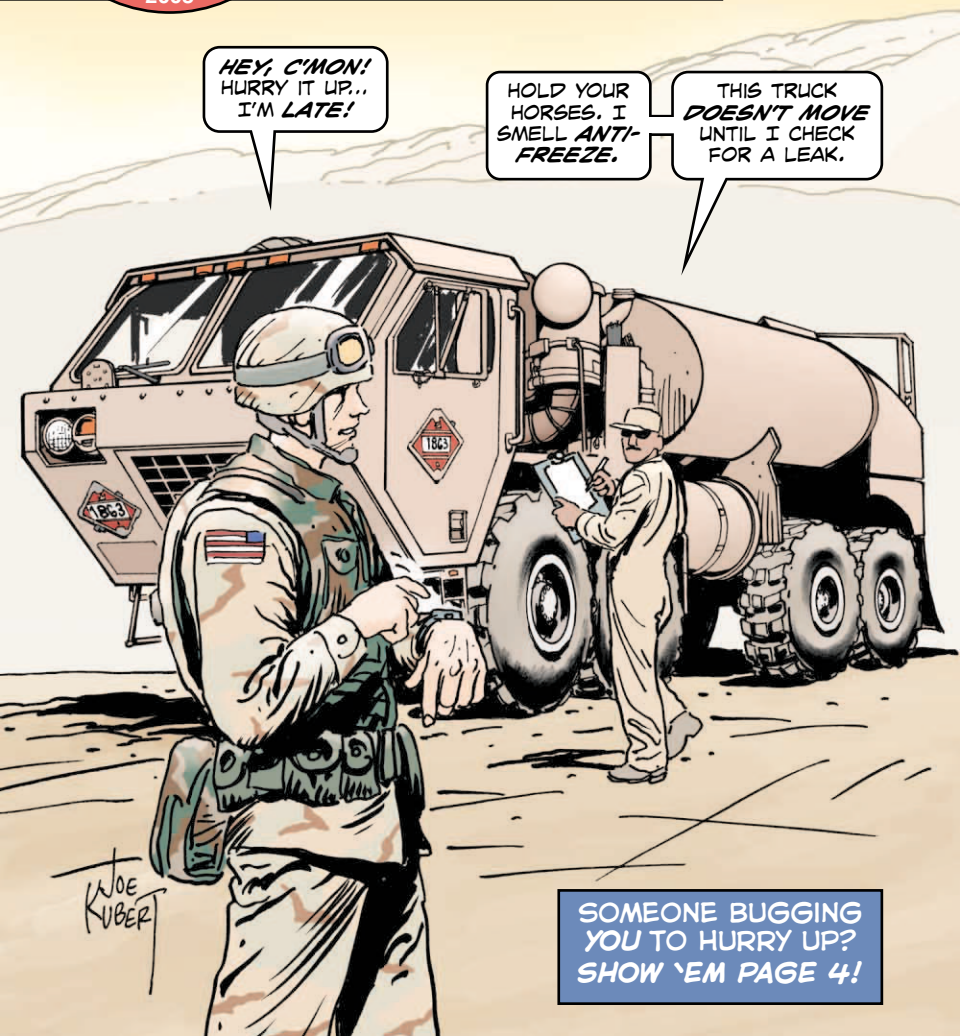
Issue 634

PS

September 2005

THE PREVENTIVE MAINTENANCE MONTHLY

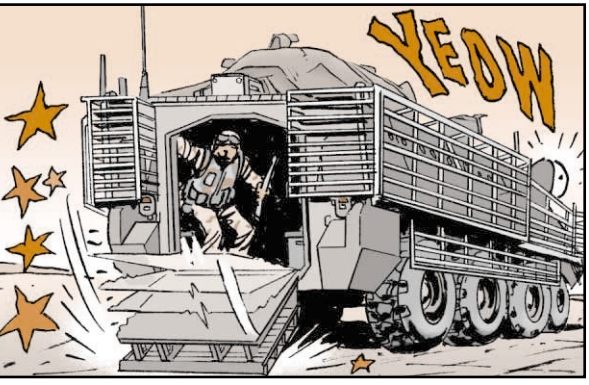
TB 43-PS-634

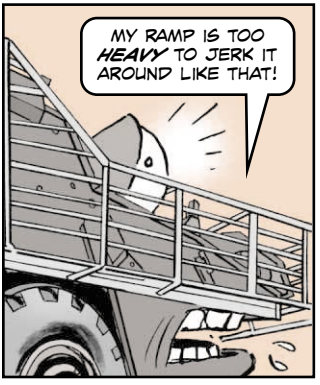


SOMEONE BUGGING *YOU* TO HURRY UP? *SHOW 'EM PAGE 4!*

Stryker...

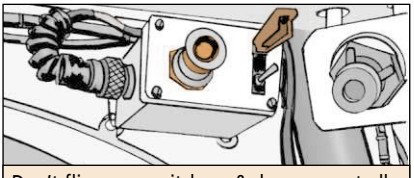
Up or Down, Keep it Smooth





With the addition of slat armor, the ramp on your Stryker becomes a real heavyweight. That means you have to be even more careful than normal when raising and lowering the ramp.

Flipping the ramp switch up and down is definitely a bad idea. The ramp will jump and jerk as it raises or lowers. That puts too much strain on the hydraulic rams and blows the seals. The same problems arise if you leave the ramp partially raised or lowered.



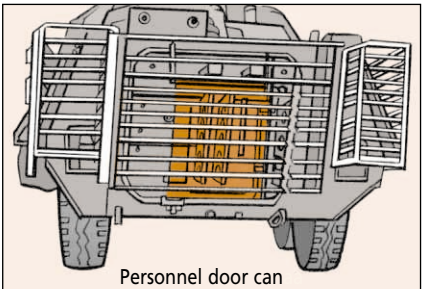
Don't flip ramp switch up & down repeatedly

Remember, there are only two positions for the ramp: all the way up or all the way down. So raise and lower the ramp in one smooth motion to avoid damage to the ramp mechanism.

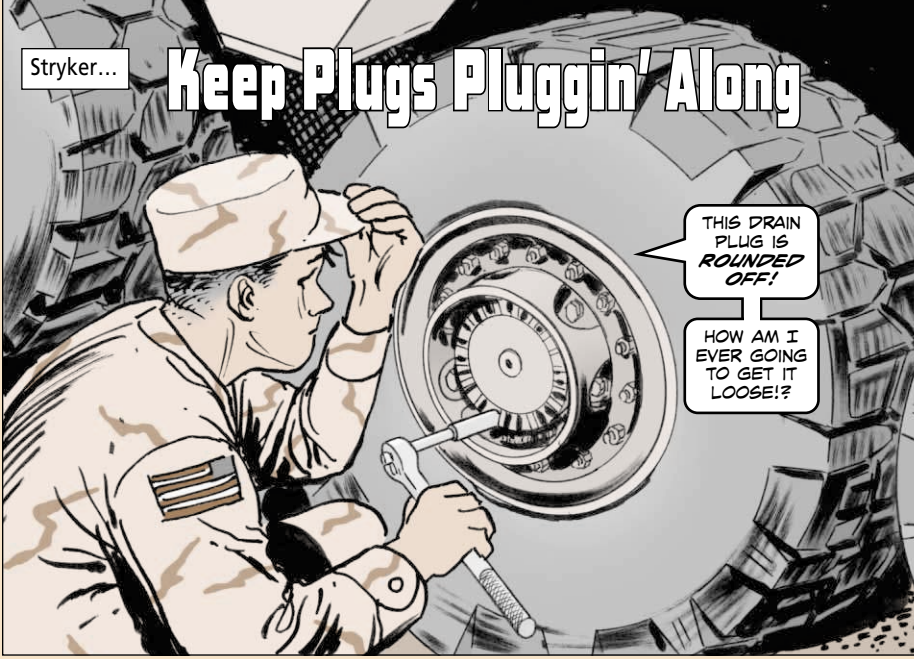
Watch the Personnel Door

Be **very** careful when opening the personnel door on the Stryker's ramp, especially if the vehicle is parked on an uphill incline.

Slat armor makes the door a whole lot heavier, so it will swing open suddenly when the latch is released. A few soldiers in Iraq were nearly crushed between the door and the slat armor that covers the right fuel tank cap.



Personnel door can swing open suddenly and with a lot of force



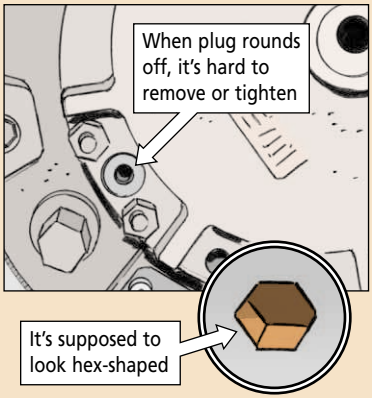
Easy does it when removing or tightening the hub filler/drain plugs on your Stryker.

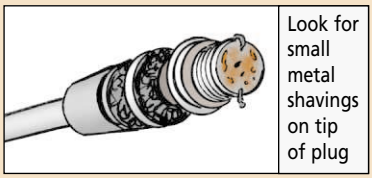
The hex-shaped indentation on the plug will strip and round off easily. That makes the plug very hard to install or remove.

Make sure you insert your wrench all the way into the plug before turning. That'll reduce the chance of damage.

Keep a few extra plugs, NSN 5365-01-157-1347, and gaskets, NSN 5330-12-156-4524, on hand in case one is damaged. They cost only a little more than $2 per set, so it'll be more than worth it if a plug strips while you're in the field.

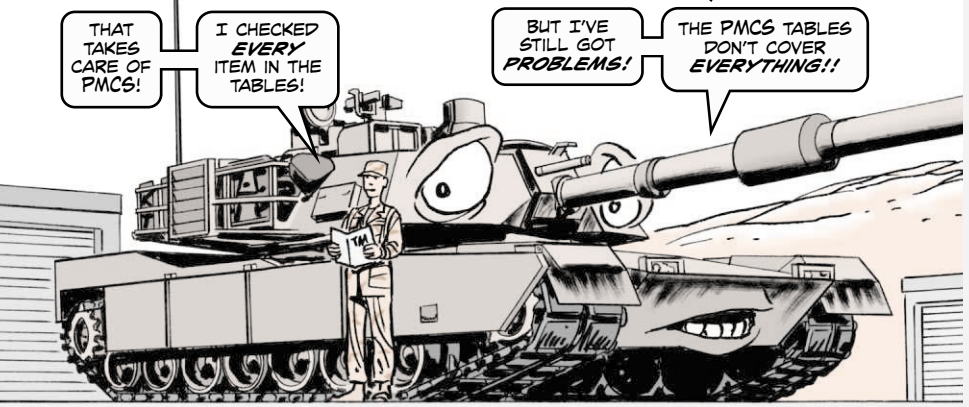
Once the plug is removed, pay special attention to the inside tip. That end of the plug is magnetized, so you may find tiny metal shavings stuck there. Metal shavings probably means wear to the planetary gears in the hub. Tell your mechanic.





Combat Vehicles...

Complete PMCS Makes Sense(s)

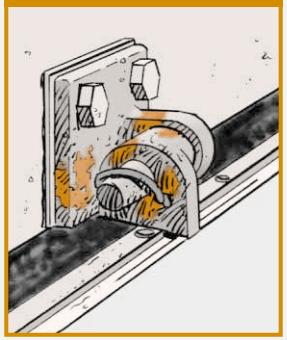


So you've gone through every Item in the PMCS tables of your vehicle's -10 TM. All finished, right?

Nope. If you think going through the PMCS charts is all you need to keep your vehicle running, you've got another think coming.

During daily PMCS, there are a lot of items that don't have a specific procedure called out. In other words, a complete, overall inspection is what's required.

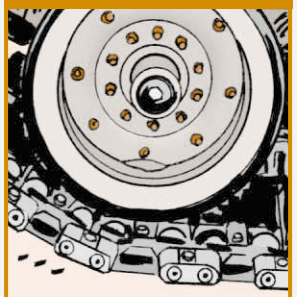
- Catches, locks and hinges should be checked for smooth operation. Look for metal fatigue, wear, and other damage. Listen for squeals that indicate rust.



- Bolts, clamps, nuts, and screws should be checked regularly for looseness.

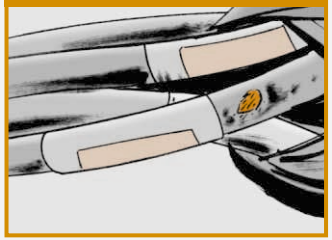
How to tell?

Loose fasteners will show chipped paint, bare metal, or rust around the heads.

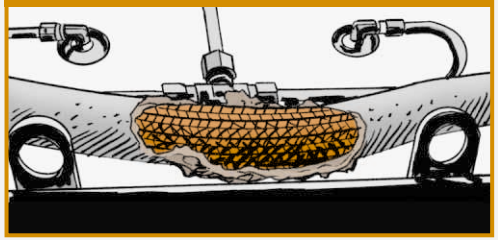


- Many items on your vehicle are welded and require careful inspection. A failing weld may show movement, gaps, corrosion, and flaked or missing paint.

- Other items to inspect include electrical connectors and cables. Look for broken connectors and worn or cut cables.



- Hose fittings, clamps, and the hose itself need to be checked. Look for abrasions, seepage or leaks. Feel for leaks in areas you can't see. Take a sniff, too. Some fluids have a distinctive odor.



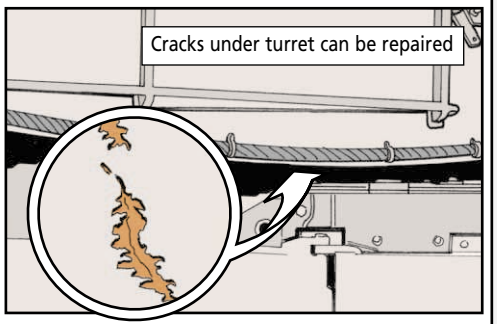
M1-Series Tanks...

Is Your Tank Cracking Up?

If you've noticed cracks developing on the underside of the turret, don't panic. Your tank is not coming apart at the seams.

In most cases, these are not cracks in the armor but in the thin metal skin that covers the bottom of the turret.

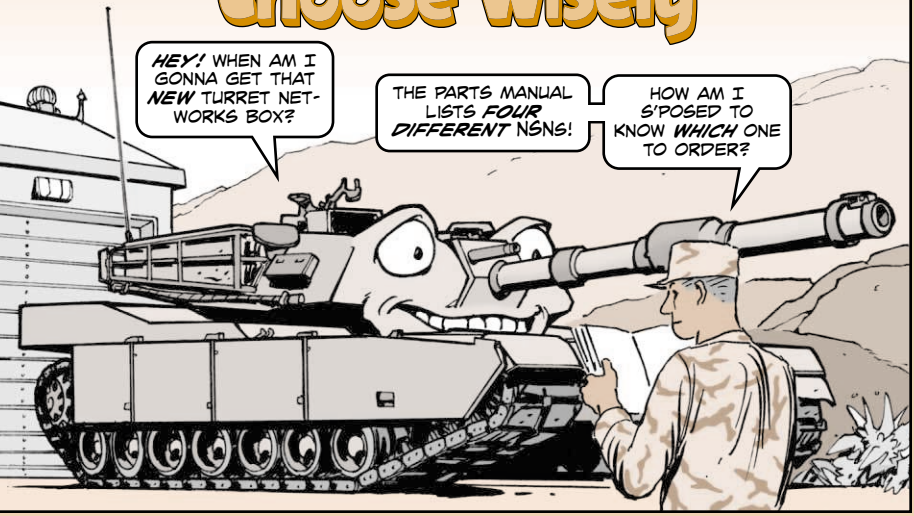
They need to be repaired, though, so keep an eye out for those cracks during your PMCS. If you spot any, let your mechanic know. He'll fix them following the procedures that start on Page 5-450 of TM 9-2350-264-20-2-3. The repair procedures haven't been added to the M1A2 and M1A2 SEP manuals yet, but they're coming soon.



Mechanics, a new PMCS check is being added to the -20-2-1 TMs for the M1A1, M1A2 and M1A2 SEP. It requires checking for the cracks during semi-annual services. Make a note until the TMs are changed.

M1A1 Tanks...

Choose Wisely



1. IF YOU'RE REPLACING THE TNB IN A TANK, TAKE A LOOK AT THE NOMENCLATURE TAG OF THE OLD TNB AND ORDER WITH THAT NSN.

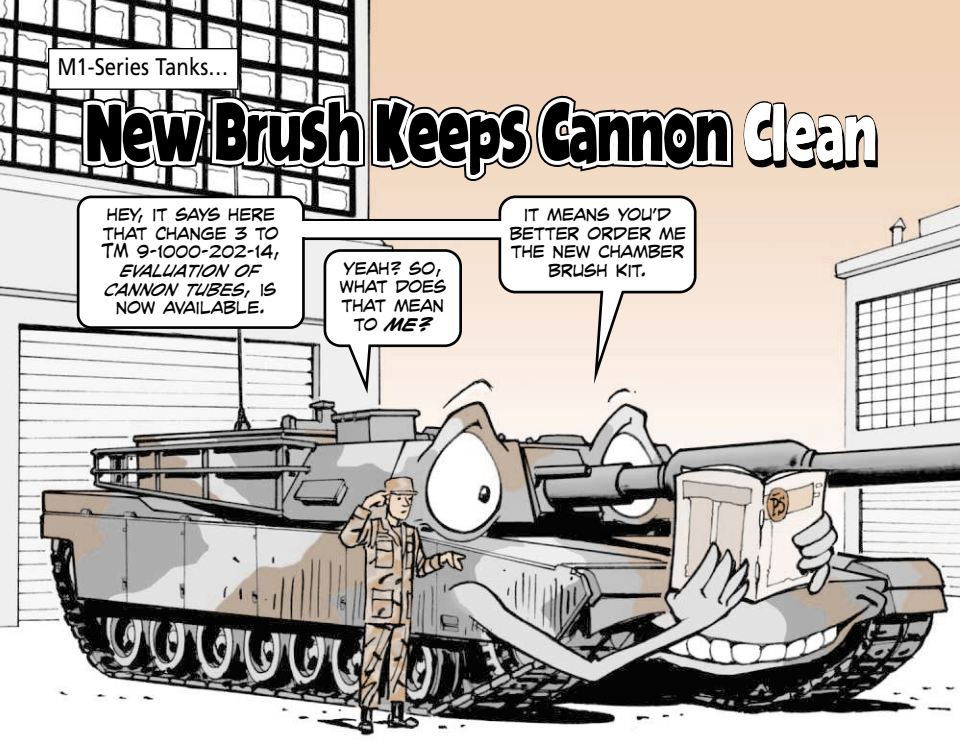
2. IF YOU'RE ORDERING A NEW TNB FROM THE PARTS MANUAL, DETERMINE THE TANK CONFIGURATION... ...THEN FOLLOW THE USABLE ON CODES (UOC), PART NUMBER, AND NSN FROM THE PARTS MANUAL TO SELECT THE RIGHT TNB.

3. IF YOU WANT TO TAKE THE EASIEST ROUTE, ORDER FROM THIS LIST...

Tank Configuration	TNB, NSN 5975-01-
M1A1 without driver's hatch interlock (DHI)	316-9270
M1A1 with DHI	459-9483
M1A1 AIM (1st Armored Division only)	476-6482

M1-Series Tanks...

New Brush Keeps Cannon Clean

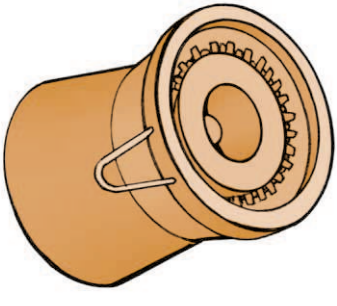


Change 3 to TM 9-1000-202-14, *Evaluation of Cannon Tubes,* is now available. So what does that mean to you?

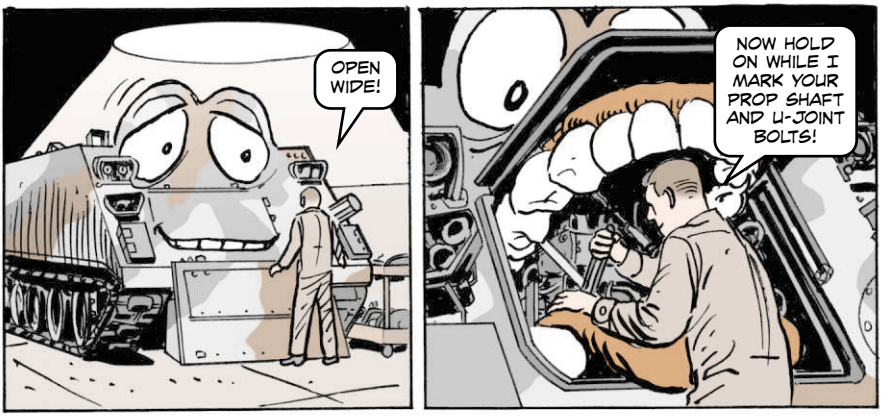
Good question. Appendix B contains new criteria for proper inspection and condemnation of the M256 cannon tube's chamber area. To allow crews to do a good inspection, a new chamber brush kit, NSN 1015-01-511-7872, was added to the BII of TM 9-2350-264-10-2 (Mar 03 w/Ch 1). Instructions for using the kit are found on Page 3-251 of the -10-2 TM.

The chamber brush and instructions have not yet been added to the M1A2 and M1A2 SEP TMs, but the new inspection requirement still covers those tanks. Make sure you order and use the new chamber brush kit, too.

New chamber brush kit removes carbon and dirt from cannon tube



Keep Prop Shaft Bolts Tight

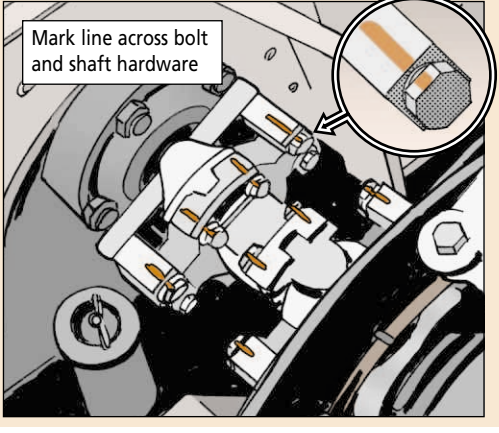


One of the most important things you crewmen and mechanics can do is check for loose or missing propeller shaft and U-joint bolts on M113 carriers.

If the shaft comes loose, it flails around, damaging the vehicle. If it crashes through the floorboard, the shaft could injure or kill the driver.

Spotting a missing bolt is simple enough, but how do you check for a loose one?

That's where you mechanics come in. When you pull semiannual PMCS, torque all the bolts. Then make alignment marks on the bolt heads and prop shaft or U-joint yoke. Mark them with a scribe or awl.



That makes it easy for crewmen to double-check them during PMCS. If the marks don't line up, the bolt has loosened.

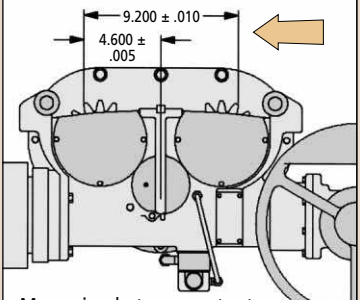
Of course, the best solution is to keep the bolts from coming loose in the first place. That means torquing the bolts right.

After torquing the bolts the first time, drive the vehicle forward about 100 feet and then back. Re-check the torque and tighten if necessary. The initial stress of operation sometimes loosens the bolts.

M109A6 Paladin...

GOT THE SHAKES

Have your mechanic notify DS/GS maintenance about the problem. They'll determine if the gear box has the correct backlash by measuring the traversing output gears as shown on Page 13-31 of TM 9-2350-314-34-2.



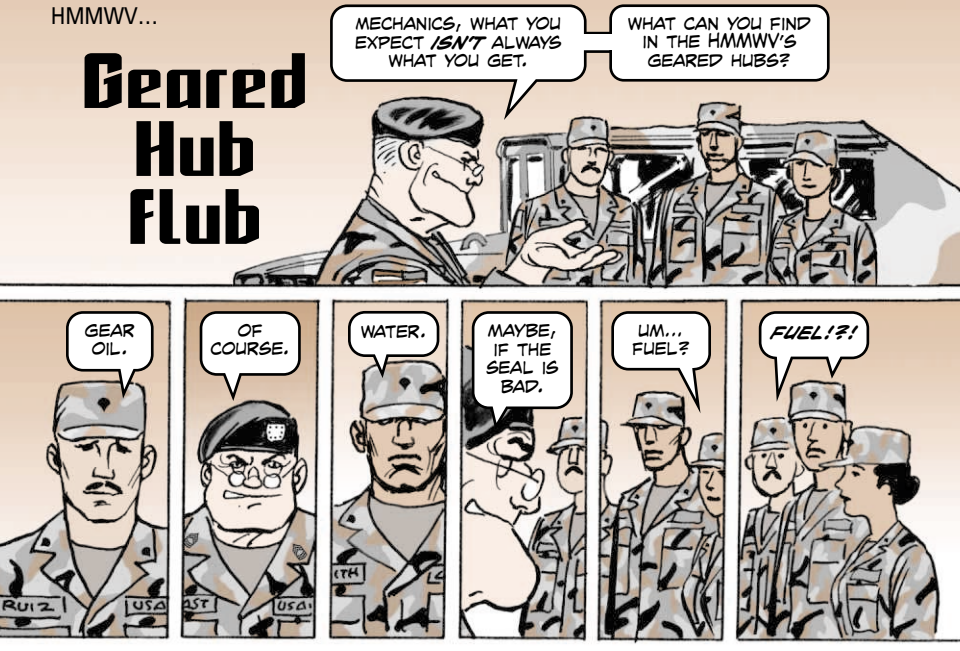
Measuring between output gears will determine backlash

If the backlash is out of tolerance, they'll remove the center bottom cover and add a shim between the backlash gear and the gasket as shown on Page 13-22 of the -34-2 TM.

Adding shim could fix vibration problem

If the shim doesn't bring the gears within tolerance, the traversing mechanism will have to be disassembled to set the backlash gear.

Geared Hub Flub



That's because the vent line from the geared hub is connected to the vent line from the fuel pump. But for fuel to get into the geared hubs, the fuel lift pump diaphragm must be leaking. If the pump is leaking, your truck could also be hard to start or run rough.

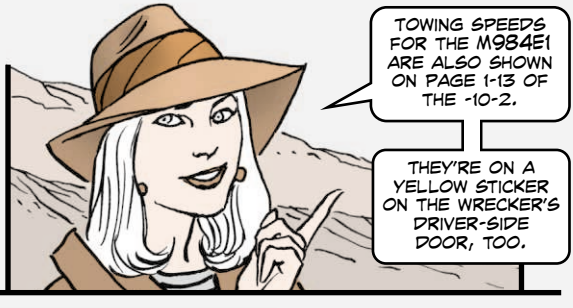
Pump problems can cause fuel to be pushed into the vent lines, and since the geared hubs are the lowest points in the vent system, the fuel tends to go there.

Fuel and gear oil don't lube well. That combo damages hub gears. Plus, too much liquid in the geared hubs leads to blown seals.

Remember, finding fuel in the geared hubs is not common. But when you do, replace the fuel lift pump with NSN 2910-01-168-7905. Then replace the hub gear oil. You need to blow out the vent system with compressed air to get rid of the fuel.

Drivers, throwing rubber is what happens when you operate your HEMTT beyond its recommended speed limits.

Most limits are spelled out in the chart on Page 3-61 and 3-62 of TM 9-2320-279-10-1.



THOSE TOWING SPEEDS ARE...

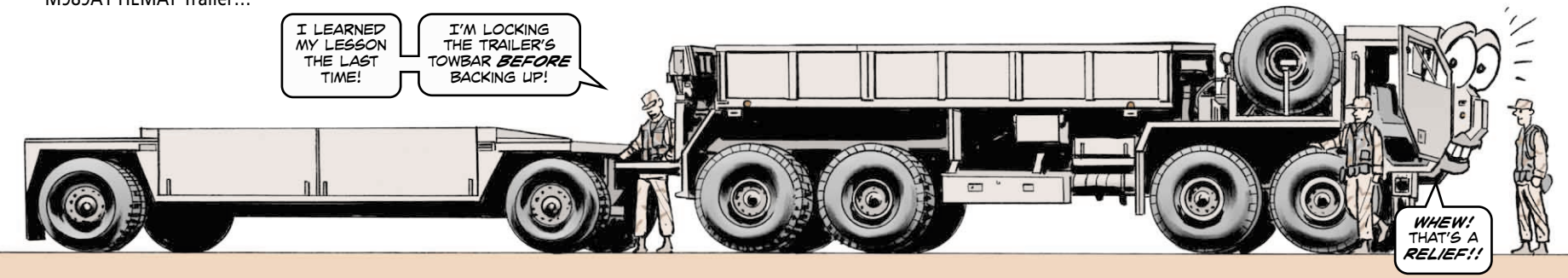
	Loads to 50,000 lbs	Loads over 50,000 lbs
Level road	35 mph	30 mph
Hilly road	30 mph	20 mph
Off road	15 mph	15 mph

Other culprits of tire damage include wrong air pressure and too much load—so keep these in check.

M939A2 Arctic Fan Belt

NSN 3030-01-287-3155 gets an arctic fan belt for cold weather. It stands up to "Old Man Winter." Take off the arctic belt in the spring and use the regular belt, NSN 3030-01-271-3754. Keep spare belts laid flat in a cool, dry place. Never hang 'em on a nail—they can kink!

M989A1 HEMAT Trailer...



LOCK UP BACK UPs

Pulling the HEMAT trailer is easy stuff, drivers, as long as you pay attention when making turns. Backing one up is another story.

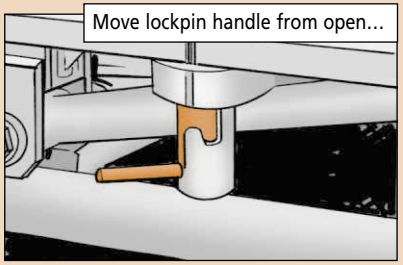
Before you start, you need to get out of your truck and lock the trailer's towbar in place. A lot of drivers forget, or figure they're good enough to maneuver an unlocked trailer.

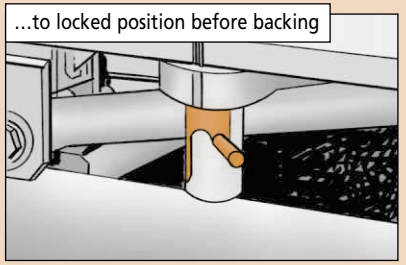
They're the red-faced ones who have to explain the damage to the trailer and the back of the truck when the trailer jackknifes.

So make sure you lock the towbar every time before backing the trailer. Just remove the hitch pin, raise the lockpin handle, rotate it counterclockwise to the short slot, and replace the hitch pin. Then get a couple of ground guides to help you back up.

If the hitch pin and chain are missing, replace them with NSN 4010-01-353-9428. You can also order the parts individually. The pin comes with NSN 5315-01-098-6455 and the chain with NSN 4010-01-353-9368.

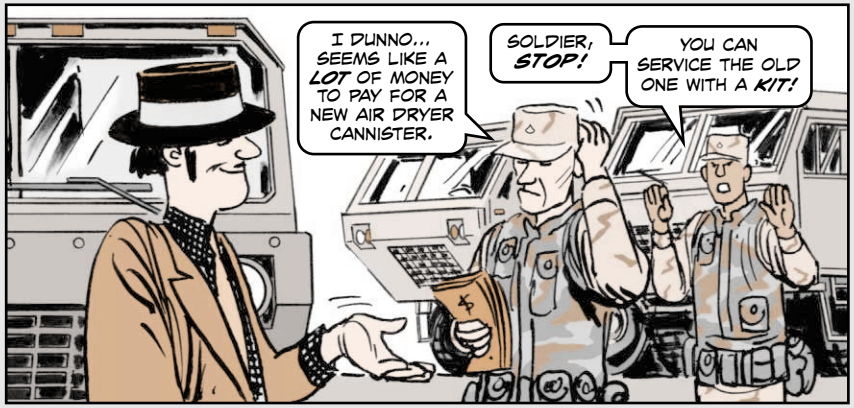
When you've finished backing, unlock the towbar so you don't forget when it's time to move out again.





M915, M915A1, HEMTT...

Air Dryer Kit



Axle Info Update

Dear Half-Mast,

Is there a good NSN for the axle on my unit's M872-series 34-ton flatbed trailer? Using the parts info in TM 9-2330-359-14&P gets you nowhere.

SSG J.B.

Dear Sergeant J.B.

Here's the scoop.

Because the original axle used on the semitrailer is no longer available, you'll have to use axle, NSN 2520-01-499-5403, that's used on the M871A3 22-ton flatbed semitrailer.

However, the -5403 axle uses different rims, so you'll need 4 rims, NSN 2530-01-441-9700, for each new axle. It's the same rim used on the M915-series tractor trucks, so you can use the truck's spare if you get a flat on the new axle.

Use tire, NSN 2610-01-045-3688, on both rims.

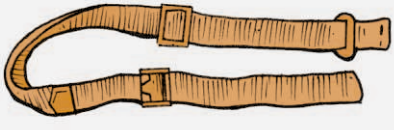
As long as you have any of the original axles on the trailer, use rim 2530-01-290-5715 for the trailer's spare. That way, you'll have a spare for the original axles. If you've had to replace all the axles on the semitrailer with the new axles, be sure to change the trailer spare to the -9700 rim.

Half-Mast

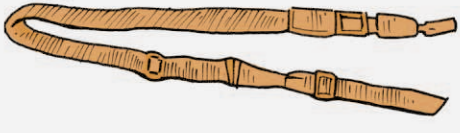
SMALL ARMS SLINGS AND CLEANING RODS

Do not use NSN 1005-01-083-8113 to order a sling for an M16 rifle or M4 carbine. Your order will be rejected by DSC-Columbus.

Use NSN 1005-01-216-4510 to order an M16 sling...



... and NSN 1005-01-368-9852 for the M4 sling.

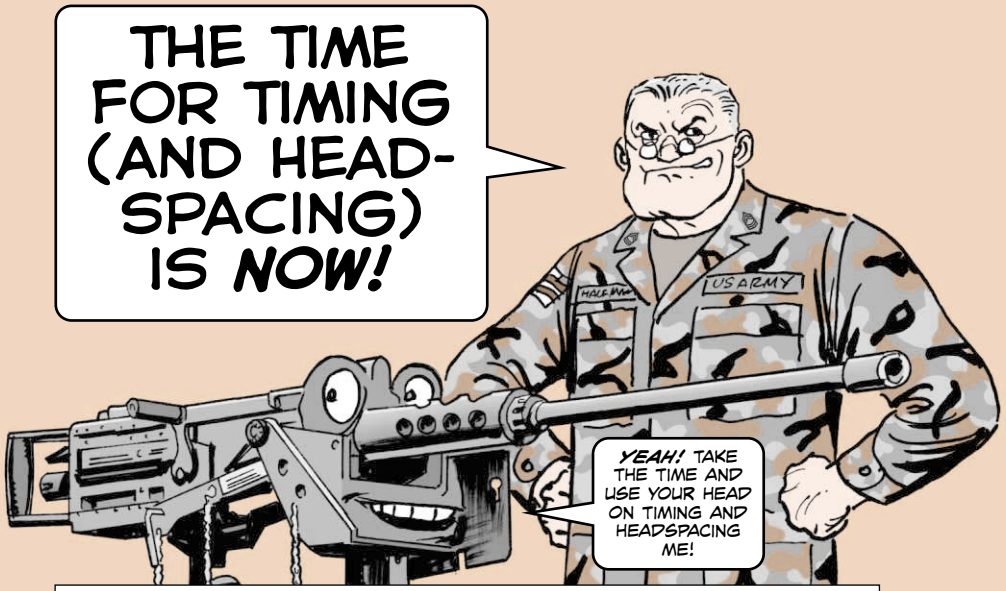


NSN 1005-00-050-6357 now brings a box of 25 cleaning rod sections instead of just one as it used to. The cleaning rod section is used with the M16 rifle, M4 carbine, and M231 and M249 machine guns.

No Unauthorized Weapons Modifications Allowed

Reports are coming in that soldiers are modifying their rifles, pistols, and machine guns to try to improve how they work or to make them easier to handle in combat. That's a big no-no! The only time a weapon can be modified is if the Army has approved a modification work order (MWO).

Para 3-1e in AR 750-10, *Army Modification Program,* makes this very clear: "Commanders will not allow their equipment to be modified unless there is an official MWO." If you modify your weapon without authorization, you risk making it non-mission capable and you can be held responsible for any damage to it or to your fellow soldiers.



Every year soldiers hurt themselves and their M2 machine guns because they don't realize the importance of timing and headspacing or they've forgotten how to do it correctly.

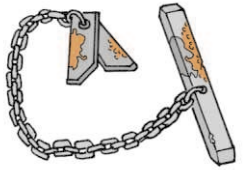
When an M2 isn't headspaced and timed, a round can go off before it's chambered. That's why it's critical that M2 gunners know they must headspace and time before they fire and any time they change the barrel during firing.

If a soldier hasn't fired an M2 in a year, he's probably not going to remember the procedure. It's pretty complicated. That's why it's a good idea, armorers and First Sergeants, to go over headspacing and timing with your gunners every few months. A half hour during Sergeants' Time is an excellent time to review the procedure. And then when it's firing time at the range, review again.

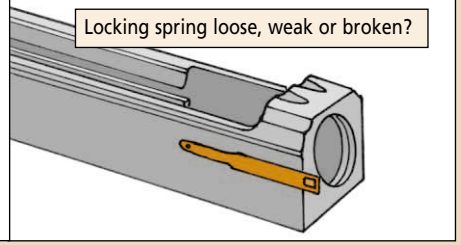
PS 602 (Jan 03) had a good layout explaining M2 timing and headspacing. Make copies of it and use them for training. If you don't have PS 602, you can download the article at

https://www.logsa.army.mil pub/psissues/602/602-14-19.pdf

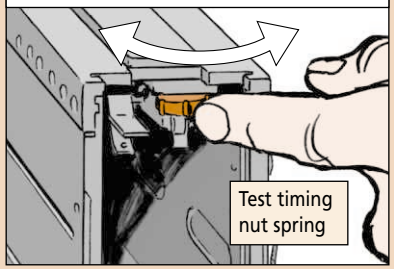
Gauges. If the headspace and timing gauges are bent, rusted, or pitted, it's pointless to headspace and time an M2. Get new gauges with NSN 5220-00-535-1217.



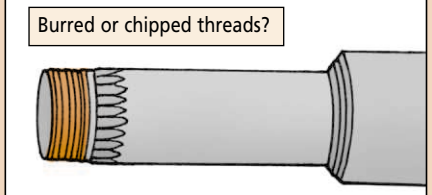
Barrel locking spring. If the spring can't hold the barrel in place, the barrel turns during firing and headspace is lost. Test the spring by setting the correct headspace and then trying to unscrew the barrel. If the barrel turns, the spring is weak or loose or the barrel locking lugs may be worn.



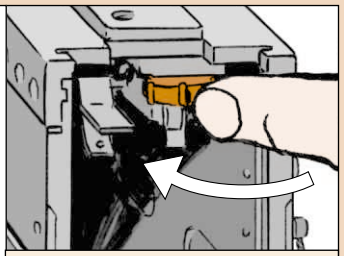
Timing nut. If the timing nut can be easily turned with one finger or it doesn't click as you move it, the nut's spring is too weak and it won't hold timing. Get the spring replaced.

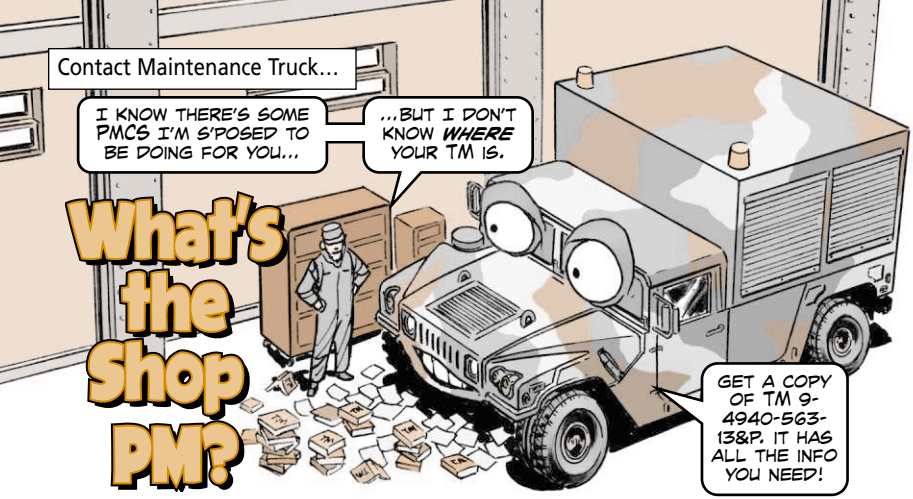


Barrel and barrel extension threads. If the threads are chipped or burred, it will be difficult to screw in the barrel. Even worse, you may think you've screwed in the barrel when you haven't. That means bad headspace. Stone any chips or burrs until they're smooth.



Storage. When you store an M2, loosen the timing nut all the way to the left until it touches the trigger bar. That takes tension off the nut's spring and helps the spring last longer.





Dear Half-Mast,
Where do you go for info on the contact shop truck? We can't find anything on maintenance or NSNs for the shop equipment.

SGT R.L.

Dear Sergeant R.L.,

Check out TM 9-4940-563-13&P. You can order a copy through your pubs account or look at it on-line:

https://www.logsa.army.mil/etms/online.htm

You will need a password to access the TM. The contact maintenance truck's component list is CL 4940-95-B29 and is at:

https://weblog.logsa.army.mil/sko/index.cfm

Half-Mast

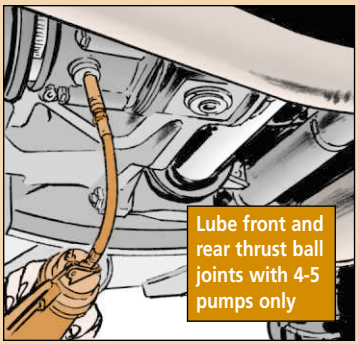
Small Emplacement Excavator...

EASY ON LUBE

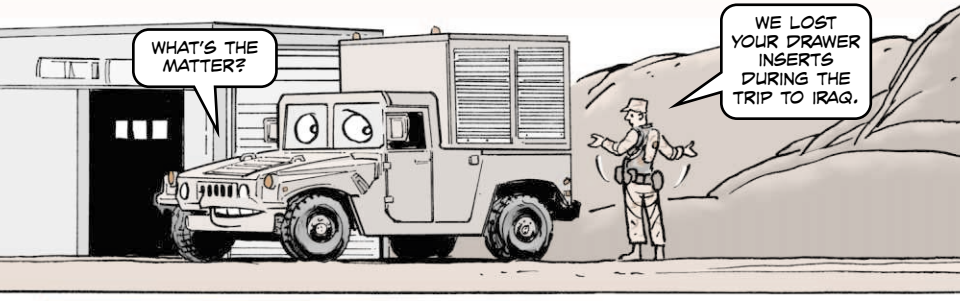
Operators, make sure you pay attention to the CAUTION in Note 18 of the LO when it's time to lube the grease fittings for the front and rear thrust ball joints on the SEE.

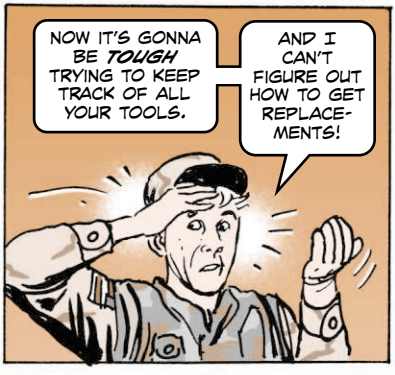
Give each fitting only four or five pumps of lube from a hand-held grease gun.

Pumping in too much lube will split open the ball joint's rubber boot. A split boot means the lube leaks out and water and sand get in. Water can rust the ball joints and sand just causes more wear and tear.



How Can I Get Drawer Inserts?





Dear Half-Mast,

We have lost the foam inserts that go in the drawers for the SECM (shop equipment, contact maintenance). Without the inserts, it is much harder to keep the tools organized and do inventory. We've looked through TM 9-4940-563-13&P and can't find any NSNs for replacements. Can you help?

MSG K.V.

Dear MSG K.V.,

Sure. There are no NSNs for replacement foam inserts, but replacements can be fabricated by the vendor. To do that, you will need to go through TACOM-Rock Island. They will need to know your SECM's NSN and serial number, which can be found on the data plate on the rear of the shelter, and which drawers need replacement inserts.

Contact them at DSN 793-4674/(309) 782-4674.

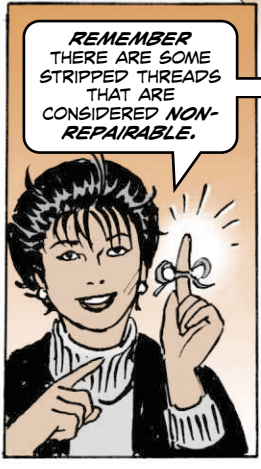
Half-Mast

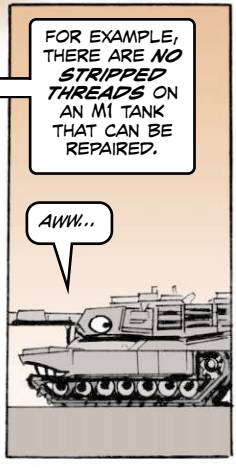
Thread Repair Kit NSNs

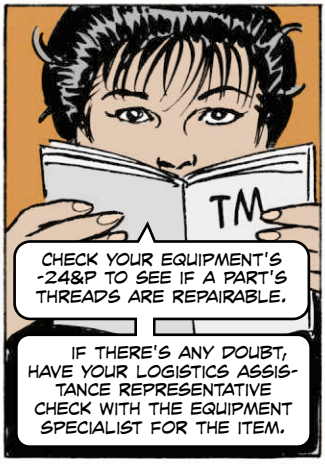
Insert	NSN 5325-01-525-
Inch	
1/4-20	3843
1/4-28	3645
5/16-18	3838
5/16-24	3660
3/8-16	3837
3/8-24	3856
7/16-14	4661
7/16-20	5841
1/2-13	4345
1/2-20	3841
9/16-12	5847
9/16-18	3834
5/8-11	3836
3/4-10	3655
Metric	
M6 x 1.0	3869
M8 x 1.25	3840
M10 x 1.5	3652
M12 x 1.75	4653
M14 x 2.0	4355

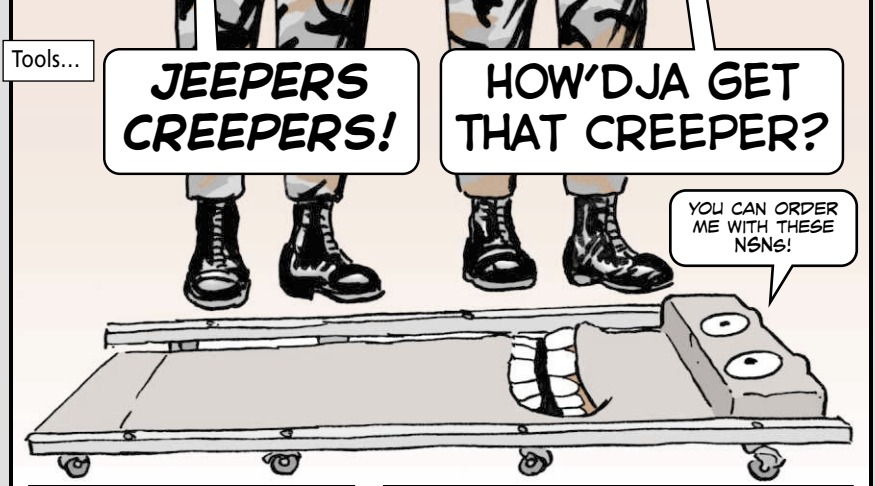
Drill Bit Inch Size	NSN 5133-01-525-
S (letter size)	8473
23/64	5768
7/16	6144
29/64	7080
17/32	7081
19/32	6145
39/64	6658
11/16	6143
45/64	6146
49/64	6151
25/32	6142
55/64	6148
1 1/64	6149
1 1/32	6147

NSNs have not been issued for cap screws, hex nuts, tapping fluid, the nut gauge, or tray.









Dear Half-Mast,

Do you have NSNs for mechanic's creepers, particularly a heavy duty one? A good creeper would make it so much easier for us to get under vehicles.

T.W.

Dear T.W.,

Get a heavy duty creeper with NSN 4910-01-487-7902. It's part of the standard automotive tool set (SATS). NSN 4910-01-322-4799 brings a standard creeper with six steel rollers.

Half-Mast

A Better Breakdown of Tire Repair Tool Kit

Dear Editor,

When you check Components List 4910-96-A74, which covers the tire repair tool kit, NSN 5180-01-355-2166, you run into quite a few discrepancies between what's in the kit and what's listed in the CL. The kit is part of the No. 1 Common.

To get an accurated breakdown of the kit, go to the kit manufacturer's website:

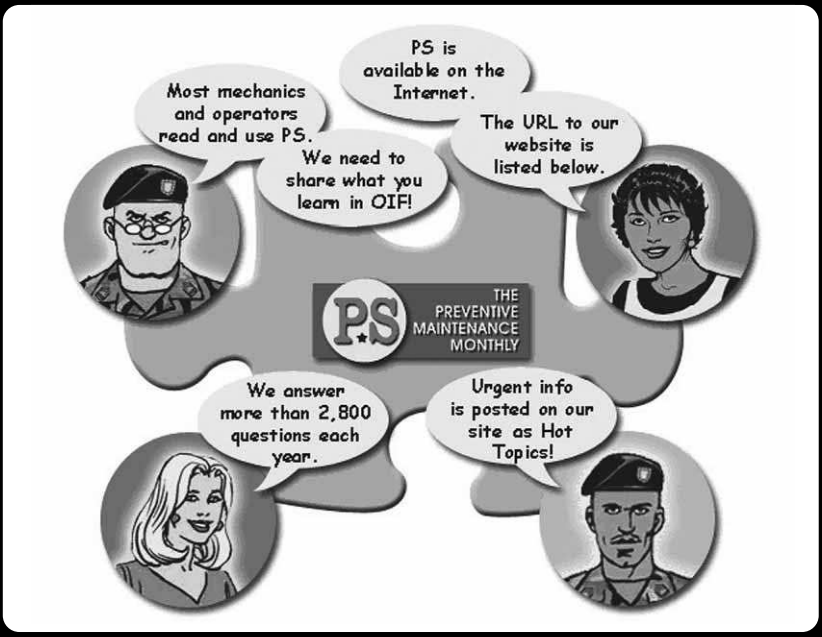
http://www.gaithertool.com/support/spareparts/12880/

SFC R A

Bamberg, Germany

Editor's note: *You're right, the CL is inaccurate. It will be corrected in the next update. Until then, use the Gaither website for your inventory.*

What Do *You* Know About PS?



The printed pages of PS Magazine are something that most mechanics and operators are familiar with.

But did you know the magazine is available online:

https://www.logsa.army.mil/psmag/pshome.html

In addition to the 15 years of indexed, hyperlinked articles, we have made it increasingly easier to email individual articles, added a Hot Topics page where late-breaking supply and maintenance info is posted, and, in answer to your requests, we are working out a search mode that will allow readers to search our PDF files by keyword or NSN.

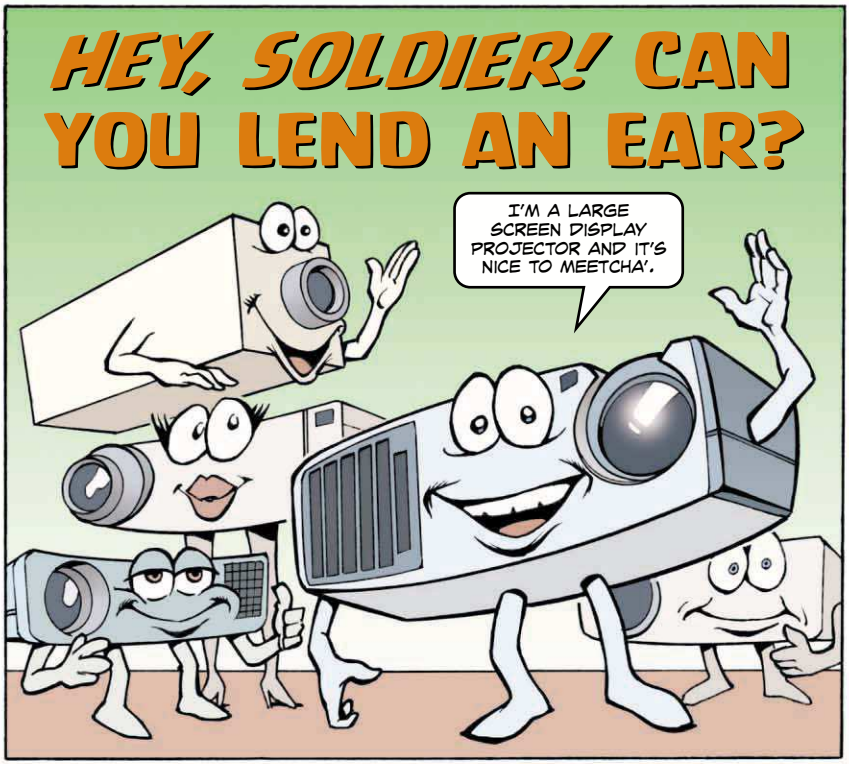
The PS Magazine staff also provides a reader service where soldiers can send in questions on supply and maintenance. We answer approximately 2,800 requests each year. You can email questions to:

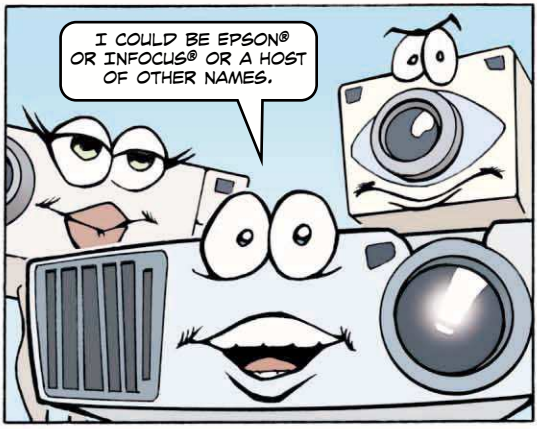
psmag@logsa.redstone.army.mil or **half.mast@us.army.mil**

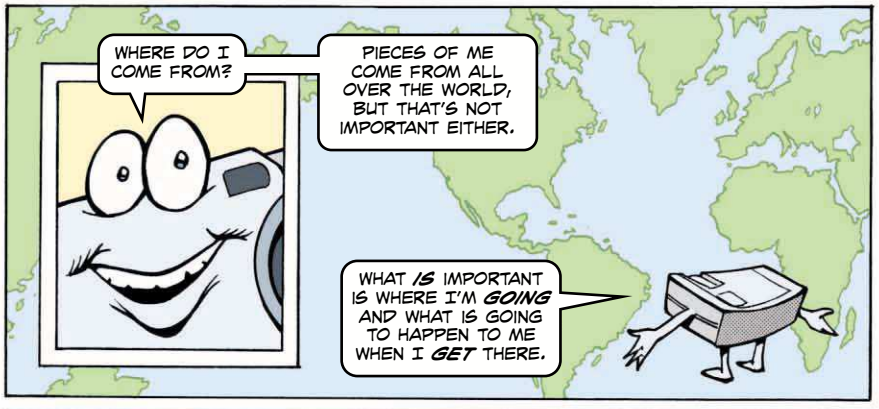
We work hard to keep in touch with what you do to maintain Army materiel. We use your successes and ideas to help other soldiers. We also provide answers to maintenance problems common to many soldiers. We're always open to sharing the knowledge you gain from serving in the sandpit. So send us your ideas, questions, problems, and lessons learned.

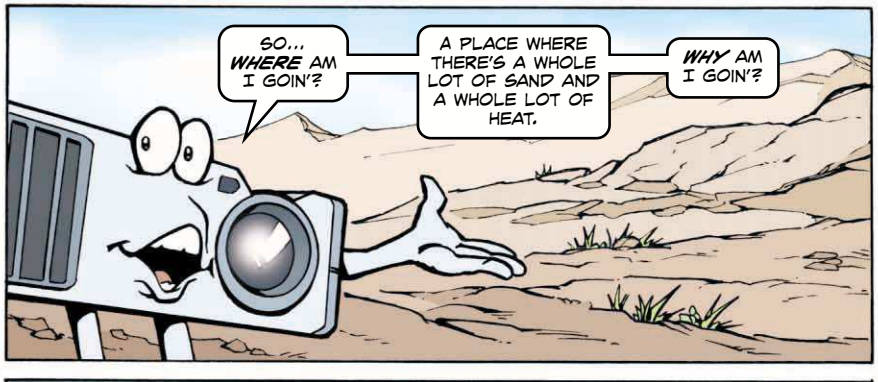
We'll be glad to hear from you!

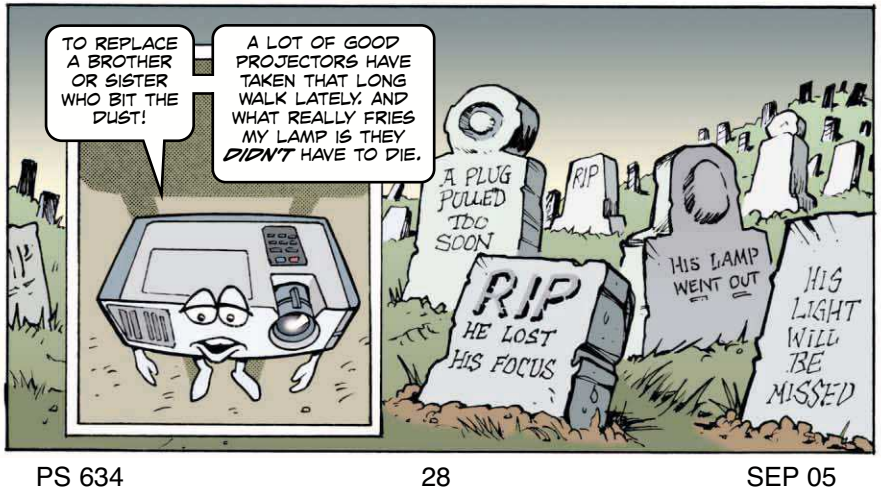
HEY, SOLDIER! CAN YOU LEND AN EAR?

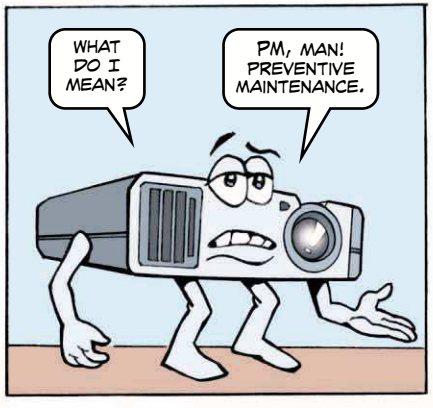





WHERE DO I COME FROM?
PIECES OF ME COME FROM ALL OVER THE WORLD, BUT THAT'S NOT IMPORTANT EITHER.
WHAT *IS* IMPORTANT IS WHERE I'M *GOING* AND WHAT IS GOING TO HAPPEN TO ME WHEN I *GET* THERE.

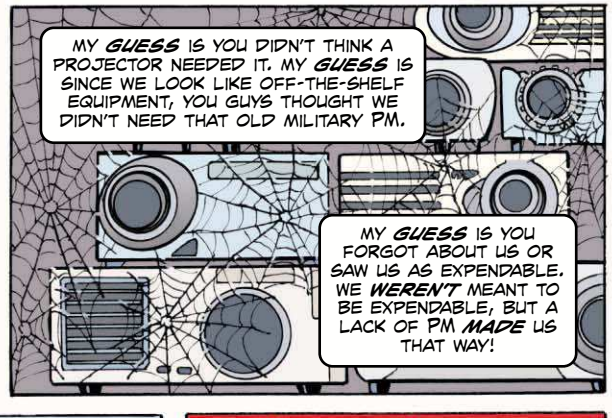

SO... *WHERE* AM I GOIN'?
A PLACE WHERE THERE'S A WHOLE LOT OF SAND AND A WHOLE LOT OF HEAT.
WHY AM I GOIN'?

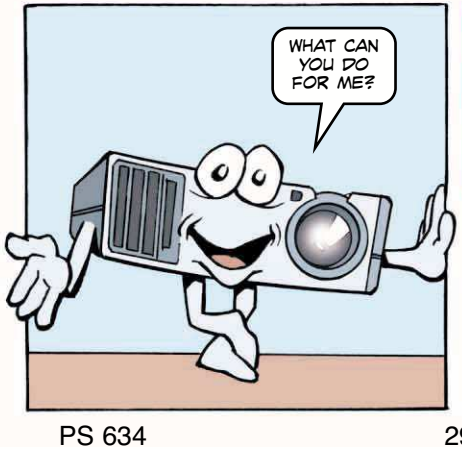

TO REPLACE A BROTHER OR SISTER WHO BIT THE DUST!
A LOT OF GOOD PROJECTORS HAVE TAKEN THAT LONG WALK LATELY. AND WHAT REALLY FRIES MY LAMP IS THEY *DIDN'T* HAVE TO DIE.
A PLUG PULLED TOO SOON
RIP
HE LOST HIS FOCUS
HIS LAMP WENT OUT
HIS LIGHT WILL BE MISSED

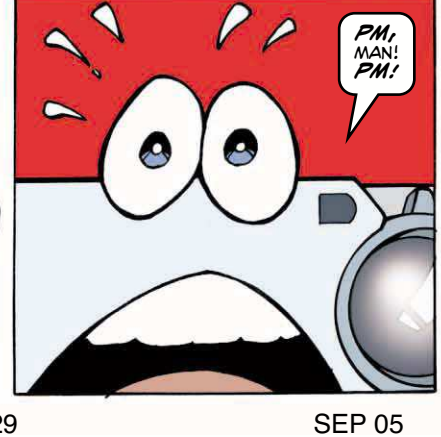

WHAT DO I MEAN?
PM, MAN! PREVENTIVE MAINTENANCE.

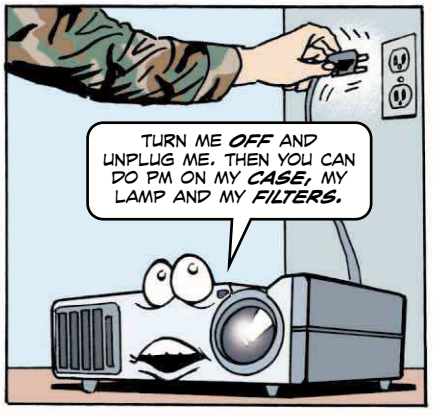

THAT *GOOD* STUFF THAT KEEPS A PROJECTOR'S LAMP *SHINING* AND ITS MOTOR *HUMMING*. NONE OF YOU GUYS DID IT ON MY BROTHERS AND SISTERS.

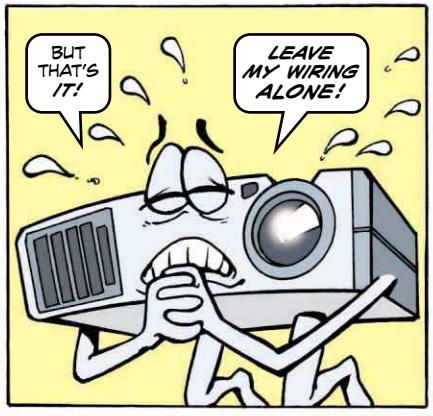

WHY?
YOU'RE ASKING *ME!?*


MY *GUESS* IS YOU DIDN'T THINK A PROJECTOR NEEDED IT. MY *GUESS* IS SINCE WE LOOK LIKE OFF-THE-SHELF EQUIPMENT, YOU GUYS THOUGHT WE DIDN'T NEED THAT OLD MILITARY PM.
MY *GUESS* IS YOU FORGOT ABOUT US OR SAW US AS EXPENDABLE. WE *WEREN'T* MEANT TO BE EXPENDABLE, BUT A LACK OF PM *MADE* US THAT WAY!

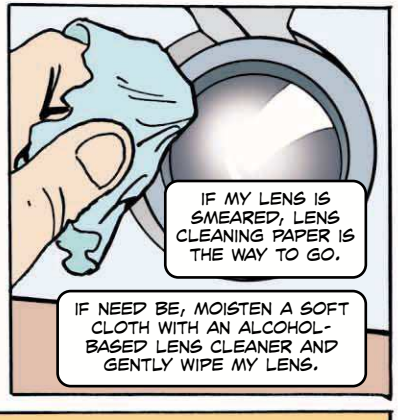

WHAT CAN YOU DO FOR ME?


PM, MAN! *PM!*


TURN ME OFF AND UNPLUG ME. THEN YOU CAN DO PM ON MY CASE, MY LAMP AND MY FILTERS.

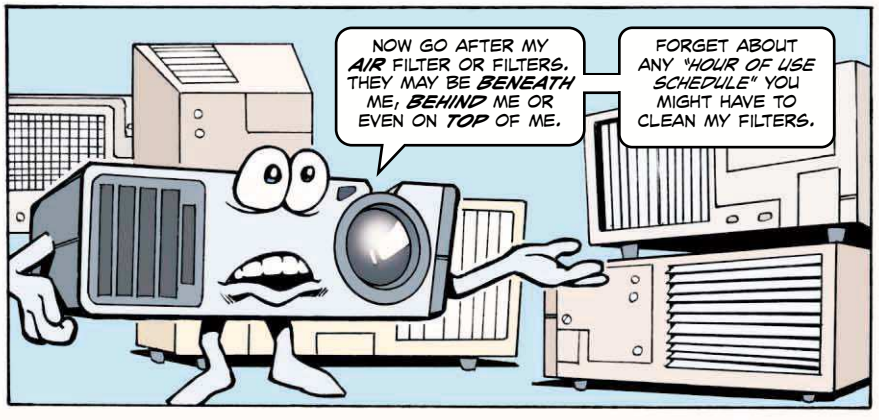

BUT THAT'S IT!
LEAVE MY WIRING ALONE!


ONCE I COOL DOWN, CLEAN MY LENS OF ANY DIRT AND DUST. USE A CANISTER OF COMPRESSED AIR.
MAKE SURE IT'S JUST AIR AND NOT A FLAMMABLE GAS THAT COMES IN A SIMILAR CONTAINER.
AIR IN A CAN


IF MY LENS IS SMEARED, LENS CLEANING PAPER IS THE WAY TO GO.
IF NEED BE, MOISTEN A SOFT CLOTH WITH AN ALCOHOL-BASED LENS CLEANER AND GENTLY WIPE MY LENS.

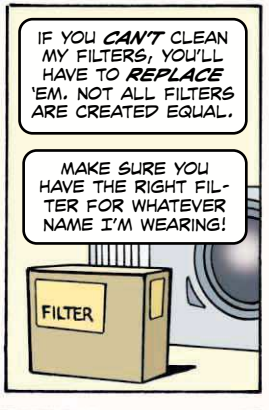

CLEAN MY CASE, TOO. WIPE ME DOWN WITH A SOFT, LINT-FREE CLOTH. IF I'VE GOT STUBBORN DIRT, A SOFT CLOTH MOISTENED WITH WATER AND DETERGENT WILL CLEAN ME UP.
WATER

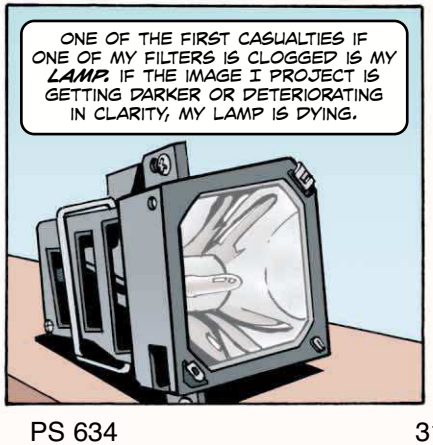

DON'T USE ALCOHOL, BENZENE, THINNER, OR OTHER CHEMICAL DETERGENTS ON MY CASE. THEY COULD WARP ME AND LATER WHEN YOU TURN ME ON, THE VAPORS COULD BE DANGEROUS TO YOU AND ME.
ALCOHOL CLEANER

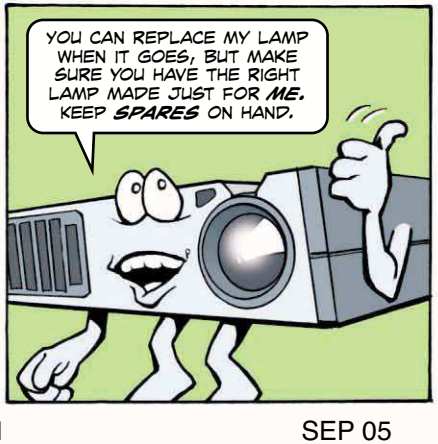

NOW GO AFTER MY AIR FILTER OR FILTERS. THEY MAY BE BENEATH ME, BEHIND ME OR EVEN ON TOP OF ME.
FORGET ABOUT ANY "HOUR OF USE SCHEDULE" YOU MIGHT HAVE TO CLEAN MY FILTERS.

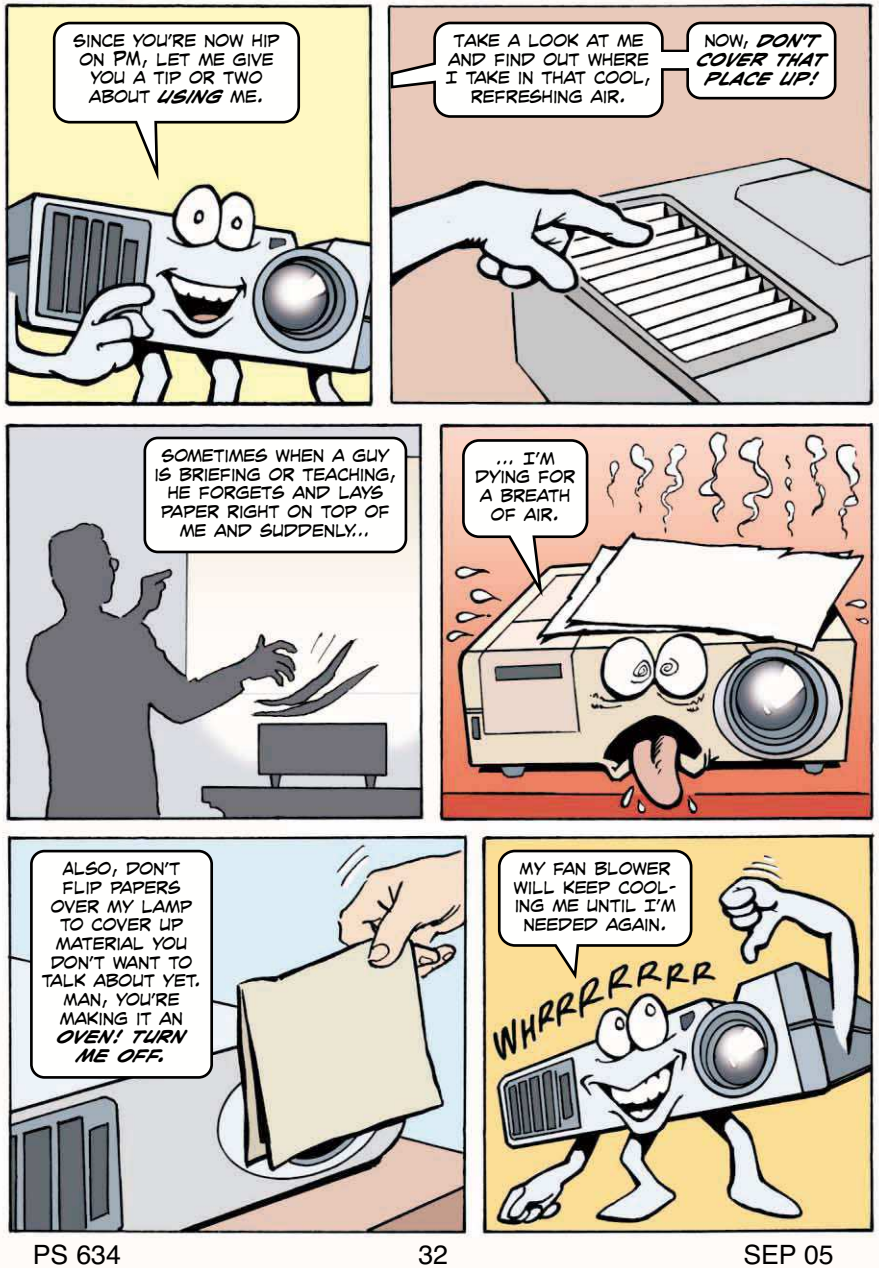

A LOT OF MY BROTHERS AND SISTERS FOUND OUT THE HARD WAY THOSE SCHEDULES DON'T WORK IN THE DESERT.

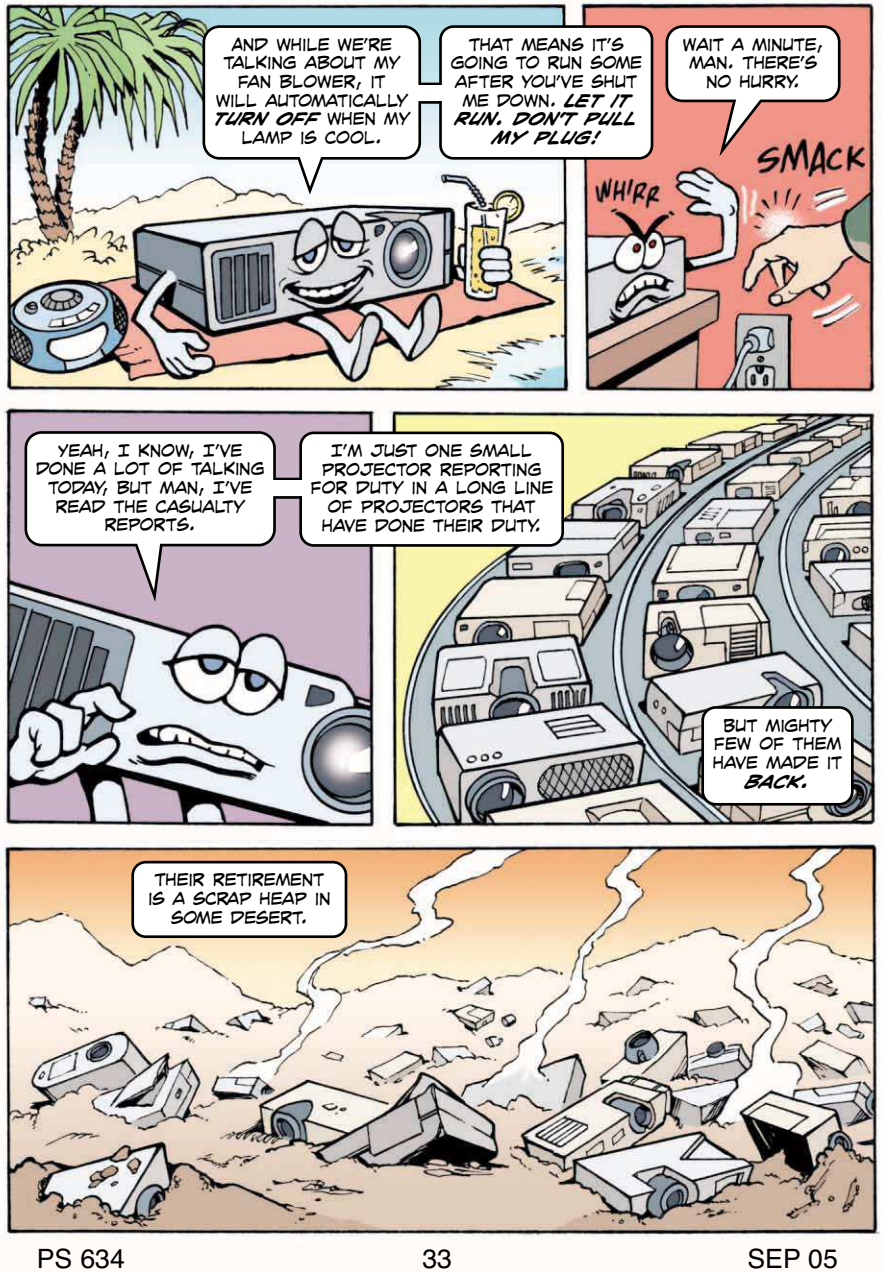

ONCE MY FILTERS ARE REMOVED, CLEAN THEM WITH A SMALL VACUUM, LIKE THE ONES USED ON COMPUTERS, IF YOU HAVE ONE. IF NOT, USE A SOFT BRUSH AND CAREFULLY GET MY FILTERS CLEAN.

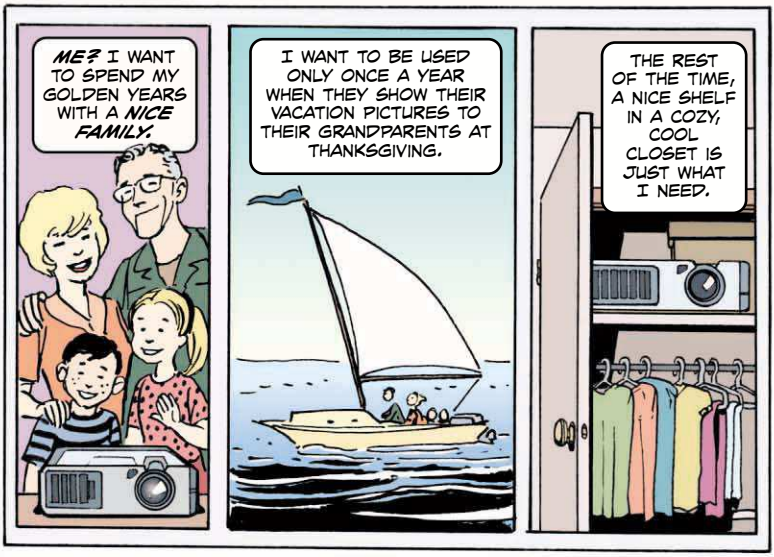

IF YOU CAN'T CLEAN MY FILTERS, YOU'LL HAVE TO REPLACE 'EM. NOT ALL FILTERS ARE CREATED EQUAL.
MAKE SURE YOU HAVE THE RIGHT FILTER FOR WHATEVER NAME I'M WEARING!
FILTER

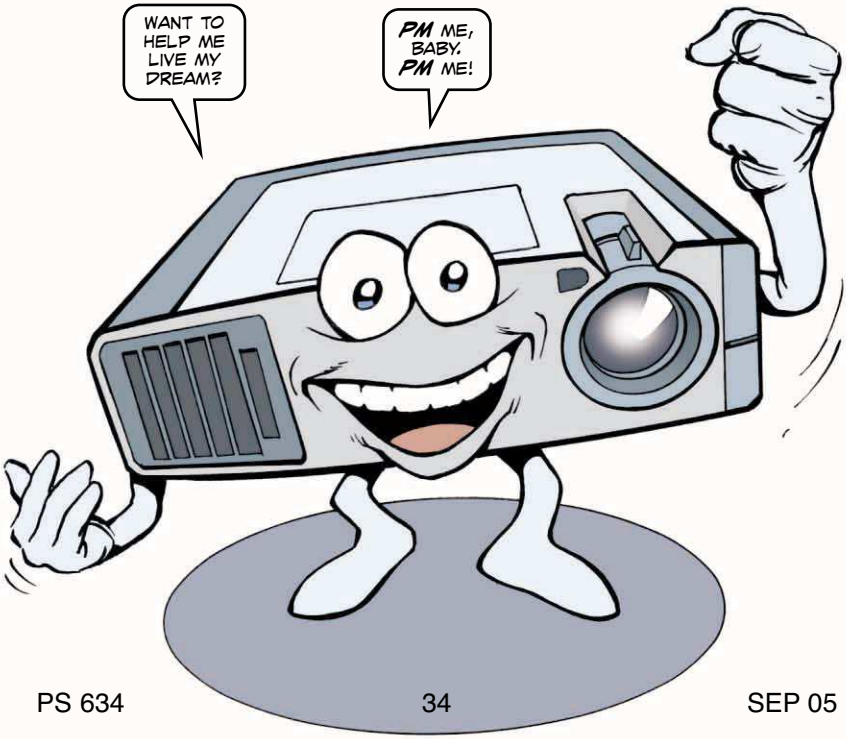

ONE OF THE FIRST CASUALTIES IF ONE OF MY FILTERS IS CLOGGED IS MY LAMP. IF THE IMAGE I PROJECT IS GETTING DARKER OR DETERIORATING IN CLARITY, MY LAMP IS DYING.


YOU CAN REPLACE MY LAMP WHEN IT GOES, BUT MAKE SURE YOU HAVE THE RIGHT LAMP MADE JUST FOR ME. KEEP SPARES ON HAND.


SINCE YOU'RE NOW HIP ON PM, LET ME GIVE YOU A TIP OR TWO ABOUT USING ME.
TAKE A LOOK AT ME AND FIND OUT WHERE I TAKE IN THAT COOL, REFRESHING AIR.
NOW, DON'T COVER THAT PLACE UP!
SOMETIMES WHEN A GUY IS BRIEFING OR TEACHING, HE FORGETS AND LAYS PAPER RIGHT ON TOP OF ME AND SUDDENLY...
... I'M DYING FOR A BREATH OF AIR.
ALSO, DON'T FLIP PAPERS OVER MY LAMP TO COVER UP MATERIAL YOU DON'T WANT TO TALK ABOUT YET. MAN, YOU'RE MAKING IT AN OVEN! TURN ME OFF.
MY FAN BLOWER WILL KEEP COOLING ME UNTIL I'M NEEDED AGAIN.
WHRRRRRRR

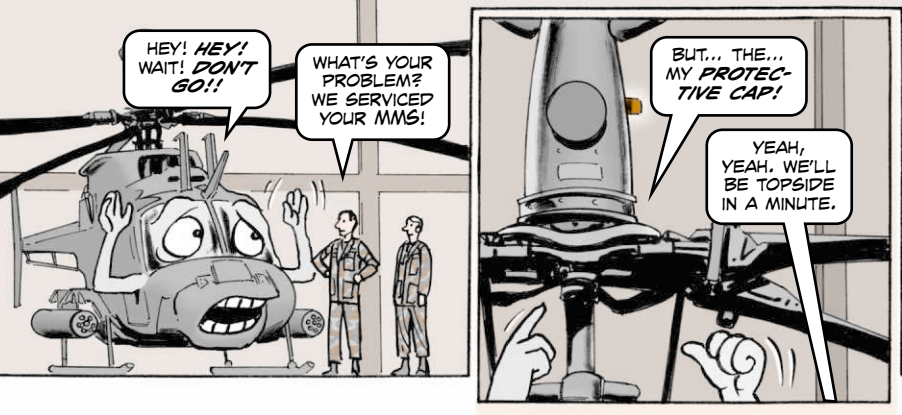

AND WHILE WE'RE TALKING ABOUT MY FAN BLOWER, IT WILL AUTOMATICALLY TURN OFF WHEN MY LAMP IS COOL.
THAT MEANS IT'S GOING TO RUN SOME AFTER YOU'VE SHUT ME DOWN. LET IT RUN. DON'T PULL MY PLUG!
WAIT A MINUTE, MAN. THERE'S NO HURRY.
WHIRR
SMACK
YEAH, I KNOW, I'VE DONE A LOT OF TALKING TODAY, BUT MAN, I'VE READ THE CASUALTY REPORTS.
I'M JUST ONE SMALL PROJECTOR REPORTING FOR DUTY IN A LONG LINE OF PROJECTORS THAT HAVE DONE THEIR DUTY.
BUT MIGHTY FEW OF THEM HAVE MADE IT BACK.
THEIR RETIREMENT IS A SCRAP HEAP IN SOME DESERT.


ME? I WANT TO SPEND MY GOLDEN YEARS WITH A NICE FAMILY.
I WANT TO BE USED ONLY ONCE A YEAR WHEN THEY SHOW THEIR VACATION PICTURES TO THEIR GRANDPARENTS AT THANKSGIVING.
THE REST OF THE TIME, A NICE SHELF IN A COZY, COOL CLOSET IS JUST WHAT I NEED.


WANT TO HELP ME LIVE MY DREAM?
PM ME, BABY. PM ME!

OH-58D...

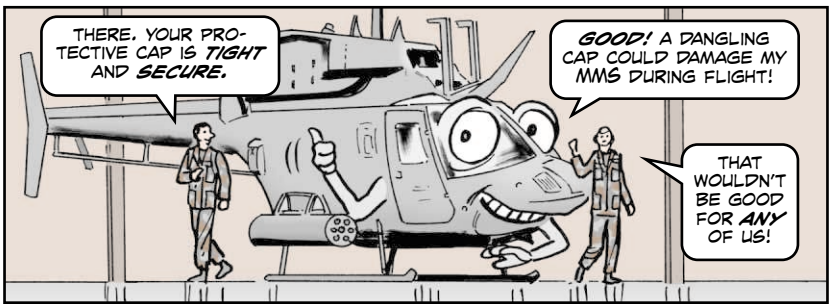
TIGHT AND SECURE



Mechanics, a loose or danging protective cap for the coolant fill port on your Kiowa Warrior's mast mounted sight (MMS) could mean trouble later.

During flight a loose cap can come off, flail around on the lanyard, and hit the side of the turret and the lightning protective tape. That can damage the turret frame and the tape with dents, gouges, or pits.

So, after servicing your MMS make sure the protective cap is seated correctly and tight and that the lanyard is securely attached.



UH-60A/L/HH-60L...

DO NOT OVERTORQUE

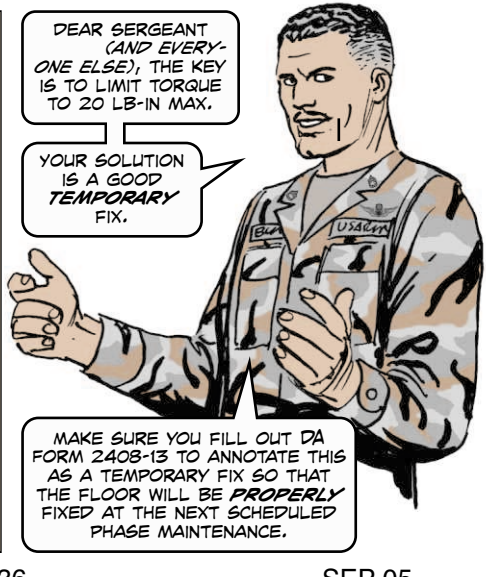
Dear Sergeant Blade,

Some Black Hawk mechanics get a little careless and don't properly torque the cabin floor screws.

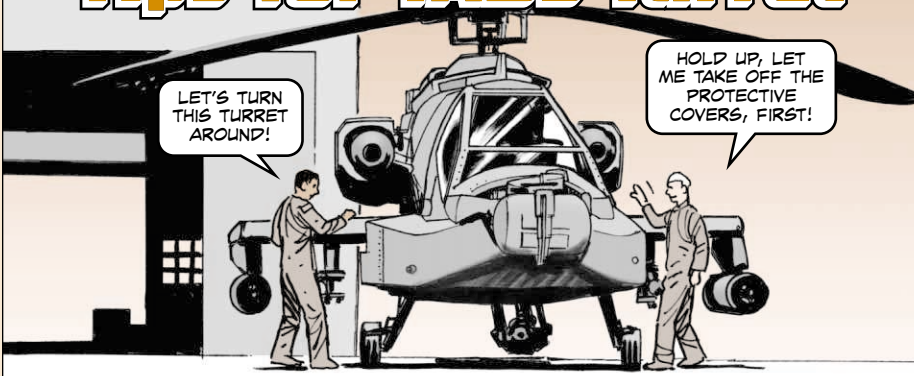
The screws are countersunk into the floor. You should use only enough force to seat the screws, then torque to 20 lb-in. But when some mechanics tighten the screws, they force them all the way through the floor.

We've come up with a fix to help us deal with the problem of stripped out holes. We install a larger stainless steel washer under the existing washer on the screw to secure the floor. The NSN for the washer is 5310-00-221-3106, (P/N A3235-028-24A).

SSG L B
AKARNG



Tips for TADS Turret

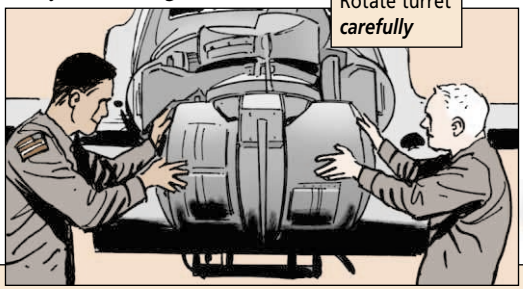


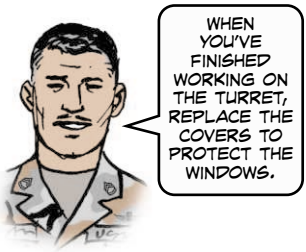
Aircraft armorer, always handle your AH-64's target acquisition designation sight (TADS) with TLC.

That TLC begins by removing the protective covers from the boresight window, dayside window and nightside window of the TADS assembly before you move the turret.

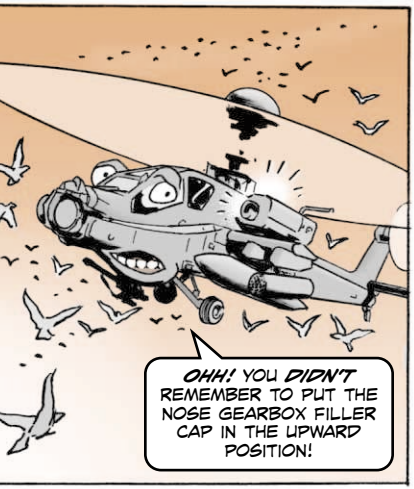
If you leave the covers on, there won't be enough clearance between the TADS components to rotate the turret. If you force it as you move the TADS, you could damage the system.

After removing all three window covers and releasing the azimuth and the elevation brakes, rotate the turret assembly very slowly, like it says in Chap 3 of TM 1-1270-476-20. Do it too fast and you'll damage the turret.





NOSE GEARBOX CAP POSITION

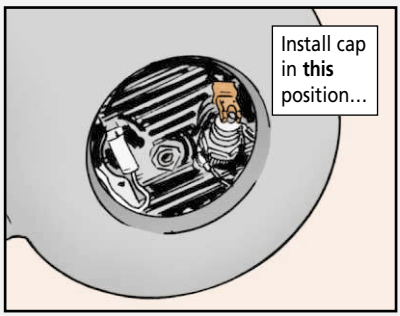


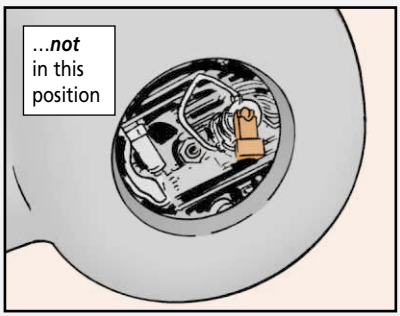
Mechanics, it's important how your AH-64's nose gearbox filler cap is positioned.

Make sure the cap is turned to the aft and upward position to protect against strikes on the tab from birds or branches.

If the filler cap is in the forward, downward position, strikes can cause the cap to open and let gearbox oil spill out. At the very least, you'll have a mess to clean up. In flight, you may get a high oil temperature alert on the multi-purpose display (MPD) panel.

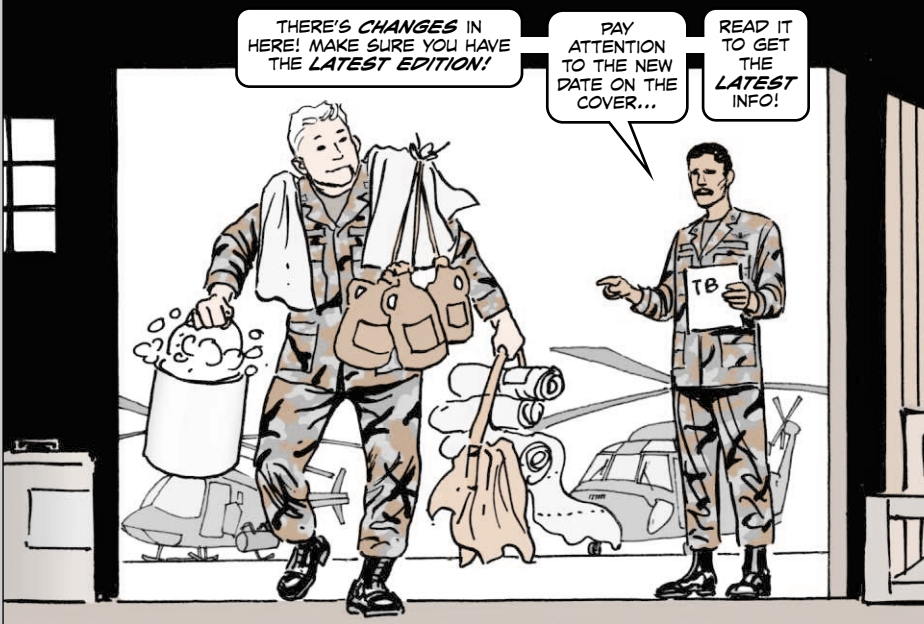
Check your bird's nose gearbox filler caps for the right position at the next pre-flight inspection.





All Aircraft...

Cleaning TB *Revised*



In PS 620, we gave you cleaning instructions for all airframes based on info from TB 1-1500-200-20-31 (16 Sep 03), *Aircraft Desert Operations Cleaning Requirement.* But the TB has been revised, and to stay current on desert operations cleaning, there are some changes you need to know.

In the revised TB 1-1500-200-20-31 (10 Aug 04), the aircraft cleaning compounds listed in the Bulk and Consumables Materials list, NSNs 6850-01-235-0872 and 6850-01-426-6682, replace the compound listed in the old TB.

Also, the TB makes it clear that the green pads, NSN 7920-00-753-5242, listed in the general supply catalog should not be used for cleaning aircraft.

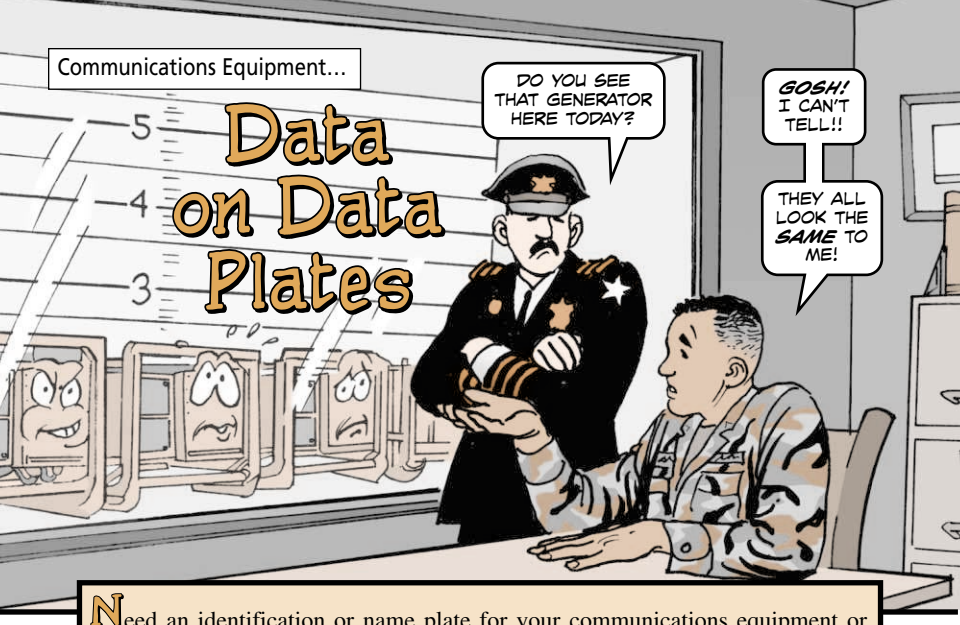
The TB also explains which abrasives are safe to use. Abrasive paper with carbide will cause corrosion on aluminum components. So use only the approved aluminum oxide abrasives when cleaning your bird.

'Course, get the entire skinny from the TB. If you don't have a copy of the current edition, contact AMCOM at, DSN 897-2117, or (256) 313-2117

Or call, DSN 897-1312 or (256) 313-1312.

Communications Equipment...

Data on Data Plates



Need an identification or name plate for your communications equipment or generator? The quickest and cheapest way is to local purchase. If that's not possible, tell your support that SB-11-631, *Identification Plates and Name Plates for Communications Equipment,* has most of the ordering details.

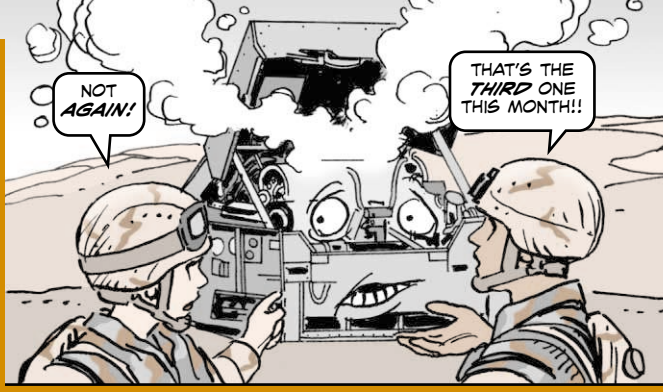
- **Number of plates needed and their dimensions.**
- **Type of equipment or component by type number or nomenclature.**
- **Manufacturer name and location (if known).**
- **Contract procurement number.**
- **Equipment or component serial number and NSN.**

Commander
US Army Communications-Electronics
Life Cycle Management Command
ATTN: AMSEL-LC-LEO
Fort Monmouth, NJ 07703-5000

Annotate the form with "for fabrication" and your support's address and phone number. Once the plates arrive, your support will have to fill in any blank designations by hand or machine.

3-KW TQG...

SENDING THE WRONG MESSAGE



Dear Half-Mast,

We are having trouble with the fuel level floats on the 3-KW tactical quiet generator (TQG), NSN 6115-01-285-3012. The floats are sticking so the fuel gauge reads ***FULL*** even when the fuel tank is empty.

Troops are burning up starters by repeatedly trying to start the generator when the gauge says there's fuel and there ***isn't***.

Why are we stuck with sticking floats?

SGT B. D. A.

Dear Sergeant B. D. A.,

You're not the first to be stuck with a sticking fuel sender, NSN 6680-01-476-9362, on the 3-KW TQG.

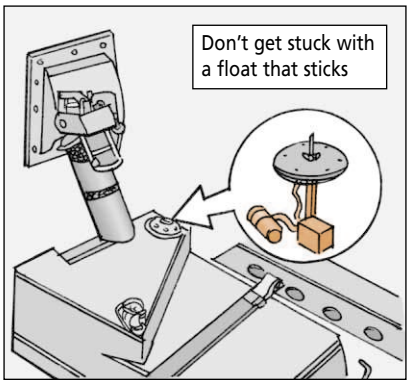
The problem is with the arm of the sender and it usually shows up in generators that have not been in use for a while or that are new.

To prevent the problem, exercise the sender arm. Stick something like a stiff rubber hose into the fuel tank to move the arm up and down until it moves freely.

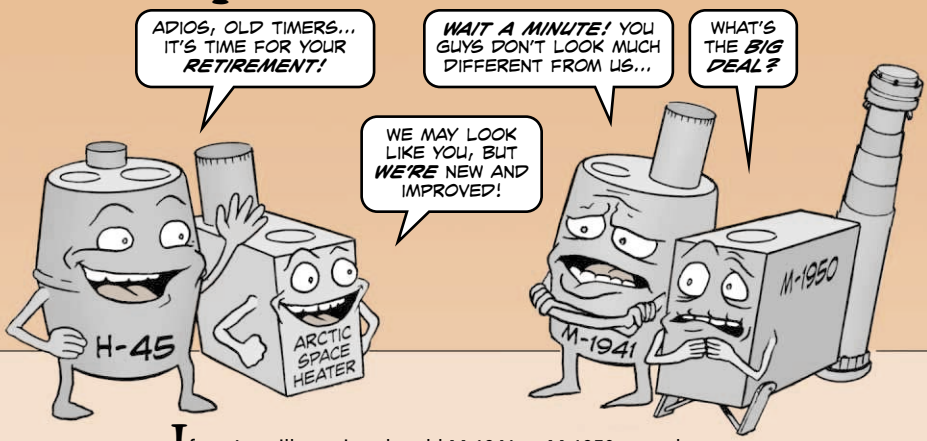
To prevent burned-up starters, the Before Operation checks, which include a visual check of the fuel level in the fuel tank, must be done every time the generator is started.

Remember, when you start a generator that has been inactive for a while, crank the engine for only 15 seconds. If it does not start, rest it for 15 seconds and then try again. You'll find this advice as a CAUTION on Page 2-26 of TM 9-6115-639-13.

Half-Mast

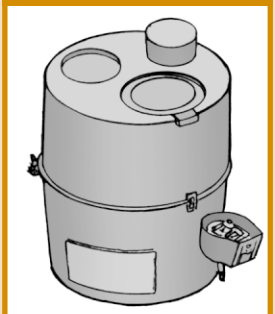


Replace M-1941, M-1950 Space Heaters...NOW!

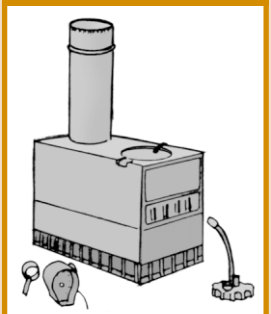


If you're still running the old M-1941 or M-1950 space heaters, turn them in now. These heaters are inefficient and unsafe to operate. What's more, the Army has no spare parts for them.

Replace the M-1941 with the H-45 space heater, NSN 4520-01-329-3451, made for use in the general purpose and TEMPER tents.

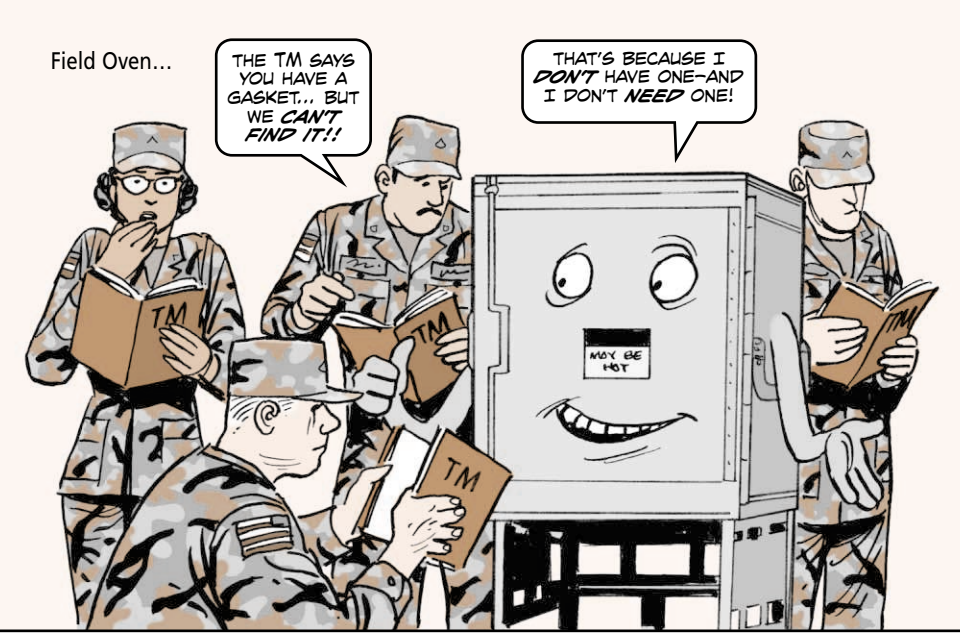


Replace the M-1950 with the arctic space heater, NSN 4520-01-444-2375, made for use in the 5-man and 10-man arctic tents.



Both the H-45 and the arctic heaters are members of the family of space heaters (FOSH). Although there's no Army-wide policy letter ordering replacement, several local policy letters order it.

FOR MORE INFORMATION ON FOSH, GO TO THE DEFENSE SUPPLY CENTER PHILADELPHIA WEBSITE:
http://www.dscp.dla.mil/gi/general/fosh.htm

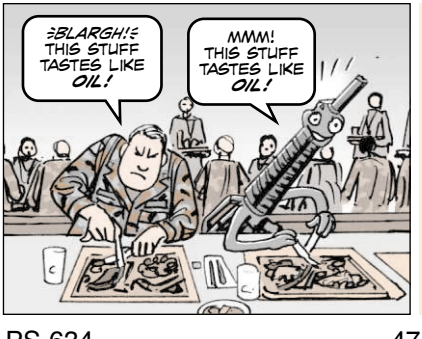


GOODBYE, GASKET

You'll find maintenance for the field oven, NSN 7310-01-388-6606, in TM 10-7360-208-13&P. The TM makes several references to the oven's door gasket. It's mentioned in the unit troubleshooting table, the unit maintenance chapter, the RPSTL and the Illustrated List of Manufactured Items. But wherever the gasket's mentioned, you can disregard it.

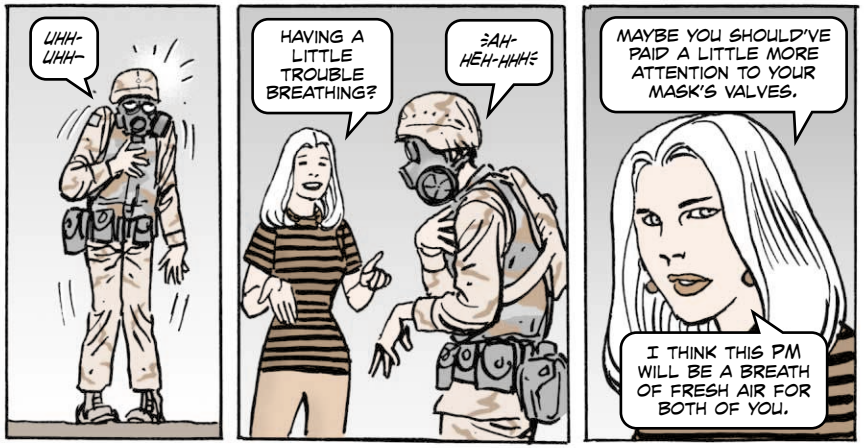
The headshed says the oven doesn't need a gasket. In fact, they say the oven bakes better without it.

New Oven? Burn off Oil



And here's another cooking tip: a new field oven from the manufacturer may contain oils left over from manufacturing. Burn them off before you do any baking. In a well-ventilated area, heat the oven to baking temperature (at least 400°F). Continue to heat for at least two hours or until the oils are burned off. Leave the oven door slightly open during heating.

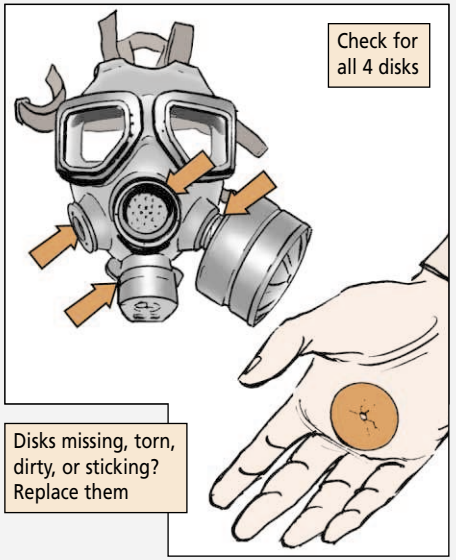
BREATHE IN, BREATHE OUT



If you can't breathe in and out of your M40- or M42-series mask, it's not exactly going to be helpful protecting you against chemical threats. That's why it's important to pay attention to your mask's valves. If they don't work, you don't breathe. So take a few deep breaths and memorize these PM points:

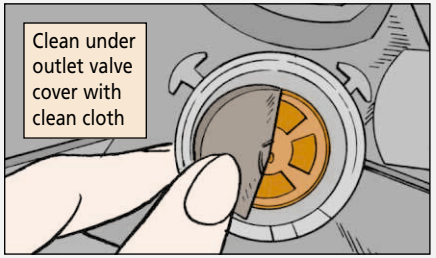
Disks: The outlet and inlet valve have one disk each. The nosecup valve has two disks. The four disks disappear easily. If any of the disks are missing, you'll have leaks or the eyelenses will fog up. When you do PMCS, make sure all four disks are installed.

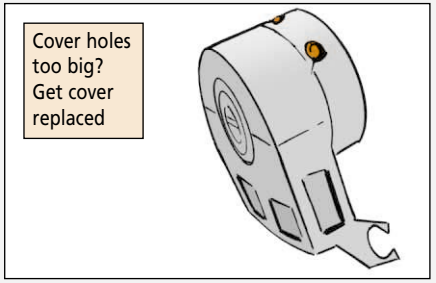
If any of the disks are torn or dirty and can't be cleaned, replace them. Rotate the disks with your finger to make sure they're not sticking. If the inlet valve disk sticks, replace it. Sticking nosecup and outlet disks usually just need reseating. Remember that the two nosecup valve disks go inside the nosecup, not outside.

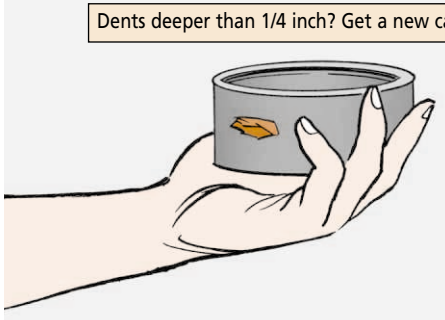


Outlet valve cover: Take it off and check for dirt. Don't forget to check under the disk. Wipe out any dirt with a clean, lint-free cloth. Make sure the valve cover and disk are not damaged. If the outlet valve disk is damaged, your mask won't have a good seal. In the field, check the cover for looseness.

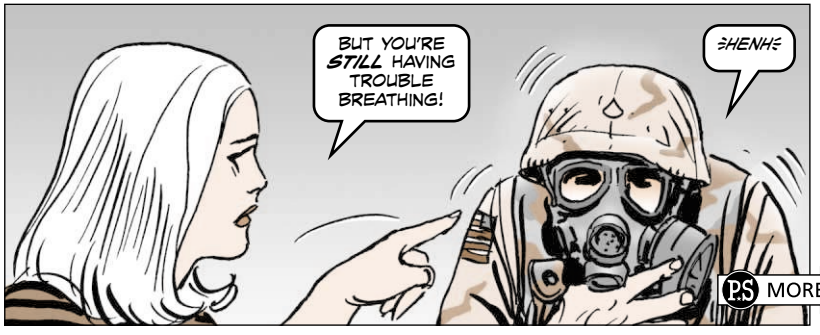
Take it easy pulling off the cover. If you jerk it, the cover can tear where its holes fit over the hooks. Work the cover off and on the hooks. If the cover's holes have become so big the cover doesn't fit tightly, tell your NBC NCO. He may need to replace the cover before it comes off and disappears.





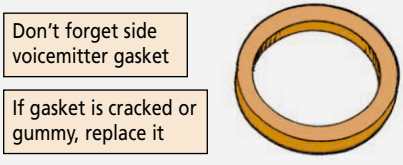


Canister: It's OK for the canister to have dents as long as they're no deeper than 1/4 inch. If they're deeper or cross a seam or threads, it's time for a new canister.

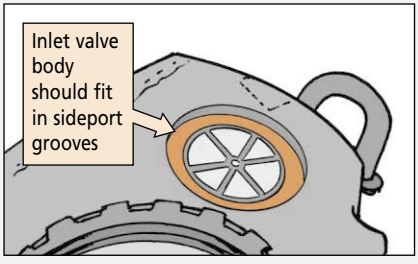


Front and side voicemitters: If you don't see the four bumps on each voicemitter, the voicemitter is installed backwards and your mask can't protect you. Reverse the side voicemitter. Use the D-ring on the carrier strap to tighten the side voicemitter's retaining ring. If the front voicemitter is installed backwards or loose, the facepiece needs replacing. The front voicemitter should never be removed. Loose voicemitters mean poor protection. Don't forget the gasket when you install the side voicemitter. Without the gasket, the voicemitter won't seal.

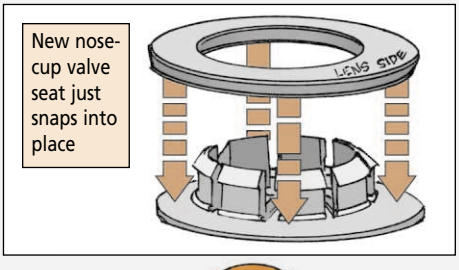
In hot weather especially, check the gasket for splits and sticky or compressed areas. They mean the gasket won't give the side voicemitter a good seal. Your NBC NCO can order gaskets with NSN 5330-01-260-8702.

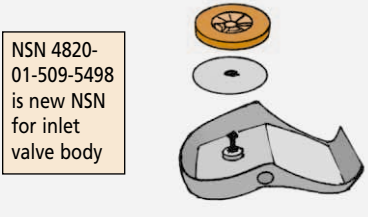


Inlet valve body: The inlet valve body assembly must seat completely in the sideport grooves or the canister won't seal. If the inlet valve body is properly installed, you should be able to rotate it easily with your finger. If it's difficult to move, install it again. Also make sure the inlet valve body spokes aren't torn.

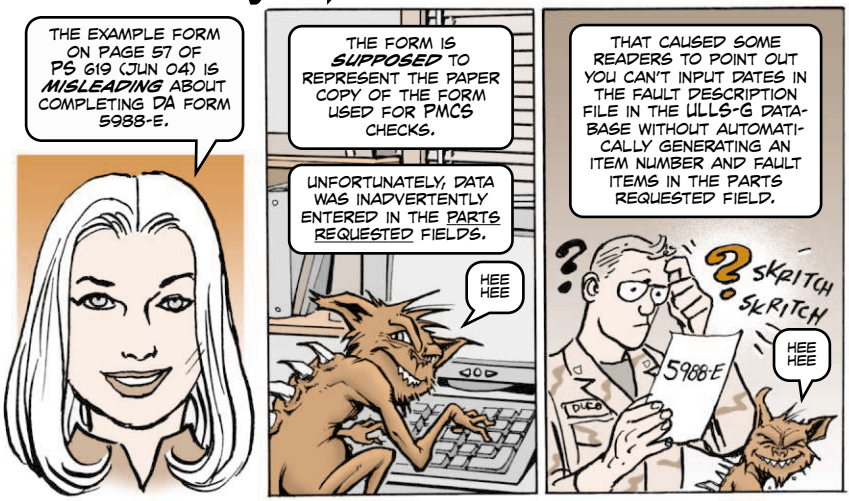


New nosecup valve seat and new inlet valve: NSN 4240-01-496-2844 brings 10 new valve seat assemblies that snap into place. Instructions come with the assemblies. NSN 4820-01-509-5498 is the new NSN for the inlet valve body.

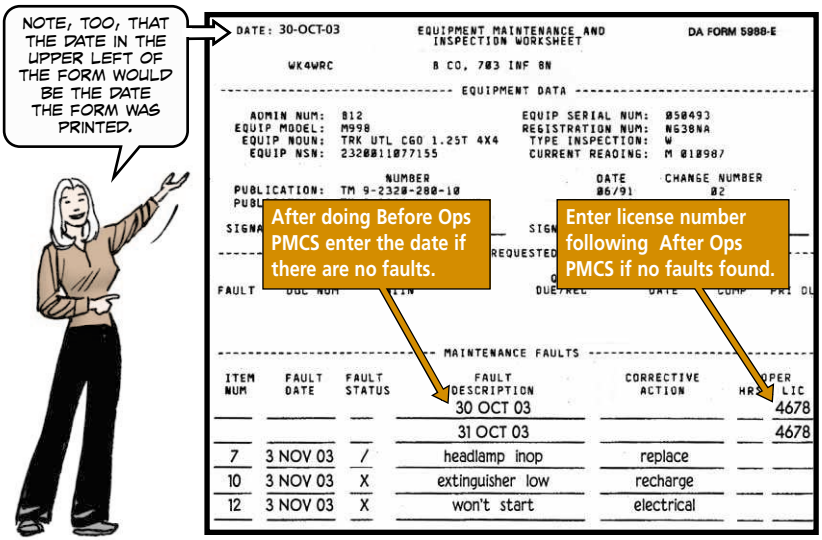




Misleading Information about PMCS



WHITE OUT THE DATA IN THE PARTS REQUESTED FIELD AND USE THE FORM AS SHOWN ON PAGE 57 AS A REPRESENTATION OF THE PMCS COPY OF THE FORM.



CD Recycling Changes Company

Dear Half-Mast,

I sent a CD for recycling to NESAR Systems, Darlington, PA; however, it was "returned to sender." PS Issue 523, Page 59 lists NESAR for recycling. Has there been a change?

Sincerely,
SGT J.G.S.

Dear Sergeant J.G.S.,

The info on recycling CDs in PS 523 has changed.

Plastic Recycling will recycle unclassified CDs.

Here's some helpful info about how you should prepare your shipment:

- *Make the CD unreadable by placing two deep radial scratches from the small inner hole to the outer edge on both sides.*
- *Send only unbroken CDs*
- *Separate CDs from jewel cases.*
- *Remove all paper from the jewel cases. Do not send sleeves or paper. Send plastic only.*
- *Packages must weigh 50 lbs or less.*
- *Shipping costs are paid by your unit or installation.*

Send shipments to:

Plastic Recycling
2015 South Pennsylvania Ave
Indianapolis, IN 46225

Mark the Defense Information Agency (DISA) MIL-HDBK-9660B (1 Sep 97), Department of Defense Handbook, DOD Produced CD-ROM Products, *subpara 5.3.3, Page 32 with the new company and address.*

Pages 30 and 31 provide information on destruction of CDs containing classified information.

You can locate the handbook at:

http://www.marcorsyscom.usmc.mil/sites/publicationsgroup/Documents/MIL-HDBK%2096 60B%20RevB.pdf#search='MILHDBK9660B'

Half-Mast

Mount TM on the Internet

TM 9-1005-245-13&P, which covers the machine gun mounts, has been updated and is available on the ETM (electronic technical manual) website at

https://www.logsa.army.mil/etms/online.htm

which requires a password. The updated version is also available on ETM 0065. Don't throw away your old TM, though. TM 9-1005-335-13&P, which will cover the M66 ring mount, is being published later this year. Until it comes out you will still need the old version of TM 9-1005-245-13&P for M66 info.

Has Your PATS Been Calibrated?

Right now, NBC NCOs, check the calibration stickers on your M41 PATS. Army records show 1,600 PATS have overdue calibrations, which means they may no longer be giving accurate readings. If your PATS needs calibrating, turn it in to your local TMDE. TMDE units in CONUS, the Far East, Alaska, and Hawaii should send their PATS to:

TMDE
ATTN: AMSAM-TMDE-SS
Bldg 5435, Fowler Rd
Redstone Arsenal, AL 35898-5400

Units in Europe and Southwest Asia should send their PATS to:

TMDE Region Europe
ATTN: AMSAM-TMD-GE-PL
Zepplinstrasse 152
Pirmasens, Germany 66953

If you have questions, contact DSN 793-4285/(309) 782-4285

Tank Engine/Transmission Oils

Under **no circumstances** should you use 15W/40 oil in the engine of your M1-series tank. 15W/40 multi-grade oil—as well as OE/HDO-30 (10° to 125°F) and OEA (-70° to 20°F)—is for use in the tank's transmission. The only engine oil to use is MIL-PRF-23699 (-10°F and above) or MIL-PRF-7808 (0 to -65°F). Check your -10-2 TMs to make sure the info listed there is correct. If not, grab your pencil and note the change until the TM is updated.

Tips on Getting FED LOG

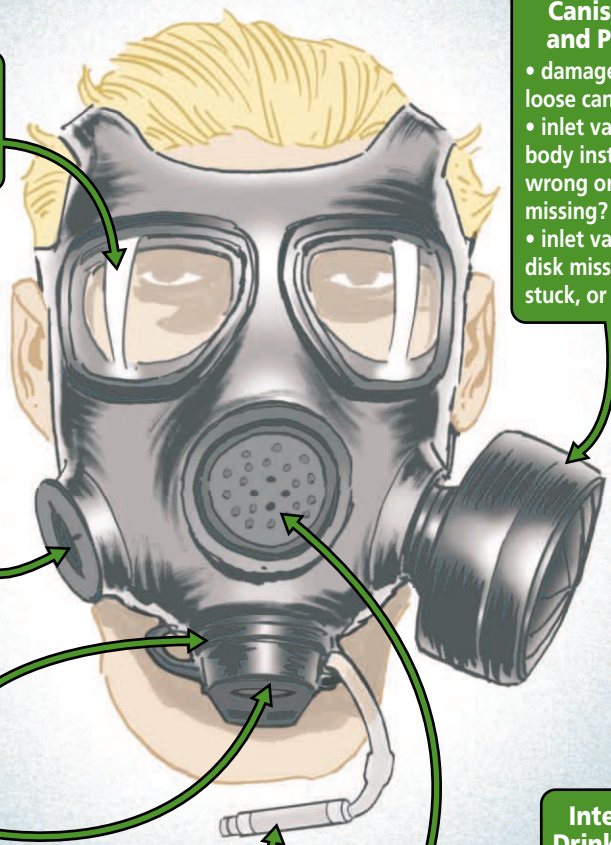
Users who get FED LOG through LOGSA's FED LOG Request Addressing System must immediately update their accounts. Log into the addressing system, enter your account number, and follow the instructions. Users can opt for the traditional five-disc CD-ROM set or a single DVD; both are centrally funded for FY06. FED LOG is also available on the ILAP website:

https://www.ilap.army.mil

DISTRIBUTION: To be distributed in accordance with the initial distribution number (IDN) 340312, requirements for TB 43-PS-Series.

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

If Your M40 Mask Passes These Checks, You're Good to Go



Lens
- broken?
- scratched?
- discolored?

Side Voicemitter
- loose lock ring?
- missing gasket?
- reversed voicemitter (bumps should point out)?

Outlet Valve Seat
- damaged?
- corroded?

Outlet Valve Disk
- damaged?
- dirty?
- missing?

Drink Tube Quick Disconnect
- clogged?
- leaking?

Front Voicemitter
- loose retainer?

Canister and Port
- damaged or loose canister?
- inlet valve body installed wrong or missing?
- inlet valve disk missing, stuck, or dirty?

Internal Drink Tube
- coupling sheared off?
- drink tube missing?

Problems? Tell your NBC NCO