

Issue 242

PS

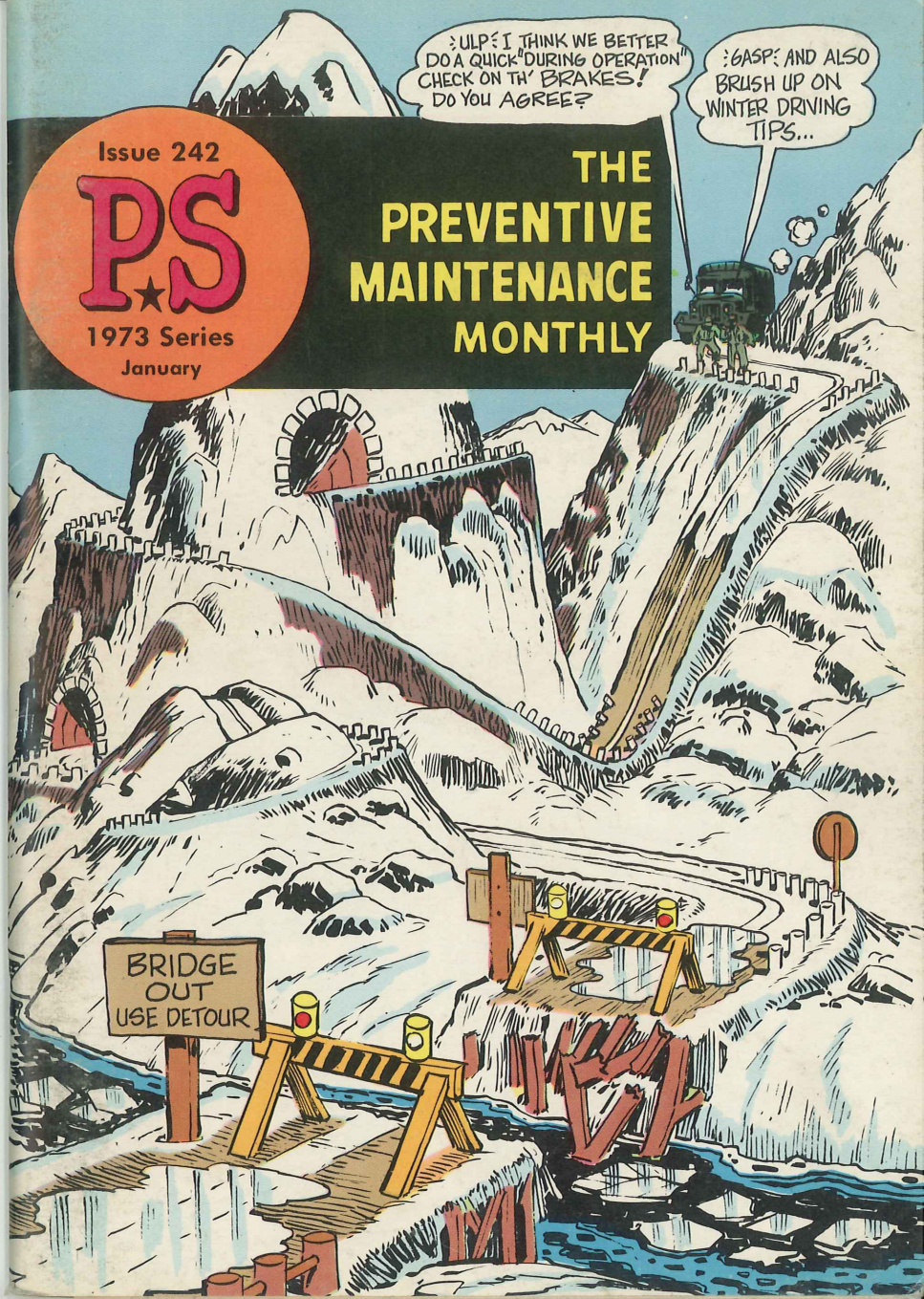
1973 Series

January

THE PREVENTIVE MAINTENANCE MONTHLY

“ULP! I THINK WE BETTER
DO A QUICK “DURING OPERATION”
CHECK ON TH’ BRAKES!
DO YOU AGREE?”

“GASP! AND ALSO
BRUSH UP ON
WINTER DRIVING
TIPS...”



NEW MO?

BATTALION
SHOP OFFICE

GLAD TO
HAVE YOU,
SIR.
HERE'S
A "WELCOME
ABOARD" GIFT
FOR YOU.

GIVE A HOOT--
DON'T
POLLUTE!

So your outfit has a new maintenance officer?

He's new to maintenance, so you know he'll need all the help he can get to steer the ol' Good Ship Maintenance.

He may be at sea when it comes to a lot of the stuff you already know, but he'll be runnin' a tight ship in short order—as soon as you make sure he has—

—FM 29-2 (Aug 71), Organizational Maintenance Management

—DA Pam 700-2 (Dec 68) with Ch 1 and 2, Commanders' Supply And Maintenance Handbook



THE
PREVENTIVE
MAINTENANCE
MONTHLY

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That FM charts his course so clear, he'll hardly need a compass. And the DA Pam is his guiding star on nearly everything he needs to know about publications and forms.

Keeping your unit's equipment shipshape is a job for all hands. A skipper needs a sharp crew just as much as the crew feels better—and does better—with a skipper who can weather the storm.

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,
Fort Knox, Ky.
40121

Use of funds for printing of this publication, has been approved by Headquarters, Department of the Army, 11 April 1972.

DISTRIBUTION: In accordance with requirements submitted on DA Form 12-4.

M60A1 Tank . . .

RED-HOT TIME SAVER

How sharp are you if you make an unauthorized modification on the starter ground and feeder cables of your M60A1 tank?

At first it looks like you're pretty sharp because you can save 2 or 3 minutes connecting these cables to their receptacles.

But when you burn up your tank you don't feel sharp at all.

This happens because some time-saving mechanic or crewman hacksaws the metal nuts off both starter ground and starter feeder cables.



Sure, this makes the cable ends go into the receptacles easier, even if the power plant has not been raised off its mounts and you have to reach down. Also, there is no chance you'll cross-thread the nuts when there are no nuts.

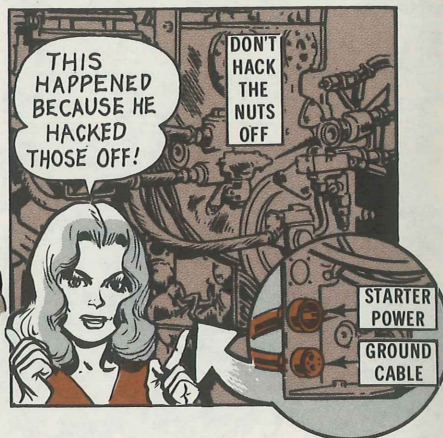
But here's where this happy picture starts to turn sad. With no nuts to hold them, the starter electrical contacts can—and do—vibrate out of their receptacles.

So what happens then?

Nothing happens because there's no current in the starter line cables while the engine is running.

But the next time you try to start the engine . . . that's when the soot hits the fan.

At the very least you can count on burning up your starter feed harness assembly (P/N 10863758, FSN 2590-974-9204) and your engine ground cable assembly (P/N 10863699, FSN 2590-678-4224).



There might be enough loose fuel in the area to start a serious fire. This little "time-saver" can cost anywhere from a few dollars fire damage to an entire tank burned up.

There's no need for hacksawing off the nuts if you install or remove the starter cable lines only when you have the power plant raised about 12 inches above the mounts.



NOW... YOU SEE
WHAT **UNAUTHORIZED
MODIFICATIONS**
CAN LEAD TO!

So, if the nuts have been "lost", get new ones put on, to give you a vibration-proof connection.

Ask for nut, starter ground cable, starter feed cable, FSN 5935-729-8217, 2 each.



PLAY IT SAFE. GET
NEW NUTS IF YOU
DON'T HAVE 'EM.

M48/M60 and M88ers . . .

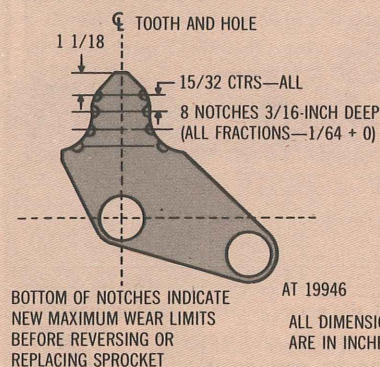
UPDATE THAT SPROCKET GAGE

Sprocket gaging has to be right—no argument.

Trouble is, a lot of people have gages that didn't get modified under MWO 9-5210-250-20/1 (Aug 69), and the MWO's expired.

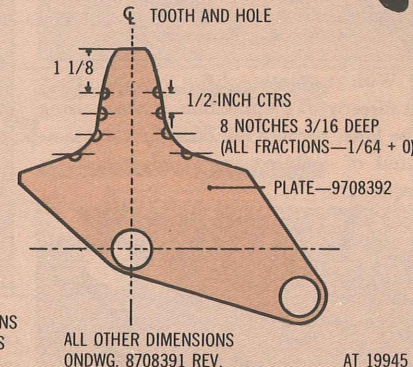
FSN 5210-563-7320 for M48/ M60-series tanks,

FSN 5210-563-7324 for M88's.



AT 19946

ALL DIMENSIONS
ARE IN INCHES



AT 19945

If you have one, or get one from supply that hasn't been modified, your CO can write the Department of the Army for OK to modify the old gage under Para 3-19e of AR 750-1 (May 72). Also watch for an EIR Digest article to revive the MWO information.

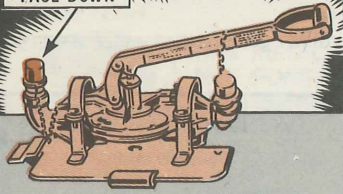
SO THE ADAPTER IS MISSING ON THE HOSE LINES FOR YOUR CONDENSATE REMOVAL PUMP?

YOU DON'T SEE MANY OF THESE LITTLE JEWELS AROUND ANYMORE.

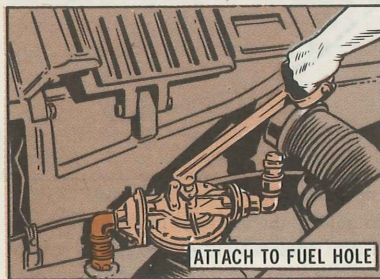
M60AI

You can still drain the condensate out of your fuel tanks even without an adapter. All you have to do is turn the suction end of the pump 180° with a wrench so it faces down instead of up.

TURN 180° TO FACE DOWN



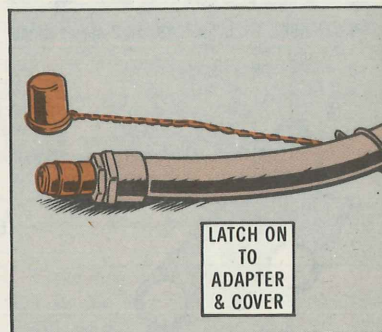
With it pointing down you can attach it directly to the fuel hole without using the hose, because the pump has the same kind of coupling as the adapter you're missing.



ATTACH TO FUEL HOLE

TANK PUMP LOOP

Even though this works OK, using the hoses and adapter is a lot handier. The adapter is FSN 2590-690-1162. Supply can get it for you with routing identifier code AKZ. Supply also has a protective cap for the adapter, FSN 2590-745-7678 (RIC S9C).



LATCH ON TO ADAPTER & COVER

If the entire pump is missing you can order it with an Exception Data Request using its part number, P/N 7971068. There is no FSN for the pump.

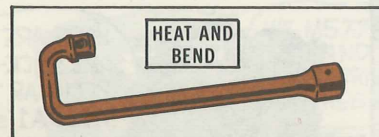
If you need the pump complete with hoses, order the whole assembly as FSN 4930-735-7745, (P/N 7357745).

M60/M60A1 Tanks . . .

INSIDE TRACK HELPER

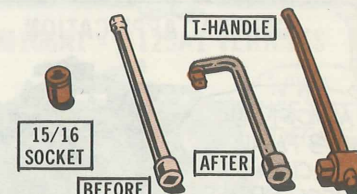
Sure, it's rough getting the end-connector bolts loose on the inboard side of your tracks, but here's something to make it a lot easier . . .

Take a surplus 3/4-in square drive 16-in socket-wrench extension and get a welder to heat and bend it into a J-shape. It's listed as FSN 5120-227-8079 on page B-4 of Ch 7 to TM 9-2350-215-10.



HEAT AND BEND

Now with a 15/16-in socket, FSN 5120-232-5681 on page B-6, on one end of the wrench extension and a T-sliding socket wrench handle, on the other end, you can easily loosen the end-connector bolts in the hard-to-get-to places on the inboard side of the tracks.



15/16 SOCKET

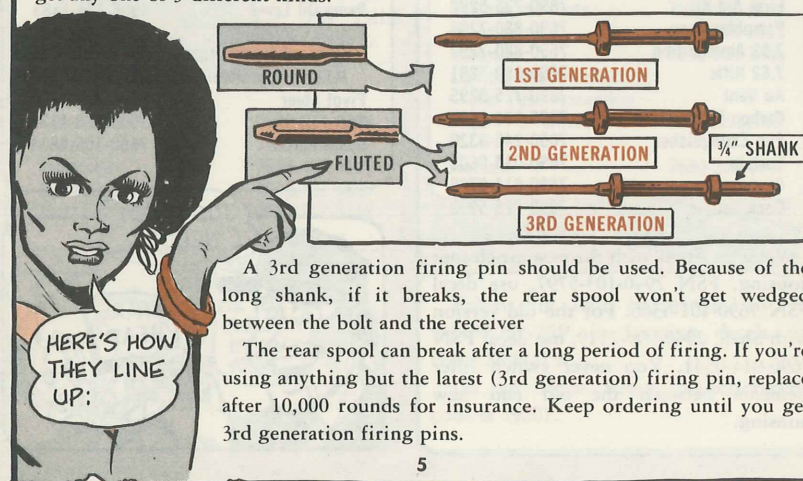
BEFORE

T-HANDLE

AFTER

M60 MACHINE GUN FIRING PIN

When you order an M60 machine gun firing pin, FSN 1005-872-4443, you might get any one of 3 different kinds.



ROUND

1ST GENERATION

FLUTED

2ND GENERATION

3/4" SHANK

3RD GENERATION

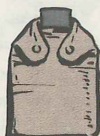
HERE'S HOW THEY LINE UP:

A 3rd generation firing pin should be used. Because of the long shank, if it breaks, the rear spool won't get wedged between the bolt and the receiver

The rear spool can break after a long period of firing. If you're using anything but the latest (3rd generation) firing pin, replace after 10,000 rounds for insurance. Keep ordering until you get 3rd generation firing pins.

Stuck For ...

CONNIE →



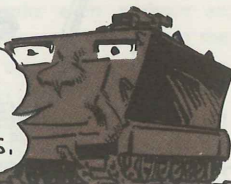
CANTEEN

LEGS

MISSING
DECALS CAN
BE TROUBLE WHEN
YOU HAVE AN
M113 TYPE
VEHICLE.

GENERAL APPLICATION

ALMOST ALL
M113 FAMILY
VEHICLES USE
THESE DECALS.



DECALS

| DECALS | FSN |
|-------------------------|---------------|
| Tools | 7690-880-7295 |
| Flashlight | 7690-679-5749 |
| Fire Extinguisher | 7690-725-5297 |
| Infrared Periscope | 7690-880-7294 |
| Periscope | 7690-679-5753 |
| First Aid Kit | 7690-725-5298 |
| Pamphlet Bag | 7690-880-7293 |
| 7.62 Ammunition | 7690-880-7292 |
| 7.62 Rifle | 7690-880-7291 |
| Air Vent | 7690-725-5295 |
| Carbon Monoxide Warning | 7690-014-1449 |
| Fire Extinguisher | 7690-245-8320 |
| Curtain | 7690-014-0605 |
| Canteen | 7690-014-0728 |
| Cook Set | 7690-725-5296 |

Vehicles fitted with the new air cleaner housing, FSN 2940-103-5797, use decal FSN 7690-401-4366. For the old version with Shell, 2940-999-2119, use decal FSN 7690-014-0541. You never switch filter elements between the old and new housing.

DECALS

M113A1 VEHICLES



HERE ARE
SOME STICK-ONS
PECULIAR TO
M113A1's.

DECALS

| DECALS | FSN |
|--|---------------|
| Spare Parts | P/N 10942874 |
| Fire Extinguisher Valve | 7690-245-8320 |
| Fuel Tank Strap Instruction | 7690-400-7151 |
| Throttle Instruction | 7690-014-0520 |
| Idle Instruction | 9905-403-0942 |
| Fan Oil Gage & Filter | 7690-014-0788 |
| Heater Warning | 7690-142-8998 |
| Ramp Oil Level | 9905-134-1188 |
| Engine Container | |
| Instructions-(M113A1, M132A1 and XM806E1) | 7690-450-5717 |
| Pivot Steer | 7690-456-1789 |
| Spare Head | 7690-880-1179 |
| Spare Barrel | 7690-105-2814 |

JUST WOT
I NEEDED.



FOR APC'S?

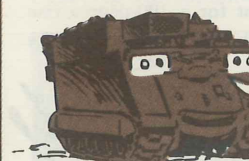
USE THESE FSN'S
TO GET YOUR
VEHICLES ALL
SET UP
RIGHT.

SWITCH

BONNIE



M577A1 VEHICLES



WE M577
COMMAND
POST CARRIERS
USE THESE.

| | |
|-------------------|---------------|
| Wall Switch | 7690-403-0948 |
| Fire Extinguisher | 7690-245-8320 |
| Blow Torch | 7690-489-6040 |

XM741 VEHICLES



WE XM741'S
USE THIS
KIND.

| | |
|--------------|---------------|
| Canteen | 7690-014-0728 |
| Cookset | 7690-725-5296 |
| Telescope | 7690-407-5101 |
| Night Sight | 7690-407-6995 |
| Muzzle Clamp | 7690-407-5112 |

M106A1 - M125A1 VEHICLES



'N'WE
USE THESE
DECALS.

| | |
|---------------------------|---------------|
| Panel Set | 7690-880-1169 |
| Mortar Firing Alignment | 7690-403-0945 |
| Sight Unit | 7690-403-0946 |
| .50 Cal Ammo | 7690-403-0944 |
| Roll Gun Parts & Tools | 7690-350-9407 |
| Forward Mortar Fire | |
| Warning | 7690-403-0949 |
| Radio Spare Parts | 7690-350-9408 |
| Bipod Travel | 2590-930-2328 |
| Boresight | 7690-350-9405 |
| Lighting Chest/Reflecting | |
| Unit (Use "exception | |
| data" to order) | P/N 10932799 |
| Machete | 7690-350-9406 |

CONNIE

BONNIE

Follow Fig. 186.1 in Change 1 to TM 9-2300-257-20P in locating decals on these XM741's.

On all these items, manufacturer's code is 19207.

YES, DEAR,
IT IS LEGAL.
I'LL TELL YOU
THE FSN
IF YOU
WISH.

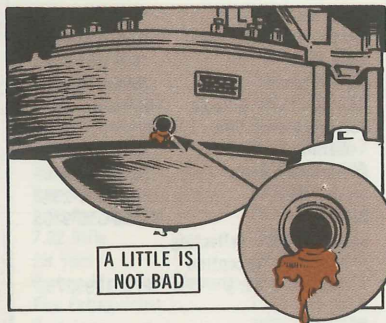


ABOUT THAT GEAR CASE LUBE LEVEL...



Aw, come on now—some of you guys are frettin' and stewin' too much about getting your gear case lube level right on the mark.

You get all uptight just because a little oil dribbles out when you're checking the lube level on your tactical truck. So what's the hurt?

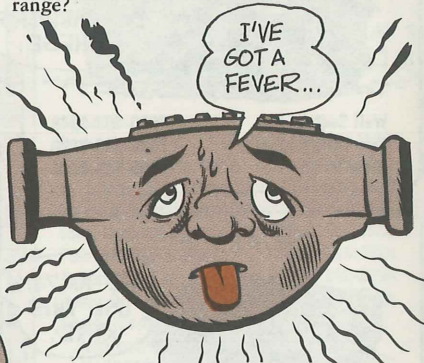


Sure, if the oil gushes out when you take out the fill plug, it may mean that someone rammed in too much lube last time the gear case was filled.

It may mean that—and it may not. It's not easy to overfill a gear case with a side fill-check hole, but it can be done.

First, though, let's take a good, hard look at the facts.

Did you know that GO 90 expands about 15 per cent for a 100-degree rise within its normal operating temperature range?



Did you know that the temperature in your gear case may hit 300°F, or even higher, under normal operating conditions?

Did you know that hot oil gets all frothy 'n' foamy with those gears churning it up?



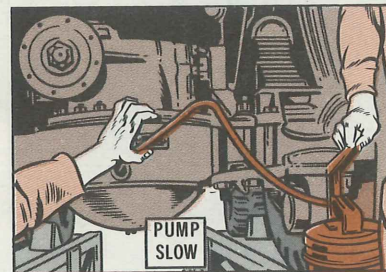
So what do you expect when you take the plug out of a full, hot gear case?

FILLING AND CHECKING

When you fill your gear case the right way, you can't possibly wind up with too much lube in there.

Remember, pump in the lube slow 'n' easy. GO is pretty heavy stuff. If you pump too hard 'n' fast, you can pile up GO in your gear case. Then, if you slap the plug back in quick, your gear case is overfull.

Always wait a bit after you've filled your gear case. Give the extra lube a chance to run back out so your level's right even with the bottom of the fill hole.



Then put in your plug—tight.

When you're checking the lube level in a cold gear case, you can usually figure that ½ inch below the fill hole is OK. You're bound to lose a little over a stretch of time.

Stick your pinky in the hole to the first joint. Bend the tip of your finger down. You should be able to dip the end of your finger into the lube. If not, you're low on lube. Add some.



But, before you check or add, get out the lubrication order for your equipment. If there's a more exact measure for your gear case lube level, the LO will pin it down.

TOO MUCH IS BAD

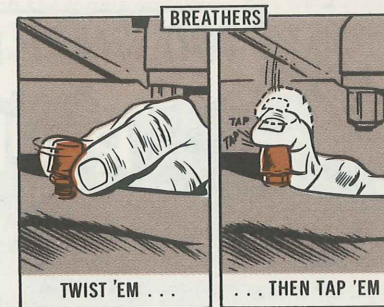
All this dope doesn't take you off the hook, though. You've still got to make sure you don't really have too much lube in your gear case.

With all that heat and expansion, an overfull gear case can blow seals. And your breathers or vent lines can get plugged up—then your seals are sure to blow!

Does this remind you of something?

You bet—just as important as having enough lube, but not too much, in your gear case—make sure your breathers or vent lines are clear.

Those breathers, especially, can get plugged with mud 'n' muck. Check 'em real often. Give the cap a twist to shuck out any dirt. Then tap it a couple of times to make sure the spring-loaded valve inside is working OK.



No good? Then put in a new one—it's a lot easier 'n' cheaper than replacing blown seals.

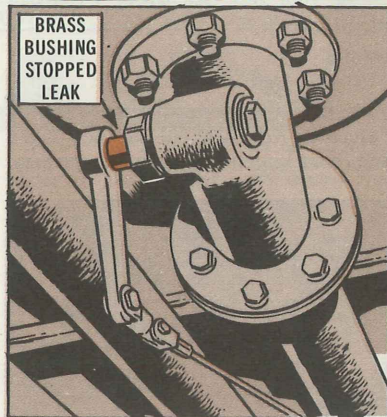


BONUS IN BRASS

Dear Editor,

We've had trouble with leaking discharge valves on all of our 2½-ton fuel servicing and water tank trucks. We found that the steel stem had rusted and stuck in the packing. Then, when the valve was opened, the stem tore the packing loose.

We could have put in a new stem, FSN 2510-732-6263, but it looked like we'd just have the same trouble again. So, instead, we had our support turn down the old stem about ⅛ inch and fabricate a brass bushing that's a snug fit on the stem and makes up the difference. With new packing, FSN 5330-732-9623, we're sure we've got a setup that'll last a lot longer.



Roy Brooks
Kentucky National Guard

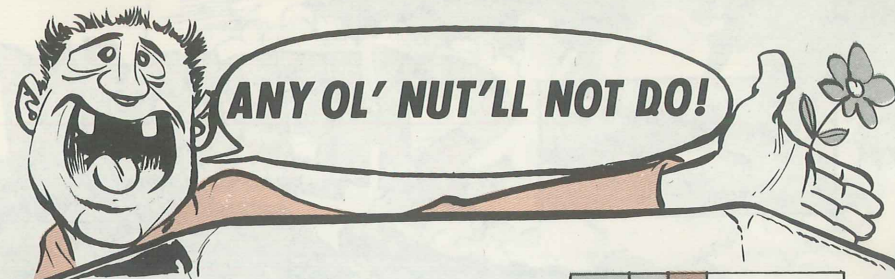
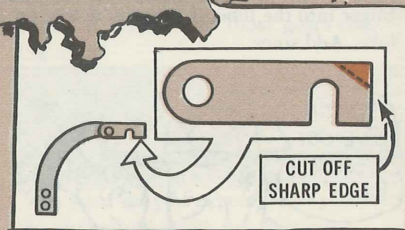
(Ed Note—When your repaired part is better than new, you're 'way ahead of the game.)

TOO SHARP FOR TARP

RIIIPPP!!

The sharp edge of the corner bow-lock lever will chew holes in the canvas of your M54A2-series 5-ton and M35A2-series 2½-ton trucks.

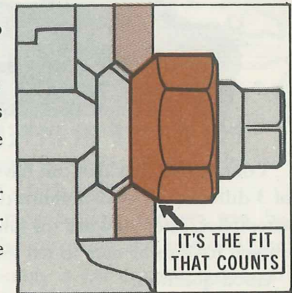
Grind, hacksaw, or cut off the sharp edge. Round off all the sides so it's nice 'n' smooth.



You're gambling with your life when you grab any ol' lug nut for your vehicle's wheels.

Just because it screws onto the stud does not mean it'll hold the wheel on tight. The right lug nut seats snug all the way around and puts the most pressure against the wheel.

So, if you've got to replace a lost, stripped or broken lug nut, never pick one out of a junk box or off some other vehicle. Get a brand new nut—the nut called for by your vehicle's parts manual.



TO PIN OR Not to PIN

Dear Half-Mast,

We got called down for having winch shear pins installed when we weren't using the winches. We were told the shear pin is supposed to be stowed with the spares—like in the glove compartment—except when we're actually using the winch.

Is this a DA requirement?

CW3 E.A.D.

Dear Mr. E.A.D.,

That's strictly a matter of local SOP. Some commands have had trouble with people goofing up—accidentally putting the winch into operation and busting things up. With the shear pin stowed away in some safe place, this can't happen.

In one case, though, you've got to keep the winch shear pin installed at all times. That's the M715-series 1¼-ton trucks. The winch drive shaft will drop down if the shear pin's not in place.

Half-Mast

DO LIKE
THE MAN
SAYS.





SHERIDAN SLANTS

GOT A TYPE III DETENT?

Your M551 Sheridan can have any one of 3 different types of ammunition detent assemblies. They all work the same so why do you have to be able to tell them apart?

Good question!

If you have a Type III you don't need to remove or clean it for the 600 EFC round life of the pressure vessel. In fact, direct support maintenance people can install, replace or service a Type III, and they have a special tool to do it with.

So take a look at the detent in your Sheridan.

The Type III has a small diameter shaft while a Type I or Type II shaft is thicker.

The Type III also has "Type III" stamped on the cover.

A decal reading—TYPE III AMMUNITION DETENT INSTALLED—is issued with each Type III detent and new 152MM Cannon Pressure Vessel Assem-



TYPE III AMMUNITION DETENT INSTALLED

TYPE I AMMUNITION DETENT-
11578419 FSN 1025-185-8000
(VENTED)

PACKING, PREFORMED-11578420
FSN 5330-169-0953

SCREW-MS21262-72
FSN 5305-940-9533, 1½" LONG

PACKING, PREFORMED-11578420
FSN 5330-169-0953

SCREW-MS21262-64
FSN 5305-990-2974,
1¼" LONG

TYPE II AMMUNITION DETENT
11578415 FSN 1025-169-0558
(VENTED)

TYPE III AMMUNITION DETENT
11578462 FSN 1025-470-1664
(VENTED)

NOTE SMALLER DIAMETER
SHAFT

bly. Put it on the coupling between the detent assembly shaft and the quadrant pad.



No FSN has been assigned to the decal. If you need additional decals, send your request to CG, US Army Weapons Command, ATTN: AMSWE-MAW, Rock Island, Illinois 61201.

DETENT HANDLING CAUTIONS

The detent needs careful handling regardless of which type it is.

Detent hole sealing surfaces can be destroyed by corrosion and erosion if the detent assembly is not cleaned, tightened and maintained on schedule.

Type I and Type II detents are removed and cleaned by organizational maintenance at intervals called for in TM 9-2350-230-12 (Jun 66) w/c.

A new, preformed, packing "O" ring, FSN 5330-169-0953, is then installed and the retaining screws are torqued to 80-95 lb-in. Lube the "O" ring lightly with FSN 9150-949-0323, an 8-oz tube.

HERE'S SOMETHING THAT WILL HELP OUT.

OK, FELLAS, USE THE CORRECT LENGTH SCREWS LIKE SO...

| Type of Detent | FSN of Screw | Inches Long |
|----------------------|----------------------------|-------------|
| Type I | 5305-940-9533 (MS21262-72) | 1½ |
| Type II and Type III | 5305-990-2974 (MS21262-64) | 1¼ |

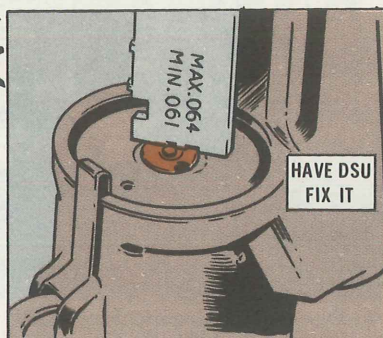
40-MM Grenade Launcher ... M203 PM BUST!

Some M203 40-MM grenade launchers are turning up at support with loose breech inserts.

A loose insert gives you a batch of stripped threads and a snootful of primer brass in the firing pin recess.

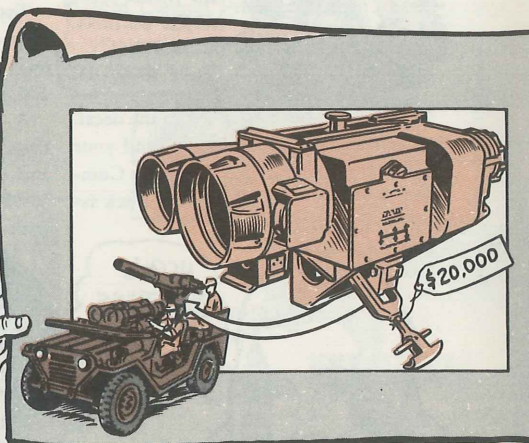
Either of these conditions is guaranteed to make you sweat on the firing line.

You operators never mess with a breech insert. You only drop a mini-amount of LSA through the breech insert hole.



If you find a loose insert, your unit armorer will take the grenade launcher to your support, pronto. Your DSU has a combination wrench and gage tool to tighten the insert to 50 in-lbs.

BANGING YOUR TOW HURTS



If you bang your toe, it hurts. Right? Well, if you bang your TOW it also hurts, but this time in the pocketbook.

The TOW optical sight is made of delicate and very, very expensive glass.

Would you believe \$20,000?

Yep! That's what an optical sight costs.

Too much for a statement of charges, right?

So be a little careful how you handle it. Never throw it in the back of a truck. Too many have been broken that way.

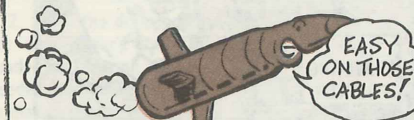
TWO TOW TIPS

TIP NO. 1

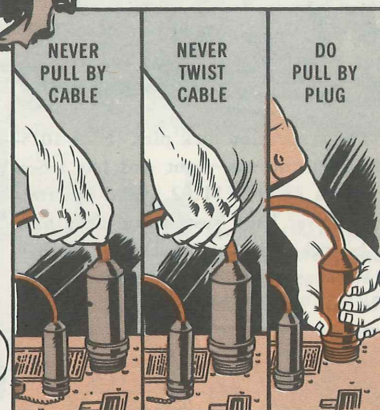
Hold one, 11Hotel types.

Want your TOW guided missile training set to give you trouble-free service?

Then pamper electrical connectors. Like the instructor console cable W1J1 to weapon system coil cord connector W1P3, to the instructor console and W1P1, W1P2, to the missile guidance set.



Careless handling—jerking or twisting these connectors loose by pulling on the cables 'stead of lifting 'em off by the plug—brews trouble.



Electronic input from the missile guidance set gets out of kilter, messes up the gunner's score and tracking performance.

TIP NO. 2

Ever caught your sleeve or jacket on the coupling clamp locking handle while TOW target tracking?



A loose coupling clamp could mean losing the traversing unit, optical sight unit, even the TOW launcher and missile.

Help's on the way. A new modified clamp—same stock number—is in the supply system. When locked, the handle is closer to the clamp—and you put it in front of the down-hill leg—about 90° from the old position.

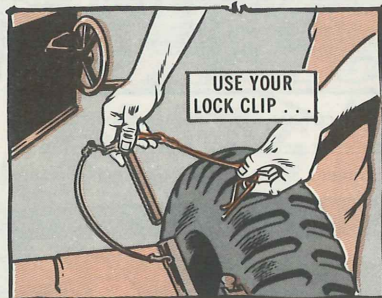


M102 LOCK PIN POOP



The suspension lock pins (FSN 1015-829-6490) on the right and left wheel supports of your M102 towed howitzer must never hang suspended. They have to be locked into one bracket or another.

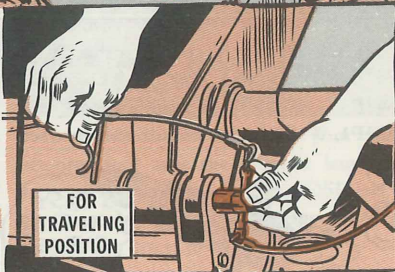
When your M102 is in the firing position use the attached lock clips to keep



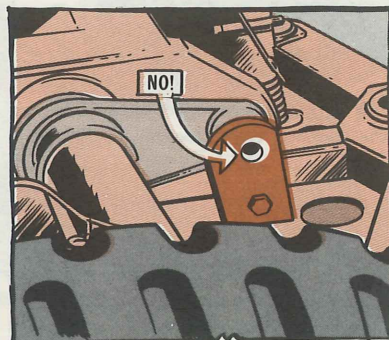
the lock pins in the retaining brackets on the support assemblies. That way they won't get lost or damaged when the howitzer is fired.



But it is even more important that you lock 'em into the suspension lock brackets when your M102 is in traveling position.



If you travel without suspension lock pins locked into the suspension brackets you could seriously damage the gear and housing assembly and actuator control assembly.



Even worse, if these assemblies break, the wheel supports can collapse. This could cause a lot of damage to the weapon and even a traffic accident if you are traveling on a road or highway.

M102 LUBING



This monthly lube service is a must to protect the life of the ball-screw and equilibrator assemblies on your M102 towed howitzer:

1. Elevate the weapon to about 800 mils.

2. Clean the drain hole on the equilibrator's lower end (under the spring seat). If needed, use wire (about 1/16-in dia) to unplug the hole.

3. Remove the 3/16-in aluminum plug on the top (underside) of the equilibrator. Be sure your wrench seats well into the plug and turn the plug easy-like—so's you'll not strip it.

4. Squirt PL-S general purpose oil into the top hole until it begins to seep out of the drain hole.

5. Replace the top plug easy-like.

6. After you service both assemblies, elevate and depress the weapon several times.

This new monthly lubing service is LO 9-1015-234-10.

PL-S general purpose oil comes like so: FSN 9150-273-2389, 4 oz; FSN 9150-231-6689, 1 qt.

USE YOUR

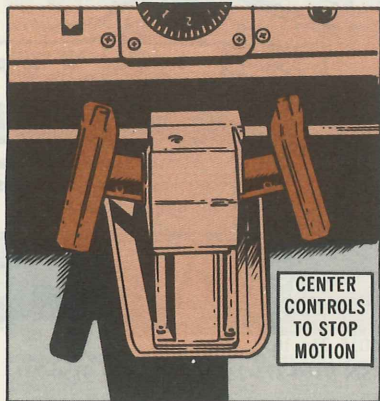


A little head work goes a long way in just about any situation . . . and just a stitch of gray cell application when operating or working on the Chaparral AD missile system can save a large bundle in repair costs.



F'RINSTANCE: PROPER
USE OF THE **HAND**
CONTROLS IN THE
TURRET.

When revolving the turret to find a new target (or for any other good reason), bring the hand controls back to center position to stop turret motion. This keeps the hydraulics in action and allows the turret to come to a smooth stop.

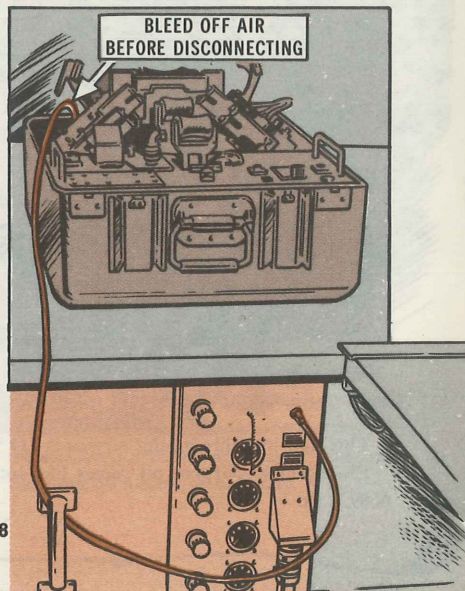


Whereas, sudden release of the controls in any position brings the turret to a stop with a jolt . . . and the jolt damages a number of parts . . . as well as causing unnecessary wear.

TSM-95 SHOP TALK

Before you disconnect the flexible air hose in the TSM-95 shop, bleed off the air after closing the air supply valve (the air hose leads from the DSM-79 test set to the air supply system under the work bench).

If you don't close the valve and bleed the air, some 3000 pounds of pressure



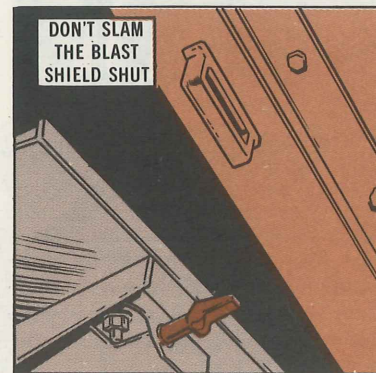
can whip that hose when you disconnect it . . . and take large chunks out of you.



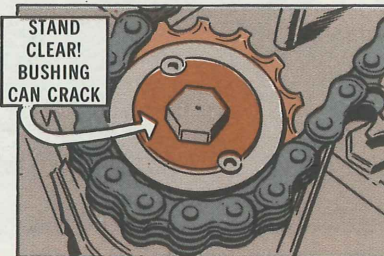
TRACK TRICKS

Let the blast shield door on the XM730 track down as easy as you can (get help if you're the only one around).

If the blast shield slams shut, you can bust up latches, snaps . . . and maybe even an arm or two. Easy does it.



Another arm or head saver bit amounts to standing clear of the turret when it is being erected or retracted. Reason: the transmission drive sprocket bushing cracks . . . and if the crack is bad enough, the turret can slam down.

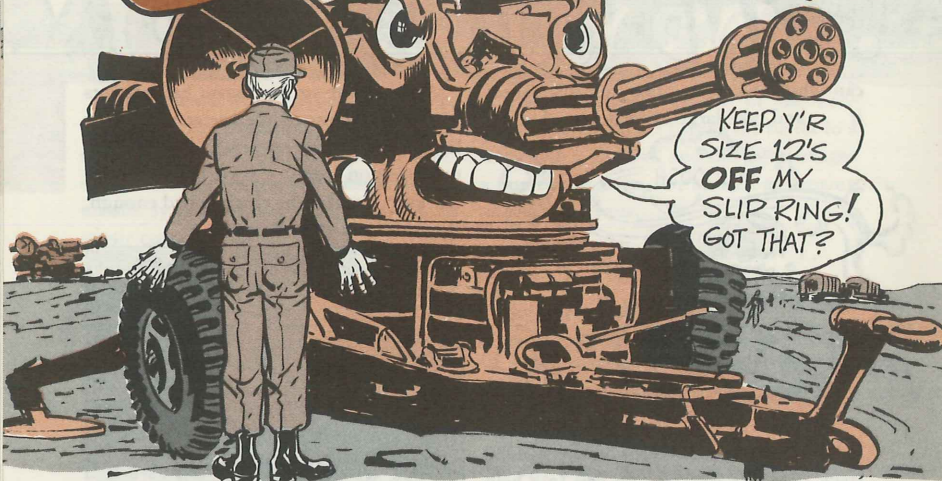


GOING TO THE POT

Final point: the pot rheostat on the modified M18 reflex sight in the cupola will break off inside . . . if you twist it beyond its stop. So, as soon as you feel pressure, stop.



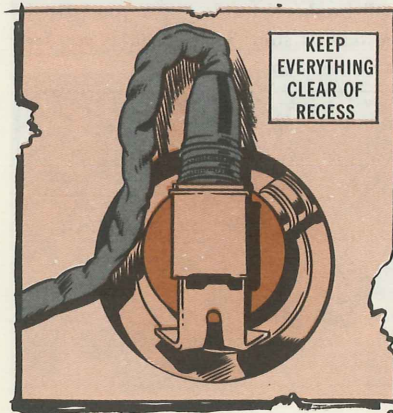
SLIP RING SLIP-UPS



KEEP Y'R
SIZE 12'S
OFF MY
SLIP RING!
GOT THAT?

Feet, foreign objects and fooling around can tear up the slip ring and W14 slip ring cable on the deck of the towed Vulcan 20-mm AAA system.

Which means, keep trash out of the slip ring recess . . . and keep your feet off the slip ring, tough though that might be.



KEEP
EVERYTHING
CLEAR OF
RECESS



KEEP BOOTS
CLEAR OF
SLIP RING

The engineer types are bending brain cells trying to come up with some protection for the slip ring, but for some time to come the only protection it'll get is what you give it.

TIC
TIC
TIC
TIC

CONNIE'S 1973 CALENDAR

Good PM
PM'S...
... EVERYBODY'S JOB
ALCOHOL STOPS FUEL FREEZE-UPS
CHECK YOUR LO
TAP-TAP-TAP WHEN BRAKING ON ICE

LOW BATTERIES CAN FREEZE
PM COUNTS
ICE N' SNOW CALLS FOR EXTRA PM
OUT IN THE COLD?
READ YOUR TM'S COLD-WEATHER SECTION
21

JANUARY 1973

| S | M | T | W | T | F | S |
|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |
| 28 | 29 | 30 | 31 | | | |

FEBRUARY 1973

| S | M | T | W | T | F | S |
|----|----|----|----|----|----|----|
| | | | | 1 | 2 | 3 |
| | | | | 32 | 33 | 34 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 42 | 43 | 44 | 45 | 46 | 47 | 48 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 49 | 50 | 51 | 52 | 53 | 54 | 55 |
| 25 | 26 | 27 | 28 | | | |
| 56 | 57 | 58 | 59 | | | |

HIT OR MISS PM MAKES WASTE!

MARCH 1973

| S | M | T | W | T | F | S |
|----|----|----|----|----|----|----|
| | | | | 1 | 2 | 3 |
| | | | | 60 | 61 | 62 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 63 | 64 | 65 | 66 | 67 | 68 | 69 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 70 | 71 | 72 | 73 | 74 | 75 | 76 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 77 | 78 | 79 | 80 | 81 | 82 | 83 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| 84 | 85 | 86 | 87 | 88 | 89 | 90 |

CLEANLINESS IS NOT SPIT 'N' POLISH

ALL MWO'S RECORDED? REPORTED?

GRIPE WITH A DA FORM 2407 (EIR)

USE NEXT WINTER CONNIE

BE BRIGHT...KEEP TRACK TENSION TIGHT.

KEEP STEAM AND WATER HOSES OFF ELECTRONIC GEAR

ABUSIVE OPERATION MURDER'S EQUIPMENT

22

APRIL 1973

| S | M | T | W | T | F | S |
|-----|-----|-----|-----|-----|-----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 91 | 92 | 93 | 94 | 95 | 96 | 97 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 98 | 99 | 100 | 101 | 102 | 103 | 104 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 105 | 106 | 107 | 108 | 109 | 110 | 111 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 112 | 113 | 114 | 115 | 116 | 117 | 118 |
| 29 | 30 | | | | | |
| 119 | 120 | | | | | |

MAY 1973

| S | M | T | W | T | F | S |
|-----|-----|-----|-----|-----|-----|-----|
| | | 1 | 2 | 3 | 4 | 5 |
| | | 121 | 122 | 123 | 124 | 125 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 126 | 127 | 128 | 129 | 130 | 131 | 132 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 133 | 134 | 135 | 136 | 137 | 138 | 139 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 140 | 141 | 142 | 143 | 144 | 145 | 146 |
| 27 | 28 | 29 | 30 | 31 | | |
| 147 | 148 | 149 | 150 | 151 | | |

GAGES SIGNAL TROUBLE...WATCH 'EM!

USE THE RIGHT TOOL RIGHT

USE...DON'T ABUSE!

PARTS PACKAGED TILL NEEDED PARTS CLEAN PARTS

DA FORM 2404 IT'S THE HOT LINE TO YOUR MECHANIC

23

JUNE 1973

| S | M | T | W | T | F | S |
|-----|-----|-----|-----|-----|-----|-----|
| | | | | | 1 | 2 |
| | | | | | 152 | 153 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 154 | 155 | 156 | 157 | 158 | 159 | 160 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 161 | 162 | 163 | 164 | 165 | 166 | 167 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 168 | 169 | 170 | 171 | 172 | 173 | 174 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 175 | 176 | 177 | 178 | 179 | 180 | 181 |

WE HAVE THE BEST... BUT IT STILL NEEDS PM

A LITTLE PM, BIT BY BIT, CAN DO THE JOB

ADJUST LO INTERVALS FOR UNUSUAL CONDITIONS



Dope Sheet



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.



JULY 1973

| S | M | T | W | T | F | S |
|-----|-----|-----|-----|-----|-----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 182 | 183 | 184 | 185 | 186 | 187 | 188 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 189 | 190 | 191 | 192 | 193 | 194 | 195 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 196 | 197 | 198 | 199 | 200 | 201 | 202 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 203 | 204 | 205 | 206 | 207 | 208 | 209 |
| 29 | 30 | 31 | | | | |
| 210 | 211 | 212 | | | | |

AUGUST 1973

| S | M | T | W | T | F | S |
|-----|-----|-----|-----|-----|-----|-----|
| | | | 1 | 2 | 3 | 4 |
| | | | 213 | 214 | 215 | 216 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 217 | 218 | 219 | 220 | 221 | 222 | 223 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 224 | 225 | 226 | 227 | 228 | 229 | 230 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 231 | 232 | 233 | 234 | 235 | 236 | 237 |
| 26 | 27 | 28 | 29 | 30 | 31 | |
| 238 | 239 | 240 | 241 | 242 | 243 | |

HALT FOR PM--
PM WHEN AT
HALT

DO THE JOB
RIGHT-- THE
FIRST TIME

BREATHERS
NEED
CLEANING TOO

PM MEANS
LIFE TO YOUR
EQUIPMENT
AND YOU.

SEPTEMBER 1973

| S | M | T | W | T | F | S |
|-----|-----|-----|-----|-----|-----|-----|
| | | | | | | 1 |
| | | | | | | 244 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 245 | 246 | 247 | 248 | 249 | 250 | 251 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 252 | 253 | 254 | 255 | 256 | 257 | 258 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 259 | 260 | 261 | 262 | 263 | 264 | 265 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 266 | 267 | 268 | 269 | 270 | 271 | 272 |
| 30 | | | | | | |
| 273 | | | | | | |

OCTOBER 1973

| S | M | T | W | T | F | S |
|-----|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| | 274 | 275 | 276 | 277 | 278 | 279 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 280 | 281 | 282 | 283 | 284 | 285 | 286 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 287 | 288 | 289 | 290 | 291 | 292 | 293 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 294 | 295 | 296 | 297 | 298 | 299 | 300 |
| 28 | 29 | 30 | 31 | | | |
| 301 | 302 | 303 | 304 | | | |

DIRTY AIR CLEANERS
ARE THE
LIVING END

27

TEST BEFORE
TOSSING

NOVEMBER 1973

| S | M | T | W | T | F | S |
|-----|-----|-----|-----|-----|-----|-----|
| | | | | 1 | 2 | 3 |
| | | | | 305 | 306 | 307 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 308 | 309 | 310 | 311 | 312 | 313 | 314 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 315 | 316 | 317 | 318 | 319 | 320 | 321 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 322 | 323 | 324 | 325 | 326 | 327 | 328 |
| 25 | 26 | 27 | 28 | 29 | 30 | |
| 329 | 330 | 331 | 332 | 333 | 334 | |

USE CORRECT TORQUE...
NO GUESS MESS

DECEMBER 1973

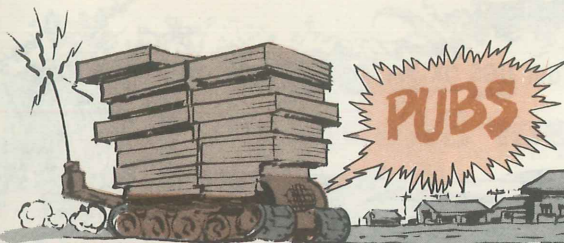
| S | M | T | W | T | F | S |
|-----|-----|-----|-----|-----|-----|-----|
| | | | | | | 1 |
| | | | | | | 335 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 336 | 337 | 338 | 339 | 340 | 341 | 342 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 343 | 344 | 345 | 346 | 347 | 348 | 349 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 350 | 351 | 352 | 353 | 354 | 355 | 356 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 357 | 358 | 359 | 360 | 361 | 362 | 363 |
| 30 | 31 | | | | | |
| 364 | 365 | | | | | |

EVERBALL
ALL FLUID
LEVELS
DAILY

PM COSTS NOTHING UNTIL
YOU FAIL TO DO IT.

PM...THE GIFT
OF THOSE WHO
CARE

REPORTABLE ITEMS?
THEY'RE ALL IN SB 700-20-1



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 (Jun 72), TM's, TB's, etc.; DA Pam 310-6 (Jul 72), and Ch 1 (Oct 72), SC's and SM's; DA Pam 310-7 (May 72), MWO's; and DA Pam (C) 310-9 (Nov 71), COMSEC Pubs.

TECHNICAL MANUALS

TM 5-3895-325-20P Aug RP&STL Distr, Bitum, Trk Mid Seaman Mdl 800M
TM 5-4310-342-14 Jul Compressor, Rotary, 250 CFM, DED, Trailer Mtd, Ingersoll-Rand Mdl RMS-250
TM 5-4320-242-14 Aug Pump Assy, Flam Liquid, 350-GPM Cop at 190 Foot Head; Gorman-Rupp Mdl 84C15-4A084, Barnes Mdl US36ACG
TM 5-4930-228-14 Aug Liquid Disp Tank and Pump Unit, Advanced Industries Mdl 1800
TM 5-5420-20-10 C8 Aug M48A2 AVBL
TM 5-6350-253-10 Jul Alarm Set (Mdl AN/GSQ-159 (V) DSID)
TM 9-1005-246-24 C1 Aug Org, DS and GS M139 20-MM Automatic Gun
TM 9-1010-205-24 Jul 40-MM Grenade Launcher M79
TM 9-1090-203-12 C5 Jul M28, M28E1 Armament Subsystem
TM 9-1425-525-1 Aug List of Applicable Pubs for Imp Hawk
TM 9-1425-525-12-4 Aug Oper and Org Gen Maint for Imp Hawk
TM 9-1430-526-12-3 Aug Btry Control Central AN/TSW-8(XO-1)
TM 9-1430-526-24P Aug AN/TSW-8 (XO-1) Btry Control Central
TM 9-1430-527-24P Aug Info and Coordination Central AN/MSQ-95 (XO-2)
TM 9-1430-528-12-1 & 12-3 Aug Radar Set AN/MPQ-48 (XO-1)
TM 9-1430-528-24P Aug Radar Set AN/MPQ-48 (XO-1)
TM 9-1430-529-12-1 Aug Radar Set AN/MPQ-51 (XO-1)
TM 9-1430-529-24P Aug RP&STL (Including Depot Maint) for Radar Set AN/MPQ-51 (XO-1)
TM 9-1430-533-12-1 Sep Radar Set AN/MPQ-46 (XO-1)
(C) TM 9-1430-534-12-2 & -12-3 Aug Radar Set AN/MPQ-50 (XO-1)
Imp Hawk Air Defense Guided Mtl Sys (U)
TM 9-1440-531-12-1 Sep Launcher XM192E1, Launch Sect Control Box AN/GSA-132 (XO-1)
TM 9-2320-245-10 Aug Lt Armored Car (V-100 Commando) XM705, M706 (Formerly XM706E1, XM706E2)
TM 9-2330-272-14 Jun Semitrailer,

Tank: Fuel, 5,000 Gal M131A4, M131A5C

TM 9-2350-224-20 C7 Jul M48A3 Tank

TM 9-2610-201-14 Jul Standards

and Criteria for Tech Insp of Tires

TM 9-4910-389-12 Jul Cleaner and

Tester, Spark Plug: Bench Mtd

Champion, Oiljak, and VP Co

TM 9-4931-204-12/2 C2 Sep

Manual Test Set, Computer Logic Unit

AN/GSM-70 (Composite Test Tape A

Program Printout)

TM 9-4931-700-14-2 Aug High Voltage

Amplifier, Hewlett-Packard Mdl 746A

and 746A-C90

TM 9-4935-541-14 Aug Shop Equip

AN/TSM-45 and -107

TM 9-4935-542-12 Aug Shop Equip

AN/TSM-112

TM 10-1670-263-20 Sep Maint

Manual, Repair Parts and Tools for

C-14 34-F Cargo Chute

TM 10-8340-205-13 Aug M1948

Flyproof Tent Kitchen

TM 11-5820-795-14 Jul Modem-

Translator, Telephone MD-883/FSC

TM 11-5895-751-12 Aug Repeater

Sets, Radio AN/GRQ-16(V) 1, 2, 3, & 4

and AN/GRQ-16A(V) 1, 2, 3, & 4

TM 11-6625-228-20P Sep Radar

AN/UPM-60 and AN/UPM-60A

TM 55-1500-204-25/1 C9 Aug Gen

Acft Maint

TM 55-1510-201-20 C9 Sep U-8D,

G, F, RU-8D

TM 55-1510-209-10/1 Aug U-21A,

RU-21A, D

TM 55-1510-209-10/3 Aug U-21G,

RU-21E

TM 55-1510-209-20/3 C1 Jul U-21G,

RU-21E

TM 55-1510-209-34/3 C1 Jul U-21G,

RU-21E

TM 55-1520-209-10 C16 Aug CH-47A

TM 55-1520-209-20-1 C46 Sep

CH-47A

TM 55-1520-209-20-2 C15 Aug

CH-47A

TM 55-1520-209-20-1 C1 Sep

CH-47A, B, C

TM 55-1520-210-20-1 C5 Sep

UH-1B, C, D, H, M

TM 55-1520-210-20-2 C4 Sep

UH-1B, C, D, H, M

TAMMS Guidelines

While you wait for a revised TM 38-750, try DA Cir 750-41 (6 Oct 72) for pointers on improved procedures on TAMMS. It's the latest on how to set your equipment records straight.

TM 55-1520-214-10 -11 Aug OH-6A
TM 55-1520-214 -20 C13 Jun OH-6A
TM 55-1520-217-CL/1 C3 Apr CH-54A
TM 55-1520-217-CL/2 C6 Apr CH-54B
TM 55-1520-217-CL/2 C7 Aug CH-54B
TM 55-1520-217-20P-1 C3 Sep CH-54A, B
TM 55-1520-221-20 C8 & C9 Sep AH-1G
TM 55-1520-227-CL C1 Jun CH-47B, C
TM 55-1520-227-20-1 C11 Sep
CH-47B, C
TM 55-1520-227-20-1 C12 Oct
CH-47B, C
TM 55-1520-227-20-2 C3 Aug
CH-47B, C
TM 55-2810-221-24 C1 Sep Eng Mdl
0-435-23C, 0-435-25A
TM 55-2810-222-24 C2 Sep DS and
GS Maint, Eng Mdl 0-540-9A
TM 55-2810-223-24 C5 Sep Eng Mdl
R1 340-59 and -61
TM 55-2810-224-24 C4 Sep Eng Mdl
R985-39A
TM 55-2840-229-24 C6 Sep Eng Mdl
T53-1-9A, -11, -11A, -11B, -11C, -11D,
-13A, -13B
TM 55-2840-232-24 C1 Oct Eng Mdl
T74-CP-700
TM 55-2840-234-24/2 C3 Aug Engine,
Mdl T55-L-11A
TM 55-4920-203-15 C1 Sep Shop Set A-2
TM 55-4920-211-15 C1 Sep Shop Set C-2
TM 55-4920-212-15 C1 Sep Shop Set C-3
TM 55-4920-213-15 C1 Sep Shop Set C-4
TM 55-4920-214-15 C1 Sep Shop Set C-5
TM 55-4920-215-15 C1 Sep Shop Set C-6
TM 55-4920-216-15 C1 Sep Shop Set C-7
TM 55-4920-217-15 C1 Sep Shop Set C-8
TM 55-4920-218-15 C1 Sep Shop Set C-10
TM 55-4920-219-15 C1 Sep Shop Set C-9
TM 55-4920-220-15 C1 Sep Shop Set C-11

MISCELLANEOUS

DA Cir 750-37-11 Oct Sample Data
Collection, Truck, Tractor, 5 Ton Mdl
2000D

DA Cir 750-40 Sep Reporting of Maint
Actions on Acft Subsystems
DA Cir 750-41 Oct TAMMS

DA Pam 5-2-2 Aug MAP-TOE
Instructor's Guide

LO 9-1430-529-12 Aug Radar Set

AN/MPQ-51 Imp Hawk

LO 9-1430-534-12 Sep Radar Set

AN/MPQ-50

COMMUNICATIONS

Keeping Your UGS OK!

Sensor Simpatico

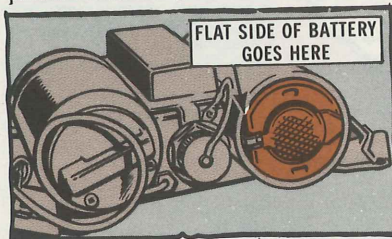
WE
UNATTENDED
GROUND SENSORS
GOTTA HAVE
SYMPATHY.

Unattended ground sensors need sympathetic understanding and just a hint of consideration.

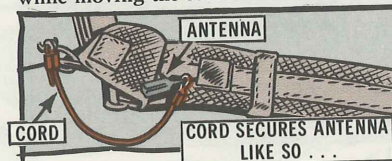
With a little effort on your part, the Phase III UGS will make it big in the field . . . for you.

Consider the MINISID III, AN/GSQ-154 alarm set (sensor, friend):

When you install the MINISID's battery, keep the flat side toward the connections . . . or facing inward. Saves pinched connecting cords.



And, about cords, if you're wondering about that nylon one on the newer model MINISIDS, it's for securing the antenna in the carrying strap. Saves lost antennas while moving the sensor around.



As with all sensors using a geophone, you don't stomp the MINISID III geophone into the ground . . . and you don't jerk it out by the lead wire cord. Either way can break the lead.



Pull it out by the collar on the geophone, and, if you can't push it into the ground, scrape or dig a hole for it . . . and bury it.

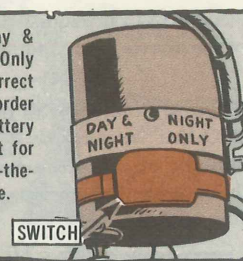
AAU

The AAU, DT-383 detector alarm will do its best detecting if you:

1 - Be sure the O-ring on the connector to the MINISID III is in place . . . to prevent moisture seepage and damage.

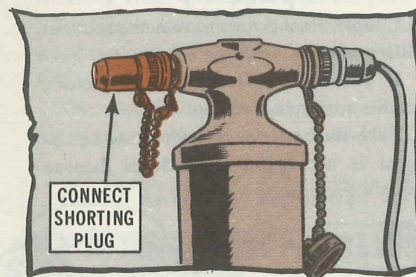
MAKE
SURE I'M
IN
PLACE.

2 - Set the Day & Night and Night Only switch in the correct position . . . in order to increase battery life if you use it for other than 'round-the-clock surveillance.



MAGID

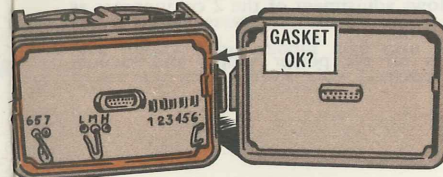
When operating the MAGID T-4, DT-509 with only one solenoid attached, the shorting plug must be connected at the opposite connector . . . or the MAGID won't work.



And before you make the connection between MINISID III and the MAGID, line up the keyway. When you don't, you damage connectors.

DSID

The cover gasket on the DSID, AN/GSQ-159, will fall out if you so much as look at it cross-eyed. So, eyeball it straight, be sure the gasket is in place all around the groove in the cover, and latch the cover in place. That way you save the water seal . . . and the sensor.



EMID

Hold one before you try to straighten the antenna on the EMID, AN/GSQ-160!

The antenna is supposed to be bent slightly bowed), and "straightening" it can break it.

Keep the antenna cap on when the EMID's not in use . . . to protect the contacts.

And, uh, the antenna's right there handy, but don't use it to pull the EMID out of the ground. Obvious consequences.

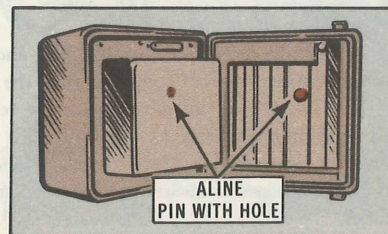
KEEP
ANTENNA
CURVED



Dig the dirt clear of the case and lift it out by the carrying strap or antenna insulator. Set the recovery code switches before you do any lifting.

Best way to install the EMID battery is to first connect the battery to the connector in the upper case. Then, line up the lug on the battery cover with the hole in the battery, push the cover on, and latch it.

Saves battered contacts.



ADSID

The tip of the ADSID, AN/GSQ-176, has a recessed area on two sides so that you can tighten it with a wrench . . . which is a good idea if you want it water-tight and impact-protected.



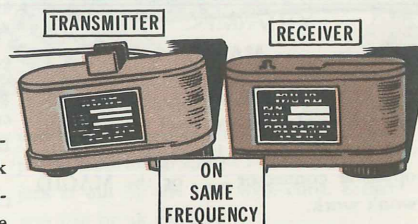
A good test for the ADSID prior to implant is to unscrew the tip . . . and check for an ID readout on the Portatalk. Naturally, screw the tip back on with the wrench.

MF 11-5562, a film titled "Air Employment Technique," gives the word on proper implant and delivery techniques for the ADSID. It shows how to hold the sensor when you drop it from a helicopter.

Your CO can request the film by way of the nearest Army film library.

PSID

One big caution with the PSID, AN/GSQ-151: Be sure the detectors (transmitters) are on the same frequency as the receiver. Otherwise, you're spinning your wheels.



Coupla' final points to remember about all sensors:

If you have to force the connectors, you've got 'em on wrong.

Take the batteries out when the equipment is not being used. Saves damage from corrosion.

GRC-106 Turn-In



Eyeball TB 750-911-4 (Jul 72), EIR and Maintenance Digest, for the latest word on turn-in for repair of components of the AN/GRC-106 radio set.

The TB advises turn-on of both the receiver-transmitter and the amplifier when either component must be repaired. This allows adjustment of the 2 components as a set . . . especially on the automatic level controls.

"Togetherness" adjustment prevents strain on the power supply and vacuum tubes.

Retain The Ring



When you're replacing any of the A8000 assembly modules in the RT-524 or -246 receiver-transmitter, be sure the retaining rings are in place on the pins.

It doesn't take much for the pin to work out and fall into the innards of the R-T.

This could short out or jam various components and put your set on sick-call.



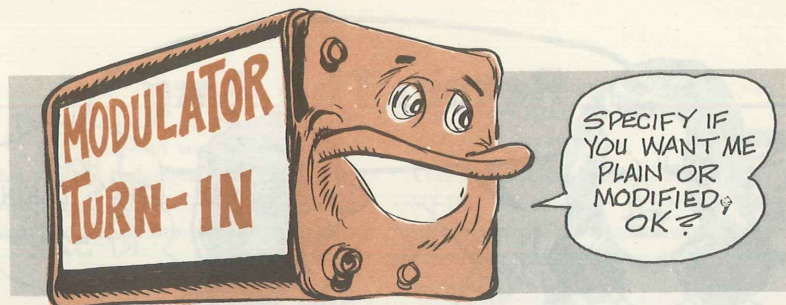
Circuit Board Finger Folly



Acid from human hands can botch the calibration of printed circuit boards and cause erratic readings.

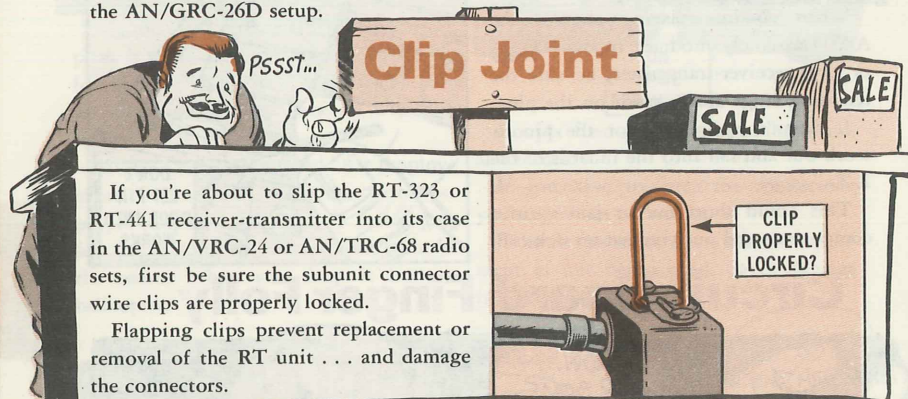
So . . . when you're handling the boards, try to keep your fingers off the contacts.

If you do have to touch the contacts, use a rubber eraser to rub the touched area lightly. This should take care of finger acid and ward off slow corrosion.



Turning in a faulty MD-239A/GR modulator from your AN/GRC-26D radio installation?

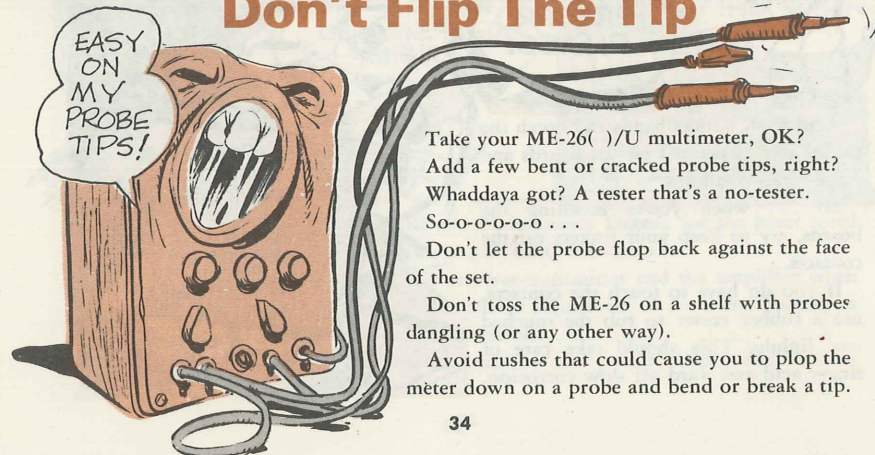
Specify that you want either the modified MD-239A/GR (MWO 11-5820-256-35/1) or a plain MD-239/GR—not the unmodified A model, which can't be used with the AN/GRC-26D setup.



If you're about to slip the RT-323 or RT-441 receiver-transmitter into its case in the AN/VRC-24 or AN/TRC-68 radio sets, first be sure the subunit connector wire clips are properly locked.

Flapping clips prevent replacement or removal of the RT unit . . . and damage the connectors.

Don't Flip The Tip



Take your ME-26 ()/U multimeter, OK? Add a few bent or cracked probe tips, right? Whaddaya got? A tester that's a no-tester. So-o-o-o-o-o . . .

Don't let the probe flop back against the face of the set.

Don't toss the ME-26 on a shelf with probes dangling (or any other way).

Avoid rushes that could cause you to plop the meter down on a probe and bend or break a tip.



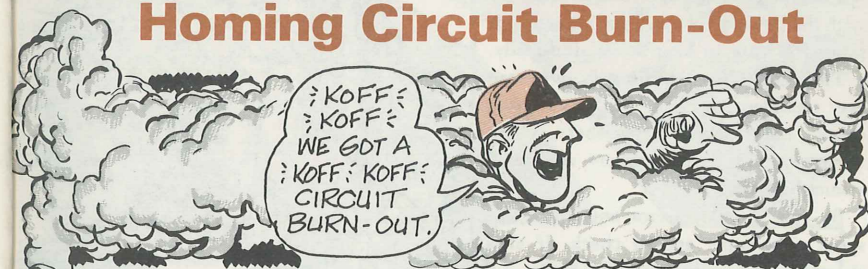
Accidentally activating the mount position switch on your AN/FPN-40 radar set can cause you all kinds of problems.

The solution? Ask your DS to order and install a guard switch, FSN 5930-945-3356, Part No. MS25225-1, through regular supply channels.

Have DS stencil the letters CCW above the guard switch on the left side, and CW on the right side of the switch guard, facing the control panel . . . to replace the markings the guard blots out.



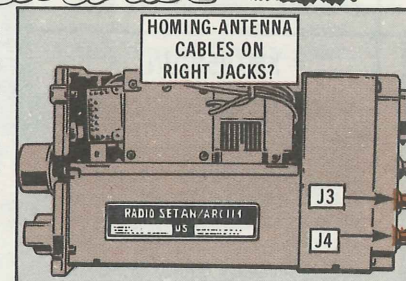
Homing Circuit Burn-Out



To reduce failure of the homing circuit on the A1A4A2 circuit board, make sure your AN/ARC-114's homing-antenna cables are installed on the right jacks.

A miscued installation of a cable on the J2 transmit-receive jack can cause circuit burn-out.

Connect the left homing antenna cable to the J3 jack, and the right homing antenna cable to the J4.





BE YOUR OWN INSPECTOR...

M35

ARMAMENT SUBSYSTEM

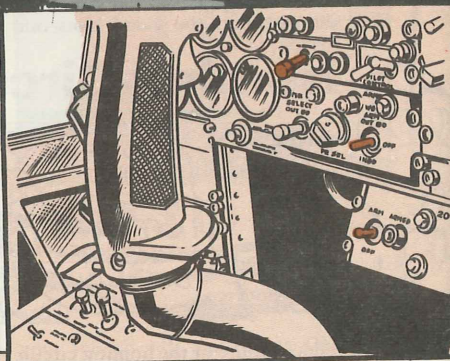
THAT
TICKLES,
CONNIE...

BEFORE YOU
START... BE SURE
BATTERY AND
ARMAMENT SWITCHES
ARE OFF! AND CIRCUIT
BREAKERS PULLED!

Your fast-firing Super Snake—AH-1G with the 20-MM Gatling-type gun—needs super PM care to keep it mission-ready.

This maxi-size minigun gets an overall eye treatment for an all-parts-secured check. Like maybe lockwashers, safety wiring, cotter pins, brackets and cable assemblies.

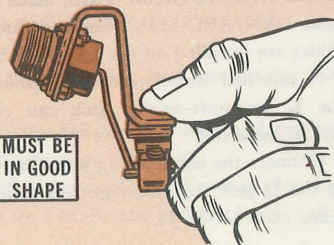
Be your own inspector and give these spots your super special check. If anything's wrong, correct it—like now.



XM195 GUN

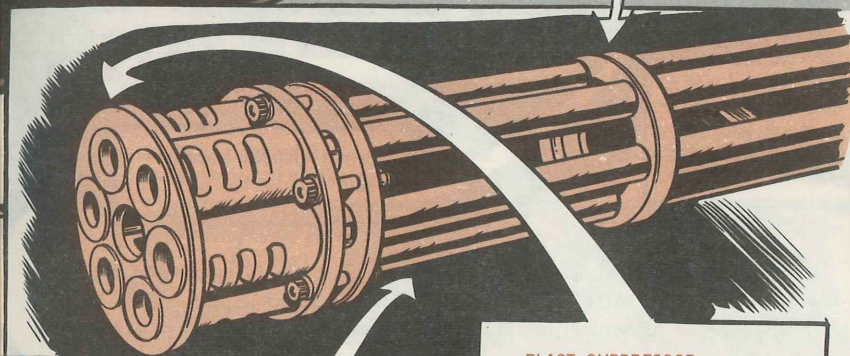
FIRING CONTACT ASSEMBLY —

Bent, twisted, loose, dirty. Loose contact pin in cam. Bottom of contact cam damaged. Spring pin hole in cam elongated. Broken, weak springs. Cracked, broken, connector or potting compound. Broken, damaged conductor. Worn, damaged sleeving.



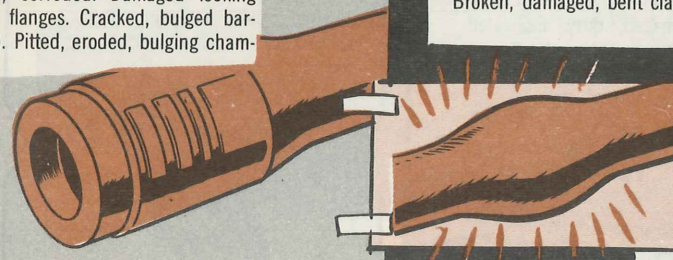
MUST BE
IN GOOD
SHAPE

CENTER CLAMP ASSEMBLY —
Burled, broken. Cotter pin missing.



BARRELS — Dirty, powder-fouled, rusty, corroded. Damaged locking lugs, flanges. Cracked, bulged barrel(s). Pitted, eroded, bulging chambers.

BLAST SUPPRESSOR — Broken, damaged, dirty, loose, burled. Broken, damaged, bent clamp, disc.



BOLT ASSEMBLIES—Dirty, dry. Operation sluggish.

Damaged roller.

Burred, galled shaft assembly.

Cracked, spreading roller shaft forks.

Galled, worn, burred trackways.

Top of roller shaft galled, burred.

Burred, cracked locking block.

Broken firing pin, spring.

Burred, chipped, cracked worn extractor lips.

Roller and locking block won't function free 'n' easy. Loose firing pin cam. Firing pin sticks out more'n 0.023 inch when locking block is unlocked (up). More'n 0.048 inch when locked (down). Firing pin, firing pin cam insulators cracked, worn too much.

RECOIL ADAPTER ASSEMBLY — Loose, damaged, dirty. Elongated mounting holes. Damaged housing, mounts. NOTE: If one adapter's no good, replace both of 'em!

END PLATE— Dented, burred, scarred, worn mounting socket. Galled, burred, worn rotor bearing surface or race.

HOUSING ASSEMBLY—Dirty, cruddy, too much oil. Bent, damaged cover lock pins. Chipped, burred, cracked, worn main and clearing cam surfaces. Galled, cracked, worn unlocking cams. Damaged indexing pin assembly. Worn, galled locking cam. Bent, cracked, damaged fingers on housing.

DAMAGED INDEX PIN

ELECTRICAL CONNECTOR

FEEDER CLUTCH SOLENOID

ROTOR ASSEMBLY—Dry, dirty, corroded, rusty. Damaged barrel locking lugs. Worn, chipped locking wells. Flattened, broken, damaged stops. Cracked, damaged stub rotor. Binding, damaged needle bearings. Cracked, binding housing ball bearings. Worn, chipped rotor gear teeth. Bent, galled, burred, twisted tracks. Cracked, flaked, burred, worn track plating. Pitted, dented, grooves (or ball pathways) in bearing housing.

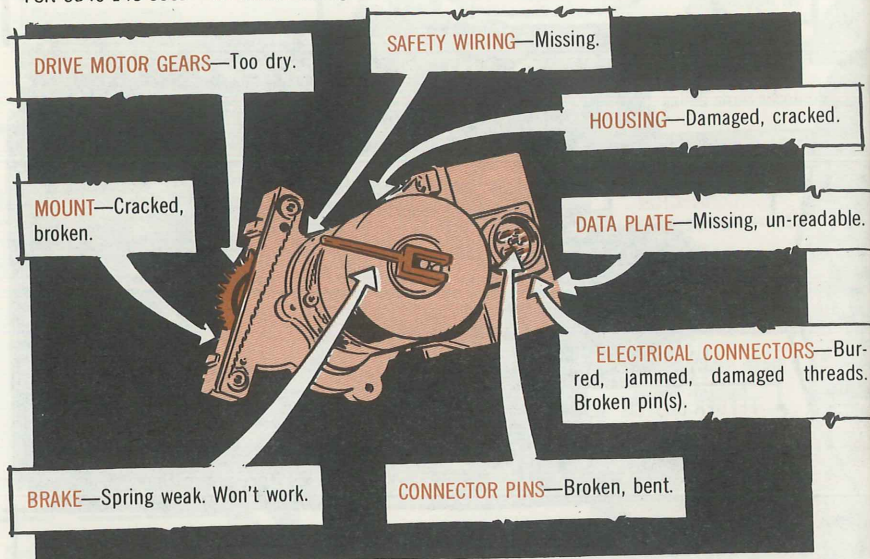
WORN TRACK PLATING

DAMAGED NEEDLE BEARINGS

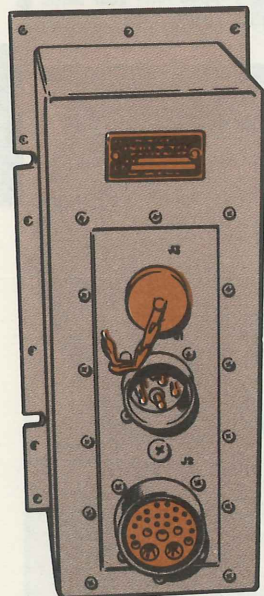
DAMAGED BARREL LOCKING LUG

GUN DRIVE ASSEMBLY

GUN DRIVE MOTOR—Filter box legs crack easy-like. Have your DS unit install a "Z" bracket—FSN 5340-148-5302—for added strength.



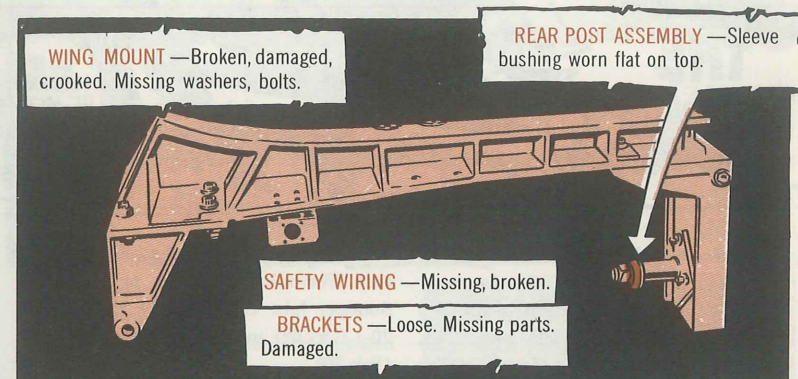
FIRING CONTROL UNIT



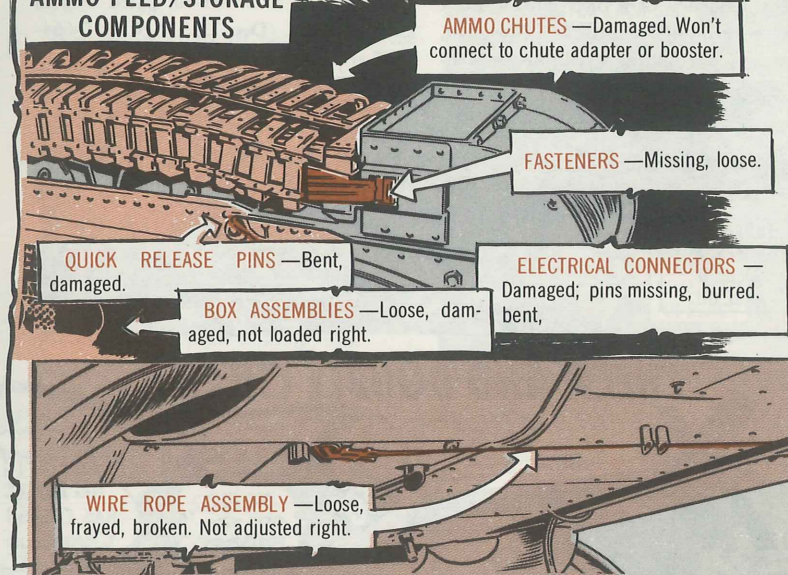
DATA PLATE —
MISSING,
UN-READABLE.

COVER—Damaged, busted, dented, corroded. J1, J2 electrical connector-pins missing, bent. Threads damaged. J3 test connector safety chain, cap missing.

GUN MOUNT ASSEMBLY



AMMO FEED/STORAGE COMPONENTS

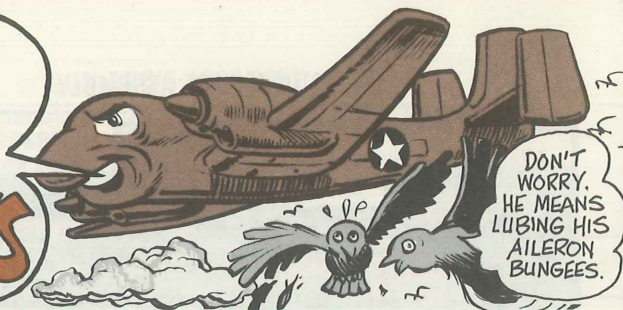


A couple of last words, Podner. Watch c-a-r-e-f-u-l-l-y for any missing parts, excessively worn connections, data or caution plates, printed poop. How 'bout chafed, bent, twisted, burred, bared or frayed parts? Any item collapsed, torn, cut or deteriorated?

YOU'LL NEED ONLY 2 BOOKS
FOR HOMEWORK: TM9-1005-299-12
(MAY 72) AND LO9-1005-299-12
(JUNE 72).



SHOOT THE WORKS



The aileron bungee in each wing of your Mohawk (OV-1) may be a little hard to get at but it needs your attention.

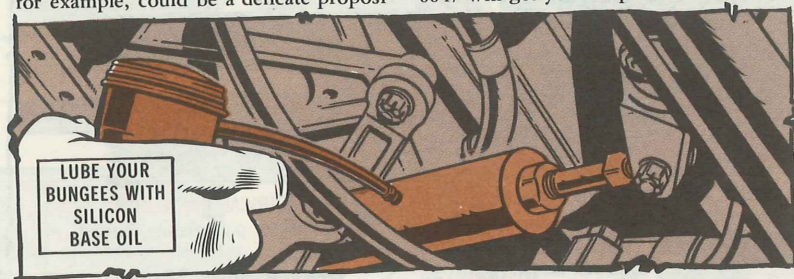
Fact is, without silicone base oil in a bungee that doesn't have teflon bearings, that baby will seize up and give your pilot a lateral control problem.

Any tendency of a bird with a stuck bungee to roll when it comes in to roost, for example, could be a delicate proposi-

tion for the pilot.

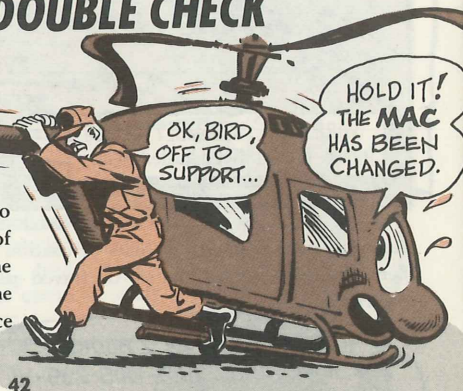
So-o-o-o, make with the oil can during each Periodic, according to the Super Snooper lube chart in TM 55-1510-204-20-1 (Oct 68) and TM 55-1510-204-20/1-1 (Feb 70).

The silicone base oil you want is damping fluid, P/N SF 81-50, listed in Fed Cat C9100-IL (Dec 71). FSN 9150-664-0047 will get you a 1-pt can.



CHECK AND DOUBLE CHECK

Kiowa mechs—you no longer have to haul your bird to support for cleaning of the fuel control double-check valve. The MAC has been changed, so look for the word in your organizational maintenance pub.



FLOOR MATS A-OK



Dear Windy,

The floor in the troop area of our Kiowa (OH-58A) is thin and can be easily punctured. The floor is actually the inner skin of the lower aft fuselage structural panel.

Many repairs could lead to evacuation of the bird to support for replacement of the panel.

Is there any way to protect the floor to cut down on repairs?

SP6 R.J.S.

Dear Specialist R.J.S.

Yes, indeed!

Latch onto a roll of 1/8-in corrugated black rubber floor matting, listed in Fed Cat C7220/90-IL-A (Dec 71) as FSN 7220-753-2982.

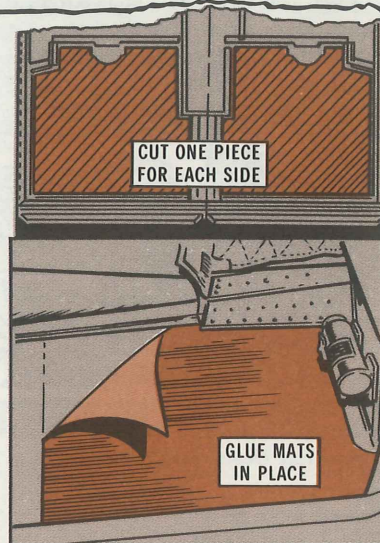
Cut 2 pieces to fit each side of the troop area. Weight added to the bird will be negligible.

You've got to glue the mats in place so they won't end up in the tail rotor.

Clean the floor and apply a coating of adhesive. FSN 8040-273-8717, listed in Fed Cat C8000-IL-A (Oct 71), will get you a 1-pt can.

Press the mats in place and you'll get protection from dents and punctures . . . prevents troops from slipping, too.

Windy

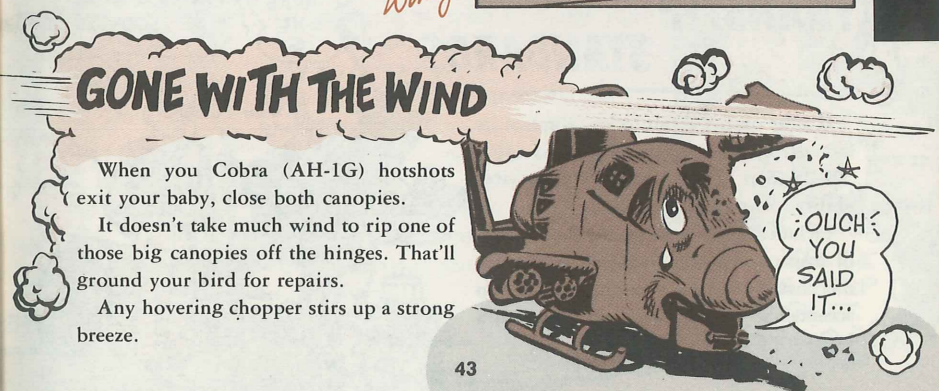


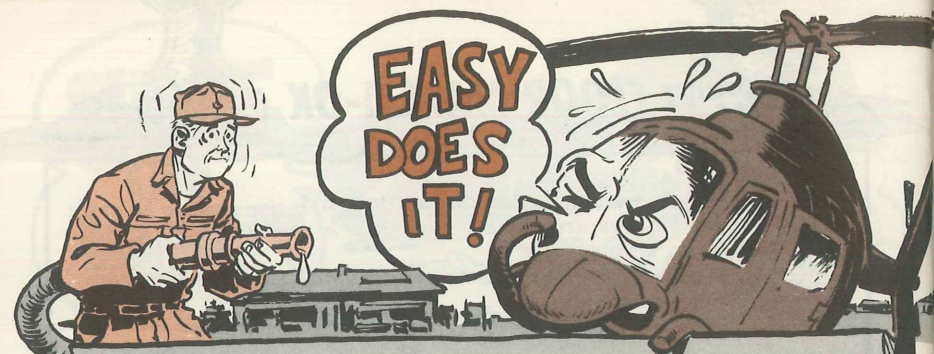
GONE WITH THE WIND

When you Cobra (AH-1G) hotshots exit your baby, close both canopies.

It doesn't take much wind to rip one of those big canopies off the hinges. That'll ground your bird for repairs.

Any hovering chopper stirs up a strong breeze.





When you hose down your Kiowa (OH-58A), never use high-pressure water or steam. That's the word in Ch 7 (Apr 72) to TB 750-992-1.

The airframe skin is made up of bonded panels and moisture saturation will cause the panels to come unglued.



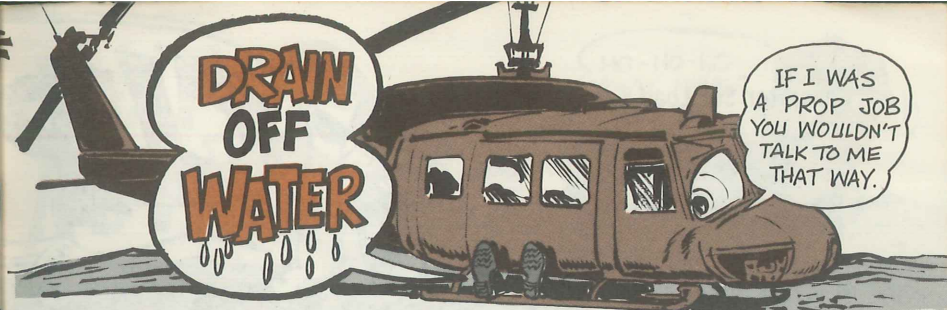
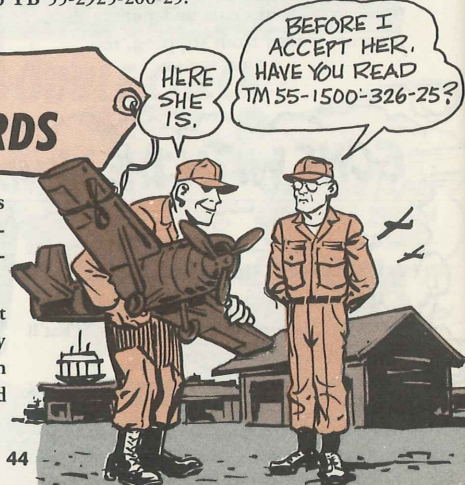
There's been a switch in the disposition of unserviceable fine wire platinum spark plugs, air types. Read all about how the plugs are preserved and shipped to Red River Army Depot, per Ch 4 (Mar 72) to TB 55-2925-200-25.



TRANSFER STANDARDS

If your unit is about to lose some of its aircraft, eyeball a copy of TM 55-1500-326-25 (Sep 72) on standards of serviceability for transfer.

Included in the new pub is the amount of inspection and maintenance pulled by the losing unit. It's bound to shorten acceptance inspection write-ups—and gripes—by the gaining unit.



Anti-icing inhibitor is not needed in avgas for recip engines, bird mechs, because any water present rapidly settles to the bottom of an aircraft fuel tank.

Water in turbine engine fuel does not settle out quickly, so inhibitor, MIL-I-27686, is added to Army JP-4 and JP-5, MIL-T-5624, at the refinery to prevent freeze-ups.

To prevent any settled water from fouling up the works, tho, drain it off when you take your fuel sample during the Preventive Maintenance Daily.

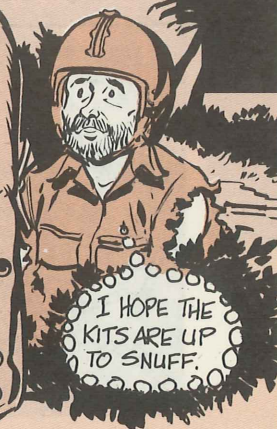
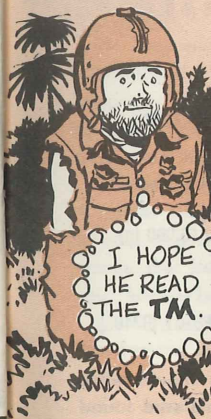


KEEP KITS CURRENT

If you're the caretaker of aircraft survival kits, take another look at TM 55-8465-206-13 (Dec 66).

Ch 2 (Mar 72) has the latest PM checks and services for kits—hot and cold climate, overwater, paraft, leg holster and vest.

The kits get inventoried and checked for serviceability before issue, every 90 days and prior to and following repairs or modifications.

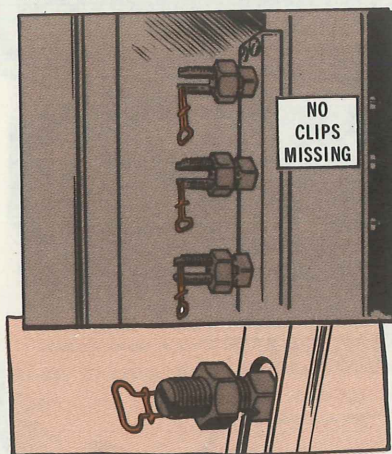


Generator Set Load Terminals . . .



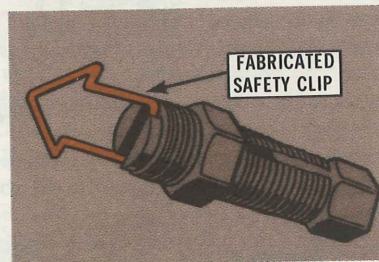
Hold one, there!

You never want to let a load terminal nut get loose from a generator set. Make sure each one has a safety clip.



If you've got a clip missing, fabricate it yourself 'cause there're no replacements 'round.

It's no big chore.



All you need is the right bulk wire and you're in business. Use another safety clip from the terminal board as a pattern.

Here're the FSN's for the wire used to fabricate the safety clips for these generator load terminals.

Wire: FSN 9505-596-1668 (0.041 in)

5-KW (FSN 6115-017-8240, FSN 6115-017-8241)
For load terminal, FSN 5940-021-3321

15-KW (FSN 6115-922-8690)
For load terminals, FSN 5940-176-7259, FSN 5940-978-7670, FSN 5940-978-7672

3-KW (FSN 6115-017-8239)
For load terminal, FSN 5940-958-7670.

Wire: FSN 9505-596-1666 (0.051 in)

3-KW (FSN 6115-017-8237)
3-KW (FSN 6115-017-8238)
3-KW (FSN 6115-017-8239)
For load terminal FSN 5940-952-2827

3-KW (FSN 6115-017-8238)
For load terminal, FSN 5940-958-0349.

Wire: FSN 9505-596-1662 (0.090 in)

60-KW (FSN 6115-937-4388)
60-KW (FSN 6115-937-4389)
For load terminal, PN 13216E3201 (97403).

One of these wire sizes should work OK for almost any terminal stud found on the tactical generator sets.

CLIP THAT NUT

GET 'EM!

HO-HO-HO
YOU'LL NEVER
GET ME.

Don't forget, some of these generator set FSN's are the new ones. If you haven't switched over to 'em yet, you better hop to it. SB 700-20 lists the FSN's and the nomenclatures. Brand new data plates come by FSN 9905-577-4219.



WATER ON THE BRAIN

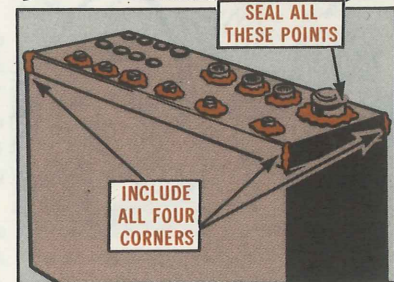


To keep your 30-KW SF-30-MD generator (FSN 6115-935-5111) purring and kicking out power during heavy rain seasons its governor control box has got to be waterproofed.

That box houses the transistor inverter, magnetic amplifier circuits, frequency sensing and reference circuits. In other words, that box is the electric brain of your 50/60-Hz Westinghouse generator.

To stop moisture from being forced into the box by the cooling air flow and shorting out the circuits, seal it with silicone rubber (RTV) sealant, FSN 8040-225-4548.

The sealant is an expendable item and is authorized as needed by SB 700-50, Chap 2.



SDC IS PRE-SHRUNK TAMMS

Dear Half-Mast,

What's the scoop on the new sample data collection (SDC) plan set up by AR 750-37 and DA circulars on specific equipment?

MSG R.J.C.

Dear Sergeant R.J.C.,

You could call it a pre-shrunk (or freeze-dried) version of TAMMS. It's definitely not wall-to-wall reports on everything.

Something like a poll-taker's survey, SDC calls for sample data on a few items from a few units in scattered locations for a short time, usually one year.

If your unit's selected (Organizational or Support), it reports all maintenance actions on the specified items till the report period ends.

A big difference in SDC is that Army Materiel Command sends out a man to help—on the scene. He hands out detailed guidelines, drops by each week to answer questions and mails the reports to the big LDC data bank.

So feed those forms accurate and complete data. Since the purpose of collecting data is to improve equipment support and maintainability, sample data will help bring better equipment down the pike next time.

Half-Mast

THIS -20P'S
GOT NO PLA,
CONNIE!

SO LONG, PLA

Your updated -20P manuals will show the maintenance level for which parts may be ordered. You request parts on an "as required" basis only. When you rack up 3 separate demands for an item, in 180 days, you can add the item to your PLL.

To find your authorized allowance on an item that makes your PLL, you use the Authorized Stock Levels Table, Fig 2-28, AR 710-2 (Aug 71).

Eventually, most (if not all) of your PLL will be based on demand experience. That means you'll need a real sharp non-stocked item file. See para 2-42 in AR 710-2.

It's no mistake.

Your new -20P TM didn't get short-changed. The PLA (Prescribed Load Allowance) table is no longer provided in parts manuals. In fact, it's dead.

The PLA's will be deleted as the various -20P's for your equipment are updated.

48

Connie's
Mini Mini's



KIOWA Cover-up

When your OH-58A chicks have to roost outdoors, they need all the protection they can get. Have your GS shop make a set of covers for you. Order them by these part numbers:

| | |
|------------------|---------------|
| Tail Rotor | 1560-OH58-011 |
| Main Rotor Blade | 1560-OH58-012 |
| Main Rotor Hub | 1560-OH58-013 |
| Engine Section | 1560-OH58-014 |
| Fuselage Section | 1560-OH58-015 |

Less Maintenance

You can now get 300 flying hours between changes of the transmission oil and oil filter in your OH-58A. That's the good word in AVSCOM message AMSAV-EEL 311510A (Aug 72).

M114A1E1 Shield

No need to burn up your M114-A1E1's night sight. Save it from cinderling when your heater is on "High" with the fix in TB 750-981-3 (July 72).

M561 Alternator

An improved alternator has been included in the 100-amp kit, FSN 2920-350-9402, for the M561 Gama goat. You get it with the kit. So-o-o, you have no need for the 100-amp alternator kit, FSN 2920-933-3981, as listed on page 54, PS 238. That kit is for the M715 vehicle.

Tanker Hanker?

Hear this, you guys with the M131-A5C semitrailer fuel tankers. That 3-in-transfer-hose coupling gasket is now in supply! Order FSN 5330-088-9166.

All In One

Look for the word on aircraft components, first aid kits, inspections, test flights and more—in the new TM 55-1500-328-25 (Jul 72) on maintenance management. It's 9 former TB's rolled into 1 TM. Eyeball a copy, bird mechs!

On That RFA

That blank firing attachment, FSN 1005-078-1792, for the M16/M16A1 rifle PS showed in issue 239 is available. The FSN won't be in the AMDF till 1 Mar 73. Tell supply to go direct to NICP.

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HOT PLOTS!



IDLE THE
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A CHANCE TO COOL DOWN GRADUALLY.
FAST TEMPERATURE CHANGES
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