

Issue 312

PS

November
1978

THE
PREVENTIVE
MAINTENANCE
MONTHLY

FIRST THANKSGIVING
1621

THE KEY TO OUR
SURVIVAL WAS IN
MAKING THE BEST
USE OF WHAT LITTLE
WE HAD!

AND IN
SMALL SAVINGS...
EVERYWHERE!

I SAVED BROKEN
BROOM STRAWS AND
MADE ANOTHER
BROOM!

MY SHOES
ARE MADE
OF BARK!

AND ALL YOU
GUYS HAVE TO
DO IS REMEMBER OUR
"SAVE FIVE CENTS
A DAY" PUSH!*

* SEE PAGES
29 - 36



Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties.

Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Materiel Readiness Support Activity, Lexington, KY 40511.

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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
 PS Magazine
 Lexington, KY
 40511

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Pre-Printed DA Form 2062's . . .



You have a 100 per cent chance of getting more DA Form 2062 hand receipts — but you won't drown in a sea of 'em.

How so?

First, the additional hand receipts will cover only selected items:

- All of the items in sets, kits and outfits in the Component List (CL) catalogs.

- Equipment and accessories in the Basic Issue Items List (BII) and Additional Authorized List (AAL) and end items (including separately packaged items other than BII and AAL) in your equipment -10 TM's.

Second, most of the work on the additional hand receipts will already be done for you through special hand receipt pubs.

Course, SC 5180-90-CL-N01 is the number of the supply catalog covering the kit. The HR at the end of the number means the pub contains the hand receipts for every item in the kit.

That also goes for the end items, BII's and AAL's in your -10 TM's. A separate pub with the TM number and the letters HR will be issued for each operator's manual. The pub, though, just covers hand receipts for all of the items in both lists.

ARE THEY AFTER A *THANKSGIVING* TURKEY, TOO?

EVERY GOOD SYSTEM REQUIRES CAREFUL CONTROLS!

The hand receipts — for both types of pubs — should have the NSN, name of the item, catalog or TM number and your total allowance for each already printed on 'em. That means less work for you.

But to get those already printed hand receipts, you've got to be on pinpoint for the major pubs on the set, kit or outfit, or the item of equipment.

When you get your pubs, take 'em over to your Supply Sergeant.

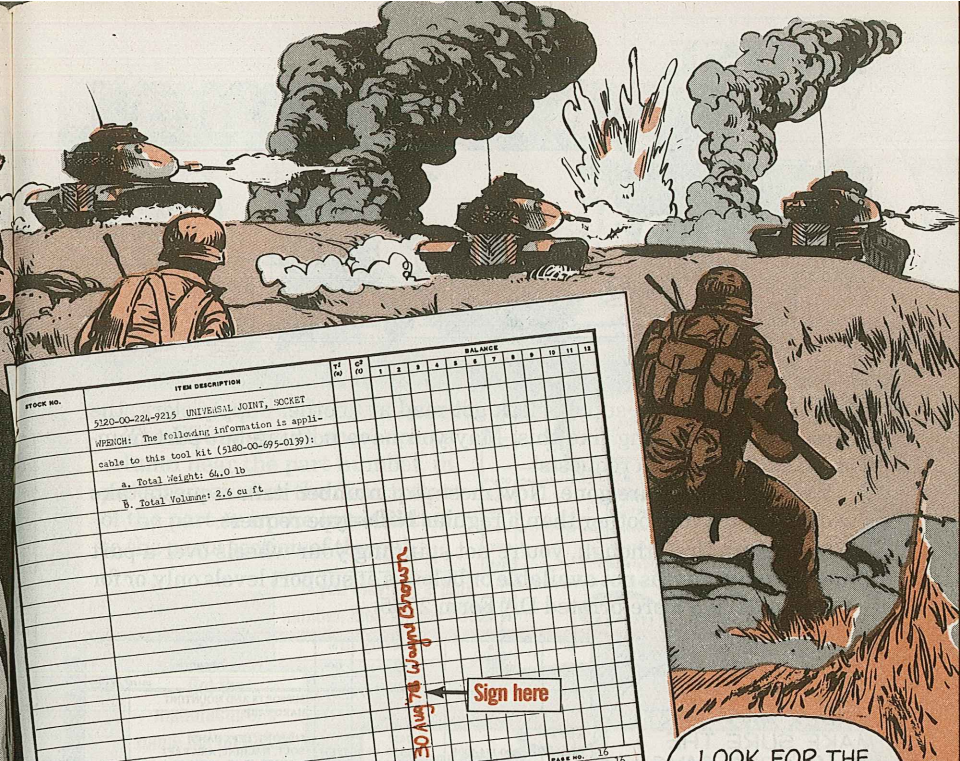
Your Supply Sergeant — acting for your CO — will make a copy of each page in the hand receipt pubs or ask your pubs people to order more HR pubs from:

Commander,
US Army AG Publications Center
ATTN: AGDL-OD
1655 Woodson Rd
St. Louis, MO 63114

The two of you will then inventory what you have in your sets, kits and outfits — and your common tools and accessories.

HAND RECEIPT/ANNEX NO. (AR 733-50)		FROM:	TO:
Following text item, state in each balance column the type of action (add, issue, remove, transfer, etc.) producing this balance, date of action, and signature.		Hand Receipt File No.	
STOCK NO.	ITEM DESCRIPTION	CATALOG NO. 5120-00-99-CL-451	COUNT ALLOWED FROM
5180-00-695-0139	TOOL KIT, TW-RET MECHANICS: SC 5180-9501451 (1920A) Consisting of the following components		
5180-00-224-1389	BAR, PH: 17/32 in. dia stk, 15 in. to 16 in. 1		
8135-00-663-0212	BOX, SMALL PARTS: 16 compartments 1 in. x 1-1/2 in., 1 compartment 4-1/16 in. x 1-1/2 in., 7-3/8 in. 1 x 4-1/2 in. wd x 1-1/2 in h. w/ hinged cover		
8020-00-297-6657	BRUSH, P: ENT: oval, 1-7/16 in. wd x 1-1/16 in. 1 tk, 2-7/8 in. exposed 1, syn bristles, w/ chisel edge		
5310-00-242-3457	CHISEL, COLD, HAND: 3/8 in. wd cut, 5 in. l. 1		
5120-00-239-0033	DUFF PIN: sgle taper, 1/2 in. largest dia, 4 in. l. 1		
5120-00-239-0034	DUFF PIN: sgle taper, 1/2 in. largest dia, 4 in. l. 1		

Fill out the FROM and TO blocks and the first BALANCE column for each item listed on the hand receipts in the pubs.



Sign and date both the original and the copy. Your Supply Sergeant will keep the original from the pub for your CO. The copy is your hand receipt. Keep it safe at hand.

You'll need it later on — to account for the items in those -10 TM's lists and catalogs.

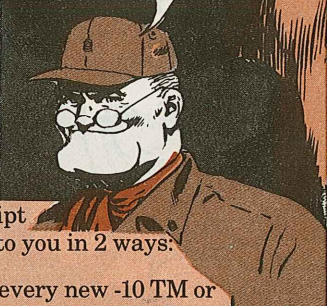
In fact, you'll match what's on your hand receipts with what's in your sets, kits and outfits — and with what you have in common tools and accessories — at inventory time.

But don't worry about ordering those hand receipt pubs — just yet. Most of 'em will be sent direct to you in 2 ways:

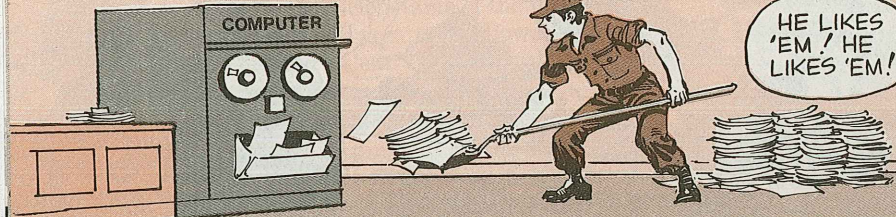
— Either through pinpoint distribution based on the -10 TM and CL lists now held by The Adjutant General

— Or with every new -10 TM or set, kit or outfit you order. (Plans are to have the HR Pubs come with all your new sets, kits and outfits.)

LOOK FOR THE NEW PUBS... THEY'LL SAVE YOU TIME!



THOSE EXCEPTIONAL



Used to be when a supply clerk got mad at another supply clerk, the curse went something like this: May you have nothing but part numbered exception data requests!

Well, those days are gone. Now most part number item requests take no more sweat and bother than a regular NSN-type request.

Make sure first, though, you're not spinning your wheels over a part the SMR code says is not available or belongs at support levels only, or for which you have a pre-printed DA Form 2765.

BEFORE YOU ORDER ANY PART, MAKE SURE THE SMR CODE SAYS YOU CAN ORDER IT!

(2) SMR CODE	(3) NATIONAL STOCK NUMBER	(4) PART NUMBER	(5) FSCM	(6) DESCRIPTION	(7) USABLE ON CODE
XBFFF	PAOZZ 5310-00-144-4004	8437637	19204	SUPPORTS AND MOUNTING HARDWARE	
	PAOZZ 5310-00-600-6004	AN64-2A MS27183-14	96906	SUPPORT, LEFT HAND BOLT, MACHINE, AIRCRAFT WASHER, FLAT: round, steel, cadmium plated, general purpose	
	PAOZZ 5310-00-810-1700-1400-104	MS21042-6	96906	WASHER, SELF-LOCKING, CON: non-stre	

Support orders this part

If the part you want has only a part number listed in your TM, FM, SC, SB, manufacturer's parts catalog or supply information letter, look for a Federal Supply Code for Manufacturers (FSCM) to go with it.

REQUESTS



The FSCM should show up in a column near the part number, in parentheses after the description of the part or in the introduction to the parts section of the pub.

If you only find a part number, look for the FSCM to go with it

(2) SMR CODE	(3) NATIONAL STOCK NUMBER	(4) PART NUMBER	(5) FSCM	(6) DESCRIPTION
PAOZZ	2540-01-028-028-1976	51-1971	2502	VENT ASSEMBLY
KDOZZ		51-1971	25022	COVER, ROOF
KDOZZ		51-0734	25022	SCREW
PAOZZ	6105-01-028-4628	400000-345	10104	MOTOR, FAN, DC
KDOZZ		51-0762	25022	NUT
KDOZZ		51-0751	25022	RIVNUT
ZZ	4130-01-032-0823	91-1915	25022	FILTER
ZZ		51-1971	25022	RECEN. WIRE MESH
ZZ		51-0752	25022	GRILLE
ZZ		51-0752	25022	SCREW

Got the manufacturer's name but no FSCM? Look it up... or ask support to look it up... in this microfiche pub

DEPARTMENT OF DEFENSE

DEFENSE LOGISTICS AGENCY

DEFENSE LOGISTICS SERVICES CENTER
BATTLE CREEK, MICHIGAN 49016

H4-1
SB 708-41
GSA-FSS H4-1

FEDERAL SUPPLY CODE FOR MANUFACTURERS

UNITED STATES AND CANADA

NAME TO CODE

If all you can find is the manufacturer's name in the pub or on the part, you're still in. Check SB 708-41, Federal Supply Code for Manufacturers: US and Canada — Name to Code. That pub's on microfiche.

Chances are you won't have that pub. So get on the horn and ask your support people to look up the manufacturer for you. Once they give you the 5-part (digit) FSCM, you're in business.



Reach for a DD Form 1348-6. Fill out the form with this info:

- 5-part (digit) FSCM plus part number (the FSCM always goes before the part number on your request).
 - Weapons System Designator Code (WSDC) if one has been assigned to the part's end item. Use the Type Requirement Code if you're ordering an end item. (Appendix K of AR 710-2 lists Type Requirement Codes.)
 - Any special funding code.
 - For aircraft parts only — the serial number of the aircraft.
 - If the end item model affects which part you need, give support the specific make and model of the end item.
 - And, if a special control item code's been assigned, add that.
- Write your document number, DODAAC, priority and quantity needed on the request and send it through.



HERE'S WHERE THINGS GET SPECIAL!

That request goes straight into the system — no hitches, no special handling.

Exceptional Exceptions

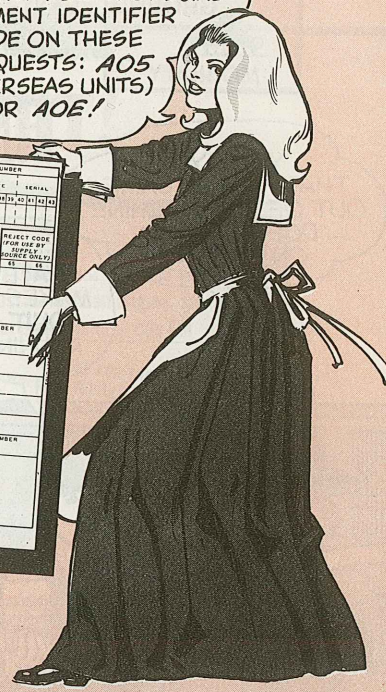
But like every rule, there are exceptions. Your request can't go this no-exception data route if:

1. You've found a part number but no FSCM.
2. You want an item with no part number or NSN.



For those requests, your support will need all the help you can give 'em.

SUPPORT PUTS A SPECIAL DOCUMENT IDENTIFIER CODE ON THESE REQUESTS: A05 (OVERSEAS UNITS) OR A0E!



Fill out every blank on the DD Form 1348-6 you can adding this information:

- The pub number, date and page or figure number.
- What the part looks like: Size, shape, or anything unusual about the part.
- What the part does: Turns, pulls, pushes, hums or whatever.
- Where the part goes on the end item.
- Any part or manufacturer's number or name.
- End item model and type.

If your supply system demands special info like a fund citation, write it in the Remarks Block.

The DD 1348-6 with exception data won't make it with the computers. You may have to wait a while for these requests to go thru the system.

But for all those part number items you can tack an FSCM on, you'll usually get super computer service!

A pub's out explaining this new exception data program. It also gives instructions to your support on things like not killing a request just because you use a part number or an NSN that doesn't show up on the AMDF.

Ask for DA Cir 700-27 (Sep 78) Supply Requisition Processing.

'Course even with this new program, do a quick check for an NSN before you push through that part number request.

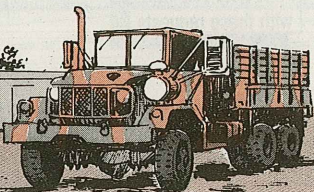


ENGINE RUNS ON WATER? NOT YET!

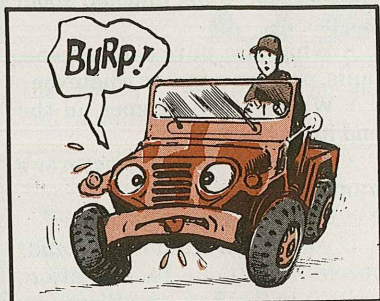
YE SAY, THAT WATER CAME OUT OF YON MACHINE? ... DOES IT *RUN* ON WATER?

HECK, NO! WATER MAKES IT *QUIT RUNNING!*

When you fail to drain your diesel fuel filters, it's like saying your engine can run on water. You couldn't be more wrong! Poor engine power — or a deadlined engine — is the proof.



Sure, a gasoline engine may get by with a little water in the fuel — as long as there's not enough water to keep the engine from starting and operating at full power.

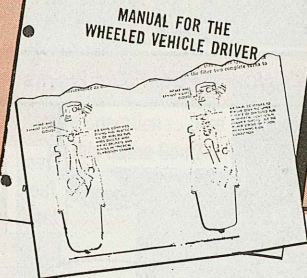


But water's a deadly enemy of your diesel engine, and this goes for the multifuel diesel engine too.

No matter what diesel engine you have, you can get a good idea of how it works by eyeballing FM 21-305 (Apr 75), Manual for The Wheeled Vehicle Driver, para 3-2, Compression Ignition (Diesel/Multifuel) Engines. It's heavy on multifuel engines, but it'll help you understand all compression ignition engines.

It's also heavy on fuel filter preventive maintenance.

Know the "How" and "Why" of your compression ignition engine. It's easy to understand in this FM

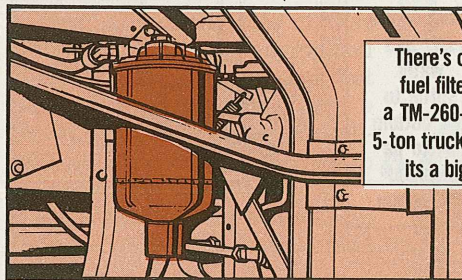


Filter's Not Perfect

That fuel filter does a pretty good job of keeping water and dirt out of your diesel engine. Your equipment may have 2 or even more filters to do a better job.

But fuel filters need your help. They've got to let fuel pass through to the engine while they

stop dirt and water. Dirt gathers on the outside of the filter element or settles to the bottom of the filter housing. The filter element stops water, too. Water's heavier than fuel, so it drops to the bottom of the filter housing.

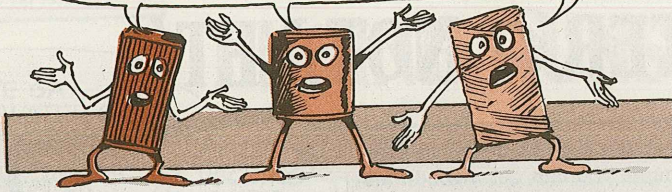


There's only 1 fuel filter on a TM-260-series 5-ton truck ... but it's a biggie

WHEN YOU'RE A FILTER, LIFE'S A MESS!



WE'RE SOME OF THE ELEMENTS THAT STOP DIRT 'N' WATER INSIDE YOUR FUEL FILTERS. BUT WE NEED YOUR HELP TO DO A GOOD JOB!



Drain the filter regularly and you get rid of this dirt and water. But if you let the filter get overloaded, your engine's in for real trouble. Water and dirt can be forced through the filter element — right along with the fuel.

Here's How A Fuel Filter Works

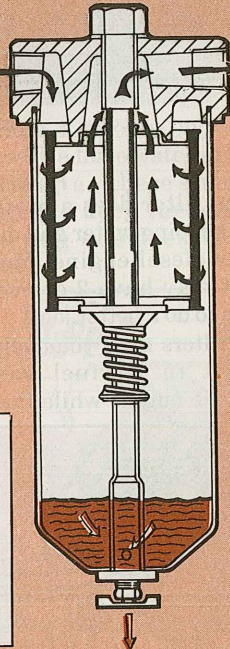


IT SEEMS SIMPLE ENOUGH, TO ME!

Most of the dirt and water settle to the bottom ... to be drained off by you

Primary fuel filter

From fuel tank

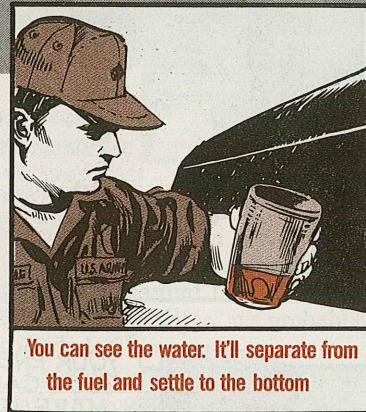


To secondary and final fuel filters where dirt and water is caught. So you have to drain those filters, too

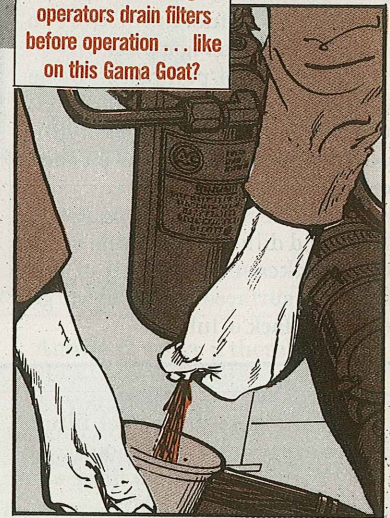
How many deuce-and-a-half drivers know their primary fuel filter is under the right front of the truck?



How many diesel engine operators drain filters before operation ... like on this Gama Goat?



You can see the water. It'll separate from the fuel and settle to the bottom



Like Ruining A Fine Watch

First to feel the bite of that water and dirt is the engine fuel pump. It's got machined parts that have to work as smooth as a watch. The pump does a very delicate job of delivering the fuel to your engine's fuel injectors.

Water and dirt in the fuel ruin those fine parts in your engine fuel pump!



Failure to drain your fuel filters can cost a bundle



HERE'S WHERE WATER IS...

DY-NA-MITE

Only about a drop of fuel is handled by a fuel injector for each power stroke of the piston.

When this drop is water, you've got instant high-pressure steam in the sizzlin' hot injector tip.

Bam! No injector tip. Instead of hair-fine holes to spray the fuel, you've got a gaping hole in the end of the injector.

Then, there's no fuel spray — just a dribble.

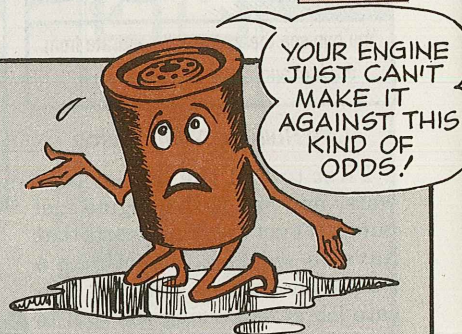
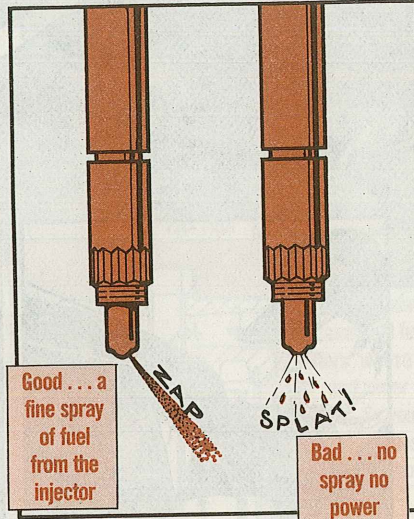
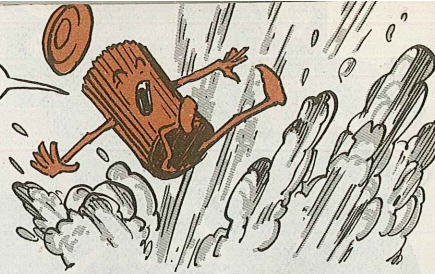
So there's no fuel-air mixture to burn — so there's no power.

This raw fuel pumped into the cylinder washes the engine oil off the cylinder walls — so the cylinder and piston rings wear on each other.

Then the fuel slips past the rings and dilutes the engine oil in the crankcase — and all of the bearings surfaces in the engine go to pot for lack o' lube.

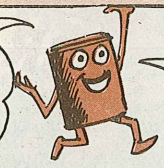
Obstacle Course

- Failure to drain fuel filters before every daily operation.
- Failure to change filter elements by the LO (or TM).
- Failure to use the right element, gaskets and other parts required for filter servicing.
- Failure to install all of the filter parts in the right order and right position.
- Failure to clean the filter housing and other re-usable parts before putting the filter back together.



Get Kit - Not Filter

YOU HARDLY EVER NEED TO REPLACE THE WHOLE FUEL FILTER!



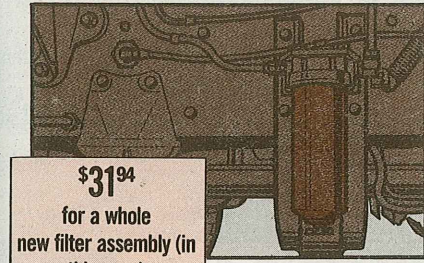
IT CAN COST UP TO \$100!

LOOK AT THE FIGURES!

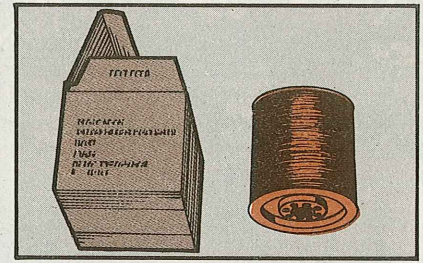


You hardly ever need to replace the whole fuel filter.

Parts for servicing your filter usually come in a kit — costing only a few bucks. Most kits include a filter element and several gaskets.



\$31⁹⁴
for a whole new filter assembly (in this case).
BUT INSTEAD...



... you replace only the — filter element and gaskets	\$304 .20
TOTAL COST ONLY	\$324

So, watch it when you're chas-ing down the fuel filter parts in your parts manual. If the TM listing says only "filter," it's probably the whole filter.

Look for a filter parts kit. If you're in doubt about it, check the price in the AMDF to see if the price is about right.

And don't worry if there're more parts — like gaskets — in the kit than you need. The kit may be for several different filters. Just toss out the parts you don't need.

Filter That's Not A Filter

Be real careful putting the filter back together, or you won't have a real filter at all. With parts missing or installed wrong, the fuel — and water and dirt — will go around the filter element.

It's risky to put the filter back together just like it was when you took it apart. Whoever did the job before might've goofed.

If there's no exploded view of the filter and all of its parts in your -20 TM, check the picture in the parts manual.



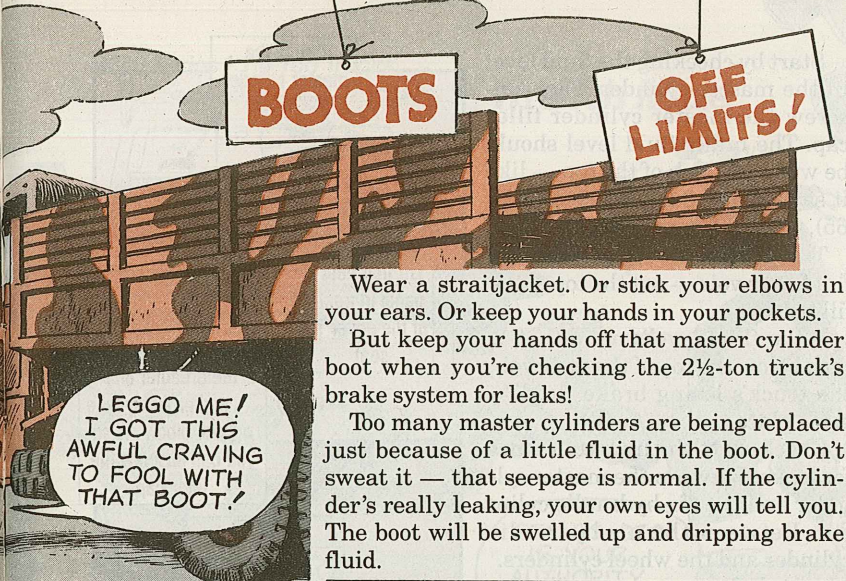


Master Cylinder Cap "N" Gasket

HERE'S THE WAY TO GO!

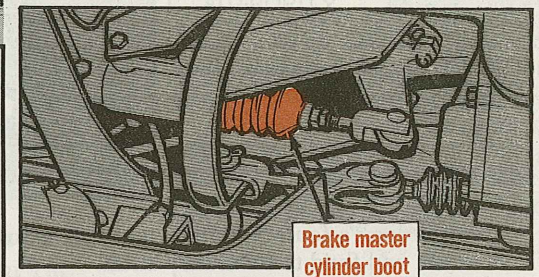
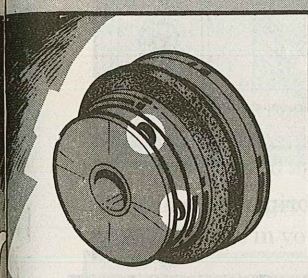
*Dear Half-Mast,
When we check the brake fluid level in our 2-1/2-ton truck master cylinders, we sometimes find that the filler cap gasket's shot. TM 9-2320-209-20 (Apr 65), para 179c(3), says to install a new gasket "when necessary" — but where do we find the filler cap gasket?*

CWO S. P.



Wear a straitjacket. Or stick your elbows in your ears. Or keep your hands in your pockets. But keep your hands off that master cylinder boot when you're checking the 2½-ton truck's brake system for leaks!

Too many master cylinders are being replaced just because of a little fluid in the boot. Don't sweat it — that seepage is normal. If the cylinder's really leaking, your own eyes will tell you. The boot will be swelled up and dripping brake fluid.



Dear Mr. S. P.,
NSN 5365-00-737-3354 will get you that gasket.

Make sure, too, that the master cylinder's got a double baffle-type filler cap — like para 179c(3) in the -20 TM says. This cap comes under NSN 2530-00-703-2636.

These parts will be showing up in the -20P TM.

Half-Mast

When the boot looks good from the outside, leave it alone. You won't prove anything by pulling the boot off. Messing around with the boot only lets dirt get in. This dirt will ride into the cylinder on the shaft — and work like sandpaper. Then you'll have a leak where there was none before.

Inspect the brake system the right way — every 1000 miles.

Start by checking the fluid level in the master cylinder. Then unscrew the master cylinder filler cap. The brake fluid level should be within ½ inch of the top — like it says in TM 9-2320-209-20 (Apr 65), page 285, para 179c(3).

That means the top of the brake fluid reservoir — not the top of the fill hole.

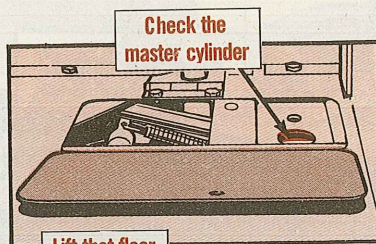
If the fluid level's more that ½ inch below the top of the reservoir, the truck's losing brake fluid — some place.

Check all of the hydraulic lines for leaks. Between the master cylinder and the air-hydraulic cylinder. Between the air-hydraulic cylinder and the wheel cylinders.

A leak from a wheel cylinder probably will show up as fluid on the inner side of the wheel. But you may have to take the wheel off to make sure.

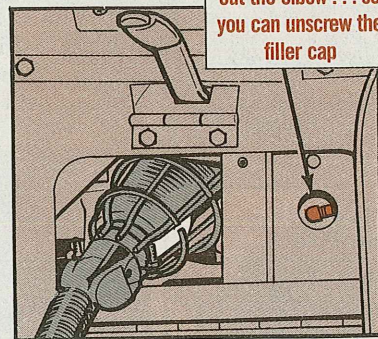
Sure you check the master cylinder boot, too — with your eyes only — to see if fluid's leaking out.

After the leak's found — and fixed — you add fluid to the mas-



Check the master cylinder

Lift that floor panel in front of the driver's seat



You have to unhook the breather line ... and probably take out the elbow ... so you can unscrew the filler cap

ter cylinder to bring the level up to snuff.



TM-209-Series 2 1/2-Ton Truck . . .

Multifuel Update

The engine oil filter and fuel filter change intervals in your LO 9-2320-209-12/1 (Sep 76) are too short.

These corrections will bring you up to date until the headshed comes out with a change or revision:

Page 1, Oil filter (2) and oil filter drain plug, change the interval from 3 to 6.

Page 17, Notes 3 & 4, change 3,000 miles, 3 months or 300 engine hours to 6,000 miles, semiannually or 600 engine hours.

TB 43-0001-39-4 (Jul 78) has the word.

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

Wheel Bearing Wrench Maze

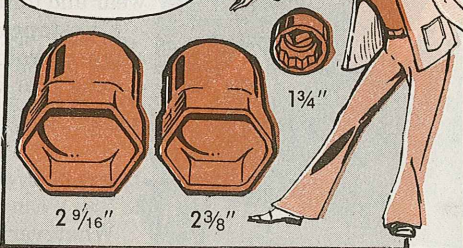


CTA 50-970 IS YOUR AUTHORITY FOR THESE!

There are 5 different size wheel bearing adjusting nuts spread across the M880-series truck fleet. TM 9-2320-266-20P (Feb 78) lists 2 special socket wrenches, but you may need 3 common socket wrenches, depending on the truck's model and age:

This'll help you get it right.

Note it in your TM:



TRUCK AXLE	WRENCH	SIZE
4x2 front	5120-00-261-2837	1 3/4-in, 1-in drive
4x4 front (early)	5120-00-168-2286 *	2 1/2-in, 3/4-in drive
4x4 front (late)	5120-00-232-5685	1 11/16-in, 3/4-in drive
All rear (early)	5120-01-011-8892 *	2 3/8-in, 3/4-in drive
All rear (late)	5120-00-261-2846	2 9/16-in, 1-in drive

*Listed in the -20P TM.

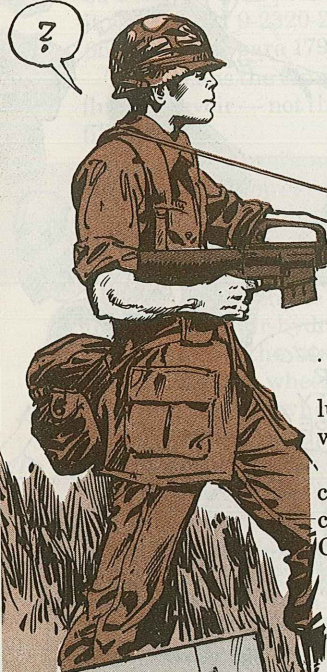
You'll also need a 3/4-to-1-in socket wrench adapter, NSN 5120-00-227-8104, for those 1-in drive sockets.

Your authority for ordering any of these tools that're not already in your -20P TM is Appendix A, CTA 50-970.



M16A1 Rifle . . .

Keep It CLEAN



Like the M16A1 rifle book says, first you clean . . . and then you lube.

Troops who take shortcuts on the clean and lube route set up their weapons for unnecessary wear and failure.

F'rinstance, lubing over dirt and dust without cleaning your rifle first leaves a "sandpaper" coating that wears parts and jams components. Cut the odds — do it right.

How Clean?

Whatever you do, be sensible on the cleaning bit. Like, would you believe there are troops who take a shower with their rifles to get 'em clean? Believe it.

Then, there are troops who wash their rifles with soap and water. Honest.

Water can't get your rifle as clean as RBC, but it can lay in grooves, cracks or other hidden places and rust it.



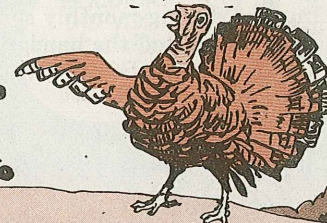
(BLUB)
WHAT'S WITH
THIS GUY?

to Keep It

MEAN



HE GIVES
ME SO MUCH
TO BE THANK-
FUL FOR!



Magazine

Don't ignore the magazine in the after-firing cleaning bit. Take the spring out and clean and lube the magazine and spring. If you forget it, the spring and other parts corrode.

The big thing to remember: Follow the TM for cleaning and lubing. All the beautiful details are there to see.

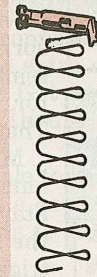
The Big Dip

Armorsers using the big dip routine, like dipping a rifle into a barrel filled with gooky, dirty cleaner, won't do their weapons any favor. You still have a mess-covered rifle that's set up for extra wear and failure.

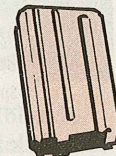
Best bet is to squirt RBC into hard-to-get-at places (in the bolt, receiver, etc.) or, use a pail of clean RBC and a brush.

Detent Spring

When you clean the lower receiver, be careful not to lose the take-down pin detent and the spring. As you slide the stock in place, keep the detent spring lined up so it won't catch between the stock and the lower receiver. Otherwise, the spring gets caught and damaged.



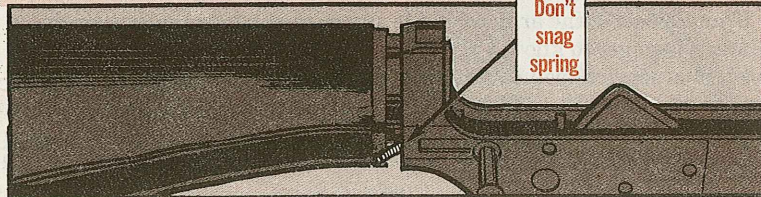
Remove
spring—
clean and lube



Magazine



Don't
snag
spring



Handguards

Out of sight, out of mind means hidden rust buildup. So, after firing and during monthly service (PMCS), take off the handguards and clean and lube the barrel beneath them.

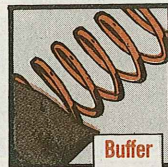


Clean
buffer

Lower Receiver

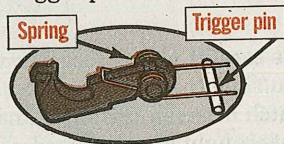
The only things riflemen can remove or install in the lower receiver are the buffer and action spring. Armorsers cannot disassemble the trigger, hammer, selector, automatic sear or springs. That's support repair territory.

Meanwhile, underline the hammer, hammer pin and spring. Stay away, because if you install the hammer spring wrong, the trigger pin will fall out.

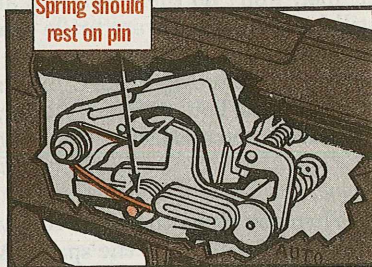


Buffer
spring

A quick look'll tell you if somebody's been messing with your rifle. The hammer spring should be above the trigger pin, with the 2 arms of the spring in the grooves of the trigger pin.



Spring should
rest on pin

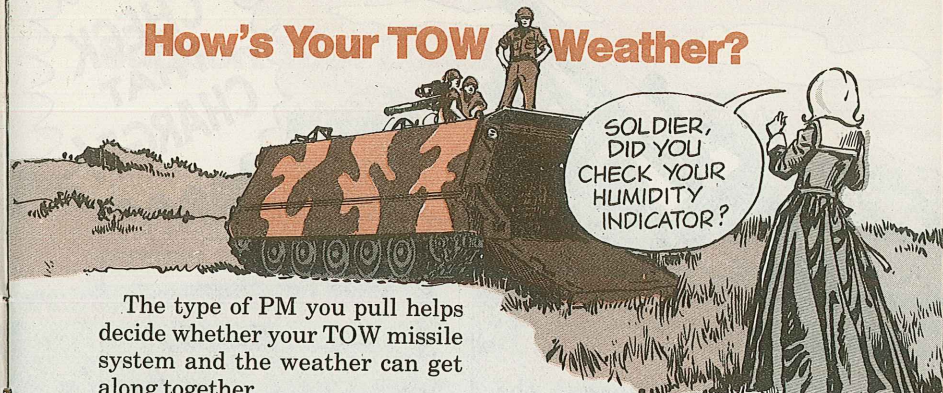


Look It Up

If you're new to the armorer trade, one of the best favors you can do for yourself is to get to know TM 9-1005-249-20. Repair parts and tools you need, plus services you do, are there in detail. If you need a repair part, get the NSN from the TM, tell your PLL clerk . . . and if he doesn't have it, he can request it for you.

Some people just don't know what's in a TM. You should.

How's Your TOW Weather?



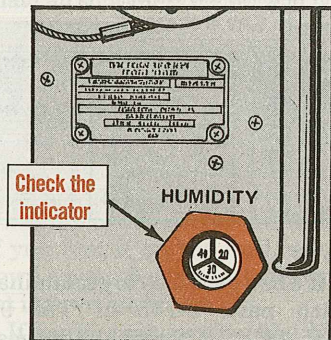
The type of PM you pull helps decide whether your TOW missile system and the weather can get along together.

For example, your missile guidance set (MGS). Heavy moisture gets to it, but moisture also can build up over a long period. That's why your MGS has a built-in humidity indicator on the face of the panel.

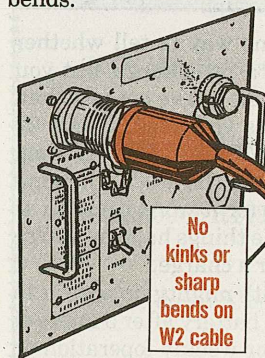
Electrical connections and optics also need extra care during bad weather. Get familiar with paras 2-50 thru 2-54 of TM 9-1425-470-12.

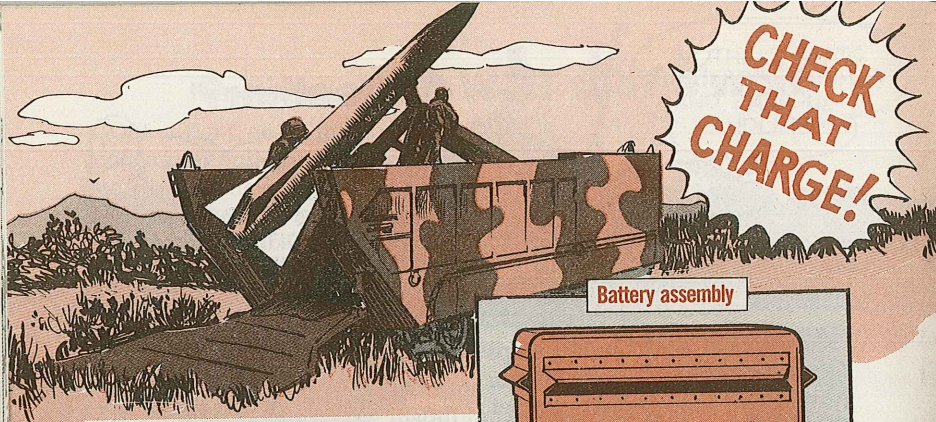
The W2 cable to the J1 jack on your MGS is a good example of what happens to cables in bad weather.

When it's cold, the cable's brittle, and a sharp bend can break the wiring. When it's hot, a sharp bend can stretch the covering, which will crack when it's dry or cold. The message: no sharp bends.

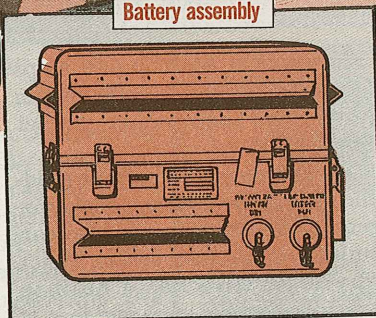


Check it daily before use. Check it weekly when your TOW's not in use. Check it often in high humidity. If the indicator is pink or turning pink, replace the dessicant package. Para 3-7.1, Ch. 4, TM 9-1425-470-12 tells you how.

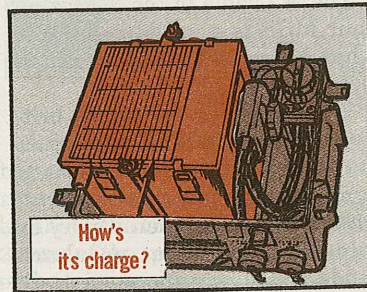




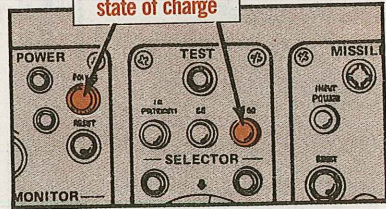
Battery assembly



If you want to go with the monitor/programmer (MP) and other components of your Lance missile system, you've got to know the state of charge of its BB-433 nickel cadmium battery.



Lamps clue you on state of charge



There's no way to tell whether you've got a full charge, but you can tell when you've got less than the 22 volts you need. Below 22 volts the (MP) test NO GO lamp will light, or the POWER lamp will go out (or it won't come on at all). If those things happen, you're overdue for a charge.

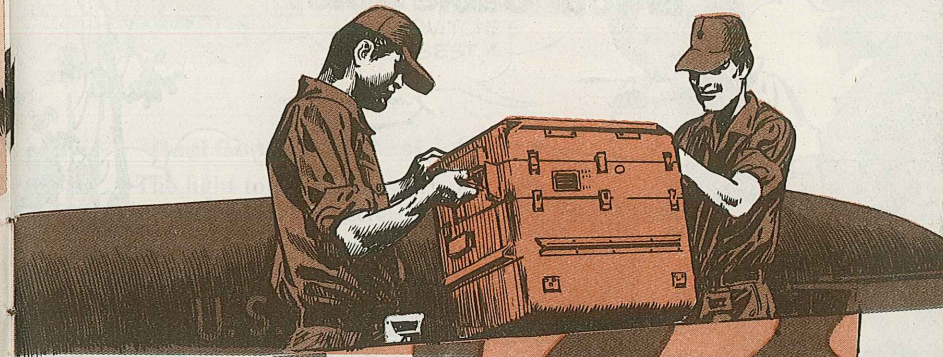
Fact is, it's mighty important to charge the battery after 5 hours of operation or weekly (operation or

no).

It'd be a good idea to get familiar with para 3-14b of TM 9-1425-485-10-2 if your battery goes unused or is stored. The battery discharges when not in use. The hotter the weather, the faster it discharges.

Para 3-14 of the -10-2 TM and TM 11-6140-203-15-3 fill you in on battery checks and services.

Support Your Local MP



Take one Lance missile system monitor-programmer (MP).

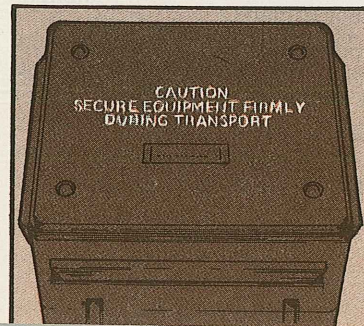
Add a self-propelled launcher M752.

Handle very carefully . . . and you'll avoid the dents and damage that can short out the MP and put you out of business.

The MP needs careful handling no matter what configuration you have or what you're doing with it. When it's on the M752, it needs even more.

The MP most often is damaged when it's lifted on or off the M752. If you rest it on the hull, set it down e-a-s-y. Same goes when you set it down anywhere else.

If you're transporting the MP, heed the caution on top of the case.



Secure it. Tie it down snug. If it's in the back of a truck, cushion it.

And, try not to drop it . . . accidentally or as the quickest way of getting it from Point 1 to Point 2.

NEXT MONTH IN PS

TOW Missile System

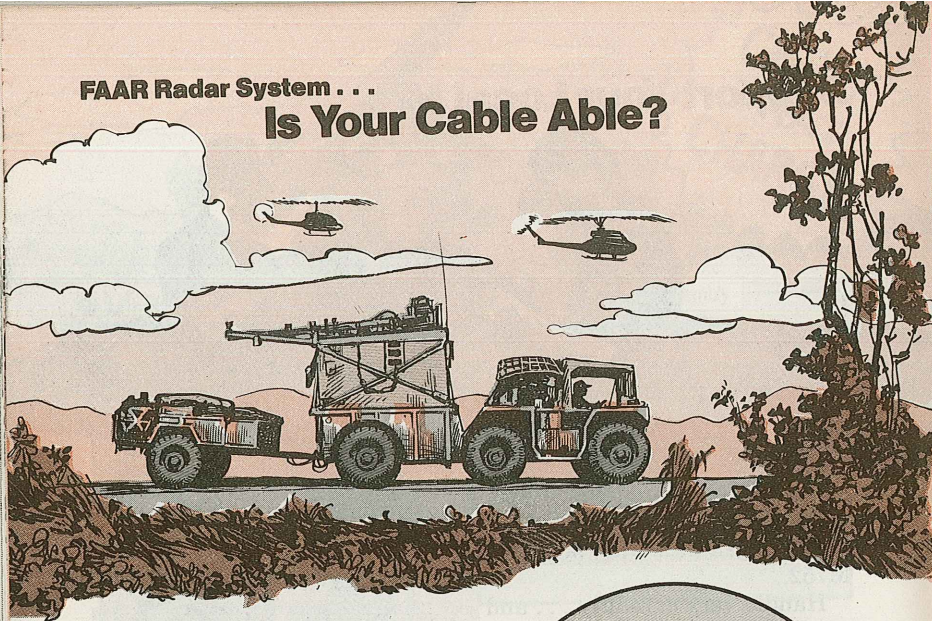
AN/GRC-106 Radio Set

10,000-lb RTFL

RT Tie-down Assembly

FAAR Radar System . . .

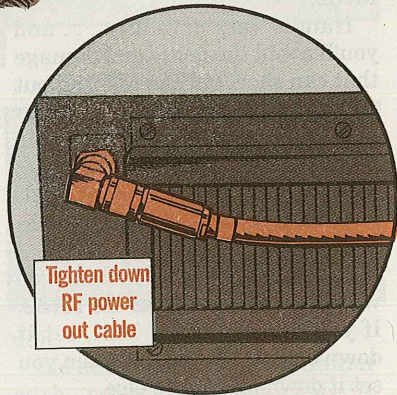
Is Your Cable Able?



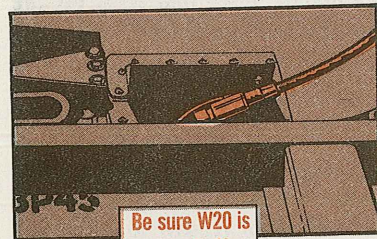
AN/MPQ-49 FAAR system RF cables and micro-switches must be handled "just so" if your transmitter is gonna search out the unfriendlies.

All RF cables in the system must be snugged uptight, and that's a big 10-4 for the RF cable to the transmitter's POWER OUT jack.

If you don't tighten those RF cable connectors all the way, you



Tighten down
RF power
out cable



Be sure W20 is
snug to J6

24

set up a power arc that burns off the connection contacts and does other damage.

The W20 cable to the J6 jack on the outside shelter wall also must be snugged down to prevent arcing damage. Troops tend to give it a friendly twist, but it's got to be tight.



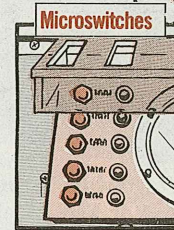
JUST REMEMBER...
A LIGHT TOUCH ON
MICROSWITCHES
IS BEST!

Real Gentle Feel Deal

The light touch is necessary on the microswitches (RADIATE, STANDBY, VSWR, etc.) of the transmitter monitor panel.

Those fragile little jobs don't take kindly to mashing, punching or jabbing, since that treatment tears up the rubber switch boots and damages the switches.

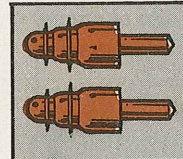
The light touch . . . that's all those switches need.



Protect Your Hearing

When system components are sounding off in the shelter, wear your standard issue earplugs.

The shelter noise level is high — above 85 decibels — and requires either earplugs or a headset to protect your hearing.



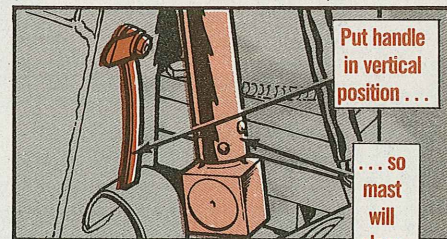
Wear your earplugs

Make Mast Miss Handle

Before you lower the antenna mast into place, give a thought to the Gama Goat carrier's tailgate handle.

Put the handle in a vertical or straight up and down position, and the mast will miss it as the mast swings into place.

If the handle's horizontal, the mast will hit it . . . and bend or break the handle.



Put handle
in vertical
position . . .

. . . so
mast
will
clear

A broken handle makes a tough repair job, since the shelter must come off the carrier to get to the handle retaining nut.

25

Vulcan Voltage. . .

HOLD

THE OVERRIDE'S FOR REAL!

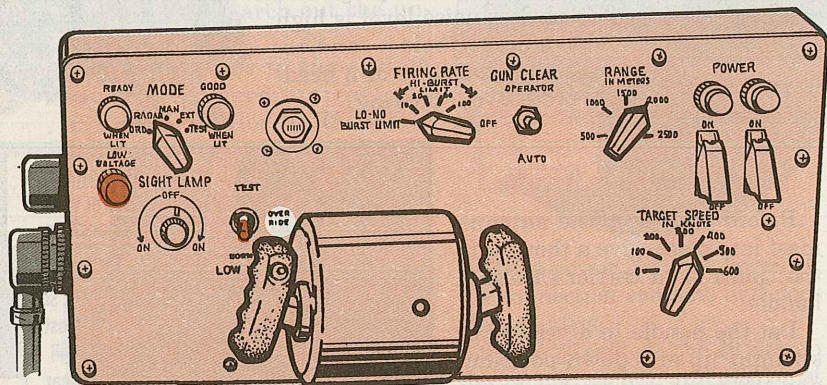
YOU KNOW IT, MAN!



When the low-voltage-warning light flashes on the gunner's control panel of your M163A1 or M167A1 Vulcan, stifle the urge to switch to OVERRIDE.

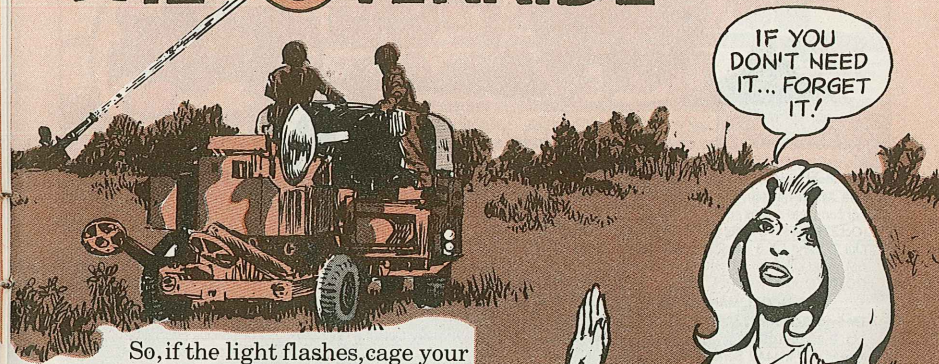
Keep the low voltage switch set at NORMAL and avoid bad news for your fire control components.

Override is built into the circuits to let you keep firing, like at enemy aircraft, if fire control circuit voltage is low. It's for real emergency use only since, overriding can damage some expensive parts.

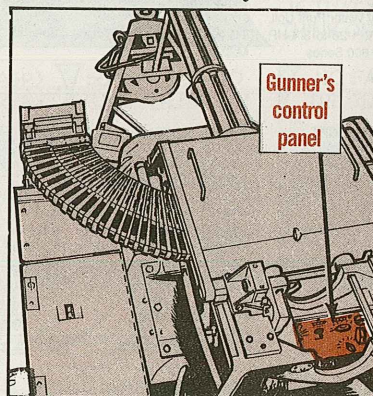


The warning light clues you that you've got less than 22 volts feeding your circuits. If you switch to OVERRIDE, that low voltage can damage your sight gyro, radar or sight current generator. They don't come cheap.

THE OVERRIDE!



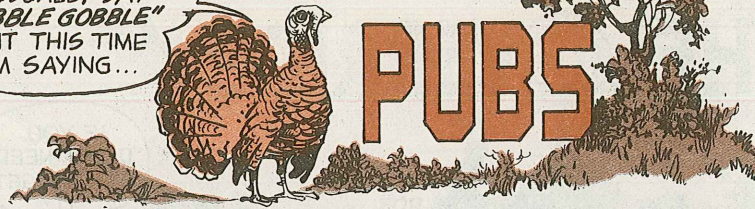
So, if the light flashes, cage your sight first and turn off the system power switch on the control panel. Then, recharge your batteries like your -10 manual tells you.



If the problem recurs, you probably have bad batteries or a charging system problem. Your mechanic should check out your power sources.

Meanwhile, keep the switch at NORMAL and let your low-voltage-protection circuit do its job.

I USUALLY SAY
"GOBBLE GOBBLE"
BUT THIS TIME
I'M SAYING...



PUBS

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 (Oct 77), TM's, TB's, etc.; DA Pam 310-6 (Jul 77) and Ch 3 (May 78), SC's and SM's and DA Pam (C) 310-9 (Nov 76), COMSEC pubs.

TECHNICAL MANUALS

TM 9-1005-286-20-2 Mar Towed Vulcan
TM 9-2320-209-20/1 Aug 2 1/2 Ton, M44A1 and M44A2 Series Trucks (Multi-fuel) Truck
TM 9-2320-270-20P Sep Truck-Tractor Heavy Equipment Transporter (C-HET) M911
TM 9-4130-532-24P Feb Improved HAWK
Ch 2, TM 11-5826-226-20 Jul AN ARN-82, -82A and -82B Radio Receivers
TM 11-5826-226-20P-1 May AN ARN-82B Radio Receiver

TM 11-6130-266-24P-2 Jul PP-6224A/U Power Supply
TM 55-1500-217-S Jun Prep for Shipment of OV-1
TM 55-1510-209-23P-1 Jul U-21-Series Airplane
TM 55-1520-228-23P Jun OH-58A, C.

LUBRICATION ORDERS

LO 5-4320-213-12 May Pump, Centrif, Petroleum; GED, 500-GPM
LO 5-4320-219-12 May Pump, Centrif, GED, 1500-GPM
LO 5-4320-222-12 May Pump, Recip GED MIL STD Eng MOD 2A016-2 100-GPM
LO 5-4320-272-12 May Pumping Assy, Flam Liq, GED, 350 GPM Mod US37ACG
LO 5-4610-200-12 May Water Purif Unit, Trlr Mtd, 600-gal, AC-DC
LO 5-4610-202-12 May Water Purif Unit, Trailer Mtd Electric 115V, 1/20 to 3/4-HR, 600 GPH, Met-Pro Mod 600 Series

LO 5-4610-204-12 May Water Purif Unit, 1500-GPH, AC, DC
LO 5-4610-221-12 May Water Purif Unit, 1500-GPH
LO 5-4930-218-12 May Lube & Svc Unit, 15 CPM Comp, Elliot Mach Mod ENG-3A
LO 5-4930-228-12 May Tank and Pump Unit, Liq Dispensing

MISCELLANEOUS

AR 220-1 Jun Unit Status Reporting
AR 700-98 Jun Material Assistance Designated (MAD) Report
DA Form 12-21 May (Pin-Point) Supply Catalogs
CIR 750-37-43 Jul Field Artillery Sample Data Collection
PAM 310-1 May Index of Admin Pubs, Regulations, Circulars, Pamphlets, Posters
TC 23-2 Apr 66-MM Rocket Launcher M202A1

AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

TV TAPE

TVT 10-57 350-GPM Centrifugal Pump — Part I

TEC LESSONS

010-071-6641-F 81-MM Mortar Gunner's Exam

020-171-1626-F Prep M551 for Swimming
101-113-4723-A Testing Receiver RF Circuits
600-011-6602-A UH-1D/H Helicopter Learning Guide
610-091-6054-F Using LVCT to Test Batteries Under Load — Part II

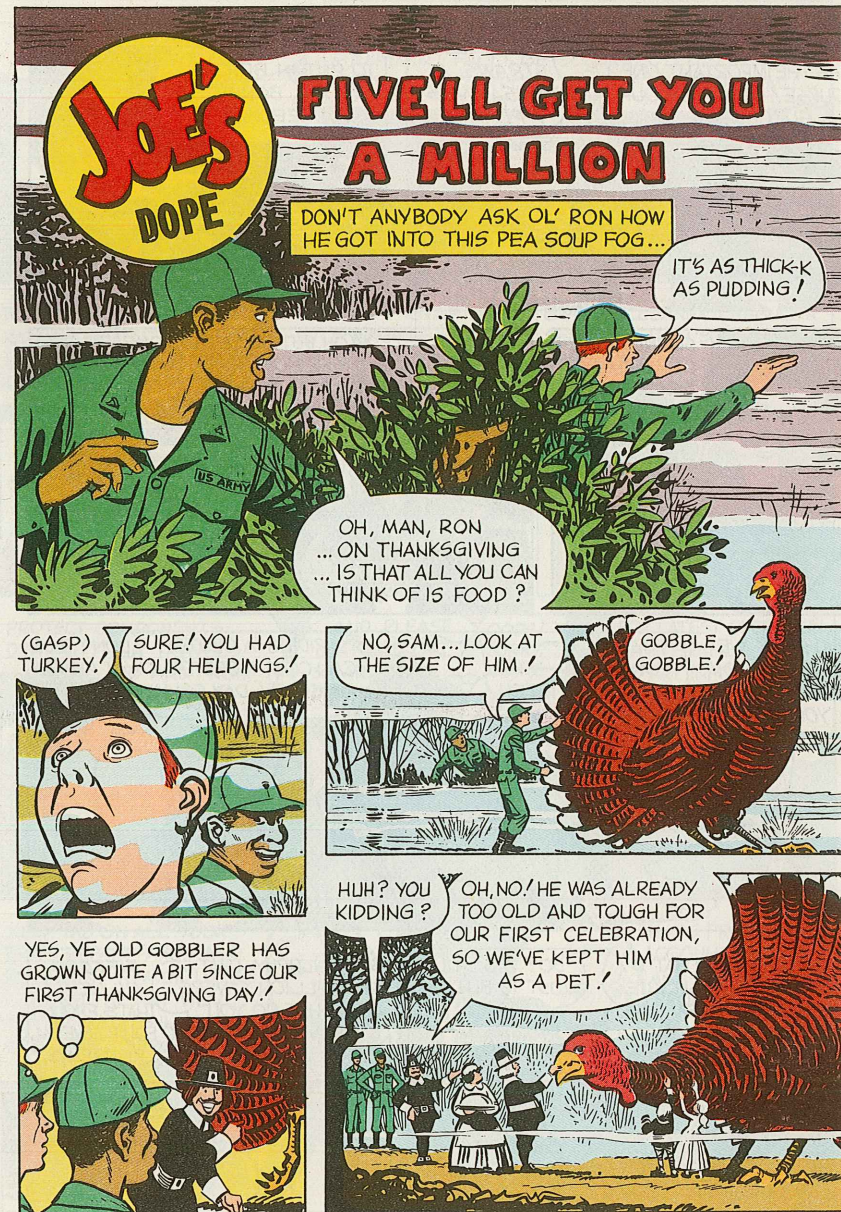
612-051-9656-E Inspect, Charge Wheel Suspension Sys on MAB
944-171-0019-F Wheel Vehicle Recovery
944-171-0103-E Starting, Stopping M39-Series 5-ton Truck in all Temp Ranges
948-071-0025-F TOW/APC System

Electronic Test Gear Forms

Take a look at the Equipment Category Code (ECC) listing for K on page E-15 of TM 38-750 (May 78). Your electronic test equipment needs a DA Form 2408-5 — if an MWO has been published on your model — and a DA Form 2408-14. Scratch the X under the DA Form 2408-12 column and move it over to the DA Form 2408-14 column.

M167A1 Pipe Plug

NSN 4730-00-954-1281 will get you a pipe plug for the hydraulic cylinder (item 10, Fig 2-102, TM 9-1005-286-20-1) of your M167A1 towed Vulcan. The NSN will be added to your -20P TM. When you take out a pipe plug, remember to remove all the old tape from it. Put new tape NSN 8030-00-899-3534 on the threads. It'll come out easier.

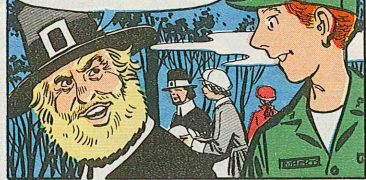


OVER THREE HUNDRED YEARS AGO, OUR FIRST THANKSGIVING WAS THE IMPORTANT ONE, OF COURSE! IT MARKED OUR SUCCESS!

THANKS TO OUR "FIVE STRAWS A DAY SAVINGS PLAN"!



WHY SAVE STRAWS? TO PUT IN BRICKS, BROOMS, BONNETS AND BREECHES!



SOUNDS LIKE OUR ARMY'S "SAVE FIVE CENTS A DAY" PLAN... WITH SOME INFLATION FIGURED IN!



BUT I DON'T SWING WITH ALL THAT STUFF!

OH, BUT DO LET'S SEE HOW YOUR PLAN WORKS!

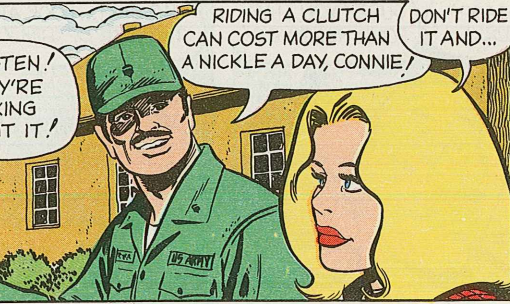
COME... TO THE WINDOW-WALLS OF TIME!



YOU SEE? WE CAN SEE FROM OUR TIME TO YOURS!

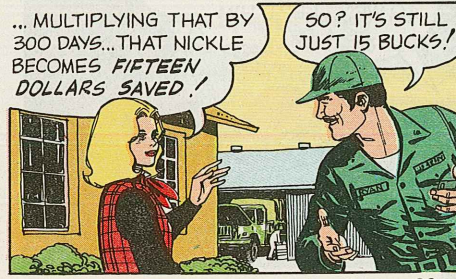
THERE'S CONNIE RODD!

LISTEN! THEY'RE TALKING ABOUT IT!



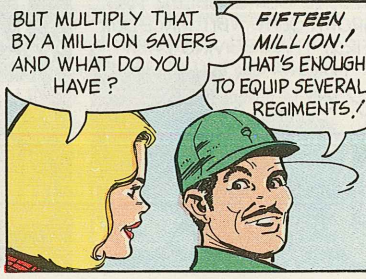
RIDING A CLUTCH CAN COST MORE THAN A NICKLE A DAY, CONNIE!

DON'T RIDE IT AND...



... MULTIPLYING THAT BY 300 DAYS... THAT NICKLE BECOMES FIFTEEN DOLLARS SAVED!

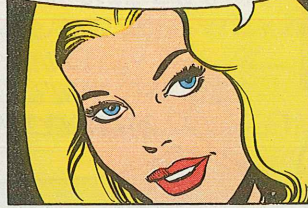
SO? IT'S STILL JUST 15 BUCKS!



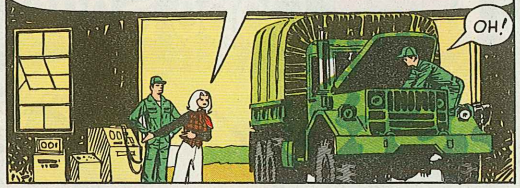
BUT MULTIPLY THAT BY A MILLION SAVERS AND WHAT DO YOU HAVE?

FIFTEEN MILLION! THAT'S ENOUGH TO EQUIP SEVERAL REGIMENTS!

AND AN EVEN BIGGER PLUS ... IT GETS EVERYONE INTO THE SAVING HABIT!



THERE'S NO LIMIT TO THE WAYS! FOR INSTANCE, DON'T JUST KEEP REPLACING PARTS UNTIL AN EQUIPMENT FAULT GETS CORRECTED!.. USE TEST GEAR TO TROUBLESHOOT THE PROBLEM!



OH!

TO SAVE BOTH FUEL AND EQUIPMENT, REDUCE ENGINE IDLING TO A MINIMUM!

SHE TALKIN' ABOUT ME?

AND DON'T START OR STOP ENGINES WITH THE RADIO STILL ON!

GIVE AIR CLEANERS REGULAR SERVICE! THAT'S IMPORTANT!

GOTCHA, CONNIE!



OOPS! SORRY, CONNIE!

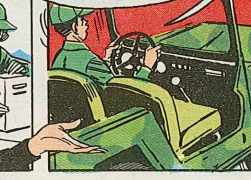


PROTECT COMPONENTS DURING THEIR TRAVELS TO AND FROM REPAIR!

AND, PLEASE STAY ON THE SMART SIDE... DON'T POP YOUR CLUTCH!

OOPS! SORRY, CONNIE

FOR LATEST OPERATION, MAINTENANCE AND SUPPLY INFO THAT'LL MEAN ALL-AROUND SAVINGS... READ EIR DIGESTS!



KEEP TAB ON ALL YOUR TOOLS, REPAIR PARTS AND EQUIPMENT TO AVOID LOSSES ... THAT'S THE WAY WE'VE GOT TO GO! IT'S IN OUR SAVE-SMALL SAVE-BIG BATTLE PLAN!



THAT'S PROPERTY ACCOUNTABILITY... AND WE CALL IT "PROPER COUNT"

JOE'S Dope Sheet

IT'S NOT JUST LARGE EFFORTS THAT PAY
OR BIG SAVINGS THAT BRIGHTEN THE WAY...
NICKLES PILED IN THE TILL
HELP CUT DOWN THE BILL...
WHAT COUNTS IS WHAT'S SAVED EVERY DAY!

PROPER
COUNT
PAYS!

MANY SAVERS OF
TIME & EQUIPMENT

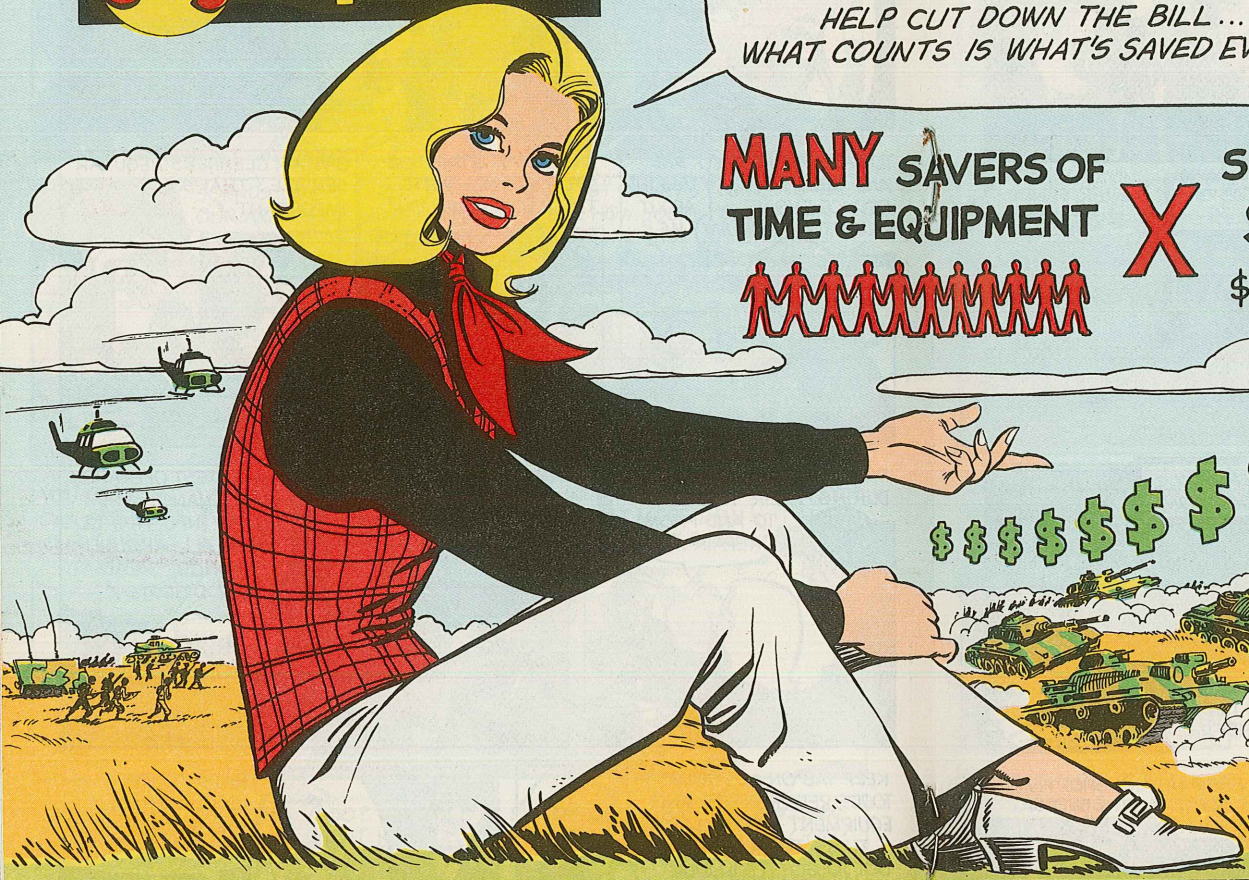

X

SMALL AMOUNTS
SAVED
\$\$\$\$\$\$\$\$

=

BIG
SAVINGS

\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$



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

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



WAYS TO SAVE ARE EVERYWHERE!
USE THINGS LONGER! CLEAN AND
CARE FOR THINGS BETTER!

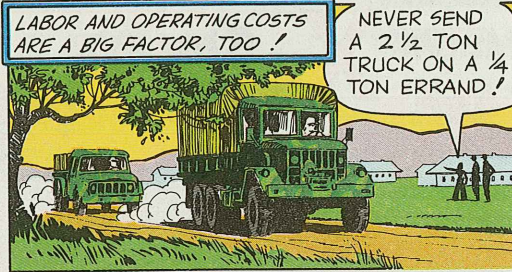


MAKE SIMPLE REPAIRS.
CHECK RECOVERABILITY
CODE ON ALL SICK ITEMS.

AND TURN
IN ALL
FIXABLES!



EVERYTHING YOU
RETURN TO
THE SUPPLY
PIPELINE
SAVES MUCH
MORE THAN
NICKLES!



LABOR AND OPERATING COSTS
ARE A BIG FACTOR, TOO!

NEVER SEND
A 2 1/2 TON
TRUCK ON A 1/4
TON ERRAND!

- SAVING WAYS:**
- DON'T CHANGE DRY CELL BATTERIES PREMATURELY. USE AN AN/PSM-13 TO KNOW THEIR CONDITION. (GUESSING IS COSTLY)
 - PROTECT CABLES WITH SHIELDS. KEEP FEET AND TOOLS OFF. TAPE IS CHEAP AND OFTEN WILL EXTEND LIFE OF ELECTRICAL GEAR.
 - COMBINE RUNS - ONE VEHICLE OUT INSTEAD OF SEVERAL - TO SAVE TIME, TRUCKS AND FUEL.
 - KEEP EQUIPMENT CLEAN.
 - DO REGULAR SERVICING BY THE TM.
 - THINK EVERY ERRAND AND JOB THROUGH BEFOREHAND.
 - USE MANUALS TO AVOID COSTLY MISTAKES!



DON'T LET EVERY LEAK STEER YOU
TO A MAJOR OVERHAUL - TOO SOON.

A SEAL CAN BE
REPLACED FOR LESS
THAN A CYLINDER!



WITH AIRCRAFT, BUSHELS OF SHIPPING AND SHOPTIME
NICKLES GET SAVED WHEN YOU **DON'T** GO THE SUPPORT
OVERHAUL ROUTE UNNECESSARILY.

IT'S TOO EXPENSIVE
A WAY TO GET AN
ENGINE CLEANED AND
OKAYED!



MAN! YOU CAN
BELIEVE CONNIE!

I DON'T HAVE ANY
ENGINES THOUGH!
NOR NICKLES EVEN!



AND YOUR **TM**... KEEP IT DRY
AND CLEAN! LOTS OF BOOKS COST
25 DOLLARS! HOLD OFF
REPLACEMENTS!



THE SMALL SAVING HABIT
HELPS YOU SAVE **BIG**!

IN YOUR M60 A1'S, WHEN YOU TRAVERSE
TURRETS, AVOID SLAM STOPS TO SAVE
SLIDE LOCKS, JAMMED TURRET RINGS AND
OVER 85 DOLLARS!



AH! THEY'RE LEARNING
WELL! WE STARTED A
NEW LAND ON SMALL
SAVINGS!



NOW **THEY** CAN
PROTECT IT THE
SAME WAY!

DON'T WORRY,
WE WILL...



...IF YOU'LL POINT
US IN THE RIGHT
DIRECTION OUT
OF HERE!

OH, WE'LL DO
BETTER
THAN THAT!



THERE! HE
IS OUR GIFT
TO YOU!

OH, NO!
THIS IS
TOO MUCH!



AND I'M THE STRAW MAN!
I LOVE YOUR FIVE
STRAWS A DAY PLAN!

WE'RE NOT SAVING
STRAW! IT'S NICKLES
...DIMES... DOLLARS!



YOU'LL HAVE FEWER COSTLY
MISTAKES IN ON-THE-JOB
TRAINING IF YOU
SUPERVISE...
SUPERVISE...

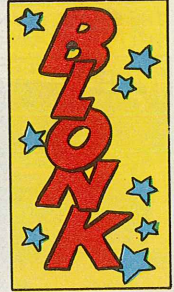
OOH,
THAT'LL
BE SUPER!



DON'T FORGET
TO DRAIN FUEL
FILTERS!

IDLE-COOL
DIESELS AND
MULTI-FUEL
ENGINES!

I WON'T!
I WILL!



YOU FALL OFF
THE BENCH?

NO, IT WAS THE GIANT
TURKEY THAT... I MEAN,
HEY, WHERE'S SAM?



HE WAS THERE TOO... WITH THE
PILGRIMS... AND WE TUNED
IN ON CONNIE EXPLAINING
THE PLAN!



MAN! THOSE PILGRIMS DID
IT THE HARD WAY... BUT
"A NICKLE A DAY" 'LL
SAVE US MILLIONS!

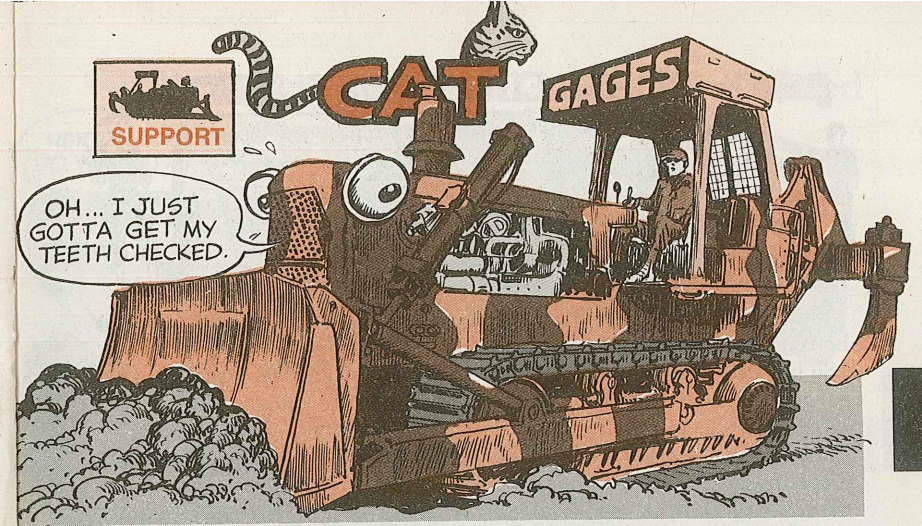
WELL, I
THINK I'M
GETTIN' YA!



HE'S REALLY
TUNED IN,
HUH?

YEH... SOMETHING SURE
RIPENED
OL' RON!

ALREADY I
FEEL LIKE A
MILLIONAIRE!



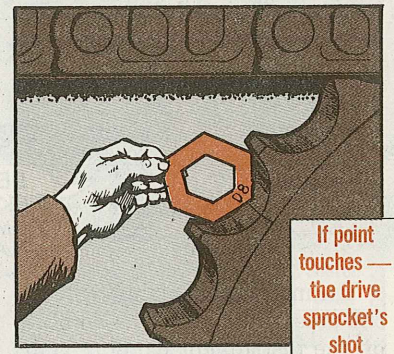
Drive sprockets on those Cat tractors do wear. Too much tooth wear will let the sprocket jump the track chain — even tho the track is adjusted right.

apiece and you get 'em from S9C. Check the drive sprocket at least every 1000 hours — or when the track can no longer be adjusted — like so:

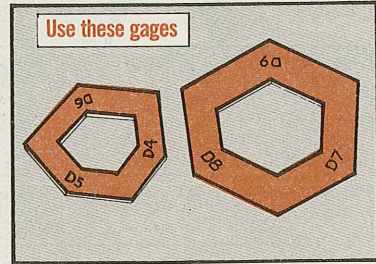
But how do you know when they've reached a point of no return?

Set the point of the gage marked

Simple. Gage 'em. You can get a drive sprocket wear gage for your D4, D5, or D6 with FSCM 11083 PN 5P8616: For your D7, D8, or D9, use FSCM 11083 PN 5P8617. These gages cost about a buck



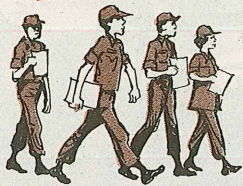
If point touches — the drive sprocket's shot



Use these gages

for your tractor between the teeth of the drive sprocket. If the point doesn't touch, the sprocket is OK. If it does touch — yuck! Get your DSU to replace the sprocket.

ROUTE EIRs TO DSU!



DO NOT DETACH THIS STUB ON COPIES FORWARDED TO SCREENING AND ACTION POINTS
Circle year not required in complete file stub.

QUALITY DEFICIENCY REPORT (Category II)			
SECTION I		SECTION II	
1. From (Reporting point) HQ 4 & Co. 7035 Main St. APO New York 09701	2. To (Receiving point) Commander US Army Tank-Automotive Material Readiness Battalion, AF 48003	3. Date 10/72	
4. Type Name, Duty Phone and Signature SFC Bob Perez 872-719	5. Item Description A. Part Number 6240-00-155-7836	6. Description Battery, 12 Volt, 200 Amp-Hour	7. Quantity 1
8. Reason Code 8002.3	9. Material Code NSN 6240-00-155-7836	10. Part Number 6240-00-155-7836	11. Quantity 1
12. Manufacturer Name, Code, Part Number Teledyne Battery Products MS3500-1	13. Part Number 6240-00-155-7836	14. Part Number 6240-00-155-7836	15. Quantity 1
16. How 17. Date Manufactured 18. Operating Time at Failure 19. Quantity 20. Part Number 21. Quantity 22. Part Number 23. Quantity			



Your EIR's — SF 368 — are your personal anti-goof weapons, no doubt about it.

So lay this super-dandy form the way it'll get you the best hits. One real good way of raising your EIR score is to be sure you get your DSU in on the act.

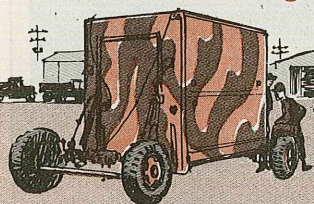
The forms are organized to help you do that, sure — send 2 copies to your support. TM 38-750 says so in Para 3-28i.

DSU may know of other units having similar problems, other equipment items with similar pains . . . and DSU's voice is heard loud and clear at tip top. When that good ol' DSU takes a copy of your 368 and zips it along to the headshed, it's like writing the whole thing in red-ink capital letters.

16. How 17. Date Manufactured 18. Operating Time at Failure 19. Quantity 20. Part Number 21. Quantity 22. Part Number 23. Quantity			
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Instrument Panel Bulbs

U-Pack for MUST

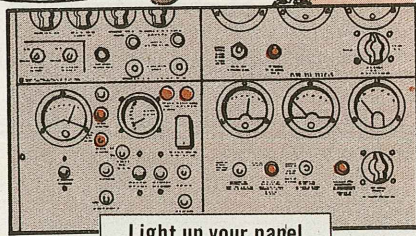


HEY... SIMMS,
PICK UP THOSE
LAMPS ON THE
WAY BACK!



The incandescent lamp NSN for the press-to-test light assemblies on the instrument panel of your MUST's U-pack is 6240-00-155-7836.

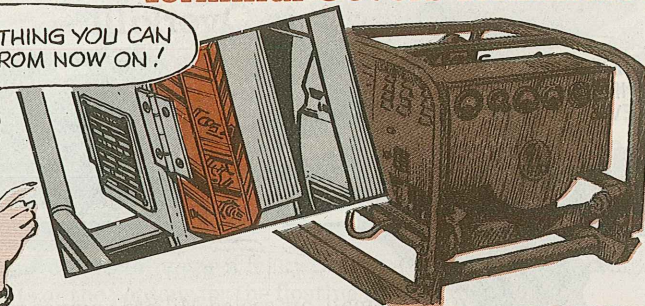
This lamp goes with each light panel numbered 32 and 42 in Fig 34, TM 5-6115-434-20P (Apr 69).



Light up your panel

3-KW Generators . . . Terminal Covers Terminated

HERE'S SOMETHING YOU CAN DO WITHOUT FROM NOW ON!



Forget about the hinged plastic load terminal covers for your 3-KW generator sets.

The head shed says the cover is not required. If the hinged assembly PN 13214E6030 FSCM 97403 is damaged, just take it off and put the screws back in.

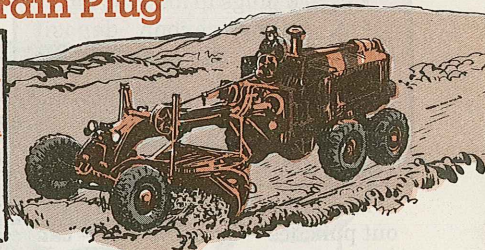
If you have ordered NSN 5340-00-758-6385 (PS 306) cancel it pronto and help keep the supply line free of unnecessary parts movement.

Cat 120 Grader . . . Fuel Drain Plug

Dear Half-Mast,
I need the fuel drain plugs for my Caterpillar Model 120 graders. I can't pinpoint 'em in my Cat P-manual.

Can you help?

WO J. P.H.

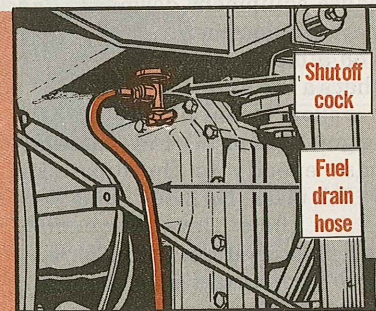


Dear Mr. J.P.H.,
Sure thing.

You got zapped by Fig 24 in TM 5-3805-249-20P (Jan 72).

The upper part of the fuel drain hose — Item 9 — should be attached to a shutoff cock — NSN 2910-00-932-0819 — that screws into the fuel tank.

Half-Mast



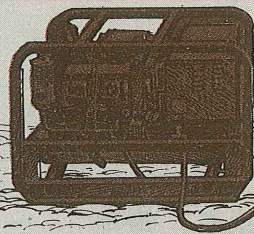
Shutoff cock

Fuel drain hose

Generator Engines . . .

Overfill is Overkill!

EYEBALL THE DIPSTICK... KEEP IT LEVEL AT THE FULL MARK!



Small, air-cooled Mil Std engines need special "eye" care. When you add oil or fill the crankcase, keep your peepers on the oil-level gage rod.

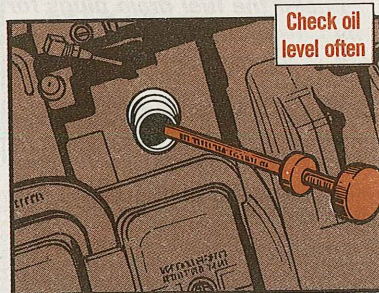
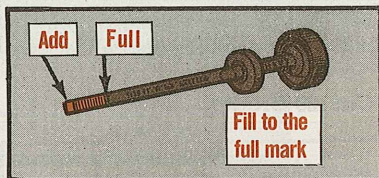
You n-e-v-e-r fill the crankcase above the dipstick FULL mark.

- An overfilled crankcase causes:
- The rear main bearing seal to leak
 - Spark plugs to foul up fast
 - A heavy carbon deposit build-up in the combustion chamber
 - Sticky piston rings
 - Intake ports to coke up — get loaded with carbon

Any one of these engine knock-out punches — or all of 'em — can cause equipment downtime and parts replacement. They'll give you a messy, oil-covered engine that's a fire hazard.

Follow the oil fill poop in your engine's TM or LO. Fill the crankcase exactly to the dipstick's FULL mark. No more . . . no less. Check the oil level frequently. Keep the oil at the FULL mark.

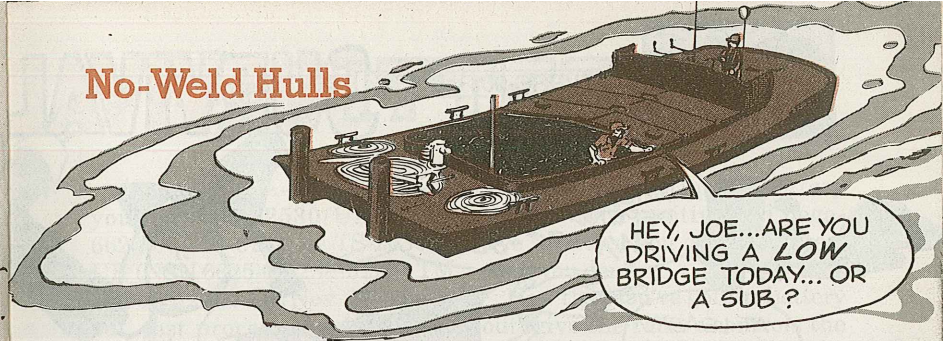
To get the exact amount of oil in the crankcase, you have to have a



clean, straight dipstick. A bent, dirty, or crooked dipstick — or one minus the ADD/FULL markings — can give you a bad reading.

Guessing you have the right amount of oil in the crankcase is poor PM.

No-Weld Hulls



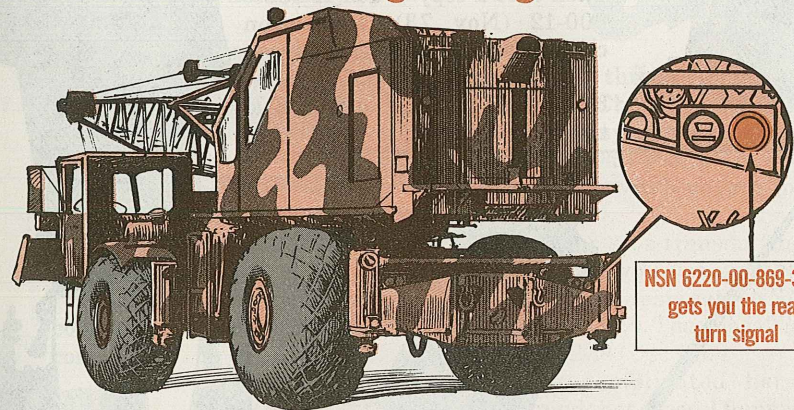
Never use welding to repair a leaky hull on the 19- and 27-ft bridge erection boats or the pontoons for the floating foot bridges.

When a boat or ponton springs a leak use your aluminum craft repair kit NSN 2090-00-294-1680. The kit is authorized by your TOE — LIN R73517.

Keep the repair kit up to snuff all the time. You never know when you'll zap the hull. You'll find the components listed in SC 2090-97-CL-E04 (Aug 75).

20-ton 2385 Crane . . .

Turn Signal Lights



The NSN's that show in your TM 5-3810-232-20P (Sep 71) for Light, Turn Signal, are sour — you can't use 'em.

You need NSN 6220-00-086-4894 for the front and NSN 6220-00-869-3712 for the rear turn signal light. This goes for the AH&D Crane Model 2385 only.



AN/PRC-90 Radio Sets

SURVIVAL of the FITTEST

WHO KNOWS WHEN OR WHERE YOUR LIFE MAY DEPEND ON YOUR AN/PRC-90?

AT LEAST OUR VIEW IS GOOD!

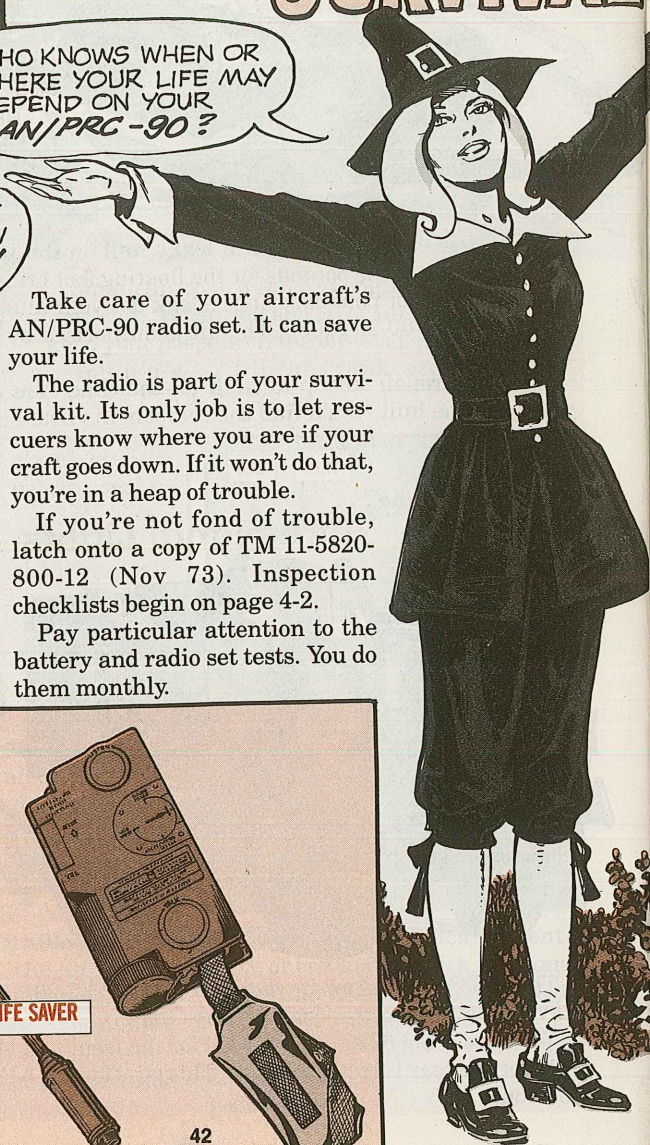
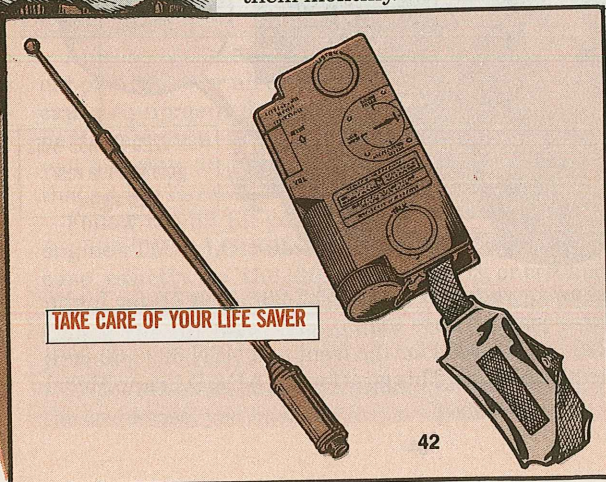
(SIGH) BUT THAT'S ALL!

Take care of your aircraft's AN/PRC-90 radio set. It can save your life.

The radio is part of your survival kit. Its only job is to let rescuers know where you are if your craft goes down. If it won't do that, you're in a heap of trouble.

If you're not fond of trouble, latch onto a copy of TM 11-5820-800-12 (Nov 73). Inspection checklists begin on page 4-2.

Pay particular attention to the battery and radio set tests. You do them monthly.

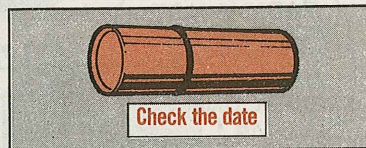


To test your BA-1568/U battery, you need TS-2530/UR (NSN 6625-00-933-6112) or TS-2530A/UR (NSN 6625-00-238-0223). TM 11-6625-2631-14 (Nov 73) spells out test procedures. With TS-2530/UR use test adapter MX-8801/PRC (NSN 6625-00-480-6315).

Always do this test first. No sense wasting time checking a radio set with a bad battery.

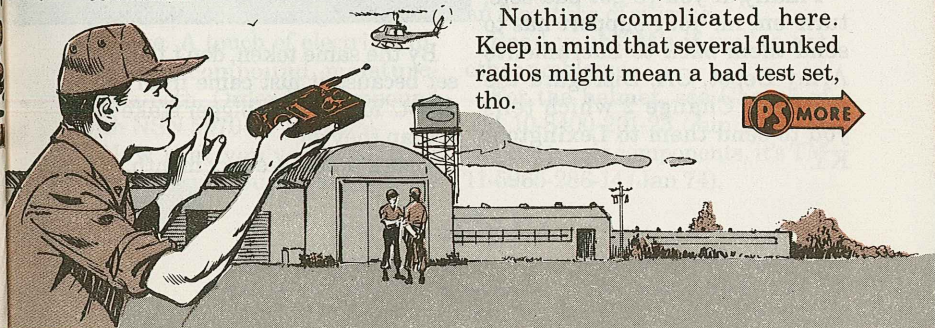
Here're some things to look for before or during testing.

Is there liquid on either end of the battery? If so, turn it in and get another. If you find white crystals, wipe 'em off. The battery's still good.



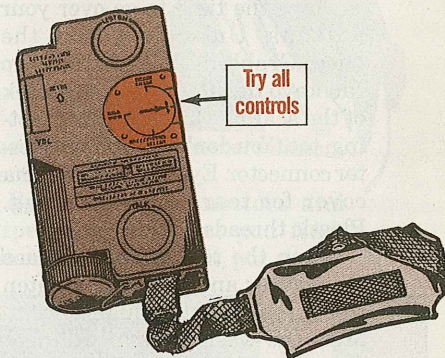
Is the battery 3 years old or older? Get another. The date's stamped on the side.

Finally, eyeball the battery compartment and contacts for corrosion.



When hooking up the battery tester, watch positive and negative hookups. You can ruin a test set if you don't.

Now that you've got the battery out, give the radio's controls the



once over. Run through the different settings. Check for chipped paint, faded symbols or other damage. Eyeball the MCW and push-to-talk switch covers for cracks.

To test your set's transmitting and receiving, you use an AN/PRM-32 radio test set (NSN 6625-00-803-3399). The pub is TM 11-6625-2632-14 (Dec 73).

Nothing complicated here. Keep in mind that several flunked radios might mean a bad test set, tho.



TREAT IT
LIKE THE
FRIEND
IT IS!

Now's the time to go over your antenna. Unscrew it from the base. Grabbing hold further up can kyo the antenna. Keep track of the sealing washer during testing, too. You don't use it for the tester connector. Eyeball the antenna cover for tears or weathering. Plastic threads OK?

When the test is over, replace the washer and antenna. Tighten the antenna just enough to compress the washer slightly. Finger tight is good.

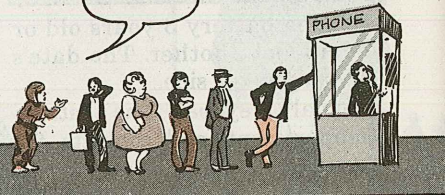
If your set passes the test, you're almost ready.

A final word on batteries. They don't work up to capacity in the cold. If the temperature starts dipping below 50°F, operators should keep the radio set and spare battery in their flight clothing. Cold batteries might not have the punch to power your set.

Finally, if you've got bad sets, turn 'em in. Your support has to send them back to Sacramento Army Depot, CA. Disregard the manual's Change 2 which tells you to send them to Lexington, KY.



BUT MY
RADIO'S NOT
WORKING AND
I'VE GOT AN
ARMY THAT'S
EXPECTING
ME!



By the same token, don't trust a set because it just came from the depot. You've got a bigger stake in it than they do.

Check it out — every month.

PS END

DH-132 Users . . .

NOW HEAR THIS!

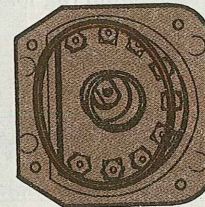
Is your CVC helmet waterproof?

If not, you could end up with an earful of teeth-gritting feedback.

A few hours of steady rain puts moisture in the earpiece. The water creates a short. The short gives you the squeal. The squeal makes you disconnect the intercom.

In the past, that meant a long drying-out period before you got back on the air. Here's how to prevent that.

Start by making sure your earphone gaskets are in good shape. Have your support check or replace bad ones.



Gaskets OK?
Have support
check/replace
them

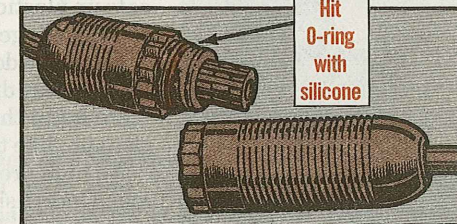
Then, do your thing with the screws and cord that go into the earpiece. A touch of electrical insulation compound moisture-proofs both. Order the compound with NSN 5970-00-181-0190.

Now that you've saved your ears, worry about your neck. Be



sure the quick disconnect disconnects quickly.

Eyeball the connectors and wipe away any dirt you find. Then, when it needs it, put a coat-



ing of silicone on the male plug's O-ring.

This makes disconnect easier. It also protects against moisture. NSN 6850-00-880-7616 gets you an 8-oz. tube of silicone.

Read your TM's if you've got other problems.

For the helmet, see Chap 5 of TM 10-8400-201-23 (Jun 70). For the electronic components, it's TM 11-5965-286-14 (Jan 74).

With MX-6707 Matching Unit . . .

PAINT, PLASTIC and WATER DON'T MIX!



Paint and water don't mix, but they can team up to clobber your MX-6707 matching unit.

Paint does wonders for bare metal, but it's murder on your matching unit's plastic top. Paint eats up plastic, for sure. So whether it's touch-up or camouflage, watch what you paint.

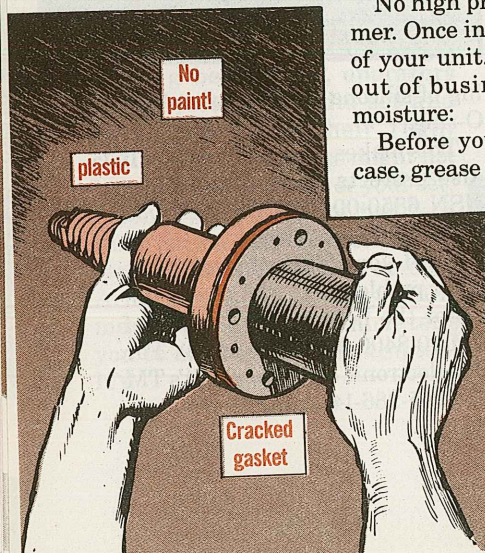
But if you do dribble a couple drops on the plastic, and they dry, forget 'em. Cleaning solvents do more harm than paint. Use only a damp rag for cleanup, like the manuals say.

No high pressure hose, either. Water is a bummer. Once inside, the water settles to the bottom of your unit. Corrosion will eventually put you out of business. Here are some tips to beat moisture:

Before you join the matching unit base and case, grease the gasket.

Use silicone, NSN 6850-00-880-7616. Keep paint off the rubber gasket, too. It'll get brittle, break up and let in water.

Watch how you treat that plastic case.



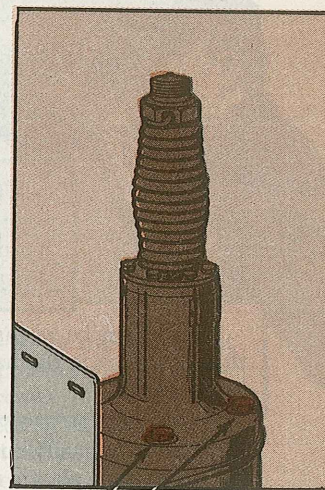
Torque the mounting bolts to no more than 100 lb-in. More, and you risk cracking the case.

The risk drops considerable when you use the steel reinforcing ring that fits over the plastic case. The ring not only equalizes the bolts' pressure on the case, it helps shed water.

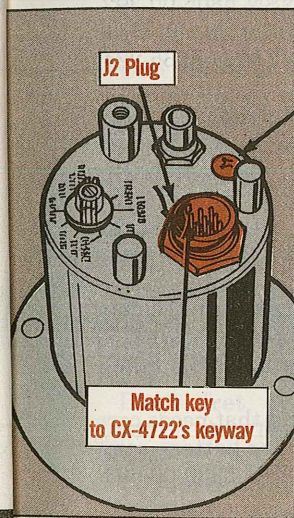
Don't have one? The ring is NSN 5985-01-012-5425. Before you can install it, tho, you have to remove the drive-out bushings from the bolt holes which have them.

Careful with tension on the antenna when you tie it down. Too much can pull the matching unit apart. Keep the antenna tip about 9 feet above the ground. That'll take the pressure off.

If you still have trouble with moisture — like in humid or rainy areas — drain the base often. The book says do it at least quarterly. If you need to drain more often, do it.



Torque to no more than 100 lbs-in.



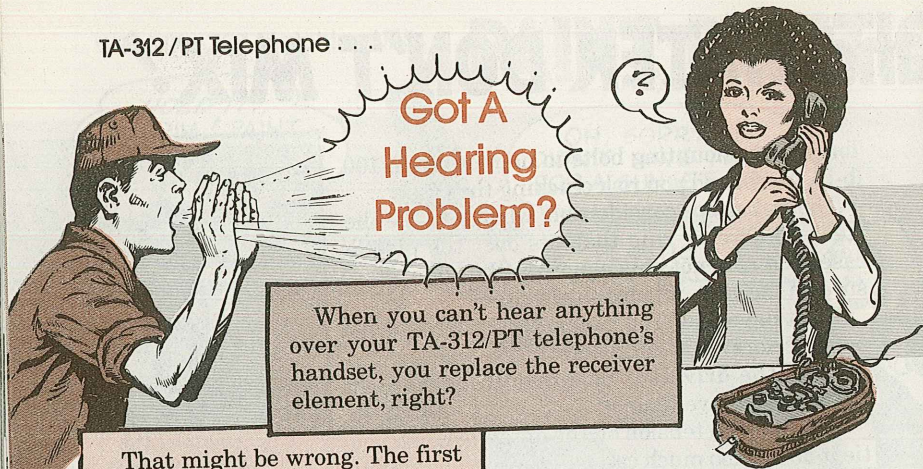
Those plugs on the bottom of your matching unit need a little care. Treat 'em gentle and they'll last as long as you do.

Before you hook up your CX-4722/U cable, be sure the radio set is off. If it's not, you risk arcing and burned J2 plug pins.

Hook up that big cable first, too. That'll save your J2 pins when you attach the CX-1773/G.

And, match the CX-4722 cable's keyway with the J2's key. If you don't, you can mangle the J2's pins.

Finally, if you want to give the J2 more protection, get it a cap. Cover assembly NSN 5340-00-530-5954 does the trick. It's in TM 5985-262-20P (Dec 76) under P/N SM-B-542117 (80063).

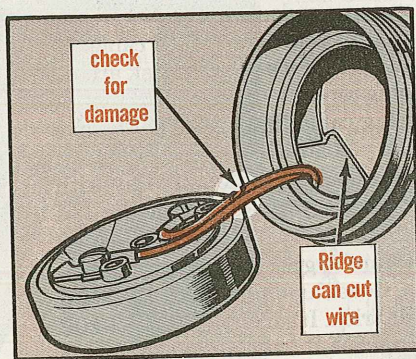


When you can't hear anything over your TA-312/PT telephone's handset, you replace the receiver element, right?

That might be wrong. The first thing to check is the handset wiring harness.

Cords are easily cut or crushed by the raised plastic ridge on the inside of the handset. If that's your problem, the telephone needs to go back to your support.

If necessary, they'll replace the harness, NSN 5805-00-392-6857. Then, they'll file or grind the ridge.



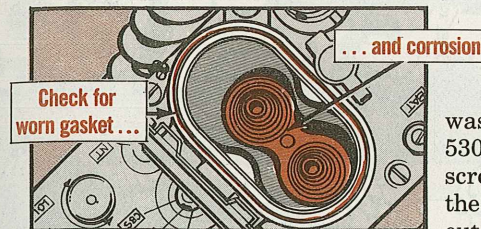
Here's a tip for the transmitter element of the handset: When temperatures start dropping, install your de-icing screen. That'll keep your hot breath from freezing on the microphone element. The screen is NSN 5805-00-392-7628. You'll find it in the H-60 handset pub — TM 11-5965-224-14P (Mar 75).

Guard your telephone's other moisture fighters, too. For instance, watch the disc (NSN 5935-00-566-3859) in the audio cap. It shrinks with use and can slip out of the cap when the cap is off. Glue it in.

Use either adhesive and sealing compound NSN 8040-00-270-8150 or adhesive sealant NSN 8040-00-877-9872.

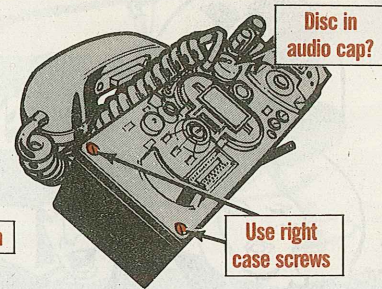
Another gasket that needs care is the one for your battery compartment. It's NSN 5330-00-663-5777.

One way to prolong the rubber's life is to leave the compartment unlatched if your telephone set will be in storage. If you tighten the lid down, it compresses the gasket. This kills the rubber which ruins the seal.



And, as long as you're looking at the seal, eyeball the compartment, too. Corrosion is the enemy here.

A final way to waterproof your telephone is to be sure you're using the right screws and



washers for the set's cover. NSN 5305-00-054-6670 brings you the screw. NSN 5330-00-448-1018 is the right gasket to keep moisture out.

One trick some troops use but shouldn't is putting silicone on the handset threads. It might make the disconnecting easier for awhile, but it eventually turns to a glue. Then it takes a man and a boy to get the cover off.

You're the Short Stop

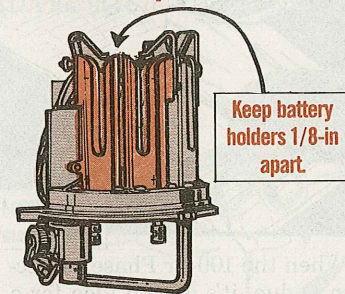
Ball player or not, you can be the short stop for your AN/TNS-10 sound ranging set's microphone.

It's easy. Just be sure a couple of M-161/TNS-10 microphone battery holders aren't too close to each other. If they are, the batteries can short out.

The culprits are the 2 holders nearest the amplifier card. Eyeball for an 1/8-in clearance. If you don't have it, spread 'em.

Don't fret over the other holders, tho. They won't cause trouble.

Do your checking and spreading while the batteries are installed.



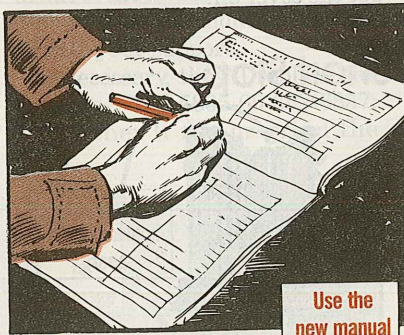
Take a 1/4-in screwdriver like the one in your TK-101 tool kit. Put it between the tops of the holders. Give it a quarter turn. That should give you the spread you need.



REVISED 'PHASE' A HIT



How sweet it is, getting the latest details on the UH-1D/H phased maintenance system. Yessir-e-e-e, eyeballing the new TM 55-1520-210-PM (20 Jul 78) will have everybody reading from the same sheet of music.



Use the new manual

When the 100-hr Phase inspection is due, it's a good idea for a commander to authorize a brief pre-inspection check flight. A pilot's review of the log book forms and a check-out of the bird is a good way to identify and confirm deficiencies.

Nail down those faults on the check flight



Correcting those problems now can make the post-inspection test flight a breeze. Skip items No. 3 and 4 in the General Section of the checklist, tho, if no pre-inspection flight is done.

Pub, Log Book Review

With the log book in hand, page thru Chap 3 of TM 55-1520-210-20 to make sure you have the latest special inspections listed on the DA Form 2408-18.



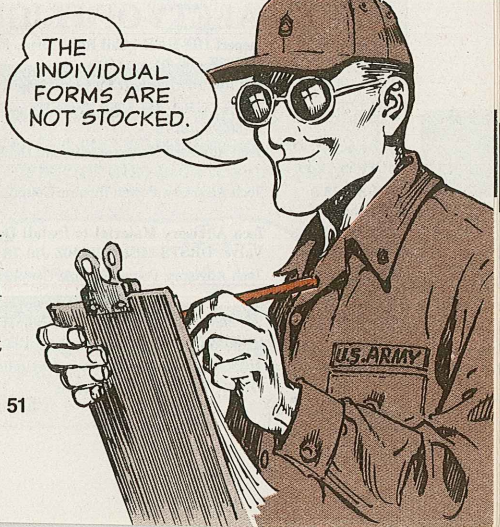
Add latest message info and other checks

Focus in on the overhaul and retirement schedule in Chap 3, also. By comparing the schedule with the DA Form 2408-16's you'll be able to schedule components that need changing.

Use Checklists

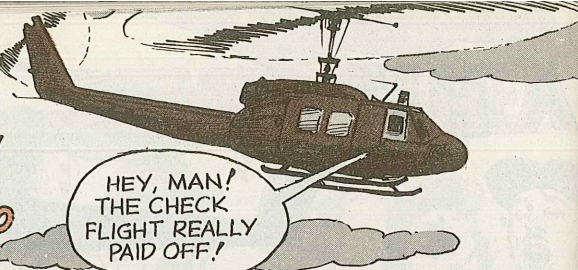
Use a new PM pub for the Phase. The new checklists eliminate the writer's cramp you get using worksheets (DA Form 2404's). Add any local checks required in the extra blocks provided at the end of each inspection area.

'Course, you add additional sheets as needed by locally reproducing the supplemental sheets (DA Form 4676-R) in the pub.



THE INDIVIDUAL FORMS ARE NOT STOCKED.

4676-R-13
2408-1
55-1520-210-20



By The Numbers . . .

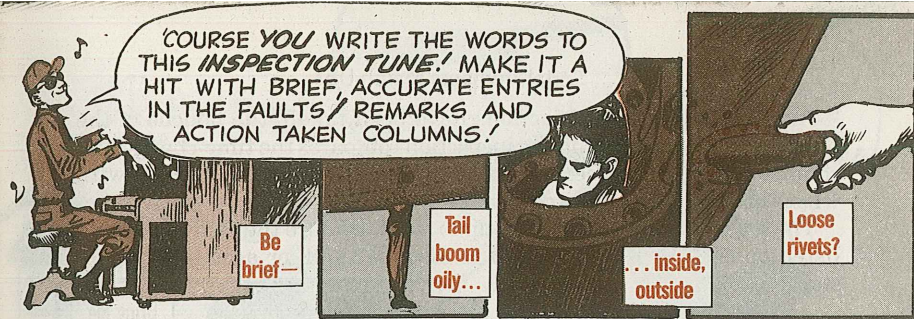
Fill out the form heading with the number of the Phase inspection, bird serial number and date. Use of the Total Hours block is optional . . . for your local records. When you finish the 8-Phase cycle, start your numbering over again with Phase No. 1. The head hangar (TSARCOM) has no plans for future checks based on cycles.

Report Phase No.	Inspection Requirements	Status	Faults and/or Remarks	Action Taken	Initial
26	16. Engine cowling and fairings (left side of helicopter) for damage and security. Fasteners for condition and proper operations.		INSPECTED-OK		HT
ALL	17. Tailboom and vertical fin for damage, skin cracks, corrosion, and loose or missing rivets. Paint for chipped or peeling condition.	S	RIVETS WORKING AROUND TAIL LIGHT	RIVETS REPLACED INSPECTED-OK Richard Jones TI	HT BS R.J.
		W	TAIL BOOM, VERTICAL FIN DILY INSIDE, OUT	CLEANED TAILBOOM	HT AW
ALL	13. Whip antenna for damage and security.		INSPECTED-OK		HT

Never enter a horizontal red dash in the status column right off the bat. When a check shows no fault just make an entry like, "Inspected-OK" in the Faults/Remarks column. Then, put your initials in the Initial column . . . no status symbol needed.

SAFETY-OF-FLIGHT MESSAGES

- AH-1-78-12 Inspect UH-1/AH-1 Tail Rotor Drive Flex Couplings, TB 55-1500-200-20-22 DRSTS-MEU 131803Z Jul 78
- UH-1-78-6 Tail Rotor Driveshaft Flex Coupling Relube Intervals DRSTS-MEU 051610Z Jul 78
- UH-1-78-7 Inspect UH-1/AH-1 Tail Rotor Drive Flex Couplings, TB 55-1500-200-20-22 DRSTS-MEU 131803Z Jul 78
- OH-6A-78-7 Tech Advisory. Materiel to Install Double Check Valve DRSTS-MEP 071440Z Jul 78 (OH-58-78-15)
- OH-6A-78-8 Tech Advisory. Power Turbine Coupling Nut 111610Z Jul 78 (OH-58A-78-16)
- OH-58A-78-15 Tech Advisory Materiel to Install Double Check Valve. DRSTS-MEP 071440Z Jul 78 (OH-6A-78-7)
- OH-58A-78-16 Tech Advisory. Power Turbine Coupling Nut DRSTS-WO 111610Z Jul 78 (OH-6A-78-8)
- OH-58-78-17 Amends SOF Msg OH 58-78-7 Reinspect Required DRSTS-MEL 131995Z Jul 78
- U-8-78-6 0-480 Engine Teardown Analysis DRSTS-MEW 061922Z Jul 78
- GEN-78-08 NSN 4920-01-028-0624 Test Set, Indicator, Fuel Quantity Gage, Simonds Precision DRSTS-MEG 071925Z Jul 78



'Course, you write the words to this inspection tune. Make it a hit with brief, accurate entries in the Faults/Remarks and Action Taken columns.

When an inspection item listed is not on your bird, or when the item does not apply to the phase number being worked, put "Not Applicable" in the Faults/Remarks column. Add your initials in the last column.

When you find a problem, enter a red dash, diagonal, red X or circled red X — depending on the fault — in the Status column. Your initials go in the last column as the inspector. The mech correcting the fault makes his entry in the Action Taken column and initials in the last column, on the next line. He also puts his last initial over the red dash or diagonal symbol.

TM 55-1520-210-PM
Table 1-1. Signature Sheet

<u>Harry Thomas</u> Signature of Person Accomplishing Necessary Work	<u>H.T.</u> Initial
_____ Signature of Person Accomplishing Necessary Work	_____ Initial
<u>Bruce Shaw</u> Signature of Person Accomplishing Necessary Work	<u>BS.</u> Initial
_____ Signature of Person Accomplishing Necessary Work	_____ Initial
<u>Arthur Willis</u> Signature of Person Accomplishing Necessary Work	<u>A.W.</u> Initial
_____ Signature of Person Accomplishing Necessary Work	_____ Initial
<u>Richard Jones</u> Signature of Technical Inspector	<u>R.J.</u> Initial
_____ Signature of Maintenance Officer	_____ Initial
<u>Howard Johnson</u> Signature of Maintenance Officer	<u>H.J.</u> Initial
_____ Signature of Maintenance Officer	_____ Initial

Whether you're inspecting or correcting bird problems, sign and initial the signature sheet for your "claim to fame" on this sheet of music.

53

PS MORE

Serial Numbers Match Up?

After all the corrective actions have been taken, the honcho of the maintenance team pulling the inspection compares the time-change and condition component serial numbers on the DA Form 2408-16 with what's actually on your bird.

The log book forms have to be up to snuff. Be sure the bird equipment listed on the DA Form 2408-17 is also on hand, or accounted for in storage.

There's More!

Use supplemental sheets to record and sign off maintenance operational checks, according to the poop in Section III, TM 55-1500-328-25 on maintenance management.

The inspector wraps up the paperwork entries by initialing off on the records checklist.

Record the Phase inspection completion on the DA Form 2408-13 and keep it with that form for 6 months. After that time, detach the checklists from the -13 and keep it on file until the same Phase is completed in the next cycle.

Finally, pull a Daily inspection according to TM 55-1520-210-PMS and put the bird on a red dash. She's now ready for the post-inspection maintenance test flight spelled out in TM 55-1500-219-MTF.

Man, now your Huey is really purrin' along in the blue ... 'tis sweet music to the ears of any mech!

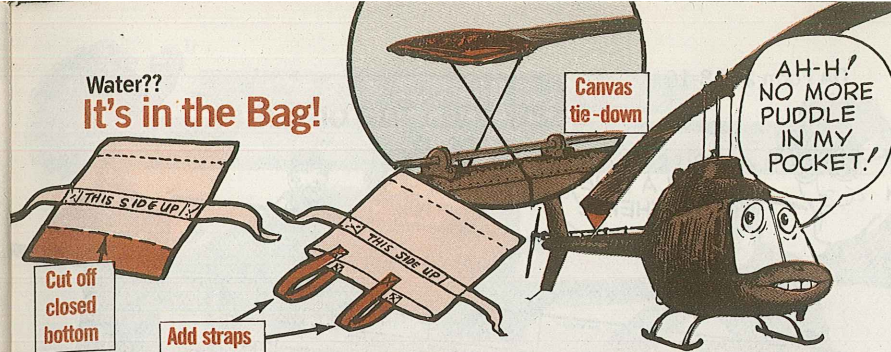
CONNIE!
WHAT'S WITH
DOOLEY?

HIS BIRD'S
IN THE TOP TEN!



54

Water?? It's in the Bag!

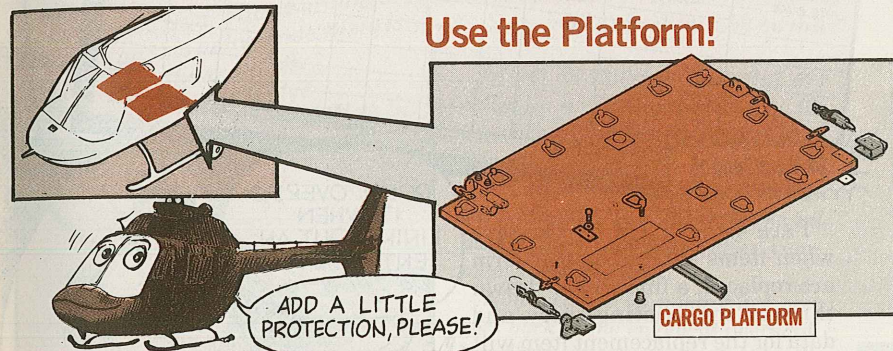


The trouble with the Kiowa main rotor tie-down is that it will collect water. And, if you're located in a salt water area, corrosion of the blade tip cap is a real possibility.

To head off that revoltin' development, check with your canvas repair shop.

Have 'em cut off about 3 inches at the closed end, to give you an open tie-down. The removed material is used to make 2 straps which are then sewed on the end of the tie-down to hold it on the blade.

That'll give you plenty of drainage.



The passenger compartment floor in OH-58A/C is taking a lot of abuse, Kiowa types. As a result, the birds often have to go to overhaul before their time.

How come?

Well, the unprotected .012-in aluminum sheeting can easily be punctured by material you haul.

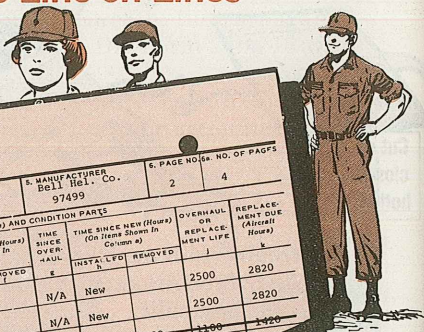
Which is why you want to install Platform, cargo, NSN 1560-00-484-1069, authorized in TM 55-1520-228-23P (Jun 78)—every time you haul cargo.

55

Draw the Line on Lines



YOU GOTTA DRAW A LINE SOMEWHERE!



1. NOMENCLATURE	2. FEDERAL STOCK NO.	3. PART NO. OR MODEL	4. SERIAL NUMBER	5. MANUFACTURER	6. PAGE NO. & NO. OF PAGES	
Helicopter, Utility	1520-00-859-2670	UH-1D	69-12856	Bell Hel. Co. 97499	2 4	
RECORD OF TIME CHANGE (Time Between Overhaul/Repair 1-70) AND CONDITION PARTS						
7. NOMENCLATURE	PART NUMBER AND FEDERAL STOCK NUMBER	SERIAL NUMBER OR LOCATION	NO. OF PREV. OVERHAULS	TIME SINCE NEW (Hours) (On Item Shown in Item 1)		OVERHAUL OR REPLACEMENT LIFE (Hours)
				INSTALLED	REMOVED	
Blade Assy, M.R.	204-011-250-5 1615-00-072-5799	A21121	N/A	320	N/A	New
Blade Assy, M.R.	204-011-250-5 1615-00-072-5799	A21472	N/A	320	N/A	New
Hub Assy, Main Rotor	204-012-101-5 1615-00-833-1560	A1030	1	1400	1100	2500

Line through an entry only when you're replacing that component with another component.

1. NOMENCLATURE	2. FEDERAL STOCK NO.	3. PART NO. OR MODEL	4. SERIAL NUMBER	5. MANUFACTURER	6. PAGE NO. & NO. OF PAGES
Hub Assy, Main Rotor	204-012-101-5 1615-00-833-1560	A1030	1	1400	1100 2500

DA Form 2408-16

Para 4-15c of TM 38-750 says when items entered on this form are replaced, a line will be drawn through the existing entry, and data for the replacement item will be entered on the next open line.

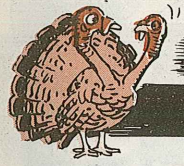
Hang your line on the words replaced and replacement. You do not draw a line through an entry when you're just removing that component temporarily — say for repair or scheduled inspections — and replacing the same component on the same aircraft.



DON'T OVERDO IT WHEN LINING OUT AN ENTRY ON DA 2408-16.

Draw a line through a component entry only when that item's permanently removed from the aircraft and replaced by another component.

You can underline that!



DOUBLE PROTECTION



NO SWEAT ON THIS ONE!

Dear Windy,
An overhauled 0-480-3A engine just came thru and it has an oil filter in the oil pump.
The other engine on our U-8 aircraft doesn't have the filter. I'm puzzled about maintenance on this baby, since there is nothing in the manuals.
Can you help, Windy?
SP6 W. R. S.

Dear Specialist W. R. S.,
Sure, but let's back up a bit on this one.

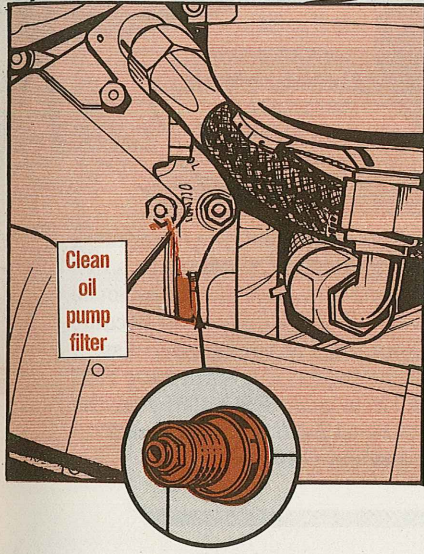
MWO 55-1510-201-30-5 (Jul 67) called for removal of the oil pump filter and installation of another type of filter in the oil system.

So, item 8 in Fig 23 of TM 55-2810-218-20P (Jun 72) calls the oil pump filter "obsolete" after compliance with the mod.

However, the oil pump filter now goes back in the engine at overhaul. It's a little extra protection for the oil, so do not remove it. The only maintenance on this permanent-type filter is to inspect and clean it during periodic inspections. The pubs are being updated with all the info.

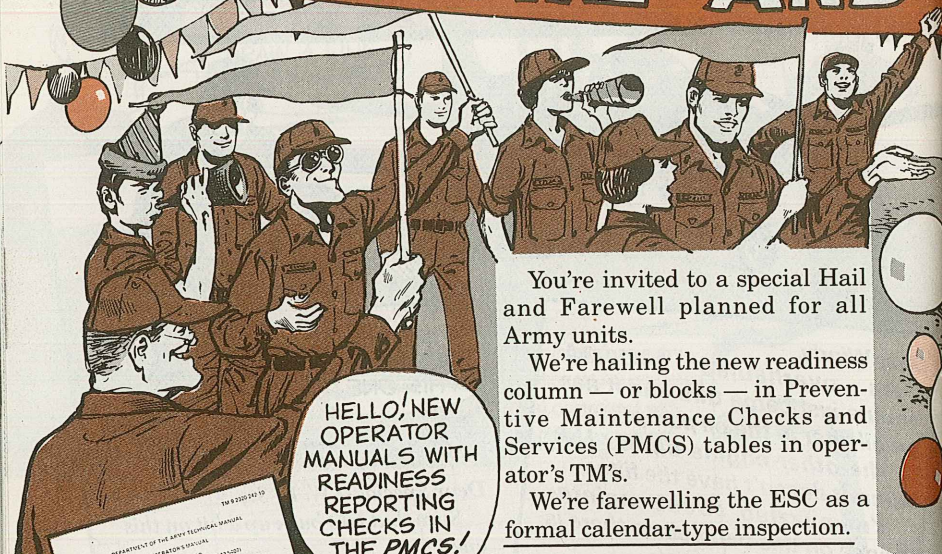
As for your engine without the oil pump filter, no action is needed. The filter is installed only during overhaul.

Windy



HAIL AND

FAREWELL!

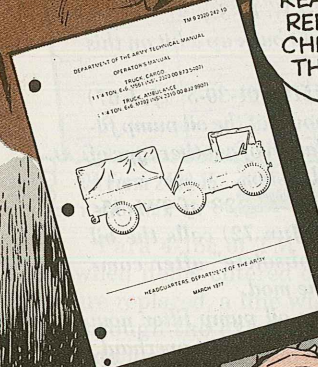


You're invited to a special Hail and Farewell planned for all Army units.

We're hailing the new readiness column — or blocks — in Preventive Maintenance Checks and Services (PMCS) tables in operator's TM's.

We're farewell the ESC as a formal calendar-type inspection.

HELLO! NEW OPERATOR MANUALS WITH READINESS REPORTING CHECKS IN THE PMCS!

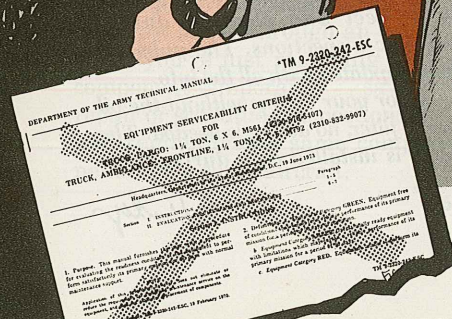


GOODBYE ESC

... AS A FORMAL CALENDAR INSPECTION!

As of 15 August, the Equipment Serviceability Criteria with a rating system based on a formal once every 90 days inspection became as outdated as the blunderbuss.

The special DA Form 2404 ESC and reporting ESC scores on the DA Form 2406 and DA Form 2715 passed into history.



Now equipment's either ready (Available) or not ready (Not Available) for the DA Form 2406 and 2715 depending on what operators find while pulling PMCS.

So . . . hello PMCS with the new readiness reporting column! Those columns — or sometimes separate blocks — are headed "Equipment will be rated Not Ready if:" (equipment fault) occurs.

Operator Checks

The readiness reporting column or block is just part of the operator's checks. It is not an all-by-itself calendar inspection.

Each time you operate the equipment make sure you include the readiness column checks in your before, during and after operations checks. If you operate your equipment every day, make a readiness check every day. If you only work that equipment occasionally, check the readiness column every time you do work it.

Find a fault listed in the readiness column? Write the PMCS item number of that fault in Column a of your DA Form 2404. Circle the item number. Put an X in Column b. Describe the problem in Column c.

Finish your inspection. Add any other faults you find but cannot fix. Make sure you catch all the faults —

Table 3-1. Preventive Maintenance Checks and Services (PMCS) - continued

ITEM NO.	INTERVAL					ITEM TO BE INSPECTED PROCEDURE: Check for and have repaired, filled or adjusted as needed	FOR READINESS REPORTING, EQUIPMENT IS NOT READY/ AVAILABLE IF:
	B	D	A	W	M		
9						POWER TRAIN Inspect transmission, transfer, and differentials for damage or leaks. Look for puddles under the differentials. Inspect propeller shaft and U-joints for tightness, wear, or damage.	Transmission or transfer inoperative or front or rear propeller shaft missing.
2						Left front light lens cracked	
9	X					Transmission jumps out of third gear	

DA FORM 2404
1 JUL 67

Find a fault listed in the column?

Circle the sequence number and give that fault an X status symbol

those with a readiness column entry and those without. But, only circle the item number for the ones with fault conditions in the PMCS readiness column or blocks.

Take the DA Form 2404 to your maintenance supervisor, dispatcher or friendly mechanic.

Maintenance Supervisor

If the fault can be fixed within 12 hours — 8 at support — just get it fixed and forget it. Clear the faults on the DA Form 2404 and trashcan the form.

But if the equipment is down more than 12 hours — 8 at support — you've gotta count NORS or NORM time. Hold onto the DA Form 2404 until the readiness column faults — and all other faults — are cleared. Then, toss out the form.

Maybe you've got equipment with no readiness column or blocks in the PMCS — maybe even no PMCS. In that case, hold on to your old ESC pubs for that equipment. Use the ESC as a guide only — not as a formal calendar inspection.

Compare the ESC Red or Not Ready faults in the ESC pub to the new

PROCEDURE	RATINGS		
	GREEN	AMBER	RED
for cracks/breaks and broken welds, and loose bolts or rivets.	broken side rails, cross-members, broken welds, or loose bolts or rivets.		broken side rails, cross-members, broken welds, or loose bolts or rivets.
ITEM 4. Batteries			
Inspect for obvious defects and damage which makes the batteries unserviceable. Determine if batteries will crank engine.	All batteries present and in good condition. Batteries crank engine at normal cranking speed.		Unserviceable or missing battery(s) or will not crank engine.

IF YOUR EQUIPMENT DOESN'T HAVE A NEW PMCS YET, USE THE OLD ESC NOT READY / RED FAULTS AS A GUIDE!

definition for Not Operationally Ready (NOR) in TM 38-750. Use the faults in the Red or Not Ready column — that fit the NOR definition — as your readiness column faults until a change to the operator's manual comes out with a new PMCS. Then, toss the ESC pub.

The NORS and NORM time you count for readiness faults help you figure your unit's operationally ready (OR) rate for the DA Form 2406 and DA Form 2715.

Post Your Pubs

Dear Editor

The new logbook sized operator/crew manuals fall apart when you use them. The staples won't keep the loose-leaf books together. And, there's no way to put a change in the manual and re-staple it.

Solve the problem by using ledger posts. Use 2 posts for each TM — one in each of the 1/4-in holes. You'll have to use a 1/4-in washer (NSN 5310-00-809-4058 will do) under the heads of the posts for TM's that do not have these extra 2 holes. And, there should be about 1/8-in free-play at each post so the manual can be opened and laid flat for use.

You can get the ledger posts from the GSA catalog:

NSN	SIZE
7510-00-634-0232	5/8 -inch
7510-00-634-0230	3/4 -inch
7510-00-634-0231	1-inch

Leo E. Carr
Warren, MI

(Ed note — That should hold 'em.)



WE'RE A BIG HELP!

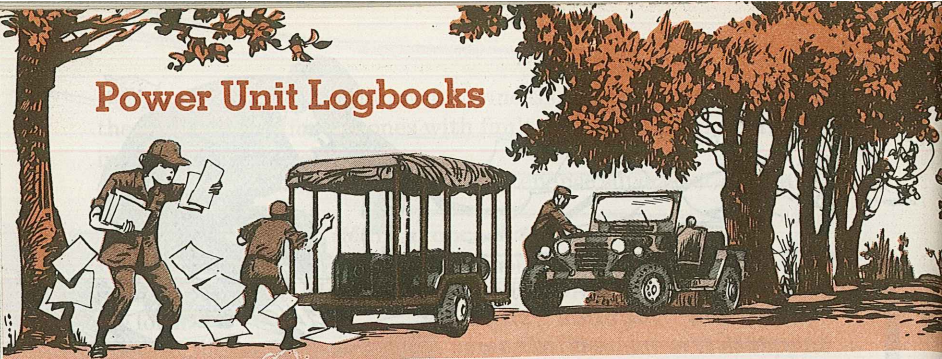
FIRST TRY USING MANUAL BINDER, NSN 7510-00-889-3494

TM 9-2350

For 3 hole TM's you'll have to add 1/4-in flat washers under heads of posts

TECHNICAL MANUAL
OPERATOR'S MANUAL

Power Unit Logbooks



Power units are meant to generate electricity. But when it comes to logbook records, PU's generate a lot more headaches — assembled or in pieces

Chapter 7 of AR 710-3 Asset and Transaction Reporting System rules on the Army's Vehicle Registration Program. The reg says you need DA Form 2408-9's on power units.

That means you need a DA Form 2408-9 Acceptance and Registration or Gain Report and the latest Transfer Report.

But when you look power units up in Appendix E of TM 38-750, no PU's show up.

But you will find forms for the trailer — DA Form 2408-9 and DA 2408-14. And for each generator you have that's listed in Appendix E you'll find a DA 2408, 2408-1, 2408-9, 2408-10, 2408-14 needed.

FORMS REQUIRED		TM 38-750																	
ECC	NOMENCLATURE	LOGBOOK BINDER	DA FORM 2408	DA FORM 2408-1	DA FORM 2408-4	DA FORM 2408-5	DA FORM 2408-9	DA FORM 2408-10	DA FORM 2408-12	DA FORM 2408-13	DA FORM 2408-14	DA FORM 2408-15	DA FORM 2408-16	DA FORM 2408-17	DA FORM 2408-18	DA FORM 2408-19	DA FORM 2409		
HT	Trailers, All Types								X									X	
Generator 5 KW, and over AC @ 60 CY:																			
	5 KW Holgar	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	5 KW PO-286	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	5 KW Kohler	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

That adds up to as many as 4 separate sets of DA 2408-9's. That's extra work and duplication and a lot of headaches.

Ho-o-oid it! You can cut back on your aspirin intake and save a tree (well, maybe)!

The DA 2408-9's required by AR 710-3 on the power unit are enough to cover the set — if you follow-through. Send out a DA Form 2408-9 Loss Report on each generator and the trailer. Use Code N in Block 17 of each report.

271939	1ST BN 7TH INF	15547	10Y0078	ON
GENERATOR	GENERATOR	GENERATOR	GENERATOR	GENERATOR
16. TYPE REPORT	17. REPORT CODE			
a. ACCEPTANCE AND REGISTRATION	d. LOSS	N		
b. USAGE	e. GAIN			
c. TRANSFER	f. OTHER			

"Lose" the generators and trailer (or truck) — if you have logbook DA 2408-9's on them.

The PU's DA 2408-9's cover the generator and trailer as long as they stay in the PU. If your set's permanently disassembled — or you replace a generator or the trailer, you'll need DA 2408-9 Gain Reports on the item(s) separated and a DA 2408-9 Loss on any replacing items.

To keep up with lube time, fuel and oil usage — keep a DA Form 2408-1, 2408-10 and 2408-14 on each generator in the PU. Keep a separate DA 2408-14 on the trailer.

That's it. One set of DA 2408-9's and a separate DA 2408-1, 2408-10 and 2408-14 on each generator plus 1 DA 2408-14 on the trailer.

Handle your truck-mounted PU's the same way!

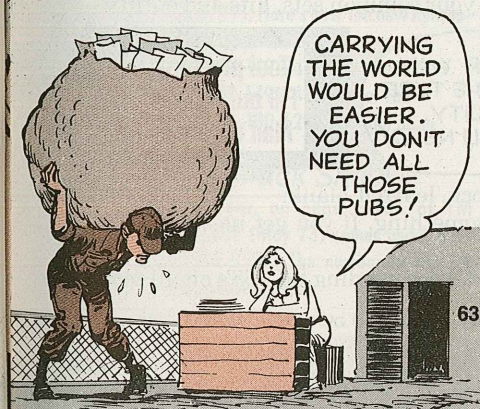
Too Many Pubs?

You're pub-heavy if you're stocking higher-level pubs. You need only those pubs that apply to your level of maintenance — and no more.

Now, it may happen that your pubs don't have all the info you need.

In that case, check support's pubs — and the SMR code if you're thinking about ordering parts from any of those pubs. Parts coded O in the 3rd place of the SMR code are OK for you to use and order — no matter what pub covers them.

Remember, though, you may have to do some tall explaining if you keep higher-level pubs around your shop. Both para 3-8b of AR 310-2 and para 32 of DA Pam 310-10 say stocking pubs above your level of maintenance is a no-no.



Tool Problems . . . Report 'Em on SF 368

QUALITY DEFICIENCY REPORT

1. Report No. 2. Date Reported 3. Category (1. National, 2. DSN, 3. Other) 4. Nature

5. Manufacturer Mfg. Code/Shipper 6. Mfg. Part No. 7. Serial/Lot/Batch No. 8. Contract/PO/Document No.

9. Government Furnished Material (a) Yes (b) No 10. In Stock (a) In Stock (b) Not in Stock

11. Item (a) New (b) Replaced (c) Deleted 12. Date Manufactured/Received 13. Operating Time at Failure 14. Deficient (a) Yes (b) No

15. Quantity 16. Deficient Item (a) Aircraft, Tank, Ship, Helicopter, etc. (b) Type/Model/Serial No. (c) Part No. (d) Serial No./Lot No.

17. National Stock No. (NSN) 18. Name/Make 19. Item Under Status (a) Yes (b) No (c) Unknown 20. Sub-Unit Code (IC, Oavy and Air Force only)

21. Est. Correction Cost 22. Remarks (Describe, in best ability, what is wrong, how and why, circumstances prior to difficulty, description of difficulty, cause, etc. Include and list supporting documents. Continue on separate sheet if necessary.)

SF 368

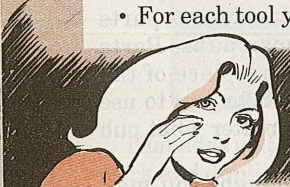


Uncle wants you to have top quality tools so you can do a first class maintenance job.

Help yourself — and Uncle — by letting him know about every tool you use that doesn't do the job it was designed to do.

Use SF 368 Quality Deficiency Report to tell Uncle the bad news. The report — still called an EIR — goes to the agency that can do something about the poor quality or wrong type tool.

- Fill out an SF 368 —
- For each tool that fails from normal use
 - For each tool you want deleted
 - For each tool you want added to your common sets, kits and outfits



IT'S YOUR WAY TO GET THE TYPE AND QUALITY TOOLS YOU NEED!



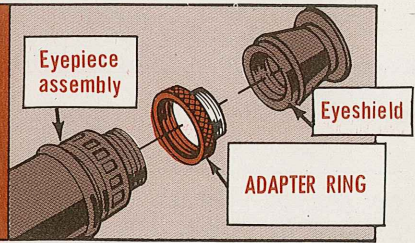
If you don't have info for every block, leave it blank. Keep the bad tool till you hear something. If you get no word in 60 days, turn it into supply.

To help get the tool problems fixed, keep sending SF 368's on all tools that fail.



Get The Green Ring

If your night vision sight AN/PVS-1, -2(), -3() or AN/TVS-2() doesn't have a knurled green adapter ring between the eyepiece assembly and rubber eyeshield, turn it in. That adapter ring protects your eye from radiation damage. Your support will apply limited urgent MWO 11-5800-210-30-1 (Feb 72).



New Monkey Harness

Crew chiefs should ask for the new gunner's restraint harness, NSN 1680-00-169-0656, right away! The old harness, NSN 1618-00-516-8427, can't be used after 1 Jan 79 because it has no leg straps. Scrap the old harness locally, per TSARCOM Msg DRSTS-MEG(2) 291900Z Jun 78.

Ditch Those Forms!

Wondering what to do with the DA Form 2408-9 on communications/electronic items that no longer need those forms? Trashcan 'em. You don't need 'em any more.

It's Here!

The new, fire resistant hydraulic fluid is now available for selected aircraft and systems. Conversion from MIL-H-5606 to MIL-H-83282A is spelled out in TB 55-1500-334-25, with Change 3 (Dec 77). Here's how the new hydraulic fluid stacks up:

G for NORS

You still use G on your NORS supply requests along with N, E and 9. The G was scheduled to be dropped for a while, but DA Msg DALO-SMS 211230Z Sep 78 put it back in use. It's still in AR 710-2.

- NSN 9150-00-149-7431 1-qt can
- NSN 9150-00-149-7432 1-gal can
- NSN 9150-00-180-6290 55-gal drum

645M Turbocharger Change

The new engine in your 645M scoop loader takes a new turbocharger, too.

5-Ton Truck Shackle

Shackle, rear, on page 2-134 of TM 9-2320-211-20P (May 73) comes under NSN 4030-00-740-9523. The number in the TM gets you the shackle, front.

If your loader has the Fiat-Allis engine FSCM 90940 PN 4029398, you need turbocharger FSCM 90940 PN 4029207. If your loader still has the old engine, NSN 2815-00-494-9334 PN 4027601-6 use turbocharger NSN 2950-00-018-2191 PN 4022911-0 on page 15 of TM 5-3805-239-20P (Aug 74).

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-757-081/13

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



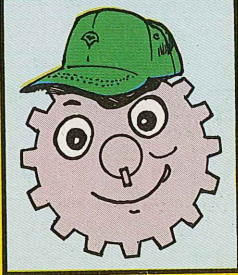
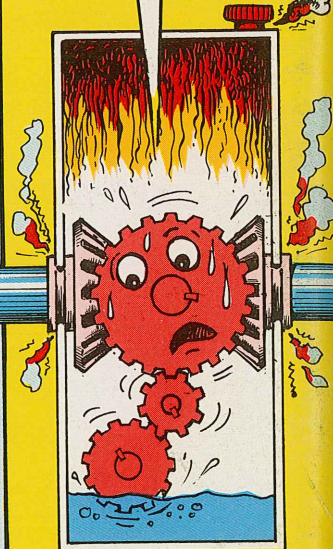
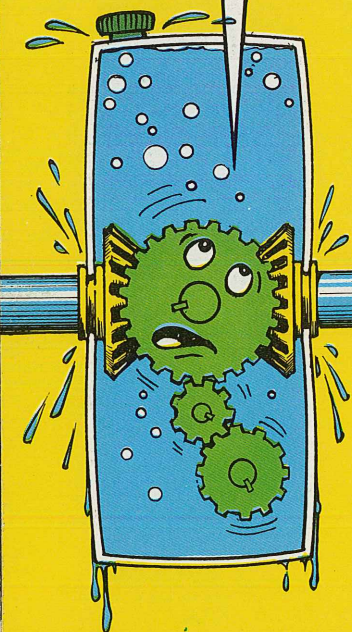
Puh-leeze!
KEEP
FLUID LEVELS
RIGHT



NOT TOO HIGH!

NOT TOO LOW!

ONLY JUST RIGHT IS JUST RIGHT!



INCREASED VOLUME AND PRESSURE BLOW SEALS!

LACK OF COOLANT OR LUBE BURNS THINGS UP!