

Issue 269

PS

★  
April  
1975

# THE PREVENTIVE MAINTENANCE MONTHLY

WHO  
SAID NOTHING  
COULD STOP TH'  
M60A2  
?

MURPHY  
ANDERSON

ALL ABOUT THE NEW  
**M60A2**  
Pages 2-17





# CLUB PUB FLUB

How'd you like to sit down with the people who put your TM's together and tell 'em what's wrong with those TM's? You'd probably go armed with a long list of goofs—wrong NSN's, mistakes in pictures, out-of-date instructions, missing information. You'd sure get a lot off your chest!

It sounds good, but there're a few thousand other guys who'd like to join you—and that's a crowd.

But you can still let loose.

Fact is, those pubs people are practically begging you to let 'em know.

Within the first few paragraphs of every one of your publications, you'll find something like this:

"The reporting of errors, omissions, and recommendations for improving this publication by the individual user is encouraged."

That "individual user" is you!

You're invited to send a DA Form 2028, listing the goofs, to the address given in that same paragraph.

There's just a handful of pubs people up at the head shed handling thousands of different publications. Once a pub has been issued, they're not likely to see it again—until there's reason to change or revise it.



But you use certain publications day in and day out. If there's something wrong, it hits you right between the eyes—again and again.

Why don't they correct it, you ask?  
Why don't you tell 'em to correct it?  
Use a DA Form 2028.  
If you don't, who will?

# WITH 2028

## PS THE PREVENTIVE MAINTENANCE MONTHLY

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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to: Or call: AUTOVON 745-3503.

MSG Half-Mast  
PS Magazine  
Lexington, KY.  
40507

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DISTRIBUTION: in accordance with requirements submitted on DA Form 12-5.





WHAT'S BETTER'N

A NUMBER 1?

# YOUR

# NEW

# A

NUMBER

# 2

GATHER 'ROUND,  
YOU CITIZENS OF  
THE **TANKERS**  
**WORLD**...  
AND MEET A  
NEW BUDDY--  
**M60A2!**

RIGHT ON! AND  
IF YOU SHOULD PLAN  
TO MAKE THE SCENE  
AT **GRAF**... HE'S JUST  
WHAT THE WELL-  
DRESSED **TANKER**  
SHOULD RIDE!

**GRAF?**  
BRRRR

BUT WHY  
NOT LET THE  
NEW BOY  
SPEAK FOR  
HIMSELF?...

**M60A2**

My name is Alfa Deuce—maybe you've met my cousin, Alfa One. We're both members of the M60 tank family but I'm the newest and best, the M60A2.

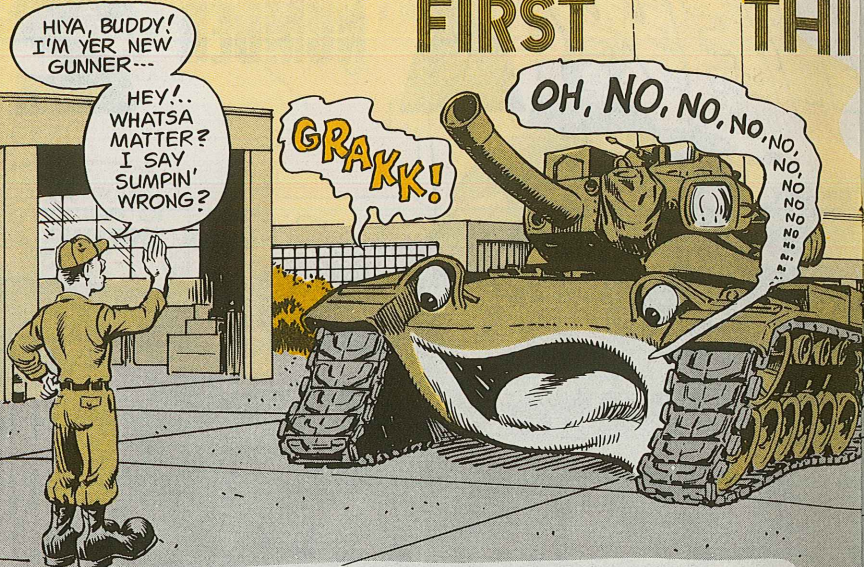
My design keeps me low in the saddle and my hardware is red hot and rarin' to go. With all the improvements in tank turret design, I can out-shoot and out-fight any hombre on the range.

You tankers who've worked on the M60A1 are in for a few surprises. Although the automotive parts of our gear are basically the same, our turrets are different. Everybody needs to read up on the -10 and -20 tech manuals before you foul up some of those parts that make me a kind of "super tank."

YOUR  
**M60A2**  
WON'T WORK  
IF YOU DON'T  
FOLLOW THE  
**TM'S!**



# FIRST



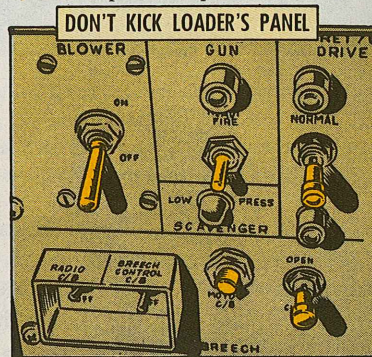
Because my turret's been re-designed to include more armor protection than the -Al and a lower silhouette, space is limited. So you guys with steam rollers for feet gotta be careful. I've been getting a lot of hard knocks from swinging feet when you're climbing in and out.

A good place for the gunner to put his feet as he enters and leaves the tank is the 8-round ammo rack. If you're not careful, you can kick the gunner's panel—it really smarts and knocks my firing and aline-

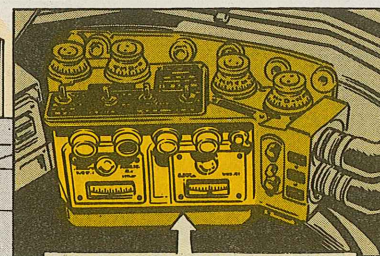


ment mechanisms outta whack. Also avoid using the gunner's control handle assembly as a step.

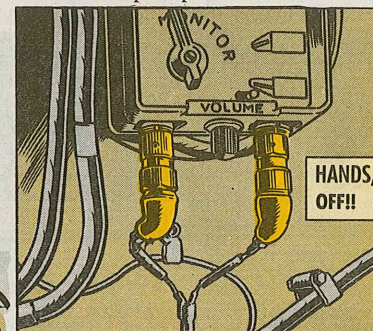
Big boots are also doing damage to the loader's panel—especially the breech switch and the turret gun drive switch. These little dudes gotta go all the way back to depot for repair.



Some seem to think the commander's control boxes and handles are steps. . . but let me clue you in—they're not. Put your feet on the platform and the step attached to it. No point in having the best if it won't work.



**CONTROL BOX—NO STEP, EITHER**



Cables and connectors get bent and broken when you force them into place. Wrenches are out and lily-whites are in for installing all cables. Each cable and its receptacle has a slot and key arrangement that lets you get them aligned right before turning. . . gently, gently. You'll save yourself equipment downtime and maintenance a lot of hassle if you don't bend the tiny pins in those connectors.



Some folks don't and it gets stepped on and broken when you enter the loader's hatch.



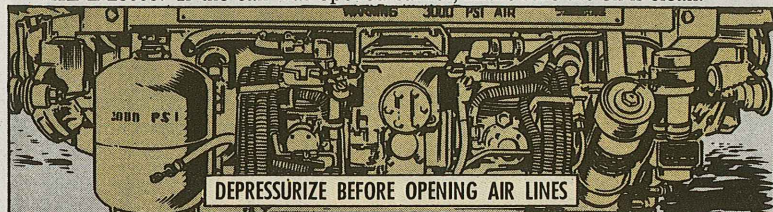
IT  
WAS  
**HEAVY  
HANDED  
HERMAN**  
THAT DONE  
US IN,  
BOSS!



# CLOSED BREECH

The closed breech scavenge system (CBSS) has a definite purpose in life. Its compressed air blows junk out of the breech after firing. But, this handy system has to be carefully maintained.

Check oil levels every day. To develop 3000 PSI, the compressors have to run like a Texas jack rabbit—pretty darn quick. If the oil level's not just right, the compressors burn out. When you add oil, be sure it's the synthetic kind called for in the TM — MIL-L-23699. If the can was opened earlier, make sure the oil is clean.



Here's the oil:

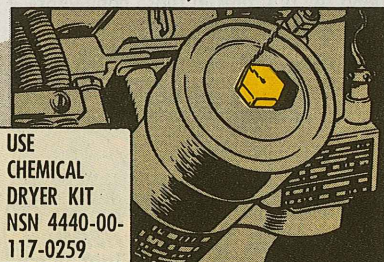
8-oz can: NSN 9150-00-985-7099

1-qt can: NSN 9150-00-180-6266

Check out the oil level in the direct-drive gear box regularly. When the sight gage is removed, oil will spill out if the compressor seals are blown.

Drain that stuff out of the gear box—it's contaminated with compressor oil. Replace the gear box oil (MIL-L-2104.) After the compressor seals are repaired, fill the compressor with MIL-L-23699.

The chemical dryer in the CBSS must



be changed every 90 days. Close the air line with tape to prevent contamination

while you're working on the system. When changing the dryer filter, the filter should not be out of the package more than 5 minutes before being installed.

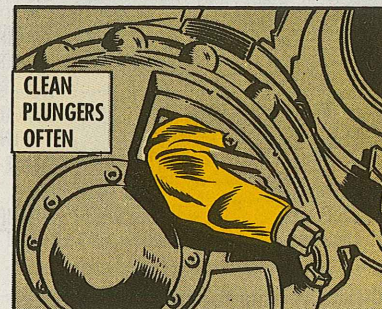
USE  
CORRECT  
OILS IN  
COMPRESSOR  
AND GEAR  
BOX.



# SCAVENGE SYSTEM

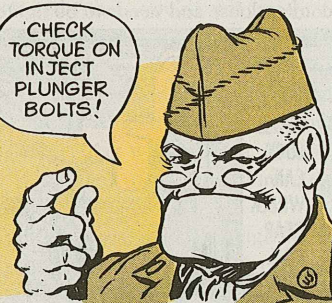
The CBSS can provide a surprise for the unwary. When the system is shut down, all 3000 PSI of that compressed air is still in the system. Always depressurize the system before disconnecting any air lines.

The inject plungers attached to the breech can blow off when your gun is



clearing. To prevent this, clean the plungers quarterly (or check the number of rounds fired) to head off accumulation of carbon and grime.

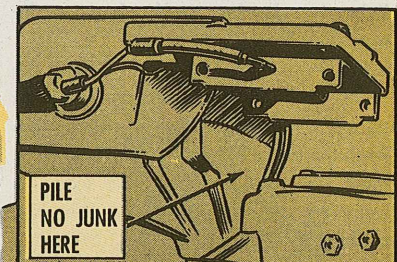
CHECK  
TORQUE ON  
INJECT  
PLUNGER  
BOLTS!



All air lines, mounting brackets and switches need a daily inspection for looseness before you operate the scavenge system.



Underneath the gun breech are 2 brackets and switches for the CBSS. These can get damaged by junk piled on the loader's tray. Keep it off.



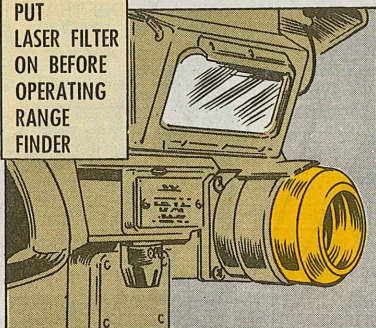
PS MORE



## M50 AND M51 PERISCOPES

Your mechanic will purge the M50 and M51 periscopes with nitrogen every 90 days. This purging prevents moisture buildup and keeps your sights sharp and accurate. The procedure is in TM 750-116.

PUT  
LASER FILTER  
ON BEFORE  
OPERATING  
RANGE  
FINDER

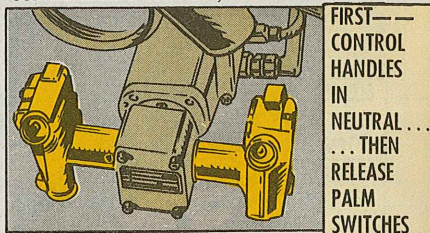


Scopes with triple capability for daylight, infrared and passive sighting oughta be treated with care. Never operate the night portion of M50 and M51 in daylight. These are intensifier scopes that can be severely damaged by daylight. Be sure the passive-on indicator light is glowing red when you're operating at night.

Cables leading from the M50 into the reticle projector and cables coming from the computer unit and the smaller cable from the reticle into the stabilization unit must be secured after the 'scope is removed for maintenance. Dangling cables can get caught in the turret ring gear.

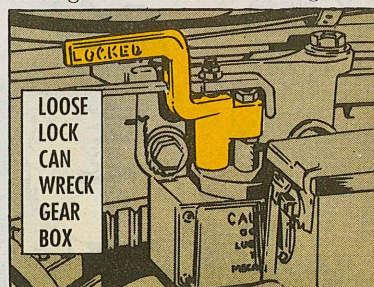
## TRAVERSE GEAR BOX

NO. DON'T. Never. DO NOT. When traversing the turret with the gunner's or commander's controls, DO NOT release



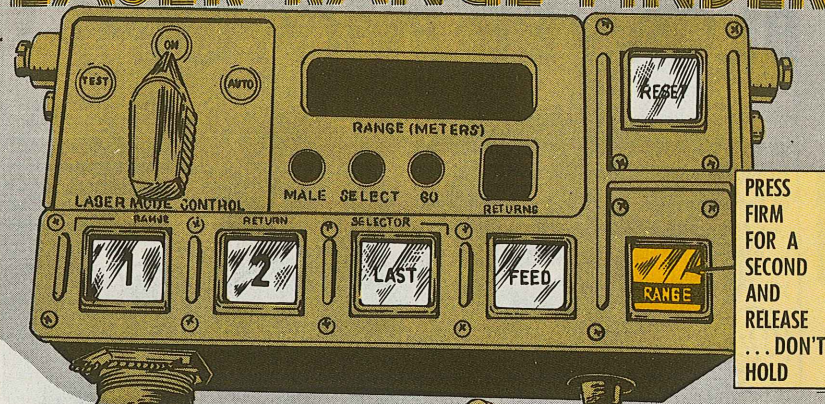
the palm switches until the control handles are in neutral. If you let go before they're completely in neutral, the gears can get stripped. A beefed up gear box is being put in all new-A2's to prevent this.

When operating the turret in the power or stabilized modes, be alert for vibration in the gear box. That's a sure sign it's coming loose and needs to be tightened.



Engage the turret manual lock when you're not operating the turret. A loose lock can wreck the gear box and knock out its no-bak.

## LASER RANGE FINDER



Put laser filters on the periscopes before firing the laser.

The laser range finder should be boresighted and the auxiliary telescopes alined with the range finder before you operate the range finder. Stick by the boresighting procedure in the book and you'll be on target every time.

A reading of 9995 on the range finder means you didn't get a return from the target and that you're not ready to operate. Several things could be wrong.

Be sure the ballistics shield isn't over the output port, clean the external optic and check the boresighting. Every now and then this reading will show up when it's raining so don't panic and think your equipment is deadlined.

If you press and hold the range button on the gunner's or commander's controls, the malfunction light will come on. Best way to operate the range button is a firm press for a second and release. If the malfunction light stays on, you do have problems.



CLEANING THE LASER SYSTEM REQUIRES SOME THOUGHT--DON'T USE ABRASIVE CLEANER ON THE LASER CONTROL BUTTONS!

Also, there's a small piece of tape on the laser/transmitter receiver lens. Don't remove it. This tape activates the counters after the laser is fired.

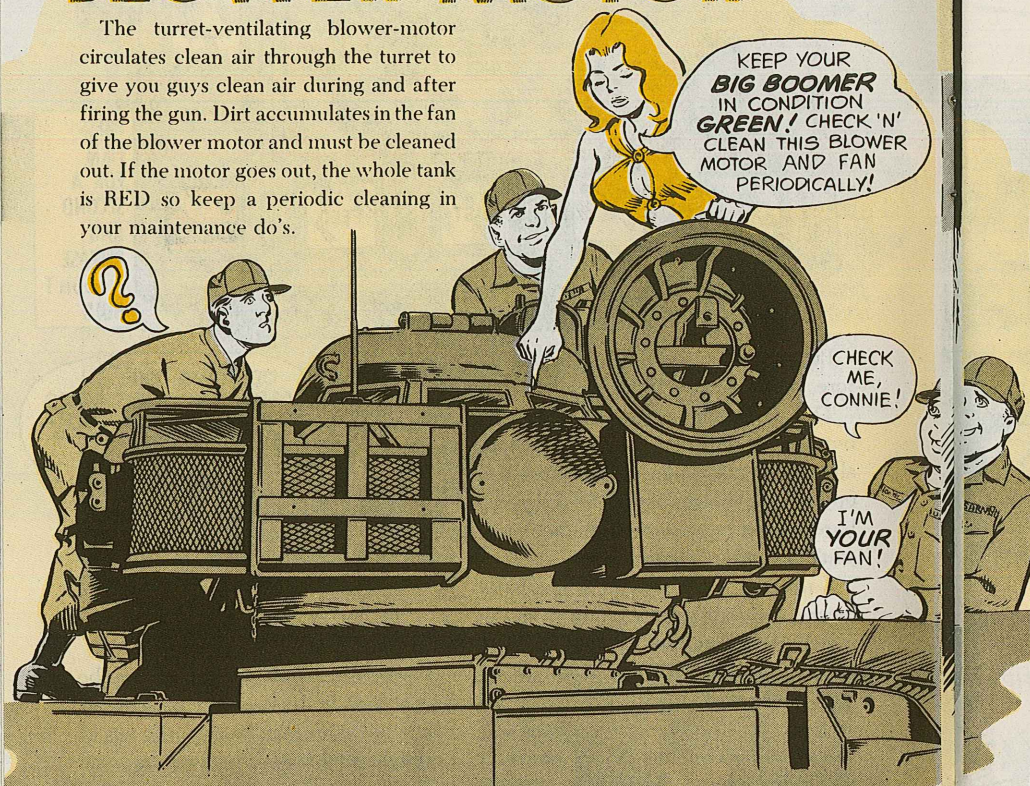
The boresight bolts on the laser must be kept at 35 ft lbs by your unit mechanic. If this is not done, the laser comes out of boresight a lot faster than you can put it in.





# TURRET VENTILATING BLOWER MOTOR

The turret-ventilating blower-motor circulates clean air through the turret to give you guys clean air during and after firing the gun. Dirt accumulates in the fan of the blower motor and must be cleaned out. If the motor goes out, the whole tank is RED so keep a periodic cleaning in your maintenance do's.



## WRITE TO BONNIE

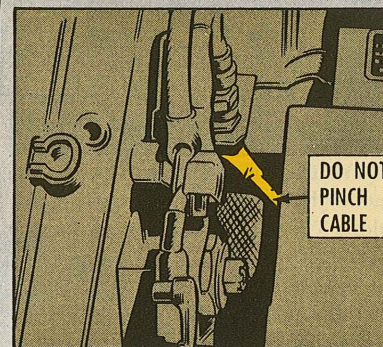
If you need 1 copy or 100 copies of PS Magazine back issues, jot a note to Bonnie at PS Magazine, Lexington, KY 40507. They're yours, free. She has many of the issues since No. 211.



# INFRARED TRANSMITTER



The cable leading into the infrared transmitter can get pinched when the transmitter is replaced after maintenance. A pinched cable can cause a no-go. So, be careful.



An analysis by your general support is required twice a year on the Shillelagh transmitter signal. This is the only way to determine if the infrared transmitter is working. If the lamps are weak or not alined, you could be firing your missile way off target.





THE M60A2 COMES WITH A DOUBLE-PUNCH MAIN GUN THAT CAN FIRE CONVENTIONAL 152-MM ROUNDS AND SHILLELAGH MISSILES!



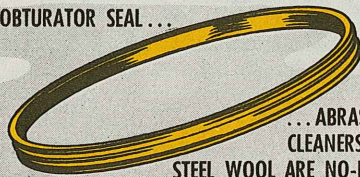
## MAIN GUN.

KEEP YOUR FEET OFF THE AMMO... YOU CAN DAMAGE IT!

First, don't put damaged ammo into your gun. A cartridge case with moisture (rain, snow, mud), oil, grease or gunk should be repacked and turned in to the ammo supply point.

Never clean the obturator seal in the main breech with abrasive cleaners and steel wool. These cleaners scratch the seal

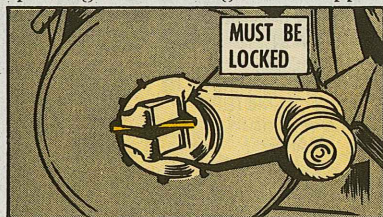
### OBTURATOR SEAL...



...ABRASIVE CLEANERS OR STEEL WOOL ARE NO-NO'S

and it falls out during firing. If this happens you get fire and smoke blow-backs into the turret. Make sure the seal is in place after every round and replace it when it falls out.

If you plan to operate the gun breech electrically, make sure the breech operating handle locking lever is snapped



into one of the eight slots in the back cover. Otherwise, the manual hand crank

will spin and can break any arms that get in the way.

The rear-deck clearance-switches prevent the gun from falling too low. When



the switches are unplugged, the gun can go all the way down and bang the rear deck. This banging can damage the gun tube.

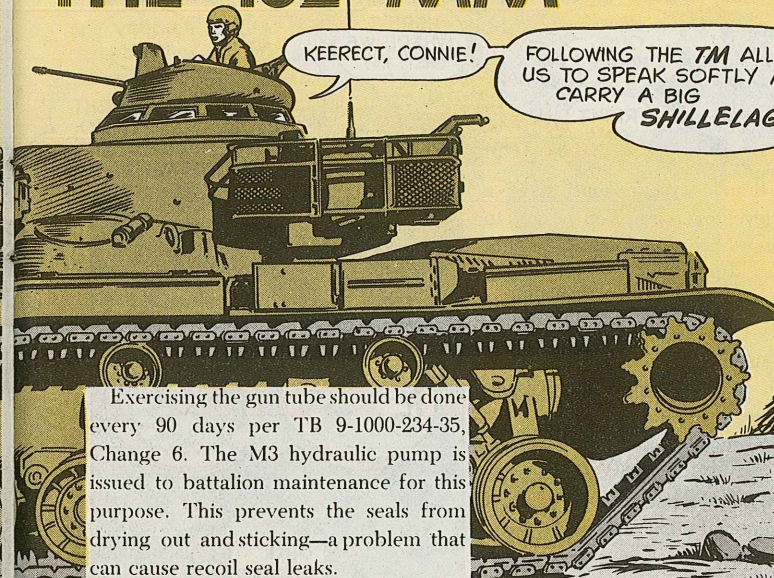
Make sure the loader safety switch is on before working under the main gun.

Keep accurate records on the rounds fired. DA Form 2408-4 is designed just for this purpose. Maintenance for the gun is scheduled by the number of rounds fired and a mistaken count could leave you weaponless on the field. If you need help with the form, check out TM 38-750 with Change 1.

## THE 152-MM

KEERECT, CONNIE!

FOLLOWING THE TM ALLOWS US TO SPEAK SOFTLY AND CARRY A BIG SHILLELAGH!



Exercising the gun tube should be done every 90 days per TB 9-1000-234-35, Change 6. The M3 hydraulic pump is issued to battalion maintenance for this purpose. This prevents the seals from drying out and sticking—a problem that can cause recoil seal leaks.

You can head off trouble by keeping the right amount of hydraulic fluid in the recoil system.

YEAH-- GETTING MY 90 DAY EXERCISE HAS KEPT MY RECOIL SYSTEM FIT.



You repairmen shouldn't need to service the phase 3 ammo detent. A small mistake tends to blow out the detent. So, hands off. However, do make sure the outside bolts are properly torqued.

Before firing missiles, use the missile test check out procedure to be sure the tracker aline is accurate. This is critical for hitting your target. If you can't get alinement with the tracker, center the elevation and azimuth adjustment screws. Start the alinement procedure again.

Remember that the aline lever is electrically released by the reset switch on the test check out panel. Do not manually set the lever to the left.



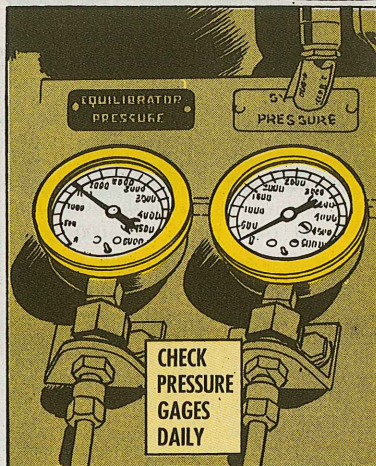
# HYDRAULIC SYSTEM



The hydraulic system must have a constant level of fluid. You've got to check daily to keep the fluid at the right levels. The system may leak a little but this can usually be corrected by loosening the leaking connections and then tightening them again for proper seating.

When your unit mechanic has finished the work he is authorized to do on the hydraulic system, he should carefully check to be sure all lines are properly secured. While the lines are open, never let dirt, paint and other crud get in. Even small amounts knock out the servo-mechanism. In fact, never operate the system with any of the lines disconnected.

Check the two pressure gages above the gunner's head daily. The 2000-lb hydraulic system pressure is necessary to operate the turret and cupola while the 1400-1700-lb equilibration accumulator



pressure gage registers the pressure in the gun's stabilization system.

If the turret's electric motor runs frequently during the power mode, check the nitrogen pressure in the 2000-lb hydraulic system's main accumulator. This is done by draining the hydraulic fluid back to the reservoir. The needle on the system pressure gage should fall slowly from 2000 to 1600-1500-lbs and drop instantly to 0 after that. If it doesn't, you add nitrogen.

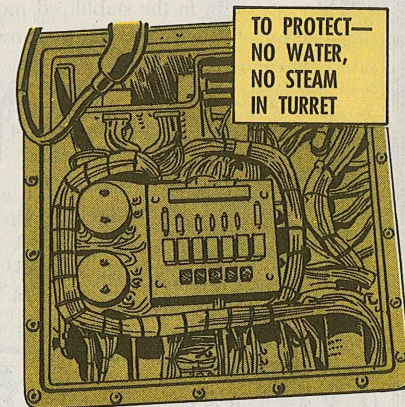
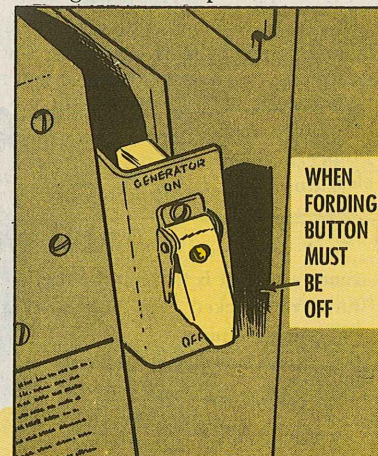
If the needle of the equilibration accumulator pressure gage wavers, you check the nitrogen pressure in the equilibration accumulator.



# ELECTRICAL SYSTEM

The generator's ON-OFF button must be in the OFF position when the tank is fording in water deeper than 3 feet.

Shorts in the electrical system can be prevented by some simple housekeeping. Never slosh water around in the turret.



BLAST IT!! WE'RE STALLED...

... NO ELECTRICAL POWER!

WHAT HAPPENED?



SORRY, CHIEF... I LEFT TH' GENERATOR BUTTON IN ON POSITION!

Never cut the air intake boot when replacing the generator and be sure the cover for the generator blower motor stays in place.

Never operate your electrical systems when the batteries are low. When you're running those systems be sure the engine is on so the batteries will stay charged.

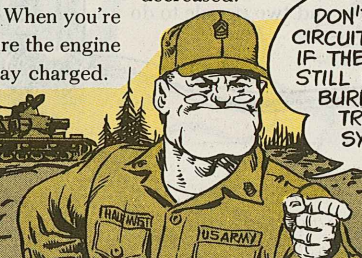
Absolutely never clean the turret with high pressure water hoses or a steam jenny. Your M60A2 will come down with rust and shorts.

Before turning on the master switch, be sure the circuit breakers are on. If you don't, the circuit breaker light flashes. As a result some people replace the network control panel needlessly.

The circuit breakers can burn out if the batteries are low or if the hydraulic fluid is low and the power release box has to cycle more than once every 5 seconds.

If a circuit breaker does flip off, turn it back on to see if the overload has decreased.

DON'T HOLD THE CIRCUIT BREAKER ON! IF THE PROBLEM STILL EXISTS, YOU'LL BURN OUT THE TROUBLED SYSTEM!



PS MORE



## SAFETY TIPS

When operating in the stabilized mode, an electric malfunction could cause a runaway turret. There's no way to know when this might happen. Here are a few safety precautions:

- On the loader's panel, the turret gun drive switch should be locked before turning on the power switch. By doing this and by waiting until the gunner is in position before releasing the drive switch, you cut down on the dangers from a runaway turret.

- When the commander turns the stab system on, he should keep both hands on the controls for wide awake, quick reactions.

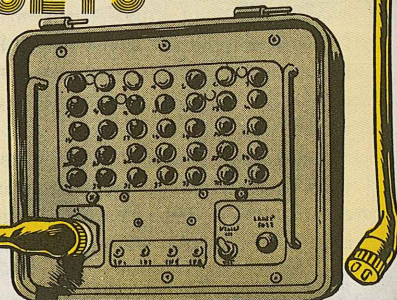
- Crew members should be in proper position and all personnel clear from the vehicle's outside.

- A precaution for preventing a runaway turret is to keep the main turret ring locked when you're not operating the turret.

- Always warn the crew before going stab. Crew members have got to keep arms inside the turret and never use the inside walls as headrests. While up into the cupola, take care when going into stab.

## TEST SETS

Those new-fangled test sets are not made to hide in the corner. If you use 'em, you'll save a lot of time in finding out what your problems are. Always read through the directions first because most tests take two sets and two people to do them right.



## M60A2 MANUALS

### For the Crew

TM 9-2350-232-10 and Ch 1  
Entire Tank.  
TM 9-2350-232-ESC.  
LO 9-2350-232-12 and Ch 1.  
TM 9-1005-233-10  
M73 Machine Gun.  
TM 11-5855-217-12-1 and Ch 1 thru 5  
AN/VSS-3A Searchlight.

### For Mechanics, PLL Clerks

TM 9-2350-232-20-1 and Ch 1  
Hull.  
TM 9-2350-232-20-2  
Turret, elevating  
and traversing system, gun/  
launcher and mount.  
TM 9-2350-232-20P and Ch 1  
Turret.  
TM 9-2300-378-20P/1 and Ch 1 and 2  
Hull.  
TM 9-1005-231-25 and Ch 1 thru 5  
Machine Gun M85, Cal.50.  
TM 9-1005-233-24 and Ch 1 thru 5  
Machine Gun M73, 7.62 MM.  
TM 9-1400-465-24P and Ch 1  
Shillelagh Guided Missile.

### Films

MF 9-5705  
M60A2 Tank.  
TF 17-4597  
Fire, Fire Commands  
(M60A2 Tank).

NEED ANY OF THESE  
MANUALS? ORDER 'EM ON  
DA FORM 17 FROM THE  
ST. LOUIS PUBLICATIONS  
CENTER.

IF YOU'RE IN AN -A2 UNIT  
YOU'LL ALSO WANT TO SHOOT  
IN A DA FORM 12-37 TO  
ST. LOUIS. FILL IN BLOCKS  
456, 457, 458, 459, 460  
AND 461 TO GET ANY NEW  
M60A2 PUBS VIA  
PINPOINT.





# KEEP FAAR AWAY

## MOISTURE

Moisture by the drop or the bucketful can put down your AN/MPQ-49 Forward Area Alerting Radar (FAAR).

SO, BEAT THE WET THREAT WITH A PUTDOWN OF YOUR OWN!

IT'S AS SIMPLE AS LOWERING THE TAILGATE OF THE **GAMA GOAT** CARRIER THAT YOUR **FAAR** RIDES IN!

HEY, BONNIE! HOW 'BOUT DOING A LITTLE PM WITH ME?

With the tailgate up, the carrier is watertight. Since the FAAR shelter isn't, water can seep into the shelter during rain.

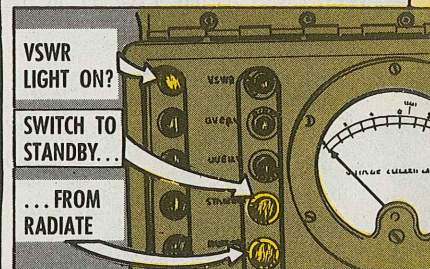
Best bet is to leave the tailgate down when your FAAR is unattended.

When the radar system goes unused for long periods, moisture builds up. That can cause corrosion damage. So, operate the system twice a week for an hour or so each time. In very damp or humid areas, daily operation may be necessary to prevent moisture buildup. A great way is to operate the system long enough to perform daily PM checks.

WITH A GIRL LIKE BONNIE-- I COULD GO FAAR, MAN...

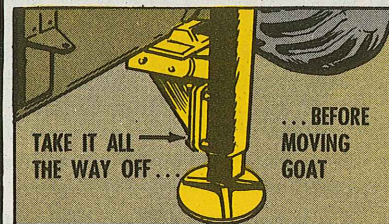
## VSWR Indicator

An indication that you've got moisture may occur as you switch from Standby to Radiate. If the VSWR red light comes on, return to Standby and let the system run awhile. Then, try Radiate again. If the VSWR light still comes on, repeat the



step (back to Standby and let it run) until the moisture evaporates.

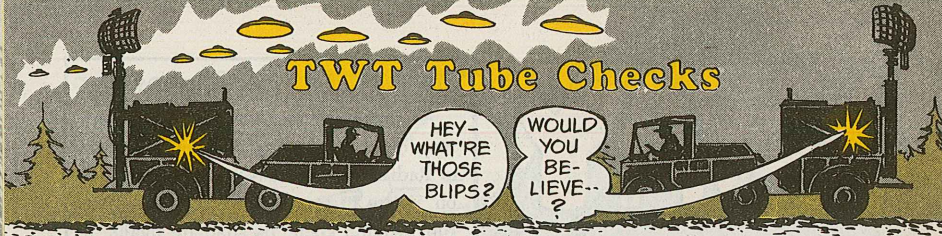
Front jackstands on the FAAR carrier ride low. If you retract them and take off, bye-bye jackstands and maybe some dam-



age to the carrier itself. So, beat that possibility by dismantling the jackstand before you move the Goat. Like, take it ALL the way off.



## TWT Tube Checks



A couple of ohmmeter checks before you install the traveling wave tube (TWT), NSN 5960-00-153-7355, in the transmitter can save you the possibility of having to pull it right out again.

TRY THESE:

1. Test the helix of the TWT (center conductor of RF jack). If you get a reading *other than open* (no deflection on the meter needle) the TWT has to be returned to depot.

NEEDLE DEFLECTION? BACK TO DEPOT!

DITTO!

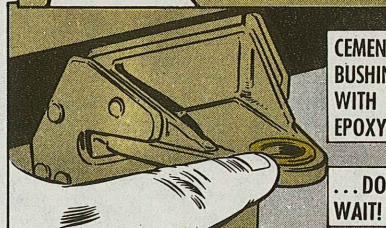
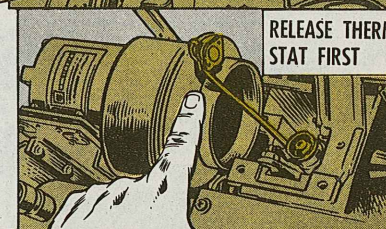
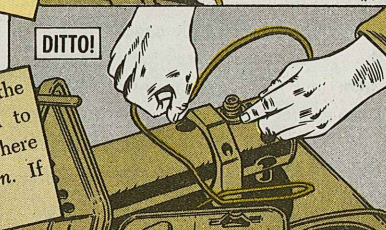
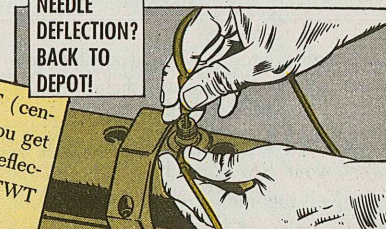
2. Take a reading between the helix and the red collector lead to the frame ground of the tube. There should be *no needle deflection*. If there is, the tube goes to depot.

If you get 2 open readings, install the tube.

A reminder: the TWT has a 250-hour or 1-year warranty. It goes to depot if it gets weak before that time.

When you remove the TWT, first release the collector thermostat to prevent breaking it.

Remember, too, that the plastic bushings in the antenna mast pump assembly are not stocked . . . and therefore need special attention. The bushings work loose and must be cemented in place. Best bet is to use epoxy. Quickly.



RELEASE THERMOSTAT FIRST

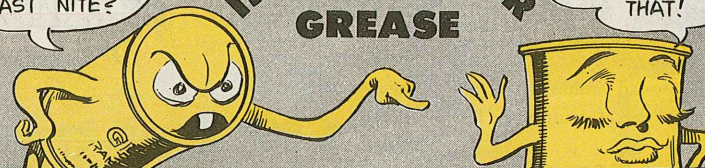
CEMENT BUSHINGS WITH EPOXY . . .

... DON'T WAIT!

WHO WAS THAT GREASE GUN I SAW YOU WITH LAST NITE?

INTERROGATOR  
GREASE

IT'S NOT FITTING THAT I SHOULD ANSWER THAT!

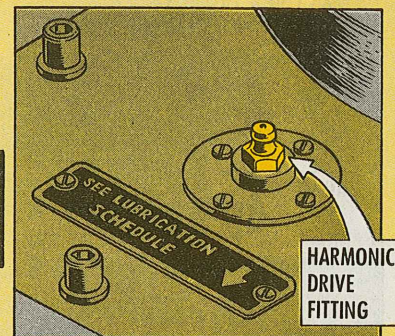


Need a new batch of grease for your AN/TPX-46(V) antenna harmonic drive?

The following NSN's will get you the amount you need:

NSN	AMOUNT
9150-00-935-4017	14 oz Ctg
9150-00-985-7246	1-lb Can
9150-00-985-7247	5-lb Can

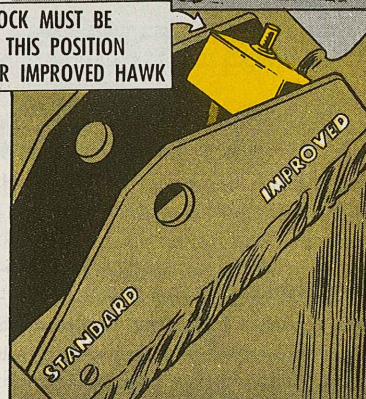
Use the grease on the harmonic drive fitting according to instructions in para 5-3, TM 11-5895-532-12.



## MISSILE LOADING?



BLOCK MUST BE IN THIS POSITION FOR IMPROVED HAWK



Got a problem matching up your Improved Hawk missile with the latches on the launcher arms?

Chances are the loader-transporter striker plate set-up is wrong. Eyeball the STANDARD and IMPROVED positions on the plate. If it's set up for STANDARD, it'll only handle the basic Hawk missile.

SO, DO THE NECESSARY SWITCHING!







# SQUAD RADIO

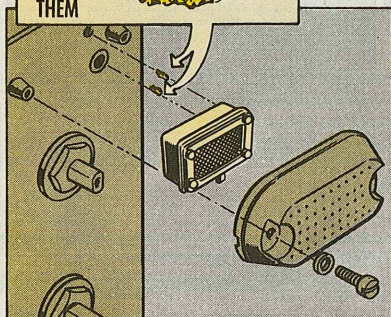
# READY WHEN YOU ARE

The squad radio set will do big things for you when you do little PM things for it.

## AN/PRT-4{}

That teeny-weeny fuzz button in the microphone element contact receptacle will do a great job of keeping voice transmission moving.

DON'T  
LOSE  
THEM



But, lose either one or both of those buttons and you have troubles—garbled transmission or no transmission at all.

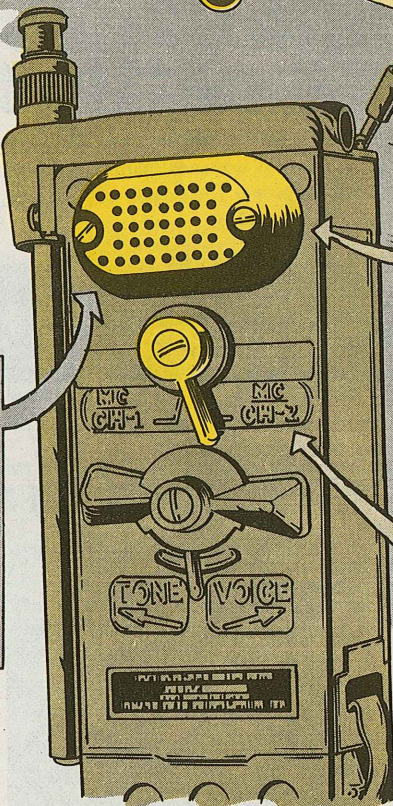
So, if you have a microphone element out of the PRT-4, take care not to let the fuzz buttons get away from you. Or, you'll have to get your support to replace the button, NSN 5965-00-933-3060.

Remember . . . the fuzz buttons are used only with the mike element with the thin contact pins.

FUZZ  
BUTTONS?



YEH --  
MUST BE OFF  
AN MP'S  
SHIRT!

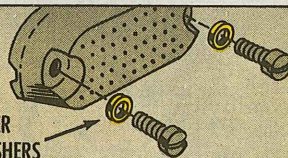


If the contact pins are the improved, thicker type, you don't need any fuzz buttons.

Give those screws holding the microphone cover a good turn to keep it snugged up to your transmitter. Not too much of a screwdriver twist, though, or you could wind up with a cracked or broken cover.

And, make sure the washers are with the screws.

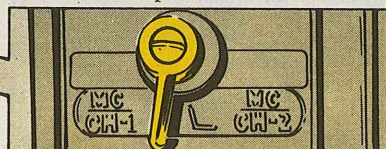
REMEMBER  
THE WASHERS



A loose or lost screw could leave you talking to yourself, 'cause the mike element would not be transmitting your talking.

## AS-1999

Sure you might luck up and get the word out in the CH 1 position with the AS-1999

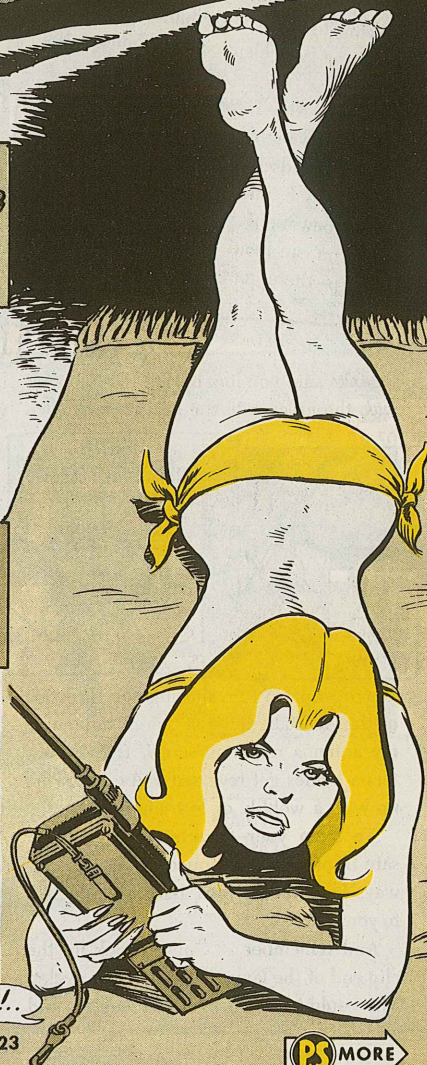


antenna down because of the higher RF output. This is not so in CH 2 position . . . and with the antenna pushed down, the base can get against the CY-6115 battery case clamp and short out transmission.

You can do yourself and your PRT-4 a favor by upping the AS-1999 every time you're transmitting.

Of course, to lengthen the life of the telescopic antenna, give it a thumb nudge from the bottom before you pull it up from the top.

LIKE SO!..





## AN/PRR-9

When the horn transducer needs cleaning, tap it.

That's the safest way.

Trying to clean it by blowing into the membrane-type element can damage the horn.

Plugging the H-264 headset into that PRR-9 is no big deal—that is, if you hold open the headset jack cover and push the plug straight into the receiver jack.

But, beware if you wiggle and jiggle it in. You can bend the connector springs and zap—there goes your receiver.

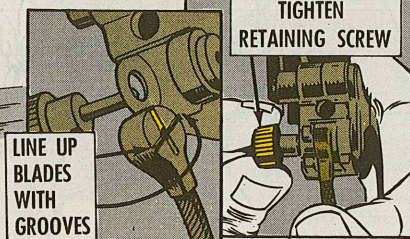


## AS-1998

Make sure you line up the single blades with the grooves in the brass insert when

the whole chassis or case headed for salvage since the eyelet can't be repaired.

So, to fasten the lanyard—



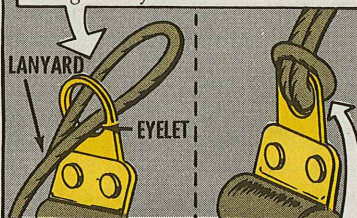
**TIGHTEN  
RETAINING SCREW**

you're replacing or shifting the direction of the AS-1998 antenna before tightening the antenna retaining screw. If those antenna blades get reversed you could wind up with a wobbly or lost antenna.

To keep your transmitter or receiver safe from getting dropped or knocked, always have the lanyard assembly attached to your set.

And remember . . . never hook up the clip end of the lanyard to your set's eyelet. This could leave the eyelet broken off, and

—Push the loop end of the cord through the eyelet.



—Run the clip end of the cord through the loop and snug it on itself.

—Put the clip on the belt slide or through a button hole.



## BATTERIES

To install a BA-399/U (NSN 6135-00-926-0845) battery in your PRT-4, push the base of the antenna up enough to clear the CY-6115 battery case clamp.

Release the clamps and remove the case.

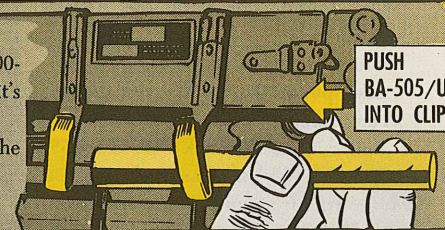
Line up the battery connector with the transmitter housing mating pins and snug them together.

REPLACE  
THE BATTERY  
CASE, AND  
PRESTO, YOUR  
PETIT  
PORTABLE  
HAS  
POWER.

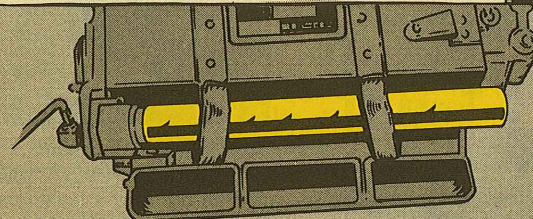


As for the BA-505/U (NSN 6135-00-926-0844) battery for your PRR-9, it's a different story.

Push that tubular power pack into the battery retaining clip.



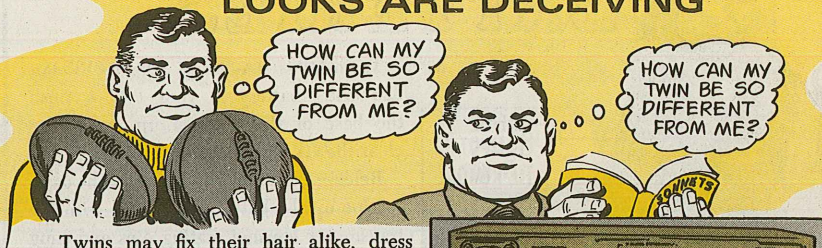
Line up the contact pins on the receiver with the connectors on the battery and marry them up.



Of course, when your receiver or transmitter is not on a mission, always remove the battery to head off corrosion damage.



## LOOKS ARE DECEIVING



Twins may fix their hair alike, dress alike . . . and sure enough they look alike. But, that's about as far as it goes. Since it's not likely they'll act alike.

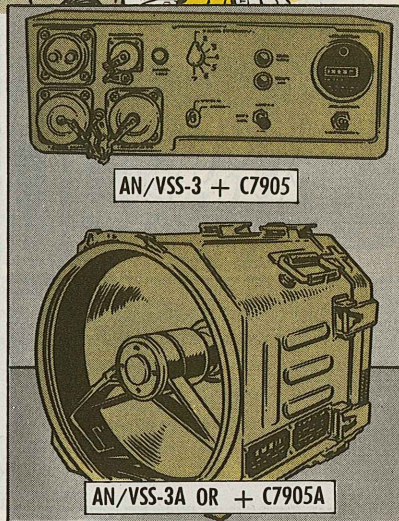
Same goes for the C-7905 and A-model control boxes for the AN/VSS-3 and -3A infrared searchlight sets.

Always pair up the plain model C-7905, with the plain model VSS-3 and the A-model control box with the A-model searchlight.

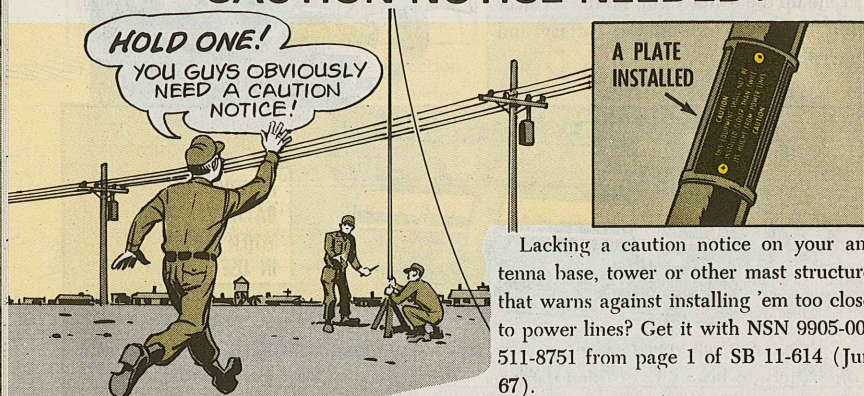
Cross 'em up and they'll cross you up.

Like, puttin' the C-7905 with the VSS-3A and nothing happens . . . It won't work.

But, put the C-7905A with the VSS-3 and . . . POW! The searchlight has gone on the fritz from an electrical power circuit blitz.

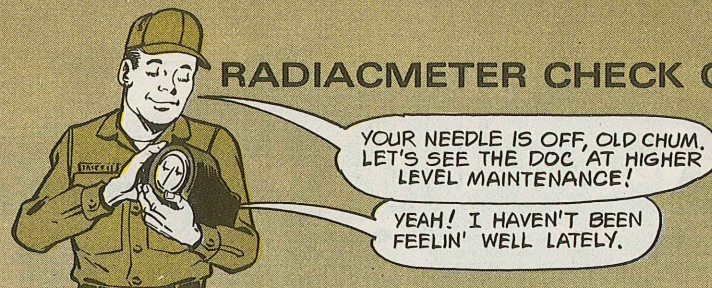


## CAUTION NOTICE NEEDED?



Lacking a caution notice on your antenna base, tower or other mast structure that warns against installing 'em too close to power lines? Get it with NSN 9905-00-511-8751 from page 1 of SB 11-614 (Jun 67).

## RADIACMETER CHECK OFF?



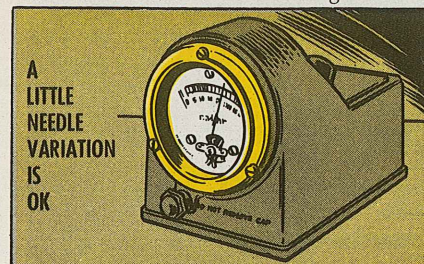
Is finding hot spots your game?

And you've got an IM-174A/PD radiacmeter with the needle falling above the

band when you do your check after installing new batteries?

Take a close look at the radiacmeter needle. A lot of times it'll register about 3 needle widths above the CHECK band with new batteries.

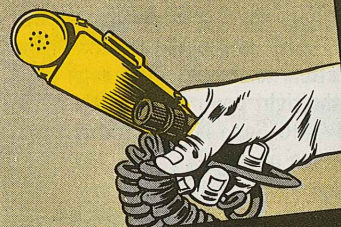
This small variation above CHECK is OK as long as it's not more than 3 needle widths. Any more than that above or any variation at all below the CHECK band and you should send your radiacmeter to higher level maintenance.



## M-80 MIKE FIXIN'

Dear Half-Mast,  
What's the deal with repair parts for the M-80(i)/U microphone? How do I get 'em?

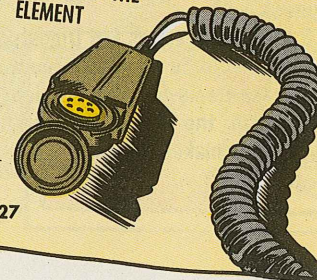
SGT A.N.M



Dear Sergeant A.N.M.,  
You repair the mike through cannibalization or by replacement. It's cheaper than stocking parts.

There is one part for the M-80C, and that's the microphone element under NSN 5965-00-252-5800. To get 'er you use Appendix A in CTA 50-970 (Jul 74) as your supply authority.

NSN 5965-00-252-5800  
GETS YOU THE  
ELEMENT



Half-Mast 27





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 (Aug 73) and Ch 3 (Apr 74). TM's, TB's, etc.: DA Pam 310-6 (Jul 74), and Ch 1 (Jan 75). SC's and SM's; and DA Pam (C) 310-9 (Mar 73). COMSEC Pubs.

#### TECHNICAL MANUALS

Ch 1, TM 3-1040-257-14 Dec M9A1-7 Flamethrower  
Ch 6, TM 3-1055-218-12 Dec M202 Rocket Launcher  
TM 5-2010-202-14 Oct Outboard Propeller Unit Diesel 165 HP, U.G. Mod NAV-165  
TM 5-4320-272-20P Oct Pump Flammable Liq 350-GPM  
TM 9-1005-231-10 May M85 Machine Gun  
TM 9-1005-286-20P Oct Vulcan M167  
TM 9-1410-485-20P Oct Lance  
TM 9-1430-250-14P-8-2 Oct Improved Nike Hercules  
TM 9-1440-531-24P Oct Improved Hawk  
TM 9-1440-585-20 Sep Chaparral  
Ch 3, TM 9-2320-218-20 Oct M151-series 1/2-ton vehicles  
TM 10-3930-235-20P Oct Fork Lift Truck 4,000-Lb Towmotor  
TM 11-5805-223-20P Nov AN/TCC-3 and -

23 Telephone Terminal  
TM 11-5805-250-20P Nov AN/TCC-4 and -20 telegraph terminals  
TM 11-5805-291-20P Nov TA-264/PT telephone set and TP-9 telephone  
TM 11-5805-628-20P Nov AN/TTC-38(VI) and 2 Auto Tel Centr Off  
TM 11-5810-265-14P Dec TSEC/HN-74  
TM 11-5815-303-14P Nov SA-880-GTT circuit switching  
Ch 3, TM 11-5820-520-12 Sep AN/GRC-106(I) radio sets  
Ch 1, TM 11-5850-217-15 Oct AN/UAS-4A infrared surveillance system  
TM 11-5985-210-20P Dec AB-105(I)/FRC antenna supports  
Ch 2, TM 11-6130-239-15 Dec PP-3240(I)/U battery charges  
TM 11-6625-229-20P Dec AN/USM-45 freq calib  
TM 11-6625-585-24P Nov ME-65A/U ammeter  
\* TM 32-5815-002-24P Jan Electrical Equip Rack, MT-2345/G  
\* TM 32-5820-20-PMCS Dec PM Checks and Services for Frequency Shift Converter, AN/FRA-86  
Ch 7, TM 55-1510-204-10/4 Oct OV-1C Aircraft  
Ch 4, TM 55-1520-210-CL Sep YUH-1D, UH-1D, UH-1H Pilot's Checklist

Ch 10, TM 55-1520-227-10 Nov CH-47B, GH-47C Helicopters  
Ch 7, TM 55-1520-227-20-1 Sep CH-47B, GH-47C  
TM 55-1520-228-20P Aug OH-58A  
\* These Pubs are available only from the U.S. Army Security Agency, Materiel Support Command, Vint Hill Farms, Warrenton, VA 22186.

#### MISCELLANEOUS

C2610-IL Oct Tires and Tubes Except Aircraft  
DA Pam 310-7 Dec MWO Index Active Army, NG & USAR; (Block #32)  
\* TB 32-5900-001-13 Dec Maint Guide for Antennas  
SC 5180-90-CL-N19 Oct Tool Kit, Sheetmetal Worker's  
SC 5880-97-CL-E05 Nov Membrane Surfacing Outfit, Airfield-Roads Secs I thru VI  
SC 6230-97-CL-E07 Dec Marker Light Set ILZ.

#### NEW MOVIES

TF 8-4747 M.U.S.T.: The Dolly Set  
MF 46-5842 Life Support Equipment Retrieval (air crashes, safety equipment)  
MF 46-5856 2.75-In Rocket  
MF 46-5857 2.75-In Rocket Launchers for Attack Helicopters

### Headspace Gage Checkup

Hold One, Unit Armorers. Your small arms timing gages must be inspected at depot level every 12 months. Stop inspection team gigs. Tag each gage with the right poop on DA Form 3023. TB 43-0196 (Sep 74) has the what, when and where poop.

### Go Ahead—Rip It Apart

Pluck-out modules of pertinent poop on commo/electronics equipment?

It figures.

The TB 43-0001-9-series EIR Digests are designed so you can pluck out individual case items for reproduction and filing with the TM's. The new, smaller format makes it more convenient, too.

### Decal For Air Cleaner

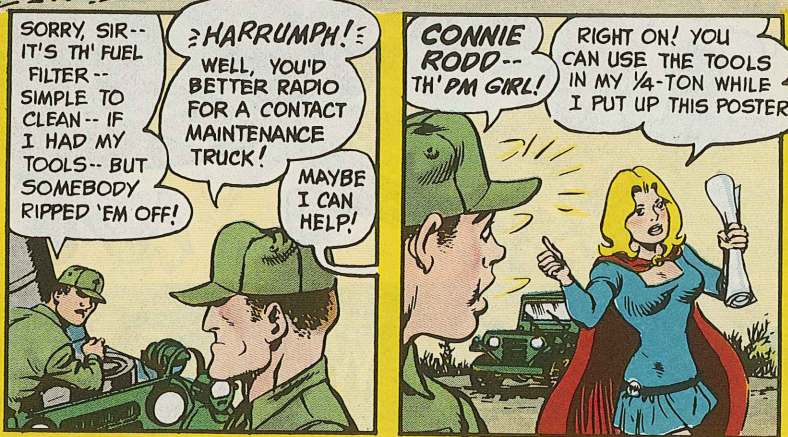
Your 2 1/2-ton multifuel engine truck carries a decal on the air cleaner giving instructions for cleaning the air cleaner element. If your decal is missing, get a new one under NSN 7690-00-004-8434. Stick it on the outside of the air cleaner housing.

### Vulcan Vibes

All M168 cannon gun bolts fired/cycled thru 18,000 rounds get repaired. If fired or cycled 36,000 rounds they get replaced. This is one half the rounds-interval schedule shown in Table 2-2 of the SP and Towed Vulcan Dash 20 tech manuals. ARMCOM MSG AMSAR-MAC 052223Z Dec 74 authorizes the change until pubs can be updated.

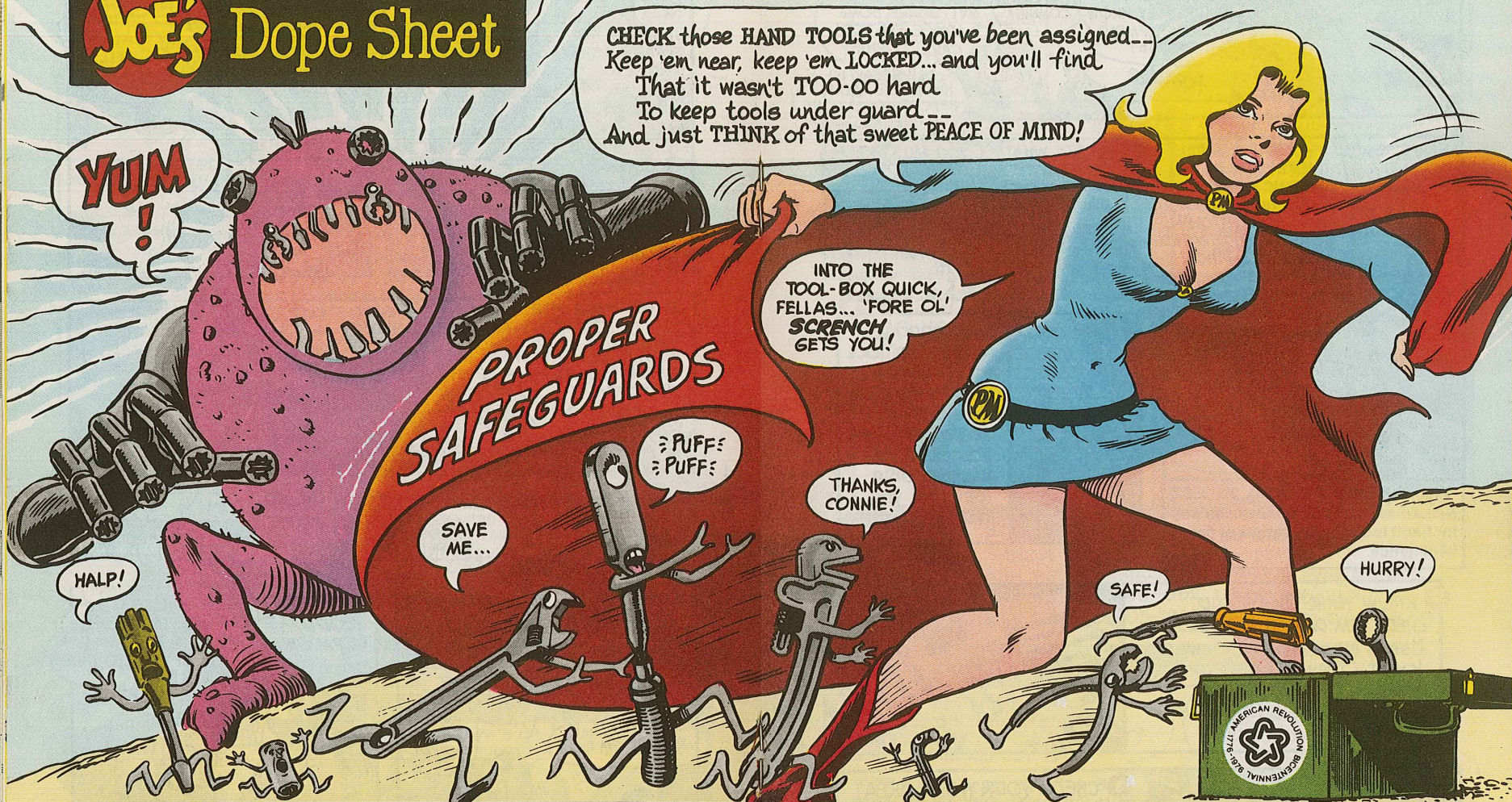








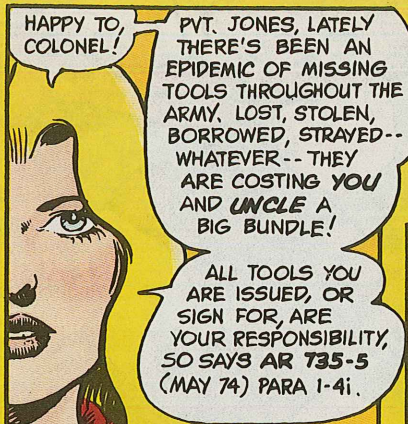
# JOE'S Dope Sheet



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.

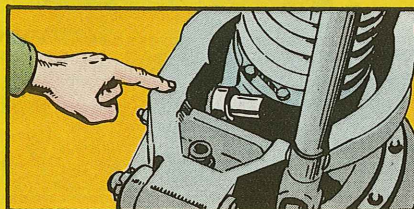
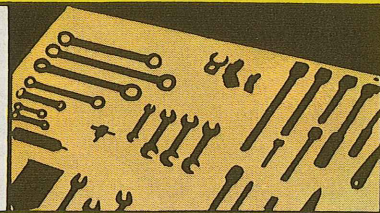




Also DA MSG DACA-FA 252059Z Nov 74 says troops will have to pay for hand tools lost by simple or gross negligence.



2 KNOW YOUR TOOLS AND CHECK 'EM DAILY OR WEEKLY. Use a wooden or a canvas layout (they're easy to make)-- it'll sure make checking tools a lot faster and surer.



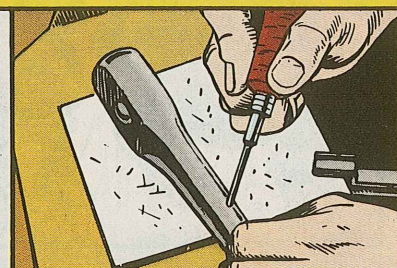
3 CHECK YOUR WORK AREA. Anytime or place, double-check in and around the equipment for dropped or overlooked tools. This can also stop FOD to your vehicle or aircraft.

4 KEEP YOUR TOOL BOX LOCKED... 'specially when it's out of sight or reach. Otherwise, it's 'easy pickings.'



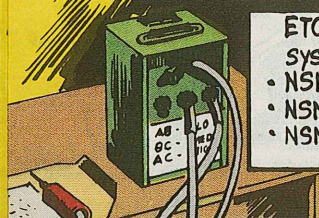
5 SECURE YOUR TOOL BOX EACH NIGHT. Depending on your situation... either store it in a tool room or on a tool rack with a chain thru the handles.

6 ETCH TOOLS with a US, USA and/or your unit's identification. This won't hurt the tool and is in accordance with AR 735-5, Para 1-8j. Check your unit SOP to see what tools are to be marked.



ETCHING MACHINES are in the supply system so you can order them:

- NSN 5130-00-596-8404, Vibrator type, \$11.90
- NSN 5130-00-596-1062, Vibrator type, \$77.00
- NSN 5130-00-203-7943, Electric arc type, \$98.00



SO YOU SEE, PVT. JONES, TOOL CONTROL-- LIKE MAINTENANCE-- IS FOR EVERY MAN, FROM THE TOP MAN TO THE NEWEST PFC.

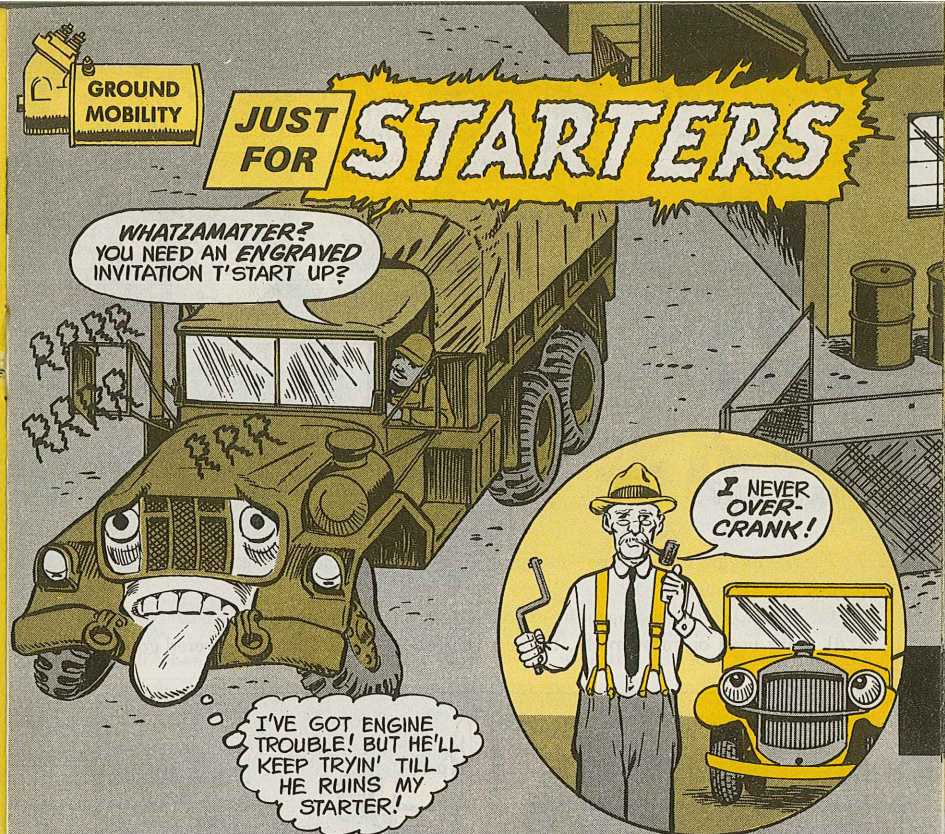
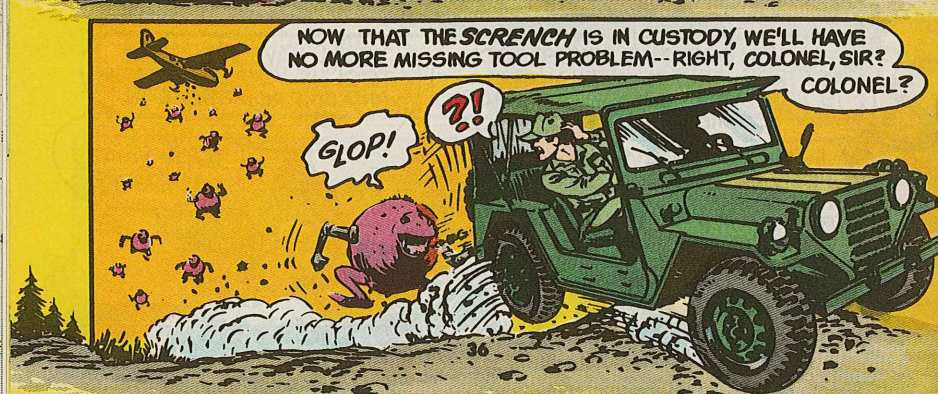
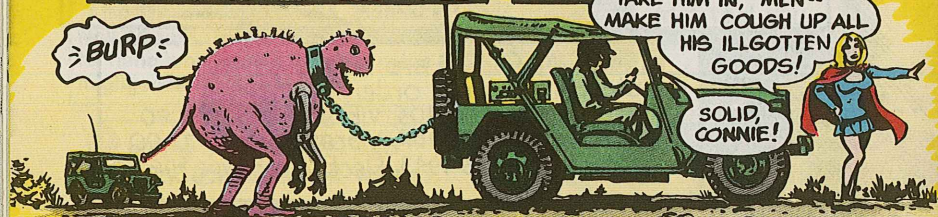
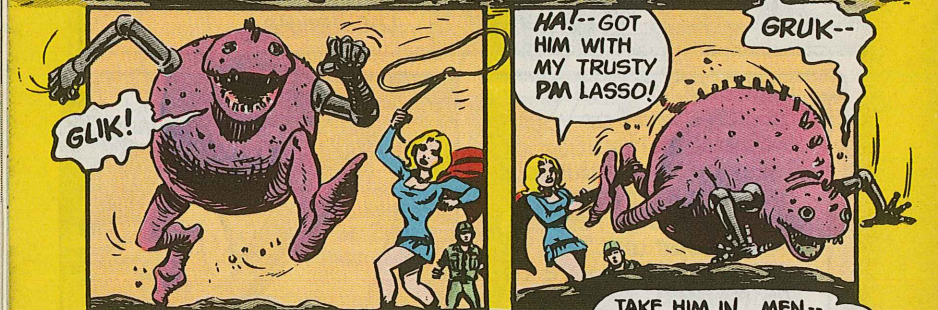
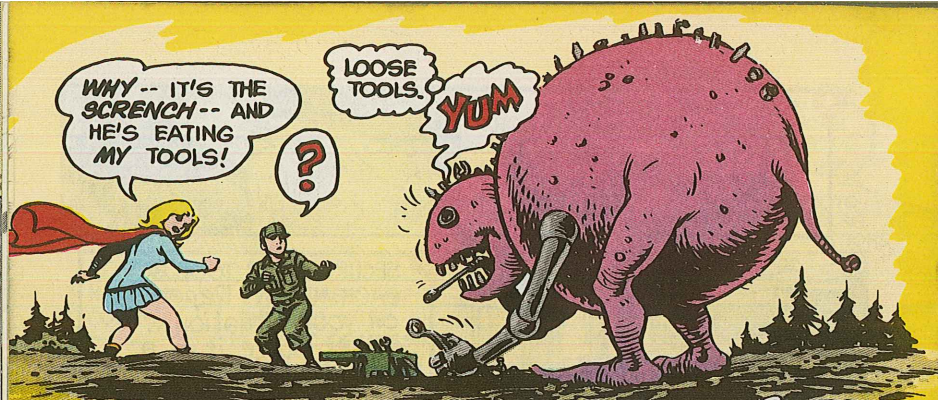
EVERY MECHANIC PLAYS A BIG ROLE IN SAVING DOLLARS, MAINTENANCE DOWNTIME AND REPAIR PARTS WHEN HE USES THE RIGHT TOOL ON EVERY JOB.

YOU'LL HAVE THE RIGHT TOOL IF YOU SAFEGUARD AND CONTROL THOSE IN YOUR KIT.

RIGHT-- SAY! WHAT'S THAT?







Think about your starter while you're cranking away on that balky engine. You might be killing it!

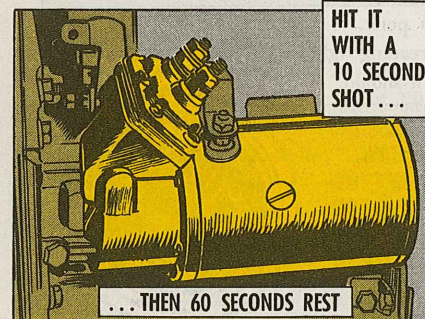
A starter motor gets hot when it works. That's the nature of the beast.

It's designed to take a little heat, but not as much as it puts out with continuous cranking.

To save it from heat exhaustion, never keep the starter on for more than 10 seconds at a time. Give it a rest for at least 60 seconds to let it cool off.

If your engine doesn't start after 3 tries, it's probably a job for your mechanic, so don't go on cranking till the starter melts.

Think about starting a Model T with a hand crank. You'd give yourself a rest--do the same for your starter.





**STOP THE  
GGG!!**

**RIGHT ON,  
CONNIE!**  
A DOSE OF  
THIS  
**TB**  
WILL DO  
TH' JOB!

**WATCH IT,  
MEN! IT'S  
THAT  
TROUBLE-  
SHOOTING  
DUO...  
CONNIE  
'N'  
BONNIE!**

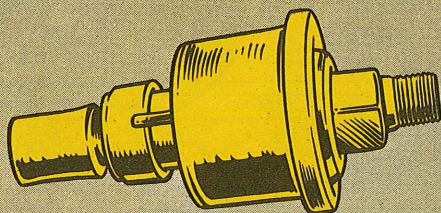
**CURSES...  
THEY SPOIL  
ALL OUR  
FUN!**

**GUESS I'LL  
NEED A  
FRAMMIS...!  
MIGHT AS  
WELL TAKE  
A WHOLE  
BOX!**

**GREAT-- AN'  
I'M GONNA  
TAKE A LOAD  
OF THESE  
UNITS!**

The Guess 'n' Gobble Gang is on the loose!  
They're the guys who guess—instead of troubleshoot—and gobble up repair parts they don't really need.

Like oil pressure sending units—Transmitter, oil pressure, NSN 6620-00-814-4770, that's used on most trucks, tracked vehicles and other engine-powered ground equipment.



**GIVE GOOD  
CHECK OUT  
BEFORE  
REPLACING**

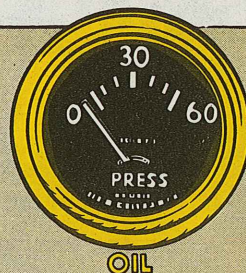
Those GGG guys are real fussy—up to a point.  
They notice the oil pressure gage isn't reading right on the nose. It shows just a shade higher, or lower, than the TM says it should.

So they figure the oil pressure sending unit must be at fault.

So they replace the unit. Hundreds of 'em!

So then does the gage read right on the nose after the sending unit's replaced? Probably not. Oil pressure gages are not that accurate. If they show any pressure

**SHOULD  
SHOW  
PRESSURE—  
BUT NOT  
100%  
ACCURATE**



at all when the engine's idling, that's good enough. And the pressure should go up as engine speed goes up. This gage signals real trouble when the needle doesn't move off the peg—or when the needle drops suddenly during operation.

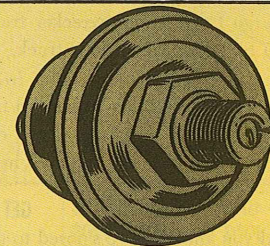
But the GGG has quit worrying about that gage reading a little high or a little low. They figure they've done all they can after replacing the sending unit. They move on to the next one . . .

How do you stop the GGG?

You put 'em in a bare room . . . with a bright light . . . and with a copy of TB 9-2300-228-20 (Jul 60), Tactical Transport And Combat Vehicles: Troubleshooting For Instrument Cluster Gages, Switches, Circuit Breakers, Sending Units, and Related Wiring.

This TB tells exactly how to check out your oil pressure gage (para 5) and the sending unit (para 6).

But even this test may throw you. Before you toss out a "bad" oil pressure send-



**HOLE  
OPEN  
AND  
CLEAN?  
TRY IT  
AGAIN**

ing unit, make sure the hole is open and clean.

**USE A  
SMALL WIRE AND  
COMPRESSED AIR  
TO CLEAN OUT  
THE HOLE. THEN  
PUT IT BACK IN  
YOUR ENGINE  
AND TEST IT  
AGAIN.**



# GOER POOP

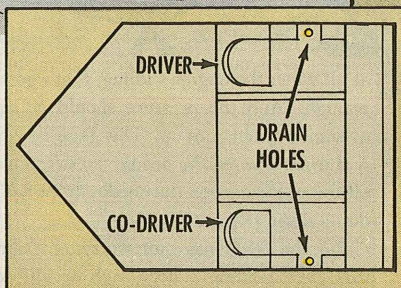
BEEN SWIMMIN'?

NOPE! THE GOER'S BEEN SWIMMING! I'VE JUST BEEN WADIN'!

Y'GOTTA TAKE OUT THE CREW COMPARTMENT PLUGS-- LIKE IT SAYS HERE IN TH' EIR DIGEST!

Did you know there're 2 drain plugs in the crew compartment of your GOER? This goes for all 3 of the GOER vehicles—M520 cargo truck, M553 wrecker truck and M559 fuel servicing tanker truck.

There's a plug on each side—1 in front and to the left of the driver's seat and the other in front and to the right of the co-driver's seat. They're under the floor mat.



## GET RID OF 'EM

And did you know you're s'posed to get rid of those drain plugs. It's important—especially before you take your GOER in swimming. Water splashing into the crew compartment has no place to go when the plugs are installed. With the plugs gone, water drains into the bilge and is pumped out.

The word on this is in Article 3-3, TB 43-0001-39-3 (Jul 74), the EIR digest. There's some other good stuff for your GOER in the same article.

## CARGO SLINGS

Like the 3 cargo slings you use with the M520's material handling crane:

NSN 1670-00-753-3790, 9-ft sling (1 needed)

NSN 1670-00-753-3792, 12-ft sling (2 needed)

## FUEL FILTERS

The TB tells you, too, that you service your GOER's primary and secondary fuel filter elements at 1,000-mile intervals. You just clean the primary element, but the secondary element has to be replaced with a new one.

What? Your unit doesn't get the TB 43-0001-39-series regularly? Get your order in on a DA Form 12-38.

Maybe your DS has a copy of the July 1974 TB. They should have; there's some GOER poop in there for them, too.

## THAT "LOPE"

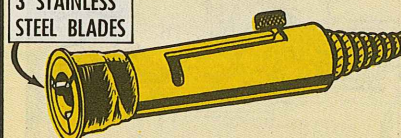
Does your GOER "lope" as you drive down the road? It's easy to prevent. Change your speed—slow down or speed up. Better still, stop and start up again.

NEW CLEANING TOOL FOR . . .

## LEAD-ACID BATTERY PM

A new \$1.88 battery cleaning tool—NSN 6140-00-831-3449—makes battery

3 STAINLESS STEEL BLADES

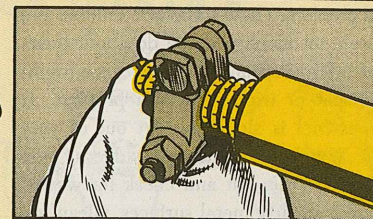


terminal PM cleaning fast 'n' easy. Note 2, Appendix A, CTA 50-970 (Jul 74) is your requesting authority.

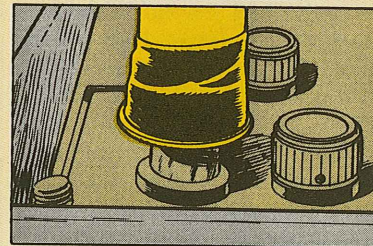
The new cleaner fits all standard battery posts and clamps. It's easy to keep clean . . . just rinse it with hot water.

To clean a battery post, simply slide the tool over a post. Two or three complete turns leave the post clean and gouge-free.

For clamps, unlock the reamer-type cleaner and push it all the way out. Lock it in place with the thumb screw. Insert the steel reamer thru the clamp and turn clockwise until clamp is clean and smooth.



CLEANING CLAMP AND POST WITH NEW TOOL



When the job is finished, slide the clamp cleaner back inside the case.



# DIESEL STAIN HASSLE

Dear Half-Mast,

Our command roadside spot-check team is hitting us pretty hard for diesel fuel stains around the sending unit and in-tank pump. They say it's a safety hazard, and the equipment is deadlined until the condition is corrected.

We've tightened the screws and replaced gaskets, but the stain comes right back.

What's the solution?

CPT G. V. C.

Dear Captain G. V. C.,

If it's just a matter of stains, there is no real problem. These stains are common and there's not much you can do about them.

If the fuel around those units is a bright wet spot or trickle, that's a problem. It means fuel is sloshing right out of your tank. If tightening the screws doesn't stop it, remove the unit and check for wavey, gouged or dirty metal surfaces. Clean, repair or replace as needed.

When you install the gasket, coat both sides with a fuel-resistant sealant—NSN 8030-00-252-3391 for an 11-oz tube or NSN 8030-00-291-1787 for a pint can.

A simple stain is no problem.

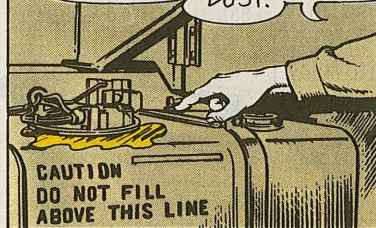
The gasket does soak up fuel. Diesel fuel doesn't evaporate very fast, so it shows as a stain. This holds dust, so the stain spreads out into the dust.

There's not enough vapor around a diesel fuel stain to be a hazard as far as fire or explosion is concerned.

HUH?

OH, THAT MUST BE WHERE I SET A BAG OF FRENCH FRIES.

DIESEL FUEL LEAVES A GREASY FILM THAT GRABS AND HOLDS DUST.



Normal cleaning of the equipment will wash off the dust that spreads this stain—and that's the best you can do.

It's important that everybody understands this difference between a diesel fuel stain and a real leak. There's not much point in wasting time and money trying to correct a condition that's no real problem.

'NUFF SAID!

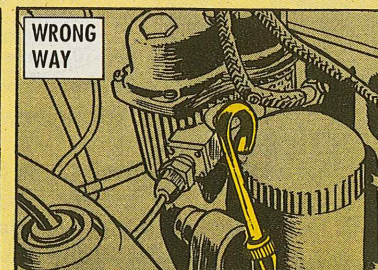
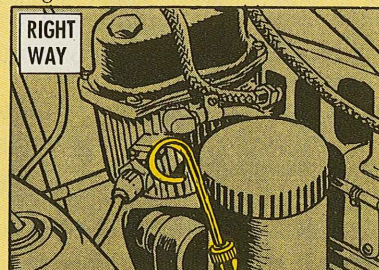
THAT'S WHAT YOU SAID LAST TIME ABOUT A STAIN. THIS TIME I'M TALKING ABOUT A LEAK-- A REAL LEAK!

## M151A2 TRUCK DIPSTICK

HEY... THIS READING CAN'T BE RIGHT! WHA' HOPPEN?

DID YA PUT THE DIPSTICK IN TH' RIGHT WAY?

The oil-level dipstick will go into the tube 2 different ways—but only one way is right.



The stick goes in with the loop in the handle pointing outboard—toward the fender. With the loop facing toward the engine, you'll not get an accurate reading.



# TANK-AUTO NSN SWITCHES

Make a note of these NSN corrections on tank-automotive equipment:

TM 9-2300-216-20P (Dec 73), page 268, Bearing, roller, from -120-3335 to 903-1496; page 268, Bearing, Roller, from -844-0136.

TM 9-2320-209-20P (Oct 72), page 171, Cage, temperature, from -438-9567 to -335-9515.

TM 9-2320-211-20P (May 73), page 2-48, Seal, Thermostat, from 2805-00-696-4049 to 5330-00-566-7616; page 2-162, Clevis, from -534-8350 to -00-177-3957.  
TM 9-2320-212-20P (Mar 72), page 45, Screw, cap, from 5985-933-5008 to 5305-00-269-2803.  
TM 9-2320-230-20P (Apr 69), page 280, Pulley, groove, from -179-6844 to -00-179-6841.

SOME BUM STOCK NUMBERS IN YOUR PARTS MANUALS SHOULD READ LIKE THIS RUNDOWN!

TM 9-2320-242-20P (Sep 70), page 102, Door assy, from -752-6036 to -752-6030; page 247, Master cylinder, from -245-1935 to -00-457-1935.

TM 9-2350-230-24P1 (Sep 71), page 263, Nut self locking, from -044-3340 to -957-5071

TM 9-2350-238-20P (Apr 72), page 89, Plug, Idler Wheel Arm, from -843-9501 to -842-9501.

TM 9-8014 (Apr 55), Ch 8, page 6, Handle, jack, from -708-3364 to -176-3459; page 7, Jack, scissors, from -718-3365 to -176-3460

## RUBBER FLAPS STOP MUD

USE THE RUBBER FLAP AND KEEP YOUR SPARE TIRE **CLEAN!**

HAVEN'T I SEEN HIM BEFORE?

Dear Editor,

My unit used to have a lot of hassle on our 2½-ton trucks with water and mud getting on the spare tire and its carrier, causing rust and problems in removing the tire.

We installed rubber flaps on the splash guards, using the existing bolts on the splash shield angle braces to hold the flaps on.

We found the flap in TM 9-2320-209-34P. It's NSN 2540-00-040-2071.

MSG G. H. Chapdelaine  
187th Infantry Brigade  
Springfield, MA

(ED Note: The flaps are organizational parts and will be added to the -20P.)

## 10-TON CRACK FACTS

HARRY?

OH?

YEAH, I'VE GOT THE INFO!...

YOU'VE GOT TO REMEMBER TO KEEP EYEBALLING THE REAR SPRING TRUNNION BRACKETS ON YOUR M123A1C 10-TON TRUCK-TRACTOR.

IF YOU SEE A CRACK, REPORT IT IMMEDIATELY!

BRACKET CRACKS HERE

TB 750-981-3 (Jul 69) introduced a new, improved bracket, but old ones are still on some trucks and still cracking. If the bracket breaks, you can lose transmission and power to the rear end— or worse. So keep a daily eye on them. If you can't get a new bracket (NSN 2510-00-178-1047), your DSU will weld the old one.





A retreaded tire is as good as a new tire for most purposes.

"Oh yeah," you say. "I've had some no better than wet paper! The whole retread flew off. Or they chunked—pieces came off like grenade fragments."

OK, it can happen on retreads and new tires.

But what are you doing about it?

Do you just kick that bum retread, cuss "the system" and try another retread?

Or do you put through Equipment Improvement Recommendations?

That's what the head shed needs—EIR's on DA Form 2407—to track down the trouble. To find out why the Army's getting stuck with poor retreads. To dig back to the source and make sure it won't happen again.

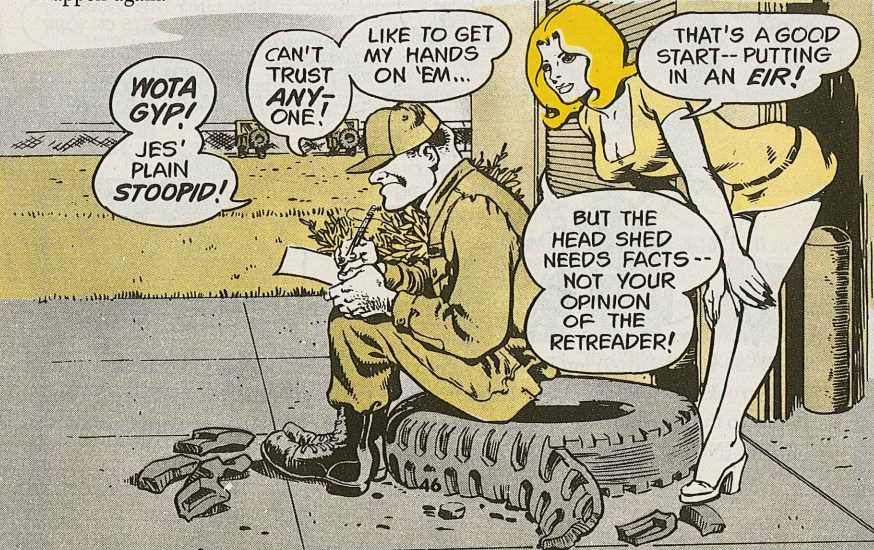
In your EIR, tell exactly what size retread tires have failed, exactly how many failures you've had, exactly what happened to the retread and—most important—where those retreads came from. Your supply people can trace your tires back to the supplier—usually a contract retreader.

The markings on the side of the tire will identify the manufacturer or retreader. For example:

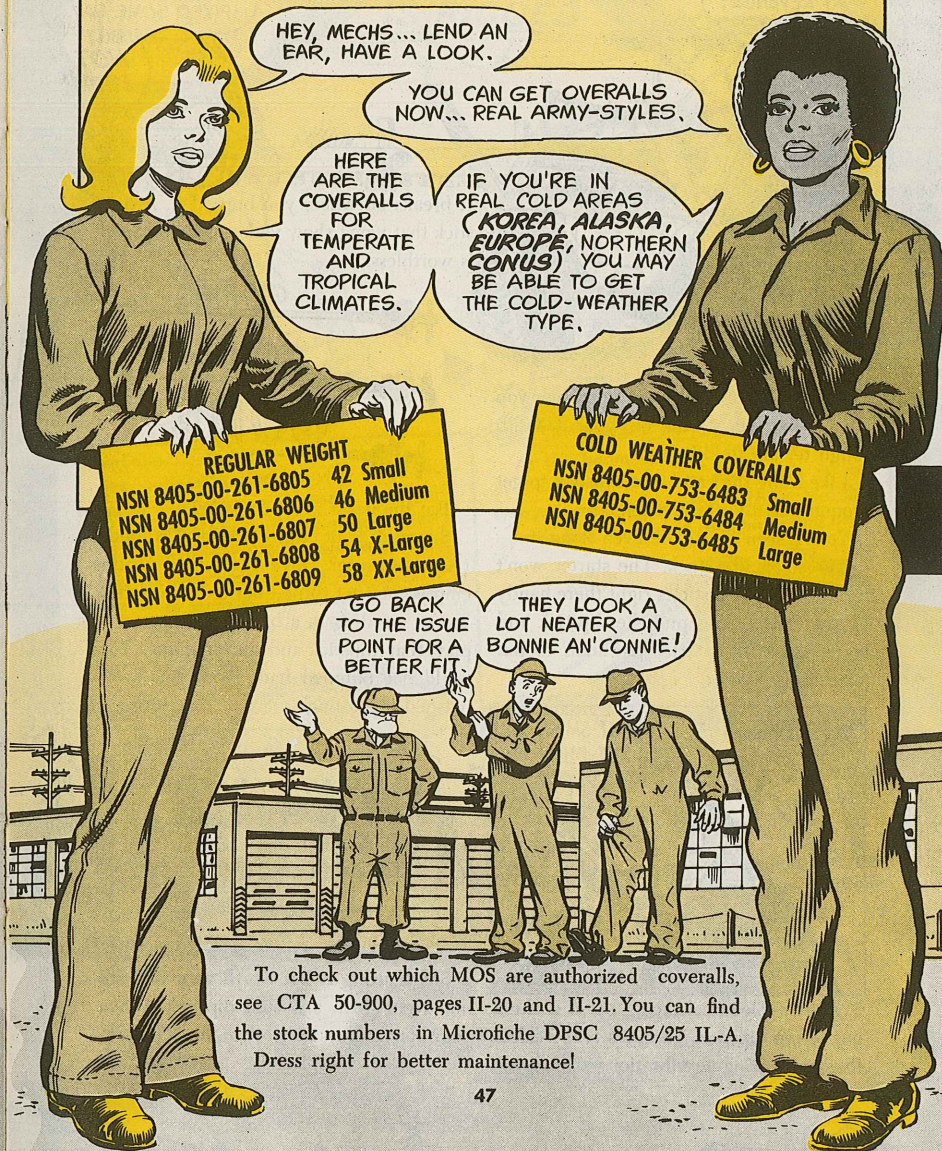
**DOT R ABC**

If you use a lot of tires, report your retread failures once a month. That'll make your EIR's easier to handle and will give the National Maintenance Point the kind of picture they need.

Remember, you're part of "the system." If it works OK, you can give yourself part of the credit. If it does not work well...



# COVERALLS FOR MECHS



HEY, MECHS... LEND AN EAR, HAVE A LOOK.

YOU CAN GET OVERALLS NOW... REAL ARMY-STYLE.

HERE ARE THE COVERALLS FOR TEMPERATE AND TROPICAL CLIMATES.

IF YOU'RE IN REAL COLD AREAS (KOREA, ALASKA, EUROPE, NORTHERN CONUS) YOU MAY BE ABLE TO GET THE COLD-WEATHER TYPE.

**REGULAR WEIGHT**  
 NSN 8405-00-261-6805 42 Small  
 NSN 8405-00-261-6806 46 Medium  
 NSN 8405-00-261-6807 50 Large  
 NSN 8405-00-261-6808 54 X-Large  
 NSN 8405-00-261-6809 58 XX-Large

**COLD WEATHER COVERALLS**  
 NSN 8405-00-753-6483 Small  
 NSN 8405-00-753-6484 Medium  
 NSN 8405-00-753-6485 Large

GO BACK TO THE ISSUE POINT FOR A BETTER FIT.

THEY LOOK A LOT NEATER ON BONNIE AN' CONNIE!

To check out which MOS are authorized coveralls, see CTA 50-900, pages II-20 and II-21. You can find the stock numbers in Microfiche DPSC 8405/25 IL-A. Dress right for better maintenance!

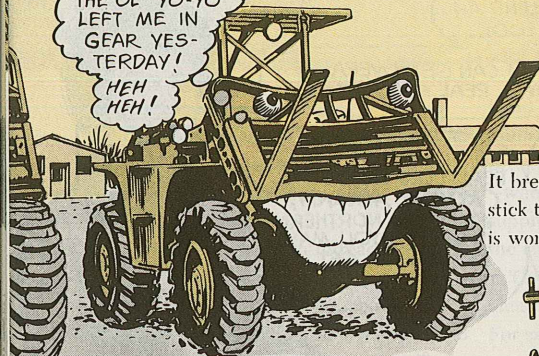


BY-PASSING THE SOLENOID?...

## OFF TO A BAD START!

HAH!...

TODAY I  
GET MY REVENGE!  
THE OL' YO-YO  
LEFT ME IN  
GEAR YES-  
TERDAY!  
HEH  
HEH!

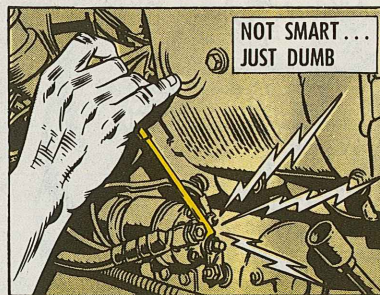


You're playing with your life when you play with the starter on your 6000-lb rough terrain forklift truck.

Like using the crankcase dipstick to get around a faulty starter solenoid.

You've seen it—maybe even done it.

The solenoid's stuck. The starter won't turn over. The dipstick's right there handy by the starter. You pull the dipstick and lay it across the starter terminals to put juice to the starter.



NOT SMART...  
JUST DUMB

Zowie! Electrical arcing burns a chunk out of the dipstick. Then it's real weak at that point. Engine vibration works on it.



GOTTA GET  
THAT STARTER  
FIXED SOME DAY...  
BUT  
**NOT**  
TODAY!

It breaks off where you burned it. A dipstick that won't show your engine oil level is worthless.



But the worst is yet to come!

Suppose your transmission's in gear. (Are you sure? Have you heard of the empty gun that turned out to be loaded?) You're standing in a bad place when you play that dipstick-and-starter game. You could get bumped bad. Even run over-mashed like a bug.

COULDN'T WAIT FOR  
HIS STARTER REPAIR.  
TOOK A SHORT CUT  
UP THE GOLDEN STAIR.

Shortcutting is not worth your life. It's not even worth a busted dipstick. When your starter doesn't work right, report it. Get it fixed or replaced.

## THE GAME IS RIGGED

NO MATTER  
HOW I PLAY MY  
CARDS, I CAN'T  
SEEM T' WIN!

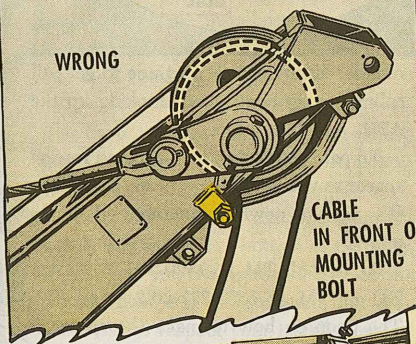
GLAD HE DOESN'T  
REALIZE A SIMPLE  
REPOSITIONING IS  
ALL IT TAKES!



Dear Editor,

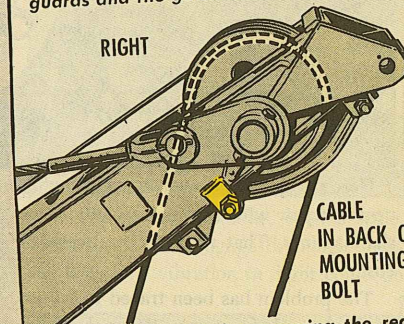
I've noticed during several assistance visits to units that some cranes with military standard booms using hook-blocks are rigged wrong. The main hoist cable drags on the rear portion of the boom point cable guards. This occurs only when a 3 or more part line is used.

As the boom is raised from the cradle or horizontal position, the strain is increased, causing damage to the cable, the guards and the guard rear mounting bolt.



WRONG

CABLE  
IN FRONT OF  
MOUNTING  
BOLT



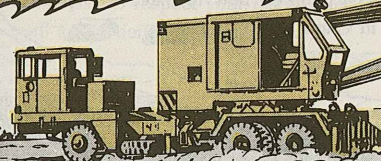
RIGHT

CABLE  
IN BACK OF  
MOUNTING  
BOLT

We prevent this by removing the rear mounting bolt of the guards and positioning the cable behind the guards. Then, we re-install the mounting bolt.

SFC Robert Presfield  
Selfridge ANGB, MI

(Ed Note—Good thinking.)





AIR  
MOBILITY

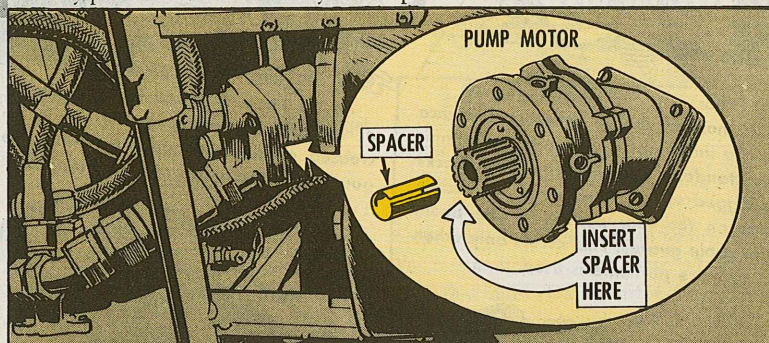
"DO IT YOURSELF!"

I CAN'T  
FIND THE  
NSN...

TM 55-1520-209-20-2

TM 55-1520-209-20-2  
SAYS... YOU'VE GOT  
TO CUSTOM MAKE IT.  
HERE, IT SHOWS  
YOU HOW...

Any time you Chinook (CH-47) types replace the hydraulic pump motor on the auxiliary power unit, insert a locally-made spacer in the drive shaft.



Here's why. Pump motors are showing up for repair with broken or badly worn shaft splines. That runs up the overhaul cost.

The problem has been traced to failure of the drive shaft retainer. When that happens the drive shaft moves into the accessory gear box, leaving only about 1/2-in spline engagement... not enough!

The spacer will prevent too much axial movement of the shaft in the event of

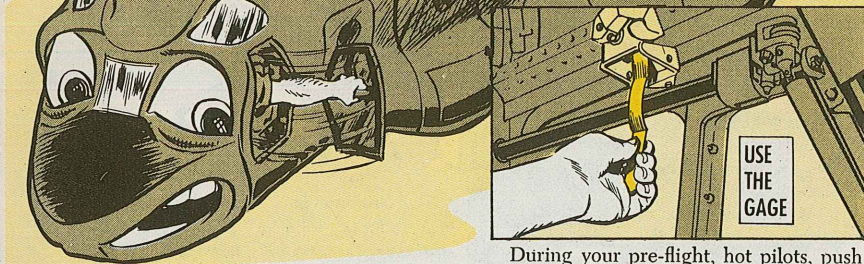
retainer failure. You'll continue to get full spline engagement when cranking up the APU.

No part number will be assigned for the spacer so you won't see it in the parts pub. It's not in newly manufactured birds, either.

So, eyeball TM 55-1520-209-20-2 (Apr 73) or TM 55-1520-227-20-2 (Aug 73).

The poop on how to make the spacer is in Chap 11.

"WHA  
HOPPEN??"



During your pre-flight, hot pilots, push the trigger to pop the external jettison handle but never turn the handle. You're looking for corrosion and other damage, not for proper operation of the door.

It's a hectic moment for a Chinook pilot or copilot when one of the cockpit doors accidentally exits the bird in flight. That's not the way to let it all hang out!!

'Tis mighty embarrassing, too, for the crew chief or mechanic who installed the door wrong. Fact is, several doors have recently sailed into the wild blue.

Which is why you mechs want to follow to the letter the installation and adjustment poop in para 4-198 of TM 55-1520-227-20-1 (Aug 73).

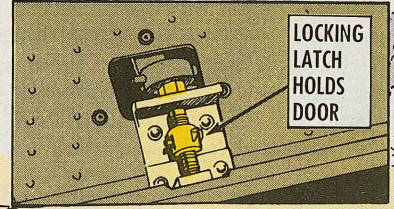
The door can't be fitted by guesswork. You have to make the installation adjustment gage shown in Fig C-57, Appendix C, of TM 55-1520-227-34-3 (Aug 73).

Then, use shims so that the gage fits tightly at the top and bottom of the door. That'll give you the right clearance so the floating door can be jettisoned, but only if necessary. Inspect your installation and pull a functional test, also.

PUSH—LOOK...  
NEVER  
TURN HANDLE

DOOR JETTISON  
PUSH TRIGGER  
TURN HANDLE DOWN

If you turn the handle, even a little, you'll partially disengage the single locking latch... vibration in flight could do the rest.





GREAT IDEA, EH, STEVE?  
THESE RED STREAMERS  
OUGHTA BE A REAL

## NOGGIN SAVER

NOW  
HE PUTS  
EM ON!

Dear Editor,

With the droop on Chinook forward rotor blades, more than one trooper has had his hair parted when he walked into one of them.

Well—that's the way it used to be here until we made up red streamers.

The streamer is 4 inches wide and 40 inches long, with a 1-in eyelet. The streamer is lettered: REMOVE BEFORE FLIGHT.

We just attach it to the tie-down ring with a suitable clip, when the blades are secured.

Alfred Morgan  
Ft. Eustis, VA

STREAMER

(Ed Note—Right on! Looks like a good way to help prevent cuts and bruises.)

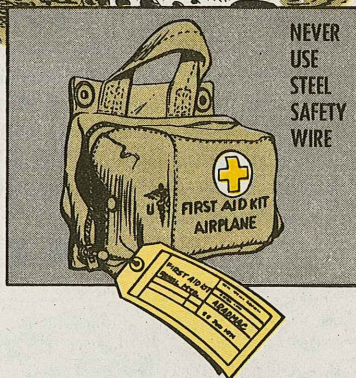
## BREAKAWAY SEAL NEEDED

WOW!

DIG HIS CRAZY  
BREAKAWAY!!

Eyeball the first aid kits the next time you pull a PM Daily on your aircraft. Steel safety wire—double twisted no less—has been used to seal some kits. What's needed is seal, NSN 5340-00-391-4240. It comes with a strand of copper wire, which you can break easily to get into the kit in an emergency.

52

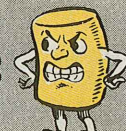


MIGHT AS  
WELL SAVE  
THESE FOR THE  
NEW STARTER  
GENERATOR!

## THE WHOLE SHEBANG

WOTTA  
KLUTZ!

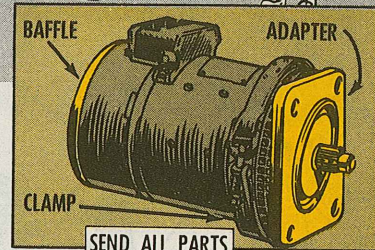
HOW'D HE  
LIKE T' MAKE  
A TRIP ALL TH'  
WAY BACK TO  
SUPPORT... STARK  
NAKED?



When you remove a faulty accessory from an aircraft engine, keep it intact, knucklebusters. If you start "saving" parts for use with the new accessory you'll trip up the whole system.

When your support gets the accessory for overhaul they're going to have to order the missing parts . . . runs up the tab something fierce!

Take the latest case—the starter-generator for the Ute (U-21) engine. Support is getting 'em minus the mounting adapter, V-ring clamp and baffle.



That's no way to run an airline.

A bird parts pub clues you on what parts are in an assembly. If it doesn't, the pub will make reference to the accessory manual which will list the parts that belong together.

Send the whole assembly, man!

## ONLY FLYING TIME COUNTS

Dear Windy,  
Throughout my aviation career I have wondered if engine ground-run time should be logged as flying time.  
Our support maintenance has been putting a lot of time on our T74-CP-700 Ute engines to check out a rigging problem.  
Should this time be logged as flight time, Windy?

SP6 C. L. R.

Dear Specialist C. L. R.,  
Nosir-e-e-e! Engine ground-run operation is not listed in para 3-26 of AR 95-1 (Oct 73) as aircraft flying time. A safety factor is built into all engine Time Before Overhaul figures. TBO's are established in 30-min cycles which allow for outside factors, including ground operation.

HOWZAT FER  
SPEED, WINDY?

SORRY, OL' BUDDY!  
ONLY YOUR FLYING  
TIME COUNTS!



53



**TAKE  
IT OFF!**

Dear Windy,

Periodically we pull an engine maintenance operational check (MOC) on our U-21 to look for leaks. So, the bottom engine cowl comes off so we can clean a suspect area. It goes back on before the ground run.

The cowl is sometimes removed several times before the source of a leak is found and corrected. Well . . . working with that lower cowl is no picnic!

Could we do the MOC with the cowl removed, Windy?

SP6 C. L. R.

Dear Specialist C. L. R.,

Yes, indeed!

You can leave off the lower and upper cowl.

Just be sure you take precautions to prevent foreign object damage. For example, the run-up area has to be free of loose objects, sand, grit, rags and spilled fluid. Otherwise, foreign material could enter the compressor inlet screen and damage the compressor blades or contaminate the engine.

*Windy*

## NEVER SHIP SCRAP

Whenever the aircraft components listed in TB 43-0002-4 (Jan 74) fail to go the distance, you maintenance types have to decide if repair or overhaul is worthwhile. That means filling out a DA Form 2404 work sheet when your unit has the inspection equipment and know-how. If not, see your support. You don't need to fill out a 2404 if the parts have reached TBO.

## ? IN THE KNOW?

What you'd like to know about aircraft maintenance — but are too embarrassed to ask about — may be in FM 55-41 (Oct 73) on organizational maintenance management. The pub replaces FM 1-10 with the latest poop on maintenance, tech supply, calibration and safety.

**DIDN'T YOU KNOW, MY DEAR, THAT  
BUMPERS ARE OUT!**

**I'M SO  
MORTI-  
FIED!**

Dear Windy,

I've been a 67G for some time and every unit I've been in uses flap bumpers on their Seminoles. The bumper is usually a push rod seal for the U-8 engine, cut in half, and glued to the upper side of the flap track.

I find no mention of flap bumpers in the U-8 manuals, Windy. What gives?

SP5 G. T. M.

Dear Specialist G. T. M.,

There've been some changes made.

Seminole were originally equipped with a rubber flap bumper, P/N 50-120003-34. The purpose of the bumper was to dampen vibrations and prevent flap channel wear.

An acceptable substitute for the bumper, as recommended by the manufacturer, was the engine push rod seal. This accounts for the longstanding use of the seal.

The manufacturer issued Change Order B60715 (Feb 63) which removed the rubber bumper (or seal) because it was found to be ineffective. A teflon washer, P/N 50-105000-3, NSN 5310-00-811-0970, was added under the wide flange roller only.

This washer, fig 30, item 14A in TM 55-1510-201-34P-1 (Jan 74) does a better job than the bumper.

**SO, FLAP BUMPERS  
ARE NO LONGER  
NEEDED WHEN YOUR  
SUPPORT HAS INSTALLED  
THE WASHERS!**

**TEFLON  
WASHERS  
DO THE  
JOB NOW**



## PASS THE WORD

HEY, BIRD MEN!  
FIRE EXTINGUISHER  
INSPECTION POOP IS  
SPELLED OUT BY  
AVSCOM IN  
TM 55-1500-204-25/1.

THANKS,  
WINDY!

Dear Windy,

We underwent a post fire marshal inspection and were told that we needed a DA Form 253 on each fire extinguisher in our aircraft. A local policy, pertaining to vehicles, was cited as the authority.

We already have our extinguishers tagged with a DD Form 1574.

I believe somebody hasn't gotten the word. Am I right, Windy?

SP5 A.W.N.

Dear Specialist A.W.N.,

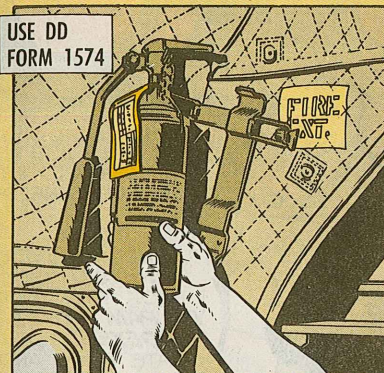
Yessir-e-e-e!

The poop in TM 5-687 (Dec 57), which calls for a DA Form 253 tag, doesn't apply to extinguishers in aircraft. Para 3 of the pub says that PM inspection and service frequencies listed are guides that can be modified by the installation commander, which may be OK for non-aeronautical equipment.

But the requirements for inspection of extinguishers in aircraft are very rigid. That is why the head shed (AVSCOM) came out with detail inspection info in para 3-322 of TM 55-1500-204-25/1 (Apr 70) on general practices. This poop is further refined in all aircraft organizational maintenance pubs and inspection checklists.

Make no mistake about it—the CF3Br in your aircraft is aeronautical equipment. TM 750-126 (Oct 70), on use of tags for aeronautical and air delivery equipment, calls for tagging this type of equipment

USE DD  
FORM 1574



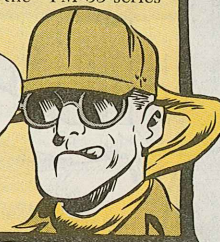
with a DD Form 1574. That pub defines aeronautical equipment as—aircraft components, assemblies, kits, sets, repair parts,

special tools, ground handling and ground support equipment.

Use of the DD Form 1574 tag is based on MIL-STD-129E (May 71). The spec says, in part, that materiel condition tags or labels shall be used whenever materiel may become mixed during storage or shipment within or between installations, or where physical evidence is necessary for materiel control, to prevent duplicate inspection.

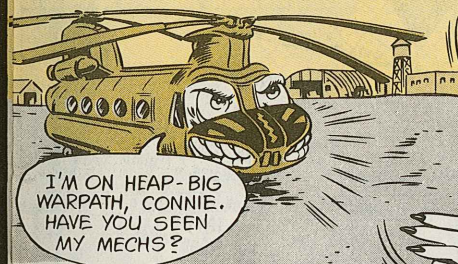
The fire marshal can service your aircraft extinguishers, but he has to follow the specific poop in the TM-55-series pubs.

THAT MEANS  
USING A DD FORM  
1574 — NOT A  
DA FORM 253.



SLIPPAGE MARKS...

## SPARE THE WAR PAINT!



OH, NO!

Never paint your Sioux, Iroquois, Chinook—or what have you—to look like a bunch of braves thundering across the TV screen on the late, late show... nosir-e-e-e!

Sure, manufacturers use slippage marks for test purposes when building and overhauling your birds. But those marks should not be renewed in the field.

Save yourself some sweat and elbow grease, bird men. Mark hardware only where the tech pubs call for it.



# PUBS

NO MATTER  
WHETHER YOU'RE A  
NEWCOMER OR AN  
OLD MAINTENANCE  
PRO, YOU NEED  
BOOKS-- ALL  
KINDS!

THIS BASIC LIST  
WILL HELP YOU PICK  
THE ONES TO FIT  
YOUR UNITS' NEEDS.

AND  
REMEMBER, EVERY  
NOW AND THEN,  
LOOK INTO YOUR  
**DA PAM 310-SERIES  
INDEXES**, FOR  
LATE WORD AND  
UPDATES!

## ARMY REGULATIONS

(Order From Baltimore)

95-33	Army Aircraft Inventory
220-1	Unit Readiness
350-13	Materiel Readiness (Lists several DA Pams on maintenance training)
385-40	Accident Reporting, Records
385-55	Motor Vehicle Accident Prevention
700-4	Technical Assistance
700-64	Radioactive Commodities in DOD Supply
710-2	Supply Procedures
746-1	Marking, Packing Supplies, Equipment
750-1	Maintenance Concepts
750-36	Rebuild & Retread of Pneumatic Tires
750-43	TMDE. (See oil analysis in Chapter 4)
750-51	MAIT

## ARMY INDEXES

(Order from Baltimore)

DA Pam 108-1	Films, Visual Aids
DA Pam 310-1	AR's, Pams, Circulars
DA Pam 310-2	Blank Forms
DA Pam 310-3	FM, TA, TOE, ATP, TC, Firing Tables, TDA
DA Pam 310-4	TM, TB, SM (7,8,9), SB, and LO
DA Pam 310-6	Supply Catalogs
DA Pam 310-7	MWO List

MAYBE  
YOU NEVER  
HEARD OF  
THESE  
PUBS-- BUT  
THEY'RE  
READY  
TO WORK  
FOR YOU!

JUST  
LOOK FOR  
THEM!

## TECHNICAL MANUALS

(Order From St. Louis)

5-461	Engineer Hand Tools
5-551	Carpenter (Structural info)
5-618	Paints & Protective Coating
5-725	Rigging
9-207	Cold Weather Operation/ Maintenance
9-237	Welding
9-243	Use/care: Hand tools, Measuring tools
9-269	Shop Mathematics
9-270	Wood & Metal Repair
9-450	Metal Body Repair
9-2610-200-20	Pneumatic Tires, Tubes
9-2610-201-14	Tires: Inspection, Classification
9-2630-200-14	Solid Rubber Tires & Track Components
9-6140-200-12	Lead-Acid Storage Batteries
9-8000	Automotive Vehicle Principles
11-6140-203-15-1	Nickel-Cadmium Batteries (General)
11-6140-203-15-2	Nickel-Cadmium Batteries (Aircraft)
11-6140-203-15-3	Nickel-Cadmium Batteries (Non-aircraft)
38-600	Administrative Vehicle Management
38-750	TAMMS, The Army Maintenance Mgt System
740-90-1	Administrative Storage
750-116	Purging, Charging Fire Control Instruments
750-254	Cooling Systems, tactical
(Look over the 750-series in DA Pam 310-4. The 750-series is changing to 43-series as new pubs come out.)	



## TECHNICAL BULLETINS

(Order From St. Louis)

- 5-2800-221-15 Engine Identification Application
- 5-4200-200-10 Fire Extinguishers
- 5-6100-201-15 Scheduled Replacement of Generator Sets
- 9-337 Guided Missile Systems: Corrosion Control, Treatment
- 9-352 Load Testing Missile/Rocket Handling Vehicles
- 9-2300-295-Series Warranty on Vehicles (See DA Pam 310-4 list for Model)
- 43-180 Calibration
- 43-0142 Safety Inspection/Load Testing Lifting Devices
- 55-1500-307-25 Aircraft Components Requiring Maintenance Management & Historical Data
- 385-3 Military Gas Cans
- 385-101 Safe Use of Cranes Near Power Lines
- 600-1 Licensing Operators
- 746-Series Marking and Painting (See DA Pam 310-4 and match your equipment with the list)
- 750-Series Wide range of maintenance info. Will become TB 43-Series when renumbered, with EIR Digests in TB-0001-XX-X groups (former TB 750-900's). EIR Digests are not stocked—get them on pinpoint.
- 750-94-X thru -99-X Maintenance Expenditure Limits of major end items (also to become 43-Series)
- 750-651 Engine Antifreeze and Cleaning Compounds
- SIG 222 Soldering
- SIG 291 Safety with Antennas

**BLAST IT ALL!! I KNOW THAT INFO IS IN ONE OF THESE TB'S!**

## SUPPLY BULLETINS

(Order From St. Louis)

- 9-16 Tank-Automotive Winterization Kits
- 9-203 Directional Signal Lights
- 11-131 Vehicular Radio Installation Kits
- 11-6 Dry Batteries, Supply Data
- 11-30 Dry Batteries, Handling, Storage, Testing
- 38-100 Preservation, Packaging, Marking
- 700-20 Army Adopted Items
- 700-25 Supplementary Interchangeable/Substitute List (SISIL)
- 746-1 Publications: Packaging General Supplies

**SOLDIER, DID IT EVER OCCUR TO YOU THAT THERE MIGHT BE A BETTER WAY?!!**

**RIGHT ON! USE THE INDEX!!**

## PAMPHLETS

(Order From Baltimore)

- 310-10 Publications Supply
- 350-Series See list in DA Pam 310-1 (example: 350-24—Maintenance Supervisor)
- 700-2 Supply/Maintenance Handbook
- 750-1 Commander's Guide to PM
- 750-18 Commander's Maintenance Guide
- 750-20 Test, Measurement & Diagnostic Equipment Consultant Directory
- 750-22 Troubleshooting Equipment
- 750-31 Gama Goat
- 750-38 TAMMS

## FIELD MANUALS

(Order From Baltimore)

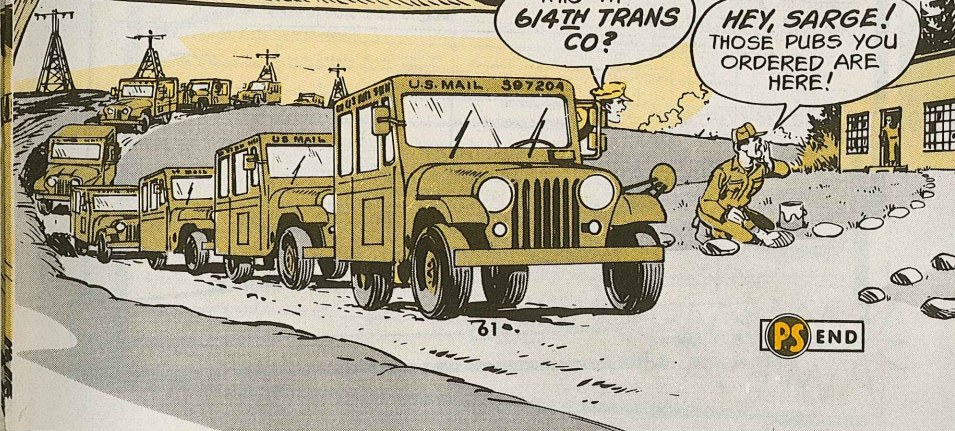
- 5-13 Engineer Soldier's Handbook
- 5-36 Route Reconnaissance & Classification (Vehicle load marking, bridge classes, etc.)
- 10-16 General Repair: Tents, Canvas, Webbing
- 20-22 Vehicle Recovery
- 29-2 Organizational Maintenance Management
- 29-25 DX, Shop Supply, Operational Readiness Float Procedures
- 29-30 Maint Bn and Company Op in Division and Separate Brigades
- 29-35 Maintenance Support, Separate Brigades
- 38-5 Logistics Maintenance Management

## MISCELLANEOUS

CTA 50-970, Expendable Items  
DA Circular 700-24 DX Supply and Maintenance  
TC 10-76-2PT Maintenance System Equipment Records

**THIS TH' 614TH TRANS CO?**

**HEY, SARGE! THOSE PUBS YOU ORDERED ARE HERE!**





CLEAN-UP TIME

# GET MOVING

When push comes to shove . . . it's time to move. And that's exactly what's happening with Modification Work Orders (MWO's). The Army has a big push on to get all unapplied MWO's in line.

MWO's are applied by support outfits. But your support can't apply an MWO if they don't know which equipment has not been modified.

That's where you come in. You have to tell your DSU which items of your outfit's equipment need modifications.

So, how do you find out which equipment has been modified and which has not?

Run through this—

1. Get the latest copy of DA Pam 310-7, US Army Equipment Index of Modification Work Orders (Mar 75). Go through it for MWO's listed on your equipment.
2. Then check your DA Forms 2408-5 or 2409. Do the forms show all MWO's in DA Pam 310-7 for your equipment? If not, you've got more sleuthing to do. Make like Sherlock Holmes.

Your DA Form 2408-5 is a permanent logbook form. It cues you and your commander in on needed MWO's as well as those already applied. So, your form should list current MWO's, applied MWO's and those that have been superseded or rescinded.

1. NOMENCLATURE				2. REGISTRATION NUMBER				3. SERIAL NUMBER			
AN/PRC-77 RADIO SET				DAABOS-68C-004				136 97A			
MODIFICATIONS REQUIRED				MODIFICATIONS COMPLETED				SIGNATURE			
MWO NUMBER	DATE OF MWO (Day-Month-Year)	PRIORITY	ECH	MWO TITLE AND KIT NUMBER(S)	DATE MWO APPLIED (Day-Month-Year)	MAN HRS	ORGANIZATION APPLYING MWO	SIGNATURE (Certification of MWO Application)			
11-5800-211-30-1	13/9/72	L	F	TO ELIMINATE A HAZARDOUS CONDITION-RL							

DA FORM 2408-5, 1 JAN 64

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EQUIPMENT MODIFICATION RECORD (TM 38-750)

# ON MWO'S

Block 4, Modifications Required, is your responsibility. Block 5, Modifications Completed, is filled out by the outfit that applies the MWO.

For major items of equipment, you keep the form in the logbook. However, a DA 2408-5 on a component stays with the component until it is installed. Then, the form goes in the major item logbook.

You may not have a DA Form 2408-5 on a piece of equipment. Change 1 to TM 38-750 says you don't need the form *until* you get official word that an MWO is printed on that piece of equipment. So, if no MWO's have come out on your item, you won't have a DA Form 2408-5 to check.

DA Form 2409 is used as an equipment maintenance log for equipment that needs few if any up-the-ladder reports. DA 2409 can be a separate equipment log with or without a logbook binder. If that's your case, record MWO's on the 2409, not on the 2408-5.

DA FORM 2409  
1 APR 62

MODIFICATIONS REQUIRED				SECTION D - MODIFICATION RECORD				MODIFICATIONS COMPLETED			
MWO NO.	DATE OF MWO (Day-Month-Year)	PRIORITY	ECH	MWO TITLE OR KIT NO.	DATE MWO APPLIED (Day-Month-Year)	MAN HOURS	ORGANIZATION APPLYING MWO	SIGNATURE (Certification of MWO Application)			
9-2300-391-40	18 Mar 70	N	H	KIT NO. 2520-054-078	4 May 70	2.1	Inst Maint Fco	N.C. Powell			
9-2300-216-40	10 May 71	N	H								

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PS MORE



3. Your next move is to eyeball your equipment for any modifications you can find. Then, double-check your forms for those mods. It's possible that somebody sometime put on a mod but didn't record it.

4. OK, so you have equipment that needs modification. Fill out a DA Form 2407. This work request tells your support unit that you need the MWO applied and on which pieces of equipment.

**MAINTENANCE REQUEST**  
For use of this form, see TM 38-750, the present agency is Office of the Deputy Chief of Staff for Logistics.

SECTION I  
CONTROL NUMBER: 642462  
1. ORGANIZATION: HHC 8 INF DIV  
2. SERIAL NUMBER: 12697A  
3. NOUN NOMENCLATURE: RADIO SET  
4. UTILIZATION CODE: PM  
5. SELECTED ITEM: YES  
6. FIRST INDICATION OF FAILURE (Identify category of X)  
7. OUT OF ADJUSTMENT: YES  
8. OVERHEATING: YES  
9. LOW PERFORMANCE: YES  
10. NOISE: YES  
11. OTHER: YES  
12. FAILURE DETECTED DURING (Select one): USE Y or X  
13. SCHEDULED MAINTENANCE: YES  
14. HANDLING: YES  
15. DESCRIBE DEFICIENCIES OR SYMPTOMS ON THE BASIS OF COMPLETE CHECKOUT AND DIAGNOSTIC PROCEDURE IN EQUIPMENT TO allow and prescribe repairs.

SECTION II - EQUIPMENT IMPROVEMENT RECOMMENDATION  
1. RECOMMENDATION (Select one): USE Y or X  
2. LOCATION  
3. SUBMITTED BY  
4. UNIT CODE  
5. LOCATION  
6. OPINION OR REMARKS DESCRIBE CONDITIONS UNDER WHICH FAILURE OCCURRED ATTACH PHOTOS OR SKETCHES IF AVAILABLE

APPLY MWO 11-5800-211-30-1  
CONTROL # 5/N 12697A

DA FORM 2407  
1 OCT 73

5. Your support will tell you when they can do the work. Take all copies of the 2407, the equipment and its logbook to support.

If NORMAL MWO kits are not available, send the 2407 to support and hold on to the equipment and logbook until the kits arrive. However, for URGENT MWO's, you turn in the equipment, all copies of the DA Form 2407 and the logbook whether kits are available or not.

#### GET 'EM ON

Unapplied urgent and limited MWO's botch up your readiness status and add to your paperwork. So, do your part. Let support know which MWO's are short on your equipment.

Get all MWO's put on your equipment.

THAT'LL MAKE YOURS A BETTER FIGHTING UNIT!



#### M109/M109A1 Howitzer Rectifier Roundup

It's a recoverable item and should be returned to your DS or GS for repair... rectifier, NSN 6130-00-999-9825, that is. You'll find it on page 4-63 of your TM 9-2350-217-24P/1 (Oct 72) with an SMR Code of PAOZZ. Change 4 is scheduled to show the code as PAOFF because it's recoverable. Your AMDF already has this right so send in your old rectifiers 'stead of throwing 'em away.

#### Interim Change to AR 710-2

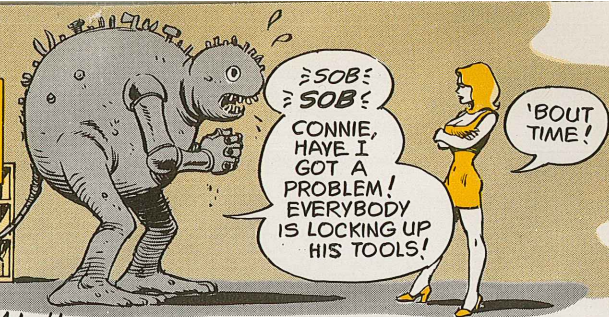
DA MSG DALO-SMS-R 132030Z DEC 74, has new info on AR 710-2 you supply and PLL types should chase down.

The message adds 2 new paragraphs on property books telling you when and how to conduct reconciliations of authorized allowances. A third paragraph covers credit given for statements of charges or reports of survey signed for hand tool losses.

The new info will be added to Change 3 but these procedures go into effect now.

☆U.S. GOVERNMENT PRINTING OFFICE: 1975 - 657-032/9

Would You Stake Your Life <sup>right now</sup> on the Condition of Your Equipment?



#### Clicks Per Hour, Part 2

There's a kilometers-per-hour decal for Army speedometers, after all. It's GTA 55-3-1 and it's available from your Training Aids Center or Training Aids Service Office, whichever you have. Just follow the directions on the back, and you're in business for the metric system.

#### New Double Safety

Once your aircraft has been modified with a standard padlock fixture and an ignition lockout switch, you can discard the locking bars that have been widely used in the field. Look for compliance with MWO 55-1500-204-30-1 (Dec 74) on the door locks for your aircraft.

The following pubs, all dated November 1974, will give you the ignition lock:

OH-58A MWO 55-1520-228-30-26  
UH-1 MWO 55-1500-219-30-5  
AH-1 MWO 55-1520-221-30-51  
CH-47 MWO 55-1500-210-30-50  
CH-54 MWO 55-1520-217-30-64  
OV-1 MWO 55-1510-204-30-46  
OH-6A MWO 55-1520-214-30-44, with Ch 1 (Dec 74)



"Oh wad some power the giftie gie us  
To see oursel's as others see us!  
It would frae monie a blunder free us,  
And foolish notion."

*Robert Burns*



**UNFORTUNATELY . . . NO WAY!**

**BUT FOR THE NEXT BEST  
THING FOR YOUR UNIT,**

*try...*



**The GENTLE Persuaders**