

Issue 365

PS

April
1983

THE PREVENTIVE MAINTENANCE MONTHLY



MURPHY
ANDERSON

"Staking Your Life on Mask PM"
See Page 29

Warranty Cards...

Guaranteed



When you lay out some green for a new stereo, TV, tools or toaster, you expect the manufacturer to guarantee it, right?

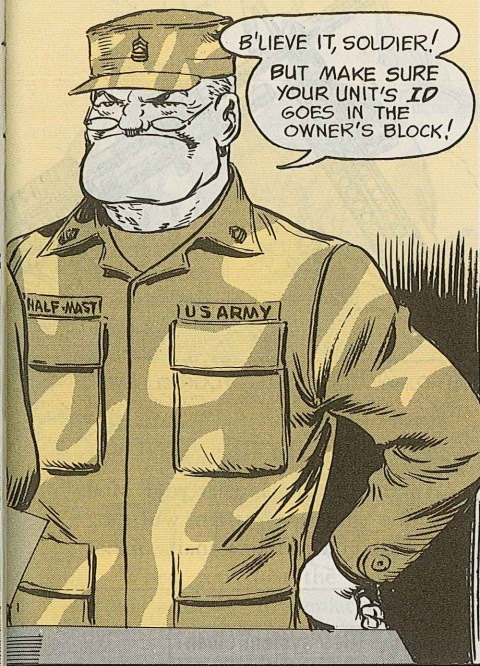
And you fill out the warranty card and send it in, 'cause you know that card is a guarantee. If anything goes wrong—for a limited time—the manufacturer will fix or replace your item.

The card you send in starts the clock on your guarantee's limit, but it also covers you as an owner.

The Army also gets a guarantee on a lot of commercial items. But getting the guarantee depends on you to fill out and send in the warranty card.

'Course, some items carry a warranty based on the contract the Army signed with the manufacturer. Check that warranty period in Block 15 of the gear's DA Form 2408-9 Acceptance Report.

Savings!



But when you find a warranty card packed with your gear, fill it out! Your unit's identification—not a code—goes in the owner's block on the card.

Just like with your own buys, that warranty card saves you and your unit \$\$ and hassle.

IF THE GEAR GOES DOWN DURING THE WARRANTY TIME, THE MANUFACTURER FIXES IT OR PAYS FOR FIXING IT!



PS

THE PREVENTIVE MAINTENANCE MONTHLY

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

MSG Half-Mast
PS Magazine
Lexington, KY
40511

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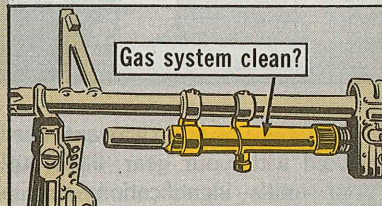
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M60 Gas Port Plug-Up

BELIEVE IT!
YOU CAN GET
REAMED FOR
NOT USING
A REAMER!

ALSO, FAILURE TO USE YOUR CLEANER
(CLP) CAN RESULT IN A PLUGGED-UP
GAS PORT PLUG!

All that means is that your M60 machine gun gas system will clog with carbon, fire like a snail...or not at all.

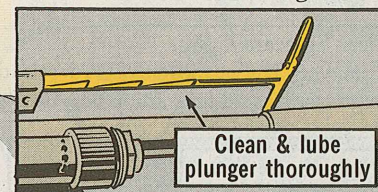


TM 9-1005-224-10 tells you to clean the gas system if the cylinder does not click or slide when you tilt the barrel. That includes the gas port plug and holes, which means removing the lock wire.

Clean the plug with CLP and ream it and the gas cylinder the way Pages 31-33 of your TM tell you.

2

Bipod Legs
Another neglected area is the plunger on the bipod leg. A coat of CLP on the surface of the legs is fine,



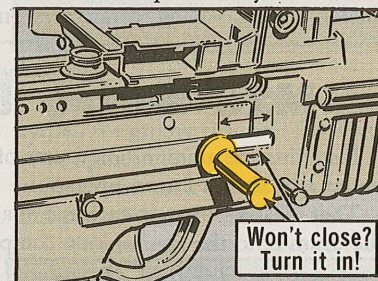
but the plungers and their housing need thorough cleaning.

Otherwise, the plungers bind, you can't adjust them...and you can bend them.

Charging Handle

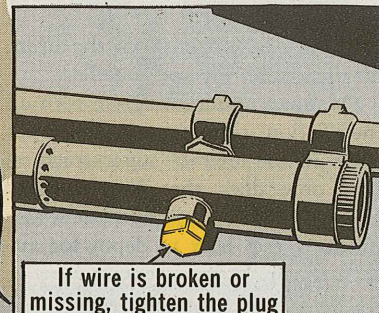
Want to keep a minor repair from becoming a major one?

If you can't fully close or open your charging handle by hand, stop. Turn the weapon in to your armorer.



Do not kick, hammer, slam, wham or bam the handle. That's what makes a major repair out of a minor one.

When you turn the gun in, get your armorer to replace the lock wire. If you've got to fire the gun before you turn it in, check the tightness of the plug with your combination wrench once in a while.



3

BELIEVE IT!

Vulcan Cannon Cleaning

Dear Half-Mast,
I've heard that Vulcan cannon needle bearings can be damaged by cleaning them in SD-2. Is this so?
SGT C. M.

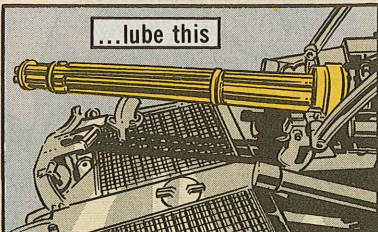
Dear Sergeant C. M.,

Maybe. The purpose of SD (drycleaning solvent) is to remove heavy carbon deposits, crusted lube and crud. After you use SD on any cannon components,

After you use this...



...lube this



you've got to lube them real well. That goes extra strong for moving parts that come into contact with other metal (like bearings). Recessed areas where there's metal-to-metal contact need the lube, too.

If you don't lube after SD cleaning, you'll get rust and parts damage fast. Finally, keep SD away from rubber, plastic, wiring, connectors and firing contacts.



M28-Series Drum Beating

Installing the ammunition drums of your M28-series armament subsystem on an aircraft is a 2-man operation.

That means 1 man on each end of a drum, with both lining it up and lifting the drum onto the ammunition compartment access door.



Then, each man slides the drum into place...slowly and together.

One-man operations have torn up the Teflon runners and even put holes in the aircraft superstructure. Not only does that let unwanted moisture into the aircraft, but it also means a trip back to depot for aircraft repair.

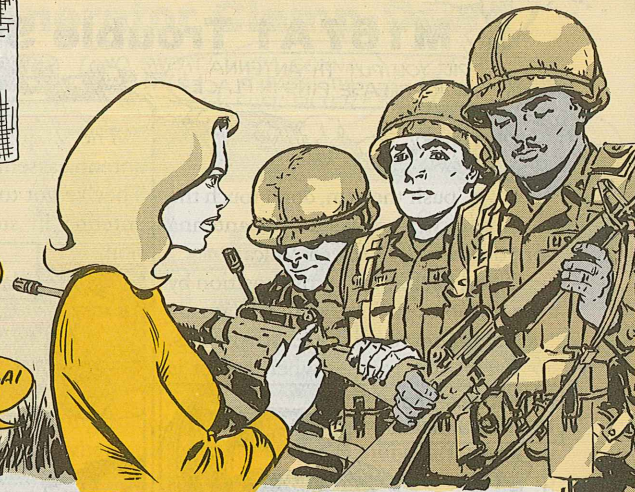
M16A1 Cleaning Tips

THE RIGHT PUSH...

A LITTLE LUBE IN A HIDDEN SPOT...

AND CORRECT ASSEMBLY...

CAN KEEP YOUR M16A1 RIFLE READY FOR ACTION!!



For instance, when you clean the bore, push the patch all the way through before you stop. One motion.

If you push it through in jerks, or try to back up, chances are the cleaning rod and patch will jam. That could mean a trip to your armorer or even support to get the patch and rod out.



Takedown Pin

When you clean the takedown pin, eyeball the groove that runs the length of the pin.

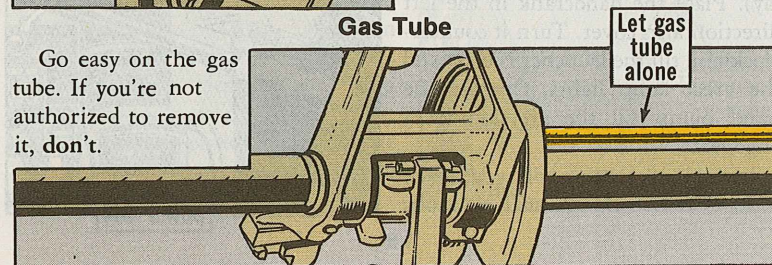
Clean the crud out of the groove and put a little CLP in it.

That way, you won't have to force the pin in place and you'll prevent pin or receiver damage.



Gas Tube

Go easy on the gas tube. If you're not authorized to remove it, don't.



M167A1 Trouble Stoppers

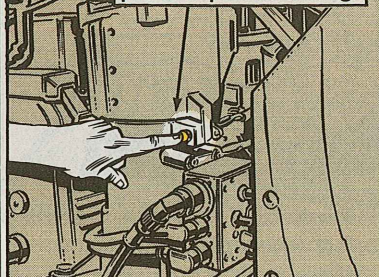
DID YOU PUT TH' ANTENNA QUICK-RELEASE PINS IN PLACE?

ER...

QR Pins

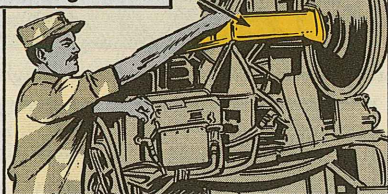
The 2 quick-release pins for the antenna assembly are not decorations. They've got to be in place to keep the antenna in stow or operating position.

Pins must be in place to prevent damage



If they're not, the antenna can free swing and bash into a tree, a vehicle or a building, maybe even a troop... very bad news.

Pull or push here to swing antenna



applied, but for manual stow you grab the base support arm...and go.

M901 Turret Pump-Up

Need to operate your M901 turret for maintenance when you can't use the hydraulic pump motor?

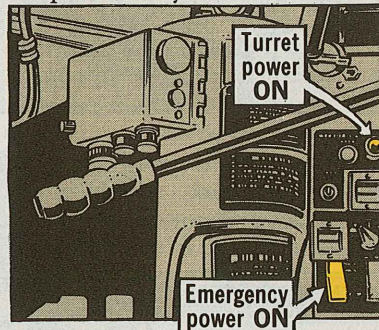
To make a tough job a little easier in manual mode, try this:

Turn turret power on and then turn the emergency power switch on (that de-energizes the hydraulic pump relay). Place the handcrank in the left direction arm cover. Turn it counter-clockwise till the launcher is erect and the erect lamp lights. Operate the hand pump till the erection locks engage.

Instead of waiting till you reach 1750 PSI with the manual hydraulic

pump, move the turret while you're pumping. This keeps the pressure down and makes for easier pumping.

You'll have more energy to repair or operate the system.



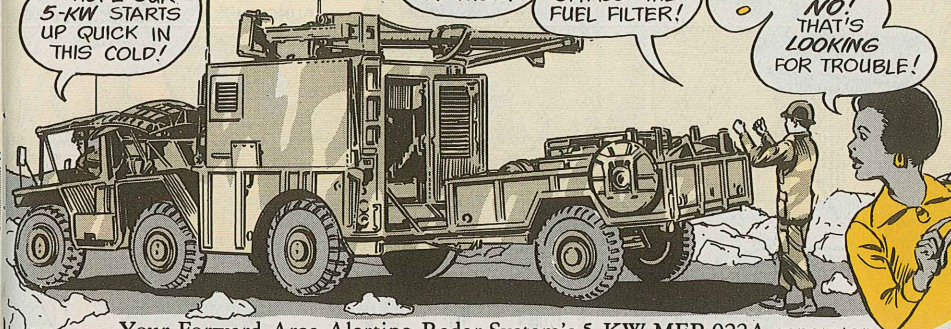
FAAR Generator Clamp-Down

HOPE OUR 5-KW STARTS UP QUICK IN THIS COLD!

NO SWEAT! IT WILL!

I'M GONNA BYPASS THE FUEL FILTER!

? NO NO! THAT'S LOOKING FOR TROUBLE!



Your Forward Area Alerting Radar System's 5-KW MEP-022A generator set works best, and longer, when you leave it like the manufacturer made it.

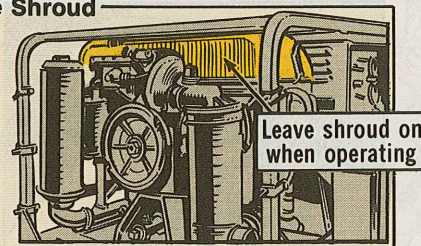
For instance, cold weather or not, you should not bypass the fuel filter to get a faster start.

The filter keeps out dirt and crud that could damage the engine and components. A faster start is not worth it.

Engine Shroud

Another "leave-it-on" item is the engine shroud. It has 2 big purposes:

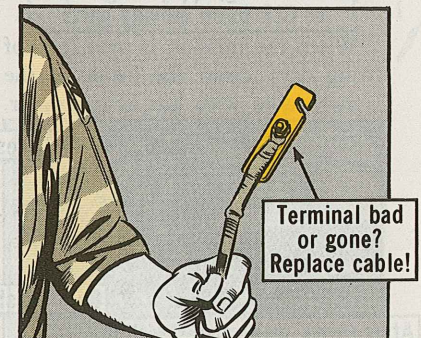
- Safety, for protecting people and equipment from hot or moving parts.
- Cooling, by circulating air around the engine.



Cable Fix

If the grounding terminals on your W68 trailer-to-ground and W70 shelter-to-trailer cables are missing or damaged, get new cables with NSN's 1430-01-055-5220 (W68) and 1430-01-059-0542 (W70). They're in TM 9-1430-588-24P.

A makeshift terminal, or using cable wires as a terminal, can short and damage equipment or shock your buddies. You must replace the cable to get the terminal.

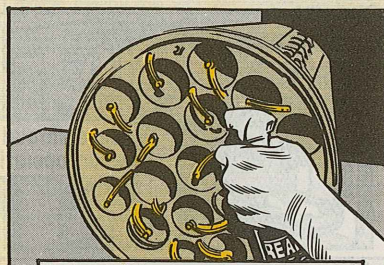


CLP and Your 2.75-in Launcher

INTERESTED IN
WAYS TO KEEP
YOUR 2.75-IN
ROCKET LAUNCHERS
LAUNCHIN'?

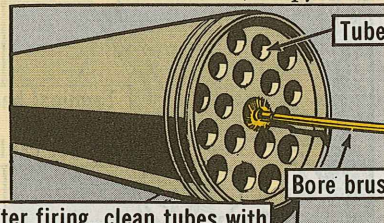
HERE'S A WAY TO USE
CLP ON M158A1, M200A1,
M260 AND M261 LAUNCHERS...

Before use, shake the CLP well in order to mix the preservative.



Before firing, apply a light coat of CLP to all moving parts

When the mission is over (end of firing day), clean the inside of the launch tubes with hot, soapy water.



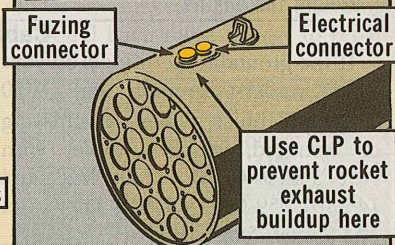
After firing, clean tubes with bore brush, soap & water!

Rinse with clean water and let the tube air dry.

Go carefully with the soapy water. Keep it out of the fuze umbilical sockets.

When the tubes dry, apply CLP again to all moving parts and other areas subject to rust.

On the M260 and M261 launcher fuze umbilical connectors, use the 3-



oz spray can of CLP, NSN 9150-01-079-6126. Spray on a light coat to help prevent rocket exhaust buildup. If possible, do it before the firing mission.

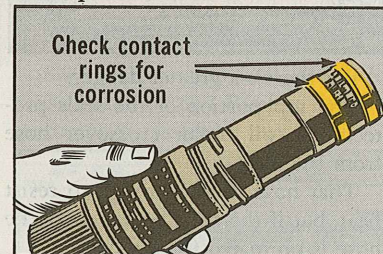


AFTER EACH DAY OF OPERATION,
CLEAN THE UMBILICAL
CONNECTORS LIKE SO...

- Apply CLP to the connector.
- Swab the connector with acid swabbing brush, NSN 7920-00-514-2417. Work the brush in all directions, and be sure the bristles get inside the connector.
- Flush away the residue with more CLP and blot off the excess. Same deal goes for each connector.
- Store the launchers in a sheltered, well-ventilated area like a tent, or cover them with a loose tarp.
- Never seal the launchers with tape or put them in plastic bags. That'll increase corrosion from humidity.

Redeye Residue

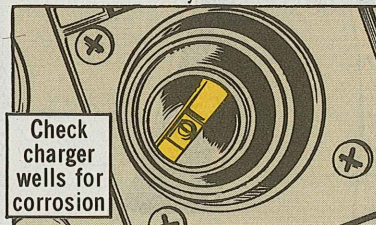
Next time you remove or install your M76 Redeye trainer system batteries, eyeball the contact rings for white powder residue.



If you've got residue over a small area, wipe it off with a rag before you attempt to charge the battery or

reinstall it. That heads off corrosion damage to the spring-loaded contacts in the charger. That corrosion also prevents contact in the charger, which means your battery won't be charged.

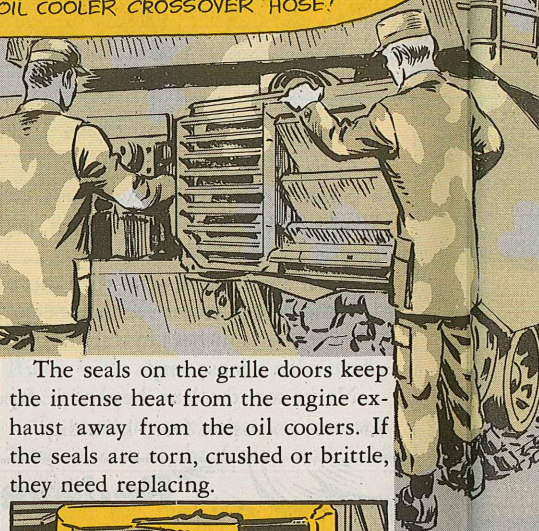
Check battery charger wells for corrosion before you insert batteries.



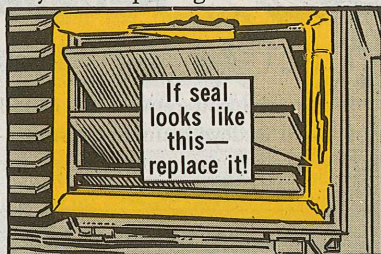
M1
Tank...

Exhaust Seal Wear-Out Danger

YOU ORGANIZATIONAL MECHANICS NEED TO PAY CLOSE ATTENTION TO THE CONDITION OF THE ENGINE EXHAUST SEALS AND THE OIL COOLER CROSSOVER HOSE!



The seals on the grille doors keep the intense heat from the engine exhaust away from the oil coolers. If the seals are torn, crushed or brittle, they need replacing.



But there's a greater danger.

The top portion of the seals protects the oil cooler crossover hose from the heat.

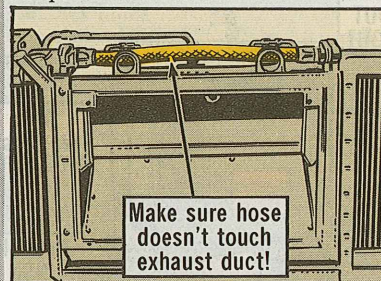
That hose is made tough to resist heat, but if the seals are no good, the hose is no match for the heat.

The hose will eventually fail and spill hot oil over the powerpack. You know what happens then.

Do everybody a favor. Keep an eye on those seals. Replace 'em when they no longer do their jobs.

Also check the crossover hose for abrasions and leaks. Make the check only when the engine is cool enough to touch. You can be badly burned if you try to make the check while the engine is hot.

Make sure the hose doesn't touch the exhaust duct. If it does, loosen the mounting bolts and rotate the hose so it does not touch. Then torque the bolts to 70-80 lb-ft.

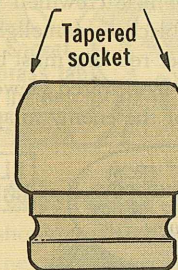


Start the engine and check for leaks at the clamps. Replace the hose packings if you find a leak.



Socket to DS

Got a 30-MM, 6-point, 3/4-in square drive socket in your tank's tool kit that won't work right on end connector bolts and center-guide bolts?



If your socket looks like this—you're OK

Chances are the socket's not tapered on the open end like it's supposed to be.

Turn the socket in to your DS unit for tapering.

THEY'LL DO THE WORK ACCORDING TO TB 43-0001-39-4 (Jan 83) AND RETURN THE SOCKET TO YOU!



Blackout
Domelight...

Change from Red to Blue

NEVER THOUGHT I'D
ENJOY BEIN' BLUE...

HUH! I'M STILL SEEIN' RED!

ME
TOO!

You combat vehicle crewmen will have the "blues" from now on when you turn on the blackout domelight.

The old familiar red lens must be replaced with a blue lens. The blue light is less detectable by infrared viewers and starlight scopes. That'll make your vehicle harder for the enemy to spot.

ANOTHER "BENNIE" FROM
THE CHANGEOVER IS THAT
YOU'LL SEE BETTER INSIDE
YOUR VEHICLE WITH THE
BLUE LIGHT!

BLACKOUT
DOMELIGHT

Old
red lens

New blue
lens, NSN 6220-
01-123-1353

Gasket, NSN 5330-00-796-2243

Organizational mechanics make the changeover on all combat vehicles except the M1 Abrams tanks and M577A1/A2 carriers, which'll be changed over later.

Instructions for the "bluelight special" are in TB 9-2300-421-20 (Jan 83).

The new lens and gasket are all that's needed. Order NSN 6220-01-123-1353 for the blue lens and NSN 5330-00-796-2243 for the gasket.

M60-Series
Tanks...

Sight Light Fix

ONE O' THESE
BULBS HAS GOTTA
WORK, OL' BUDDY!

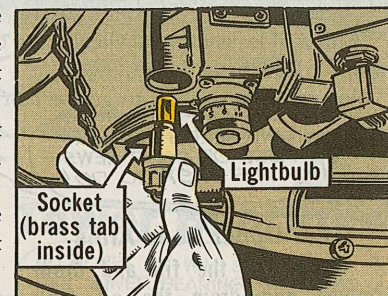
WAITAMINNIT!

Instead of going thru bunches of light bulbs, try this fix when your commander's periscope light source won't work:

Make sure the brass tab in the bulb socket touches the base of the bulb. If it doesn't touch, the light won't work.

Just bend the brass tab a little bit and put the bulb back in the socket. Easy does it—that tab is brittle.

Install the socket and bulb in the 'scope and throw the switch. That oughta light up your life.

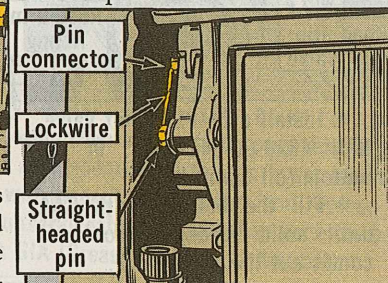


M60A3 Tanks...

TTS Ballistic Shield Fix

Got problems with a ballistic shield cover that won't open or close? Does the cable assembly feel like it's stuck or jammed?

should remove the cotter pin holding the pin connector. Get a piece of lockwire, NSN 9505-00-293-4208, and run it thru the hole in the pin connector and the hole in the straight-headed pin.



Check the pin connector to see if it's stuck in the side of the TTS head assembly. It could come loose because of a bad application of sealing compound.

If so, you organizational mechanics Tie the lockwire off, and you're all set for smooth operation.

Oil-to-Grease Conversion



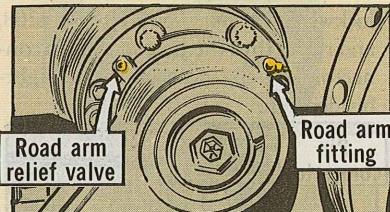
If oil seal leaks on roadwheel hubs, or upper road arms are giving you fits, jump up and down for joy.

You can now convert to grease lubrication.

AND HERE'S THE NEXT
PIECE OF GOOD NEWS--
IT'S EASY TO DO!

For Upper Road Arms

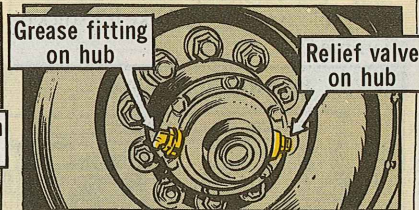
- Remove the fill and drain plugs and drain the oil (and water) from the housing.
- Install a 45° grease fitting, NSN 4730-00-172-0028, in the upper (oil fill) hole.



- Install a 25-PSI relief valve, NSN 4820-00-542-5683, in the bottom (oil drain) hole.
- Fill the housing with GAA until solid grease without air comes out the relief valve.

For Roadwheel Hubs

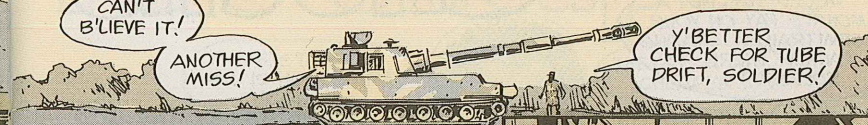
- Remove the pipe plugs on the hub cap and rear idler and drain the oil from the wheel hub.
- Install pipe bushing, NSN 4730-00-187-1413, in each pipe plug hole.
- Install 45° grease fitting, NSN 4730-00-172-0028, in the



- hubcap bushing and 25-PSI relief valve, NSN 4820-00-542-5683, in the rear idler bushing.
- Fill the hub with GAA until solid grease without air comes out the relief valve.

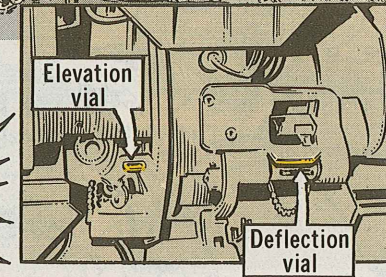
That's all there is to the job, quick and clean. Be sure to dispose of the used oil properly.

Short-Round Precaution



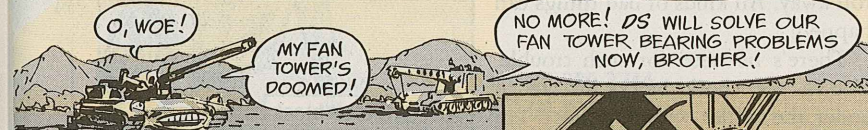
M109A2 crews, take note of this warning to protect yourselves and others from short rounds:

- Tube drift on the M109A2 can affect accuracy and may cause short rounds. Recheck elevation and deflection bubbles just before firing each round.



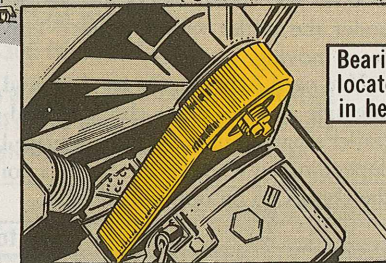
M110/M578 Vehicles...

DS to Lube Fan Tower Bearings



That's right, M110-series howitzer and M578 recovery vehicle owners. Your problems with fan tower bearing wear-out have been solved.

The complaint all along has been lack of lubrication points for the bearings and no schedule for bearing replacement before failure.



HERE'S
HOW THE
DECK STACKS
UP NOW...



- Every 1,500 miles, 150 hours or semi-annually, whichever comes first, your vehicle goes to DS for an inspection of the fan tower bearings.
- DS will inspect the bearings and replace any that are unserviceable. DS will then pack the bearings with GIA (Grease Instrument Aircraft).

Check out TB 43-0001-39-3 (Oct 82) for the complete story. Then have your vehicles scheduled for the inspection and lubrication.

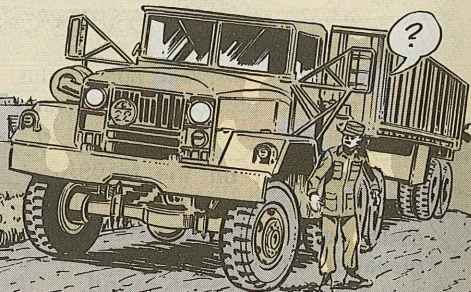


Semitrailers...

Chocks

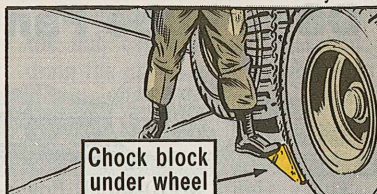
Are Cheaper!

WOULD YOU BET A MONTH'S PAY ON YOUR SEMITRAILER STAYING PARKED THERE, SOLDIER?



Sure, the trailer's brakes are supposed to lock on and stay on when you uncouple from your tractor truck—but don't bet on it! If your trailer's parked on a slope, it may roll away. All kinds of bad things can happen!

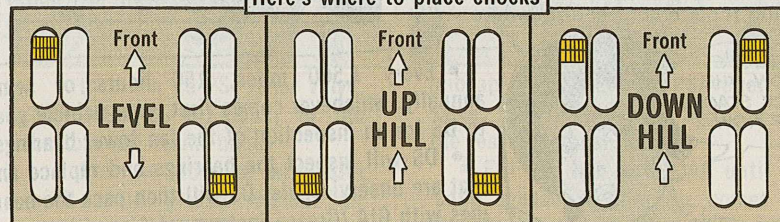
There's no need for such trouble. You've got chock blocks to wedge under the trailer wheels to keep 'em from moving. Use 'em!



Chock block under wheel

You need 2 chocks. On level ground, you set 1 chock in front of a wheel on one side and the other chock behind a wheel on the opposite side. If your trailer's parked on a slope, you place both chocks in front or both in back—depending on whether the trailer's pointed uphill or downhill. In either case, the chocks go on opposite sides.

Here's where to place chocks



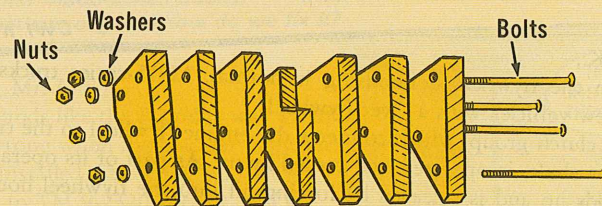
If your chocks are missing, get new ones. There're several NSN's around for chocks—ranging from a wooden job costing about 20 bucks to a metal beauty priced at nearly \$50.

THE BEST BET, THO, IS HOMEMADE CHOCKS!

THEY'RE A LOT CHEAPER...

...AND SIMPLE TO MAKE!

Almost any kind of lumber—even scraps—will do the job.



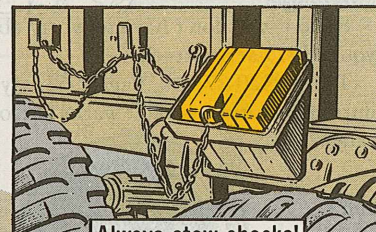
Hardware needed:

Nuts	NSN 5310-00-880-7744
Washers	NSN 5310-00-809-3078
Bolts	NSN 5306-00-358-6518

Use a chock that's still on hand as a pattern for size and for locating the bolt holes. Before you fasten all of the pieces together, make sure the assembly will fit right in the stowage bracket on your trailer.

Most times, chocks are missing only because the operator forgets to pick 'em up and stow 'em before driving away. Before long, the chain snaps—and the chock winds up along the road or in a ditch.

GET THE MESSAGE?



Always stow chocks!

• Use your chocks when you park your trailer.

• Pick 'em up and stow 'em before you take off.

M915-Series
Trucks...

Starter Gasket Leak

THAT'S OIL
LEAKING OUT OF
THE FLYWHEEL
BELLHOUSING--
WHERE THE
STARTER'S
MOUNTED!

OIL IN
THE BELL-
HOUSING?

SURE!
THESE TRUCKS
HAVE GOT A
WET FLYWHEEL!

Dear Half-Mast,

Some of our M915-series trucks are leaking oil from the starter gasket. This means there's oil in the flywheel bellhousing. Is there supposed to be oil in the bellhousing? What do we do about the leak?

CW1 K.K.

Dear Mr. K.K.,

Yes, oil in the flywheel bellhousing is normal. M915-series trucks are among the few vehicles with a "wet flywheel".

The input clutch group, which connects the engine flywheel to the transmission input shaft, is operated and cooled by oil. As part of its operation, pressure builds up and is released by forcing oil into the flywheel housing where it drains back into the input clutch group.

This "wet flywheel" operation requires a special sealed starter. To prevent seepage at the gasket, torque the bolts to 130-170 lb-ft.

Half-Mast

Transmission is Cooler

B-BUT
TH' TM
SAYS...

DON'T
SWEAT
IT!

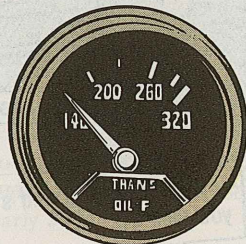
Relax—you don't have to worry about the transmission oil temperature in your M915-series truck.

TM 9-2320-273-10, Page 2-55, says the gage should show 190°F to 265°F during operation—and it warns of trouble if the temperatures's outside of that range.

It's not likely that the transmission oil temperature will ever reach 190°F. And any temperature below that is no cause for alarm—it won't hurt anything.

More info is coming on the proper temperature range and, maybe, on a new gage.

Don't
worry
about
temperature



Help for M886 Battery

CAN'T FIGURE IT...
BATTERY KEEPS
RUNNIN' DOWN!

COULD
BE...TH'
R2 RELAY!

Dear Half-Mast,

We have an M886 ambulance with the blackout lighting kit installed. When we leave the military switch in the SERVICE DRIVE position, and the truck's regular headlight switch is OFF, the battery runs down. This does not happen on other M880-series trucks.

What's wrong and how do we fix it?

CW4 L. F.

Dear Mr. L. F.,

Sounds like the R2 relay was wired up wrong when the blackout light kit was installed. Check Fig 3-17, Sheet 3 of 3, in TM 9-2320-266-20, w/C6.

Make sure that lead 12258218 goes to terminal 2 on relay R2, and that the dark green wire goes to terminal 1.

CABLE 12258218



THE ORIGINAL
INSTRUCTIONS HAD
THESE REVERSED!

M880-Series 1¼-Ton Trucks...

Wheel Bearing Wrenches

Because of model and year differences, you may need any one of 5 socket wrenches for adjusting wheel bearings.

TRUCK AXLE	WRENCH	SIZE
4x2 front	5120-00-261-2837	1¾-in, 1-in drive
4x4 front (early)	5120-00-168-2286*	2½-in, ¾-in drive
4x4 front (late)	5120-00-232-5685	1¹¹⁄₁₆-in, ¾-in drive
All rear (early)	5120-01-011-8892*	2¾-in, ¾-in drive
All rear (late)	5120-00-261-2846	2⁹⁄₁₆-in, 1-in drive

*Listed in the -20P TM.

TM 9-2320-266-
20P LISTS ONLY
2 OF THE 5!

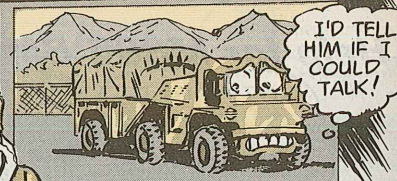
HERE'S
A RUN-
DOWN!

Your authority for ordering the tools not in your -20P TM is Appendix A, CTA 50-970.

Also, those 1-in drive sockets require a ¾-to-1-in socket wrench adapter, NSN 5120-00-227-8104.

Action for Reaction

WORRYING ABOUT THAT GUNK ISN'T DOING ME ANY GOOD!



Is there white pasty stuff in your fuel tanks? Is it bothering you so much that you can't sleep at night? If it's any comfort, you're not by yourself.

Not to worry. That gloppy stuff is lead carbonate caused from a chemical reaction between some diesel fuels and the lead coating on the fuel tank filler sleeve. It'll finally go away all by itself. In the meantime, tho, just keep giving your fuel filter regular service and your engine will be OK.

But if replacing the fuel filter element is running you ragged, you'd better have your support drain the tanks and purge 'em by steam cleaning.



Fuel Tanker Signs



Two different sets of signs—one for tactical operations and the other for highway travel—are specified for fuel transport vehicles. This is spelled out by Para 11, Safety Markings, of TB 43-0209 on marking and painting of vehicles.

ORDER WHAT YOU NEED...

Tactical (White)

NSN 7690-00-138-4125, FLAMMABLE (6-in)
NSN 7690-00-145-7256, NO SMOKING WITHIN 50 FEET (3-in)

Highway (Red on White)

NSN 7690-00-260-7634, FLAMMABLE (6-in)
NSN 7690-00-260-7635, NO SMOKING WITHIN 50 FEET (3-in)

Wrecker Field Chock Pin



That little pin used with the field chock on the 5-ton wreckers always seems to be getting lost—even tho it's chained to the field chock!

The pin, PN 10871017, is not stocked, but here's how to make one for a couple of bucks.



Check your QSS before you order.

The bar comes by the foot. One foot will make 2 pins with a little to spare.

TM-218-Series 1/4-Ton Trucks...

Exhaust Manifold Leaks

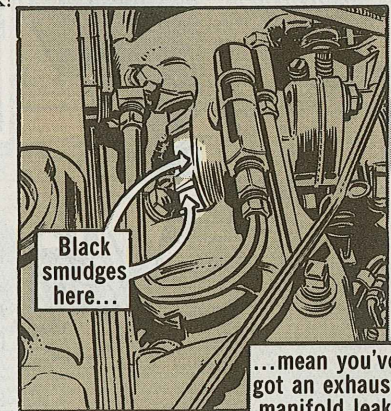


Those tell-tale black smudges between the exhaust manifold and engine are bad news. They mean you have a leak!

Exhaust leaks are deadly. That's why AR 385-55, Para 2-8a (5), says that, under normal operating conditions, commanders must keep their vehicles completely free of exhaust leaks.

The complete rundown on how to prevent exhaust manifold leaks is in TM 9-2320-218-20-1-1, Pages 4-40-43, and TM 43-0143, Section 4.4a.

The graphite grease needed for the job is NSN 9150-00-257-5370 (1-lb can) and NSN 9150-00-235-5568 (5-lb can).



Tactical Trucks... Finding a Home

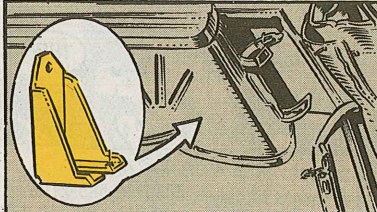
PUZZLED BY WHERE TO MOUNT THE M11 DECON APPARATUS ON YOUR TRUCK?

CAN'T FIND IT IN YOUR TM?

HERE'S A RUNDOWN THAT'LL HELP!



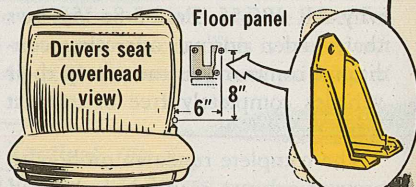
- **M151A2 & M718A1 ¼-ton**
Mount the support bracket, NSN 2510-01-050-9770, on the floor backed up against the inside of the left rear fender.



You'll need 4 screws, NSN 5305-00-068-0505; 4 washers, NSN 5310-00-809-4058; and 4 nuts, NSN 5310-00-959-7600.

The procedure is in Para 11-89a of TM 9-2320-218-20-1-2. The bracket and other hardware are on Page C2, TM 9-2320-218-10. You mount the M11 bracket on the support bracket.

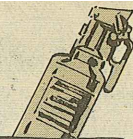
- **M825 & M151A1C ¼-ton**
Use the same bracket, screws, nuts and washers listed for the M151A2. Mount the bracket on the floor between



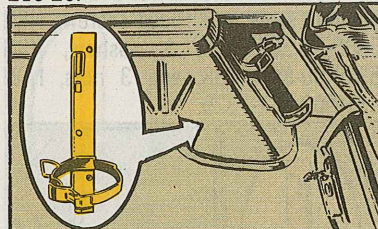
the front seats. See Para 11-89b, TM 9-2320-218-20-1-2 for the M825, and Page 48, C5 to TM 9-2320-218-20 for the M151A1C.

Then, mount the M11 bracket to the support bracket.

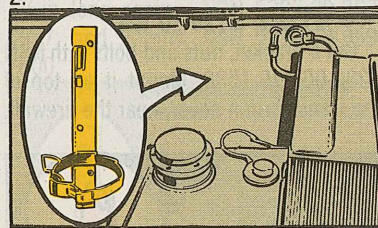
for Your M11



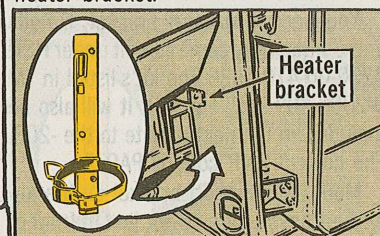
- **All other M151-series ¼-ton**
Mount the bracket that comes with the M11 on the inside panel of the left rear fender. See Page 48, C5 to TM 9-2320-218-20.



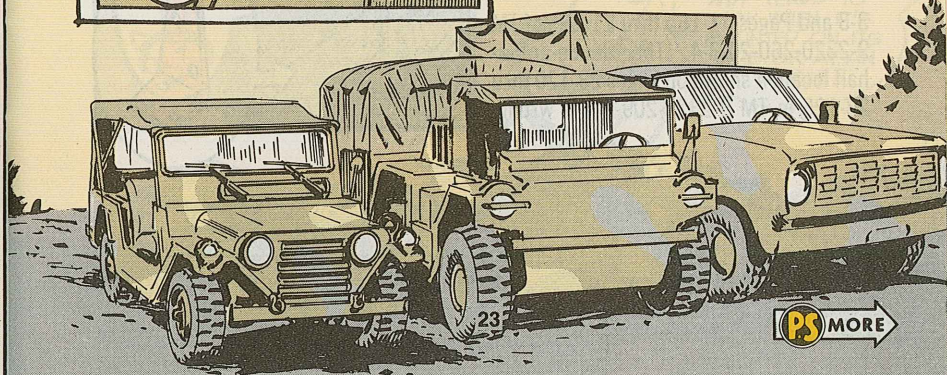
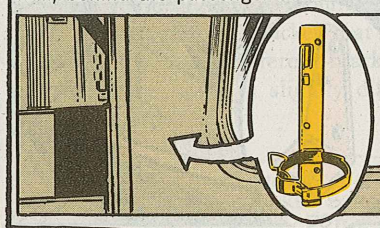
- **M561 & M792 1½-ton Gama Goat**
Mount the bracket that comes with the M11 on the driver's side of the tractor, just above the fuel tank between the battery box and the fuel filler. See Pages 20-174 and 20-175 of TM 9-2320-242-20-3-2.

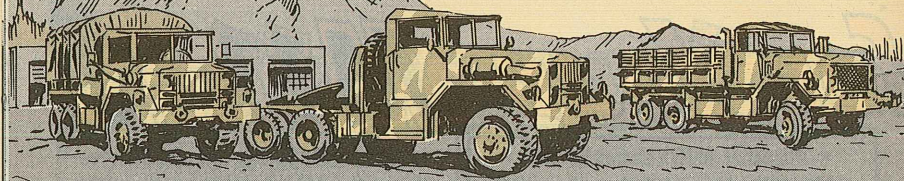


- **M886 & M893 1½-ton ambulances**
Mount the M11 bracket on the right kickshield just in front of the passenger door. The top of the bracket should be ½ inch to the side and ½ inch down from the heater bracket.



- **M880-series 1½-ton (except ambulances)**
Mount the M11 bracket on the rear cab wall, behind the passenger seat.



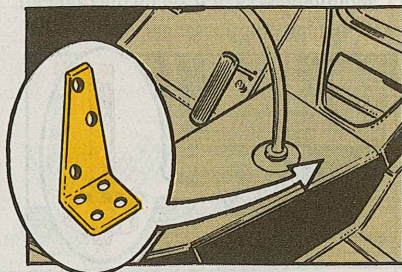


- **M44-series 2 1/2-ton**
- **M39-series 5-ton**
- **M809-series 5-ton**

You need a support bracket, 6 bolts and 6 nuts. They come as a kit under NSN 4230-00-470-1536. The kit's listed in TM 9-2300-209-34P, Fig 383. It will also be included in the next update to the -20P. The correct SMR code is PA0ZZ.

Mount the support bracket on the top of the transmission cover, just in front of and to the right of the shift lever. Mount the M11 bracket to the support bracket.

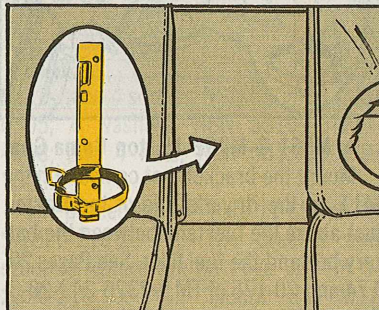
The 5-tonners are covered on Pages 21-88 thru 21-89 of TM 9-2320-211-20-



3-3 and Pages 21-165 thru 21-166 of TM 9-2320-260-20-3-4. The deuce-and-a-half location shown on Pages 23-120 thru 23-125 in TM 9-2320-209-3-4 is wrong.

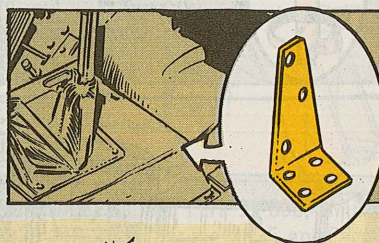
• M939-series 5-ton

Mount the M11 bracket on the rear cab wall between the driver's and companion's seats. You'll need 3 screws, NSN 5305-00-267-8955; 3 washers, NSN 5310-00-809-4058; and 3 nuts, NSN 5310-00-061-7325.



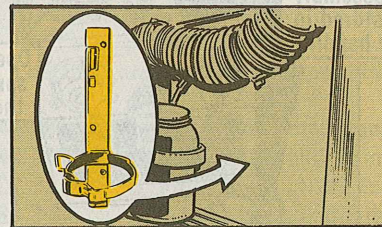
• M123 & M125 10-ton

Get a bracket, nuts and bolts with NSN 4230-00-470-1536. Mount it on top of the transmission cover, near the firewall.



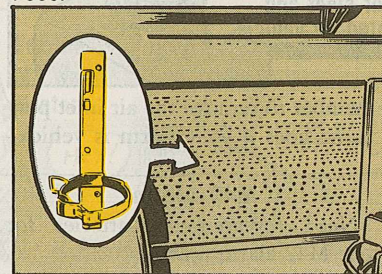
• M915-series

Mount the M11 bracket on the fire-wall, between the windshield washer bottle and the heater hose.



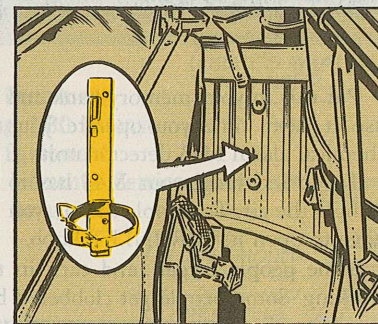
• M911 HET

Mount the M11 bracket on the cab wall behind the driver's left shoulder. Line up the top mounting hole on the top cab-back rail. Drill another hole thru the bracket and the lower rail. You'll need two 1 1/4-in long screws, NSN 5305-00-267-8957, and 2 nuts, NSN 5310-00-959-7600.



• Goer 8- & 10-ton

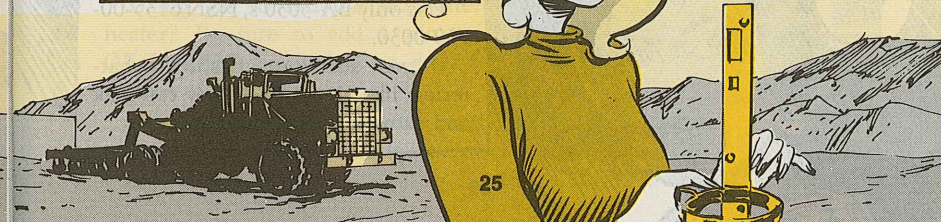
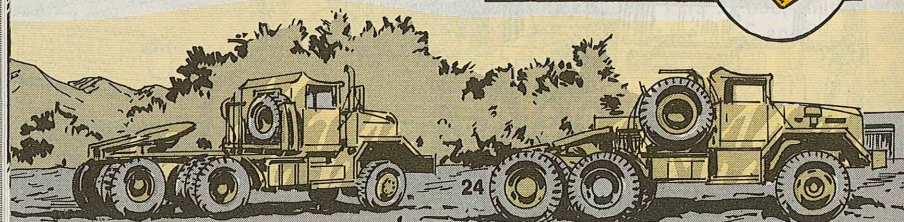
Mount the M11 bracket in the left rear corner of the driver's compartment. TM 9-2320-233-20, Figs 2-1, 2-2, and 2-3 show where.



Mounting Tips

When you drill holes to mount the M11 bracket, use the bracket that'll stay with the truck. Different brackets may have holes in slightly different locations.

MOUNT THE BRACKET STRAIGHT UP AND DOWN! THE M11 TENDS TO LEAK WHEN IT'S MOUNTED ON ITS SIDE OR AT AN ANGLE!



Simple Sample Solution

HOW D'YA LIKE MY RAINSHIELD?

NO ONE TOLD HIM ABOUT TH' ASSEMBLY STORED IN THE HANDLE!

Rainshield assembly stored in handle

Open to sample the air

Put this in your memory bank and use it next time you operate your chemical alarm M43 detector unit.

To do its thing, your M43 has to sample the air. To sample the air, you have to open its AIR INLET knob.

Some people forget...and turn in their M43 because they think it's not working. Some people get clobbered because they didn't get the alarm.

Use adapter only for snow and below freezing temperatures

Use entire rainshield assembly for rain or sleet and when mounted on vehicle

Rainshield

Adapter

When you operate in rain or snow, remember to remove the air inlet plug and screw in the rain-shield assembly. Same goes if your alarm is vehicle-mounted.

YOUR TM FILLS YOU IN...

...AND NOTE THIS...

M42 Alarm

Need replacement batteries for your M42 alarm unit?

Use only BA-3030's, NSN 6135-00-930-0030.

If you substitute flashlight batteries, like the BA-30, they can leak and damage your alarm.

NCO Pub Needs



Dear Half-Mast,

I'm a new company NBC NCO. What publications do you recommend I have on hand?

SGT M.L.G.

Dear Sergeant M.L.G.,

First off, you should have on hand all organizational level (-10, -12 and -20 TM's) pubs on the different kinds of NBC equipment your company has. The TM's are listed in DA Pam 310-1.

HERE'S WHAT YOU NEED...

AR 385-32	Protective Clothing and Equipment
AR 220-58	Organization and Training, NBC Defense
DA PAM 385-3	Protective Clothing and Equipment
SB 3-30-2	C-B Canisters and Filter Elements: Serviceability Lists
CTA 50-970	Expendable and Durable Items
FM 21-40	NBC Defense
FM 3-12	Radiological Defense
FM 3-22	Fallout Prediction
FM 21-21	CBR and Nuclear Defense Training
TM 3-216	Technical Aspects of Biological Defense
TM 3-220	NBC Decontamination
TM 3-221	Field NBC Collective Protection
TM 38-750	TAMMS

THESE PUBS SHOULD KEEP YOU UP-TO-DATE AND OPERATING, SARGE!

For the M2 Water Heater...

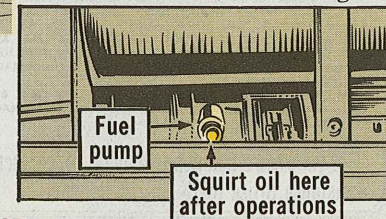
M12A1 Decon Lube Change

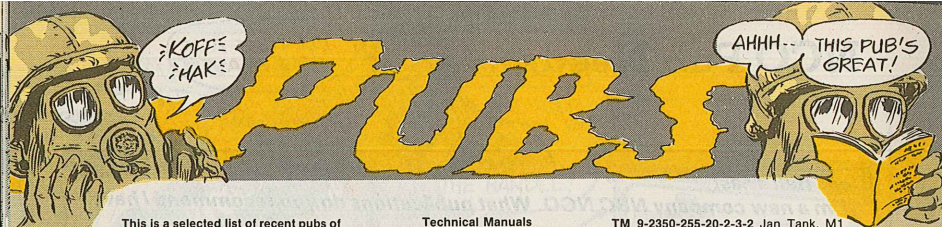


Using gas to run the M2 water heater? Be sure to add 1 pint of OE/HDO-30 or -10 oil to each 5 gallons of gasoline.

After operations, unscrew the plug and squirt some of that same kind of

oil into the fuel pump side port to prevent the pump from rusting or sticking. Then rotate the drive shaft. That'll let the pump do its thing even tho it's idle for a month or longer.





This is a selected list of recent pubs of interest to organizational maintenance personnel. This list was made from a computer printout provided by The Adjutant General.

Technical Manuals
 TM 5-4110-236-114 Jan Refrigeration unit, 10,000 BTU/HR, MGR Model ERU-10E
 TM 9-2350-255-20-2-3-1 Jan Tank, M1 General Abrams

TM 9-2350-255-20-2-3-2 Jan Tank, M1 General Abrams
 TM 9-2350-255-20-2-3-3 Jan Tank, M1 General Abrams
 TM 11-6625-3029-14 Jan Signal generator, SG-1170/U

AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

TEC Lessons
 043-441-7925-F Semiannual PMCS: Chaparral Launching Station (M54) Part I
 221-061-7125-A Operator maintenance on the AN/MPQ-4A
 551-101-8360-A Cleaning &

lubricating the M203 grenade launcher
 551-101-8362-A Preventive maintenance on the M203 grenade launcher
 551-101-8367-A Cleaning & lubricating the .45 caliber pistol

551-101-8369-A Preventive maintenance on the .45 caliber pistol
 551-101-8388-A Cleaning & lubricating the .50 caliber machine gun (M2)
 551-101-8390-A Preventive maintenance on the .50

caliber machine gun (M2)
 551-101-8395-A Cleaning & lubricating the M54 launch effects trainer
 551-101-8397-A Preventive maintenance on the M54 launch effects trainer

M229 Kit Life Change

Forget the word about M229 refill kit shelf life on Page 65 of PS 362. Not all M229's made after Jan 83 will have indefinite shelf life. Some new ones are dated. If you see no shelf life date on your kits, they're good indefinitely.

Fire Extinguisher Bracket

If you need a mounting bracket for fire extinguisher, NSN 4210-00-889-2221, order NSN 4210-00-383-7127. Your authority is Appendix A, CTA 50-970. The fire extinguisher is listed in TB 5-4200-200-10.

Brake Check Caution

M1 drivers, use caution when you check out your parking brake according to Item 44, Page 2-64 of the PMCS in TM 9-2350-255-10-1. You can cause transmission damage if you run the engine more than 5 to 10 seconds at 1550 RPM with the transmission in the "D" range and the parking brake applied. Make a note of this caution in your -10 TM.

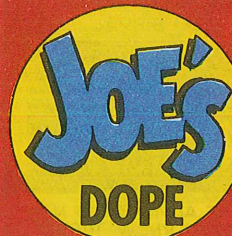
Maintenance Advisories

ARRCOM MA 82-3—Proper Breaker Point Gap for M3A3 Smoke Generator, NSN 1040-00-587-3618, DSAR-MAO-NC 041645Z Nov 82.
ARRCOM MA 82-4—Ear Protection Requirements on the Use of M3A3 Smoke Generator NSN 1040-00-587-3618, DSAR-MAO-NC 092035Z Nov 82.
ARRCOM MA 82-5—M12A1 Decon Apparatus Repair Parts Information, DSAR-MAO-NC 241630Z Nov 82.
ARRCOM MA 82-6—Refill Kit, Chemical Agent Automatic Alarm: NSN 6665-00-859-2214, DSAR-MAO-NC 291445Z Nov 82.

ARRCOM MA 82-7—Refill Kit, Chemical Agent Automatic Alarm, M229: NSN 6665-00-859-2214, DSAR-MAO-NC 142045Z Dec 82.
ARRCOM MA 82-8—Adjustment of Masks at Initial Fitting, DSAR-MAO-NC 171405Z Dec 82.
ARRCOM MA 82-9—M3A3 Smoke Generator, NSN 1040-00-587-3618, LIN J30492, DSAR-MAO-NC 211605Z Dec 82.
ARRCOM MA 83-1—M51 Shelter System, DSAR-MAO-NC 311600Z Jan 83.

ARRCOM MA 83-2—Fitting of Protective Masks, DSAR-MAO-NC 171415Z Feb 83.
CECOM MA-2—Readiness Reporting on Mobile Communication Systems, DRSEL-ME-CN 041530Z Feb 83.
TACOM—Air Hydraulic Unit Assembly, NSN 2530-00-040-2188, and Kit, Repair for 2½ Ton Trucks, DRSTA-M (letter issued 30 Nov 82).
TACOM—Maintenance Advisory Letter: Air Hydraulic Unit Assembly, NSN 2530-00-040-2188, and Kit, Repair for 2½ Ton Trucks, DRSTA-M 071200Z Dec 82.

If you need a maintenance advisory, contact your direct support unit or your local Logistic Assistance Office (LAO).



Staking Your LIFE on Mask PM



HELLO, SOLDIER ...

GOT A FEW MINUTES?...

MAYBE I CAN SAVE YOU FROM HAVING TO LEARN TH' HARD WAY-- LIKE ME-- ABOUT MASK PM...

--MY STORY'S ONE EVERY SOLDIER OUGHT TO HEAR--AND PROFIT FROM ...

IT ALL BEGAN ON A SEPTEMBER DAY IN '79, IN FACT, WHEN ...





SGT. HALF-MAST, WE KNOW WE NEED ADVICE ABOUT MASK PM...

... BUT A TALKING DUMMY... C'MON...!

YEAH-- WHATTA WAY T' MAKE A POINT!

NOW, JUST A MINUTE, YOU BIRDS...

NBC TRAINING CENTER



THIS EXHIBIT HAS 2 USES...

...TO SHOW THE IMPORTANCE OF MASK CARE AND MAINTENANCE...

...AND TO SERVE AS A MEMORIAL TO AN UNFORTUNATE GRUNT WHO IGNORED HIS MASK PM...

THEY NEVER FOUND A TRACE OF PVT FOGG*. ONLY HIS UNIFORM AN' GEAR WHICH ARE USED IN THIS DISPLAY BUT...

... THE AUDIO BIT IS NEW! I DIDN'T KNOW THEY'D ADDED THAT TOUCH!

THEY DIDN'T, SGT. HALF-MAST!

WHA...??!!

* See pg 322



THIS IS MY IDEA, PVT. JUSTIN A. FOGG... AND THIS IS MY VOICE AND MY STORY OF MY ERRORS!

WHEN CONNIE VISITED US TO GIVE US A TALK, I HADDA BE A WISE GUY... AND NOTHIN' SUNK IN!

TROOPS, BE CAREFUL WHEN YOU CLEAN YOUR MASK!

HUH! WOT IF IT AIN'T DIRTY?

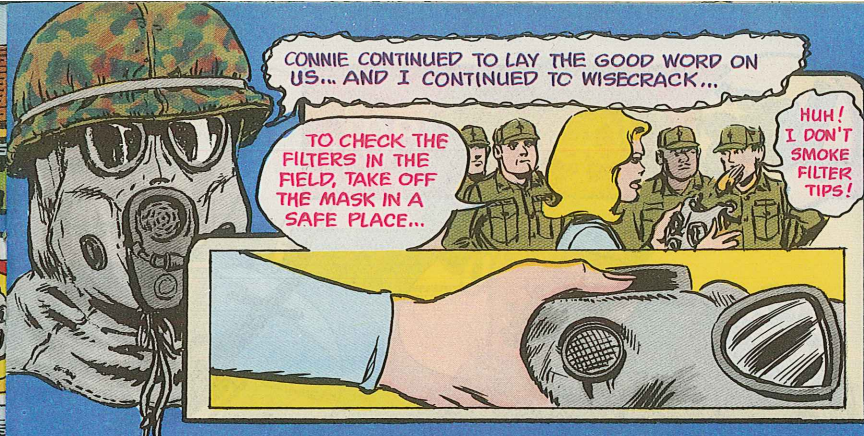


KEEP THE FILTERS DRY!

HUMID, RAINY WEATHER MESSSES 'EM UP!

Check the filter elements...

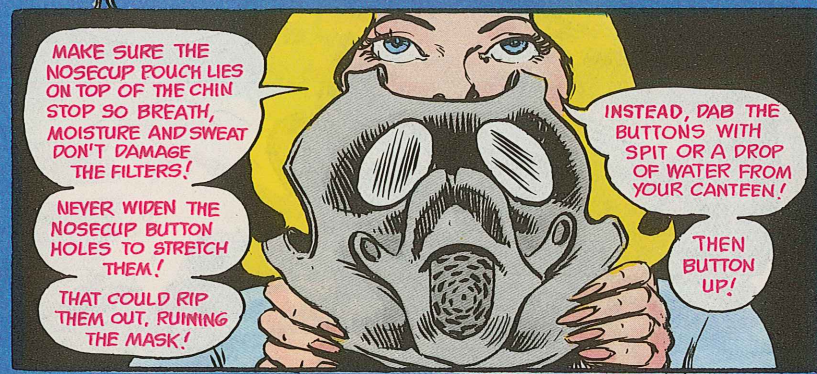
...and connectors frequently



CONNIE CONTINUED TO LAY THE GOOD WORD ON US... AND I CONTINUED TO WISECRACK...

TO CHECK THE FILTERS IN THE FIELD, TAKE OFF THE MASK IN A SAFE PLACE...

HUH! I DON'T SMOKE FILTER TIPS!



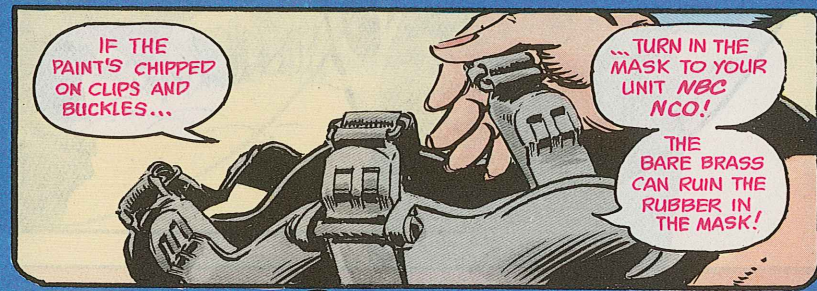
MAKE SURE THE NOSECUP POUCH LIES ON TOP OF THE CHIN STOP SO BREATH, MOISTURE AND SWEAT DON'T DAMAGE THE FILTERS!

NEVER WIDEN THE NOSECUP BUTTON HOLES TO STRETCH THEM!

THAT COULD RIP THEM OUT, RUINING THE MASK!

INSTEAD, DAB THE BUTTONS WITH SPIT OR A DROP OF WATER FROM YOUR CANTEEN!

THEN BUTTON UP!



IF THE PAINT'S CHIPPED ON CLIPS AND BUCKLES...

TURN IN THE MASK TO YOUR UNIT NBC NCO!

THE BARE BRASS CAN RUIN THE RUBBER IN THE MASK!

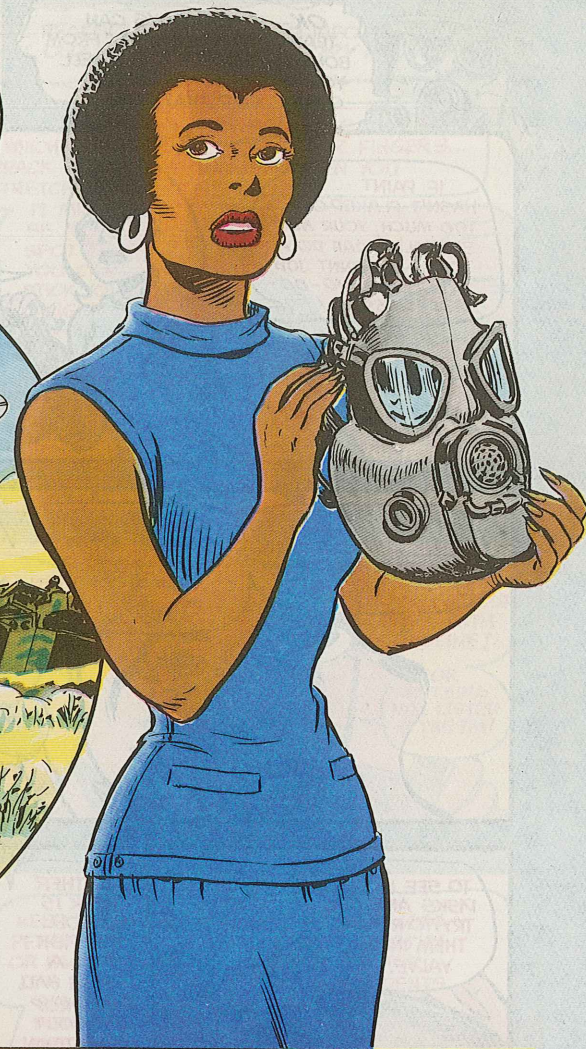


BEFORE I GO ON WITH MY STORY, EYEBALL...

... THE POSTER OVER THERE THAT BONNIE HUNG FOR THIS EXHIBIT!

Joe's Dope Sheet

Should the Enemy give you the Gas,
It's too late for maintenance, alas!
To make sure your mask
Is up to the task,
Be certain your PM's first class!



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.



OK-- IF YOU GUYS CAN
TEAR YOUR EYES AWAY FROM
BONNIE'S POSTER --I'LL TELL
YOU THE REST OF WHAT
CONNIE SAID THAT DAY...



IF PAINT
HASN'T FLAKED OFF
TOO MUCH, YOUR NBC
SPECIALIST CAN DO A
TOUCH-UP PAINT JOB
WITH NSN 8010-00-
036-0559!



REPLACE DENTED
OR ALMOST BARE
METAL WITH CLIP
AND BUCKLE
ASSEMBLY, NSN 4240-
00-602-2207!

BAD INLET AND
NOSE CUP VALVE DISKS
MAY IMPAIR BREATHING
OR FOG THE LENSES!

REPLACE DISKS
THAT ARE STICKY,
STIFF, SPOTTED,
TWISTED-- OR WHEN
THEY WON'T LIE FLAT!

NSN 4240-01-104-
0965 GETS 100 VALVE
DISKS THAT FIT BOTH
THE NOSE CUP AND THE
INLET VALVES!

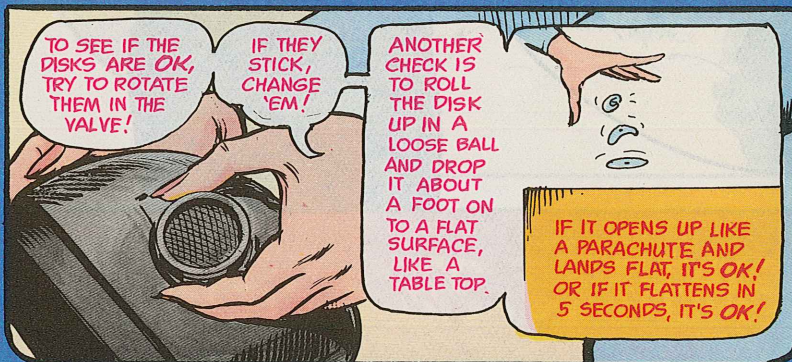


TO SEE IF THE
DISKS ARE OK,
TRY TO ROTATE
THEM IN THE
VALVE!

IF THEY
STICK,
CHANGE
'EM!

ANOTHER
CHECK IS TO
ROLL THE DISK
UP IN A
LOOSE BALL
AND DROP
IT ABOUT
A FOOT ON
TO A FLAT
SURFACE,
LIKE A
TABLE TOP.

IF IT OPENS UP LIKE
A PARACHUTE AND
LANDS FLAT, IT'S OK!
OR IF IT FLATTENS IN
5 SECONDS, IT'S OK!



THEN CONNIE REALLY LAID SOME GOOD INFO ON US
ABOUT THAT OLD MASK PROBLEM -- DRY ROT!

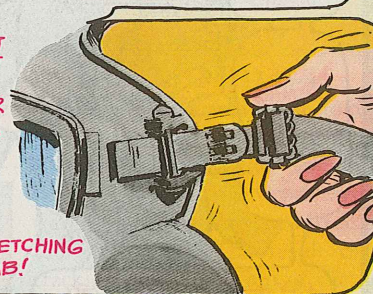
WATCH OUT
FOR DRY OUT!

IT COULD BE A STIFF, DRY PATCH ON YOUR FACE
BLANK WHICH CRUMBLES BETWEEN YOUR FINGERS...
OR A CRACK WHICH GETS BIGGER WHEN YOU
STRETCH IT!

HOW
'BOUT
WET
ROT?



IT MIGHT
BE A SOFT
SPOT THAT
YOU CAN
STICK YOUR
FINGER
THROUGH!
YOUR
TM HAS
OTHER
CHECKS
LIKE STRETCHING
THE TAB!



CLEAN YOUR MASK AND
MASK CARRIER BY THE BOOK--
TM 3-4240-279-10
FOR THE M17/M17A1 AND
TM 3-4240-230-10
FOR THE M24 AND THE
M25/M25A1!

NEVER TRY
TO CLEAN YOUR
MASK WITH
GASOLINE!

...OR
ANYTHING
NOT LISTED
IN THE TM!



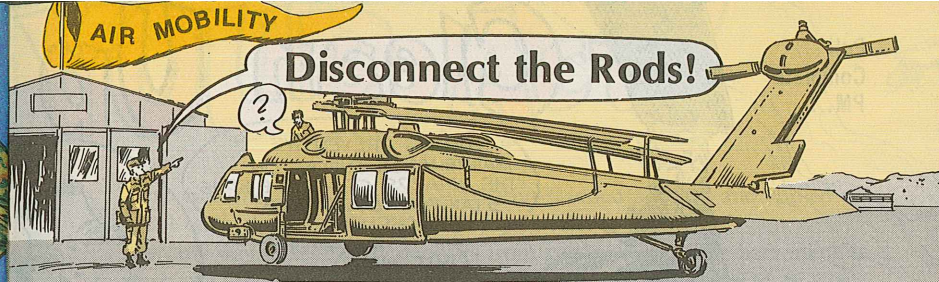
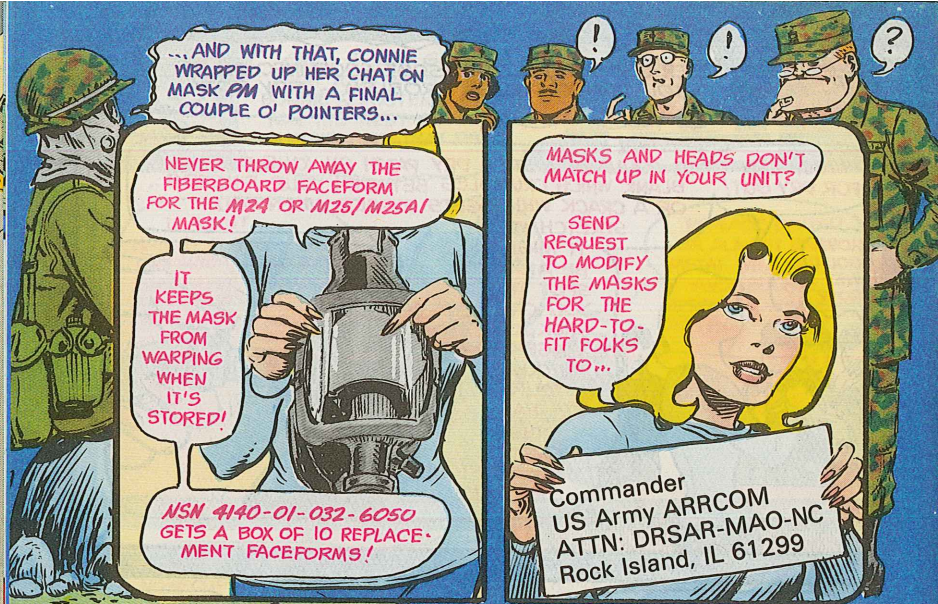
MEBBE WE
COULD USE
PEANUT BUTTER?
HA!!

KEEP LUBES LIKE
PETROLEUM JELLY
OR FACE CREAMS
OFF IT, TOO!
THE GREASE
WON'T HELP
THE SEAL! IT'LL
JUST ROT
THE MASK!

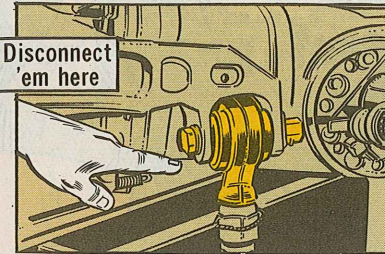
CHECK YOUR M24
OR M25/M25A1
CANISTERS FOR
RUST, PITS, DENTS
AND SPOTS!



AW--
STOW IT,
FOGGY!



Any time you mechs park a UH-60A—and winds over 60 MPH are expected—the main rotor blades have to be folded. That word is on Page 5-



17 of TM 55-1520-237-23-4. Before you attempt to fold the blades, tho, disconnect the 4 pitch control rods at the swashplate. Otherwise, excessive loads will be transmitted back into the mixer from the rotor head. The result can be cracking and separation of the bearing, which could become lodged in the mixer and restrict control. You'll find the detailed blade-folding poop in Tasks 19 and 21 of the maintenance pub.



Check Your Fittings!

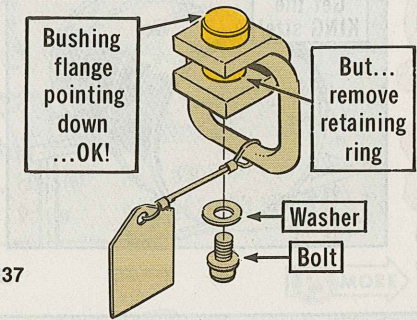
To be on the safe side, UH-60A mechs, eyeball the tiedown/rappelling fitting in your bird. TSARCOM Msg DRSTS-MEA 080800Z Sep 82 called for the removal of the bushing retaining ring.

The bushing then can't be in-

stalled wrong because it would fall out of the fitting without the ring to hold it in place.

Make sure the bushing retaining ring has been removed so that the bushing can only be installed with the flange on the bottom, next to the bolt head.

This is no place for a Murphy!



Pull
Complete
PM...

Clean Up YOUR Act!

PULLING PREVENTIVE
MAINTENANCE CHECKS ON
THE INNARDS OF YOUR BIRD IS
STANDARD OPERATING
PROCEDURE...

BUT WHAT
ABOUT THE
EXTERIOR,
CREW
CHIEFS?

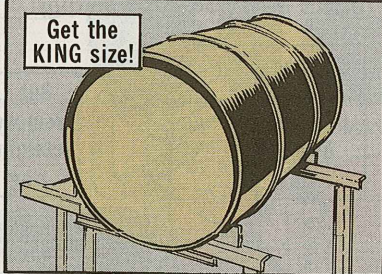
Dirty airborne deposits attack your thin-skinned aircraft, and spilled oil and fuel really do a number on the infrared (IR) paint.

The only way to keep dirty deposits from getting thru to the bare metal is to wash the aircraft during every PM inspection. Para 2-9 in TM 43-0105, on corrosion control, recommends a weekly wash in coastal areas where you have salt-laden air.

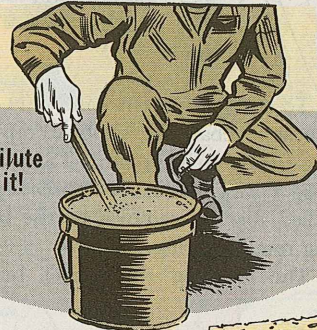
Gather Materials

The alkaline waterbase cleaning compound called for in Para 2-10 of TM 55-1500-333-24, on cleaning aircraft, is what you want to use. NSN 6850-00-935-0995 will get you a 55-gal drum. Never use the compound full strength because it will damage the IR paint. Mix 1 part concentrate to 7-10 parts water.

Get the
KING size!



Dilute
it!



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Table 2-1 in the cleaning pub has a list of other cleaning materials you may need.

IN
ADDITION,
YOU NEED
THESE
ITEMS...

Cloth, Flannel NSN 8305-00-656-1259
Towel, Paper NSN 7920-00-823-9772

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PS MORE

GOOD
SHOW,
MEN.

... BUT HERE'S ANOTHER
ITEM YOU NEED!

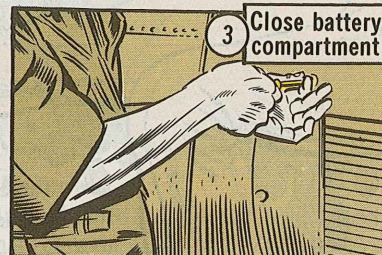
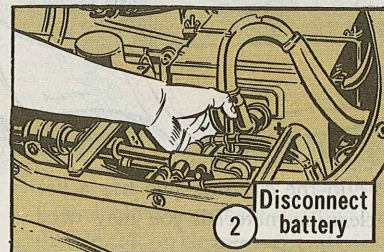
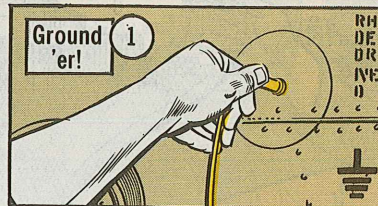
MASKING
TAPE?

FOR
SURE!

Take These Precautions

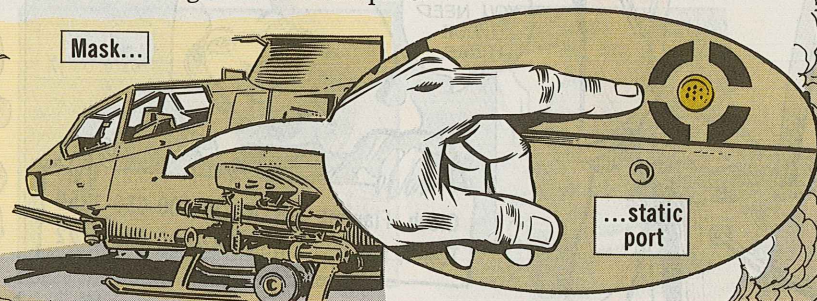
You may be using some flammable chemicals during the cleaning chore. Water flowing over Plexiglas creates static electricity, so ground the bird at the wash rack.

Disconnect the battery and be sure you close the compartment door to keep water out of the area.



Use masking tape, NSN 7510-00-266-6710, to protect static ports, actuators, bearings and lubricated parts.

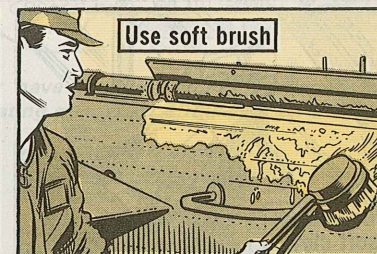
Mask...



40

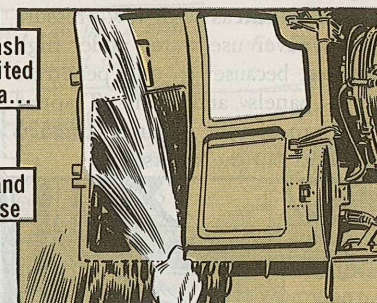
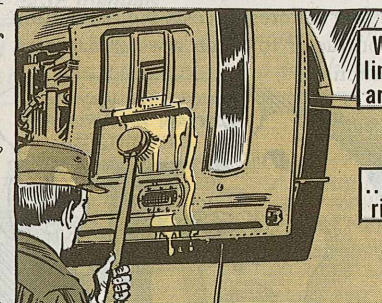
Bubbles to the Rescue

Wash the aircraft at a time when it's shaded from the sun by a hangar, if possible. If not, wet down the bird's skin to prevent rapid drying of the washing compound.



Use a mop, soft-bristle brush or sponge to apply the soap.

Cover a limited area—just like when washing your jalopy—so you can rinse off the compound before it has a chance to dry. Otherwise, you'll get



white streaks of soap and have to go back over the area again.

Let the soap suds remain 5 to 10 minutes to loosen the dirt. You may have to use some extra elbow grease on the brush to remove stubborn grime.



Never use the mop or brush on Plexiglas windows or you'll scratch the plastic. To clean those babies, use washing compound, P-D-410. NSN 7930-00-880-4454 will get you a gallon of the compound, while NSN 7930-00-281-4731 will bring you 50 pounds in powder form.

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Mix the dishwashing detergent in concentrations of 1 or 2 ounces per gallon of water, applying solution



Use clean, soft cloths

with soft cloths or cellulose sponges that have been used for no other purpose.

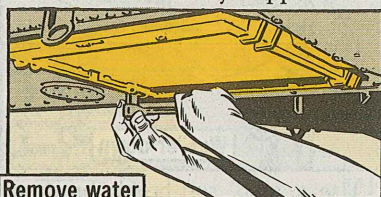
Rinse all areas with low-pressure water. Never use water under high pressure because it can penetrate access panels and seals. Trapped water can corrode electrical contacts and short out the works.



Use only low pressure

Remove all masking tape that you used and reinstall removed components.

Eyeball the RT-1193/ASN-128 antenna of the doppler navigation set, for real! Remove any trapped water.



Remove water

Water seepage into the antenna has resulted in many transmitter and receiver failures. It costs big bucks for a contractor to repair a water-damaged antenna.



THAT'S THE WAY TO MAINTAIN AN AIRCRAFT, BIRD MECHS...

CLEAN -- INSIDE AND OUT!!

No 'Open' Invitation

After you wash a T53 engine compressor, as spelled out in Para 2-2 of TM 55-2840-229-23, install all the air intake components before the 2-minute run-up to dry out the engine. No sense asking for foreign object damage!

Aviation Messages

If your unit has not received a message in which you have an interest, check with your next higher headquarters.

UH-1-82-08 Maint Mandatory—Inspection of tailboom fitting 211430Z Dec 82

UH-60A-82-22 Safety of Flight—Cargo door tracks, upper 211930Z Dec 82

MIM-T62-82-MEA-01—Inspection of T-62T-40-1 fuel solenoid valves and start fuel nozzles 082130Z Dec 82

MIM-T700-82-MEA-07—Engine post maintenance acceptance test 131930Z Dec 82

MIM-92-47-10—Generator drive shaft failure 061630Z Dec 82

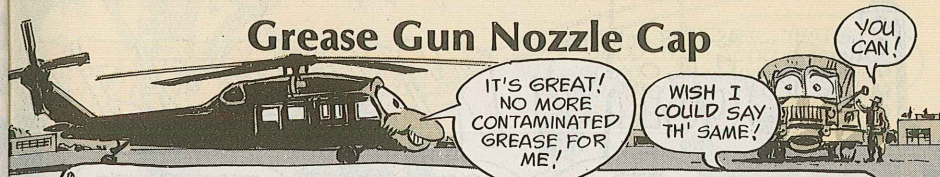
Cat 1 EIR Phone:
AUTOVON 693-2066
(24 hours)

MIM-82-47-11—Forward transmission removals 202045Z Dec 82

MIM-82-47-12—General info messages 211830Z Dec 82

CH-47-82-17—3d update status to restore operational readiness of CH-47 172100Z Dec 82

Grease Gun Nozzle Cap



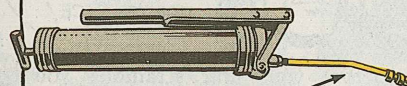
IT'S GREAT! NO MORE CONTAMINATED GREASE FOR ME!

WISH I COULD SAY TH' SAME!

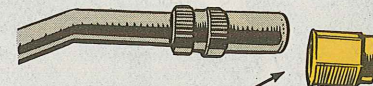
YOU CAN!

Dear Editor,

Our aviation mechanics no longer have to worry about contaminated grease when they use the hand lubricating gun, NSN 4930-00-253-2478.



Rigid bent extension



Cap, NSN 5340-00-904-6633

We cap the end of the rigid bent extension with a protective cap, NSN 5340-00-904-6633 every time we use it.

We found the cap in the bulk material section of the Huey and Black Hawk -23P manuals.

(Ed Note—Right on! Automotive mechanics can pay a visit to their airfield buddies for a supply of this 3-cent cap.)

Alfred Morgan
Ft. Eustis, VA

Slips Hurt!



THAT'S TH' OLD MAN'S JEEP, Y' KNOW.

SORRY, SERGEANT—BUT MY FOOT SLIPPED...

Dear Editor,

The accelerator pedal on our tug was too close to the foot brake. When a wet boot slipped off the

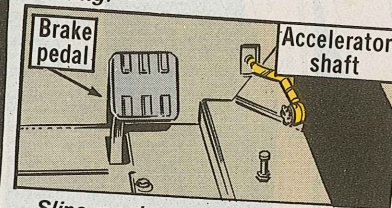
Foot can slip onto accelerator



brake and onto the accelerator. . .ca-runch! Personnel injury and damaged aircraft!

To solve the problem, we removed the broad accelerator pedal and bent

the pedal shaft away from the brake, to within 1 inch of the transmission housing.



Slips no longer hurt around here because a slippery boot can't contact the accelerator shaft.

Mike Hudson
Avn Div, Ft. Eustis, VA

(Ed Note—Good show!)

Getting WHIPPED Into Shape

WHEN YOUR COMMO IS SCRAMBLED BY THE ENEMY, THAT'S BAD LUCK!

...RIGHT, BONNIE!

...BUT WHEN IT'S SCRAMBLED BY YOUR OWN ANTENNA SYSTEM, THAT'S BAD MAINTENANCE!

Before your unit scrambles you 'cause it can't pass the word, give your antenna, matching unit, cables and connectors the PM once-over (easy).

Whip Tips

Keeping your whip in action may be your toughest job. It bounces off trees, wires and anything else your vehicle can go under.

Your weapon is the right tiedown, properly applied.

The tiedown is NSN 5820-00-908-6416. Proper use? That means tucking the antenna section in, not under, the clip. When it's under, it can't break free when you hit an obstacle. The result is a broken whip.



Antenna goes **IN** clip, not under. Except...

Since that clip is sometimes weak, tho, and safety is a top priority, you can cheat—sometimes.

The headshed wants you to slip the whip under the clip if your antenna is mounted more than 6 feet off the

ground and you'll be passing under electric railway power conductors or any low power line during a road march. For the rest of you, tho, it's business as usual.



Keep tip 9-feet above ground

Proper tiedown also means keeping the whip tied down between a 45° and 60° angle. That's enough to keep the tension off the matching unit spring and still keep your whip safe from most obstacles.

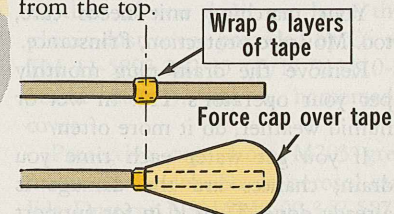
If you do crack a whip section, replace it. Breaking it off below the crack and continuing to use it is a potential killer. The shorter antenna

won't match your transmitter. It reflects RF power, which can damage the radio.

A final bit of protection is to put on a tip. That blunt tip keeps the antenna from spearing a passerby.

There is no foolproof way to keep the ball in place, but the headshed offers the following fix:

Get a roll of 1/2-in tape, NSN 7510-00-582-4771. Wrap 6 layers of the tape around the whip, 2 inches from the top.



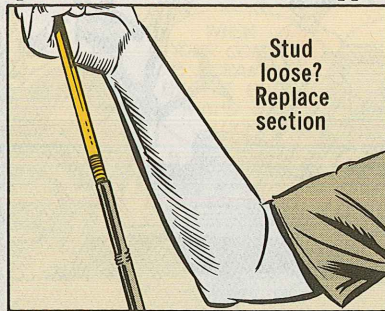
Force the ball over the tape. Starting just below the band of tape, completely cover the ball.

Next, get some 3/4-in tape, NSN 5970-00-419-4291, and cover the ball once more.

GOOD GOING, SOLDIER!

YES... THAT'S GOOD ANTENNA TIEDOWN PRACTICE!

To get the word out, you have to have a good contact. One trouble spot is between the threaded copper



stud of the AT-1095 and the female mating section in the AS-1730. If either is loose, replace the whole element.

Of course, both must be clean to give you a good connection. To clean the male threads, use a pencil eraser, notebook paper or a "pot scrubber". Sandpaper and steel wool are no-no's. They'll remove the copper coat-

ing and zap the connection.

A bore brush can be used—gently—to clean inside the female section.

Once they're clean, coat 'em with silicone. That improves the connection and can keep the elements from freezing together. (Another way to head off this sticky situation is to snug up the sections, and then back 'em off just a little).

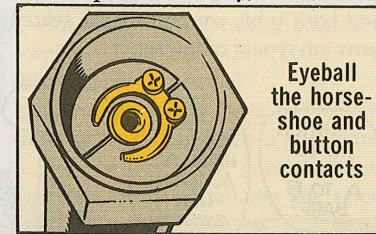
Don't use any old grease you see lying around, tho. Chances are you'll end up with an insulating compound.

Good contact's a must between your whip and the MX-6707 matching unit. High reflected power to your transmitter's the result if contact's poor.

Eyeball the horseshoe contact inside the base of the AS-1730 element. Broken or missing? Get a new one with NSN 5999-00-921-0630.

Screws gone? Order NSN 5305-00-054-5635.

Next, work the button contact. It should push in easily, then return



until it sticks out about 1/8 inch from the baseplate.

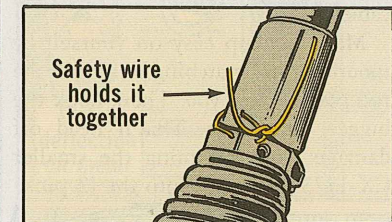
If yours won't, screw down the baseplate snugly. A tipoff to a loose baseplate is being able to see the red O-ring when the antenna's screwed down on the matching unit.

Loose baseplates can lead to more serious problems. Like letting the horseshoe contact grind off the metal coating on the MX-6707's insulator. Once that coating's gone, the unit's

no good. The resulting high reflected power can scratch a transmitter, too.

'Course, even a properly-tightened baseplate is no guarantee against damage. Overtightening the antenna can also zap ammo.

There's no need to overtighten the AS-1730 to keep it in place. Use safety wire to protect against the



normal vehicle vibration which can shake the antenna loose. Safety wire is NSN 9505-00-293-4208.

Finally, keep both contacts clean and shiny by rubbing them with a rubber eraser.

MX Protection

Your matching unit needs care, too. Moisture protection, for instance.

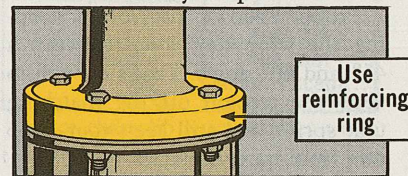
Remove the drain plug monthly per your operator's TM. In wet or humid weather, do it more often.

If you get water each time you drain, chances are the damage is already done. Turn it in for support to look over.

You can head off some of that water damage, tho. Make sure the anticapillary gasket between MX sections is doing its job. If it's cracked, or so compressed it sticks

out around the edges, it may not be.

Your unit should also have the reinforcing ring, NSN 5985-01-012-5425. It not only keeps water from



the inside, it protects the outside by distributing the pinch from the mounting bolts.

The plastic case and the rubber

gasket suffer if they get painted. So don't. If you do, tho, leave it. Paint removers will do as much harm as the paint.

Another way to stop moisture damage is to keep high-pressure water off.

Keeping a lid on the top contact is



another. If you don't yet have the plastic dust cover provided by C6 to TM 11-5895-262-15 (P/N 911110-2 FSCM 80063), use a homemade cover.

Protective cups from M203 grenades do the job. So do aerosol can lids. Dust cap NSN 5340-00-342-5577 is OK, too.

In a pinch, a strip of masking tape over the contact will keep it dry. Be sure to get all the glue off when you replace the antenna, tho.

Make Your Connections

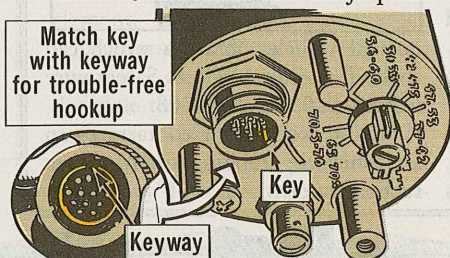
All your good work is wasted if you make sloppy hookups to your matching unit.

Those connectors are hard to see and a rough hand will bend or break pins.

Before doing any of this work, be sure your radio equipment is off. If not, you risk arcing and burned pins. Same thing when you disconnect cables.

Make hookup easy on yourself by mounting the matching unit with the receptacles near you. Then, hook the bigger cable first. That'll head off damage from ramming the smaller CX-1773 connector into the J2 pins.

Match key with keyway for trouble-free hookup



Match keyways and keys and you should have problem-free hookups.

S-318 Handles

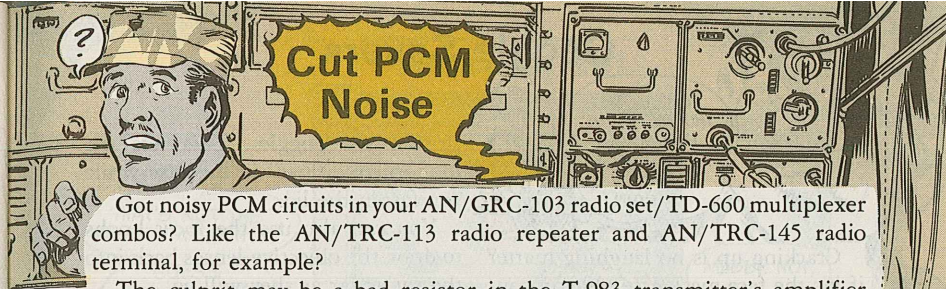
Handles are now available for your S-318 commo shelters. The outside handle is NSN 5340-01-138-9067. The inside is NSN 5340-00-489-0747. DS does the replacing.

Power Cable Correction

Scratch NSN 6145-00-643-0030 as the power cable for your PU-617/M, -625/G, -626/G and -628/G sets (PS 352, Page 54). Get the cable with PN CO-04HDE (4/10) 0743, FSCM 81349, RIC S9G and DD Form 1348-6. Order the cable by the foot.

Protect plugs with caps when not in use. The J2 cover is NSN 5985-01-091-0655.

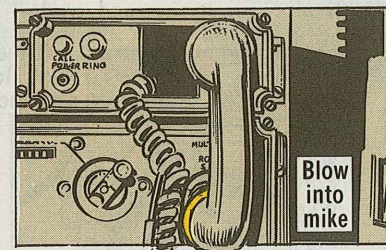
To be sure you're hooked up right and both cable connectors are seated, turn on your radio set.



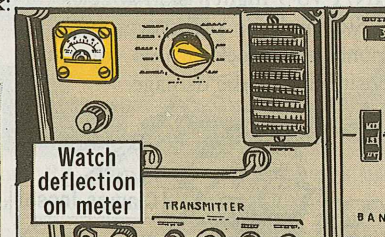
Got noisy PCM circuits in your AN/GRC-103 radio set/TD-660 multiplexer combos? Like the AN/TRC-113 radio repeater and AN/TRC-145 radio terminal, for example?

The culprit may be a bad resistor in the T-983 transmitter's amplifier monitor module. Here's a quick check:

First, be sure PCM is coming into the transmitter. Then, set the selec-



tor switch to 12 CH PCM, and blow hard into the RT-773 order wire mike.



If the T-983's meter jumps more than 3 ticks to the right, chances are the resistor is bad.

Have your org shop put in a good module, NSN 5820-00-879-3675, and send the bad one to GS for repair.

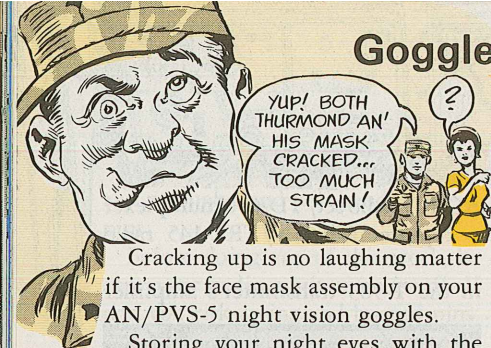
AN/UGC-74 Cables

NSN'S ARE NOW AVAILABLE FOR THE FOLLOWING "O" LEVEL CABLE ASSEMBLIES LISTED IN THE TM 11-5815-602-12'S BASIC ISSUE ITEMS LIST:

Battery Backup	5995-01-096-8724
230 VAC Power	5995-01-090-1423
Hi Level XMITR/RCV	5995-01-090-1424
Power Cable, DC	5995-00-271-9443
Power Cable, 115 VAC	5995-00-271-9444

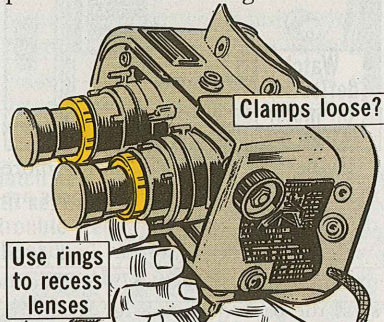
These cables will be moved to the Additional Authorization List in an upcoming -10 manual, and will also be in the new -24P when it's published.

Goggle Savers



Cracking up is no laughing matter if it's the face mask assembly on your AN/PVS-5 night vision goggles.

Storing your night eyes with the monoculars locked into operating position does the damage.

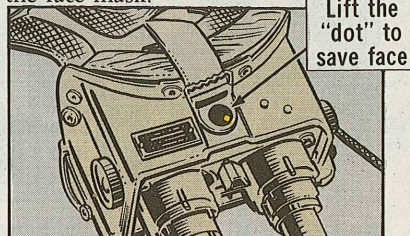


Relieve the stress by loosening the lever clamp and clamp knobs before

storing the goggles. This lets the monoculars "float" in the case while you fasten the lid.

You can also use the focus knobs to draw the objective lenses back into the set as far as they will go.

Watch the snaps on the vee strap assembly, too. They come with a "pull the dot" mark. Lifting anywhere else can strain—and crack—the face mask.

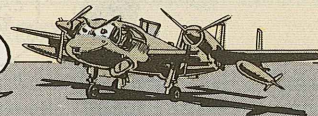


Always keep the lens caps on when not using the goggles. This protects the goggles from scratches and any killing bright light.

AN/ALQ-147A Clamped?



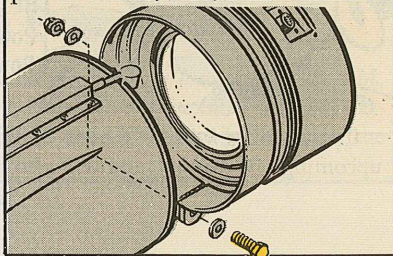
CONFIDENTIALLY, TOO MUCH TORQUE IS A BUMMER!



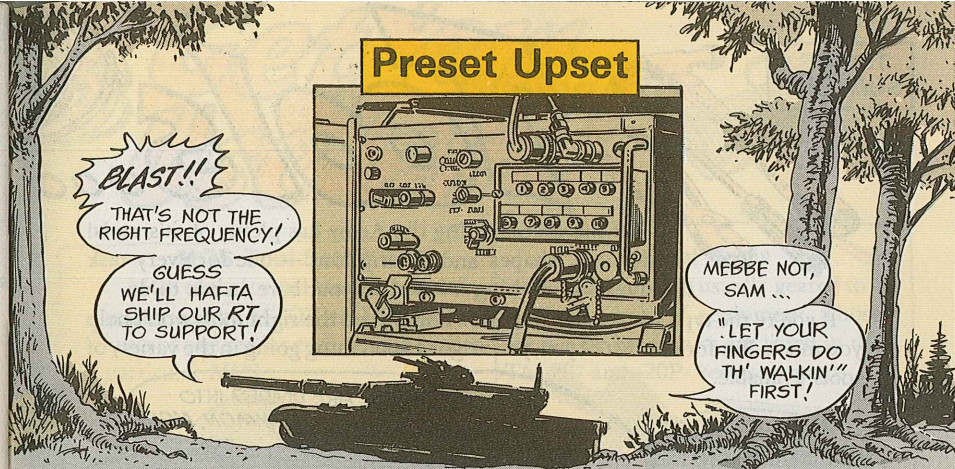
Put too much torque on the clamps holding your countermeasures set to its aircraft and something will give.

When the mounting hardware gives, it could let the modulator—classified Confidential—fall from your aircraft during flight.

Torque the bolts to 130-150 lb-in per TM 11-5895-1051-12.



Preset Upset



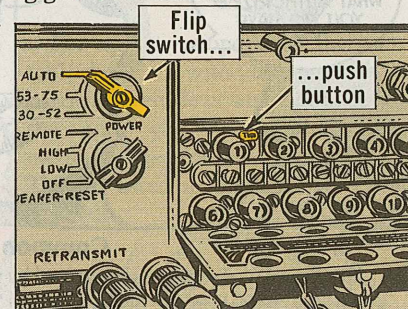
Worried 'cause the numbers in your RT-246 receiver-transmitter's dial window aren't matching the ones you're presetting?

Could be a loose coupling or a slipping gear in the mechanical drive. That means a trip to support maintenance.

Let your finger do the walking before you ship it off, tho.

First, be sure you depress the TUNE button each time you preset a frequency. If you don't, you won't engage the automatic tuning circuits.

Second, flip the band switch to AUTO. That's the only setting which lets you use the RT's pushbutton feature.

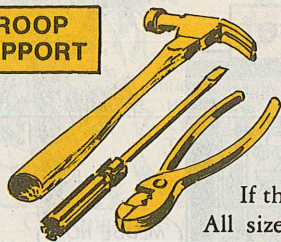


TACFIRE Pubs

If you've received TACFIRE Battery Computer System pubs but don't have the gear, keep 'em! The gear won't be fully fielded until 1984. The pubs, TM 11-7440-283-12-1, -12-1-1, -12-HR, -12-2 and -12-2-HR, tho, are out now.

TACFIRE on DA 2406

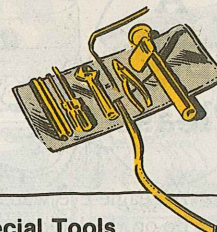
When is a system not a system for the DA Form 2406? When it's TACFIRE! Because of the complex nature of TACFIRE and its many exchangeable components, forget about TACFIRE as a system. Report each of the TACFIRE items—listed in Para 4-6 of TM 38-750—as separate items. Treat 'em like individual items—no subsystems counted!



Tools...



Get 'em, Use 'em!



If there's one thing the Army has plenty of, it's tools! All sizes, shapes and descriptions — one for every task that needs something other than your bare hands to do.

If you're the type who eats peas with a knife, even the right tools won't help you much. But for the rest of you, you've got a good thing going in the variety of tools available.

HERE'S A
RUNDOWN ON
MECHANICS' AND
OPERATORS' TOOLS
... WHERE TO
GET THEM AND
WHAT AUTHORIZES
YOU TO HAVE
'EM!

TOOLS ARE DIVIDED INTO
3 GROUPS... **COMMON, MOS
AND SPECIAL!**

DEPENDING ON YOUR
EQUIPMENT, YOU MAY ALSO
NEED SPECIAL TEST SETS, KITS,
PARTS, CABINETS, ETC.

Common Tool Sets

Common tool sets are authorized by your unit's MTOE or TDA, for use at the company, battalion, or brigade level. They're listed and illustrated in Supply Catalogs—SC's.

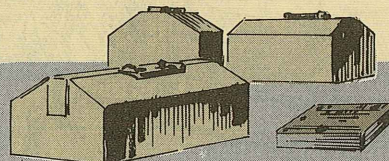
THE
BASIC ONES
ARE...

- No. 1 Common (Shop Equipment, Automotive Maintenance and Repair: Organizational Maintenance) SC 4910-95-CL-A74
- No. 1 Supplemental Shop Equipment, Automotive Maintenance and Repair: Organizational Maintenance) SC 4910-95-CL-A73

- No. 2 Common (Shop Equipment, Automotive Maintenance and Repair: Organizational Maintenance) SC 4910-95-CL-A72
- No. 2 Supplemental (Tool set, Vehicle Full Tracked: Organizational Maintenance) SC 4940-95-CL-A08

MOS Tool Sets/Kits

MOS tool sets and kits are normally authorized by MTOE or TDA on the basis of one set for each person in that particular MOS.



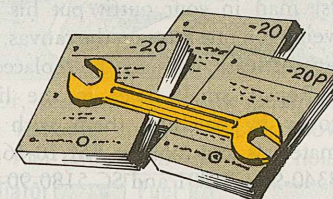
They contain specific tools needed to do a specific job and are also covered by Supply Catalogs.

FOR
EXAMPLE...

- Tool Kit, General Mechanic's: Automotive SC 5180-90-CL-N26
- Tool Kit, Small Arms Repairman SC 4933-95-CL-A07
- Tool Kit, Turret Mechanic's SC 5180-95-CL-A51
- Tool Kit, Electronic Equipment (TK-101/G) SC 5180-91-CL-R13
- Tool Kit, Battery Service (TK-90/G) SC 5180-91-CL-R03
- Tool Kit, Lineman's (TE-27A) SC 5180-91-CL-S04
- Tool Kit, Field Artillery Mechanic's SC 5180-95-CL-A13

Special Tools

Special tools are usually geared to a particular item of equipment. Those for use by mechanics are listed in the TM-20- and -20P- series manuals.



For equipment operators, there are tools that come with (and stay with) a particular vehicle or weapon. They are the ones you drivers and crew members need for basic maintenance. They're listed in the TM -10 series manuals.

FOR EXAMPLE,
ON THE 2½-TON
SERIES TRUCKS,
YOU'LL FIND...

- Basic Issue Items (required to be on hand), and
- Additional Authorization List (tools authorized by MTOE or CTA at the CO's discretion).

Know what tools you need to do your job. Keep them on hand. If you wait until you need 'em to get 'em, it's too late!

A Litter PM, Please!



An eagle-eye watch of your canvas litters is always in order.

Be on the lookout for broken or splintered handles; moldy, dirty, dry-rotted canvas; bent spreader bar and stirrup; missing slide loop or buckle on the litter securing strap.

How do you tell if your litter won't let your buddy down? Have the heaviest man in your outfit put his full weight on one knee on the canvas. If it rips or tears, it should be replaced.

Repair small holes in the litter cover by patching them with the materials and tools in FM 10-16, SC 8340-90-CL-P01 and SC 5180-90-CL-N07.

Here're the repair parts for your folding pole folding litter, NSN 6530-00-783-7205, and the rigid pole folding litter, NSN 6530-00-783-7905:

NSN	ITEM	USED ON	
		FOLDING POLE LITTER	RIGID POLE LITTER
6530-00-784-1035	Cover	X	
6530-00-784-1250	Cover		X
6530-00-784-2010	Handle	X	X
6530-00-784-3450	Spreader bar/stirrup	X	X

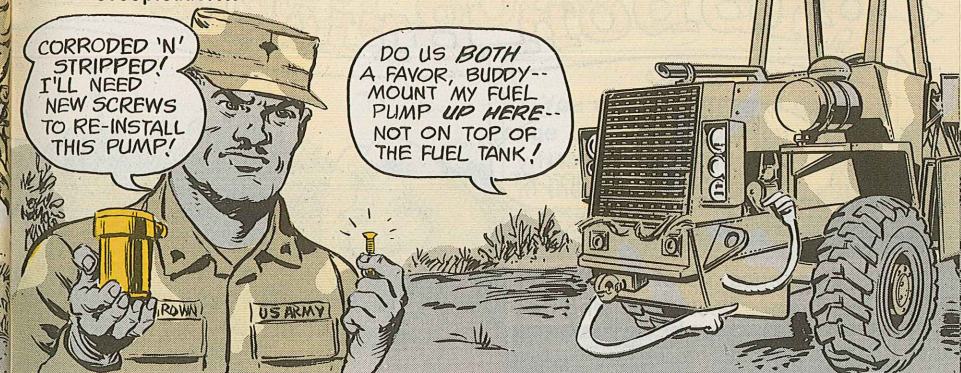
6530-00-784-4105	Securing strap	X	
6530-00-784-4335	Securing strap		X
5315-00-784-2170	Headless nail	X	X

CTAB-100 IS YOUR AUTHORITY FOR THE REPAIR PARTS!



MW24 Scooploader...

Fuel Pump Move



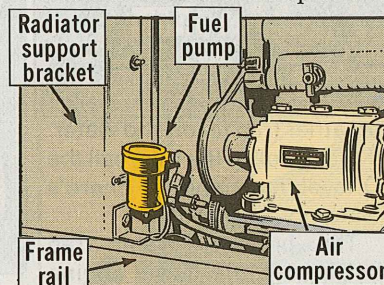
The screws holding the fuel pump on the fuel tank may break or strip out when they corrode.

You can re-install the fuel pump in the same location after you repair the tank.

But, you can avoid removing the tank by mounting the pump in a new location.

You can mount the pump on the frame rail, just above the fuel tank. Drill 2 holes using the pump as a pattern, and tap for 1/4-20 screws. Mount the pump using 2 screws, NSN 5305-00-068-0500, and 2 lock washers, NSN 5310-00-582-5965.

Or, you can mount the pump on the radiator support bracket above the fuel tank. Drill and tap 2 holes



for 1/4-20 screws and mount the pump with the hardware mentioned above.

Hanson Crane Fan Belts

Use NSN 3030-00-920-6712 to get a set of fan belts for your H446A Hanson crane. The part number given for Fig 79, Item 1, in TM 5-3810-290-20P is wrong. The correct PN is 8296XS2.

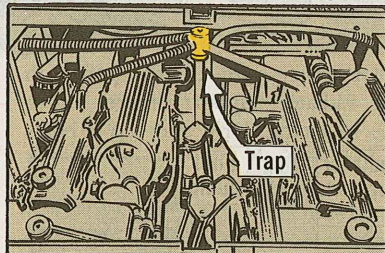
7.5-KW Generator Battery

Use NSN 6140-00-406-2633 for Item 7, Fig 7, TM 5-6115-440-24P, Model JHGV7.5 generator set. The NSN for the battery on Page 65 of PS 358 is wrong.

Ribbon Bridge Erection Boat **PM**

HERE'RE SOME
PM POINTS ON YOUR
NEW TWIN-JET RIBBON
BRIDGE ERECTION SUPPORT
BOAT...

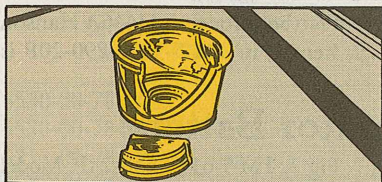
Sequence 18 of the PMCS
says to check the engine



breather trap for oil and water. If there's oil in the trap, call the O-level mechanic. If there's water in it, drain it.

The breather water trap helps keep the diesel engine clean. Be extra careful when you drain it...especially when you tighten the cap bolt that holds the glass bowl in place.

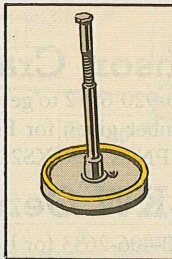
Too much muscle will break the bowl. Who needs broken



glass in the bilges or engine compartment!



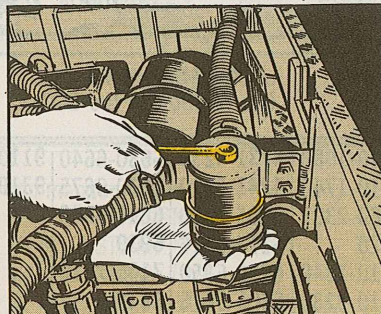
Check the bowl gaskets. Be sure they're clean, smooth and in tip-top shape. No



stretching allowed. They must fit snug in their grooves.

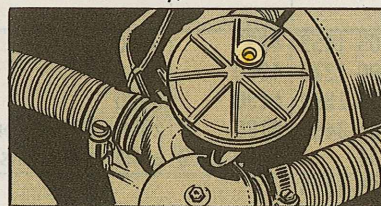


Watch the top gasket. It'll squeeze out the side if you're



not real careful as you tighten the bolt.

The plastic drain button breaks easy, too. Watch it

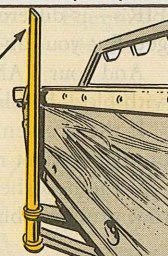


when you put your hand under the bowl to screw/unscrew the breather cap bolt.

Cradle

You can do a heap of damage to the aluminum hull while you're putting the boat in the cradle. Be sure you put

Slanted
inboard
OK!



the stanchions in with the slanted sides turned inboard.

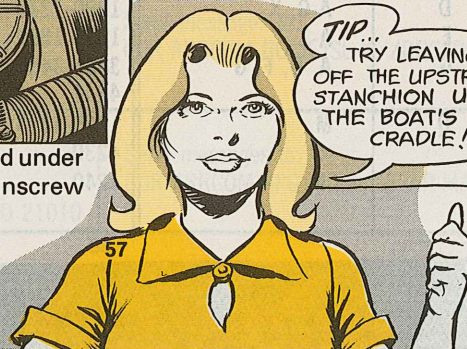
If you don't, they'll gouge holes in the rubber gunwale

Slanted outboard
means trouble!



when the sharp edge catches under the rubber as you maneuver the boat in the saddle.

TIP...
TRY LEAVING
OFF THE UPSTREAM
STANCHION UNTIL
THE BOAT'S IN THE
CRADLE!



EIR-ly Warning Radar

Seems like everybody's got time to complain about equipment—but not enough time to fill out a form and report the problem.

The number of Equipment Improvement Recommendations (EIR) is dropping. Is your gear that good—or are you just not telling anybody what's wrong?

Sure, the SF 368, Quality Deficiency Report—the one you use to report EIR's—is different from most forms you fill out. And sometimes it's hard to get. But you can start a fire under your forms supply people, right?

And your TAMMS clerk has a copy of TM 38-750, with block-by-block instructions for filling out the SF 368.

If the problem could be dangerous to somebody's life or limbs or your combat mission, call or send a message right now!

If the headshed says your report's the first one they've seen on that problem, blame all the other guys who didn't report it!



BUT THERE'S ANOTHER WAY -- COMPLETELY DIFFERENT! -- TO TRACK EIR ADDRESSES!

USE THE FIRST 4 NUMBERS IN THE END ITEM'S NSN -- IT'S FEDERAL SUPPLY CLASS (FSC)!

EITHER THE ECC OR THE FSC WILL DO WITH THIS CHART!

Equipment Category Codes		OR				Federal Supply Classes (No relation to the ECC)		Send Category II EIR's to:	Send Category I EIR's (life, limb or combat ability endangered) to:
Primary	Secondary								
A	F, R, T, X, Z,	1070-1080	4231-4239	6630-6640	9110-9160			Commander US Army TSARCOM ATTN: DRSTS-MP 4300 Goodfellow Blvd St. Louis, MO 63120	Call AUTOVON 693-2066 (693-3261 Mon-Fri 0630 to 1800 Central time) Send messages to: CDR TSARCOM STL MO//DRSTS-MPSD//
G	K	1510-1740	4241-5210	6670-6675	9310-9999				
L	A-H, L, M, X	1860-2305	5305-5420	6810-6850					
M	A-D, X	2620	6115-6116	6930					
N	K, S-V, X	2810-2840	6210-6350	7105-7720					
P	M-Q, T, X, Y	3110-3230	6605-6610	8145					
Q	A-L, N, Q-X	3455-4229	6620	8305-8475				Commander US Army MICOM ATTN: DRSMI-SNEM Redstone Arsenal, AL 35898	Call AUTOVON 746-3311 Send messages to: CDR MICOM REDSTONE ARS AL// DRSMI-SNEM//
B	B, D-F, J-M, T, X	1280	1810-1850	8140					
C	A, B, E, L, U-X	1336-1338	2845						
J	L	1410-1450	4935						
C	N	1005-1055	4933	6650				Commander US Army ARRCOM ATTN: DRSAR-MAO Rock Island, IL 61299	Send messages to: CDR ARRCOM ROCK ISL IL//DRSAR-MAO//
D	A-G, X	1090-1270	4940	6665					
E	A-Z	1285-1290	5130	6920					
G	A, D, F, G	3405-3450	5180	2350 (SP artillery and antiaircraft guns only)					
Q	M	1365-1379 4230 4240	5220-5280					Commander US Army ARRCOM ATTN: DRSAR-MAY-MA Aberdeen Proving Ground, MD 21010	Send messages to: CDR ARRCOM APG MD //DRSAR-MAY-MA//

Equipment Category Codes		OR					Federal Supply Classes (No relation to the ECC)		Send Category II EIR's to:	Send Category I EIR's (life, limb or combat ability endangered) to:		
Primary	Secondary											
F	A-C	2310-2340									Commander US Army TACOM ATTN: DRSTA-MP Warren, MI 48090	Call AUTOVON 786-8283; Commercial (313) 574-8283 Send messages to: CDR USATACOM WARREN MI //DRSTA-MP//
G	B, J, L, N, P-S, X, M	2350 (except SP artillery and antiaircraft guns)										
H	A-P, S-U, W-Y,	2410-2430										
N	A-H, J	2610										
P	A-H, J, R	2630-2805										
J	A, C-F, G, I, M, P, R-U, X, Y	2596	5805	6125-6145	6625	6710-6780	Commander US Army CECOM ATTN: DRSEL-ME- MP Fort Monmouth, NJ 07703	Call AUTOVON 992-6292 Send messages to: CDR CECOM FT MONMOUTH NJ //DRSEL-ME-MP//				
		2598	5815-6080	6525	6660	6920						
		2691	6105	6605	6680	6940-7050						
		5450	6110	6615	6695-6780	7450						
						8130						
J	B	5810									Commander US Army Communication Security Logistics Activity ATTN: SELCL-NMP-ME Fort Huachuca, AZ 85613	Call AUTOVON 879-6922; Commercial (602) 538-6922; FTS 769-6922 Send messages to: CDRUSACSLA FT HUACHUCA AZ //SELCL-NMP-ME//
J	H	5811									Commander US Army Electronics Materiel Readiness Activity ATTN: SELEM-ME-F Vint Hill Farms Station Warrenton, VA 22186	Call AUTOVON 249-6577 or 6572 Send messages to: CDR USAEMRA VHFS WARRENTON VA //SELEM-ME-F//
R	T	4925									Commander US Army ARRCOM ATTN: DRSAR- DSM Rock Isl, IL 61299	Send messages to: CDR ARRCOM ROCK ISL IL //DRSAR-DSM//
O	A-Z	3000-6300 (medical) 6500 (medical) 6330-6640 (medical) 6700-9500 (medical)									Commander US Army Medical Materiel Agency ATTN: SGMMA-MP Frederick, MD 21701	Send in a DD Form 1899, Reporting and Processing Medical Materiel Complaints. Section XI of Chap 3. AR 40-61 has the word on handling that form.

Tools, test and measuring equipment EIR's—except nuclear weapon tools and TMDE—go to the manager of the end item.

BUT WHENEVER
YOU'RE IN DOUBT,
CALL YOUR LOCAL
LOGISTIC ASSISTANCE
OFFICE (LAO)!

THEY'LL GIVE
YOU THE NAME AND
ADDRESS OF THE
COMMAND YOU NEED!

With Microfiche
Holders...

Right Filing Frustration!

MICROFICHE PUBS
OFFER A LOT OF INFO IN
A LITTLE SPACE...

BUT THEY'RE
NO HELP IF YOU
CAN'T FIND THEM!

SO DIG YOUR 'FICHE
OUT OF YOUR POCKETS,
ENVELOPES OR WHATEVER,
AND START FILING THEM
IN A HANDY MICRO-
FICHE HOLDER!

Office Management
MANUAL MICROFORM STORAGE EQUIPMENT
AND ACCESSORIES

* This microfiche publication is for use by the Active Army, US Army Reserve and the
Army National Guard. No paper copies of this or future issues will be published.

Active Army, ARNG, and USAR: IAW DA Form 12-4 (Block 1) File
in holders Armywide

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BALTIMORE, MARYLAND 21220

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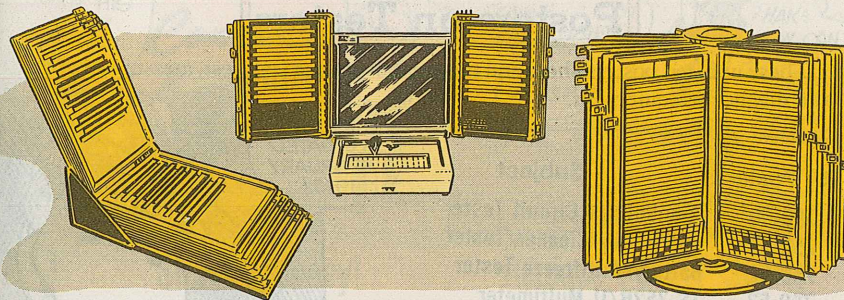


Holders come in a variety of shapes and sizes. You'll find 4 holders on the Army Master Data File (AMDF).

One is a 5-in x 8-in metal 1-drawer file for \$7.20. It comes under NSN 7110-00-273-8772.

You can also get a 6-in x 4-in x 17-in 1-drawer file with NSN 7110-00-292-2301 for \$9.90.

Or you can order a binder for \$10 with NSN 7460-01-045-9189. A smaller version that costs \$2.10 comes under NSN 7460-01-045-4959.



If these don't suit your needs, there are others. DA Pamphlet 340-5, Manual Microform Storage Equipment and Accessories, gives you an idea of what's available. 'Course, the pub on microfiche holders is on microfiche!

Find what you need on DA Pam 340-5? Trot over to your Self-Service Supply Center (SSSC) and see what they have.

If that doesn't pan out, fill in a DD Form 1348-6. Describe the size, shape and type of holder you want. Make sure you tell support the number of microfiche you want the holder to handle.

List DA Pam 340-5 as a source for more info in the Remarks Block of your request. That way, support can see what you're asking for.

Support will use your request and the Federal Supply Schedule on Record Keeping Equipment to decide where and how to get the holder you need.

New Calibration TB

If you have equipment that needs calibrating, you need TB 43-180 (Jun 82) to tell you how often it needs it and who does it. If your test, measuring or diagnostic equipment's not listed in the TB, submit a DA Form 3758 to Army Missile Command as noted in Para 3, Page 2. MICOM will let you know if it needs calibrating. The new TB supersedes both TB 43-180 and TB 43-180-1.

Check Returns List

TB 9-1100-803-15, Army Nuclear Weapons Equipment Records and Reporting Procedures, tells you when to request disposition info when that gear goes down. Hold off on those DA Forms 2407 asking for disposition instructions! First, ask supply if the item is on the microfiche Automatic Return Items List (ARIL). If it is, you already have all the disposition info you need. Checking that list holds down the time you keep an unserviceable item on hand.

Posters on Testers

These updated posters show and tell you how to use your test, measurement and diagnostic equipment.

DA Posters

Subject

750-50	Low Voltage Circuit Tester
750-51	Spark Plug Cleaner/Tester
750-52	Battery/Antifreeze Tester
750-53	TS-352B/U Multimeter
750-54	AN/PSM-13 Dry Cell Battery Tester
750-55	AN/URM-105 Multimeter
750-56	Vacuum Gage
750-57	Timing Light
750-58	Tach-Dwell Meter
750-59	Compression Gage

THEY'RE ALL DATED FEBRUARY 1975!



DA Pamphlet 750-22, Troubleshooting Equipment in Combat Units, covers the same test equipment.

Your unit can get the posters and pamphlet by filling out a DA Form 4569 for the AG Pubs Center, Baltimore.

Viewer LIN

Want a portable microfiche viewer, NSN 6730-01-080-7933? The non-standard LIN 70072N in CTA 50-909, Field and Garrison Furnishings and Equipment, has been changed. The new standard LIN is V03354.

B&H Reader Lamp

To get an FHR lamp for your "briefcase" Bell & Howell microfiche viewer, use PN 192416 and FSCM 17980 or PN A-2762 and FSCM 52947. If you have to replace a BRL lamp, use PN 194133 (17980). Mismatching lamps in the viewers is a no-no.

New DA Form 1687

Did you get the word on the new DA Form 1687, Notice of Delegation of Authority—Receipt for Supplies (Jan 82)? DA Pamphlet 710-2-1 introduced the new form. You'll find info on filling it out in Fig 2-15 on Page 2-25.

NOW IT'S NOT ONLY HIS MASK PM THAT STINKS!

Connie's Mini Minis

?COFFEE
CONNIE -- I GOT A MAINTENANCE PROBLEM!
?GASP?

?HAK!
HOW CAN I CLEAN MY GEAR-- NOT T' MENTION FIX MY MASK?
?KAFF?

SMART Money!

You know about the Supply and Maintenance Assessment and Review Team (SMART) program. Now there's more!

Suggestions and ideas adopted by SMART qualify for cash awards under the Army's Incentive Awards Program for Suggestions.

If you get the green light on your SMART suggestion, send a copy of your SMART idea, their OK on it and the supporting paperwork to your local Civilian Personnel Office's Incentive Awards administrator.

From there it goes back to SMART to see how much \$\$ you could get.

Make sure you pass your ideas on changing outdated methods, confusing pubs, doctrine or procedures to:

SMART

US Army Logistics Center

ATTN: ATCL-ST

Fort Lee, VA 23801

Adopted ideas pay off!

Commercial Electrical Kit

Got a request in for the electrical terminal kit, NSN 5940-00-525-0907, mentioned in PS 362? Chances are a backorder status card's on its way to you. The demand's been so great the kit's out of stock temporarily. But hang in there! Stock will be available in August.

* U.S. GOVERNMENT PRINTING OFFICE: 1983-659-007/5

Replace PM147 Sights

PM147 promethium front sight posts in stock or on M16A1 rifles are now obsolete. Their service life has expired. They should be replaced with the H3 tritium sight post, NSN 1005-00-234-1568. If "PM147" is stamped on the base of the sight post (near the radiation mark), remove the post and turn it in in accordance with AR 385-11.

Better Plug Coming

Don't use the UH-60 hand-hold plug shown on Page 37 of PS 360—it's unsafe! The head hangar is coming up with a better fix to keep birds out of the Black Hawk tail gear box. PS will pass the word when it arrives.

Crane Wire Rope NSN

Use NSN 4010-00-272-8848 to get ½-in diameter wire rope for the boom hoist of these crane models: M320T, M320T2, M2380, M2385, Bucyrus Erie 22BM, and Thew-Lorain L-36M. Use it as the main cable on H-446 and H-446A.

Your 25-ton CCE Grove Model TMS300-5 uses a special ½-in diameter wire cable. Use DD Form 1348-6 to get 650 feet of PN DIEFORM 18 WIRE ROPE, FSCM 91796. The RIC is S9C.

Check your crane TM for all other wire rope applications and sizes.

This updates the info in PS 362, Page 57.

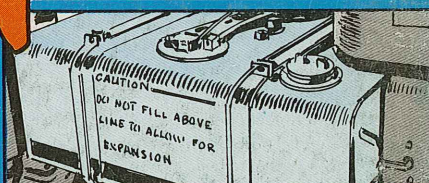
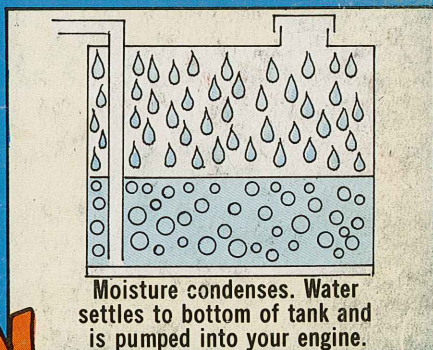
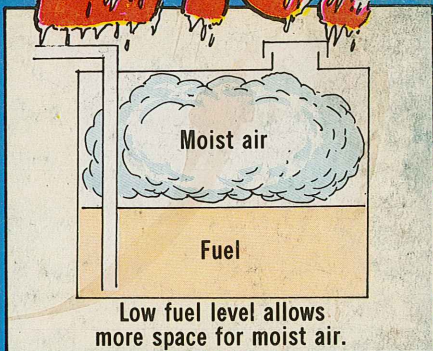
Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

Your **ENGINE** Won't Run on

WATER!

Keep Fuel Tanks Filled to

CAUTION Lines



Fuel tank marking is covered by
TB 43-0209 (Oct 76), page 40, para 12f