

Issue 331

PS

June
1980

THE PREVENTIVE MAINTENANCE MONTHLY

WE GOTTA FIND
THAT TRUCK!

WHERE
CAN IT
BE?

DUNNO--
FORT SIERRA'S
ONE BIG PLACE!

SUPPORT WAS
SENDING ME TO
DISPOSAL, CONNIE ...

... SAID I'M
OVER THE HILL AN'
A FUEL HOG
T'BOOT!

THAT'S *NO WAY*
TRUE, CONNIE!...

DEUCY'S STILL A
REAL CHAMP!!
I BROUGHT HIM HERE
TO THIS FORGOTTEN
DS SHOP T' PROVE IT!

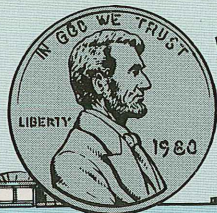
WHEN I'M THRU
WITH HIM, HE'LL BE
GOOD AS NEW!

?

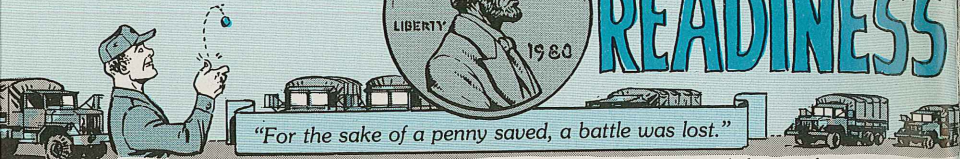
MURPHY
ANDERSON

Ballad of the Selective Truckman ...
See Page 29

Gambling



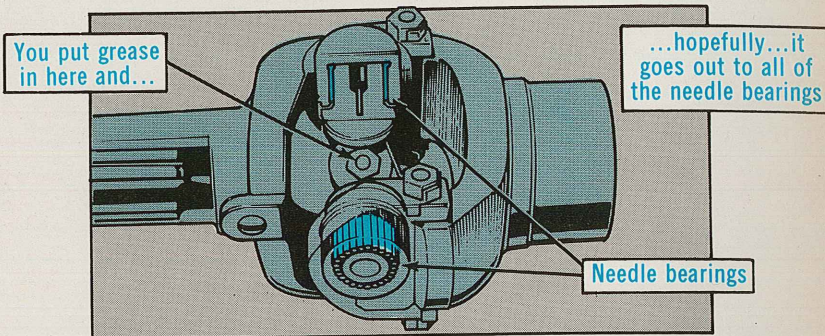
with READINESS



This could mean the real thing for you. Take the routine lubing of prop shaft U-joints, for example.

A U-joint is one of the weakest points in a vehicle's drive train. Engine power passes thru 4 clusters of needle bearings on the way to the wheels or

You get a lot of "how" and "why" info on U-joints in Chapter 16, TM 9-8000 (Jan 56). Principles of Automotive Vehicles.



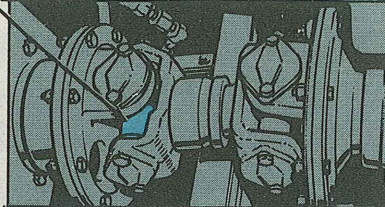
tracks. These needle bearings must turn freely in a lube—grease—or that tremendous power will grind them to dust. If your U-joint fails, your vehicle is dead!

U-joints depend on regular and proper lubing. Sad to say, many U-joints don't get regular or proper lubrication.

There's no excuse for overlooking U-joint lubrication altogether, but proper lubing is not always easy. The grease will take the easy way and may not reach one or more of the bearings. The only way to be sure is to see fresh grease coming past all 4 bearing seals.

If fresh grease won't come thru, it's probably because the old grease in the U-joint is hard and caked—because the U-joint was not regularly and properly lubricated before. So the U-joint has to be removed, disassembled, cleaned and packed with grease to give it a fresh start. This takes a lot of time.

If grease fails to show up here, it may be blocked by old, caked grease in the bearings...



...so try this: loosen the bearing cup screws at that end also at the other end. Then tap the other end smartly with a plastic or rawhide hammer. At the same time, keep trying to pump in grease.

With an eye toward saving time and money, some people gamble. They just give the U-joint a couple of easy shots with a grease gun.

They're gambling with readiness—ready to shoot, scoot and communicate. They have no way of knowing if the U-joint will last 1,000 miles or only 1 mile.

The fate of the equipment's mission—maybe the outcome of a battle—is in the balance.

For sure, saving Uncle's bucks in equipment maintenance is important. But the equipment being maintained has only one reason for existing—to perform a mission in a military operation.

If your equipment is not ready to perform, it has no reason for being. Money saved on maintenance gambling is wasted.

Readiness comes first!

PS THE PREVENTIVE MAINTENANCE MONTHLY

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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to:

MSG Half-Mast
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Convoy Intervals...



DEADLY

Guessing Game

Take a guess. How much distance should you allow between your truck and the vehicle in front of you when you're tooling down the highway?

WHO'N HECK IS THAT UP THERE?

I'LL CLOSE UP A LITTLE SO I CAN SEE BETTER!

HOLD IT, FERGOHSKAKES! YOU'RE FOLLOWING TOO CLOSE ALREADY!

YOU'LL GET US KILLED!

Is 50 feet about right? Is 100 feet playing the game too safe? Is 150 feet just plain chicken?

If you picked any of those, you and your truck may be parting company one of these days—your truck to the can point or PDO yard and you to the hospital or graveyard!

You'd better freshen up on what you learned—or should've learned—in FM 21-305 (Apr 75), Manual For The Wheeled Vehicle Driver. Take a good, hard look at para 6-8, Special Following Distance for Trucks and Semitrailers.

You need 300 feet between you and the vehicle in front of you when you're traveling on the highway during daylight hours. And you hang back 500 feet at night. Stretch both of those distances even further when driving conditions are bad.

Even those following distances may not be enough. Local laws may call for different distances between trucks in a convoy. Find out!

Sure, you drivers in transportation outfits may have all of this down pat, but there're a lot o' drivers in the Army who travel in convoys only once in awhile. They find out—the hard way—that a big truck needs a lot of room to come to a stop.

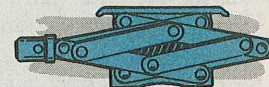
TM-218-Series ¼-Ton Truck...

Screw Jack's Safer

...BUT I PREFER A SCISSORS JACK!

If you really want a scissors jack for your M151A2 or other ¼-tonner, you've got a long wait. That jack—NSN 5120-00-176-3460—has a big backorder.

In a hurry?...

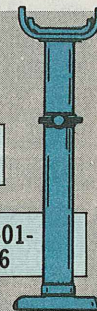


Save yourself time 'n' trouble. Get the screw jack also listed in the Basic Issue Items List in TM 9-2320-218-10 (Aug 78). It comes under NSN 5120-01-050-5976. You get the handle with NSN 5340-01-055-4386.

...order this screw jack

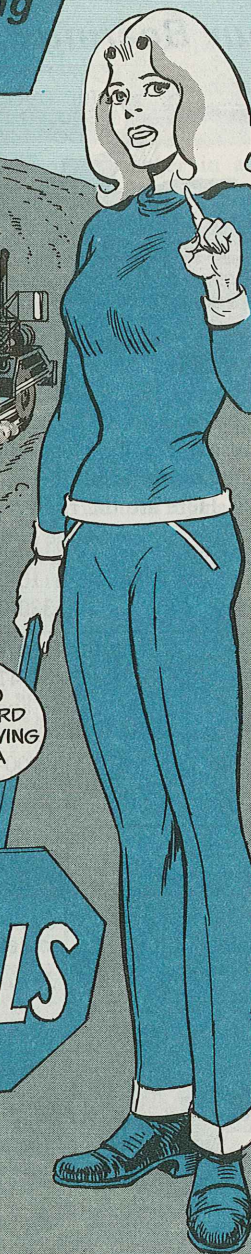
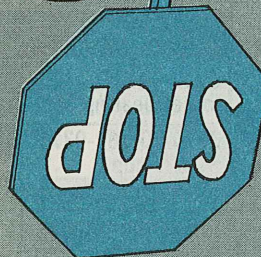
NSN 5340-01-055-4386

NSN 5120-01-050-5976



MAKE A NOTE OF THESE NSN'S ON PAGE B-3 IN YOUR -10 TM!

DON'T YOU BE THE ONE TO FIND OUT THE HARD WAY THAT FOLLOWING TOO CLOSE IS A DEADLY GUESSING GAME!



M880-Series 1/4-Ton Truck...

BLAST!!

Getting Your Bearings

THESE ARE THE BEARINGS THE TM CALLS FOR... BUT THEY DON'T FIT!

THE PARTS MANUAL'S FOULED UP... READ THIS POOP FOR THE STRAIGHT INFO...

TM 9-2320-266-20P (Feb 78) doesn't have the right info for the 4x2 truck's front wheel bearings. Page 2-72, fig. 57, Ch 2 (Jan 79), gives you some bum NSN's and fouled-up descriptions.

Here's the story:

You can get the inner and outer bearings as sets or as individual parts. It's your choice.

Inner Bearing

Use FSCM 12204 PN 3683975 to get the complete set. It has 1 cup, 1 cone and rollers, and 1 seal. This PN is listed on page 2-72 in TM 9-2320-266-20P (Feb 78) with NSN 3110-00-727-6901. That's the wrong NSN. The master cross-reference list (MCRL)

crosses PN 3683975 FSCM 12204 to NSN 3110-01-007-1689...but don't use it. You'll get just a cup—and it'll be the wrong size.

Here are the right ones:

Cup	3110-00-769-1426
Cone & Rollers	3110-00-763-0259
Seal	5330-00-397-4413

Outer Bearing

NSN 3110-00-480-4129 gets a set of 1 cup and 1 cone and rollers.

Use NSN 3110-00-763-0371 for the cup and NSN 3110-00-763-0373 for the cone and rollers.

HERE'S THE CORRECT INFO...

FSCM 12204 PN 3683975
Inner bearing and seal set

5330-00-397-4413
seal

3110-00-763-0259
cone and rollers

3110-00-480-4129
outer bearing set

3110-00-769-1426
cup

3110-00-763-0371
cup

3110-00-763-0373
cone and rollers

Safety Belt PM Pays

...AN' I WAS USIN' TH' SAFETY BELTS!

YEAH-- BUT WHEN DID YOU LAST DO PM ON THEM?

The driver and passenger in an M880-series 1/4-ton cargo truck were lucky when they walked away from a crackup with only face injuries. It could have been worse—lots worse!

Yep, they were using their safety belts—but the shoulder belts didn't work. Dirt and corrosion had fouled up the little pendulum that locks the shoulder belt when the truck stops suddenly.

You can head off this trouble. Check the shoulder belt pendulums regularly. It's simple. It takes only a minute or so. It can save you from serious injury—or worse.

1. Remove the retractor mechanism's trim. The retractor mechanism units are in the corners of the cab behind the seat.

2. Make sure each mechanism is clear of dirt, rust and corrosion. Test each one by pushing the pendulum off its neutral (straight

down) position and move the pendulum all the way to the left and then the right.

...and to the right

3. Pull on the shoulder strap...the belt should lock up when the pendulum is in the right and left positions.

Push pendulum to the left...

If the belt does not lock up when the pendulum is in the up positions (left or right), get a new belt assembly, NSN 2540-01-044-5835.

Remember to keep the pendulum areas clear of dirt, rust and corrosion. If you don't, the pendulums may stick in the neutral (straight-down) position and the belts won't work when you need them the most.

Trucks 'n' Generators...

Filtered Filter Elements

I LIKE THIS PLEATED TYPE BEST!

I PREFER THE STACKED TYPE!

WHO'S RIGHT, HOLMES?

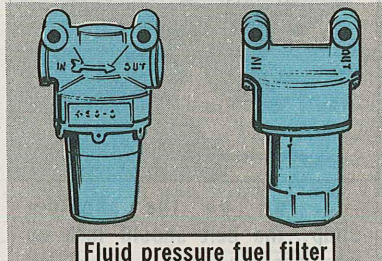
ELEMENTARY, WATSON-- BOTH!

Mechanics pulling PM on vehicles with fuel-burning personnel heaters and Model MEP-018A GED generator sets take note: You can get in a NORS bind if you don't get the right replacement filter element for fluid pressure fuel filter NSN 1660-00-025-3493.

2910-00-203-3322 for the stacked disk element.

Stacked disc element
NSN 2910-00-203-3322

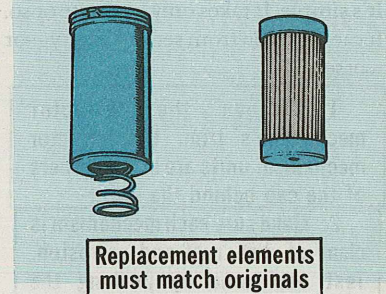
Paper pleated element
NSN 2910-00-541-3486



While the filter units look pretty much the same, their elements are not interchangeable.

With NSN 1660-00-025-3493 you could get a filter with either a pleated paper filter element or a multiple stacked disk paper element. Replacement elements must match the originals.

Use NSN 2910-00-541-3486 for the pleated paper filter element and NSN

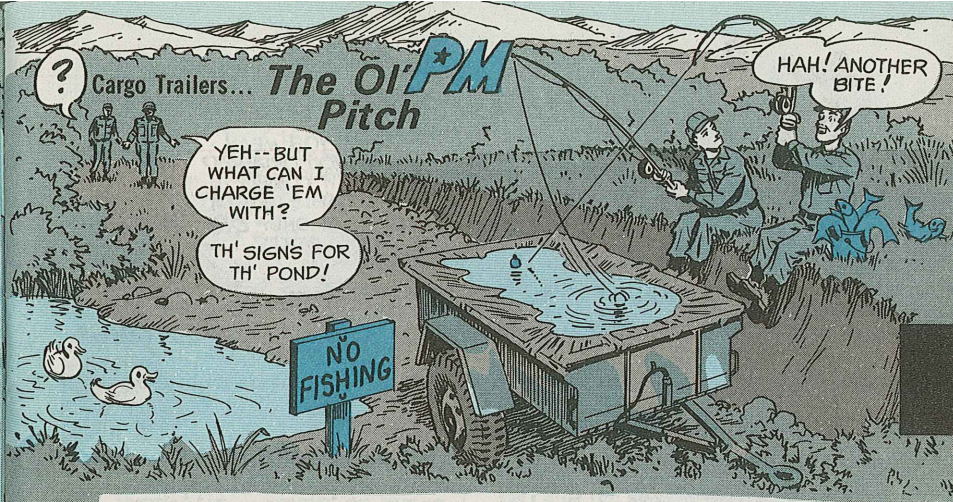


The stacked disk element can be cleaned in drycleaning solvent. The paper element is a throwaway item.

A SPECIAL NOTE...



An O-ring does not come with the pleated paper filter element. Use one from Packing Assortment Kit, NSN 5330-00-966-8657. The size to use is 1/16-in thick, 3/8-in ID and 1/2-in OD.



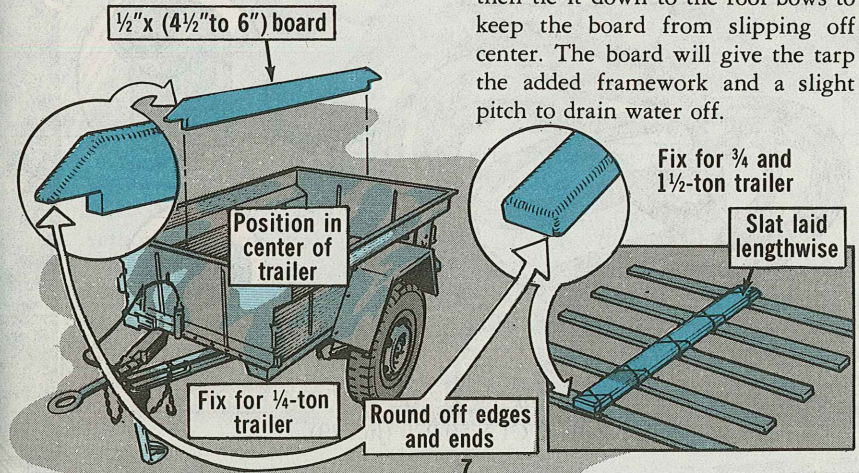
A piece of lumber or two and a little effort will give you a fix for those sagging tarps that let water settle in puddles on top of your cargo trailers.

For the 1/4-ton trailers, get a board about 1/2 inch thick and 4 1/2 to 6 inches wide. Cut the board the length of the trailer's cargo body (outside). Then cut a 1-in deep notch at both ends of the board. Notch the board so it'll fit snug inside the trailer body.

Round off all corners and sharp edges.

Place the board in the center of the trailer. The board will let the water drain off the canvas.

For the 3/4-ton and 1 1/2-ton trailers, take a similar piece of lumber and cut it to the length of the trailer. Round off all corners and edges and place it lengthwise on top of the trailer's roof bows. Make sure the board is centered, then tie it down to the roof bows to keep the board from slipping off center. The board will give the tarp the added framework and a slight pitch to drain water off.



NATO Slave Cable Parts

AHH!

FINALLY GOT MY ADAPTER-CONNECTOR!

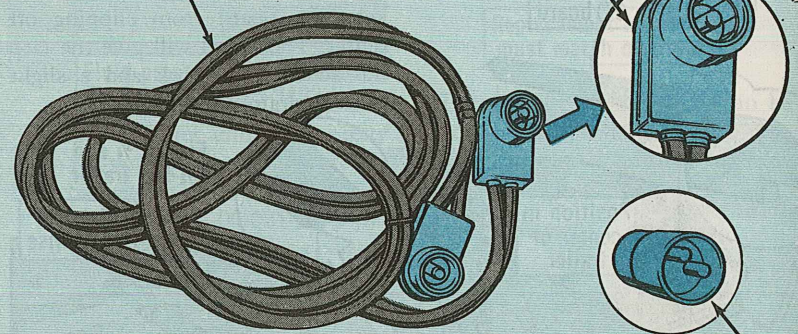
YOU MEAN YOU ORDERED TH' COMPLETE CABLE JUST T' GET ONLY ONE PART?

Don't order the complete NATO slave cable, NSN 2590-00-148-7961, when some part of it goes bad or gets lost. Almost every piece is in supply. The NATO slave cable is a part of your No. 1 and No. 2 Common shop sets. It has a single prong at each end to fit the NATO slave receptacle. It comes with a 2-prong adapter-connector at both ends to fit the standard USA 2-prong slave receptacle.

HERE ARE THE PARTS AND THEIR NSN'S...

NSN 6150-01-022-6004 gets the NATO slave cable with end connectors.

NSN 2510-00-567-0128 gets the slave cable end connector.



NSN 2590-00-398-6527 gets the 20-ft cable without end connectors.

NSN 5935-00-322-8959 gets the adapter-connector.

Your authority is Appendix A, CTA 50-970 (Jun 79).

M876 Telephone Maintenance Truck... Sufferin' Auger Motors!

OK, MEN-- REV HIM UP!

LET'S SET A RECORD FER HOLES TODAY!

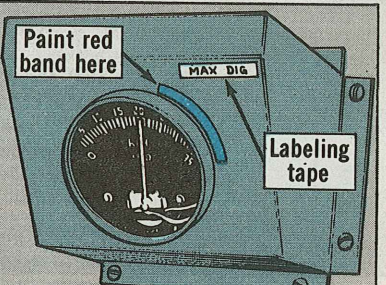
HALP!



Ease up on that throttle control—or you'll tear up the hydraulic auger motor. Never push engine RPM over 2,300 when you're digging holes with your auger. Proper engine speed for digging is at least 1,800 RPM but no more than 2,300 RPM. Make a note on this in your TM 9-2320-269-10 (May 77), page 3-28, bottom right corner, right under THROTTLE CONTROL.

SAVE THAT HYDRAULIC MOTOR!

MARK YOUR TACH EITHER OF THESE TWO WAYS...



Give yourself another reminder by red-lining the tachometer on your operator's console—starting at 2,300 RPM—with paint. Or stick on a red DANGER arrow—NSN 7690-00-924-4318—with the tail at 2,300 RPM. Authority for ordering the red arrow is CTA 50-970 (Jun 79), Appendix A. Then use labeling tape to add "MAX DIG" alongside the red line or arrow.

Another no-no is reversing direction while the auger's turning. That's bum info in your -10 TM, page 3-29, para 3-9-7. Moving the control lever from DIG to REVERSE—or the other way—before the auger stops can ruin the hydraulic motor.

A ✓ on Oil

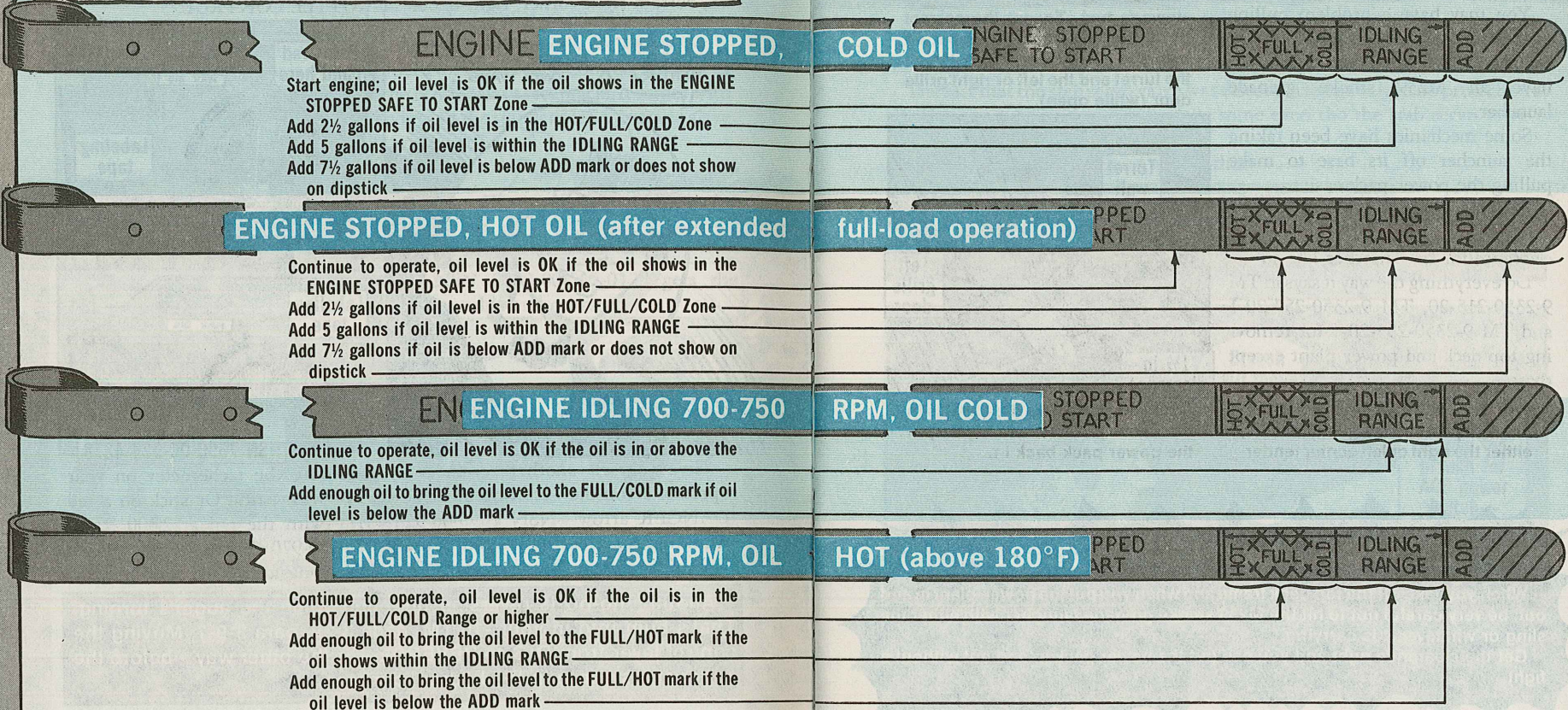
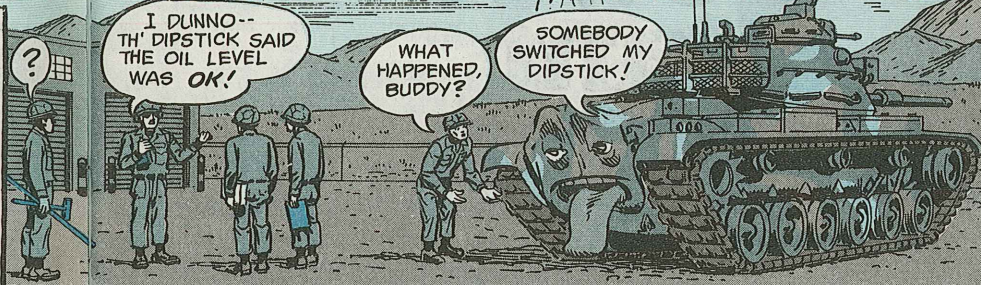
Check Procedures

The dipstick for the AVDS-1790-2C and -2D engines has markings on both sides. They let you check the engine's oil level with the engine cold or hot, stopped or running.

The dipstick is also graduated on one side with 2-gal add-oil increments. It has P/N 11684006 stamped on the handle.

Never switch the dipstick in your -2C and -2D engines with the dipstick for an AVDS-2A and -2DR engines. You'll get the wrong reading and may damage the engine.

Here's how to read the dipstick and how much oil to add in any given situation. Always check the oil level before starting the engine!



Power Plant Problem



You may have a problem pulling out the power plant on your M60A1 or M60A1 (RISE) or M60A3 tank if you have an M239 smoke grenade launcher.

Some mechanics have been taking the launcher off its base to make pulling the power pack easier.

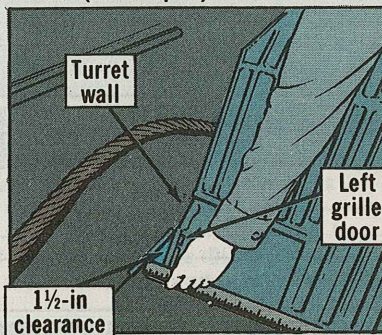
There's no need to do this.

It's a lot quicker to get the right clearance for the launcher like so—

Do everything the way it says in TM 9-2350-215-20, TM 9-2350-257-20-1 and TM 9-2350-253-20-1 for removing top deck and power plant except that:

a. You manually traverse the turret to position the gun tube over either the right or left center fender

stowage box. To get the correct turret position, measure about an inch and a half clearance between the turret and the left or right grille door (while open).



1 1/2-in clearance

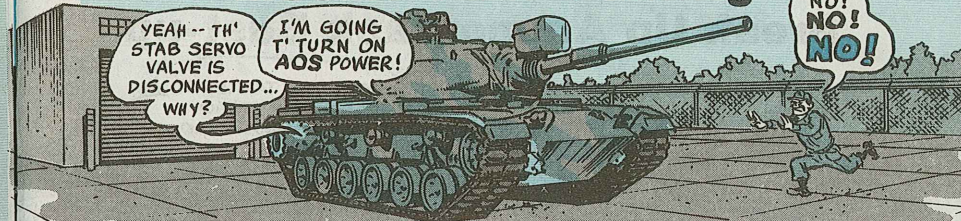
b. You make sure the turret is in the same position when you put the power pack back in.

CAUTION CAUTION CAUTION

When you take off the top deck frame and when you put the power plant in and out, be very careful not to hit the M239 smoke grenade launcher with either the sling or whatever it is carrying.

Get the clearance right and you can put the power pack in and out without a fight.

M60A1 Tank Warning



It takes just a moment to make a fatal mistake when you're checking out the turret in an M60-series tank with add-on stabilization.

Recently, a crewman was working in his tank with the stabilization servo valve disconnected.

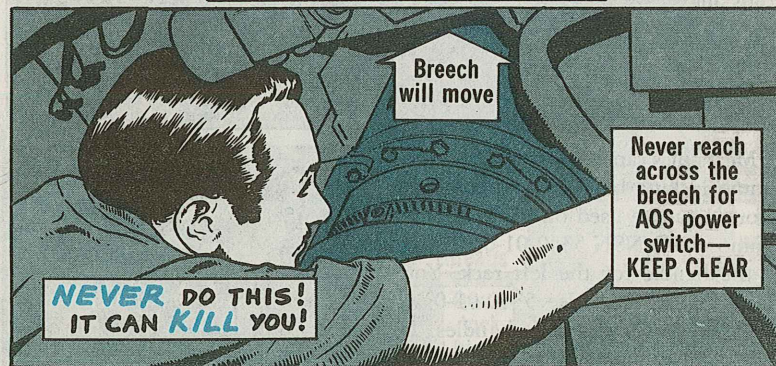
He leaned over the breech and turned the AOS power on.

The gun tube dropped, crushing the crewman's head between the breech and the rangefinder.

The fact that the stab servo valve was disconnected gave him no protection at all. The gun tube or turret will move some even tho the stab servo valve is connected.

The lesson taught the hard way is this:

The gun or turret might move when the stabilization system is first engaged. Everybody should be in a position so that even if there is movement, nobody will get hurt.



Read the warning on page 2-138 of your TM 9-2350-257-10 (Jun 78)!

Break Up Ammo Rack Bust-up



It's no secret that hull ammo racks in the M60-series tanks get busted up. Tubes get broken or damaged, and ammo locking handles bend or break off. The gunner's foot guard even gets damaged when the turret is rotated with an open locking handle.

Let's all work together to stamp out ammo rack bust-up.

Crewmen can help by making sure the ammo locking handles are closed. Keep personal gear out of the tubes. And, for gosh sakes, never use an ammo rack handle as a step to get into or out of the tank.

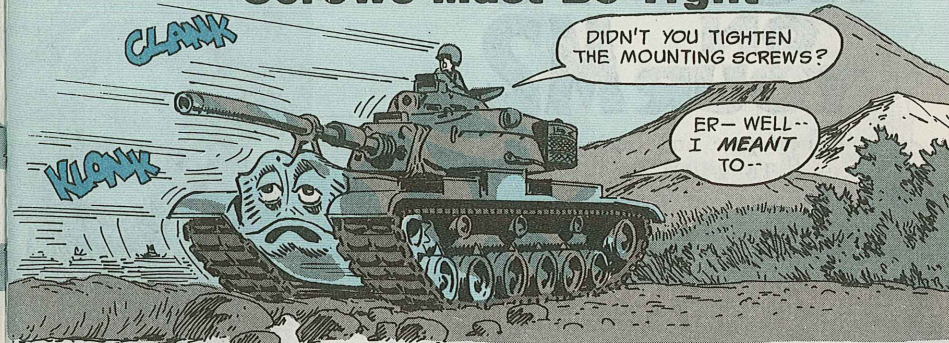


Mechanics can help by replacing the ammo locking handles with the new shorter handle used on M60A3 tank ammo racks. NSN 5340-01-039-8593 is the handle for the left rack. You need 15 of them. Use 5340-01-039-8594 for the right rack handles. It takes 11 handles for that one.

If you have to send the tank back to direct support to get the rack replaced, ask them to put in the M60A3 type ammo rack with the shorter handles.

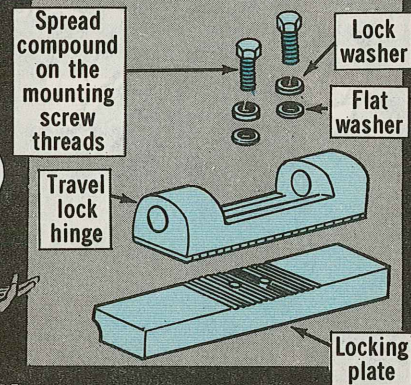
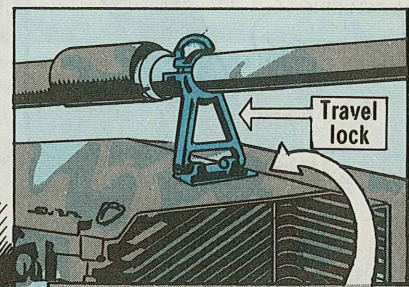


Screws Must Be Tight



The 2 mounting screws (NSN 5305-00-071-2070) that hold the travel lock hinge to the locking plate on the M48-and M60-series tanks have a habit of working loose. Eyeball 'em, and if they're loose, remove one screw at a time so the hinge won't move and do this:

1. Check the lock washer. If it's flat, replace it (NSN 5310-00-571-7066).
2. Spread locking compound (NSN 8030-00-148-9833, MIL-S-46163, Type I, Grade L) on the mounting screw.
3. Replace the screw, lock washer and flat washer (NSN 5310-00-809-5998) and tighten the screw.
4. Repeat the same steps for the other mounting screw.



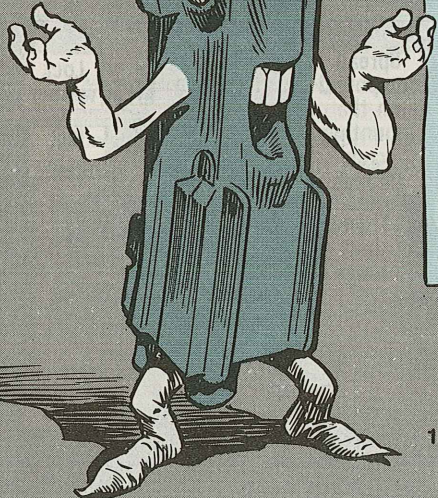
HOW TO ON YOUR M2

If headspace and timing adjustments in TM 9-1005-213-10 come up a little short on occasion, here's a revision your M2 heavy-barrel machine gun can dig.

Included are both new or improved procedures as well as existing ones.

HEY-- GREAT NEWS, BONNIE!

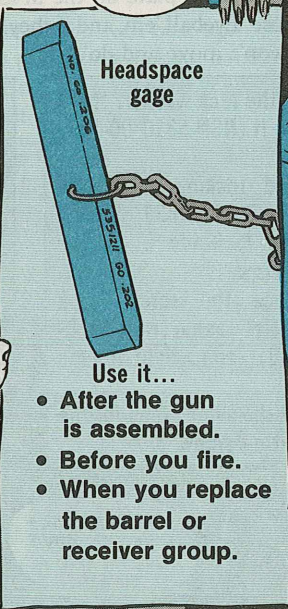
HOW'S ABOUT CLUEING IN MY OPERATORS?



SURE! HERE GOES...

FIRST CLEAR THE GUN OF AMMO BEFORE YOU START...

...THEN CHECK HEADSPACE...



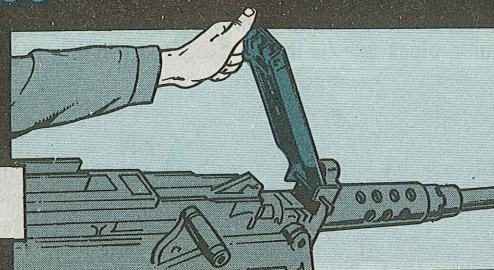
Use it...

- After the gun is assembled.
- Before you fire.
- When you replace the barrel or receiver group.



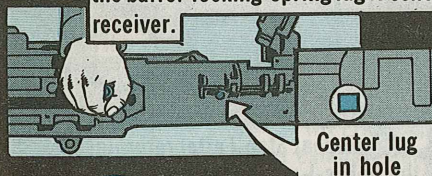
Headspace

NOW, FOLLOW THESE STEPS...



1 Raise the cover full up.

2 Pull the charging handle back till the bolt retracts about 3/8 inch and the barrel-locking-spring lug is centered in the hole on the right side of the receiver.

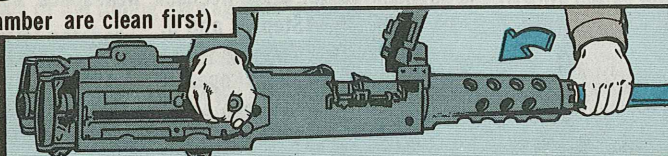


Center lug in hole

(Note: You can hold the bolt in that position or insert the small loop of an ammo link between the trunnion block and barrel extension.)



3 Screw the barrel fully into the barrel extension (be sure the bore and chamber are clean first).



4 With bolt still retracted, unscrew the barrel 2 clicks. Then let the bolt go forward.

5 Pull the charging handle all the way to the rear and hold it there. This cocks the weapon and moves the firing pin back so the headspace gage will go in.

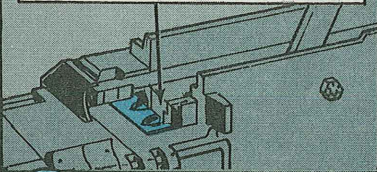


(Note: Try to turn the barrel in either direction. If it turns, check the barrel notches and barrel-locking spring for damage).

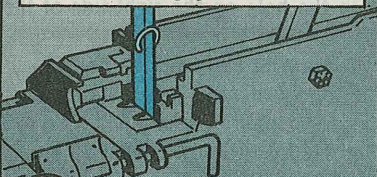
6 S-L-O-W-L-Y return the bolt forward. Do not press the trigger.

Timing Adjustment

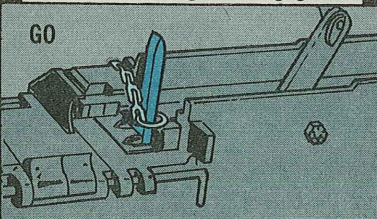
7 With the charging handle, separate the barrel extension from the trunnion block by 1/16 inch.



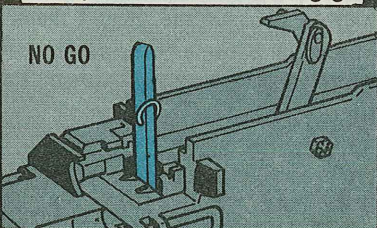
8 Raise the extractor and insert the GO/NO GO gage.



9 If the GO end enters the T-slot to the center ring of the gage and



the NO GO end will not enter, headspace is OK. Remove the gage.

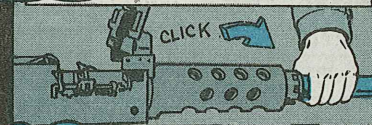


If the GO end won't go into the T-slot freely, headspace is too tight.

SO,
DO THIS...

10 Retract the bolt till the barrel-locking-spring lug is centered in the receiver hole (as in Step 2).

11 Unscrew the barrel 1 click.



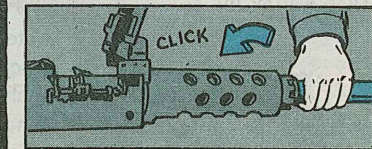
12 Repeat Step 7 after returning the bolt s-l-o-w-l-y forward.

13 Recheck headspace as in Steps 8 and 9.

14 Repeat Steps 10 thru 13 until the gage ends fit right (Step 9).

(Note: Do not unscrew the barrel more than 5 clicks in Steps 10-13. If you've gotta go beyond that, turn the gun in to your armorer for inspection.)

If the NO GO end went in during Step 8, the headspace is too loose. Repeat Steps 10-13 BUT...screw the barrel in 1 click each time.



Repeat the steps until the gage fits correctly (Step 9).

ONCE
AGAIN...

CLEAR THE GUN
OF AMMO BEFORE
YOU START!

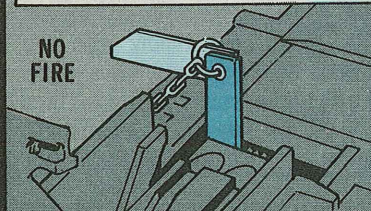


Timing gage

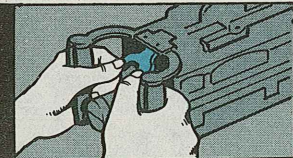
1 Headspace adjustment must be correct. Check it.

2 Retract the bolt fully to cock the gun and ease it forward.

3 Retract the bolt just far enough to allow the NO FIRE gage between the barrel extension and trunnion block. Slowly release the charging handle. Insert the bevel edge of the timing gage against the barrel notches.

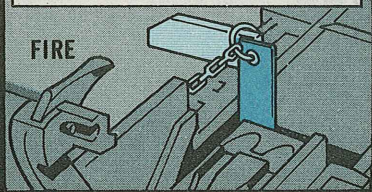


4 Pull the trigger. If the gun won't fire, OK so far. Go to Step 5.



If the gun fires, skip to Steps 7 thru 14. You've got early timing.

5 Retract the bolt just enough to remove the NO FIRE gage and insert the FIRE gage. Slowly release the charging handle.



6 Pull the trigger. If the gun fires, timing is OK. If it doesn't fire, the timing is late. Go on to Steps 7 thru 14.

Early/Late Timing

To adjust for early or late timing, follow these steps. And remember, never cock the gun with the back plate off. The driving rod spring can make a hole in you. The bolt must be forward to remove the back plate.

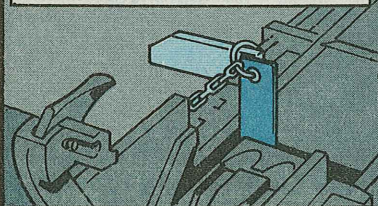
7 Remove the gage, cock the gun and return the bolt forward slowly.

8 Now, remove the back plate.

9 Turn the timing adjustment nut full down (to left).



10 Insert the FIRE gage as you did in Step 5.



11 Push up on the rear of the trigger bar. Gun should not fire.



12 Turn the timing adjustment nut up 1 click (to right). Push the trigger bar up. Continue 1 click at a time. Push the bar after each click until the gun fires.

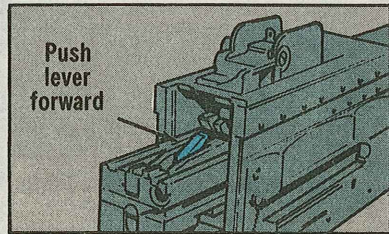


13 After it fires, turn the nut up 2 more clicks. Stop at 2!

14 Remove the gage, put on the back plate and pull the bolt to cock position, E-a-s-e the bolt forward.

15 Recheck timing with the FIRE/NO FIRE gage twice more with the back plate on (Steps 3 thru 5). If it's not correct, do steps 7 thru 14 one more time. If it's still not right, call your armorer.

So, do it right. When you install the bolt, be sure the cocking lever is forward.



M2 Cocking Lever

It happens, but it shouldn't. Some troops install the bolt of the M2 machine gun with the cocking lever to the rear. The gun won't work.

That means a trip to the armorer to get the bolt out and the lever positioned.

YOUR RUST PROBLEMS ARE OVER NOW, PAL!

M29A1 Mortar Memos

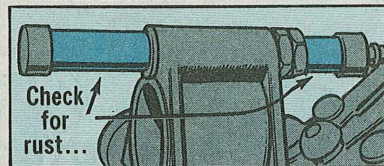
OH-NO! HOW MORTAR-FRYING!

Salt air, humidity, rains...you name it...get to components of your 81-mm mortars with rust and corrosion.

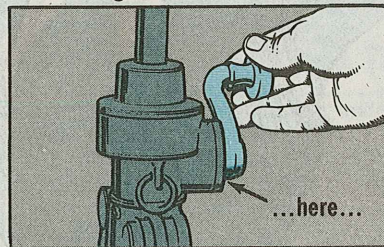
Painted surfaces hold up fairly well, but finished surfaces get clobbered, especially those on the bipod.

Bipod components which rust or corrode quickly include:

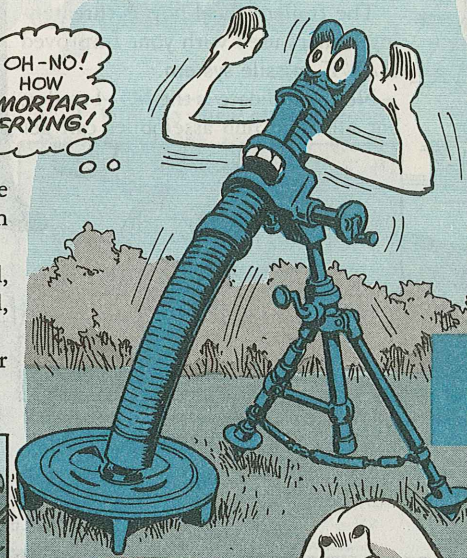
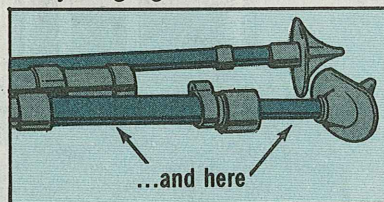
- Shock absorbers



- Elevating crank



- Adjusting leg



YOU CAN USE CROCUS CLOTH LIGHTLY ON THE RUST AREA, BUT WATCH THAT FINISH.

Look for rust first on those unpainted surfaces. Try to get the rust off...and keep it off...by rubbing in PLS.

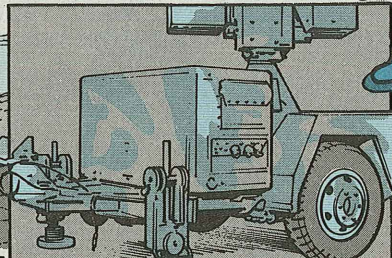
Do not try to remove the rust with steel wool, sandpaper or abrasives. You'll remove all the protective finish from the metal, and you may make the component unrepairable.

If rust or corrosion stays, turn the bipod in to support for refinishing.

Improved HAWK...

The trailer wheel hop is threatening trailers used with your Improved HAWK missile system.

No. 1 candidate is the M514 trailer, but unseated hub assemblies can get

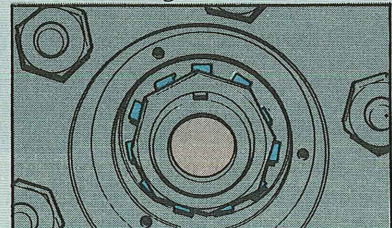


your other trailers, too, such as the M200A1, M390 and M353.

So, check out all of your trailers and launchers.

HERE'S THE PROBLEM...

Some M514 wheel assemblies came from a manufacturer without tab locks on the retaining washer for the wheel



hub assembly outer nut. So, the nut works loose...and you take it from there.

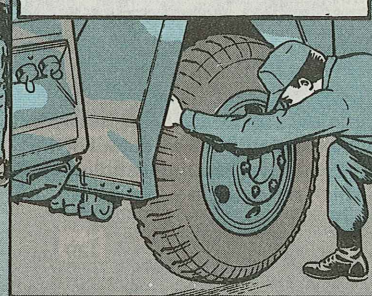
On other trailers, the nut sometimes is secured when the hub assembly's not fully seated on the axle. That lets the wheel wobble on the axle and damage bearings.

22

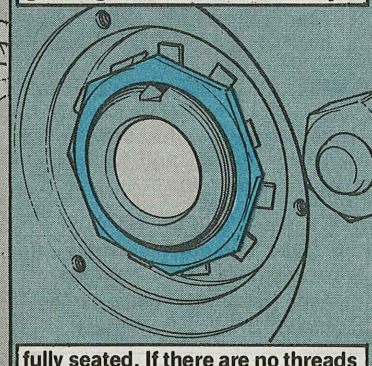
Trailer

Wheel Squeal

3. With the wheel off the ground and handbrake released, try to rock the wheel on its axle. Then, if the wheel turns freely without wobble, go to step 4. If it wobbles or sticks go to step 6.



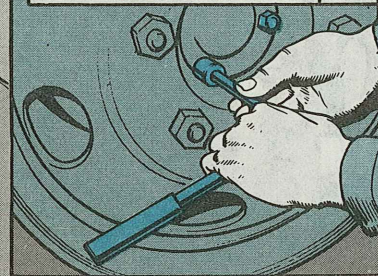
4. Eyeball the outer nut. If a thread extends beyond it, it's a good sign that the hub assembly is



fully seated. If there are no threads beyond the nut, go to Step 6. Same goes if you think there's a seating problem...Step 6.

YOU CAN CHECK FOR EITHER PROBLEM LIKE SO, USING THE TM FOR YOUR TRAILER...

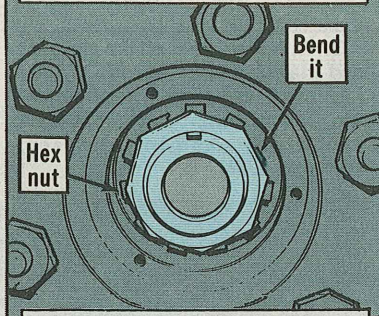
1. Remove the 3 screws and lockwashers from the hubcap.



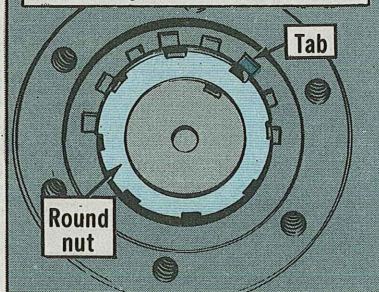
2. Remove the hubcap.

23

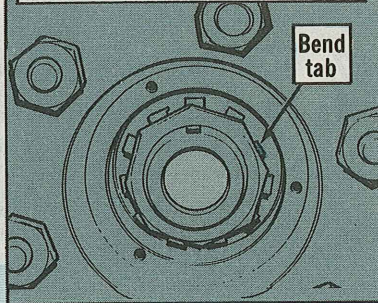
5. Clear any grease from the outer nut and retaining washer in order to inspect the washer tabs. At least one tab of the washer should be bent, either over a flat of the



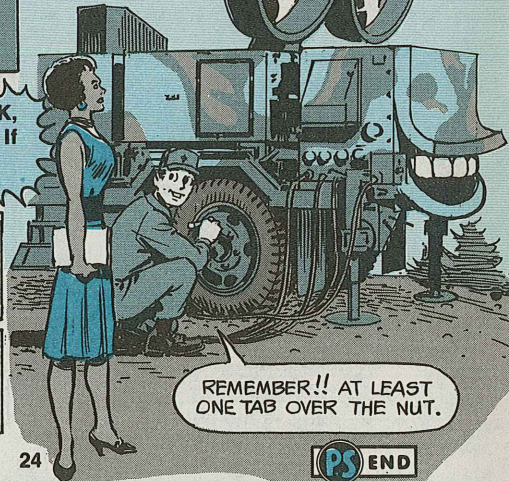
outer hex nut or into a cutout of the round outer nut...depending on which nut you have.



8. The point of it all: **BEND THE TAB OF THE RETAINING KEY WASHER** over a flat of the outer hex nut or into a cutout of the round outer nut. If your retaining washer doesn't have the tab locks, ask your supply people to get you one with NSN's listed in your trailer TM's. Replace the hubcap.



ALWAYS BEND A TAB OVER THE OUTER NUT AS AN OPTION!



REMEMBER!! AT LEAST ONE TAB OVER THE NUT.

PS END

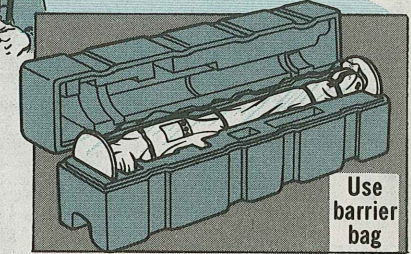
Redeye Repacking



There's an important note slated for Table 3-1 of TM 9-1400-425-12 on repacking the Redeye missile system.

What it will say is that any unit or team which removes the weapon from its styrofoam container and waterproof barrier bag must replace it in a sealed barrier bag before putting it back in the storage container.

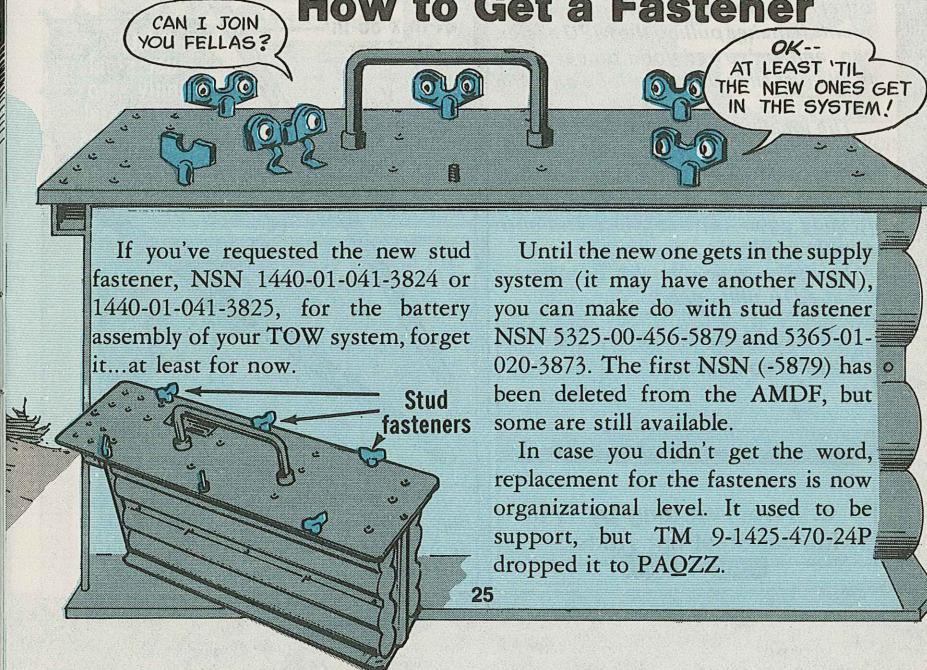
Paras 4-7, 4-8 and 4-9 of TM 9-1400-425-35 tell you how to repack



Use barrier bag

the weapon. Whoever unpacks it must repack it. The sealed bag is a must for moisture protection when the weapon's in the container.

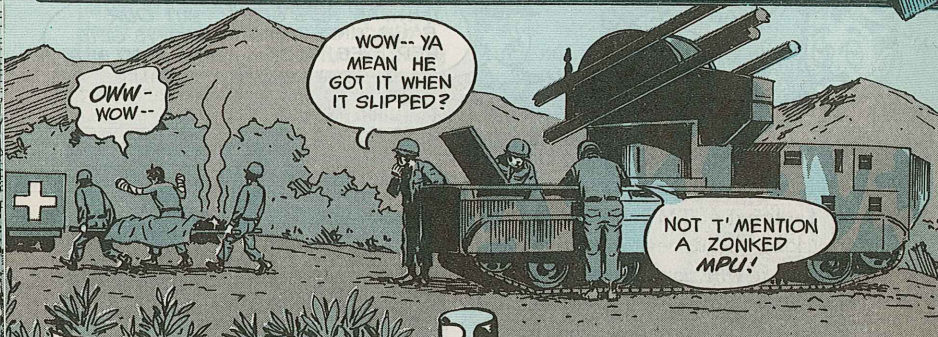
How to Get a Fastener



If you've requested the new stud fastener, NSN 1440-01-041-3824 or 1440-01-041-3825, for the battery assembly of your TOW system, forget it...at least for now.

Until the new one gets in the supply system (it may have another NSN), you can make do with stud fastener NSN 5325-00-456-5879 and 5365-01-020-3873. The first NSN (-5879) has been deleted from the AMDF, but some are still available.

In case you didn't get the word, replacement for the fasteners is now organizational level. It used to be support, but TM 9-1425-470-24P dropped it to PAOZZ.



Dear Editor,

Lifting the main power unit (MPU) of the Chaparral launch station can be dangerous to crewmen and to equipment.

We in the 1/51st ADA now use a lift bar which prevents crushed hands, other injuries and damaged equipment. It makes pulling the MPU easier, too, and we've had good success with it. We just slide the puller loop onto the bar.

The locally fabricated bar is used like the tanker's bar. The weight of the MPU is off-center, and the tanker's bar allowed the heavy, off-balance MPU to slide down the bar...into and onto people and gear.

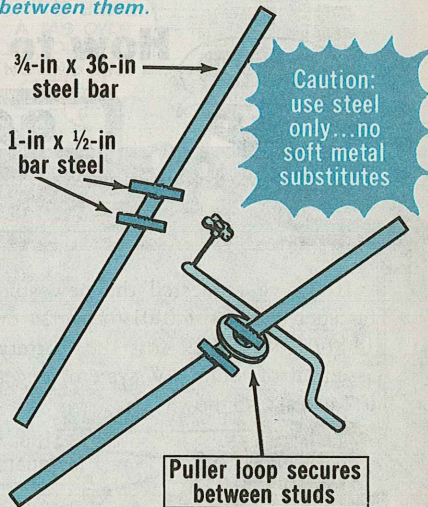
To make their own lift bar, here's what ADA units need:

1. A $\frac{3}{4}$ -in thick by 36-in long steel bar.

2. Two 1-in long by $\frac{1}{2}$ -in wide bar steel flat studs.

If you have a welder, you can carry on from there. If not, ask your support for help.

Center the 2 bar steel studs on the middle of the bar. Separate them so there's three quarters of an inch between them.

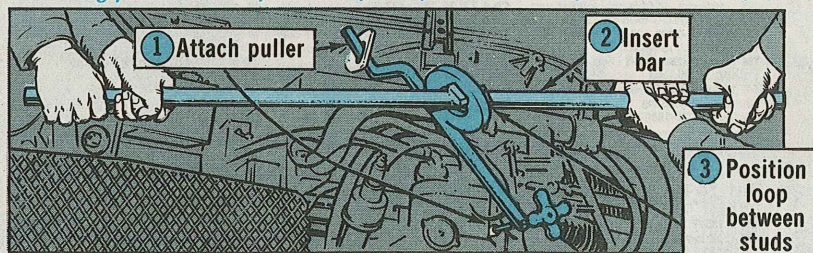


The 1-in length should be across the bar. Now, turn each stud at a 45-degree parallel angle and clamp and weld them. You're done.

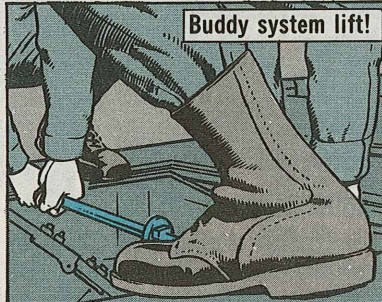


Lock the puller onto the MPU as you normally do. Insert the fabricated bar through the eye of the puller.

The big point: Before you attempt to pull the MPU, position the loop of



Buddy system lift!



the puller between the 2 studs in the middle of the lifting bar. When the puller loop's in place, lift.

The beauty of the studs is that they prevent the off-balance MPU from slipping down the bar and making trouble.

CW4 Fred Dawson
Fort Ord, CA

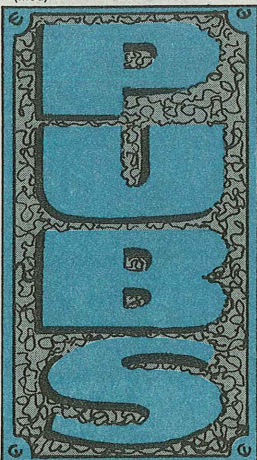
(Ed Note—It has to be a winner, Chief. Thanks for passing the word along.)

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

TECHNICAL MANUALS

TM 5-1940-272-10 Jan 7-person CO2 inflatable landing boat
 TM 5-2300-261-14&P Feb Trailer, flat-bed, 15-ton (CE)
 TM 5-4310-358-14 Dec Compressor, air, 5-CFM 175-PSI
 TM 5-4310-360-24P Oct Compressor, air, 5-CFM, 175-PSI
 TM 5-4310-362-24P Jan Compressor, air 5-CFM 175-PSI
 TM 5-4610-218-12-HR Jan Water purif unit, 1500-GPH
 TM 9-1425-383-10-3 Oct Pershing 1A
 TM 9-1425-383-10-4 Oct Pershing 1A
 TM 9-1425-383-10-5 Oct Pershing 1A
 TM 9-1425-383-10-6 Oct Pershing 1A
 TM 9-1425-383-10-7 Oct Pershing 1A
 TM 9-1425-383-10-8 Oct Pershing 1A
 TM 9-1430-656-24P Dec AN/TSQ-73
 TM 9-1440-381-20P Nov Pershing 1A
 TM 9-1450-382-10 Dec Pershing 1A
 TM 9-6920-470-24P Nov TOW
 Ch 2, TM 10-5410-223-14/1 Dec Shelter, MUST
 Ch 2, TM 11-1510-209-20 Feb U-21A, U-21G
 Ch 1, TM 11-1520-237-23-1 Nov UH-60A
 Ch 2, TM 11-1520-237-23-1 Jan UH-60A
 Ch 5, TM 11-5805-382-12 Nov TD-680/G, -680A/G and -660B/G multiplexers
 TM 11-5810-222-24P Sep TSEC/KG-13
 TM 11-5815-244-20P Jan AN/FGC-25, -25X, -161 and -161X teletypewriter sets and MK-1631/FGC mod kit
 Ch 11, TM 11-5820-520-12 Jan AN/GRC-106 and -106A radio sets
 TM 11-5821-260-20P-1 Feb AN/ARC-115A(V) 1 radio set
 TM 11-5895-372-10-HR Jan AN/TLQ-15 countermeasures set
 Ch 29, TM 55-1500-204-25/1 Dec Gen

aircraft maint
 Ch 6, TM 55-1520-210-23-1 Jan UH-1D/H/EH-1H
 Ch 3, TM 55-1520-210-23-2 Feb UH-1D/H/EH-1H
 Ch 22, TM 55-1520-219-20 Feb UH-1H
 Ch 1, TM 55-1520-234-23P-1 Feb AH-1S (mod)



Ch 4, TM 55-1520-237-23-2 Dec UH-60A
 Ch 3, TM 55-1520-237-23-3 Nov UH-60A
 Ch 4, TM 55-1520-237-23-9 Dec UH-60A
 TM 55-2320-258-14 Nov Transportability HET M746, M911, M747
 TM 55-3930-243-14 Jan Transportability truck, forklift, RT, 10,000-lb
 TM 55-8115-200-23&P Dec Milvan
 TM 746-237 Dec Preserve, pack,

retrograde Redeye

MISCELLANEOUS

Cir 310-21 Dec Pubs rescinded
 Cir 710-23 Mar Inventory management (manual)
 Cir 750-37-59 Mar Sample data on admin veh in Germany
 CIR 750-56 Apr Inspection, maint of Army vehicles under Clean Air Act
 DA Form 12-25A Dec Pinpoint tech pubs for mobility sup eqpt
 DA Form 1352 Oct 79 Aviation inventory, status, flying time
 DA Form 2406 Dec 79 Material readiness report
 DA Form 2410-1 Jan 80 Component removal, installation, movement
 DA Form 3265 Jan Missile eqpt status report
 DA Form 3266-1 Jan Missile mat read report
 FM 5-62J/CM Apr Gen Construct eqpt op LO 9-1440-531-12 Jan Imp HAWK
 PAM 310-2 Jan (fiche) Index of blank forms
 PAM 310-3 Jan (fiche) Index of FM, TC, ATP, A Subject sched, ARTEP, TOE, CTA
 PAM 310-7 Nov MWX index
 SB 9-211 Feb Identif of reusable metal containers
 SB 700-20 Sep (fiche) Adopted/other items selected for authoriz list of reportable items.
 SC 2640-98-CL-E01-HR Dec Repair kit, tubeless tire
 SC 3433-90-CL-N03-HR Oct Torch outfit, cut, weld LIN W67569
 SC 3433-90-CL-N04 Nov Torch outfit, cut, weld LIN W68391
 SC 3433-90-CL-N04-HR Nov Torch outfit, cut, weld LIN W68391
 TB 9-2300-295-15-17 Feb Warranty procedures for truck M915, M916, M920, M917, M918, M919
 TB 9-2300-422-20 Feb Security of tac wheeled vehicles
 Ch 2, TB 746-93-2 Dec Paint & mark aircraft
 TC 11-35K1/2(JB) Dec Mechanic

AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

Films, TV Tapes

MF 8-13077 Stick it in your ear! (hearing loss)
 TF 8-4127 Decon apparatus, ABCM12A1 P111—Operation, operator maint
 TF 38-6163 Packaging: Preservatives
 TVT 3-51 Chem protective clothing
 TVT 9-53 Safety—field operations
 TVT 10-52 Sampling bulk petroleum
 TVT 10-59 Field kitchen Pt II—M1948 kitchen set

TEC LESSONS

101-113-7101-A Test/Op AN/VIC-1
 600-011-6611-A Perform TEAC on UH-1H
 600-011-6628-A Adjust bleed band, T53-L-13
 600-011-6638-A Op check of variable inlet guide vane at "Begin to Open" position, UH-1H
 600-011-6639-A Op check of variable inlet guide vane at "Full Open" position, UH-1H
 600-011-6640-A Remove fuel control unit on UH-1H

600-011-6641-A Install fuel control unit on UH-1H
 600-011-6642-A Prime fuel control unit on UH-1H
 600-011-6675-A Disconnect, remove transmission and mounting components, OH-58A/C
 600-011-6676-A Clean, inspect, install transmission and mounting components, OH-58A/C
 600-011-6677-A Remove, exchange, install magnetic brake, force gradient in OH-58A/C
 600-011-6683-A Check air-

frame fuel sys on OH-58A/C with crashworthy fuel sys
 931-171-0301-F Prep M60-series tank or M551 for NBC attack P11
 944-171-0110-F Replace flat tire on 5-ton trk
 945-171-0400-A Remove power pack M60/M60A1
 945-171-0401-A Install power pack M60/M60A1
 945-171-0402-A Remove power pack M60A1 (RISE), M60A3
 945-171-0403-A Install power pack M60A1 (RISE) and M60A3

1.5-KW DOD Generators

O-level mechanics have to fabricate the 12-ft auxiliary fuel hose assembly—NSN 4720-00-274-9480—for their Model MEP-015A and -025A generator sets. Use MSN 4720-00-639-9907 for the hose; NSN 4730-00-842-2200 for the 2 straight adapters. Jot these numbers down in the Items Troop Installed or Authorized List, TM 5-6115-323-14.

O, gather 'round all you truckers and hear 'Bout the Selective Truckman and his gear!! Watch him fight to save DEUCY and you'll Learn how PM conserves Uncle's Fuel!!

JOE'S DOPE

The BALLAD of the SELECTIVE TRUCKMAN

Save Fuel, Money and Vehicles

Specialist Ledford was the truckman's name
 And back to 'Sierra one day he came...

'LO, ROY-- HOW WAS TDY?
 FINE, SGT. WAILSOME!... BUT IT'S GREAT T'BE BACK HERE IN OUR MOTOR POOL!
 ... CAN'T WAIT T' SEE OL' DEUCY AND PUT HIM THRU HIS PACES!
 SURE MISSED THAT OL' TRUCK!

ER--ROY, BEST FORGET YOUR OLD 2 1/2-TON! YOU'RE BEING ASSIGNED A NEW TRUCK!
 WH-WHAT?

And thus began the Saga of Deucy... Fated to change Army hist'ry, you see!

When at support's truck lot he found Deuce,
Our hero's language was far from choosy!

WHAT HAVE THEY DONE TO YOU, OL' BUDDY?
WHY THOSE *!! @ *!!!!

HELP ME, ROY-- BEFORE IT'S TOO LATE!

WHY THOSE *!! @ *!!!!

Good **PM**
PRACTICES
SAVE **FUEL**
—
FUEL SAVING
PRACTICES ARE
Good **PM**

Hide an Army truck?
Absurd! No one can!!
The Great Search of
Fort Sierra began!!

IT'S GOTTA BE SOMEWHERE ON POST...

... BUT WHERE??

YEAH-- THERE'S A THOUSAND SQUARE MILES OF FT. SIERRA!

But so well was Deuce's concealment planned,
No trace could be found as they scoured the land!

Then along came a familiar lass
Whose PM savvy no one can surpass!

Spec Ledford must be the one, she surmised...
So she trailed him! But he was not surprised...

Right on the spot
Spec Ledford resolve:
This was a problem
that he had to solve!

THEY SAY I'VE BECOME A FUEL-GUZZLER... OLD... ALL WORN OUT!
= SNIFF =

NO WAY, OLD FRIEND... I GOT AN IDEA!

B-BUT, ROY... IS WHAT YOU'RE PLANNING LEGAL?

NO SWEAT, DEUCEY!...

WHAT FRIENDS ARE FOR...

THERE!... SHOULD HOLD LONG ENOUGH!

So late that evening
our Hero did steal
Back to Deuce where
he restored a wheel...

CONNIE-- YOUR FUEL SAVING TALKS WILL HAFTA WAIT!

EVERYBODY'S LOOKIN' FOR THAT 2 1/2-TON...

EVERY BODY, SGT. WAILSONE?

HI, CONNIE-- HOW 'BOUT A HAND! GOTTA CHECK DEUCEY'S FUEL FILTERS!

... And to Connie's question, allowed as how
Uncle's truck and fuel bucks he'd save NOW!

JUST WHAT ARE YOU UP TO, ROY?

I'M RESTORING DEUCEY TO TOP READY CONDITION ... AND DOING SO -- PROVING A POINT...

ON MY RECENT TDY, I LEARNED THAT NEARLY EVERY PM ACTION IS A FUEL SAVING ACTION SO...

... WHEN I COMPLETE MY WORK ON DEUCEY-- HE'LL BE TOPS IN FUEL EFFICIENCY, TOO!

Then to a secret place they quickly fled...
A shop support forgot it had, 'tis said!

DON'T WORRY, DEUCEY... NOBODY AT DS IS AWARE THEY GOT THIS PLACE, IT WAS USED TO SECRETLY DEVELOP TANKS DURING WORLD WAR I!

I'LL BE BACK EVERY CHANCE I GET! WE'LL SOON HAVE YOU FOUR-ON AGAIN!

?GASP?... HOPE SO, ROY!

'Course, the next morning
all HELL did break loose...
The Army seemed short
one half- and-a deuce!!

BILLY, THAT 2 1/2-TON JUNKER AIN'T IN THE YARD!

I CAN'T B' LIEVE IT...

LEDFORD-- YOU GOT ANY NOTION WHERE YOUR OL' HEAP COULD BE?

ME, SARGE? IT'S NOT MY TRUCK ANYMORE!

INTERESTING!... IF YOU CAN PULL IT OFF BEFORE YOU'RE FOUND...

HERE'S SOMETHING ON FUEL CONSERVATION BEYOND PM...

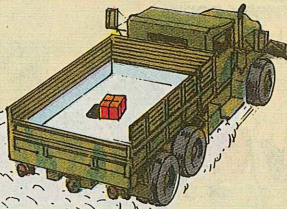
With that, the comely lass laid on Ledford
A poster, with a fuel saving word...

Joe's Dope Sheet

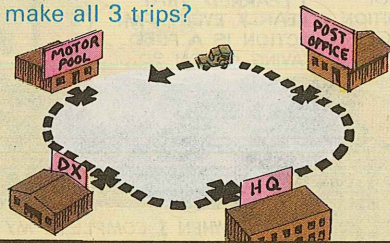
The secret of fuel conservation?
Good PM and smart operation!
With readiness at stake
The savings you make
Contribute to self preservation!

SOME IDEAS FOR

★ Never send a 5-ton to pick up supplies when a ¼-ton or a 1¼-ton will do the job.

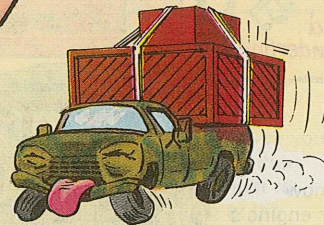


★ Combine your trips. Why send one vehicle for supplies, one to post headquarters and another to pick up the mail, when one vehicle can make all 3 trips?

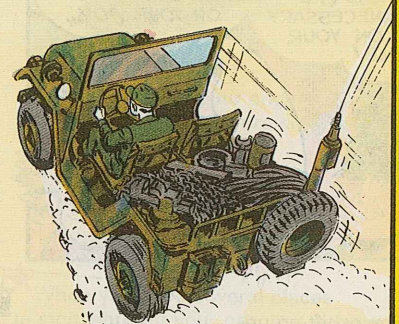


CONSERVING FUEL

★ Never exceed the authorized load limit of a vehicle. Over loaded vehicles waste fuel.



★ Don't allow unnecessary tools and equipment to be carried in the vehicles. The extra weight wastes fuel.



Establish your own fuel conservation program and add your ideas to the ones we've listed. Then use 'em on and off duty.

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

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

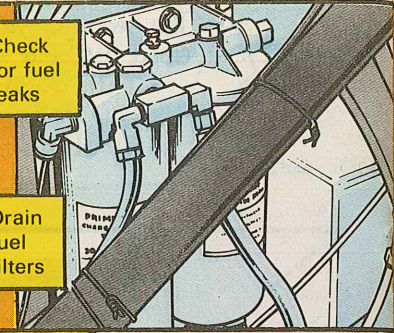
While Connie pondered, not without distress, Our hero started his PMCS!

DRIVERS CAN BE THE BIGGEST FUEL SAVERS BY MAKING SURE VEHICLES ARE IN TOP CONDITION WHEN THEY PULL PMCS...

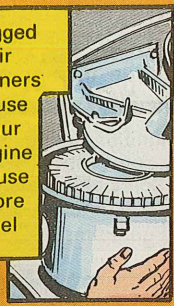
OPERATIONS

★ Check for fuel leaks

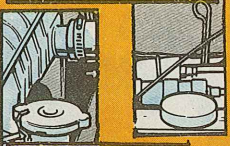
★ Drain fuel filters



★ Clogged air cleaners cause your engine to use more fuel



★ Check engine oil and...



★ ...coolant levels

★ Check for low tires and uneven wear on front tires



Low and out-of-line tires waste fuel and shorten tire life

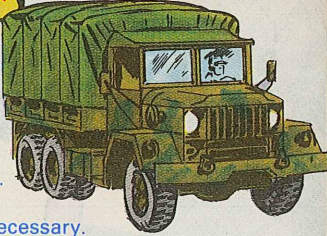
With services complete, Connie opined That driving techniques should be underlined.

GOOD DRIVING PRACTICES CAN SAVE GALLONS OF FUEL EVERY MONTH AND PREVENT UNNECESSARY WEAR ON YOUR VEHICLE!

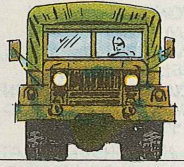
HERE'RE SOME DRIVING TIPS YOU SHOULD FOLLOW WHETHER DRIVING A MILITARY VEHICLE OR YOUR POV...

DURING OPERATIONS

★ Know your engine's warm-up time. Take no more or less than necessary. Excessive idling periods waste fuel and can foul up your engine with carbon and crud. Don't forget, tho, diesels and multi-fuels have to be idled before shut-down.



★ Resist the temptation to rev your engine at stop signals and then take off like a jackrabbit just to be the first one waiting at the next stop signal. It's murder on vehicles and it wastes fuel.



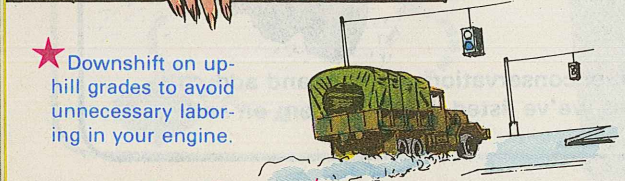
★ Take off gradually and shift gears as you pick up speed.



★ Don't wind up your engine to excessive RPM before shifting.



★ Downshift on up-hill grades to avoid unnecessary laboring in your engine.



★ Always stay within the speed limit. Excessive speed wastes fuel.



★ Maintain a constant speed. A nervous foot on the accelerator wastes fuel.

★ Make sure your parking brake is fully released, and don't ride the brake or clutch. This'll save on fuel and unnecessary wear.



★ When you have several places to stop, shut off your gasoline engine if you're going to be there for a few minutes.



With a diesel, it's a different story. Let your diesel idle if you're only going to be a few minutes. Less fuel is used in a short idle period than you'd use for a restart.

DURING OPERATIONS (cont.)

"Good drivers," quoth Connie,
"Pay attention ...
List malfunctions for
trouble prevention!"

"'Tis the duty of
any engine mech
To keep things number
one," agreed the Spec!

ROUGH RUNNING
ENGINES WASTE
FUEL AND CAN
OFTEN BE CURED
WITH A SIMPLE
TUNE-UP!

RIGHT! A GOOD MECHANIC
CURES SICK ENGINES BY
REPAIRING, REPLACING,
OR ADJUSTING THESE...

- * Ignition timing and point gap.
- * Spark plugs and wires.
- * Carburetor.
- * Fuel Pump.



THERE--DEUCY'S
BACK IN "READY"
SHAPE, CONNIE!



GOOD!
OUT TO
THE
TRUCK LOT,
PRONTO!

So then out to the truck lot they did go
Where disbelief met the dauntless duo!

INCRED-
IBLE!
I DON'T
BELIEVE
IT!

CAN'T
BE--

IT'S TH'
MISSING
2½-TON!

WOW--
SLEEK
AS A CAT...

...AN' PURRING
LIKE A KITTEN!

TOLD YOU
GUYS DEUCY
IS A DOOZY!



Then some
final words
Connie laid
on us--
To lift the
fuel wasting
curse
from us!

THE FUEL SHORTAGE AND
SKY ROCKETING FUEL
PRICES AFFECT
EVERY ONE OF US.
SO, WE MUST DO
OUR SHARE TO
REDUCE THE
PROBLEM!

A FUEL CONSERVATION
PROGRAM WILL:

- * SAVE FUEL AND REDUCE FUEL EXPENSE.
- * CUT OVERALL MAINTENANCE COSTS AND TIME.
- * HELP INSURE THAT YOUR EQUIPMENT IS READY TO GO WHEN IT'S NEEDED!



Now from the U.S. Army I've retired--
Took up singing with ambition all fired--
'Cause this tale no other picker can strum
'Cept his monicker be Billy Wailsome!



AIR MOBILITY

NO SWEAT!

Slips Don't Count—Usually!

SWELL!
H'RAY!
GREAT!
WONDERFUL!

Dear Windy,

The main and tail rotor split cones on our Hueys and Cobras do not always keep the equal spacing that's required during installation.

Do we have to go thru the hassle of repositioning the cones, Windy?

SFC W. P. R.

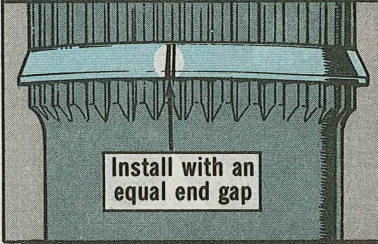
Dear Sergeant W. P. R.,

Probably not! But it's a local decision.

The manuals require the cone sets to be installed with an equal end gap. This is for installation uniformity only.

The location of the split cones during operation is not a problem since the cones do the job regardless of the end-gap spacing—or lack of it.

If split cone sets on an individual bird change position often it could be the result of either improperly torqued retaining nuts or mismatched cone sets.



IN THOSE CASES,
YOU WOULD HAVE
TO CORRECT THE
PROBLEM AND
REPOSITION
THE CONES.

New Huey Bolt

You Huey mechs and PLL types make a note in your TM 55-1520-210-23P-3 (Mar 77). Machine bolt AN175-20, NSN 5306-00-182-1396, on page 1659 of Change 2 is replaced by Machine bolt AN175H-20, NSN 5306-00-207-1665.

Rigging Counts!

GOOD NEWS, SNAKE OL' PAL. WE CAN ADJUST YOUR BALANCE WEIGHT SETUP NOW THAT WE GOT THESE NEW WEIGHTS AND WASHERS!

BUG OFF, BUDDY--I'M AN "S" MODEL!

Dear Windy,
We have a dispute going about the proper tail rotor balance weight setup for the "212" rotor system on different Cobra models.
TM 55-1520-221-23-1 (Jul 79) allows for adjustment by changing weights and washers on the G Model.
TM 55-1520-234-23-1 (Sep 76) and TM 55-1520-236-23-1 (Jun 77) on the S Models allows only 2 identical weights and one special washer.
What's the right arrangement for the "212" system, Windy?
SFC F. M.

Dear Sergeant F. M.,
All the pubs have the correct setup. Due to the horsepower restraint on the tail rotor gear box, the G Model is not rigged to its optimum position. Tail rotor forces are adjusted by the weights.

The S Models are adjusted to the optimum horsepower position. So, the tail rotor forces are corrected by proper rigging of the tail rotor control system.
Windy

Free Back Issues

NEED BACK ISSUES OF PS? GREAT! THEY'RE YOURS, FOR FREE ...

JUST JOT A NOTE TO ME...

MSG Half-Mast
c/o PS Magazine
Lexington, KY 40511

No Twisting, Please!

It's common practice to turn the lock ring on most cannon plugs to remove them.

Never "do the twist" on plug, NSN 5935-00-891-8475, at the environmental control unit valve in your Cobra,

tho, or you'll break the contact pins and sideline the bird.

When you remove the dog house cowl to pull maintenance, pull the electrical terminal plug straight out.

That'll keep the cool air flowing.

No Special Binders

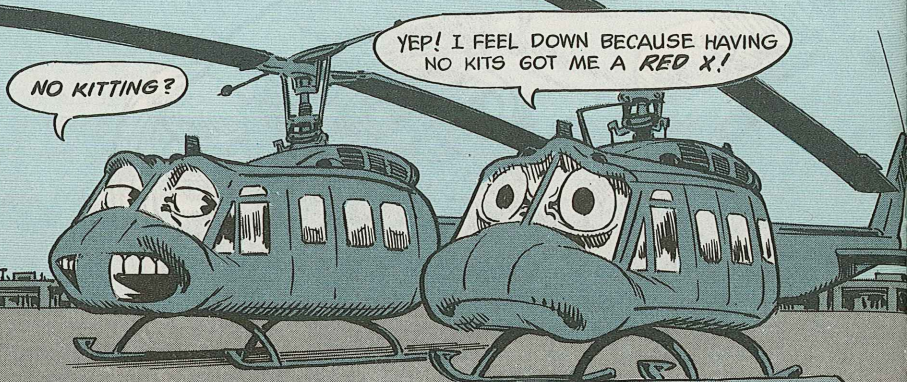
Z Z
DUM-DE
DUM-DUM
♪

THINK I BETTER ORDER SOME SPECIAL GREEN BINDERS 'FORE I LOSE SOMETHIN'!

There is a limited number of green binders supplied by the manufacturer for your Black Hawk pubs. Those special binders are not in the supply system. The pubs are punched for standard binders, tho, with 3 exceptions. You'll have to improvise on a

binder for the odd-sized TM 55-1520-237-23-3 (Dec 78) on troubleshooting. No binders are required for the maintenance test flight and check list pubs...use tie-downs like NSN 5975-00-074-2072, 6.5 inches; 5975-00-570-9598, 10.2 inches; or 5975-00-156-3253, 13.25 inches.

First Aid Kit Status



Dear Windy,
I get into some lively discussions with other tech inspectors about aircraft status when a first aid kit is either missing or has been removed for routine servicing.
Is the bird put on a red diagonal or a circled red X, Windy?
SSG B. P. T.

Dear Setgeant B. P. T.,

A first aid kit that is being serviced or has been moonlighted is treated the same way. The bird goes on a circled red X. If a bird is authorized only one kit, the status is a red X.

The info in Para 3-19 of AR 95-1 (Jan 80) calls for at least one first aid kit in each aircraft and CTA 8-100 is referenced for the actual quantity.

Para 10-3 in TM 55-1500-328-25 (Jul 72) interprets the AR also to require kits in quantities listed in the Common Table of Allowances. 'Course, page 11-10 of the CTA lists one kit for the crew compartment and one for every 5 passengers or fewer.

Take the Huey, for example. Appendix C in TM 55-1520-210-23 (Feb 79) lists 4 kits for the inventory—one for the crew and the remainder for passengers.

If no kits are on board, the bird is grounded. You would then make an entry on the DA Form 2408-13 showing that the kits were removed.

When there is at least one kit—but not the total number required—you have a circled red X condition.

1. DATE	2. MODEL	3. SERIAL NO.	4. NAME OF CREW CHIEF/MECHANIC	5. STATION	6. PAGE NO.	68-NO. OF PAGES	
11 APR 80	LIN-14	76-1723	T. JOHNSON	FT. CAMPBELL KY.	1	1	
STATUS TODAY							
THIS CONDITION REQUIRES THAT YOU MAKE AN ENTRY IN BLOCK 17--WHICH WILL LIMIT THE NUMBER OF PASSENGERS!							
AIRCRAFT	ELECTRONIC	ARMAMENT	OTHER	NO. 1 ENGINE	NO. 2 ENGINE	LANDINGS	OTHER
1	4						
2	5						
3	6						
FUEL (Gals or Lbs)							
SERV. NO.	GRADE	ADDED	TOTAL IN TANKS	GRADE	ADD. NO. 1 ENG	NO. 2 ENG	TANKS
1	JP-4	209	2369	13			
2	JP-4	209	2369	13	0		
3							
4							
5							
6							
7							
TOTAL							
FAULTS AND/OR REMARKS							
(X) 2 FIRST AID KITS REMOVED FOR INSPECTION - PASSENGERS LIMITED TO 5 R. Jones G. Smith DA Form 2408-13 1963 EDITION OF 1 JAN 84, WHICH WILL							
ACTION TAKEN							
CF							
BY: T. Johnson, J. Johnson							
STATION: CAMPBELL KY.							

Engine Removal?



When you mechs change the engine in your Huey, all of the engine post-installation checks on pages 1-84 and 1-85 in TM 55-1520-210-23 (Feb 79) have to be complied with.

If you just remove the engine to pull other maintenance, tho, there're some steps of your special inspection you can skip.

Save Some Elbow Grease!



When you put the same engine back in your baby, the engine vibration test, tail pipe V-band retorque and the turbine engine analysis check are not required.

The exhaust gas temperature system test is still needed because of a possible EGT circuit resistance change when the connectors are disconnected and reconnected.

More and More Torque Talk



YOU ALWAYS BACK OFF BEFORE YOU RETORQUE!

NO YOU DON'T!

COOL IT, MEN! YOU'RE BOTH RIGHT!

OK, let's try it one more time. PS 322, page 53, and other pubs say the only way you can torque, retorquer or check torque is to back off the fastener and run 'er up with a torque wrench.

So far, so good.

But, as Para 2-82Bg in Ch 26 to TM 55-1500-204-25/1 points out, in aircraft torquing there are some exceptions.

In some few cases, to tighten an

already torqued fastener that may have lost some of its original torque through the seating of components during operation, you do not back off the fastener. If you back off and torque again, you set up a new torque situation that will have to be verified again and again...and there'd never be an end to it.

These special situations are spelled out in your aircraft's TM's, so follow the specific book for your bird.

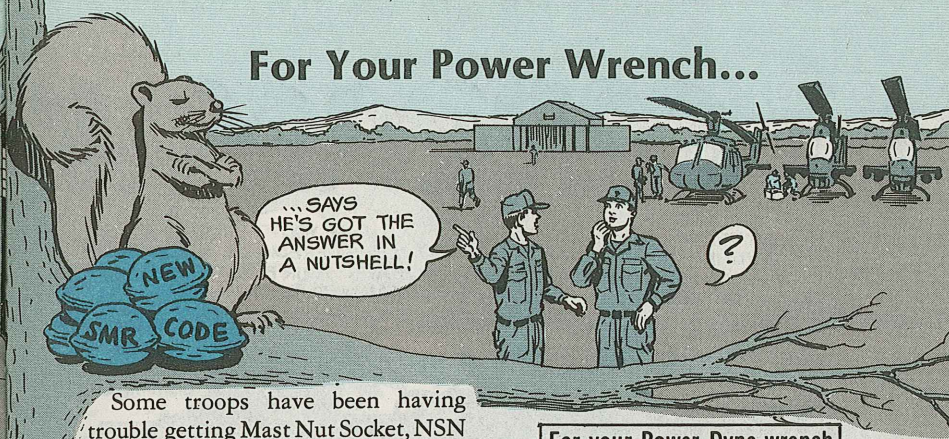
Torque Wrench Setting

Aircraft mechanics note: Set your audible indicating torque wrenches to their lowest setting after use and when storing 'em. Paras 6-153a, e in TM 55-1500-204-25/1 (Apr 79) are being changed to reflect this info.

More Samples, Please!

Some bearings in the primary planetary gear train of T53-L-701A engines are not holding up. So TSARCOM Mmsg DRSTS-MEA (2) 212215Z Dec 79 says you now have to take the oil samples on your Mohawk every 6 flight-hours (5-7 flight-hour range), instead of 12½ flight hours. The oil analysis lab will notify your outfit if there is abnormal bearing wear.

For Your Power Wrench...



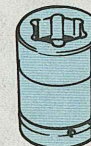
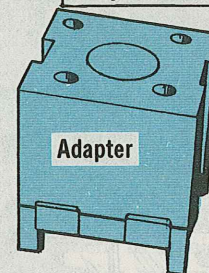
...SAYS HE'S GOT THE ANSWER IN A NUTSHELL!

Some troops have been having trouble getting Mast Nut Socket, NSN 5120-00-619-9779, and Reaction Adapter, NSN 5120-00-619-9776, for use on the Huey and Cobra main rotor head.

That's because the SMR code on page 2047 in TM 55-1520-210-23P (Mar 77) has those parts incorrectly coded for depot use.

The code is being changed, tho, to O-level so you can use the authorized Power Wrench, NSN 5120-00-169-2986.

For your Power-Dyne wrench



Socket

Safety-of-Flight Messages

OH-58-80-03 Maint advisory OH-58 and C Main driveshaft coupling wear limits DRSTS-MEA 042015Z Feb 80

OH-6-80-01 Maint advisory Compass deviation with Humphreys attitude indicator DRSTS-MEA 181800Z Feb 80

U-8-80-01 Maint info Remove cabin door safety chain DRSTS-MEA 281700Z Feb 80

CH-47-80-01 Maint advis Increase in engine oil change DRSTS-MEA 261940Z Feb 80

OV-1-80-02 Maint info ALL OV-1/RV-1 series aircraft, seat retention harness one-year life extension DRSTS-MEA 071800Z Feb 80

U-21-80-01 Maint advis Remove cabin

door safety chain U-21/RU-21, JU-21, U-8F aircraft DRSTS-MEA 281700 Feb 80

AH-1-80-01 Maint advis AH-1S On failure of radio magnetic indicator P/N 1D-2105/A, NSN 5826-01-039-4148, gunner/co-pilot compartment DRSTS-MEA 201500Z Feb 80

AH-1-80-02 Maint advis AH-1S On univ turret fire volts cable P/N 11830585, NSN 1090-01-056-2904 vibrat loose, torn loose during gun removal DRSTS-MEA 251405Z Feb 80

AH-1-80-03 Maint advis AH-1S On quick release pins P/N 11830423, NSN 5340-00-478-0248, disengage due to vibration DRSTS-MEA 251400Z Feb 80

COMMO

The

CORROSION EXPLOSION

FRAN IS TH' SHARPEST COMMO TYPE IN TH' OUTFIT-- WHAT CAN SGT. SPARKS DO FOR HER?

HAVE YOU CONSIDERED HAVIN' YOUR EYES EXAMINED LATELY, MABEL?

WE'VE GOT CORROSION PROBLEMS WITH OUR COMMO, SARGE ...

... COULD YOU COME OVER AND GIVE US SOME FIRST-HAND ADVICE?...

WHY--ER-- SURE, SPECIALIST... GLAD TO!

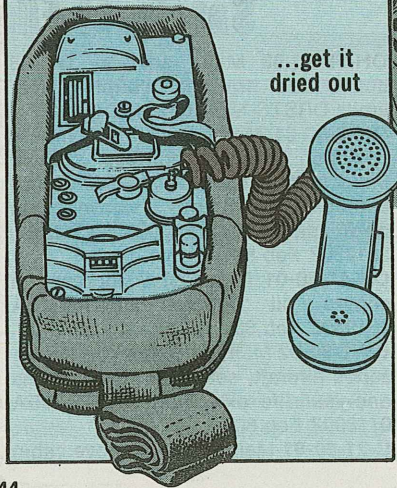
When it's hot and wet or humid outside, your tactical communications equipment is a set-up for corrosion.

Vehicle-mounted or back-packed radio sets, telephone sets and switchboards, microphones, headsets...you name it...all need constant checks and extra PM when the climate's right for corrosion.

Examples:

Rain, humidity, stream-fording—any source of water—can cause moisture to condense inside your tactical radios and telephones. In a day or so, corrosion begins. Depending on where you are, in a week you might have serious damage.

Lotsa rain?...



...get it dried out

Get It to Support

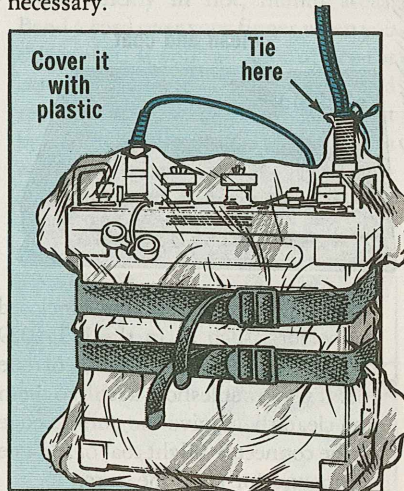
You can't get it out, so the only thing you can do is get the set to your support ASAP (depends on your mission), where they can bake the moisture dry before it damages set components.

The RT-841 of your AN/PRC-77 gets clobbered regularly with corrosion, mostly because it is more exposed to water than most other sets. That includes parachute jumps which end in water. The set sweats inside when heat and moisture combine, which makes it a prime candidate for that drying at support.

Some troops protect the PRC-77 with a clear plastic bag when the climate's moist. That way, you can see to change channels and work other switches. The bag comes off when the operation's over.

A good way to help any of your equipment in humid areas is to wipe the outside surfaces dry as often as necessary.

Cover it with plastic



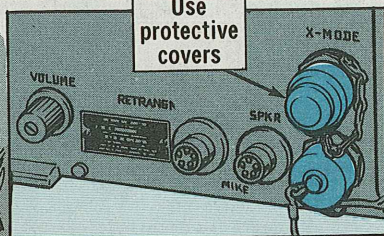
BLAST!

#!!
NO
RESPONSE!

Use the Covers

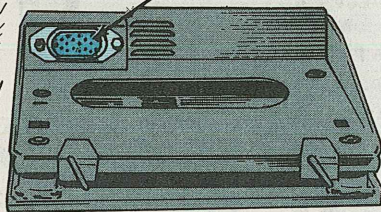
Another must: Use connector protective covers when the connector's exposed. That means any time the connector's exposed, dry, wet or otherwise.

Use protective covers



Any connector, covered or in use, tends to corrode in almost any climate. When it's humid, watch out! You've got to check connectors often in moist areas. Just as soon as you spot corrosion, that's the time to get it off. A pencil eraser works fine.

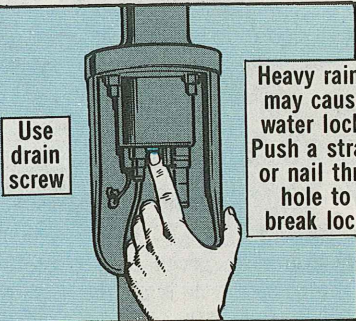
Clean and coat



Sealed connectors and inclosed connectors, such as in the MT-1029 mount (VRC-12 series, etc.) corrode too. If you troubleshoot a fault to them and clean them, give the outside edge of the connector a light coat of silicone compound for good measure.

MX-6707 Matching Unit

Moisture is murder on the MX-6707 antenna matching unit. The unit's expensive, and many get washed out (for sure, many) because troops don't use the unit's handy drain screw to let the moisture out. Do it as often as necessary when the weather's humid...daily in some rainy seasons, even.



Use drain screw

Heavy rains may cause water lock. Push a straw or nail thru hole to break lock

Underline that thought on the matching unit: drain it as often as necessary. Make a check. If water drains out each day, drain it each day.

Radio sets, intercoms, control boxes, all are vulnerable in inclosed areas such as tanks and carriers. That's extra true when you wash the vehicles.

Best bet when you wash them (especially in an APC where you're likely to really spread the water around) is, first...remove the radio. Then, let the track dry thoroughly before you reinstall the radio.

Otherwise, corrosion will have a ball. Commo gear closed up in a hot, damp track is like damage waiting to happen.

ONLY STATIC, SIR!

GET SOME HELP OUT HERE!

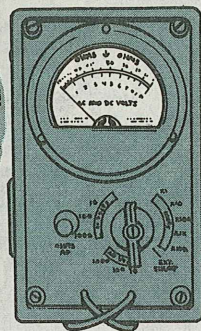
CAN'T SIR--PHONE'S DEAD!

TA-312

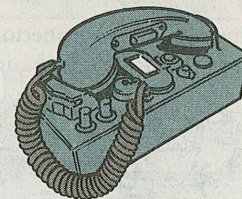
The TA-312 telephone set is a constant victim of battery corrosion, but it also rusts and corrodes in areas other than the battery box. Since the telephone usually stays in its carrying case, rust and corrosion can escape detection. Take it out; look it over. If you've got a rust problem, get a unit repairman on the horn.

Take Batteries Out!

Whatever equipment you have which uses dry-cell batteries, there's a loud and clear message: TAKE THE BATTERIES OUT AFTER USE.



Through? Remove batteries!



Check for rust

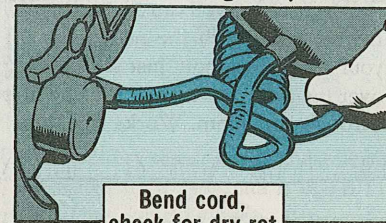
A look inside by an authorized repairman would help, too. Rust grows there, too.

Telephone and electrical cords or cables with rubber insulation dry-rot more quickly in hot, humid areas. Bend a cord over your finger when you think of it. If you see a lot of dry-rot cracks, take action to get the cord replaced. You can help prevent dry rot by coating rubberized cords and cables with silicone compound NSN 9150-00-257-5358. Rub a little on with your thumb and forefinger, but don't over do it. You'll leave a gummy mess.

No matter what you've got, telephone set, multimeter...you name it...remove the batteries when you're through operating the equipment. That goes for flashlights, too.

In high humidity areas, batteries corrode quickly and then corrode everything they touch. They're bad enough just about anywhere, but in high humidity, they're murder on equipment. Take 'em out.

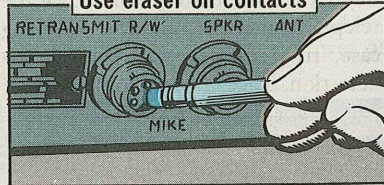
Supply types may be more involved in this, but the coolest storage possible is a must for dry-cells. Otherwise, when they come out of storage, there may not be enough juice left in them to flicker a flashlight bulb.



Bend cord, check for dry rot

Microphones and headset-microphones get clobbered, too. Connectors need the most checking (do it first if your mike's out). The old pencil

Use eraser on contacts

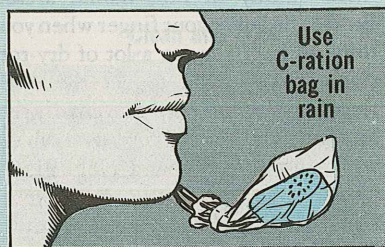


eraser routine on the connector contacts usually gets you back in business.

Protect Your Mike

During a rain, water can get in the mike elements and short you out.

Cover it with a thin plastic bag till the rain's over and you can stay in business.



Use C-ration bag in rain

For instance, you can cover the CVC helmet mike with the plastic bag off your C-ration spoon. Just slip the bag over the mike and anchor the end of it through the boom. Works fine.

Keep After It

The big thing you've gotta remember with corrosion is that it's going to happen no matter what you do. If you let it run wild by not doing what you can to slow it down, or if you

ER -- I THINK WE GOT A CORROSION PROBLEM, MACON... HEH-NEH!

I'D SAY SO...



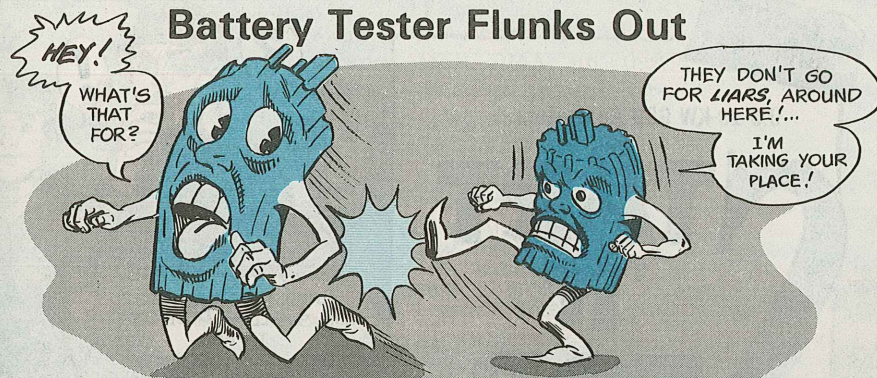
don't get your equipment to a repair shop when you should, it's going to damage your equipment to the point that it may not be repairable.

PM IS THE NAME OF THE GAME!



PS END

Battery Tester Flunks Out

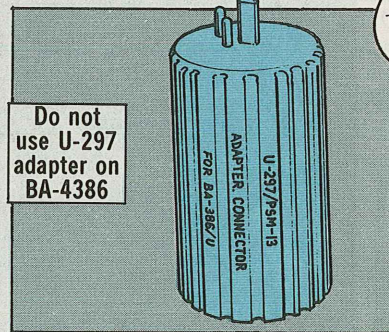
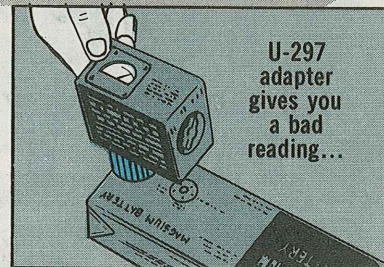


Seein's believin'—or is it?

Not if you see green on the AN/PSM-13 battery tester when you test your portable FM radio's BA-4386 battery with a U-297 adapter.

That adapter lies to you. It shows green (meaning 8 hours of battery life) when there is only 2 or 3 hours of power left.

So, the headshed's replaced it. The new connector adapter is the U-410, NSN 5935-01-083-0688. It's introduced in Change 4 to your AN/PSM-13 battery test set's TM 11-6625-823-15 (Feb 68).



Do not use U-297 adapter on BA-4386

WHAT YOU NEED TO TEST YOUR BA-4386 BATTERIES IS THE THE U-410...

UNTIL YOU GET IT... USE THE TS-183!

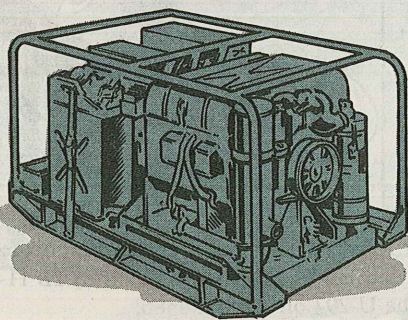
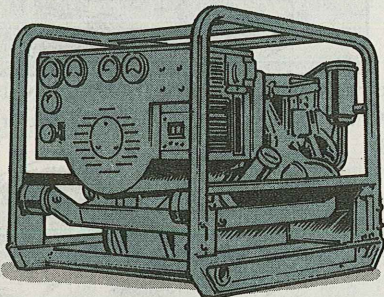


Until you get your new adapter, a TS-183 battery tester is your best bet to find out how much punch is left in your power packs. Test data is in TB 11-6625-450-10/1 (Jul 68). Don't use the U-297 on the BA-4386.

TROOP SUPPORT

0.5-10-KW GED Generators...

START 'n' STOP SAVVY



GIVE A LISTEN, ALL YOU SMALL GED GENERATOR TYPES...

?

!

Most of the trouble with small generators—MEP 014A up thru MEP-026A—is caused by poor starting and stopping procedures. Even some generator TM's don't have the right poop.

...FORGET WHAT'S IN YOUR 0.5-KW THRU 10-KW DOD-TYPE TECHNICAL MANUALS, IF THE START 'N' STOP POOP DOESN'T MATCH THIS...

BEFORE YOU START—TAKE 5

1 Set your circuit breaker at OFF or OPEN.



2 Set the fuel selector valve at TANK or TO AUX, whichever source you're using.



3 Set your output selector switch in the control box so the set will put out voltage to match the load on the line.



4 Turn your voltage adjusting knob all the way left.



5 Put the carburetor throttle control at START.



NOW, START—

On manual choke sets .5-KW thru 3-KW, put the choke about $\frac{3}{4}$ closed.



Set the RUN-OFF switch at RUN.



Take one quick, steady pull with the starter rope.



If the engine won't go, close the choke all the way. Then take another pull with the starter rope.

When the engine starts, move the carburetor control to GOVERN or RUN. Open the choke halfway, then on up as engine steadies down.

CAUTION: Gasoline will run down unburned and dilute your crankcase oil if you over choke.

Y'MEAN TH' ENGINE'S FRIED, CONNIE?

'FRAID SO! OVER-CHOKING'S DILUTED THE CRANKCASE OIL... PERMITTING OVERHEATING!

WHO'S THE OPERATOR OF THIS GEAR, SERGEANT!

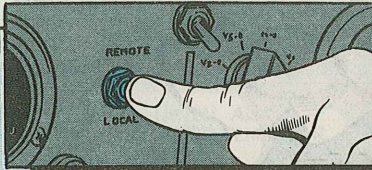
ER-- SPECIALIST JONES, SIR...

GET HIM-- I WANT TO TALK TO HIM!



ON AUTOMATIC CHOKE OUTFITS, DO LIKE SO...

Put the REMOTE-LOCAL switch on the control box at LOCAL.



Set the NORMAL-EMERGENCY RUN-EMERGENCY STOP switch at NORMAL.

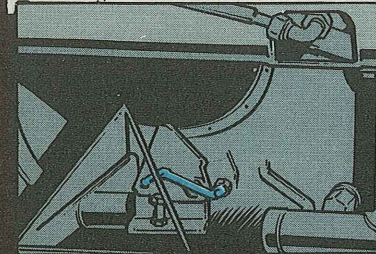


ANOTHER PRE-START FOR AUTOMATICS

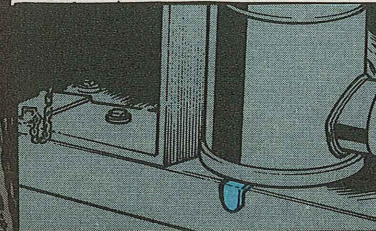


NOW YOU'RE READY TO DO THIS...

Set the OIL PAN BAFFLE ROD to match the ambient (existing) temperature.



Set air cleaner INTAKE SHUTTER lever for the existing temperature.



Push the START-STOP switch to START ... hold until the engine has started, and pressure shows on the oil pressure gage. It should go up to working level quickly. If it won't start, release STOP switch.



CAUTION: Never hold the switch at START for over 15 seconds. Let the starter cool 1 full minute before trying again to start.

When the engine does start, move carburetor control to GOVERN or RUN.



Always bring engine to rated speed as soon as it will take it—and warm it up for 3 to 5 minutes.

BIG MISTAKE

The worst thing is to idle your GED sets at less than rated speed. That can wreck your exciter, burn out your voltage regulator, or make cinders of the rectifier diodes in your rotor rectifier.

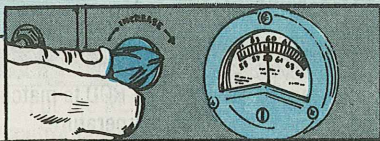
Also the engine and generator assembly are air-cooled. Operating at less than rated speed reduces the set's cooling efficiency.

NEVER IDLE

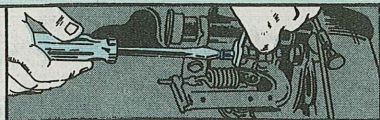
HOLD MUSTER—

Your get-going checklist is:

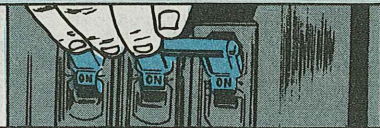
VOLTAGE RHEOSTAT: Adjust to output needed.



GOVERNOR CONTROL: Adjust if needed. (If over your rated Hertz, decrease governor RPM; if low, increase RPM on governor).



CIRCUIT BREAKER: When all's steady, set to ON or CLOSED. You're off to the races.



SHUTDOWN

1 Set the circuit breaker at OFF or OPEN.

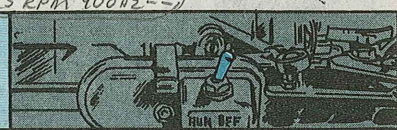


2 Turn the voltage rheostat COUNTER-Clockwise all the way.



3 Cool down the set at rated speed 3 to 5 minutes.

4 Stop. On sets up to 3-KW, shove ignition switch to OFF.



On 5-and 10-KW sets, set STOP-START switch on STOP.



IF YOU'VE SET UP THE GENERATOR OUT IN THE OPEN, COVER THE SET WITH A TARP AFTER IT'S COOLED OFF!

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PS END

Engine PM for...

Military Standard Generators...



THERE--

... THIS GENERATOR'S PM IS TAKEN CARE OF!

HOW ABOUT ME...

... THE ENGINE?



There's a big catch to maintaining Military Standard rigs, 0.5-KW to 10-KW.

There's no engine maintenance dope in your generator TM.

Lots of troops overlook that, and make up DD 314's with no service scheduled for the engine.

That's a sure-fire engine killer.

Your generator TM even tells you what engine manual to go to.

Like, TM 5-6115-271-14 for the 3-KW Mil Standard, page A-1,

references TM 5-2805-203-14 for the 6 horsepower engine.

OTHER ENGINE TMs ARE...

1½-HP TM 5-2805-256-14
3-HP TM 5-2805-257-14
10-HP TM 5-2805-258-14
20-HP TM 5-2805-259-14

The engine drives your generator. Maintain both ends. Gets kind of dark around when your generator engine conks out.

Hose Clamp Tool



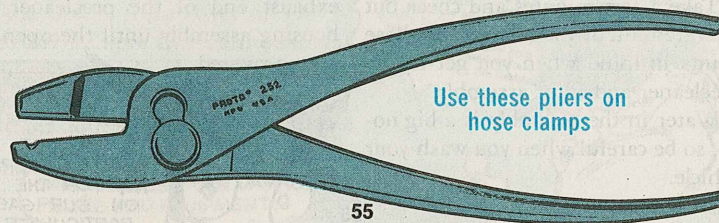
WHEE-EW!

THOSE HOSE CLAMPS WERE SURE TOUGH!

YOU COULDA USED ME, Y'KNOW!



You needn't gash your fingers, bust your nails or otherwise suffer getting hose clamps on or off your vehicles or Mil Standard engines. Use the pliers NSN 5120-00-537-3375 made specially for the job. Use Appendix A of CTA 50-970 as your authority.

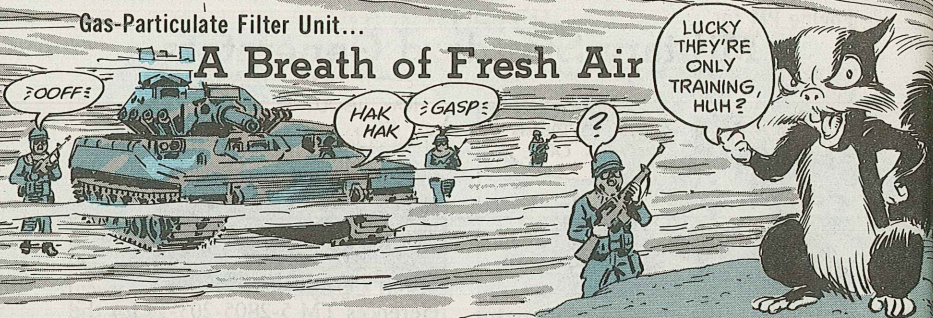


Use these pliers on hose clamps

55

Gas-Particulate Filter Unit...

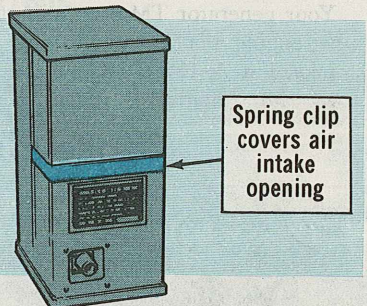
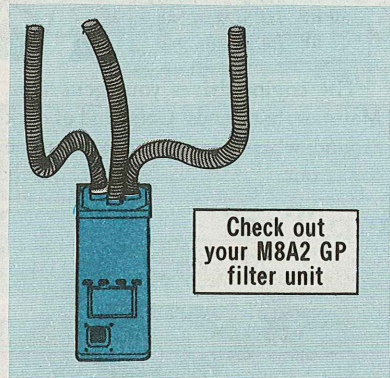
A Breath of Fresh Air



Taking care of the M13/M13A1 or M8A2/M8A3 gas-particulate filter unit in your tank, M551/M551A1 Sheridan or recovery vehicle is like saving a life—your own.

If you get the filters wet, they won't work right and will let gasses and other agents get through.

Keep the air intake opening covered when the filter unit is turned off. That's why the purifier comes with a spring clip. It keeps out water, dust and other contaminants.



The filter unit supplies you with clean air to breathe while you're in an NBC environment.

Make sure the filter unit will do its job when you need it.

Take a few minutes and check out the filter unit by the book. Keep these points in mind when you get to the precleaner and filter assembly:

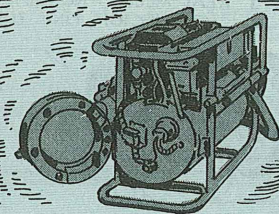
Water in the assembly is a big no-no, so be careful when you wash your vehicle.

'Course, you have to uncover the opening when you turn the filter unit on, but you don't have to take the spring clip completely off.

Simply slide the clip toward the air exhaust end of the precleaner and housing assembly until the openings are uncovered.



M3A3 Smoke Generator



Get the right parts for your M3A3 smoke generator by noting these changes in your TM 3-1040-202-20P (Oct 72).

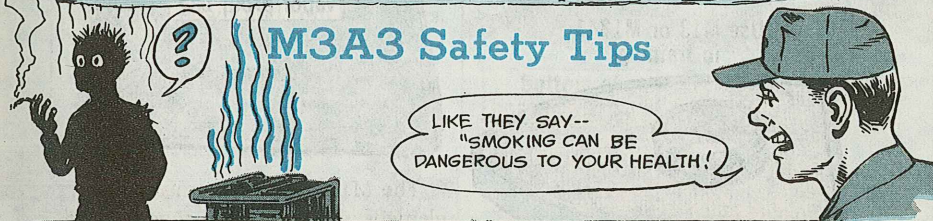
On page 5, Fig. 1, item 8, NSN should be 5306-00-543-4405 for the machine bolt.

Fig 4, item 17, NSN should be 4720-00-271-9839 for the rubber tubing.

Fig 10, item 7, NSN should be 5330-00-377-9405 for the leather plunger.

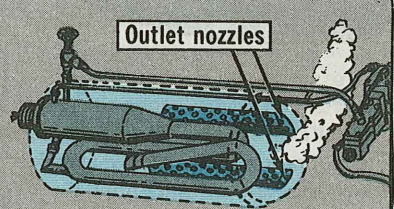
Forget about requesting the fuel sediment bowl kit. The NSN on page 7 has been withdrawn from the supply system. It'll be put back in later. For now you have to get the kit from the boneyard.

M3A3 Safety Tips



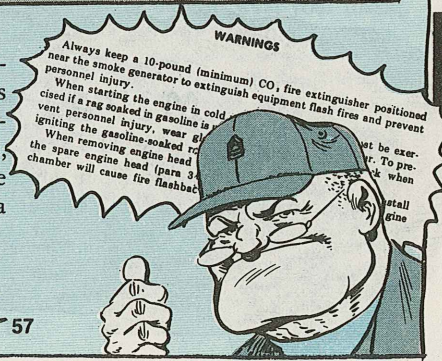
Dear Half-Mast,
 Personnel who operate the M3A3 smoke generator should be warned to keep cigarettes or open flame away from the outlet nozzles during operation. The smoke ignites, causing flash fires.

MAJ C.F.C.



Dear Major C. F. C.,
 Thanks, Sir. You passed the warning along. I should add that warnings on the inside, front cover of TM 3-1040-202-12...on fire extinguishers, gasoline rags and such...also should be heeded. Prevention of flash fires is a constant job with the M3A3.

CARELESSNESS CAN DAMAGE PEOPLE AND EQUIPMENT!



M17/M17A1 Mask Filters

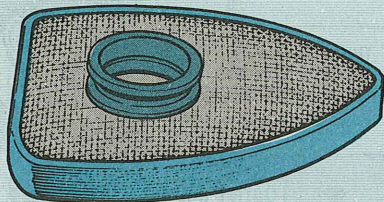


HEY-- HE'S GREEN!
IS HE SICK?

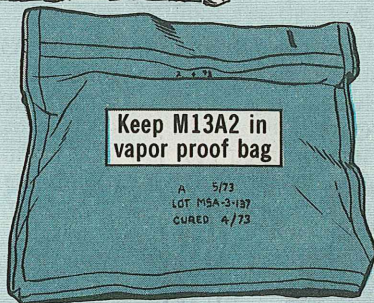
NO... HE'S M13A2-- THE REAL McCoy-- NOT A TRAINING CONNECTOR LIKE US!

If the filter elements in your mask don't have black or gold connectors, you're not going by the book.

Use M13 or M13A1 in training



The M13 black connector filter element and the M13A1 black or gold filter connector elements are used for riot control and training only.



The M13A2 green connector filter element is the only one good against lethal agents. Two sets per mask stay on hand in your unit supply room. Keep them in their original vapor-proof bag until you need them.

The word on the filter elements is in TM 3-4240-279-10, TM 3-4240-279-20&P and AR 220-58.

M17A1 Mask Lever

You can stop looking in TM 3-4240-279-20&P (Aug 75) for an NSN for the M17A1 drinking tube lever. The lever is replaced only at depot.

If your mask needs a lever, it's unserviceable. Turn it in and get a new mask.

M17/M17A1 Mask Seal

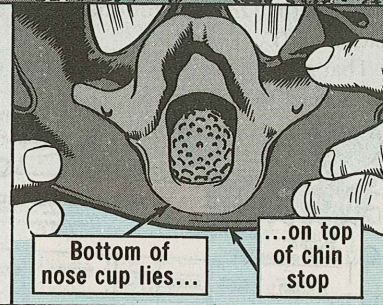


NOW-- THIS IS THE DENSEST FOG I'VE EVER SEEN!

WHAT'S TH' MATTER WITH HIM?

HE DIDN'T CHECK THE POSITION OF HIS NOSE CUP!

Take a look at your CB mask before you put it on. Make sure the bottom of the nose cup is on top of the chin stop. If it's not, your mask will fog up in cold weather. In warmer climates sweat could drip down and ruin the filters. Worse, your mask might not form a good seal with your face.



Bottom of nose cup lies...

...on top of chin stop



Coupling The Easy Way

If you're tired of wrestling with the rubber cup on your M25/M25A1 protective mask, stop.

Install the rubber cup on the canister coupling the easy way.

Fold the top part of the cup back. Place it against the coupling and snap the folded part back in place.

It's easy on the fingers and the cup, too.

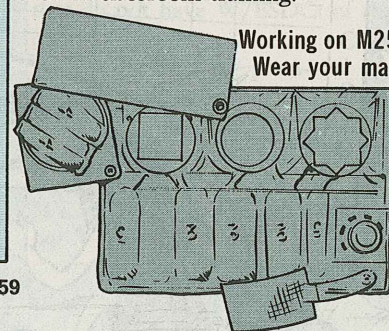


To install:
Fold back cup...
snap in place

M256 Caution

The new M256 chemical agent detector kit shoots out hot vapor from the heater when you're using it. It'll burn you if you hold it too close to your face or bare skin. Be sure to observe all warnings in TM 3-6665-307-10 when you use the detector kit.

Any time you activate the heater assembly be sure to wear your mask, even in classroom training.



Working on M256?
Wear your mask

Preprinted Timesavers

CHEEE!

THESE 2765'S TAKE BO-KOO TIME!

HAVE YOU NEVER HEARD OF PREPRINTS, DONNA?



How would you like to save time and make your job easier? All you have to do is use the prepunched and preprinted DA Form 2765 request form to order all your PLL parts. (Some people may even get computer-ready forms for expendable supplies!)

DA Form 2765, 1 Apr 76

Entries required in shaded areas

Preprinted/Prepunched Form saves time and cuts down on errors

They lie nice and neat in your visible file with a heap of info already punched-in. You just fill out a few blocks—about half the entries required on a manual form.

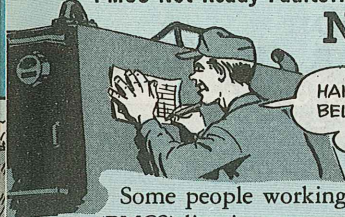
That saves time—your time!—and cuts down on the possibility of errors. (Fewer numbers to slip, for instance!)

Prepunched/preprinted forms have the latest, most accurate info available on an item. Your request is less likely to get bounced due to bad info. (When that info changes, your support sends you new forms. Toss the old ones.)

Course, you still need the regular form when a prepunched/preprinted form's not available, when you're ordering stuff not on your PLL and for other actions.

But when one's there, use it! Save the pencil lead and elbow-bending for work (and other projects!) you really need to do.

No Loopholes!



HAH! WOULD YA BELIEVE... AN OUT!

NOT SO SOLDIER!



Some people working with Preventive Maintenance Checks and Services (PMCS) lists in operator TM's think they've found a loophole for the DA Form 2406.

They figure by assigning a status symbol other than an X—or if the CO downgrades an X to a circle X—they no longer have to count Not Operationally Ready (NOR) time on not-ready column faults.

Not so.

All faults described in the not-ready column of the operator's PMCS are NOR faults.

Item No.	Interval				Item to be Inspected	Procedures Check for and have repaired or adjusted	Equipment will be reported not ready/available, if:
	B	D	W	M			
1	•				No matter what status symbol you apply to a fault in this column, your equipment is NOR for DA Form 2406 purposes	are damaged	

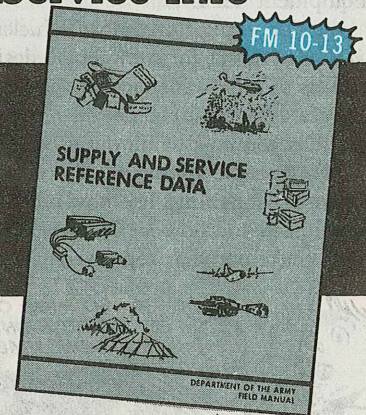
No matter what status symbol you or your CO assigns to a fault in that column—X, circle X, diagonal or dash—the equipment is NOR.

Unless you can clear those faults within 12 hours, you count NORS/NORM time on the DD Form 314 for the DA Form 2406.

There's no loophole.

Supply and Service Info

Anybody looking for supply and service-type information will find a gold mine in FM 10-13 Supply and Service Reference Data (June 79). It gives you fuel consumption by equipment; subsistence stock and storage info; tent sizes, weights and uses; storage, packaging and transportation facts and figures; measures, conversions and equivalents tables; general decon-type info; camouflage paint and adhesives for field use and more!



Useful Information



Usage Reports are an annual or semiannual job for almost every unit. Look at Appendix C of TM 38-750. A slew of items are listed in Appendix C with an X under the DA 2408-9 Use Data column. Those items need a usage report.

TM 38-750

ECC	LIN	W/ESDC	Nomenclature	Noun abbr.	Model number	DA Forms 2406	Don't forget these items		Security class code
							DA Forms 2408-9 Use Data	X	
H			Tactical Vehicles—Continued						
HK	X41635	E3	Truck Cargo: 8 Ton W/W W/MHC	TRK CGO	M877	X	X		
HK	X41653	3G	Truck Cargo: 8 Ton W/W	TRK CGO	M520	X	X		
HL	X41790	J1	Truck Cargo: 10 Ton	TRK CGO	M125	X	X		
					M125A1	X	X		
HL	X58078	E5	Truck Tank Fuel 2500 Gal	TRK TK FUEL	M559	X	X		
HL	X58093	E5	Truck Tank Fuel 2500 Gal W/W	TRK TK FUEL	M559	X	X		
HL	X59600	3Z	Truck Trac: 10 Ton	TRK TRAC	M26 W/WN	X	X		
					M123 W/WN	X	X		
					M123E2 W/WN	X	X		

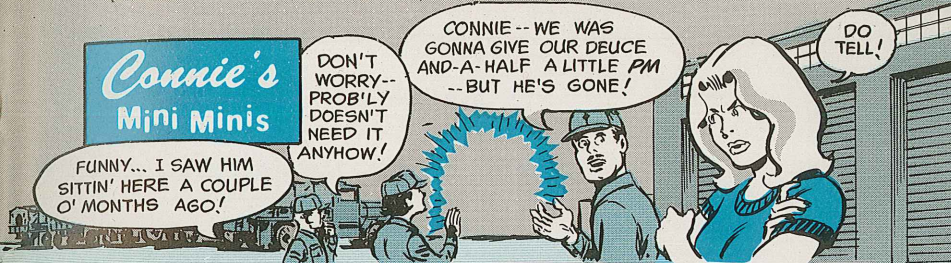
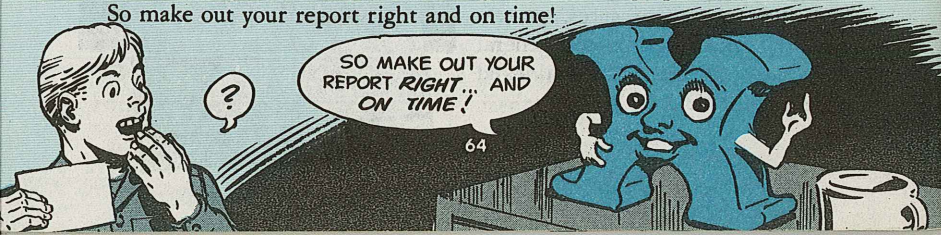
Have you overlooked the Use Data column X's? A lot of troops have. You make out and send in DA Form 2408-9 Usage Reports under this schedule:

- as of 1 Feb and 1 Aug for floating craft and Ammunition Peculiar Equipment (APE);
- as of 1 Aug for combat vehicles;
- as of 1 Oct for commercial design vehicles;
- as of 1 Nov for tactical vehicles.

Para 4-9b (2) (b) of TM 38-750 describes the Usage Report while para 4-9c (2) tells you how to fill out a DA Form 2408-9 as a Usage Report.

Many people up the line (all the way to the Pentagon) look closely at Usage Reports—for things like how much POL to buy, how much replacement gear you'll need and how well your current gear is standing up.

So make out your report right and on time!



Date Stamp Deadlines 1/4-Ton

Even if it's not already cracked or broken, that engine fan on your TM-218-series 1/4-tonner may put your vehicle out of action. This's most likely in these Serial Number groups:

M151A2—B151-67377 thru B151-675171, C151-00001 thru C151-02466

M718—C718-00001 thru C718-00009

M825—C825-00001 thru C825-00070

Check your fan right now. If you find a J77 date stamp on the fan, do not use your 1/4-tonner until the fan is replaced. The fan comes under NSN 2930-00-678-0770. The date stamp is on 2 of the 4 blades near the outer end.

This info supplements the poop in PS 328, page 65, 1/4-Ton Fan Blade Check. Major commands got the word in TARCOM Msg DRSTA-CZ 071400Z Mar 80.

H-33 Moisture Seal

Need a shield to keep moisture from zapping your H-33 handset? Order one with NSN 5965-00-280-3571.

Slipped Status Code

There's a tail missing on the letter Q on page 58 of PS 329. The last status code on that page—cancelled, OK on your request to cancel—should be BQ not BO.

Goat Starter NSN OK

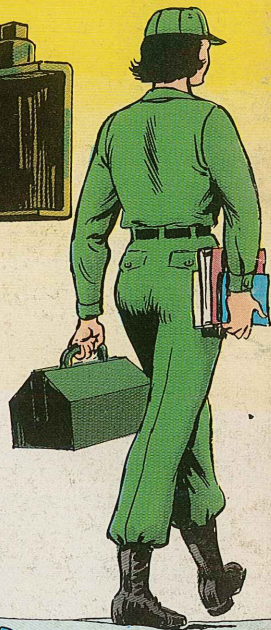
A wrong Acquisition Advice Code (AAC) on the AMDF is rejecting requests for the "longer" Gama Goat starter. NSN 2920-01-041-9924, page 15, PS 328, is good. Until the AMDF is fixed, put Advice Code "2F" in block 22 of your request. Make a note to your support that the item is miscoded on the AMDF. Routing Identifier Code (RIC) is S9C.

The Line on Lubes

Nonaeronautical equipment under the Army's Oil Analysis Program (AOAP) in all FORSCOM and TRADOC units no longer get oil and oil filter changes according to the equipment LO's. Oil and oil filters on those items are changed only when the AOAP lab tells you. A couple of messages—FORSCOM Msg AFLG-REG 201700Z Dec 79 and TRADOC Msg ATPL-MAT-M 041500Z Jan 80—set new sampling intervals and changed oil and oil filter changes to lab-directed only. The article on page 19 of PS 329 does not apply to FORSCOM, TRADOC or National Guard units. Hold it! You still follow the equipment LO (low usage policy letter for Reserves) on what to lube and when. Only oil and oil filter changes wait on word from the AOAP lab. National Guard units need a copy of message, NGB-ARL-M 141630Z Apr 80, for info on which gear requires sampling and how to operate under the new program.

Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

Before You Leave
a Job, Make Sure
You've Got **ALL**
Your Tools!



YOU Sign for 'Em!
If They're Lost,
YOU Buy the
Replacements!