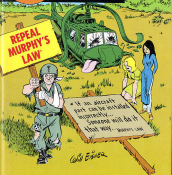


Issue 09

PS

1957 Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY



KEEP YOUR HEAD

IF AN HEAD



Chances are you'll be an aircraft passenger during your Army service. Our service men . . . use small airplanes while going on or off an aircraft and CAF goes your way!

You may be a passenger, gunner, crew chief, pilot or co-pilot—these whitening trails and tail cones (Dropsy Models or fixed wing) jump could save lives. They'll kill you as quick as a sniper.

So, head up, and keep a rubber neck when you're around any aircraft. Keep a good head—YUCK!—on your shoulders.



"WOULD YOU PLEASE KEEP YOUR HEAD UP!"

"DO YOU WANT TO COME?"



THE PS (PERSONNEL SERVICE) DIVISION . . .
IS THE BEST

PERSONNEL
SERVICE
DIVISION

PERSONNEL
SERVICE
DIVISION

PERSONNEL
SERVICE
DIVISION

PERSONNEL
SERVICE
DIVISION

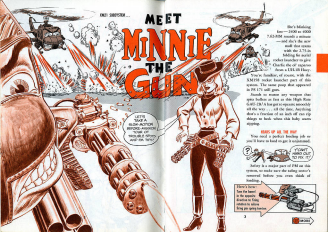
PERSONNEL
SERVICE
DIVISION

PERSONNEL
SERVICE
DIVISION



NEW SHOTGUN

MEET MINNIE THE GUN



LET'S
TAKE A
SIDE-ACTION
BEFORE-ACTION
TOUR OF
MINNIE'S
NEWEST
FEATURES.

Her's Making
Her—2000 to 2000
7.62x39mm rounds a minute
—and that's the new
mini size system
with the 3.75 in.
loading for world
order launches to give
Charlie the '07 upgrade
from a 12.75 in. heavy.

You're familiar, of course, with the
EMM rocket launcher part of this
system. The same pump that appeared
in the 175 will gun.

Looks no more any weapon than
your father-in-law or this High Rise
6.400 (2.4 in) for gas to operate smoothly
all the way... all the time. Anything
that's a fraction of an inch off can rip
things to shreds when this baby starts
spinning.

READY UP ALL THE WAY

You need a perfect loading job or
you'll have to load to get it unloaded!



Delivery is a major part of EMG on this
system, so make sure the safety cover's
removed before you even think of
loading.





Keep clear of the magazine.



Lift up the cover, then remove the 2 locking center pins. Then remove locking center and cover. This is the sure way to avoid an unplanned shoot-out with friends.

CHECK LEADS CLOSE—Look for dents in the sides of the boxes or over-tightened ratchet straps. These could cause extra pull on the center belt, which in turn could cause a belt separation—resulting in gun sagging.



FEEL EVERY BOND—Look always for greasy cartridges and rags, torn or damaged belts . . . every time you take it from its container as you load it. In fact, loading from the can or the ammo bin alone poses handling and hence the risk of trouble. When you join the belts, make sure the link rings are fully seated in the rim of the cartridge.



LAUNDRY BENE JOINTLY—Make sure the cartridges don't rub and that the squawks and milks work freely—no binding or dragging allowed. And, make sure the chain is disengaged during loading.



Use a cartridge and a feeler gage to check the clearance between the sprocket and guide.



Hold the cartridge at 12 o'clock and check the clearance between the cartridge and guide. If the gage shows more than .050 in. clearance you'll know the guide's worn or the top is sprung and needs repair or replacement.

DON'T GESS WITH THE ADJUSTMENT SCREW! IF YOU FIND ANYTHING FEELS WRONG WITH THE CLUTCH SETTINGS OR GAGE—JUST TURN THE GAUGE IN!

FIXING THE BOSS—Bullseye the pump in Figs 2-32 and 2-33 of TM 9-4895-201-42 to a "T". Take your time and do a Zero Defect job. Be sure you pack each screw compartment completely and neatly—no sagging or loosening, perpendicular ends. Allow the 2 belts just tight and get the clutch strap against the lower roller.



TIGHTEN AND SMOOTH

CHOCKS OUT—Check 'em regularly for loose or twisted interlocking rings. Make sure they're close for drag. And make sure they're clipped on right to the cartridge guide and leader deflector ends. Incidentally, the chocking must have the closed side up — see the same 42 TM pictures above.

HERE ARE THE 3 MOST COMMON PARTS OF THE CHAIN—WHICH YOU’LL GET THROUGH FEEDING.

CHAIN ASSEMBLY AND RIG

The first 4-8 inches of the over-ear head assembly.

3

The last 12 inches or so on the right-hand chain where it comes into the rotating head.

If you find the chain too long—especially on the left side—so that it interferes with the socket pool, and want to remove 3 or 4 links, say, be sure you have the right number of links between the anchor bar and the chain support bracket.

2

The coupling part of the left side of the chain should fit it snug in the socket pool and . . .



You should have 14 on the left side between the cross member and the bracket on the rail and support assembly.



On the right side, you should have 10 between the cross member and the bracket on the rail and support assembly. In addition, you should have 21 between the two straps—the one on the rail and support assembly and the one on the anchor.





WHEN YOU WANT TO TAKE THE CHIPPING OFF...



KEEP THE 2 END LINES OF THE 2 CHIPS BY THE BARK!

YEAH — BARK'S THICK! COUNTING UPON WHAT YOU'RE BE-REALLYING!

THE
BARK
IS
GONE

Tell they come up with a better cover, tape 2 feet or so below H, lined so within 2 or 3 inches of the chain guide on the right side of the chopper. This will keep ground holes and open shells from the first gunner's small arms (assuming you carry shotgun protection from flying into the open chipping and jamming Minnie. You'll do a better job if you put a strip of aluminum the width of the chipping under the tape. Use GUS stock (FBI 811-611-015) or any good duck tape, but never use paper tape — it won't fight the weather. Another thing, be careful not to leave any sticky part of the tape exposed. It might catch the snow.

MAKING THEM — Give it the necessary for best or dirty volume plus or even that won't go in and out easy. Check to see that the 2 chipping guide wrap plus which was enough (say, about 1/2 inch) and then make sure the heater's closed. If those 2 plus are in the fat, Minnie'll just.



TIPS — Right, the big secret of a trouble-free firing mission is in the correct loading and the timing of the deflating heater and the gun.

Use the gun fat, like so: Use the barrel shape of the timing job can be pushed in.



PUT IN
TIMING
JOB

Now that the deflating heater by passing in on the timing job.

Now, mount the tilting leader to the gun and doublecheck the timing by pressing both pins in at once.



WALK TOWARD GUN — As you install it, check the sector for looseness, cracks and bends and make sure the remaining surfaces line up with the gun housing.



Also make sure the leading roller of the belt assembly is properly engaged in the cam path of the sector.

REMINDER

You have to line both the gun and the leader every time you remove the leader for loading or any other reason, and every time you get a new one. This page. Right!

HELP
OUT
WITH THE
EPOCH-ROCK
PLAY
SOUND
UNTIL
THE
SOUND
RECORD
IS
COMPLETELY
INSTALLED!





ONCE THE SAFETY MECHANISM IS IN PLACE, YOU CAN BE DANGEROUS-- EYES OPEN AND GUNS OPEN! NOT HOOKED UP-- SCREAMS BYO--BODY!



HOW TO LOAD

LOADING THE GUN

Disengage the clutch on the cartridge drive assembly and push the screws by hand through the clutch from the cartridge drive assembly to the discharging feeder.



Push the first couple of linked cartridges through the feeder till they're seated in the sprockets. Now you can engage the barrels by hand till one round comes out and falls on the ground. The discharging feeder has room for 5 rounds. There'll still be in the fall so you'll get instant feedback when you go into action.

SAFETY TIP: Some units lower the chance of anybody getting hurt walking in front of a loaded gun by making a safety rod out of a 1/8" piece of round steel stock about as thick as a small horse cleaning rod.

They shove the rod between the barrels to keep 'em from rotating and firing. A red flag tied to the rod warns all hands that the gun is "hot".



MADE A SAFETY ROD LIKE THIS ONE TO PREVENT SOMEBODY FIRING!

However, use a red like this only after the gunner's been loaded. Like... show the red to and let the gunner stand still take-off. Remove the red just before take-off.

But, never depend on this red as a safety after loading. This Minnie's a tricky wreath. She could go off with just the slightest jostle.

INSTALL SUN SHIELD BOTTLE CAPPIN PUMP—

There's the trick to it. Pull back on the bottle cap and loop it pulled back with one hand while you crank the plug with the other. Then let the cap snap forward till you can no longer see the red center on the plug.



If you can see red, no good! The plug can be rotated out and re-choked.



BEFORE SOUNDING BUCK BRACK PUMP—The loader automatic has a quick disconnect type plug. About 1/2 turn locks it in place. Make sure you feel the notch at the end of the stem to tell that the plug is locked.

OK, now your Minnie is absolutely live, so watch it!

LAST-MINUTE CHECKS—Just before take-off, have every member of the crew again eyes-to-us that all electrical connections are OK, especially the drive motor's loader automatic and the quick disconnect at the side of the bottle cap and the water tank and support assemblies. Also doublecheck that the cartridge drive clutch is locked (sprung down) and that the safety screen's uncut.

The final one after all are allowed is for the crew chief to pull out the safety red — if you're using one, mate!



AFTER-WORSHIP DOCKETS

Normally, if everything goes super-OK on the firing mission, all fire rounds would be spaced before you load. But, because you can never be absolutely sure with Minnie — the oil the detaching loader is off or something — there just might be some hot leftovers in there. So, always assume the gun's ready to fire till the safety screen's removed. This means never walk in front of the weapon — and warn the others about it.



The safest way to get out of the Blue is to jump across the front of the gun and rockets—out of their line of fire—while your head down to avoid the rain. Not easy, but it can be done!

But first, to loading, always remove the safety cover.



After the safety cover's removed, turn the handle in the firing direction. The cocked spring will rotate through the gun, rotate and open without firing.

However, to make positive the gun is clear and no rounds remain in the chamber, pull each bolt lock and eject the chamber when you return the handle.

Now you can put the safety cover with loading back on and leave the safety rod in the hole in the gun support, if you want to.

However, if the gun is jammed, just remove the safety cover with loading cover and then remove the charging and feeder, as needed. Finally, disassemble as much as you have to to clear the weapon.



DISASSEMBLING AND INSPECTING

Normally, you take things apart and clean and lubes 'em after every 1000 rounds have been fired. But in Vietnam once a day, regardless, is a MUST.

Remember, even though parts in all guns are interchangeable, it's not good policy to mix parts between J separate guns — even between right and left hand ones on the same stripper. One gun could get a lot more use than the other. Then you'd be putting more parts in a new gun or mix parts in an old gun — both

NEXT PAGE: I'VE GOT A BUNCH TO INSPECT. YOU WANT TO LOOK FOR ... FOR WHAT YOU CARE -- (BUT HOLDING FOR HELP WHEN YOU WANT.)





REPAIRING THE FLYER BEARING ASSEMBLY.

BEARING POOL — Bent, cracked, won't go in and out easy.



HOUSING COVER — Loose, cracked, bent, twisted, pit in end-of-cover treated.



SAFING SCOTER — Loose, pitted, cracked, broken, leading surfaces won't line up with gun housing.



SCREWDRIVE TRACKS — Cracked, bent, twisted, roughed-up edges.



BOLT ASSEMBLY — Nuts like: firing pin hole badly worn or elongated, extractor tip damaged or bent, firing pin and locking surfaces on bolt head worn or burned, track ways pitted, bent, scratched, spring cracked, worn, bent, striker badly worn, bent, firing pin ring worn, burned, roller on bolt assembly worn, damaged, spring pins bent, body worn.



CLUSE BAR — Pitted, cracked, bent, bent.



DRUM CLAMP — Loose, spline nut threads worn, chipped, damaged, barrel rings or central shaft bent, cracked, bent.



BARREL—Bent, dented with junk, lands covered belly side's face bulged, bent-warped, flange cracked, burned, broken. (Some dented or bent-warped barrels spray bullets right at target.)



BARREL SUPPORT—Bent, dented, bent up; tubular walls cracked, too warped.



BEARING ASSEMBLY—Front and rear gear teeth stripped, pitted, cracked, bent; ball bearings worn; ball cage ball tracks or roller dented, roughened, sticking; shoulder surfaces belly worn.



CLAMPING—Bolt too long.



TUNING PIN—Bent, broken.



GUN HOUSING—Bent, dented, covering surfaces belly worn.



WREN ADAPTER—Bolt dented, slipped, vibrated (usually it is rotated).



TUNING PIN—Bent, broken, spring weak, broken.

CHANGING FROM

CLAMPING GUN DROP PIN—Bent, don't stick out about 1/4 inch from right side of housing after they've separated to.



ELECTRIC DRIVE ASSEMBLY—Bent, dented, mounting hardware loose.

PUSH ROD ROLLERS—Bent, idle.



SOLDERING LEAKAGE—Removed, bent.

SPRING BAR—Tung bent.



FRONT SPROCKET—Bent.



SPRING PIN—Bent.



CLIPPER CLIP—Dented up, bent, weak, dented.



BACK STOP TRACKS

Remember, after every winter stoppage, look for loose-fitting components inside your weapons. There're some places to make the check easier.

You can save time removing the 2-balls and barrels from your weapons by loosening the mounting, if they're a problem—only 2 balls mean—if you're careful.

Here's how to loosen the ball lock without losing up 12 tons: push the thing you're in the left, then pull 2 balls forward.



Now push the secondary track forward up and out. This — inevitably — means 2 balls.



Important: If you have cut it and under the barrel chamber they'll fall into the bearing and mess you up good!

Next, when the chamber of the third track cut comes up and go through the same game. Then 2 balls more! Check out tracks, up the 2nd track and up and get the last 2 balls out.



BE CAREFUL TO TAKE OUT THE BOLT!...

INCIDENTALLY... THE 2ND CUTS COME FROM THE BOTTOM OF TRACK 2, AND REMOVE ABOUT 1/2 IN TO GET A BETTER FIT ON THE TRACK ROLL.



Remember, though, these track cuts are self-healing. If you take 'em out, the rolling pins stretch 'em out and you must replace the ones. Keep a supply handy under P/N 1145-511-1126. Remove operators' side weapons and put paint on the 2 main they become the side ones when they get hit. This way, you can know or recognize the same ones every time or you can otherwise, recognizing the repainted ones also removed since removed. Using 2 colors might help, too, to keep you from getting killed up.



The mighty aerial you don't over-tighten the screws. With track cuts as you might end up with the ball screws being flexing during the loading cycle. Over-tightening this can cause the track to bind against the ball screws later, creating another movement that's unnecessary.

This could cause the ring on the ball head to bind down, wind, binding against the thing you. How low: just above the one down ring without using too much pressure. There's more to it on the ball ones.



TRACKS MUST BE CHECKED WITH EXTREME CARE

KEEP A SUPPLY OF PEEPER GEAR OILING P/N 1145-511-1126—AND DON'T APPROXIMATE AND STOPPER BLEND! THIS OILS THE OILING ON TRACK SO YOU CAN GET THE BEST OILING BEFORE DEPARTURE.



HERE'RE SOME MORE TIPS:

When you're cleaning a lot of the parts, if it's just you to put the correct part-way back the way you can't handle it.

When you're at the gun the depth for operators' manual is installed. If you're wrong, there's no way to get it right. You must be fixed right away.

When you're in a rubber part, always use a rubber or plastic hammer or a plastic mallet. It's better to have it in a car than the world on wheels.

Always remember this: remember that when there's some you can't move and exchange the barrel in a jiffy but by removing the clamp.

Whenever you replace the small rollers, always have the 4 balls just ring off the rollers mounted on the bars. Don't make it make it hard, the rollers to replace 'em after it's installed.



Being trouble with the self-maintaining ball ones that hold the ball rollers guide above the ball ones and the ring. Right: I will be harder maintenance ones... P/N 1145-511-1126 (2) 1126.





CLEANING AND FIXING

You've got to clean all Blain's parts real good every time you lubberly fix. Then dry 'em real good, so you put 'em together, lub every part the way your LSP 9-1000-300-03 tells you. The gist of it is that the old lub must come off and fresh lub must go on every time!

Normally you don't have to worry about getting too much lub on Blain's. This lubby loves LSA (Lube-Gel, Semi-Fluid, Automatic Wrencher . . . FIN 0118-880-9110 . . .) best when she'll slip out any over-dos you had her.

This High Blue Gun has electrical drive but no electrical gear and no gas system, so you don't have to worry too much about getting cleaning solvent on lub in the wrong place, either.

WELL, here's a couple tips to keep you straight:

Never get cleaning solvent on the valve housing and the electric drive motor. Get 'em up on oil with a clean dry cloth.

rip out I want to know the status from the LSP 9-1000-300-03. If you can't get it, call the LSP 9-1000-300-03 with a coupon.



Just don't forget when you're starting to slip the delubbing handle to always check the solenoid and bearing! should never get dunked in solvent — not any other cleaning solution, either!



COGS AND BITS

COGS BEARS PHE — You've got 3 pins you want to be real choosy about — 2 on the delubbing handle, 2 on the safety motor, 2 on the bearing cover and 2 that connect the gun to the piston.

WELL, make sure these pins reach LSA. Be certain you have to depress the plunger on the end of the pin to remove the pin. Replace any pins that cannot run without pinning the plunger.



NOTE: make sure you use the right pin in the right place. They come in different sizes. A good way to keep 'em from getting mixed up or lost is to carry them the way they go together.



USE CONTROL BOX — Your only business in here is to check the condition of the 2 cartridge boxes (PN 9000-100-01147) and to see that the 5 connections at the front end of the box are right. Incidentally, you'll save away with the cover by opening the back latches first to take it off and putting the back latches on first to put the cover back on.



PLACE BURN — Never stick it up the muzzle — you'll burn the bulk elements. And, remember, the shoulder latches only to be used for troubleshooting. Otherwise, hands off.

WARNING — Make sure these are OK and firmly attached. These shields keep heat and fumes from the system and the door gunner's weapons from entering the gas and fuel systems.



NOTE — Here's the ones you need and how to buy: TM 9-1085-205-15 (15 Sep 65); TM 9-1085-205-15P (15 Sep 65) — both on the G40-20's Gun; and TM 9-1086-205-12 (May 66) with Ch 1 (8 May 67) — on the XM11 subsystem at a link.

THE BORE SPINER

As was told back there in the beginning, the L75-in rocket and XM150 launcher that make up the second big half of this subsystem are exactly the same as the ones on the XM11 subsystem.

No, nothing new to add here except this new tip:

Any time you receive calls for taking off with the same FFAR's you brought in from the last trip, be absolutely sure you check that the workman's are real right. Take 'em off, and refigure 'em—every damned one, too. Experience shows that they can work best.





USE YOUR MUSCLE

YOW!
THE MATE
DOES LOOK
NORMAL!

When it comes to maintenance on your Challenger, pull it by the back. The old girl needs as much attention—maybe more—as a factory-fresh job.

Thinking about the main cover being replaced, P/N 88-10-3410, that

you re-strap to 100-100 1/2-lbs or called for in TM 91-1530-201-200PM.

This baby has a habit of being super and snapping the safety wire ... 'taint a healthy situation if the blow has apt!

Torque loss is more apt to happen after a main cover assembly change ... which is the reason why a special inspection is called for in Chap 3, Sect II, page 3-6 of TM 91-1530-201-20 (15 Apr 68).

After the first hour of operation and after an additional 10 hours, re-torque the nut with wrench, P/N 88-10-3410-0000. Make with the muscle to 11-lbs intervals until you notice no more torque loss.

From then on give the old girl the 20-lb heavy treatment, you brack.



RE-TORQUE EVERY 10 HOURS UNTIL
NO MORE TORQUE LOSS!

TRY THIS TOOL FOR SIZE



Don't follow.

Taking out the Mory 324-B F-33 engine inside the floor and then again for cleaning and general problems. After awhile, shoving the filter into the engine's door separated cover made it out of shape.

This situation was usually solved by the efficiency of the filter, but one thing's for sure — a desktop filter definitely makes installation more difficult.

To save the filter and make the installation more a lot easier, we came up with this handy, made-instant tool.

STEEL WIRE CLAMP
PN 4414752

CLAMP
STEEL WIRE
3/8" LONG
1/4" DIA.
STEEL WIRE
1/2" x 1/4" LONG
AND WEL.

SEE HOW
AND HOW
TO USE



How to get the filter back on your engine's head is plain.



Next, attach the tool (long to around with the filter. Slightly pulling on the filter with one hand while at the same time pulling on the tool strap with the other hand. The filter slides easily into place to reveal the little baby work like a charm.



Mr. Thomas B. Karpent
 Edwards AFB, Cal.

(Old Place—Good idea! Looks like a bear's hole used to keep those shoes in straight shape.)

FUEL TANK SHOT? MAYBE NOT!



A fuel tank leak in your Otter (U-14) may be easy to spot, but finding the source can sometimes make a wrench puller wish he had a couple hexes.

But before you decide to yank the tank, focus on the fuel tank neck.

Inside the neck is a metal sealant ring on the hinge nut. As you remove and replace the sealant for cleaning, it grinds into the rounded throat of the clamp nut—that's the rub.

Old Ballbats go through this rite-of-pas 16-over and over until the hole is finally gone. Then someone sees a puddle in the bottom of the nut and clay hardener patches appear. You know the rest . . . drip, drip, drip.

Course now the nut is shot you replace it. But to prevent a good nut here's what you can do.



Cut a small piece of rubber to a diameter of 1.875-in and insert it in the bottom of the hinge nut. This nut is a buffer or insulator. Not just any rubber will do. You want to use a piece from B-115-in-dia rubber sheet, P/N 9420-241-9746, MIL-R-2035, Class 1, fuel resistant. You'll find it listed in *Red Cat Catalog*, 4-CB5 (1 Apr 67).



Preventing a leak before it starts—that's the kind of PM that'll keep Old Ballbats going . . . and going . . . and going . . .

AHA--THE MISSING LINK!



Hold on!

Place this reminder in the back of your noggin before you hurry-on to your Huey (UH-1H) main rotor hub and blade assembly.

After you remove the pitch links, put in the grip positioning links to hold the grips and blades in position . . . prevent damage to the hub-stops—for real!

Use link, T1B148, for the A Model, T1B142 for the B and D Models, and T1B146 for the C Model.



SIGHT GAGE TORQUE

HEED TORQUE AND MOSE ACTION, PLZ!



Just in case somebody should ask — or a leak develop — the torque value on your Huey (UH-1H) engine oil — tank sight gauge is 150-175-in. lb. for the big one and 100-125-in. lb. for the little one.



CAN IT, MAN!



Anytime you take an expensive part off your bird you handle it with kid gloves, for real.

So it figures that when you pack an engine, your blades or such, you want to deliver them with the proper packing for that lumpy trip to the depot — or else!

The latest part to take it on the chin was a Chinook (CH-47) APU shipped in a cardboard container. It didn't make the trip in one piece!

What a difference the right metal shipping container makes . . . on boxed parts. The Chinook APU container, ESN 6415-007-4000, is stocked right in TM 99-1520-289-1 and P-2 (Apr 67).

Ask for the container as you send them from depot stock on a first last basis. You'll find 'em listed in your ACP's.

PRESERVE THE ENGINES



Whenever you pull a Huey, Mohawk or Chinook engine, remember—don't take more than a couple of weeks shipping time before the overhaul type go to work on it. Engine parts corrode fast! So, follow the company storage prep . . . para 45-13 in TM 99-1520-289-28 Ch 18 (Apr 67) for the T-55 and para 45-13 in TM 99-1520-289-28 (Apr 67) for the T-53.

ONCE OVER LIGHTLY, PLEASE!

With all the hydraulics in your Cessna 441, a wiping rag comes in mighty handy. In many cases a wipe is not a leak ... no repairs needed.

Take relief valve, P/N 14056, in the utility system all modes.

Say you spot hydraulic fluid on the bracket hole. The hole is there to prevent a hydraulic lock in the valve. It also serves as a lock-wipe hole.

Does this leakage mean the valve is shot? Certainly not!

Here's what happens. Hydraulic fluid and soap gather in the bottom of the valve. When the valve opens, the increased pressure in the spring chamber causes fluid to squirt out of the valve hole.

A new valve won't help the situation ... but a leak-wiping will.



SWING'S THE THING



It's true! The computer on your bird can now go 12 months (instead of 9 months) before the next testing is due. This pump is in para 144 of TBO 441-00-0000 Jul 05. Covers you, but a check any time there's an engine change, any electrical equipment or major structural change likely to affect the computer, or any time you suspect it's faulty.



HAND RAIL STORAGE SAVES STEPS



Dear Editor,

There are times when the hand rails for the hydraulic maintenance platforms get caught in the four corners of a bumper. Rounding them off up to the a half of an inch.

We came up with eight shaped brackets that can be welded or bolted to the base of the stand.

These are shown the three platforms hand rails in the usual location.

The most loading high and low for the hand rails—they're kept right with each rail.

Mr. Alfred Morgan
Paul Smith, Va.



Ed Note—It's odd just I realize that you also use brackets for storing the top hand rails ... good show!

EDMONT

NO WEAR LINKS, PLEASE

Dear Windy,

Just how many missing pins or bolts are allowed on an aircraft cross panel? I've looked high and low and can't come up with the answer.

What say you, Windy?

MS-B, N. W.

Dear Specialist G. H. W.,

Para 48c in TM 55-405-4 (19) says that no structural repairs will clear you on the subject.

When a nut or bolt is subjected to high stresses and the loading is in alignment or approximately, the hole strands must engage the fastening strands for a length equal to, or greater than, twice the diameter of the nut or bolt.

Good designers figure each hole will carry a certain load. A missing hole would throw added stress on the other fasteners, being into play the "weak link in the chain" theory.

So, I'd say you're not allowed any missing holes in a cross panel.



Windy

(X) MODE FOR ALL ARC-54's

What's in a number? Heavy—when it comes to providing (X) mode operation for your bird's RT-240 ARC-54.

MFR's 11-1821-244-00/2 (1.2 Sep 66) with Ch 1 (1) (Rev 67) has a listing of serial numbered modes that can be modified, but it's not complete—...that's the rub.

If your ARC-54 is not listed, check a copy of DA Circular 780-18 (29 Feb 67). This operation MFRG index lists the serial numbers allowed for all of Udc's equipment.

Page 280 shows that the (X) mode goes on all ARC-54's.

Turn to the listed log book, DA Form 108-1, and the check on Form 10 to see what should show if the mode read was done. To double-check, take the cover



off your RT-240 and have a look-see for a check on the Transmittal Audio which says the MFRG is incorporated.

No check? Schedule it . . . soon.

BIRD TRANSFER CHECK

Dear Windy,

Can you settle a dispute on an aircraft transfer inspection?

My buddy says:

... HE SHOULD FLY AN EARLY 4th INTERMEDIATE!



but I say:



IT SHOULD BE A PERIODIC!

Before we come to know what say you, Windy?

YPS T. O. B.

Dear Specialist T. O. B.,

Tell your buddy no one is the question—he isn't.

There is no such thing as a 4th Intermediate. Para 4 of TR 45M 25-87 (1) Feb 68 on inspection calls for only 3 intermediates of 25 hrs, followed by the Periodic at 200 hrs.

Your transfer inspection can be an early 3rd Intermediate or, if less than 25 hrs on the PMP, an early Periodic.

IN A BIND

FOR BINDERS?



You say you're searching for some binders for your aircraft parts? And you've looked high and low for a supply catalog that lists them?

Tell us what. The OSA Book Catalog is your supply source for all kinds of office supplies, including the binders.

There're several types to choose from . . . you pay your money and take your choice.

One popular binder is the black, 1-1/2" capacity, 3-ring type with metal hinges. It holds standard 11 x 17-1/2" pads, carries OSA 75 80-8750-8751 and lists for \$4.05.

Your authority for requisitioning could read like so—needed for binding Army aircraft maintenance publications.

NO DOUBLE SAFETY NEEDED

Wander down any five-wire (114) flight line and take a look at the generator switch covers. Some are red-wired, some not.

Truth is, the cover is a safety. This momentary-acting spring-loaded cover is snappy enough to make a wry flip of the finger.

Remember — when you're trouble shooting the direct current system, according to para 12-12 of TM 55-1500-204-02 (Aug 62), the generator is switched ON and OFF for various checks.



No sense making extra work for yourself by overlooking the safety.

WHERE ARE THEY NOW?



HERE'S A SPECIAL
HOT TIP: MARKER NO.
YOU CAN BUY IN
SHORT!

... That's what the supply types need to know about the T-15 and T-30 engines that come and go in your outfit.

These Huey, Mohawk and Chinook engines are the first components to come under the new Aviation Component Inventory Management System (ACIMS). The idea is to keep track of every component from the day they enter the supply system until they're exhausted.

Here's all you air types do.

An initial supply of DA Form 2412-1 (and) pre-obliterated post cards has been issued and additional forms are available from AFSCM. Most of the card is already filled out.



Just "X" the proper blocks, insert your unit identification code, list the component issue, fill in the "received from" or "shipped to" line and mail it... that's all there is to it!

MARKING FIRST AID KITS



ONE MORE TIP
FOR THE BIRD WHO
DO ABBOR
PHEASE?

Change 2 of DA Form 50 to TB AFM 10 has the weights drop on marking the first aid kit in your birds with a red cross on a white background and adding the words "First Aid Kit Aircraft". Clarifying info in TM 11-604-3, para 11, is being changed.

PHYS



A woman's first sexual experience is often a disappointing one, even though she is told that her first sexual experience will be a wonderful one. The reason for this is that the first sexual experience is often a disappointing one.

SEXUAL EXPERIENCE

It is a common mistake to think that the first sexual experience is a wonderful one. The reason for this is that the first sexual experience is often a disappointing one. The first sexual experience is often a disappointing one because the man and woman are not in the mood for it. The first sexual experience is often a disappointing one because the man and woman are not in the mood for it. The first sexual experience is often a disappointing one because the man and woman are not in the mood for it.

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JOE'S DOPE

THE MAKING OF A 'PRO'

HERE COMES
YOUR NEW
REFLECTOR!
PROFE'S
MILBERRY
HERE!

...WE CAN
DOE LOTS MORE NEW
DOPE... GARY, GARY,
HE'S YOUR BOY!

The
MILBERRY
DOPE
is coming
out in
lots of other
places...
I hope
you'll
keep
buying
it...
It's
the best
of
the
world!





LEAVE NOW... THE THROTTLE
LEAKS... AN '85, A BRIDE!



HEY CAN I HAVE
ONE OF THEM
THERMOCOUPLES?

SURE,
WHY?

WELL
NO?



LET'S GET
THE
SHIRT-I MEAN,
MATE!

WELL, BOON'S I
FINISH
CONNECTING UP
THIS POSITION
HARRIS!



AND HOW WOULD
I MANAGE YOUR
MATHS APPROX?
... I GOTTA LOT
OF QUESTIONS TO
ASK BEFORE
I'M FINISHED!

... YOU'D
PREFER TO
A JAIL-OUT
ANYWAY? I
DON'T NEED
NEED... LET'S
PUSH!



LATE!

WELL, HARRIS,
WELL, COME...
WELL YOU COUL
UP HOO?!

JUST CAME IN--
THE SHIRT-I
MEAN, THIS
MATE!



HEY, GUY! WHO'S
MATE? ... HOW
WELL YOU GET ON
THE GUY?

WELL, YOU
MATE'S
LATE
MATE'S
MATE!

WELL, HARRIS,
WELL YOU COUL
UP HOO?!



Joe's Dope Sheet

REPEAL MURPHY'S LAW

If an Aircraft part can be installed incorrectly, someone will do it.

REPEAL MURPHY'S LAW

REPEAL MURPHY'S LAW

REPEAL MURPHY'S LAW

A PEOPL make SURE;
He WON'T guess!!
Bec YOU could wind up in a Mess!
If stumped by a task
He's not too shy to ASK.
It'll be RIGHT — He won't
Settle for less!



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

IF YOU WANT TO DISPLAY THIS COPYRIGHTED ON FIRM BULLETIN BOARD, OPEN STAPLED, GIVE IT OUT AND PER IT UP.



HIT SHOT? MAN, THAT BOY'S JUST OUTTA SCHOOL. HE NEEDS ALL THE HELP HE CAN GET!

MAN, HE DON'T NEED NO HELP... HE SHIPPED THOSE AIR WORKS IN MICHIGAN PLANT... WE'RE TRY'N' FIGHT!



HEY! HEY! I JUST BEEN HEARIN' THEY ASKIN' IF'S BORN WITH BOMB!

WHEAT GROWN HEY!

HUH?



LOOK AT THIS LOUSEY BIT TRICITILE LEADS!

ONE PRO?



AND THIS THING'S GONNA GET IT HOT THE ONE THAT BELONGS TO THE SET-UP!



AND THESE BATTION LEADS—BROCKERS!

MURPHY!



LATE THAT NIGHT

WELL,
IT'S
NOT
...

WHAT A GREAT NIGHT!
I'M A REAL GREAT
DANCE PARTNER!
SOMEONE WHO KNOWS
OF A GREAT DANCE
THAT COULD HAPPEN!

WELL, NOT
SURE, I'M
INEXPERIENCED
... A BIT
CONFUSED!

OH, THE NIGHT IS ALSO
YOUR... YOU SHOULD
NEVER GET ALONG
AND AT THE
MOMENT, I'M
NEARBY YOUR
LEAVING YOUR
KISS...
... NO MORE
... NO MORE
... NO MORE
... NO MORE
... NO MORE

WELL, NOT
SURE, I'M
INEXPERIENCED
... A BIT
CONFUSED!

WELL,
IT'S
NOT
...

WELL,
NOT
SURE, I'M
INEXPERIENCED
... A BIT
CONFUSED!

WELL,
IT'S
NOT
...

WELL,
NOT
SURE, I'M
INEXPERIENCED
... A BIT
CONFUSED!

COMMUNICATIONS

PAD FOR A FLAT TOP

PEOPLE IN
THE JAF DON
WANT SECRET
INFORMATION TO
GOVERN
PEOPLE!

Dear Staff-Mag,

This world has covered up with plastic pads, I'd call 'em 'leaves, after building 404' 404' 404' and 404' 404' 404' pads into in some of our 404' 404' 404' trucks. My question is: What do we do with 'em?

RAY S. S. L.

Dear Raygun S. S. L.,

No worry. The pad (P/N 1420-078-001) fits on top of your RT-501 receiver-transmitter when used with the CA-3015 amplifier-power supply group to form a flat surface for a CW-501 antenna cover (P/N 1420-080-1102).

Without the pad the corners of the CA-3015 tend to dig into the CW-501, and before you can say "a minute is over" that precious cover looks like this above.

Of course, if you remove the cover, keep the pad with it or the pad may wind up like a wayward wanderer.



THE PADS
WILL
TO LEVEL
OFF THE
TOP!



KNOW HOW TO USE...

.....AND COMMUNICATE TOO!

AN/GRC

AN/VRC



NO MATTER WHAT KIND OF TRACK OR WHEELS! VEHICLE, YOU KNOW, IF THERE'S AN AN/GRC -- OR AN/VRC -- CHECKED OUT IN IT, YOU'VE CHECKED OUT TO YOUR "HOME!"

BUCKLE... All manufacturers. No cracks in steel and never window glasses. All cables/connectors tight and serviceable. (You'll want to make sure.)



MOUNTING BRACKET



DUST CAP



STARTING... Turn on radio OFF before you start your engine.

SPARE FUSES... All tanks and vehicles. Please put in a spare fuse that is coded for 15-amps. Don't put a 5-amp fuse where you should have a 15-amp.



AN GRG-3, R SERIES ONLY

SET 2 — If you switch the set directly to RT-20 you can take a regular set away in the emergency, another. First switch to RT and then count to 3 seconds. Then you can switch to RT-20 without having anything.



ANTENNA LEVER — Locks and unlocks if you have several sets. CC-100 is produced for RT-20 and CC-100 is for RT-20. If you get 'em unlocked you will show your range.



ANTENNA BINDING POINTS — Polyethylene insulation in place. If these little insulators get lost your transmitter coil range will be cut in half.



CONTROL, C-45-00C — Transmission control must not be in digital position. If it is in digital position you will break not only yourself but the whole set.



CONTROL POINTS — Transmission control lock prevent and working. Unless the switch lock is present and working you won't be able to transmit. The control points prevent and working, some light, does not rotate past 100.



KNOW YOUR SET SWITCHES WITH CARE! (SPEAKING)

ANTENNA CONTROL (KNOB) — Connect to both ends. Not frayed. Replace when vibrating.



CIRCUIT PLUG — If no plug, must be present, all on the radio won't operate.



CIRCUIT BREAKER — All 3 of these are present. Fuses (RT-20) on RT-20 (RT-20) RT-20 switch on the RT-20 and the receiver. If not.



GROUND CONNECTION POINT — All pins need to make spring tension or your receiver will not be clear.



AN VRC-12 SERIES RADIOS

COUPLER SWITCH — In the right position, look it in the NEW position when contact with the antenna. In the left position, look at the RT-20 flow if series or RT-20, 4, 3 or 20. If you need to later to the set series, RT-20, look for the RT-20 position.



AMPLIFIER POWER — If your amplifier power light is on but you get no power of your tubes, don't worry for the same reason until you make sure that the main power switch is in the AMPLIFIER position. If it is not in other position your radio won't work.



MAIN POWER SWITCH — Even if your MAIN POWER switch is in the RIGHT position and your radio are working, it will still be impossible to transmit if your MAIN POWER switch is in the LEFT position. If you move it to the RIGHT position, if you move it to the LEFT position, only the vehicle can receive your transmit. It may be in the OFF → LEFT slot before completely can transmit.



TRANSMISSION SWITCH — Another thing that might throw you is the tank commander's battery transmission switch. With the switch in the OFF (intercept) position, you look also in the tank up transmit on the radio. Also, if a driver power or leader has the position of OFF, nobody had the tank commander can transmit.



ONE LIGHT — Operate. Make the RT-20 not turned on. You'll find a switch in the tank box. Its own light switch is turned off before you decide the tank is turned on.



PUSH BUTTON — Operate freely without locking. If you push on and nothing happens, check the main receiver switch on your RT-20. Check the switch it in the AMPLIFIER position. The buttons won't work. Even with the switch at AMPLIFIER you can't transmit unless you keep one of the 2 buttons is pushed in.



WHY IS YOUR TRANSMISSION SWITCH IN THE LEFT POSITION?



RED FLAG — A red flag in the frequency dial window of your RE-240 is your warning to stop and figure out what has to be done to make the flag go away. The flag will pop into the window when you reach either end of the "N" (40-50) or "W" (140-150) bands. However, it goes away as soon as you back off your tuning control.

If the flag appears when you're on APTB, it means something is wrong with your push buttons. Have the comm-man fix them for you. Meanwhile, switch back to manual operation and you can go on communicating. All you have to do is back off your tuning control to make the flag disappear and then tune to the frequency you want.

FREQUENCY SELECTOR BOX — Before applying the light test make sure that it has really burned out and is not just burned off. Replace it, if needed, with a Number 100 bulb.

In test use, the leader's and last commander's selector boxes are identical except that only the last commander can turn the radio OFF. The OFF position on the leader's box does not work and is not supposed to. Turn the dog around the control light to the left to make the light brighter and to the right to dim the light, and (turning right) to turn it off.

DANGER

Never touch an antenna when the radio is operating, because you could get a fatal burn or even a case of the chills.

HEADSET — Cords not out, kinked or frayed. Connector pins clean, sliding around and complete. Boom mike adjusted right. (Should be back from lips.) Boom mike dry. Water will get it out of contact. Ear cushions not chafed or missing. Head band present and comfortable. Grease and grease will rot rubber and should not be used to clean it.

ORIECT — Cords OK and connection pins clean. If there is any corrosion, remove it gently with cross cloth and clean, dry, rags. Physio-talk switch operates smoothly and returns from the RAO to the listen position as soon as you take your thumb off it. When the switch is flipped to the ICB position it should stay there and not return to the listen position when thumb pressure is removed.



EASY—YOU'LL BREAK IT OFF

A built-in telescoping airway on the screw-in plastic dust covers for computers on **ANTIVOL** units pulls out components and saves big problems.

Normally, overplugging by hand or otherwise breaks the plastic cover inside the connector, which leads to all kinds of complications.

If you should get the hardest case out, you can get a replacement with **IBM** 8071-024-0005. You'll find it in CB-4 on **IBM** 51-8820-001-00.

GOT IT COVERED?

Keeping dirt, mud and moisture out of the **MT-1020** or **MT-1025** antenna's electrical receptacle is mighty important when your **MT-534**, **-540** receiver-transmitter or **B-443** receiver is pulled out for repairs.

Especially, if the antenna is on an open-type vehicle like a **MINI** 16-cvz truck. Cause those little plug-pin holes can get clogged, breaking the circuit, or water can short out your antenna as well as drain your vehicle's battery.



"When the antenna's stink" by its location, cover the receptacle with a piece of tape. Better yet, get an electrical connector cover **IBM** 8071-001-2523. It's listed on Page 51 in *Change 4* to **IBM** 51-5820-001-00 (Esc 411).

COAX CABLE SAVER

If that RT-91 or AN-33 transmitter's AM-112 beam spring is a real snapper when it comes up against the coaxial cable, give the cable some protection.

Your best bet is to get a rubber sleeve, RSN-1706/91-1-1760, and slip it over the coax lead . . . or as a temporary job wrap the cable. RSM-1893/91-1-1871, with a few coats of white electrical insulating tape, RSM-1879/90-6-30.

If worse, when you find dry air or some such, get the cable to your supplier for replacement, pronto.

OPEN THE SPRING BY PULLING DOWN ON THE JOINTS . . . IF RUBBER OR BARE SPOTS ARE ON THE COAX—YOU'VE GOT TROUBLE!

AH! NO!



M-80 CARE COUNTS

Your M-80 microphone's rugged beam housing can knock down the radio waves in case someone ever mounts it. RSM-1901/91-2-1846.

Get 'er put back on the back of the radio speaker-like with an adhesive mounting compound, RSM-8098/90-2-1849, 'cause someone will snag it.

To keep the mike out from underfoot or off the floor of your vehicle hang it by its straps.



FIRST AID FOR AN H-207

If you're gas or early model, brace H-207/VBC bumper don't will in one place, ready for the tape, please!

These essential replacement hardware parts are under order numbers: H207-PP-63-5-1-1 and H207PP-63-1-1 used to brace all over the bumpers with the first hand knock or fall . . . which is a condition you can do without if you're taking the extra length extra. The purchase numbers are stamped on the hardware.

There's a hint, some plastic model steel holds up well under shock conditions, but if you're gas, the better plastic model steel (weathered, say this).

Bumper Aid kits, wrap plastic tape around all portions of the bumper except the transmitters, receiver and P-T-V switch. Be sure you have the receiver and transmitter areas wrapped.

FSN'S FOR HANDSET COVERS

Just half-hour, steps you in a hand, I need receiver and microphone covers for the H-188, W hand, or use too. Are there cheap numbers for the H-188? W. L. 1-18

Dear Specialist G. L. H.,

There sure are

FSN 1906/91-1-1846

will get you a rubber cover and RSM-1901/91-2-1846

will get you

see for the

the options.



Half Hour

JUST WE TALKED YOU GET THE BEST WIRELESS!



HOW'S THIS SUIT YOUR VIEW?

One way to keep your \$2,500 camera from taking way-too-pleasant-to-remember-in-clear-and-back-the-line (and/or) slow-lens frames before you push the shutter down.



SWITCH OFF ... WHEN SILENT



While there's a hell of a lot of PT (switchboard) talking that's in your H&H (H&H) or H&H (H&H) handbook, go ahead.

Put the push-button switch on OFF.

Turning the switch on when you have nothing to say can lead to the transmitter carbon elements, besides run up the juice in the switchboard's (BA-5) battery.

It goes without saying, but it should be said anyway ... when you're a piece of tape across the switch to hold it down.

KEEP PORTABLE PA TALKING

Has some wing-guy type been pulling the cable out of the AM/FM/Hi public address set's M-100 dynamic microphone?

Like Frisbees, when the cable is tangled like a bundle and wrong like a pushpin, the cable and mike part company. Then, you can see the speaker's lips move, but the big sound is hardly a whisper.

To make the greatest use of talking,

1. Put a 1/2-inch tie cable clamp around the cable.

2. Hook one end of a tie spring to a loop of the cable's tie-in spring.

3. Put the other end of the small spring on the plastic clamp which is held fast with a 1/2-inch hole cut and drilled.

THAT'S HOW THE CABLE STAYS CONNECTED FROM BEING PULLED LOOSE FROM THE MIKE.

Another thing . . . This mike should get practice's handling when it's on the HiFi extension cable 'cause a couple knots, bangs or drops could distort the original mike's sound to silence.

Oh yeah! If you're putting the public address set away for awhile, take out those four (BA-4 FN?) batteries or the set's boards may get corroded or be ruined by bad batteries.

WING BOLT JOLT

Those wing bolts sticking out on your AM/FM/Hi or Hi telephone terminal can mean in the standard places.



So, after you've tangled in, say the P1, P1 or P1 interconnecting cable plug on the T&S(T) telephone system, push the wing bolt against the plug.

Cause a jolting one can cut, slice or scrape the side off a telephone-terminal type who is reaching high or landing low making switch adjustments or some such similar stuff.

CRUISING MOBILITY



1,700 H.P. FUEL INJECTORS ...

TRIO—NOT QUARTET



It's a tip, that's all, if your **ROYAL** motor from modified engine truck has 4 fuel lines.

There is all you're supposed to have.

But there are 3 different setups. Which setup you have depends on which engine you've got—**LD6 401-1** or **LD6 401-1A**. And if you've got the **LD6 401-1A**, your filter setup depends on whether the engine was installed as a replacement or in production.



REPLACES PG 01 2
OR PG 0-020-211-00

INCLUDED IN
PRODUCTION



YOU'RE
NOT
SUPPOSED
TO
HAVE
FOUR!

If you've got 4 filters, it's better someone forget to take off the original/secondary filter when replacing an **LD6 401-1** engine with an **LD6 401-1A** engine. Or 3 (then 001 or 001 2-2120-211-00 will have it's supposed to be done.

See PG 171 for filter parts and the notes.

CHECK THESE PLATES....

MIST OR MISTAIT?



You can tell the plates with a second, but you can't necessarily tell an MISTAI 74-see truck by its class plate.

That's because some MISTAI's got out with wrong data plates—maybe they're MIST 74-see trucks.

To eyeball your vehicle's registration number and then run your plate down these three numbers—you may need data plate overlays for your MISTAI.

If your MIST registration number is in one of these 3 groups, then you don't have an MIST—you've got an MISTAI.

2000A thru 2000F
2000I thru 2000L
2000M thru 2000N

2000S thru 2000U
2000V thru 2000Y

TRUCK, TRUCK, '6, TRK, 66, MISTAI
TRUCK, TRUCK, 66, TRK, 66, MISTAI

PLATE NO. 1000001



There's no charge for these overlays.
When you get 'em, just take out the 2 screws at the top of the data plate, slip up your overlay with the holes and screw 'em down.

TRUCK, TRUCK, '6, TRK, 66, MISTAI

PLATE NO. 1000001



ORDER YOUR
OVERLAYS BY PLATE
NUMBER FROM ...

Continuing Office
Red River State Paper
2300 Avenue G
Fountain, Texas 75226



TIME TO RE-TIRE?



There's just a right time when a tire's ripe for replacing. Catch it on that time and you'll get the most miles out of a tire and still save it for another go-around.

You don't have to be an expert to tell when a tire has gone far enough but hasn't gone too far. Dig out T&E 5-1870-2 which is still HOT. Look at the pictures on pages 37 and 38. Read page 38. Then walk around your truck. Look at your tires and check. Run your hand over the tread. Squeeze it if you've got any idea that's ready for replacing.

It's a doggone shame when a tire's allowed to reach that point-of-no-return. So be a friend of your tires—save 'em from an early death.



**THE GOOD
FOR REPAIRS**



**READY FOR
REPAIRS**



**THE DETROIT—
NO REPAIRS
IN THE**

TURN SIGNAL PARTS — TURN SIGNAL PARTS

GET YOUR
ARM BACK IN
THE POSITION AND
ORDER THESE
PARTS.



Except for a few items, turn signal repair parts are the same for all optional selected vehicles — if the turn signal system was put on its production or by MWD 9-1309-355-30 (Aug. 83).

Here's all the replacement parts with up-to-date P/N's:

WCE, Distributor,
P/N 2198-598-0159

WCEW1, Distributor
Kit,
P/N 2208-554-2117



FLASHER, Bulb
P/N 5945-552-5888



LAMP, Turn Signal
Flasher,
P/N 6258-156-5714

LFW, Turn Signal
Flasher,
P/N 5950-574-5902

CONTROL, Directional, P/N 2143-953-
1188 (except the M2200C 1/2-ton truck
uses **CONTROL**, Directional, P/N 6229-
503-7280)



This lamp is the turn signal handle in a power column form, found in instrument lights and other places on many vehicles.

Further removed from turn signal lights for your M2200-series or M150-series 1/2-ton truck is the Lamp-Flasher, from

Turn Signal, P/N 6130-766-5907. A bulb kit on one of these lights is replaced with Part Kit, Turn Signal Lamp, P/N 2050-074-6113.

You'll find most of these turn signal parts already listed in your '88 or '89 parts manual.

FORMS



SEND THE DOPE TO...

JUSTIFY YOUR NON-SUPPLY



FIRST... CHECK THE SOURCE CODE IN YOUR EQUIPMENT OR PARTS MANUAL... THIS WILL TELL YOU WHAT ACTION TO TAKE!

CODE M

THE USE INDICATES IT FROM HERE WHEN YOU GET THE PART



CODE A

THE USE INDICATES IT FROM THE DOG TAGS - CHECK CAREFULLY



CODE I

LOOK TO THE DOG TAGS FOR THE PART INFO



CODE XI

LOOK TO THE DOG TAGS FOR THE PART INFO



CODE X2

COMPARE TO THE DOG TAGS WITH A MICROFILM GUIDE



NOTE: IF A CODE C - THAT MEANS THE PART

SECOND... IF NONE OF THESE CODES IS LISTED FOR YOUR PART, YOU WILL NOT BE CONSIDERED FOR THE PART

1. If a standardized part is not available, then you try for a local fabrication of that part. The depot or whether your support shops are available and are overloaded with other work. An important point here is to try the broken or damaged part in the shop people use as it is a guiding principle in making a replacement.

2. If neither standardization nor fabrication can get your replacement, then DO local purchase that item. This procedure is only good when you're located close to a dealer who handles that part, and you can get authorization to spend the money. The guide to this type procedure is in AFM 711-30 which your support outfit uses.



TIME FOR 'EXCEPTION'

WHAT IS
THE
BEST
WAY
TO
GET
THE
MOST
OUT
OF
THE
MILITARY?



DO YOU'RE GOT TO GO TO THE
EXCEPTION TYPE OF
REQUEST.

This means your request gets
special handling under a
"Deceased Member"
of either AOE or AOC,
like AR 750-11 says.
Most of the time this type of
handling is local government.

To receive for this type of handling, you have to provide a
justification which is all needed on the MCRP with your request.
See details on AR 750-90, para. 1-204, in CR 10-121 Oct 69.



SO, WHAT'S THE INFO YOU NEED
FOR SUPPLYING REQUESTS?
— ANSWER: AS IT BEARS THE
DO-DO-DO APPROACH WORKS?
TRY IT? YOU'VE GUESS.

Some commands make this set up as a local form. The idea is to get as much
information as possible to the MCRP from all available TM's, TM's, SC's,
manufacturer's manuals, packing lists, data plates, etc., for all identifying info.

This type of form makes certain all available, and necessary, info is for-
warded to the MCRP by your supply support people. If you don't have any
numbers or parts or data plates to go by, then describe that item the best you
can by giving its dimensions, its electrical or metal characteristics, drawing a
sketch, making a photo, explaining what it's used for, what it does, what it looks
like it works . . . and then ask supply support to add whatever they can.

Before you file off an "exception" request for a part for your DEAF Motor
wrench see AR 750-1508-11 and pages 127, 134 of TB 750-911-1/4 Nov 68.
Continued parts may be the only kind you can get.

WHAT'S A
SPECIALIZED
FORM — TO
FILL IN — TO
GET THE
MOST
OUT
OF
THE
MILITARY?



REQUIREMENT FOR THE A HIGH-SUPPLY ITEM

Ref: AR 750-08,
para. 1-20, 1

| | | | |
|---|---------------------------------------|--|---|
| 1. Description of Requested Item: AEACOR, AELP, AELP, AELP | | | |
| 2. Stock or Part No. CRP 201 1047 | | 3. Unit Requested No. 27147 | |
| 4. Manufacturer (Plant, Address and/or Federal Supply Code) AVC, CHICAGO, ILL. | | | |
| 5. Particulars: AVC 2010000-0000000000 | | 6. Order No. | 7. Page No. 2 |
| 8. Part No. 2010000-0000000000 | 9. Part No. 2010000-0000000000 | 10. Stock No. 2010000-0000000000 | 11. Request No. 2010000-0000000000 |
| 12. Item No. 2010000-0000000000 | | | |
| 13. Date 2010000-0000000000 | | | |
| 14. Description (contents in text—include presentation, sketch, dimensions, physical characteristics, etc.) | | | |
| <p>DEAF STOPS</p> <p>2-PIN MOTOR WRENCH</p> | | | |
| 15. Being Article: NO CO, 10 100, 10 100 100 | | | |
| 16. Maintenance Category followed: OPERATIONAL | | | |
| 17. Part Item for OASD/DEAF? yes <input checked="" type="checkbox"/> no <input type="checkbox"/> If yes, date: | | | |
| 18. Reason for replacement: DEFECTIVE OR OPERATIONAL | | | |
| 19. How long ago? a. 100 b. 100 c. 100 d. 100 | | | |
| 20. Estimated replacement cost: a. 100 b. 100 c. 100 | | | |
| 21. Replacement will hold up to 100 days? yes <input checked="" type="checkbox"/> no <input type="checkbox"/> | | | |
| 22. Recondition, fabrication or local purchase attempted? yes <input checked="" type="checkbox"/> no <input type="checkbox"/> | | | |
| 23. Answer these methods were not attempted CANNOT BE REPAIRED BY LOCAL AGENCIES AND MANUFACTURERS. | | | |
| 24. Anticipated replacement rate for requested part | | | |
| a. Part name as listed DEAF | b. Quantity 1 100 | c. Replacement Period (Months) 1000 | |
| 25. Do Parts Still Available? yes <input checked="" type="checkbox"/> no <input type="checkbox"/> If not, why? | | | |
| 26. Additional Remarks & Stocking Data Item | | 27. Status NO | 28. Stock No. NO |

ONE MORE
TM 38-750 HAS
BLEN UP-DRAFTS!

Two forms are combined. Four forms are dropped, none are redesigned.

One new form (the aircraft) is added.

Operator's points, qualification records, incident reports and purchase tags are no longer covered by TM 38-750.

Rules on these forms now are found only in the Army regulations and TM's that apply.

Rules have been re-written, revised, and clarified for some forms. Most rules have been revised. Para 4-11, listing required technical records, adds some items—direct orders—and changes some equipment nomenclatures.

Army and collaboration rules are revised (Chapters 4 and 6).

Category III numbers have been added or subordinated in Appendix III on feedback forms. Appendix V has been added to deal only with gain, transfer and loss—it is reported on DA 2408-7 and DA 2408-8.

THREE ARE THE HIGHLIGHTS OF YOUR NEW (EIGHT '57) IMPROVEMENTS FOR THE ARMY DOCUMENT ABOUT PROCEDURE (TM 38-750)

TM 38-750



WHY I'M STREAMLINED!

DA Form 200-1

Equipment Maintenance Record, Support Station, or Repair—revised and—done in a dash.

DA Form 2408-7, 2408-8

Accumulative Repair Cost Record, likewise has been revised and—done in a dash. This form is no longer required for any Army equipment. (Repair cost may be kept by those commands requiring this info on DA 2408-7)

DROP-OUTS

DA Form 31-145

Inspection of Motor or Pressure Vessel (the worksheet) has dropped clear to water wings.

DA Form 31-27

Machine Shop Engine Log (worksheet) now without having a form.

NEWCOMER



DA Form 2408-19, Aircraft Engine Problem What? (Worksheet Based), has been provided the exciting new-to-life flavor of certain engine wheels. A worksheet form, it's to be used to determine overhaul and parts replacement needs.

DA Form 2494, Component General and Repair/Overhaul Record, and **DA Form 2495-1**, Transmission Report. Instructions completely rewritten. Major changes include use for machine weapons, for vehicle maintenance items (Chapter 11, and use of new lists and gain code.

One of the major clarifications on this form deals with reportable sub-assembly items. When a reportable sub-assembly is installed on a reportable major assembly, a DA 1410 required upon removal of the sub-assembly is prepared only upon removal of the sub-assembly from the reportable major assembly in which it is installed.

Detailed instructions on disposition of the form are added.

REPAIR EQUIPMENT FORMS

Except for deletion of DA Forms 21-50 and 21-45, the firing equipment data forms and logs are unchanged. The forms revised are:

- DA Form 21-36**, Firing Equipment Data—General Characteristics.
- DA Form 21-37**, Firing Equipment Data—Engine Data.
- DA Form 21-38**, Firing Equipment Data—Batter Data.
- DA Form 21-39**, Firing Equipment Data—Ammunition, Malfunction.
- DA Form 21-40**, Firing Equipment Data—Pump Data.
- DA Form 21-41**, Firing Equipment Data (Electrical Equipment).
- DA Form 21-42**, Harbor Boat, Deck Equipment Log for Class "A" and "B" Boats.
- DA Form 21-43**, Harbor Boat (Bowl and Engine Log).
- DA Form 21-44**, Harbor Boat Engine Department Log for Class "A" and "B" Boats.
- DA Form 21-45A**, Firing Equipment Data—Electronic Equipment.

REPAIR, RECORD FORMS

DA Form 2494, Equipment Log, Assembly Characteristic Form revised as of 1 May 67 to provide new definitions of equipment status symbols.

DA Form 2495-1, Equipment Daily or Monthly Log, Form re-designed as of 1 May 67 to combine operational, status and lubrication codes formerly included on DA 2495-1 and DA 2495-2. Daily provides for "through forward" entry only on lists, provides divided columns for supply or maintenance unit operational time and calls for listed over "operational" check (P) if status changes. Monthly provides for record of subassembly change or installation of unit items, provides divided columns for operational status and permits alteration at the same time as the DA 2495-1 clearance if desired. General instructions provide new rules on entry of fractional units.

DA Form 2495-2, Equipment Maintenance Record (Organizational). Rules change daily maintenance entries to be recorded and set out of form at various maintenance levels. Mandatory use by (CMR) teams deleted. Clearance there are coordinated with submission of DA 2495—21 Mar, 20 Jun, 20-Sep, and 21 Nov each year. Extension period for log copy is reduced from one year to 6 months, except for aircraft.

DA FORM
2495-2
SUBMITTING
UNIT
CHANGING

DA Form 2495-4, Weapon Record Data. Rules drop recording of blank rounds, include requirement to record rounds fired by team. Disposition changes include requirement to submit to AMC on 10 April and 10 October each year.

DA Form 2495-5, Equipment Modification Record. Rules change drop requirement for use with purchase and installed items with all brackets and ribs, add instructions for supervised and restricted MRO's.

DA Form 2495-7, Equipment Trouble Reports. Revised rules add details on inventory gain and losses, and machine (with equipment), FMN changes, days rebuild or overhaul, and include change in preparation and distribution.

DA Form 2495-8, Equipment Assembly and Registration Record. Rules change add details on required preparation when equipment is repaired through specific centers or in field and are previously reported. Also added a requirement for log copy entry at depot overhaul or rebuild.

DA Form 2495-10, Equipment Component Register. New guidelines on major components to be listed, including all in which age or wear time is required to compare AMC items. Comments and instructions are added to the log.

DA Form 2495-11, Army Aviator's Flight Record. No change on entry for helicopter landings.

DA Form 2495-14, Aircraft Inspection and Maintenance Record. Changes from dated 1 Dec 66 added blocks for entry of aircraft landings and engine log items. Major change is use of date fields found in aircraft daily inspection will be entered directly on this form (DA 1495 is now used for aircraft daily inspection).

DA Form 2495-15, Unpowered Boat Record. Rules on aircraft are added details on recording detailed maintenance of General MRO's.

DA Form 1408-11, Historical Record for Aircraft, No change.

DA Form 1408-10, Aircraft Component Historical Record. Form re-designed as of 1 May 67, instructions completely rewritten to provide detailed procedures not only for this change major components, sub-assemblies and sections items. Details are added on disposition — including transferring entries to a new form and forwarding the form upon disposal of item to which it applies.

DA Form 1408-12, Aircraft Inventory Record, Revision of rules that primarily with entries on reserve title.

DA Form 1408-13, Equipment Location List. Rules add an improvement to record schedule of components replaced on a vehicle basis.

DA Form 1408-15, Aircraft Engine Turbine Wheel Historical Record. This form is a new, non-feedback record of significant historical data, including overhaul and parts replacement, covering the service life of an engine turbine wheel.

DA Form 1409, Equipment Maintenance Log (Continued). Major rule change requires use of DA 1409 for medical equipment with scheduled PM services. Replacement for use with routine and diagnostic items deleted.

DA Form 14-42, Army Parachute Log Record. No longer included in TM 38-758. See TM 18-1578-52A-15.

IMPLEMENTATION

General implementation instructions on the revised records procedures are published in DA Cir 756-10 (1 Jun 67).

In addition to these general implementation rules, see DA Cir 756-21 (July 67) for aviation material, TAG Cir 4254M-P (26 Jul 67) LRS TB-CDWB dated 26 Jun 67, Subject Commercial Equip and Administration (on Vehicle Inventory Reporting on DA Form 1408-7 for commercial and industrial-type vehicles, and TB 38-758-2 (10 Feb 67) for medical items. DA Form 756-38 (28 Jun 67) will give you a lot of scoop on the TAGS items.

NOTE:
THREE
CHANGES
AHEAD.

DISPOSITION CHANGE

More also that changes have been made in the following areas: Part 1-4g (Guides), part 1-8 (Disposition of DA 1408), part 4-2 (Disposition of records), Appendix I (new rules revised, Location Code for ground vehicles dropped), Item/Code and Reason for Transfer codes added, Appendix II (mailing addresses updated), and Appendix IV on reserve codes on feedback of DA 1408-5, DA 1410 and DA 1410-1 added.

Concise Rodd's BRIEFS

CONCISE, I GOT A
MAINTENANCE PROBLEM

Send It To Airc

Note for your ILL address list: ILL's on commercial wheeled vehicles (Compage 240000 thru 240999) go to the Airc, address listed in Appendix II of TM 28-730—whether the specific vehicle is listed in page 4-22 of the TM or not. Since Airc is now the base for commercial vehicles, you send all correspondence on them to Airc.

Load It Clean

Get on canvas covers now, war.

Antirust and mold mitigation is a special problem on the big ones—T33-ans, T33-ans and B1c ansas. You need a supply of good rope to keep the canvas crisp clean and ready for loading. It's a needed item to protect the bars.

Engine Removal Scoop

There's 10 good reasons for putting a blind engine scold in all T33.11 (17 May 57), on vehicles removed of aircraft engines. Remember, too, any other reason for engine removal prior to TEO has to be checked out by your general support.

Some Cuff Stuff

The width of the cuff of your pants depends upon their water size and the leg length. So if you're thinking of pegging those trouser legs, you'd better take a look at Ch 11, Section VII, to AR 700-8400-1. Altering the normal width of cuff is not authorized.

All Together Now

Get a Military Standard guaranteed! No more new 'house' TM 28-730 (15 May 57) doesn't have a separate line for 'ans, just repeat any guarantee (all 2nd, 4th or whatever) on the AC or DC line that applies. The old Gen 1.120W AC 8007 now goes to line 1400-40. On this, there's no need to make corrected copies of DA 3408-7 and DA 2408-8 just to change the line number. But be sure to check DA Ch 730-22 (2 Jun 57) for withdrawal rules.

New Painting Pail

If you're looking for the latest painting and marking pail for your bird, reach for TB T66-70.3 (28 Jun 57)... it replaces TB ANP.

Would You Stake Your Life ^{1953 1954} on
the Condition of Your Equipment?

“Because it Fits!”
DOESN'T MAKE IT RIGHT



And on such a little difference
can hinge the life of a pilot or the
destruction of an expensive aircraft

NEVER TAKE ANYTHING
FOR GRANTED

NEVER GUESS

**MURPHY'S LAW MUST
BE ABOLISHED!**