of a bolt is all you're supposed to make. This is to keep the systems in line with the latches.



Always keep your eyes on the bear's eyes. It's the only way to the beach-side. Make sure it's in good condition and inflated right. And give a good look at the four main lines attaching across and backlines. When you're mounting the pods, remember to tighten down across with your fingers first, then add half a turn with your wrench. Don't go in any tighter than this or you'll be in trouble.



And make sure you have a good grip on the latches and the main and struts. We gap here a deepening. Examine the pod's main door. They're locked with automatic (M-1) (M-2) (M-3) and don't really need adjusting. But if the spring's not, remove it (M-4) with (M-5) (M-6) (M-7) ... 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## INSIDE THE POD

The gas, water hoses, fuel system and such like are all "emplaced" into a small space — there's just no room for sloppy jobs. Spread the word in the outfit that the pod's got to be kept neat as an old maid's apartment and check that a hooey's through. Anything loose or unplugged or dirty could too, may lead up the mission.

WELL, ARE YOU THE "POD"?

### POD MISTAKES —

Beats of loose washers, bolts, broken or bent sprockets, cut or badly exposed cables, broken connectors.

### PNEUMATIC HOSE CHANGING SYSTEM —

Look your best and avoid the damage to the gun changes, a broken or cracked pipe, loose pneumatic connections and ruptured tube connections, faulty operation of the air pressure regulating valve or pneumatic valve, cracked, broken or kinked hoses or loose, rusted, bent or otherwise unserviceable hose and fittings.

**FLEXIBLE FUEL CHINE —** See cut back and twisted links and see that the ends are connected tight to the gun and water line.



**LINK LOCKING CHAINS —** Search for kinks like loops or missing links on the floor plates and broken ends on the removable chain — anything that'd keep 'em from making right.



Take a sign. Don't load around with the changes. If it won't work right the very instant at all, put in a replacement. And check the air pressure gauges, too. It should never read less than 1000 PSI or be subject to a reduction.

**WIND BRICKS —** Backtrack for dents in the frame, carrying handles that're bent or weak-sprung and won't hold fast against the frame; loose screws, bent tabs at the rear of the frame that won't hold screws in place; bent spring clips; missing screws, stripped threads on the clamp assembly, wrongly assembled adjustable base.



Another thing, don't forget the air seals. Every time you take the ammo boxes out for loading, give a glance to see that the tank's always set to maintain those jobs. And during every maintenance, drain off any moisture that may have accumulated in the tank. Here's how: Release the air pressure from the pneumatic system. Loosen the plug and turn to the bottom of the tank all moisture stops draining. Then tighten the plug and replenish the air pressure.



VERY PLACING YOUR PLUGS. MAKE SURE YOU HAVE THEM ALL IN THE RIGHT PLACES.

**ELECTRICAL SYSTEM —** Be on the look-out for loose wires, frayed and cut wires, loose connections, damaged connectors and insulators, especially those near the charger terminal and pneumatic valve. Soldered connectors are ingot shape and heavy.



Any weapon mounted on an aircraft is bound to take a beating from vibrations. That's why when your probe button for cracks is vibrating like a hot iron, or cracks themselves you'd better believe they appear within. Take the fuselage, checking the fuselage and string and checking and lubing every day the gear's fixed. And ball-cripping and loosening every day a 24-hour maintenance rolls around.

#### RELOADING YOUR WEAPON

Here're the things to look for and correct when you take your M1 out of the pod for its 20-hour "physical".

**COVER GROUP** — Keep an eye peeled for holes, rust or cracks in the cover block, cover extractor case, ball feed lever, pivot stud, ball feed slide and ball feed pin-socket or broken springs. A cover that won't latch tight, loose extractor and track.



**BUCKETPLATE GROUP** — Watch out for broken, weak or damaged track spring, latch lock spring and spring pin, barrel or track rollers that won't fit. Be bucketplate slide easily into the receiver, damaged cover plunger, burned threads on L for adjusting screw.



**BARREL, BUFFER GROUP** — Check real close for holes, rust or dirt on the primer or inside the buffer tube (and primer and barrel mouth or lower pin, weak spring lock, rusty or dirty buffer valve, spring valve or valve retainer).



#### YOUR ARMY MACHINE GUN



#### YOUR BARREL



Would be wise to keep an eye on the machine gun barrel-liner every chance you get. Check the front and rear mounting hardware to see the air's tight, and make sure the exact adaptor's turned and locked.

**BOLT GROUP** — See that the bolt slides freely and the rear detent lock or detent is the guide-into-lock for cracks or chips or surface-bulges in the T-locks. The firing pin or pin extension assembly should not bind in the bolt, there should be no lead-up edges on the rear's engaging notch or flattened fluting surfaces of the loading lever pin and locking pin, condition should be fresh with the walls of the detent; no work, turned, damaged extractor assembly — and especially the tip of the extractor.



**BARREL AND BARREL EXTENSION GROUP** — Check the barrel for dirt and pock or cracks, breaks, dents, bulges, excessive wear and the barrel extension for turns, ruts, and rust. Barrel extension threads that fit, barely on the barrel, bent or worn extension studs; badly worn breech lock nut, lock camways and lollings.



**RECEIVER AND BARREL JACKET GROUP** — Double-check the receiver for bulges or bends, cracked or bent-up top, bottom and side plates, cracked ball locking joint (bottom), loose studs, on the receiver, breech lock depression and extractor case; bars in the cover detent; pin and detent lock lock, studs or ruts on the barrel jacket, COARDED, turns around at the wood blocks; cracks in the side studs.



## HEADINGING

Headinging and timing, of course, are especially important and your GO, NO-GO pins (3941117 ... PSM 1089-116, 1217) might be one of four or more TIC at your dealer's request.

If the headlamp is too tight, your M's going to get angry ... or the working part'll lose their speed ... or the bolt won't lock. And if the headlamp's too loose you'll maybe get a ruptured bearing, or the timing'll be off ... or the front hub, bolt and bearing-assembly will seize the backing.

Get -ready!  
TIC a headlamp  
out -for heading  
so I won't get  
in a sweat.  
HEAD -PARTS!

Put the change T-heads of the way and let it go toward the battery position into the pin's notch.



Extend the bolt till the lower extension's about 1/2" to inch from the transition block. The'll form the connecting surface of the front hub and the front lock covers of the bolt together, and the'll give you the position of the working parts when it comes to clockwise and ready to be fixed.



Oh, you got each end of your stop 4 choice to lock the headlamp. If the GO and won't enter the T-head, the headlamp is too tight. But if the NO-GO and goes into the slot, the headlamp is too loose. Make both notes from the center of the pin, though, for a correct fit.



## HOW

To get all of tight headlamps across the board amount of a day, counter-clockwise.



To get rid of loose headlamps across the board a notch of a few, clockwise.



## UNTIL

GO and enter T-head



NO-GO and won't enter T-head



After the headlamp checks out OK test your gear's timing. If the timing's too early the gear'll jam and if it's too late the bearing extension'll beat itself to death on the transition block during reverse travel.

1. Cook the gun fully by retracting the mounting parts and then letting them go forward one battery. Lift the cover and retract the bolt about 1/2 inch.



2. Push the NO. 100 gage 1/16-in. back of the oil-oil head space and timing gage EXACTLY between the barrel extension and trunnion block and let the barrel extension close slowly on the gage.



3. Turn the adjusting screw of the oil-oil adjustment to the right till it stops.



4. Adjust the charge adjusted gas slide of a fine counterbalance to the left till the gas flows. Now repeat steps 2, 3 and 4 to make sure the gas flows on the first impulse. If it doesn't, keep re-adjusting till it does. Turn the oil-oil adjusting set back five clicks in the opposite direction, that is, to the right, and again repeat steps 2, 3 and 4 three times to fix the gas. It should not flow.



5. Set the 100 gage 1/16-in. back between the barrel extension and the trunnion block. Try to fix the gas. It should fix. If it doesn't, try it again.



All things being equal, this system will store the gas into the storage section will store about 1000-inch run of battery and will guarantee that the rest of the gas hole will be pushed far enough to release the firing pin before the hole reaches its battery position.

After you get through checking and correcting the timing and headspace, always doublecheck the function of the machine gun by hand, using dummy cartridges.

Locking the material to make certain that adjustments will not change due to shock of firing.



## YOUR SIGHTING SYSTEM

**MAINTAINING SIGHT** — Check for loose mounting bolts and screws daily. Dirty, dusty or scratched reflector (illumination) units and optics degrade your electrical vision that are based on focus and an electrical converter that's damaged, will illuminate light in heavily damaged. Indicators of poor lenses, illumination cell that's not positioned right, cracks or lenses in the scope system, and a lens that won't hold position, but is also cracked and just.



Put your sights through the paces and watch out especially for parallax and lateral flapping. If the image shifts more than one mill in any direction when you sight it at 500 feet, your optical system's out of focus and the sights needs replacing.

Make sure you follow the sweep closely for gaining rid of flapping. Especially, don't make the air valve gland run too tight or you'll damage the valve seat. A safe way to do it is to tighten the nut as far as you can with your fingers, then give it an added 1/4 turn with your wrench.



Fingerprints, accumulated water and oil smudges are the worst enemies of your sighting system's glass. Keep 'em on the run with constant checking and wiping. Startled, incidentally, it should be best stuff to use for smudges. It'll evaporate after the gun's gone . . . and it's safer to use.

## RING OUT FOR HELP



If you have more questions, contact: **ARMY TRAINING CENTER, ATTENTION: THE NIGHT VISION CENTER, 3000 W. WASHINGTON AVENUE, FORT MONMOUTH, NJ 08050-1000. PHONE: (609) 261-1000. FAX: (609) 261-1001. E-MAIL: NIGHTV@ARMCENTR.ARL.MIL**



BEFORE A DRIVE TO THE  
NEXT OVER-CAMT LOADING...

# FULLY PACKED!

Now there's nothing more about  
overloading. It's that no-need-to-worry  
quality of service you expect. With a good  
load, you're on your way. There's a  
check-off for each job and your every  
message can be made with a letter every  
and on a job. Job. Done.

USE THE  
RIGHT GREASE

NO  
NO  
NO

For better packing a person  
can't get a better job. It's not  
the way you do it. It's the way  
you do it. It's the way you do it.  
It's the way you do it. It's the way  
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It's the way you do it. It's the way  
you do it. It's the way you do it.

To get the best  
results, you'll  
need to be  
sure you're  
using the right  
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MR. MOBILITY

## PACK 'EM THIS-A-WAY



Now you start with either coating, check-  
ing that to see that the hub spring is in  
the right place. It is one of the things  
you'll see. It's the way you do it. It's  
the way you do it. It's the way you do it.



Next, use your finger around the area  
where the axle fitting will make contact. Any  
time it's sharp edges will cut the fitting and  
give you a leak, so you have to get rid of  
them by using index case, 10-20-40, then an  
equivalent.



Next, for the grease you need get a layer  
on the bottom surface of the axle nut  
— like so.  
But the axle nut is the final, pack-  
ing. Grease with it. Bottom.



Now, here's where the axle nut fits. For  
a good seal of grease on the top of the  
axle nut, use a grease gun. It's the way  
you do it. It's the way you do it.

Add another rowing of green and you have a beautiful applique. The green will stand for from 1/20 to 1/30 inch (7/8 inch above the top of the ribbon).



Next, put one of the remaining springs in the center of the draw-stitch while the rowing is standing on end. This way you won't ruin the green row.



For a new design, try it with other colors or the ribbon. They usually suit the fabric with the same pattern green so that the ribbon will go both ways like.



**KEEP IT FINE TIGHT!**  
For the center in the rowing, support the remaining spring. Push gently with your hands until the fabric is taut just the rest of the row on the colored face of the draw-stitching and it sticks to the only handle... stretch to the point.



Next, take on to a final row as a small decorative row above the green above the ribbon looking good. Use the same stretch for any fabric above. To make it appear because if you find a ribbon above it means that the fabric is not just plain but has the same, for it and get it a new look.



Now, connect the two ends of the ribbon and pull them together. The ribbon will be in the center of the green and the green will be in the center of the ribbon. The ribbon will be in the center of the green and the green will be in the center of the ribbon. The ribbon will be in the center of the green and the green will be in the center of the ribbon.



After you've edged any extra green off the outside of the rowing, make sure the ribbon looks good.

To make for the rowing, the part the ribbon was the same way, you'll find.



**LEARN IT!**

When you put the ribbon back to your feet, be sure to use the green in the rowing along as if they're doing a few years in front, make sure you have the right of them all do the job.



Remember that when you're working with a green and a white ribbon, you'll find that the green will be in the center of the ribbon and the ribbon will be in the center of the green. The ribbon will be in the center of the green and the green will be in the center of the ribbon.



Next, edge off all the red green that might be on the

ribbons side

ribbons side

ribbons side



ribbons side

ribbons side



With the rowing line at the front, the end, use the draw-stitch the place like the last ribbon was with other. In one way that's because the draw-stitch means that the ribbon is in the center of the green and the green is in the center of the ribbon.



Keep the two doors, mounted clamp onto in place at 90-degree around the shaft from each other. The clamps should fit snugly and stay in place without the bolts. When you put the bolts in and tighten the nuts evenly to 100-120 inch-pounds, be sure you have an equal gap at the ends of the clamp set within 1/16" inch (1.3 mm).



Now you'll know whether to proceed or not.

CHECK FOR LEAKS

When your boat's back in operation and you pull the door daily to see you see the door doesn't leak his immediate green leakage, just like the regular annual maintenance job test. If green has sprayed all over the place check the clamps first-off. Green from a damaged O-ring will flow down into the clean clamp set or control panel frame. If this happens you can be another O-ring, sure 'nuff.

Now... inspect the seals on the clamps at the life support boxes. No green? Good deal!



Next, wipe the inside surface of the selective and operational door control tubes. Still no green? You're getting better!



Finally, wipe the engine control in line with the clamps. Dry as a bone? You're getting, well! You've got every end of boat for getting green.



## ABOUT THOSE DAMPER PROBLEMS ...



The place not to make all is in a block (104-134) or 01 while you're doing around an unapproved chimney too. The gasket you get now's help your financial standing a bit.



To head off a possible oil problem into a real-time gasket at the air damper on your line's regular oil-pump socket line. Make sure the tube isn't just pressed together and welded across the end. It might be folded over and head-welded like krapa in Chicago (1-800-331-0000) or 800-331-0000-34177. In some cases where the tip of the tube wasn't folded and welded, it popped open, and you can guess what happened.

Remember, a gasket is the key!

Remember... If you spot a tube welded at the end, check with support about getting a new one.



## CHECK THIS POSITION

Dear Windy,

We've all mixed up about the brake plate position on the disconnect cart piling on the ball-bearing drive shaft of our Glendora (CR-24) when the system is in the flight position.

The book says one way and the manual on the kind says just the opposite. Tell us, Windy, should it be locked or unlocked?

WFO B. J. W.

Dear Specialist B. J. W.,

No wonder you're mixed up. There's a mistake in TM 15-1520-201-20 (CR-24). It should say to put the brake plate lock in the unlocked position before unlatching the piston, then it would agree with the manual, which is right.

When you unlatch the brake, tho, be careful that the tail wire blades don't whirl!

*Windy*



## TIME'S A WASTIN'!

If you haven't installed these holding brackets (M20-4487) on your M20-1 and M20-2 aircraft safety belts to prevent slippage through the adjuster plates, keep us at MVD 15-1600-200-201. If you still need to get it done yourself.

# 'MAC' HAS THE ANSWER

Dear Wholly,

I'm confused! Does the manual number shown with every inspection item on aircraft preventive maintenance inspections cards indicate the level of maintenance that you just do the inspection?

For example: 341 54-1508-293-22-PAWP, Inspection No. 44. What surface has damage in excess of allowable limits (341 54-1508-293-22).

What level?

ALWAYS No. 1, B.

Dear Mr. W. J. B.,

The page reference on the inspection card does not necessarily tell you who can make the check.

Instead, the page reference gives a description of the item, instructions for inspecting, determining its specific limits of inspection.

The maintenance allocation chart (MAC) is your organizational maintenance manual to tell you who does what.



Task 1		Inspection	
Maintenance Allocation Chart			
341 54-1508-293-22			
Task	Inspection	Inspection	Inspection
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

Always

## NO USED STUFF

What used? Well, that used comes plus an self-locking nut you're installing? (change-the thread) and even it is built!

Could list! And if you have any doubts, use it now and use a new one.

TR 15-1108-208-207-11 May 64 says you never use self-locking nut or cone pins in the flight control systems, engine, transmission and engine mounting systems, or any single-bolt structural joint which has a load on it.



## GROUND MOBILITY

USE YOUR  
NOSE  
OR  
TOE

### GUIDING STAR

CHOICE  
OF TREAD PATTERNS  
WILL ADAPT TO  
THE TERRAIN—  
DON'T GET LOST



You don't have to be a genius to figure out what the national symbol is put on your truck or trailer or other equipment—and where to put it.

Look on page 11 of TR 745-25-1 (Rev. 64) . . . it tells you where the marking will "normally" be located. And it says the marking will be "on the largest regular area and as near as possible to the center of such area."

Then see where it says the symbol will be "the largest size practical for use in the available space."



SCALE—NONE AND MARK THIS WAY

Drawings of several different pieces of equipment and the stars in Table A, Appendix A, also guide you in picking the right star and location of the marking.

The M14 14-ton cargo trailer, for example, is the same general design as the M14 11-ton cargo trailer. The M14 14's listed in the Appendix, but the 14-ton job is, and the appendix shows you how many stars to put on, what size they are and where you put 'em. So you follow the same pattern on the bigger trailer—except you use "largest size practical," the 14's size.

You can paint 'em on, but it's faster, easier and neater to use star decals. You can get the 14's star for the M14 trailer by asking for Starlet, printed adhesive stickers, white, STAR 5-POINT, P/N 7450,109,113.

Prices and P/N's for all sizes of star decals are on page 3 of DC 7450-04, Chap. 64.

## TENSION GOT YOU?



You'll have a big headache trying to use the torque wrench method of adjusting your M19 trailer if the result's too tight. If you want all the 100-amp generator information at all times, the bolt adjustment spelled out in Ch. 5 (Ch. 5) in **APPROVED CRUISE CONTROL** has to be done before the fun starts and returns are just back.

Regular adjustment of the bolts is by definition—*half-inch*. If the bolts in the 100-amp system seem to vary slightly in tension the next time you go on adjusting 'em, work out an average in the deflection as they're within one eighth inch or less.

## EASY DOES IT



No matter how rugged it is, any piece of Army equipment can be damaged or ruined by rough handling. So you want to lay those good handles down easy on your new M19. If you make or you'll smash the handle on those square-type bars signals.

If you do break a line, get a new one in the repair kit, P/N 2850-794-0115.



## SPRAG FACTS



ASK | ASK  
IF IN A HURRY  
ABOUT THESE  
CRUCIAL SPRAG  
FACTS.



ONLY IN  
REVERSE GEAR



ONLY IN  
FORWARD OR  
NEUTRAL

Continued' but not essential' are some of the claims and beliefs about the double-spring axle in your GM-driven 1970s truck.

To blow away the fog by flipping open your TM 9-2330-209-20 (Apr. 66) on pages 264-265. Get the facts on how to tell when your spring axle needs adjusting and how to go about making the adjustments.

That's clear the haze on which way a jacked-up front wheel should turn if the spring axle is properly adjusted. It's just this simple — the wheel should turn backward only when the transmission's in reverse. And when the transmission's in low gear, the wheel should turn forward but not backward.

That's enough to know, but it's also a fact that the wheel should turn forward — but not backward — when the transmission's in any forward gear or even in neutral.

## WITH HIS LIFE AHEAD ... CHECK THE TRIM



Your MITZAI should command just what you wish in the trim unless you think.

If you try to swim a capy without the crew and cables in place, it flies so far to the right that the engine air intake and exhaust air grilles are nearly in the water line.

The same thing goes for the gasoline-

powered MITZ except it won't get quite so much.

You often have to have the crew and the cables in board or pulled to take their place.

There are so many cable combinations HO different crew ratings from 125 to 1800 that your own MITZAI has to get an individual adjustment for each. The whole commander is the one to see that the cables is trimmed up right.

Position the crew and equipment to

## DRY IS DRY



Ever Well-Being.

We've been gipped for having water in the air tanks on our M113s trucks after we've drained them. If the tanks are drained and then the valves closed, will you still get a few drops of water a few minutes later.

How much water is allowable? Is it possible to drain the tanks completely dry?

CMO B. E. P.

Dear Mr. B. E. P.,

Condensation which accumulates as water within the air reservoir for a period not longer than 24 hours is not considered harmful to the equipment and is therefore allowable.

It is to be expected that water will accumulate in the tanks during operations, but complete drainage once a day is enough.

*Ever Well-Being*

## BEFORE YOU SWIM

get the low side-to-side coils and don't add ballast where you need it.

With no weight in sight, the crew sits on top of the vehicle, so the tilt rear during a water crossing. If the Red Cross are slumping back, then the crew sits back with the seats back flat on the side then gives the best balance.

If you want the front of the carrier to ride higher in the water, put heavy stuff like gear and baby crew members in the rear.

For low water crossing, your carrier's



right and left sides should be even in the water. Get everything balanced right and your M113 will ride like an M113 in the water.

## PATH TO DESTRUCTION

A straight line is the shortest distance to staked-up parts in your truck's engine compartment. You'll leave a path like a hog's trail through a tangle patch if you stop now or try to stop over your engine with those applicators.

On an **MD44** from truck, **F15** means, the manifold heater solenoid electrical protection can be bypassed by a click of your toe—if you don't happen to make 'em first. Loose is bad enough, because moisture'll get in and loose up the works—but that, no rain when cold weather makes your diesel engine tickle.



To take the long way and go around the engine—in any vehicle.

## BATTERY CLAMP CLAMP DOWN



Some **GM** means are clamping down on loose battery clamps and terminals. This is how a loose electrical contact could start a serious fire. Even if this never happens, a loose contact reduces the voltage and is bad for the starter motor and the regulator. So, yes, clamp down on the clamps and terminals before the inspection done. You don't make with too much muscle. Too tight is as bad as too loose.

## A TISKET... A GASKET

It's fixed! The little gasket that needs to be replaced each time you mechanics remove and replace the in-tank fuel pump on any of your **211-400** or **5-600** multi-fuel trucks. Just ask for Gasket, In-tank Fuel Pump, **PKM 2910**, 200-3404 (Part No. 1854 7600).



**TILT**

## CONTROL

Any satisfactory pickup expert will tell you that without tilt control you're playing a losing game.

That goes double, and is spoken, for those truck-mounted drivers who call "blades over" high-crown roads and cross-country grade.

To control blade-to-ride on the M11, M11A1 and M11A1 construction, two adjustable wedges fit into both ends of the blade wheel. This setup is made so that wedges can be moved and set according to the roughness of ground of the road you expect to travel.

Tearing a semi-trailer with wedges that are not adjusted right will wear out and damage the wheel flats, shafts and bearings. And it makes for rougher steering.

Exhaust blading is made out of the blade wheel wedges for good tilt control. Here is the right adjustment:

for rough highway operation — the wedges must be in the fully retracted position.



**WEDGES RETRACTED**

for high-crown roads — move the inner wedge so it is approximately 1/2" from the working face.



**1/2" FROM WORKING FACE**

for cross-country — put 'em in the fully withdrawn position.



**WEDGES WITHDRAWN**



## LET THE DEMON OUT THE DRAIN

But — that real demon — is how we destroy the clearing and we working drive assemblies of your M107 and M118 howlers, and will if you give him half a chance.

In head him off at the drain! There's a drain plug, right under the clearing/drive assembly on both weapons that you can pull in a wink, with just about any kind of tin wrench. This plug should be pulled at least once a month, and more often if there's much wear.

The clearing mechanism has an easy-to-get-to drain plug, so you'll have to get support to take down the entire



assembly and blowing, dry it good and give a light coat of grease (G-44) on the gear teeth. This ought to be done every month.

Years if there's any sign of rust in the clearing mechanism, it should get the grease treatment too.



A 97 paint may do OK things for your trust pistols, but it never can beat up the thing nature of your M107 gun or M118 howlers.

In, if your plan comes through with paint inside its casing enough, get rid of it gently. Else, the propellant you own will get rid of it for you — and you'll be easy.

Each round will carry bits of paint from the chamber and breech rings where they'll give you trouble with seeing propellant and slowing the breechblock — and your loading operation might become a blooming pain.



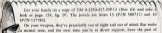
After you get the paint off, clean the rough good and coat it lightly with GAA. Just remember to wipe the rough dry before firing next time, though.

## A COUPLE OF JEWELS



Two simple little weapons on the clearing cylinder assembly of your M107 howlers can cause big trouble if they get out of line.

Should they work their way out — and they're there to follow — the trouble never happens could get a check by done. Use a few coats of grease.



On your weapons, they're practically out of sight and out of mind. But make a normal use, and the next time you're at direct support, have the pair of points carefully checked.

Support can apply a little mating compound (GEE-5-224711) to the mating lug threads in the hole of the eye after the sections are scraped down and little mating compound applied to them.





# THE SUPPLY MAN

This is the story  
Of Spec-4 McGraw —

All lean and alert,  
With clean-shaven jaw.

A type with the "stuff" —  
And it's all GI —

A troop whose chosen  
Career is Supply.

Supply, he knows, must  
Be sharp and steady

To keep the "Evo-types"  
Real Combat Ready.



With parts made on tap —  
and off up-to-date —  
Supplies for modern  
are never too late.

Buddy! I've GOT TO  
KEEP UP TO DATE... WE USE  
THE CARD, 149-2300-233-234  
FOR AUTO-DESK EQUIPMENT  
AND TR-234-149 FOR OTHER  
STUFF... LET'S ALSO KEEP OUR  
EYE ON DA PAN 30-4 AND  
DA PAN 30-6, SO  
WE KNOW WHAT'S UP!

The All he knows  
from first page to end —  
Indeed when in need  
he's everyone's friend.

OF COURSE I KNOW  
THE SOB. IF YOU NEED  
IT, HE'LL GET IT... JUST SEND  
IT TO AN (AND AN TR-30)

HEY WAC... GIVE ME  
A HAND... WHAT'S THE SOB\*\*  
AND 'AS REGARDS\*\*\*  
SOB I, WE NEED  
THINGS FROM

He's right up to snuff  
you, Fl-vise —  
His 15-day load  
is just the right size.

MY P.L.T.\*\*\*WORKS  
A 15-DAY LOAD BUT YOUR  
DEPART CAN CHANGE THE  
ALLOWANCE FOR ANY ITEM.

\* Direct Exchange

\*\* Items Ordered by Member

\*\*\* Reduced Load List





GLAD TO HELP NOW  
TO ENTER IT ON DA  
FORMS FIRST AND  
REORDER ON A  
FIRST DA FORM  
YOUR PRESENT

Reorders new parts  
FAST — on the double,  
Reorders the demands  
to head off trouble.



BY MAIL AND BEHIND CATER,  
LACK MONTHS AND ABOUT MY  
ALLOWANCES TO SATISFY YOU.  
THE AIR TELLS  
AND HOW,  
OF COURSE.

PING!

CRACK!

Keeps tabs on demands  
— if many or few —  
Updates P.L.L.  
at Monthly reviews.



TIN HIP TO LOCAL  
SUPPLY SORT... AND I  
KNOW BY HEART THE AIRS  
PULL ALWAYS  
CRACK!

Supply status codes  
he knows really well.  
His demand response  
is clear as a bell.

# Joe's Dope Sheet



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

IF YOU WANT TO DISPLAY THIS GRAPHIC ON YOUR BULLETIN BOARD, OPEN STORES, LET IT OUT AND GET IT UP.

He keeps files and shelves  
so well stocked and neat.  
All looking small things  
but just can't be beat.



Protects all his ports  
from dirt, rust and snow.  
As well as brass guys  
with fingers of glow.



Takes care of his pre-printed  
cards like gold...  
Not one has a wrinkle,  
speckle or fold.



Keeps track of requests  
on his 2064<sup>1</sup>  
A fast type about this  
Spec-4 McGRAW



<sup>1</sup> Invention Request

\*\* Cherry Oil Road Equipment

WOUND A BUNNY  
WASHER GODD.  
I'LL DIP OFF A  
BOMB TO LET  
YOU KNOW  
I...



Does a parts book qualify  
...for repair facilities  
No, it will be ready  
at 100%.

WHAT  
THEY CALL  
THIS  
CRUNCH?

HERE, LET ME HELP YOU.  
SINCE WE'RE NO MORE OR  
FEW, WE'VE MADE A CRUNCH  
AND SEND IT ALONG WITH  
THE REQUEST TO HELP  
SUPPORT RUN IT DOWN.

He looks on himself  
as a man of mystery—  
Helps with mechanics  
... in a regular way.



YES SIR... In the field, he stands tall,  
... Spec-4 McGEAR in all these things  
... plus leadership, loyal, courteous,  
kind, obedient, cheerful, brave, clean  
and brave.



THANKS FOR  
EVERYTHING,  
PAL!

MP  
PLEASURE



Was MAC just a legend, or creature of myth?  
All sorts tried hard for his type to build

They looked high and low  
and they're looking still.

Got a guy like Mac  
to fill supplies bill



Oh, where is McGraw  
for supply men, express?  
Is he out there somewhere  
or just a pipe dream?



TO GET THE  
RIGHT ANSWER  
YOU NEED  
NOT GO FAR...  
JUST STAY  
UP, MY GALS...  
WHEREVER  
YOU ARE!

CALLING ALL  
"BOOKIES"...



## KEEPING BOOK ON UNIT PROPERTY

Your job is second to none... and, don't let your hobbies forget it!

What makes your unit spot as well-kept as yours?

Well, how long can any man stay ready to go if it doesn't know, on all times, what it's authorized, what's on hand, what's out, and what's using what... and where?

It's as simple as that! Keeping tabs on supplies and equipment is vital "readiness" business.

And being that reliable is the key for special honor, too. Right?

True. True. So what else is new?

A book of a sort!



For any, there's a brand new AR 71-10, 29 Feb 62 "Supply Procedures for 25 and 25A Units, as Modified" and, the new AR is loaded with step-by-step instructions, examples and illustr. items.



For free, the latest and additional set of instructions is AR 71-10 29 Feb 62.

Supply status reporting is essential in AR 71-10 29 Feb 62 and its Change 1 15 Feb 62. The new free item reporting system is AR 71-10 29 Feb 62. New modifications show items 200's, 21's, etc. and new 200's will provide step-by-step instructions.

DO YOU WANT  
to be a  
SOLDIER IN THE  
ARMY?  
If you do, you  
should know  
the Army's  
newest  
book!



Then off, you enter in a property book (PB) all of your non-expendable property—and the expendable, replaceable items authorized in Sect III of your TOE, or authorized by TAs, and listed in AR 711-140.

The property book record is normally kept at the parent organization. The parent sends, in mass, one up-lead receipt book to the companies, batteries, platoons, sections and individuals.

Separate property books are OK'd for units separated from their parent organization and, of course, for units organized as independent units.



## A PBO AND A PB CODE

A property book, such, is kept under the eagle eye of a property book officer (PBO), who is appointed by the IO responsible for the property. The orders naming the PBO identify the property book by the unit identification code (UIC), which comes from AR 25-10.



## TWO BOOKS FOR TACTICAL TOES

Tactical TOE units keep two property books—one for organization property, and another for immediate property. Both books use DA Form 14-119 (1 Mar 62), "Organization/Immediate Property Record".



## ORGANIZATION PROPERTY BOOK

Your organization property book shows all authorized TOE/TA property—the material your organization must have on file and to do its job in the field. This includes all non-expendable, and expendable, replaceable items (AR 711-140 in Sect III of your TOE) and in applicable TA's (TA 10-501, TA 90-901 and TA 14-514).

Housekeeping items, office supplies, and other similar expendable items are not recorded in a property book. On this kind of stuff it's up to the IO to keep unexpendable quantities on hand. He can set up a simple record of some kind or use DA Form 147 "Record of Demand" to keep track of these items.

## INSTALLATION PROPERTY BOOK

Your installation property book covers garden-appe, combat-type things... like books, bedding and other furnishings and equipment. That is, it takes responsibility, and records those responsible items listed in TA's and other installation property authorized areas listed. Anything on base that doesn't belong in the organization property book goes in this book.



YOU HAVE TO PUT THE NAME OF THE COMPANY AND SERIAL NUMBER ON IT.

The installation property book is cleared and the property installed when your organization moves to another installation. Unless, of course, a major commander or the chief of a DA agency says you can keep the stuff.

The installation property book keeps the pages for anything you've made good to take with you. But, before you go, you record what you're taking on DA Form 444, "Inventory Adjustment Report". It'll carry your organization's identification and the maintenance order number on its heading.

The items listed on the 444 will be compared with your property book inventories by the responsible installation supply school, and he has to sign the form before you can take off.

As your new location your property book will be compared with the copies of your 444 which they previously received. They'll countersign your 444 copy and their two copies, which are cut-out for installation supply and the finance and accounting offices. If the form info and your book don't jibe, the forms are uncountersigned and need "Subject To Report Of Error", and adjustments are made per AR 750.11.

INSTALLATION PROPERTY BOOK

YOUR ORGANIZATION

OR NEW INSTALLATION

OR NEW INSTALLATION

YOUR ORGANIZATION





## ISSUELOCATION SCOOP

THE LOANFORM, ONLY ONE COPY OF WHICH IS KEPT OUT BY THE BUREAU OF THE RECORDS.



ISSUE NO.	ISSUE DATE	ISSUE TYPE	ISSUE NO.	ISSUE DATE	ISSUE TYPE
10000	10	A	20000		
10001	10	A	20001		
10002	10	A	20002		
10003	10	A	20003		
10004	10	A	20004		
10005	10	A	20005		
10006	10	A	20006		
10007	10	A	20007		
10008	10	A	20008		
10009	10	A	20009		
10010	10	A	20010		
10011	10	A	20011		
10012	10	A	20012		
10013	10	A	20013		
10014	10	A	20014		
10015	10	A	20015		
10016	10	A	20016		
10017	10	A	20017		
10018	10	A	20018		
10019	10	A	20019		
10020	10	A	20020		
10021	10	A	20021		
10022	10	A	20022		
10023	10	A	20023		
10024	10	A	20024		
10025	10	A	20025		
10026	10	A	20026		
10027	10	A	20027		
10028	10	A	20028		
10029	10	A	20029		
10030	10	A	20030		
10031	10	A	20031		
10032	10	A	20032		
10033	10	A	20033		
10034	10	A	20034		
10035	10	A	20035		
10036	10	A	20036		
10037	10	A	20037		
10038	10	A	20038		
10039	10	A	20039		
10040	10	A	20040		
10041	10	A	20041		
10042	10	A	20042		
10043	10	A	20043		
10044	10	A	20044		
10045	10	A	20045		
10046	10	A	20046		
10047	10	A	20047		
10048	10	A	20048		
10049	10	A	20049		
10050	10	A	20050		

The entries include the date (year, month) of the initial IIR, the quantity issued and the IIR number or location. You also record the loan's serial or registration number if the info is required by other agencies, or is needed for control purposes.

If additional space is needed for this info you can use extra pages. Just mark the pages "Issue/Location serial" and place 'em immediately behind the original page.

The registration or serial number info is the only info entry you make on the back of the page.



## SPECIAL PAGES FOR SUBSTITUTES

When you receive a substitute, item you record it on a separate IIR Form 14-10. This applies even if the item is already recorded in the book as an unreturned item. The page for the sub item gets complete info, too: you skip the above-mentioned blank, and add the punched area, "Substitutes for IIR" on the last line of the page. The page goes directly behind the page for the unreturned item.

You post all transactions on the substitute item on its own page . . . not on the page for the unreturned item.

ISSUE AND RETURN DATE

ISSUE NO.

ISSUE DATE

ISSUE TYPE

ISSUE NO.

ISSUE DATE

ISSUE TYPE

SUBSTITUTE

ISSUE NO.

ISSUE DATE

ISSUE TYPE

ISSUE NO.

ISSUE DATE

ISSUE TYPE

Unit assemblies, kits, sets, stems and the like, you record on the property book page as a single-line item. If you're authorized only specific components of a set, kit, stem, etc., you need a separate page for each non-responsible component you're authorized. The page will show the component's own PIN and description. Responsible, non-responsible components are not recorded in the PD, see Organizational Property Book on page 28, this issue.

For details on pages for multiple line items, check para. 3-3c(3), AR 150-10.



## NEW PAGE FOR OLD

When a page in the book runs out you make up a new page for the item. Have the new page signed by a disinterested officer and insert it in the book. The old page goes in the book's inactive file for two years, and is erased out per AR 151-201.

And, when a page is all filled up you make up a new one, mark it "balance brought forward" on the first line and put it in the book. You mark the filled page "balance carried forward" on its last line and put it in the inactive section for two years.



## MX TO X SWITCH

When an item goes from non-responsible to responsible, and the authority making the change is the page and stick it in the inactive section. And, of course, you make the responsibility change on handwritten, as needed.

NOTE: If the old item is responsible (AR 151-103), it may become non-responsible . . . instead of responsible, in which case the page stays in the book's active section.



## FROM X TO MX

When the switch is the other way around . . . from responsible to non-responsible you work it like this:

Fill up the item you have on hand on a DA Form 250-1, Request for Issue or Turn In. Give the form a document number from your register and make up a property book page for the item. File a copy of the request in your document file and set up handwritten for the item as needed.



# FLAGGING THE PAGES

On a page for an item which isn't reportable you use the suffix "NR" (for non-reportable) after the LIN value from the TOE or TA. And on page recording items which are reportable (TOE or TA items listed in AB 71.1-140), use a lin, vol, 14-in dot in the authority block.



# POSTING GOOFS

If you goof when you're posting and you catch yourself, just line out the complete entry. Then make the correct entry in the following line.

When you goof by recording a receipt as a debit, or vice versa, but you don't mess-up in the debit-credit column — you simply line out the entry you made in the wrong column, and put it where it belongs.

However, when you discover a posting mistake which does affect the balance figure, you don't line out anything. You add the word "Corr" in the last column the line with the goof. Then you make the correct entry using the same document number in the next open line and you adjust the balance figure accordingly, and add "Corr" next to entry.

RECORDING OF SALES				
DATE: 12-15-55				
ACCOUNTS RECEIVABLE				
CREDITED TO SALES				
DATE		ACCOUNT	AMOUNT	BALANCE
12-15	12-15-55	1000	100.00	100.00
12-16	12-16-55	1001	50.00	150.00
12-17	12-17-55	1002	75.00	225.00
12-18	12-18-55	1003	100.00	325.00
12-19	12-19-55	1004	125.00	450.00
12-20	12-20-55	1005	150.00	600.00
12-21	12-21-55	1006	175.00	775.00
12-22	12-22-55	1007	200.00	975.00
12-23	12-23-55	1008	225.00	1200.00
12-24	12-24-55	1009	250.00	1450.00
12-25	12-25-55	1010	275.00	1725.00
12-26	12-26-55	1011	300.00	2025.00
12-27	12-27-55	1012	325.00	2350.00
12-28	12-28-55	1013	350.00	2700.00
12-29	12-29-55	1014	375.00	3075.00
12-30	12-30-55	1015	400.00	3475.00
12-31	12-31-55	1016	425.00	3900.00
12-31	12-31-55	1017	450.00	4350.00

Posted receipt instead of debit.

Posting receipt in debit line.

Posted receipt balance.

Receipt balance corrected using same document number.

Posted item in debit of receipt, but balance figure OK, but line not entry in wrong column.



## INFO CHANGE

When items are transferred from one commodity account to another or when an item's ID# or description changes, you simply note the new supply info and the document making the change on the property book page.

## NAME CALLING GOOF

But, when you discover an error in item name, class or (for example, you discover you've been carrying a carbine as a rifle) you have to cover yourself with a DA Form 441, the inventory adjustment form.

You give the 441 a number from your document register, include the changes required, and add a note on the bottom of the form explaining the need for the adjustment. The form has to be signed by the Old Man, and a copy of the form goes in your document file.

And, an inventory change also calls for a 441.



DATE	DESCRIPTION	QUANTITY	UNIT	REASON FOR ADJUSTMENT	INITIALS
1	Inventory change, 10 rounds	10	RD	Inventory change	
2	Inventory change, 10 rounds	10	RD	Inventory change	
3	Inventory change, 10 rounds	10	RD	Inventory change	
4	Inventory change, 10 rounds	10	RD	Inventory change	
5	Inventory change, 10 rounds	10	RD	Inventory change	

**REASON FOR PROPERTY ADJUSTMENT, INITIALS AND SIGNATURE**

DATE: 10/10/88

INITIALS: [Signature]

DATE: 10/10/88

That is, the DA Form 441 is OK'd for making minor adjustments only. It isn't OK'd for adjusting records when there's a change that actual loss or physical substitution are involved. AR 711-11, para 1-6a gives the word.



## PROPERTY BOOK ANNEX

You also need a property book annex if you have classified items. For example, an item's manufacturer may be classified, or the fact that you have the item on hand, or the item's quantity, etc., may be classified info. And, you keep a property book annex in a locked safe and handle it according to security regulations, or in any way in the SF's area, along with the item's file and the document register.

If you don't keep a separate document register for these items, you can enter the item "classified" in the

ANNEX'S THE PROPER WAY!



"remarks" section of your regular document register when you record transactions on items. But, the documents themselves are locked up with the annex.

## THE SF'S SIDE-KICKS

HERE'RE THE FORMS THAT ALWAYS MAKE IT EASIER WITH YOUR PROPERTY BOOKS.



1. Handwrite file, SF Form 100, which maintains written history between the property book annex and its contents.

PROPERTY BOOK ANNEX		PROPERTY BOOK
DATE	DESCRIPTION	PROPERTY BOOK NUMBER

DA Form 100 is the main H/R form, but the CO can use OE DE Form 110, Request for Issue or Transfer, as an add-on for frequent postings to H/R files. At six-month intervals the info in the 110's is transferred to the H/R record of each unit, and the 110's are tossed out.

The FBO assigns a handwritten num-

ber, and the UIC, if applicable, to each property unit, and sets up duplicate H/R records for each handwritten number. He keeps one copy and gives the other to the H/R signor. And, it's up to the FBO to see that both records are kept up-to-date, and that they check out with the property book balances.

2. The document register, BR Form 2024, in which you register, by number, all transactions concerning property lease lines. The register register for all property, and a separate one for recording transactions on leased site lines.

Date		Description		Amount		Balance	
Year	Month	Particulars	Dr.	Cr.	Dr.	Cr.	Dr.
		Balance forward					

3. The document file, which holds all your lease papers on property lease transactions.



### END OF BRUSH-UP

A physical inventory of leaseholdings is called necessary, and also when there's a change of HIR, signed at the user level. Any problems discovered are checked out and worked with the PBO. Read about it in AR 715-21, para 3-5.

### END OF BRUSH-UP

WELL, THERE'S YOUR PR BRUSH-UP AND DOCUMENT FILE. ON... LET'S GET BACK TO THE BRUSHING AND THE BRUSHING.





## LIKE THE FIRST BREATH OF SPRING!

That's the new AB 714-09 (14 Apr 03), Supply Procedures for TCE and TGA Units or Activities ... and, it's based on just some numbers in your 803. For example:

It gives property level Regard's Debiting stamp on writing up and maintaining the property books.

It clarifies with Reg 21 of AB 714-17 (14 Apr 03), and takes over info on handling the purchased supply items.



And, if you're in the repair parts supply chain, the AB is loaded with tax wrap for your operation.

Among other things, there's a new way of working-out the initial PFL. You make a separate PFL for each different type of equipment and then you combine the separate PFL allowances into a single PFL—which gives us support. And, the opportunity underway for a PFL in the '03 who is maintaining the level of gear.

Also, figuring out additional allowances will practically be a thing of the past. Some a table in the AB pinpoints when and how much to qualify PFL allowances.

There's a lot more new and important info for you in the AB, plus a handy chart which pinpoints PFL 803 at a glance.

### EXTRA ITEMS

How and when your work is used a job that requires equipment use on your TCE. How do you go about getting items that are normally not authorized?

It's not so hard to come your think. You'll find the way in part 4.8 of AB 714-55 on how to make your in capabilities for items not authorized by your TCE and how to cover of TCE allowances. Real handy to know.

THIS SUPPLY CARD  
LIKE  
EVERYBODY  
WANTS IT!

THEY'RE  
GIVING  
IT AWAY  
FOR  
FREE!

LET  
THEM  
GIVE IT  
TO YOU!

## THE SUPPLY STATUS CARDS

The supply status cards on your DA Form 2565 and DA Form 2565-1 actually have the important job of keeping you and everyone else concerned updated on your service supplies.

The cards come into play when your supply support backorders any part of your requests... or when supplies fail to get your supplies from a back-up supplier. What makes your requests better are the MELTRIP supply status (NSN 741-55).



In a nutshell, a card can give you and supplier:  
— All kinds of supply "status" on your requests or on an item.  
— On shipment and delivery date info on your request.

Of course, most of the status card information on your requests goes on mainly between your supplier and their supply sources. But, your support status card info stays in you, or needed, to keep you posted on your date requests, and to help you keep your supply records and reports up-to-date.

The forms used to convey this wealth of supply info are the regular DA Form 2565-series forms. At times, however, you may get supply status on the MELTRIP form DA Form 1546a which works like and looks a lot like the 2565-Forms.

### HOW USE THE CARDS

Depending on what kind of info is being sent, a status card can be called a:

1. Supply status card
2. Shipment status card
3. Reply to a contribution request
4. Follow-up Reply card



Yes, in many, our status cards you receive to send follow-up queries on your requests, and also to cancel requests. See DA 741-55, page 4-7.



## DISCOUNT BUSINESS CODES

Always read a complete copy of your bill-of-material requirements code, columns 1-5, before you make any bill-of-material requirements. There are just a few of the most common codes that you should know about.

“C” Code?

**401**—Which says the card is bringing you supply status info and you'll find the coded info in column 01-06.

**401**—Which means the card gives shipment info. Date of shipment will be in column 18-20 and info on how your items were shipped will be in column 71.

**401**—This one says the card is an answer to your follow-up query on a request.

**403**—This code tells you the card is recognizing your request for cancellation and the supply source was able to take cancellation action.

**401**—Which also acknowledges a request to cancel. But, it also says the request arrived too late and shipment is on the way.

### THE BOLD THE CODES

Besides understanding the supply status codes you have to know how the cards flow and where they finally go. For example, before your request is completed the status card must flow in one of your two data-response files.



1. Temporary due-to response file. This one holds the due-to card you get from your immediate superior. You file the card by your organization document number (Block C) on the card, because the card is just between you and support, so, it's handled by your document number.

2. The regular due-to response file. This holds the due-to card on your request which support answers in **DISSEP** regulations. You file the card by support regulation number. And, this one already said, you had support's regulation number in the card's block 9-11 under column 10-12.

REGULAR REGULATION NUMBER  
ANSWERED DISSEP  
BY SUPPORT UNDER  
BLOCK 9-11-12

SUSPENS  
FILE

DIS  
SUSPENS  
FILE

DISSEP  
REG. NO.

### DISSEP CHANG

It's even that a request in your temporary due-to file is answered in a **DISSEP** regulation, support'll send you a new card to give you the new regulation number they give your request. You move your organization



document number on the new card and destroy the card that you had in your temporary duplicate file.

Then you add the new card's requisition number to your duplicate request copy on the request, and file the new card in requisition document number sequence in your regular duplicate response file.

### HELSTRIP

Once support assigns a requisition number to your request, all status cards and any delivery you receive on the request will be handled by support's requisition number. And, the status cards you receive **WILL NOT** show your own document number. Therefore, it's mighty important to add the new requisition number to your document request copy as soon as you get the HELSTRIP card from support.

And, it's doubly important to keep your regular duplicate response file in HELSTRIP requisition number sequence. This SOP can save your paper work mess when you have a slew of status cards in correspondence, sorted and filed.

Sometimes support may have to change the HELSTRIP requisition number on your request. For example, if something goes wrong with their first request and they automatically re-order for you, they have to start their number from scratch, which means they have to give the request a new requisition number.

In this case you'll normally get a new status card from support showing the new requisition number in Module 9-11, and the old HELSTRIP requisition number in column 10-13.



You'll have to change the requisition number in your document register, add your document number to the new card, and file it in front of all other cards you may have on the request.

And, it's a good idea to transfer the old cards to the new one. This way you can keep all the cards on a request together and easily filed by the latest requisition number and/or access card on your request.



### FINAL FILE



When the supply deal is closed, all the status cards can be moved out—after you've transferred the needed info to the document register, record of demands or your FLL.

**NOTE:** You hang even any shipping cards which bring you non-responsible property back home. They go in the document file, which backs up the property book.

### THE DOC CARD

OK, with these few pointers in mind, let's check the status cards you normally find in volume 42-44 of your DA Form 1345 with the following list which can show each card status and give some tips on how to handle the status cards on your requests.

**NOTE:** Always file the latest supply status card in front of any other card you may have on the request. And, use the latest card for your follow-up queries, and when you closed a request, use DA 1345-13, page 2-1.

DA  
1345

DA1



THE FOLLOW-UP CARD



DA

Item being prepared for release and shipment.



As status, just file card in response file.

BB

Item individualized, the estimated date of release is entered in col 41 through 44.



Thread in response file. And, you will also estimated release date to send a follow-up.

BC

Item individualized. Long delay is anticipated. Item is normally held and be forwarded as a substitute. If desired, submit non-release and requisition release substitute.



Closed request. Post notice to supply records and request resolution team. If resolution time won't fit, thread in response file and wait-out from an original request.

CLASS  
CODE

LBY



YOUR FOLLOW-UP/ISSUES

BD

How defined "supply order being received" for estimated life of volume is entered in volume ID through 06.

How used to prepare the bill following and also estimated volume data.

BE

How being processed for short shipment to customers. The estimated date of volume of material for shipment is entered in volume ID through 04.

Same as above.



BF

As record of your registration. The telephone book and E-mail supplied, registration may use alternative number. This code will alternate used to many supply sources. (That is, the code'll be used only in requests for availability.) Federal/State Administration and Defense Supply Agency.

Status used to apply to a following year. Central document register entry, how and work to enter E-mail records.



BG

How number changed or high number use computerized part number substituted. Location the unit of issue and quantity field for specific changes, volume ID records accordingly.

How use supply info on this issue and record of demands and P/L, this code is response file.



BH

Substitute flow being supplied, for substituted date in part number to stock number field. Communication of how and quantity field for specific changes. Also record E applications.

Same as above.

BJ

Use of how will to quantity changed, all part of work accordingly.

Same as above.

BK

Registration previously submitted and has been received, forward subsequent follow-up to activity indicated in volume ID through 04.

Code is looking to appear, when support sends you a copy of the card, for a no response. Be in front of all other cards on the report. If follow-up is needed the report supply source from volume ID of all be entered in field 1.

BL

Following forwarded to activity indicated in card volume ID through 07 also all benefit status, forward subsequent follow-up to last known source.

Same as above.

BM

Registration returned to activity indicated in card volume ID through 07.

Same as above.

BN

Registration being processed as a low rate. Equal and last code field corrected or noted, unique last last digit/issue number.

If you use supply forecast control records, the code is used to adjust same. If not needed too it not.

CLASS  
CODE

LBY



YOUR FOLLOW-UP/ISSUES

BG

General. Results from receipt of materials for support from registration, computer, manager, or other authorized authority.

The status card number request to record volume. Also entries on supply records. You not all cards on request.

BR

General. Registering activity authorized modification to registration to quantities in part number by processing point.

The status card is taking ready to your request. I support number for you they'll send you a copy of the new status card showing the new registration number on the request blocks 1-4 E. The only the number of your original request on the new status card and record the new MDCMP number in your document register. After cards in new registration number request.

BS

General. Registering activity failed to respond to both side registration request from processing point. Will be in use by item 1.

Same as BS, but for the P code, this code will be used only on requests handled by Federal Supply Administration and Defense Supply Agency.

CA

Special. Separate correspondence relating to the document number being forwarded by appropriate needs registering source for this status.

From your card with this code present field 1 will appear close you in on the same day get in the separate correspondence. Then you close out your supply records on the request and file the card as needed blocks 1-4 all records.

CB

Special. Initial registration requested in volume of the quantity not available for immediate release. Quantity field indicates quantity not being filled.

This status used to send only when you've had support card in both side your request. How whenever your supply records, and file as desired card as appropriate.

CC

Special. Studies to identify request from registration and forward correct federal and/or state organization (including source to appropriate publication or drawing or not from application).

General request to records processed, how our work on file in document file, blocks per instructions spelled out in status card instructions.

CJ

Special. How asked for being called "job order" in lower number. Example and is not available for issue. If still request, registration for processing, filling volume code if card handwritten date, 1-4, and then copy, component code, make, series, serial number, drawing, price and/or part number, manual reference, and applicable publications.

Same as CB.



CLASS:  
CODE:

REGISTRATION  
DATE:



CK

Request form not available. Requested for supply by local branch of next higher assembly, component, or kit, or subject requisition for next higher assembly.

"WELL, YOU'VE GOT  
ONE. ONLY A FEW MORE  
LEFT. ORDER IMMEDIATE  
SUPPORT... YOU'RE  
WELCOME TO CALL."



The above card is talking to support. If you're authorized the higher assembly and request was provided from their 240-2426, they may issue it as your original request, or they may cancel your request and ask you to re-order.

If support re-orders, automatically use the new requisition number they provide to change your records and response file.

If they cancel, make the proper entries on your reports to cancel the original request, and get rid of the card. Be sure if you're authorized the higher assembly, kit, etc.

CL

Request form not available. Requisition compared with it, if possible.

"I'VE GOT  
THE  
REQUISITION  
NUMBER  
FOR YOU."  
"THANK YOU."  
"YOU'RE  
WELCOME."



Local request to supply records and you not authorized to request. If you still need the item and you're authorized the requisition number, continue request per status code instructions.

CM

Request form obligatory not filed. Provide new requisition and local code.

CN

Request. Source of supply is local member, kit or fabrication.

"WELL, YOU SHOULD ASK FOR  
SUPPORT. THE REQUISITION  
LEFT BEHIND THAT NUMBER '001'."

"WELL, YOU  
SHOULD  
ASK FOR  
SUPPORT."

"WELL, YOU SHOULD  
ASK FOR  
SUPPORT."



If support takes automatic action to hold order or local purchase the item they'll tell you what document number will be on the delivery document. As before, you update your records and delete response file. If support cancels your request, fix up your records and put out the cards. If you still need the item, by again. And, in this case I'll help if you can still get some remaining support that previous request for item was rejected by status code 08.

CP

Request. Source of supply is local government from customer for commercial needs.

CQ

Request form requested is cancelled or service requested or cancelled. Requisition through appropriate channel. Fix doing the status changes of, or request status of 00, 01 or 02.

If you get a status card with the code, handle it like a 00 code.

Support will normally re-order for you and give you the new requisition number Update your records, and the due to response file.



**CS**

**Rejected.** Quantity requirement is rejected if either an unknown quantity or quantity is being supplied. Quantity field in the transaction reflects quantity rejected. If requirement still exists, submit a new requisition for the required quantity using subline code 25.



**TWO HUNDRED HUNDREDS FROM 211 IS TWO HUNDRED AN ERROR.**

**Cancel the request in your supply records and buy out stock.** Buy in-order quantity into requested by dates with instruction.

**CT**

**Rejected.** Dates, model, series, serial number, and/or end item change or publication reference, as applicable, is necessary in order to determine item required. Submit new requisition by mail or message if required and furnish required information.



**"YOUR SUPPLY IS TOO LITTLE TO BUY IN ORDER WITH MY MONEY."**

**CU**

**Rejected.** Item requested is provided only in a supply list. Requisition appropriate for



cancel request in your supply records, but not work on request. Reorder if you're authorized this list.

**CW**

**Rejected.** Item not available. Item procurement is authorized for the requisition only. If item cannot be locally procured, submit new requisition using subline code 14.

If it's not available from local sources, request will re-order per dates with instructions. Be sure you have request in update your records and file.

**CX**

**Rejected.** Unable to identify the "bill" to which address designated by the request code.



Request will automatically re-order and send you new requisition number for your records.

**LET US UP HOME**

Did you realize? The "R" series status codes (RF) in an exception show that the supply people are working on your request. While the "E" series codes tell you that your request has been rejected, no supply action has been taken, and a new requisition may be necessary.



**WHY OH WHY**



**"WHAT ABOUT MY REQUEST? WHY IS IT REJECTED?"**

**"PLEASE SEE STATUS ON SUPPLY RECORDS."**

You can log on to this string of AB codes any special supply status codes used in your command, or area, and you'll have answers if a hard-to-locate code list. Also, you can just list all the list any status codes that are not used in your area. And, that's it for now on status codes.

# VOLT-JOLTED BIRDS NOT WELCOME, THANK YOU!

When an insulator is a bird because a customer, you'd better keep your hand on the ring and be ready to jump. Or, get rid of the customer before it gets better for you.

The word is that some terminal board covers (insulators) come out of the mill as assemblies. These GSA-type, contact hardware items can be found in most Army stocks, and the only way you can tell if you've got a customer on an insulator is to put a multimeter in touch with the TS-142871.



Depending on size, they go by the following P/N's and Part Numbers: 1440-641-1168, 107-2, 1440-641-1169, 107-3, 1440-641-1172, 107-7, 1440-641-1173, 107-1, 1440-641-1579, 107-3, 1440-641-1581, 107-20, 1440-641-1581, 107-3.

To test your cover (and sometimes good stuff gets bad from oil, dirt, etc.) adjust the multimeter's sensitivity to

R X 10,000. Be sure the circuit's electrical system is zeroed out. Place the cover's own test probe about 1/16th apart on the winding, which is in place on the terminal board, and check the meter for continuity. If the meter needle stays at the far left (infinity or  $\infty$ ), the winding is good.

If the meter shows current flow (continuous reading), that is, against the winding with a noticeable zap... because, hey!, you've got a leakage path.

If you're out of good insulation, you can use grease tape or another non-conductor to prevent grounding of the strands. And, like, I said — test it yourself!

Oh, yeah. Replacements P/N 1440-641-1581 for replacement covers, don't you take always cut it to the size you need.

Would You Stake Your Life <sup>right now</sup> on

## Connie Rodd's BRIEFS

WHEEL  
REPAIR

WHEEL  
REPAIR

### New Aera and Mirror

Drivers of 16-ton, 20-ton, and 31-ton tracked tractors can now get a bigger rear-view mirror than the round types on their tracks. It measures 18 1/2 in. by 8 1/2 in. To learn how, ask for Mirror, P24 1140-900-9003 and Arm, P24 1140-900-9004. The West Coast type mirror mentioned in P2 144 is not here yet.

### Hoops On Feet

Talk about hot, if you're having trouble with blowing those 15-amp fuses in your 42-173 U cable reeling machine, use a 20-amp six-blow fuse (P24 2920-303-1877) instead. TR Alg 2447 (P24 54) says you can, but the P24 listed there won't work. The right number's listed in Dred Catalog C2926. See (P2 44), page 42.

Instead of "brakeless" the real low-high gear, build up the speed gradually. The fuse'll last longer.

### For Right Angles

Here's a tip for the better of your RTB (patented) cables: adding one too far in a cramped communication station. DR 71-428 (May 65) gives you the go-ahead to use a right-angle connector (P24 9510-814-4140). This connector's also handy for doing work with cable assemblies for AN FCC-3, -4, -5, -6 and -11 telephone terminals.

### Don't Be a Statistic

There's a new DR 203-00 (May 65) on Safety—Prevention of Motor Vehicle Accidents. It has the latest data on driver training, testing, procedures against law and regulations, and safety devices.

### All Together Now

Typing the first article in an article every 150 days in GQP is TR 20-400-3 and TR AYH 13. So it appears that the same time interval should now be in, for example, the Materials (DR-1) maintenance job TR 20-124 2-204-00 (TR May 65) . . . P 10

### Jay Danger

Heads, bluish eyes and other sun-plate burns are no good for building positive and other reasonable equity. Operating your work right through the plants and out off a lot of employees. Use a shield cap or other approved protection.

### No Tude With Disposal

All you get—and all you need—when you make Red, Oil, Grease Liquid, for your 42 51 16-ton truck is a dipstick. The tube that goes into the engine block is already there—installed downstream also here. The new, tougher dipstick is P24 6600-660-9962.

*the Condition of Your Equipment?*



**DON'T  
HOLD  
BACK  
GIVE  
ALL  
THE  
INFO**

When you need to say communications

**LIKE:**

- DA Form 2471 ..... on equipment  
DA Form 2028 ..... on publications  
DA Form 1845 ..... on anything

**OR:**

When you write to *Walt-Mat*  
Give all the useful data you can find, such as:

- COMPLETE NOMENCLATURE
- MODEL NUMBER
- STOCK NUMBER
- PART NUMBER
- MANUFACTURER'S NUMBER, ETC.