

Issue 73

PS

1956 Series

THE
PREVENTIVE
MAINTENANCE
MONTH



If better maintenance
everything goes ...

DOWN
the
DRAIN



Over at Fort Benning, Fla., there were soldiers who were scheduled to be sent about the best weapons soldier in the whole Army.

We couldn't move ... like nobody's business. We weren't even his middle name.

We couldn't shoot ... his gun and machine could carry on like a duck.

This soldier had been tested and had all kinds of practice in how to do these things.

BUT ... time passed, the equipment wore out, he didn't do his maintenance ...

Came a
Shooting
Exercise ...



We couldn't move ...

We couldn't shoot ...

Unmaintained, he couldn't fight ... **WHY?**

HOW'S YOUR



We couldn't communicate ...

... getting the word to his tank was a struggle. He rarely drove his radio and telephone.



and he couldn't communicate ...

He was ready ... but his equipment was not. So, he sat all his training and all his equipment went "down the drain."

MAINTENANCE?

PS

**THE
POSITIVE
MAINTENANCE
MONTHLY**

Issue No. 74

1988 Edition

Published by the Department of the Army for the education of operational maintenance workers, we present this publication in order to help correct equipment problems, correct faults of reliability, and encourage the development of new equipment. Maintenance Agency, British Army, British Army, British Army.

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Please send your comments, suggestions, and letters to the editor of this publication. We will be happy to hear from you. Please send your comments, suggestions, and letters to the editor of this publication.

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Looks good for most
on the latest TM guide.

YOUR NEW

TM 9-2810



IT'S DIFFERENT...
AND ALL IN ONE BIG
BOOK WITH MANY BIG CHANGES.

It's here... the TM that gives you the straight guide on how to maintain your tactical vehicles, wheeled and tracked, in a way that should leave no doubt in your mind. Everything's down in black and white, including a few hours of instruction you never expected.

Forget about the old TM 9-2810, which was printed up in Gander, 1971.

The new TM 9-2810 came out 4 Aug 1988 and goes by the title of

**"Tactical Motor Vehicle Preservation Maintenance,
Supply, Inspection and Training Procedures."**

This is the one we're talking about and that's not just a meaningless title.

The new TM 9-2810 usually includes information on these things:



That's because you have to know something about each of these topics in order to keep your motor vehicle on the right end of the stick.

You also have a TM that gives you many details on how to build out your maintenance and supply forms. How about that?

The new TM actually covers more territory than the old one, it's the first together everything concerning tactical motor parks has a home in everything called here one manual.

The new TM 9-2810 is broken down into five chapters that go like this:



As if that didn't cover the ground, you get the same 'one-stop' appendices which include examples of maintenance directives and training programs.

As for more methods go—you've got plenty of 'em. All of 'em give you a clear system of operating and servicing your vehicles by clearing up a lot of gaps in the old TM.

But of all, the new TM 9-2810 is put together in a way that's easy to read in much time as before on keeping records. The Army's taking this new manual makes that knowing how to keep records isn't important as important as the condition of the equipment. You can't argue about records and forms that you can't think of them as being necessary in the combat condition of your equipment. That's the idea behind this modern-age TM. The day of the book and paper's gone... today, you can't have a paper's gone unless you want to have it.

The way the TM sets it up, a Quarrier has a normal interval of 3 months or 100 miles for wheeling vehicles...

3 months or 100 miles for tracked vehicles.

WHENEVER COMES TIME



Now you're about to ask yourself: who's going to pull a Quarrier with which TM's that only the C and B-series. Well... you see the B-series list is a general guide on inspecting and servicing during every Quarrier.

But take a good look at the new quarterly inspection forms... they tell you which ITEMS to check. Notice here a list of the old checks—the comparison testing and value testing—the TM jobs now. This run-down the time it takes you to do the Q.

In fact, doing-the-Q is a battalion, group or regimental chore. As a company or battery mechanic all you want to worry about now are the things that make up the backbone of a mechanic's maintenance duties. There's plenty of repair work and trouble shooting to keep every mechanic's day pretty full... without getting roped, hand and foot, by the tedious PM.

Of course, you still want to watch what goes on during the daily BEFORE and AFTER checks in your own motor pool. That means making yourself available whenever your first-echelon people want: throwing open the hood or grill doors on their vehicles. Even though the daily PM check and service is a driver or crew job, you're part of it. Why? 'Cause you're the supervisor... that's why.

Nobody expects a driver or crew member to have an inside mechanical know-how as you have about their vehicles... their primary job is operation. But, with you there to lend an understanding hand, they never are. It's a little.

Doesn't take long to find out where the tube pins are located, where to throw oil into a crankcase or how to listen for a defective muffler.

You can see that while you're supervising those operator checks, you're also giving the driver an ever more intensive education in how to look after their vehicle... while they're responsible for operating and maintaining. You just come along to take care of the bad jobs.

YOUR LO IS KING

There's another new symbol you're now to make on your PM Record (TA's Form 488) ... that's L for tube service. But, you use it only when a tube service comes as a differentiation from your Quarterly. One important thing you want to remember is that your vehicle's LO is still top-dog. The same goes for your vehicle's TM. Notice how the PM check list in the old 2810 got left out... as you put it. You just mark again that your TM-like the 2810—can cover the tubing and PM for everything that rolls, under every condition. TM 5-1610 just sets policy—and how it goes to that.

THE NEW STORAGE DEAL

THE NEW ADVANTAGE
FOR THE NEW
ADMINISTRATIVE STORAGE
DEAL. THE NEW
LIMITED STORAGE DEAL.

NEW, MODERN, INCREASINGLY
USE TO YOUR NAME IN DATA FOR
MANAGEMENT. THE NEW STORAGE
DEAL. THE NEW STORAGE
DEAL. THE NEW STORAGE
DEAL. THE NEW STORAGE
DEAL.

THE NEW, NEW TO THE NEW
OF STORAGE—AND MORE
FOR THE NEW STORAGE...

OR YOU DON'T HAVE THE NEW TO
OFFER OR MANAGE IT. NO MORE
FORGETTING YOUR FILES, FILES AND
STORAGE STORAGE, FILES.

THE NEW TO THE NEW TO THE NEW
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DEAL.

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FORMS, FORMS AND MORE FORMS

One of the sections in the chapter on maintenance does something everybody's been waiting on me for a long time. The forms needed for organizational maintenance are explained and shown in one place... . Titled 2-28.10, besides, they're all listed in for you the same way you'd do it. What's more... you're told how they're supposed to be used, filed and disposed of—all in one shot.

You also get details on the procedures that go with making our forward moved solution maintenance forms. That's in there'll be less need for each level commander to come up with improvisations and ground rules—like they've had to do when the TM didn't tell the full story. It's all part of the big plan to have everyone running in the same direction at the same speed... standardization, the Army calls it.

Best of all, the new TM gives you authority for using six new forms and one more that's optional. These long-needed forms are:

CREATING NEW FILE FOR FORM 2747

TRACKING VEHICLE AND EQUIPMENT OPERATIONAL STATUS FOR FORM 2748

QUANTIFYING MAINTENANCE ON SPEC CHART FOR VEHICLE TRACKS—TRACKING TRACKS FOR FORM 475

QUANTIFYING MAINTENANCE ON SPEC CHART FOR TRACKING VEHICLE—TRACKING TRACKS FOR FORM 475

QUANTIFYING MAINTENANCE ON SPEC CHART FOR MAINTENANCE AND USE LOGS FOR FORM 2749

TRACKING VEHICLE AND EQUIPMENT STATUS FOR FORM 2748

USE FOR OTHER TRACKS FOR FORM 475

UPDATE NEW VEHICLE TRACKS FOR VEHICLE MAINTENANCE

A NEW TRACK AND TRACKING TRACKS

UPDATE NEW VEHICLE TRACKS FOR VEHICLE MAINTENANCE

UPDATE NEW VEHICLE TRACKS FOR VEHICLE MAINTENANCE

FINALLY!

THIS IS THE OFFICIAL FORM

UPDATE NEW VEHICLE TRACKS FOR VEHICLE MAINTENANCE

SUPPLY AND MAINTENANCE ARE TWINS



You always have to keep in mind that good maintenance needs good supply priorities. You can't have one without the other. That's why the new TM chapters in a whole chapter on supply.

You get an explanation of both the old and new supply manuals that list the parts for your vehicles. In other words, TM 9-28.10 lists supplies for the Old T, B and F manuals—then goes into the three different types in the newer TM 9-series.

The TM also tells you how to keep up-to-date on your supply manuals by using DA Form 535-25, the Ordnance Corps' supply manual index.

WHAT'S WITH PARTS?



There's a whole supply section on how to get your repair parts, including who does what job to supply. Naturally, it wouldn't be a complete description without telling you all about DA Form 1346 (Request for Issue or Turn-In) and the Visible File Index that goes along with it ... not to mention some tips on how to meet items in your parts room, look in garages or use in the field.

Just about the most useful section—because it's all new info—is on how to find your way around the new Spare TM's. These are the new-type TM's coming out with the new vehicles ... like the M114 Mechanical Walk or the M56-Whom SP gun.



INSPECTION KNOW-HOW

As if the manual's enough info is not TM, you get told how to conduct each type of inspection that's in the books, who runs 'em, how to run the vehicles and how to handle deficiencies. There's also a few sample inspection forms thrown in for good measure.

You'll find it handy to have your chief system or supervisor's inspections—which your own maintenance or motor officer and sergeant are in charge of running for your unit's CO. It's a sort of personal check you make on yourself for your own satisfaction. You are in for double checking on how well your vehicle operators and crew people are doing their first vehicle maintenance. You don't have to

GET ALONG, LITTLE TALKIE...

Get a healthy walk!
Does your AM/FM/CB car
like it? You—er maybe not
your kids?

Could be. We dare you put
some PM on PM/CB to see
your family walks will talk
and listen when it's told to,
and also keep the important
walks' when the legs bring
you on a more time around.

Ramping your PM/CB on
the first is pretty easy. Come
to think of it, many because
it was built to sell with the
punches that equipment gets
when the going gets tough.

But some basic power-
management is needed for
the same... on things like

ears, antennas, batteries, clips and fasteners. Batteries run down, ears crack,
antennas get pruned and clips slowly slowly lose their grip.

You might want to bring yourself up to temporary on your PM/CB with a quick
look at or some of these items.

For one thing, arrange to say, there are three varieties of PM/CB—even though
they come in two or if there was just one type.

It's a simple case of different manufacturers, making the calls, and each one
making it a double difference.

In all with it with, this is best of the
connection plus. Among the work there
we'll see that the third the way to the
PM/CB, but that's the way to work. Your
antennas will say just what it is. PM/CB
to antennas will say it. PM/CB and
antennas will say it. PM/CB and
antennas will say it.



While some there's a so-called "phone" model (without any lower after the
PM/CB), and then there's an it and it model.

So what do they all work, don't they? There enough. But the little differences
are the things that cause the big trouble. PM/CB.





It's all in the plunger. The plunger on the "plate" model, for example, is just the right length so that when you push the TALK button the plunger hits the microphone button with just the right pressure to make a transmission.

Same with the "A" model. Only the plunger is a little shorter than the plate one—but still hits the microphone on an "A" model channel with just the right pressure. Likewise with the "B" model. And so it goes.

And that's where the trouble starts to show. If a cover with a longer plunger (like on the plate model) is put on a channel that takes a shorter length, then the long plunger will ALWAYS press on the switch, making a permanent message. Buh, buh.

Or, if you've got too short a plunger, then all the pushing in the world won't make contact.

There's one other little fly in the ointment, here, too. Since all MFC's are awarded right there in the space provided on the inside of the cover, any mislabeled of covers and channels would leave everybody up in the air over what MFC's had been applied to which channels.



The covers and channels of every MFC-4 are interchangeable with any cover and channel of other MFC-4's. The secret of our will be on the channel of another. BUT, no two covers and no two channels are quite alike when it comes to several items—especially the PUSH TO TALK switch assembly. Which happens to be the hardest part of this equipment.





DO TAD THEM TAD THEM JAY ABOUT
THE BROWN PAPER BAGS THEY'RE IN THE
BROWN HUNDRED IN THE BROWN
AND THE BROWN BAGS A BROWN IN THE
CROWN AND BROWN IN THE
BROWN BAGS IN THE BROWN BAGS
BROWN BAGS IN THE BROWN BAGS

ALSO, REMEMBER, IN BROWN, THE BROWN BAGS
ONE OF THE BROWN BAGS A BROWN IN
THE BROWN BAGS AND BROWN IN THE
BROWN BAGS IN THE BROWN BAGS

NOTE THAT ABOUT CHECKS.

WHAT? WHERE?

THIS IS THE FORM IT-2000
I HAVE IT AND I HAVE IT
I HAVE IT AND I HAVE IT
I HAVE IT AND I HAVE IT
I HAVE IT AND I HAVE IT
I HAVE IT AND I HAVE IT
I HAVE IT AND I HAVE IT
I HAVE IT AND I HAVE IT



NAME		ADDRESS	
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STATE		ZIP	
DATE			
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99. []			
100. []			

Check for missing information

SECTION 1 - PERSONAL INFORMATION

NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____

ZIP: _____

DATE: _____

1. **NAME** (Last, first, middle initial) _____

2. **ADDRESS** (Street, apartment, or other) _____

3. **CITY** _____

4. **STATE** _____

5. **ZIP** _____

6. **DATE** _____

7. **NAME** (Last, first, middle initial) _____

8. **ADDRESS** (Street, apartment, or other) _____

9. **CITY** _____

10. **STATE** _____

11. **ZIP** _____

12. **DATE** _____



This 44-71000 form itself shows how easy it is to keep a close file on your family affairs, and the serial items in the 1st and 2nd columns further give the word on what facts to check-carefully for the details to have a look.

SECTION 2 - FAMILY INFORMATION

1. **NAME** (Last, first, middle initial) _____

2. **ADDRESS** (Street, apartment, or other) _____

3. **CITY** _____

4. **STATE** _____

5. **ZIP** _____

6. **DATE** _____

7. **NAME** (Last, first, middle initial) _____

8. **ADDRESS** (Street, apartment, or other) _____

9. **CITY** _____

10. **STATE** _____

11. **ZIP** _____

12. **DATE** _____

13. **NAME** (Last, first, middle initial) _____

14. **ADDRESS** (Street, apartment, or other) _____

15. **CITY** _____

16. **STATE** _____

17. **ZIP** _____

18. **DATE** _____

19. **NAME** (Last, first, middle initial) _____

20. **ADDRESS** (Street, apartment, or other) _____

21. **CITY** _____

22. **STATE** _____

23. **ZIP** _____

24. **DATE** _____

25. **NAME** (Last, first, middle initial) _____

26. **ADDRESS** (Street, apartment, or other) _____

27. **CITY** _____

28. **STATE** _____

29. **ZIP** _____

30. **DATE** _____

31. **NAME** (Last, first, middle initial) _____

32. **ADDRESS** (Street, apartment, or other) _____

33. **CITY** _____

34. **STATE** _____

35. **ZIP** _____

36. **DATE** _____

37. **NAME** (Last, first, middle initial) _____

38. **ADDRESS** (Street, apartment, or other) _____

39. **CITY** _____

40. **STATE** _____

41. **ZIP** _____

42. **DATE** _____

43. **NAME** (Last, first, middle initial) _____

44. **ADDRESS** (Street, apartment, or other) _____

45. **CITY** _____

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48. **DATE** _____

49. **NAME** (Last, first, middle initial) _____

50. **ADDRESS** (Street, apartment, or other) _____

51. **CITY** _____

52. **STATE** _____

53. **ZIP** _____

54. **DATE** _____

55. **NAME** (Last, first, middle initial) _____

56. **ADDRESS** (Street, apartment, or other) _____

57. **CITY** _____

58. **STATE** _____

59. **ZIP** _____

60. **DATE** _____

61. **NAME** (Last, first, middle initial) _____

62. **ADDRESS** (Street, apartment, or other) _____

63. **CITY** _____

64. **STATE** _____

65. **ZIP** _____

66. **DATE** _____

67. **NAME** (Last, first, middle initial) _____

68. **ADDRESS** (Street, apartment, or other) _____

69. **CITY** _____

70. **STATE** _____

71. **ZIP** _____

72. **DATE** _____

73. **NAME** (Last, first, middle initial) _____

74. **ADDRESS** (Street, apartment, or other) _____

75. **CITY** _____

76. **STATE** _____

77. **ZIP** _____

78. **DATE** _____

79. **NAME** (Last, first, middle initial) _____

80. **ADDRESS** (Street, apartment, or other) _____

81. **CITY** _____

82. **STATE** _____

83. **ZIP** _____

84. **DATE** _____

85. **NAME** (Last, first, middle initial) _____

86. **ADDRESS** (Street, apartment, or other) _____

87. **CITY** _____

88. **STATE** _____

89. **ZIP** _____

90. **DATE** _____

91. **NAME** (Last, first, middle initial) _____

92. **ADDRESS** (Street, apartment, or other) _____

93. **CITY** _____

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96. **DATE** _____

97. **NAME** (Last, first, middle initial) _____

98. **ADDRESS** (Street, apartment, or other) _____

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101. **ZIP** _____

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103. **NAME** (Last, first, middle initial) _____

104. **ADDRESS** (Street, apartment, or other) _____

105. **CITY** _____

106. **STATE** _____

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108. **DATE** _____

109. **NAME** (Last, first, middle initial) _____

110. **ADDRESS** (Street, apartment, or other) _____

111. **CITY** _____

112. **STATE** _____

113. **ZIP** _____

114. **DATE** _____

115. **NAME** (Last, first, middle initial) _____

116. **ADDRESS** (Street, apartment, or other) _____

117. **CITY** _____

118. **STATE** _____

119. **ZIP** _____

120. **DATE** _____

It's good for a month and over paper work down to real facts. Only the checked items, of course, refer to the PHC-4. Any other instructions, etc., are right there on the form itself . . .

Any CB radio's ever used a ham-style knows there's a little more involved than grabbing a receiver-transmitter and making with the chatter. There are such things as auxiliary equipment, additional equipment, and some equipment that comes with the basic item.

THIS IS WHAT YOU GET AS BASIC ISSUE:

Radio Receiver-Transmitter RT-190 (PNC-6)

Headset H-308 (OPT)

Complete set of spare tubes, six 6AF6 tubes, three 6X5 tubes, two 6AV6 tubes, one 6C21 tube, and one 6BD tube. One spare is provided for each of the tubes (13) of the radio set—no person will hold these.)

Technical Manual

TM 11-296 (Sept 58) Operation and Organizational Maintenance, with changes 1 and 2.



THIS IS WHAT IS DRAWN AS

"ADDITIONAL EQUIPMENT REQUIRED":

Battery BA-375 (U)

Crystal Kit CK-6 (U)

One (Operator gets this)

Consisting of 42 crystals—one for each operating frequency of the set except 27 mc. This is the crystal that is shipped with every PNC-6. Second edition equipment gets this.)



Channel Alignment Indicator CA-293 (PNC-6)

Consisting of a meter with corresponding scaling and needles. (Second edition equipment gets this.)



AND THIS IS WHAT YOU MAY DRAW AS "AUXILIARY EQUIPMENT":

Antenna AT-349 (DND)

(Commonly known as a loop antenna for direction finding—second edition equipment gets and holds these.)



If you were in a quick cover to chassis check, which any inspector is liable to make. Also a check that any operation can make ahead of time:

COVER

Just to see it's tagged or marked before separating it from its chassis.

The sling and not looped in here.

Push-to-talk button—right and easy. But rubber cover sometimes rubs loose from the top and shows whether it gets against a man's pack if the PTT is carried over the shoulder.

Cover and duff, checked as usual.

CHASSIS

Extreme connection—right and close.

For a microphone, no right fit—between ... here or out of shape.

Off-jitter switch—working, working positive connection.

LAMPON fixed or pins—in place and not folded.

Balance control—moves easily, gives full range.

Pin or headset connector—straight and close.

All cables—made heavy.

There are lots of, guess, there are tricks to my trade. Here are one or two for your PRC-6:

What does PRC-6/TALK switch? It's a small battery filter! It takes the life out of your BA-270/U two times faster than the EXT-OFF-INT switch. Look at it this way:

When a man turns on his PRC-6, he switches on (among other things) the receiving tubes. There are four tubes not in the circuit at this time, even though the set is as good ready to receive. There are the transmitting tubes. They light up only when the TALK switch is pushed. Go from action almost in a split second. Don't have to warm up or anything like that.



And when their batteries go on, they really make a hit out of a battery. For example, a PEG-i with a fresh battery probably could stay on the air in a receiving condition for almost 24 hours. But it's only good for about one hour of sustained broadcasting.

And the big drain isn't in the sound you push the TALK switch. Makes no over-mind whether you're talking into the set or not—although that draws an additional drain on.



Most of the money. If you feel like playing with something, push on something beside the TALK switch of your PEG-i. Every push you give is pushing life out of the battery fast.

Try not to stand there with your digit depressing the switch 15 or 20 seconds before actually making with the talk. Be ready to send your message as soon as you push it. Anything else will waste time and battery life. You never get back either one.

Speaking about OPERATION TIPS...



A PEG-i without a good battery is something like a girl without a smile. Could mean you're talked from the man.

One last thing, the BA-173/U should be taken out of the handle while any time the equipment is going to sit on a shelf for a while. Best to keep it dry and at a fairly constant temperature whenever that's possible. Otherwise, you'll get the green light for cheap corrosion, or at least speed up that unpopular process.

After all, it's a simple enough deal to slip those batteries in place. Although, like we said, there are tricks to the trade.

Sometimes the battery cable and plug make trouble. Like when the plug on the plug are loose. Or if the cable is a little frayed and won't where it joins the plug. A repairman will straighten out those problems. But the man who uses those sets can go a long way in making sure the trouble never shows up in the first place.



One more operating tip may help you get the message there. Always keep your eye on the pressure. Yes, even on a PBC-6. And especially if your work is on the move.

As a general rule, keep the AIR VALVE closed. Finger-tight. But not too tight. If you're going on a single shift work (like starting a loading operation) and there's a chance you might get more's just too hot, make sure the air valve is shut tight. Same if you're dragging along in the rain, snow, slush and what have you.



Best of all, keep that valve closed all the time—except when you're actually going on the air or making like a mountain climber and increasing your elevation fairly fast and often. The pressure inside the air has to be the same as on the outside. The air valve is the only way to make sure that it is.

There may be a whistle or three on their MPFC's, but a quick run-down on them should add to an operator's "harvey" on his PBC-6.

WHIS 56 11-294-2 15 lbs 50

Patented over the plunger on guide-tube with a piston it from slipping out of valve.

WHIS 56 11-294-3 15 lbs 10

Patented spring mounted battery-actuator to replace pump when pad.

WHIS 56 11-294-4 15 lbs 11

Patented for installation of a pressure relief valve.



Your PBC-6 handle-tube will live up to its name every time with the right dose of preventive maintenance. Only a few minutes a day and just a few more minutes each week . . . will guarantee to get the message there.

When you've got a job to do—but no instructions on how to do it—things can get pretty tough.

That's the kind a lot of guys run into putting work markings on their vehicles. (Well, quite a few folks: How can we put 'em on when we don't know where they go?)

Normally, the place to look for guidance is AR 746-100-1, 117 (Box 111, "Marking and Parking of Supplies and Equipment." It has a lot of pictures and instructions on where to put markings.

But, doesn't your outfit has some equipment that isn't pictured in the AR. Take the (Mechanics) Wrench as an example. It's pretty new, and there's no picture or discussion of it in AR 746-100-1. So, what to do?

Page 14 of the AR, plus a little heavy sense, solves the problem. And the AR gives you a lot of leeway in our heavy sense.

It says this:

Basically, the place to look for guidance is AR 740-1000-1, 11P (Box 111, "Shipping and Packing of Supplies and Equipment." It has a lot of pictures and instructions on where to put markings.

But, doesn't my gear really look more equipment than it's planned to be in the AR. Take the Mechanical Mule, for example. It's pretty nice, and there's no picture or discussion of it in AR 740-1000-1. So, what to do?

Page 101 of the AR, plus a little horse sense, solves the problem. And the AR gives you a lot of leeway on our horse sense.

It says this:

(But, doesn't one give credit for some equipment that isn't pictured in the A.R. Table) (The Chemicals Made is an example. It's pretty new, and there's no picture or discussion of it in A.R. 744-1300-1. So, what to do?)

(Page 14 of the bill, plus a little house vote, solves the problem. And the A.R. gives you a lot of leeway in our better cases.)

(It says this:

Put 101 of the 101, plus a little extra, into the problem. And the 101 gives you a lot of leeway in your extra notes.

It says this:

The research objectives



“You can see that a lot is left up to your judgment, [in] when you’ve got to mark a piece of equipment and even though specific instructions in the 403, look to a good place on the frame and rear. If there is none, say the side. Still, if there are no marking places at all on the item, [will] Can someone determine, from a small tag placed in front of the item whether it, the 403 says it’s OK, [signs the marking in the required equipment.]”

No, when there's any doubt about where to put unit meetings, get your CEO or chairman on the way, to decide where the meetings will go. Then, naturally, you make all similar assignments in the same place for uniformity.

Take a look at how old-style is marked in the front end too. They're the new best-kept places for your code machines to go.

No guesswork in putting out mailings on your equipment: the lack of instructions. Part 1 of 33 746-1100-1 gives you the authority to pick the right one.

NO GUESSING NOW



For some time now, there's been quite a hassle among engineers, manufacturers and those who know gear-cars best about what's a leak, not a leak, but a seep.

Before actually getting into the leaks, there are a couple of other things that should be brought out.



First, all seals are supposed to let a little gas go by. That's how they like themselves.

But, the question is, what's this little gas turn into a leak? In other words, how do you know when a seal's done and is letting lots of leaks flow through?



Generally speaking, a seep is just a light stream of leaks at the seal that collects dust. It leaves a damp or sticky spot right on the part(s) you see.



When you have a leak, this, like, flows past the seal and slips from the area. These flows should not be noticed as public of leaks gas at the feet or ground after a vehicle's been parked for a time.



Sometimes a look can be spotted when this is being done surrounding parts.

If you think you've poured too much tube into a particular part or valve, fill that part up with tube to its right level. Then, leave the track parked for a time—don't really worry whether she's turned up or not. If, when it starts, you spot that black gas on the floor underneath the part, then you know she's leaking for some reason. If you want to find out how bad the leak is, stick a pen or marker under the part.

But, before making about like a bull in a china shop and dipping out the seals, better make sure you're not losing tube from leaking gaskets, a cracked housing, a loose drain plug, missing cover caps screws or dirty or non-opening breather. Changing seals is a rough-enough job—as some doing it under you're really sure that it's the cause of the leak.

Take care, for example, you never mistake overflow for a leak and change seals needlessly. It's very possible that too much tube was poured into a part in the first place; the tube was, you'll have to see your head. If, for example, you find lots of tube spewed over a part and yet that part's tube level isn't low, then you know that overflow may have caused the loss.



Seeps are pretty easy to spot. Take a look, for example, at your transmission. No doubt there are black, oily-looking spots around the transmission cover's bolts. This is a seep—it's just a little tube. It could be caused by the increased pressure of the transmission building up in a point where it leaks out a little tube. But, it sure as heck is not a leak.

Another thing—when checking over tube levels, keep your LH and TH handy so you can see where the level plugs are. These publications will also tell you off on what you're supposed to service your track and how much tube the transmits also, transfer and differential tube. By the way, make sure you check your tube level at the right level plug—check it at any other place, and you'll get a wrong reading.

Connie Rodd's

"SHORT 'N' SWEET DEPT."



Radiator results

Hey, you guys man . . . the parts to put that new radiator (2040-583-7121) on your 12-cylinder Indurash (2012-6-742) should be available for you men. The parts you need come in a kit under FSN 214-B-007-3005.

The disassembly is linked for now so if they aren't right on hand just keep yourself—and the truck—cool, man, for the meanwhile.

But don't try coloring any individual parts of the kit 'cause they haven't been assigned any FSN's. You'll get the whole kit and that's it. Just like the song, "All-Go Shopping For A-1."

Oil's well

It's been said before . . . but it won't hurt to say it again.

That is, you are now blessed all-right with a full 16 to the wooden part of your weapon, waiting or drying out. In other words, don't—fine don't—use boiled linseed oil on the wood.

You want to know why? Boiled linseed oil has stuff in it that makes the oil dry out. When it's drying, the oil leaves a film that just gums up on you.



What you do is rub the raw oil into the wood with your fingers and then wipe off any don't left over with a rag. Don't let the stuff get on moving metal parts . . . it binds 'em up.

FSN 2010-214-0110 gets you a quart of raw linseed oil . . . FSN 2010-220-2011 is worth a gallon.

If you see FSN 2010-244-0061 on a plus run or FSN 2010-171-0241 on a

golden can, next door to it. Those numbers mean it's boiled oil.



All four cans come from the English room.

A must

Be sure you get a hold of Change 4 (18 May 68) to TM 18-1000. It gives you the full poop on scheduling MRE maintenance services on the DD Form 114, "Preventive Maintenance Schedule and Record."

This new change supercedes Changes 1, 2 and 3. It also gives the locations on performing inspections and maintenance according to DA Form 455, "Work Sheet for Machine-Handling Equipment."



The salesmen have been at work on figuring out the vehicle classification for your 1-ton M41 crawler. They've come up with the correct figure—21.

That's right...a fig. for 21. Not

21, like PG 69, page 58 said. It seems there were some factors that got left out when that 11 was figured.

So, remember, when you come to a bridge, your M41 number is 21.

Easy on the driver? Now!



Bring your M41 portable flame thrower's not like riding in on a point game. Make of that slow and stop on the slow wall here.

Even if your firefighter does have five 'w's' up in slaps, they won't be the least inclined to light if you expect that ignition trigger like it was just last week of ships.

Instead, handle that baby like you'd reach for the gun-like and vigorous-like. This'll make sure that the metal match plug'll go up through the plastic body of the cylinder with enough force to start your flame.

Remember, too, you've got five chances—and only five—in any in the

game. If you grab with all five fingers, the whole ignition cylinder has to be rotated, not to mention your right arm, since it's not likely you'll be carrying a spare in your hip pocket when the chips are down.



So say a friend and pull that trigger like it ought to be pulled—quick, firm and hard.

Footish squeeze

How goes it with your Mini-series tank?

"Not bad," you say . . . "except for some minor things." Here hope you're not passing it off as minor if you're having trouble with your M13 Institute computer.

Oh, no . . . if the remote selector shaft is binding or seizing, join the world along to your support unit.

And to help roll a tank so much of the same trouble developing in the house, keep the remote-selector handle as far as it will go when you're not using it.



That'll keep dirt and dust off the shaft and cut down on the chances of the

handle snagging on something and bending the shaft. A bent shaft means, you know.

It wouldn't hurt to also give the handle a few rubs now and again to



make sure things aren't working up to a head or tail.

Selecting the shaft

It's easier to remove the handlestick from your 50-mm tank gun when you have the fitting eye dimensioned.



Ask your support unit to run the shaft 1 1/2 inches from the center of the eye . . . thread the end of the shaft over

back with a No. 11 LITTON 2A die... grind away the 126084 part number... and stamp on a new part number—874211b.



You'll find the mounted lifting eye gives you more maneuvering room for the levelblank.

Problems caused with varnish



So the locking roller works on your M184 or M184.1 perhaps means have been working loose from vibration and losing the roller flip on you.

You know about the mounted you're with an M184.1 or M184.2 tank... M17 mounted personnel carrier... or M18 self-propelled 4.2-in mortar.

The way it is... what the screws get loose, a couple things can happen—like locked up bearings, a burned portage or lost screws.



There's some good news, tho... some stuff the Engineers have a great for keeping all these screws tight. That



would be insulating varnish, electrical, which comes in a pint can under EPO 9570.244-4170.



All it takes to make this stop put is a couple drops of the varnish on the threads and under the head of the screw.

Other notes

You M17-Care operators something second in these areas where the temperature is consistently below 50 degrees having trouble with your valve lifters and maintain? If so, get news for you.

If you're in an area where the temperature runs from 50 degrees to -40 degrees F, don't lose vehicle's crankcase and oil is with oil. Then, get more additives, Arctic, Engine, EPO 280-

194-1207-it comes in cansisters. Add a canister every time you change your oil—every 100 hours of operation.



If your engine run up more than four quarts of oil any time before that 100-hour oil-change comes around, drain the crankcase again and refill it. Add another canister of the additive.

This dope is spelled out in SAE J-113 (11 Saps 77). The idea is to your machinery when repackaging the stuff.

Elbow on

Mobil's canisters . . . watch out for the oil-cooler-to-ether coupling (P/N 1008-521-0071) on your 431 1700-B engine—especially on cold weather runs.



Oil pressure can build up high enough to force the ether elbow from the coupling. When it does pop, oil gets pumped right out of the engine so fast it'll cause the water-coolant and over-heating, and bowing, so learn this before you can say "headbowed bang with a big bang."



This coupling pop is the result of oil pressure forcing the ether pipe through the retaining ring. This ring, located under the congeal seal, is present on the ether elbow pipe at the time of manufacture and is meant to stay put.

To make the ether coupling hold, have your supplier seal break the retaining ring in the oil-cooler ether pipe. Get that little job done right now and save a lot of trouble later on.



JOE'S
DOPE

**IDLE
HOT**



THAT'S IT!
TAKING A NIGHTLY WALK
WASN'T COMBING JAMES
TO A HOUSE OF FORTUNE
HE WOULD BE PROBABLY
ONE OF THE BEST
OF HIS AGE

ZZZZ



WELL, HE WAS A
GREAT, BUT ONE
THE BEST OF LUCK
HE WOULD BE
ALL THE TIME, BUT A
WELL, HE WAS A
GREAT, BUT ONE
THE BEST OF LUCK



HUH





**CHECK YOUR VEHICLE'S
TM CAREFULLY
KEEP YOUR WINTER
PM IN HIGH GEAR**

[illegible]

All models that are equipped with extra equipment should be equipped with the A-10. With some philosophy systems, like those from the 1980s, the

1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398</
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THE PROPOSING PARTY
PARTY OF THE
FALL, AND WILL BE
HOLD AT THE FALL
MEETING OF THE
COUNCIL OF THE

HOW WITH TRUCKER REGIONS, THERE A LOT
OF BARRIERS THAT REMAIN, AND TRUCKING COMPANIES
A LOT OF BARRIERS IN A WAY OF THE WAY OF
A LOT OF BARRIERS REMAINING AND
BARRIERS REMAINING

JOE'S

Dope Sheet

Your engines will be up to snuff
Out where the going's real rough,
If you keep a close eye
On how to idle, and why,
And you'll be back to say "It was tough."



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

WHEN YOU LEAVE
YOUR CAR, ALWAYS
CHECK YOUR
TIRE PRESSURE.
IT SHOULD BE 35 PSI.



In fact, it's better to
drop your tire air-
gauge whenever you
can.

It's not the little, but
to supply current to.



BUT

if the situation calls for it, such as
heavy loads, or driving through, over rough
terrain.

When you leave your
car, always check your
tires. If you don't, you
may have a flat tire.
Check your tire
pressure.



But all that's left is the little, but
to supply current to.

BUT, when you leave your
car, always check your
tires. If you don't, you
may have a flat tire.
Check your tire
pressure.



When it's too cold to drive
your car, just don't start it until you have
it warm.



But if you get stuck in a
hole, you might not start
it until you have it
warm.



When it's too cold to drive
your car, just don't start it until you have
it warm.



[illegible]

1. The above information is for informational purposes only and does not constitute an offer or recommendation to buy or sell any security or financial instrument.

[illegible]

the average the specific gravity is 1.026-1.028, and the average viscosity is 1.07-1.08 centipoise at 25°C. The average density is 1.026-1.028 g/cm³ at 25°C.

Figure 1

 When the user gives a command, auxiliary data from the above, parsing the instructions is used.

On slides 24-27, compared with April 2008 values, that column is the right column with getting the column, so you would see the following changes that night.



THE
PROJECT
SCHEDULE
AND
COST
CONTROL



INTERCHANGEABLE IGNITERS?

Dear Hay-Mot:

What's the scoop on the distributor assemblies for the M44 and M44-1 (also GM 7-021's) GT40 (Item 26) and GT40 L40s (No. 26) will you be use the same distributor and coil assembly on both vehicles?

Meanwhile, we'll assembly, FOM 2506-115-4706, AL-141-0000-107, GT40-115-4706 (Def Part Number) 100-115. The numbers all about out.

But, TM 2-801-2 (April 21) page 170, paragraph 147-8 gives 21 degrees for the ignition point dwell for the M44-1, and TM 2-801-2 (Item 26) page 173, paragraph 147-8 gives 18 degrees for the M44.

And you won't get a reading of 21 degrees dwell angle with an ignition point gap at the specified service dimensions of .004 inch (.025).

W'aaaaa??

Sgt D. E. B.

Dear Sgt D. E. B.,

Comrade, let's let the GT40's are right. You use the distributor assembly FOM 2506-115-4706 on both M44s vehicles, and you use the point dwell at 18 degrees for both of 'em.

WASH THINGS A COMBAT BETWEEN COMRADES. LATE IN THE YEAR, 1940, BY THE GREAT FIGHT.

WASH THINGS A COMBAT BETWEEN COMRADES. LATE IN THE YEAR, 1940, BY THE GREAT FIGHT.

FOR TWO-115-4706 WITH 18 DEGREE POINT Dwell, 0.025 IN 0.025 IN.



Hay-Mot

WHERE YA GOIN'?

Dear Half-Mon:

There has been some argument about the DD Form 130. Some say you put your destination on the trip ticket before you leave and others say you can wait until you get to your destination before you fill it in. What's the answer?

SP3 L. W. B.

Dear SP3 L. W. B.,

It's hard to put the destination down before you leave, all right . . . here's why:

If you're stopped by an inspection team, road block, or an MP and questioned, then you could show him the trip ticket and it would explain why you were in that location and where you were going.



In fact, a DD-Form 130 should always show where you're going. You put your destination down before you start, and after you get there you put down the time you arrived, spontaneous routing, and the miles you traveled.

Half-Mon

ALL LIT UP



Dear Half-Mon:

Gen'l BVL 6749 (4) 11 says that light, identical marker, parking and signal map (Gen'l Sec'd. No. 6749-7080/MB) is to be substituted to light, FOM 2320-772-8000 657643.

When we got this new light, we found it didn't fit. As a matter of fact, they look nothing like the older light—the older one is a combination parking and BD light, whereas the new one's just a plain BD light.

How'd we goof?

SP3 R. M. M.

Dear SP3 R. H. M.,

By using an Ord T which has been superseded. The new Ord T SNA GT49 is dated April 1957 and runs up this hole no problem.

This new Ord T authenticates Light 6226-773-2614, which is British and easy to fix. If you've ordered a number of them 1526-773-3899 light, you can have them back in and get the 6226-773-2614 light in their place.



The 1526-773-3899 light, by the way, should have this number instead: 6226-773-3899. And, it's to be used on the M40 series tanks, the M48A1 high-speed cruiser, the M48 and M49 heavy gun-fighting tanks, and the M48 and M48A1 jets.

Fluffy-Moose

WIDGET DIGIT



Dear Fluffy-Moose,

My Ord T SNA GT49 (April 57) gives the widget profile 2117 as the first four digits of the PIV for the dot and solid spark plugs. P147, on the other hand, gives the profile for these plugs as 1026.

Which is right?

PFC R. G. M.

Dear PFC R. G. M.,

The National Supply Classification profile for all spark plugs is 1026.

As you know, the stock numbering system has been and is going through a change. The profile for the plugs in Ord T SNA GT49 is an old one—and outdated. It's just been brought up-to-date, and P147 gave the latest information on it as you can see in SM 5-1-1026 (Dec 56), for example.

Fluffy-Moose

CURE FOR FREEZING

Dear Flak-Mat,

It's got most of our gas from drums and then found that there's a lot of water in with it. So, water gets into our vehicles' gas tanks, and we start having trouble when the weather falls below freezing.

What can we do?

Cpt. R. R.



Dear Cpt. R. R.,

When freezing temperatures are expected, you'd better drain the fuel tank camp and add a quart of denatured alcohol to a 50-50-gal fuel tank when you fill 'er up.

Then, keep draining that camp and filling every week or more, if you have to, to remove any water alcohol mixture that gathers in the bottom of the tank filters. Then, add a quart of alcohol again. By the way, when you add the first quart of alcohol, it'd be a good idea to add to gas every time you fill the tank up.

The name of the gas you'll use to make alcohol is—Alcohol, Denatured, No. 2-D-60100A (TIC-11, Grade II).

Now, you can get this stuff in 1-gal barrels, 1-qz bottles or 1-gal cans. Just figure out how much you're going need to take care of all your vehicles, put down in whatever container you want that alcohol to come and use those stock numbers—

1-GAL. BOTTLE.....	750 4200-251-0200
1-QZ BOTTLE.....	750 4200-251-0200
1-GAL. CAN.....	750 4200-251-0200

The Chemical boys have the responsibility for this alcohol. If you need more information on weather operations, dig up a copy of TM 9-2851. It covers the subject pretty well.

Flak-Mat

ACCESSORIES VS. ATTACHMENTS



Dear Sgt Dwyer,

I've got a question that I've heard kicked around in equipment pools longer than I can remember. I'm not trying to throw you a curve, Sarge, but what's the difference between an accessory and an attachment?

Sgt R. E.

Dear Sgt R. E.,

That's more like a high, five punch than a curve, but I'm not far off. Here's the difference between an accessory and an attachment:

An accessory is any item or gadget on your equipment that adds to the equipment's functioning or to its effectiveness. This includes . . . winterization kits, oil coolers, vacuum-operated mechanical-ventilation filters, and hammers for broken chains, steering, etc.

An attachment is an item or a device which is added to your equipment for a specific purpose or use, but is not part of the basic piece of equipment. Attachments usually get their operating power from the rig to which they're attached. In this group are . . . shovel boxes, angle drivers, scufflers, scrapers, PCL's, etc.

Maintenances won—you service the accessories as part of the regular daily, weekly, or monthly PM on your rig like the TM, TR, or LO rps. Attachments can also be maintained and serviced in the same way as long as they're attached to or joined to the equipment. There's space on page 2 of DA Form 404, "Work Sheet for PM and TM of Engineer Equipment," to list the attachments being serviced. When an attachment is not joined to or made a part of a rig (like when it's in storage or not being used)—then it's maintained as a separate piece of equipment.

Sgt Dwyer

you need for me heads. This includes plastic rivets, special self-sealing tape and lengths of plastic cord.

Lookin' at them, you'll be like:

The same vinyl cover is handy when the cover already on the head becomes cracked, chafed or discolored.

Therape? It makes sure the vinyl stays in place, and, more important, it gives a liquid-proof seal. Stick it on along all four edges of the vinyl—and on the underside of the existing flap.

And the plastic seal keeps the lower part (flap) of the head snug against the rim. Provide a hole in each corner near the base of the head flap and slip a cord, knotted at each end, through each hole. Then do 'em together behind your back to make a tight fit.

800-841-1-285-9042 gets the list. It's Q&A.



CABLE CUTTER

Ever have the bumper cable supports get all bent up instead of the rocket squib cable breaking when you pop off your Heaton John Rocket?



You can cut a hole in that bumper by running the cable from the rocket motor to the bumper (on your truck) chassis and then on to the squib on the launching beam. By wrapping the cable around the bumper, a new or new, it'll snap like it's supposed to.

UPs and DOWNs

You know the guys you look at in the ad for the off-road level in the Miller-Ajco Industries' hydraulic power pack? How can you tell if you're reading the paper on the radio, or not?



RALLY 'ROUND



But! Come winter, and ya get kinda sluggish — you move a little slower, and maybe when you do, you're kinda stiff and balky in the joints. Some thing applies to the moving rails in your Miller-type air. Come the Jack Frost, and they're apt to freeze up on you — or so is the stiff gas-line way you can expect all that moving mechanical parts in cold weather.

To keep your rails working like they should and to keep 'em from derailing, a pop-up reminder in cold weather checks EO 9-58 (4-1-1) (6 July 54) and then runs your hydraulic checks over these signs:

Before trying to raise your rails, get a light coat of oil or grease on the moving air joints.



Put a few drops of the oil or grease on all your hydraulic connections.



Exercise all down-line cylinders by hand 10 times before trying to work your function.

YOUR RAILS



Run the hydraulic pump for at least three minutes with the system under load. Raise the function without the risk of lost rails. Once and then the slower down at least once before raising the elevation, and make sure the rails are fully open before moving it.



After you've checked the oil weather checks, you can run easily 500 checks on your rails, make a run, and check the system position, and the regular weekly maintenance is the inspection.



CHECK YOUR GENERATOR

Is it 45-500 (generator) (check function or function)? If so, hold it open for your field maintenance with. The 10 most that is check to see if it has the proper balance. 500-500 (10) for the full complete. It's important.

NIKE-AJAX TOOLS

ANTHONY LUCIANO



You have an MGB 2017? You are electronic assembler? You hang your laptop bag in the assembly area of a Nike Ajax club? Well then . . . read on for a look-see at the tools you're supposed to have. They're all Dedolux except the ones marked otherwise. The names and numbers are the same used in these tools.

The main name is Tool Kit, Organizational Electronic Assembler, Coded Minko (CMA), P/N 2010-045-00-00, SM 9-4-1000, J10-40.

You're allowed over 10.

100111, 100111
Wrench 1/2 in. x 1/2 in.
1/2 in. x 1/2 in.
1/2 in. x 1/2 in.
1/2 in. x 1/2 in.



1001

1001 1001 1001

1001, 1001, 1/2 in.
1/2 in. x 1/2 in.
1/2 in. x 1/2 in.
1/2 in. x 1/2 in.



1001

1001 1001 1001

1001, 1001, 1/2 in.
1/2 in. x 1/2 in.
1/2 in. x 1/2 in.



1001

1001 1001 1001

1001, 1001, 1/2 in.
1/2 in. x 1/2 in.
1/2 in. x 1/2 in.



1001

1001 1001 1001

1001, 1001, 1/2 in.
1/2 in. x 1/2 in.
1/2 in. x 1/2 in.



1001

1001 1001 1001

1001, 1001, 1/2 in.
1/2 in. x 1/2 in.
1/2 in. x 1/2 in.



1001

1001 1001 1001

1001, 1001, 1/2 in.
1/2 in. x 1/2 in.
1/2 in. x 1/2 in.



1001

1001 1001 1001

1001, 1001, 1/2 in.
1/2 in. x 1/2 in.
1/2 in. x 1/2 in.



1001

1001 1001 1001

**SOCKET, SOCKET
WRENCH** used to turn
in 3/8-inch, 1/2, 3/4
in. sq. (See for Tools
Comp. No. 1010A, 41
inches)



1 inch

FOR TOOL 1010A

**SOCKET, SOCKET
WRENCH** used to turn
in 3/8-inch, 1/2, 3/4
in. sq. (See for Tools
Comp. No. 1010A, 41
inches)



1 inch

FOR TOOL 1010A

**SOCKET, SOCKET
WRENCH** used to turn
in 3/8-inch, 1/2, 3/4
in. sq. (See for Tools
Comp. No. 1010A, 41
inches)



1 inch

FOR TOOL 1010A

**WRENCH, OPEN END
OPEN END** (See for
Tools Comp. No. 1010A, 41
inches)



1 inch

FOR TOOL 1010A

**WRENCH, OPEN END
WRENCH** (See for
Tools Comp. No. 1010A, 41
inches)



1 inch

FOR TOOL 1010A

**WRENCH, OPEN END
WRENCH** (See for
Tools Comp. No. 1010A, 41
inches)



1 inch

FOR TOOL 1010A

**WRENCH, OPEN END
WRENCH** (See for
Tools Comp. No. 1010A, 41
inches)



1 inch

FOR TOOL 1010A

**WRENCH, OPEN END
WRENCH** (See for
Tools Comp. No. 1010A, 41
inches)



1 inch

FOR TOOL 1010A

**WRENCH, OPEN END
WRENCH** (See for
Tools Comp. No. 1010A, 41
inches)



1 inch

FOR TOOL 1010A

**WRENCH, OPEN END
WRENCH** (See for
Tools Comp. No. 1010A, 41
inches)



1 inch

FOR TOOL 1010A

WRENCH SET, SOCKET
HEAD, 10mm, 12mm
hexagonal, 1/2 in. long,
10mm to 1/2 in. in
overall length, 1/2 in. in
overall width, 1/2 in. in
overall height, Type
1, Class 1

10mm
12mm

1 mm

FOR 10mm-12mm

WRENCH, SOCKET,
CIRCLE HEAD, 10mm
hexagonal, 1/2 in. in
overall length, 1/2 in. in
overall width, 1/2 in. in
overall height, Type
1, Class 1



1 mm

FOR 10mm-12mm

WRENCH, SOCKET,
CIRCLE HEAD, 10mm
hexagonal, 1/2 in. in
overall length, 1/2 in. in
overall width, 1/2 in. in
overall height, Type
1, Class 1



1 mm

FOR 10mm-12mm

WRENCH, SOCKET,
CIRCLE HEAD, 10mm
hexagonal, 1/2 in. in
overall length, 1/2 in. in
overall width, 1/2 in. in
overall height, Type
1, Class 1



1 mm

FOR 10mm-12mm

WRENCH, SOCKET,
CIRCLE HEAD, 10mm
hexagonal, 1/2 in. in
overall length, 1/2 in. in
overall width, 1/2 in. in
overall height, Type
1, Class 1



1 mm

FOR 10mm-12mm

WRENCH, SOCKET,
CIRCLE HEAD, 10mm
hexagonal, 1/2 in. in
overall length, 1/2 in. in
overall width, 1/2 in. in
overall height, Type
1, Class 1



1 mm

FOR 10mm-12mm

WRENCH, SOCKET,
CIRCLE HEAD, 10mm
hexagonal, 1/2 in. in
overall length, 1/2 in. in
overall width, 1/2 in. in
overall height, Type
1, Class 1



1 mm

FOR 10mm-12mm



WRENCH, SOCKET,
CIRCLE HEAD, 10mm
hexagonal, 1/2 in. in
overall length, 1/2 in. in
overall width, 1/2 in. in
overall height, Type
1, Class 1



1 mm

FOR 10mm-12mm

WRENCH, SOCKET,
CIRCLE HEAD, 10mm
hexagonal, 1/2 in. in
overall length, 1/2 in. in
overall width, 1/2 in. in
overall height, Type
1, Class 1



1 mm

FOR 10mm-12mm

WRENCH, SOCKET,
CIRCLE HEAD, 10mm
hexagonal, 1/2 in. in
overall length, 1/2 in. in
overall width, 1/2 in. in
overall height, Type
1, Class 1



1 mm

FOR 10mm-12mm

STEADY AS YOU GO



Radio power 'round all engine models is what counts, especially on things like hand starting the LFI for its power tank.

A simple but hard job is on the hand starter handle, and you'll be wondering why you're getting no place fast. The answer's simple: The hand and heavy is pull is more likely to break the handle and retaining pin on your starter.

To save yourself some trouble, take it easy next time you use the hand starter. Pull on the starter cable real slow and steady, instead of trying to spin the engine like an outboard. Two turns of the starter pulley will do the trick.

Again, if you run into any difficulty when you give the cable a slow, steady pull, it may be that the cable won't revolve because the hook is wedged against the pin on the pulley assembly.

To release the hook, pull the cable slightly and rotate the hook back counter-clockwise (as you face the pulley). This'll cause the hook counterclockwise, which'll free the pin and let the pulley revolve.

Sometimes, on early models, the pulley spring may drag on the inner shaft. A hook powdered graphite on the spring surfaces'll usually clear this up.

GROUND IT!



If you have to preload the pulley spring, here's how to do the job ... but before you start, connect a cable from the electrical connector's F terminal to the engine. This'll ground the magnets and stop an accidental starting.

WITH CHARGING
IN RUN TO C/L
→ Tension



Unscrew the four cap screws on the inspection hole cover and remove it and the screws. You don't have to touch the bush nut at all.

Hook the end of the spring around the dowel on the crankshaft front cover assembly, as it goes easy-like.

Replace the inspection hole cover and four cap screws.

Insert a P₁ or BC 11 ball into hole in the pulley and spring retainer assembly, and holding onto the stud, rotate the assembly clockwise till the ball pin enters the bush like this.



Insert pin,
holding
dowels.



Pin enters
bush.



Pin
locks up ...



don't stop yet it
needs one last
stop yet.



Pin continues
turning ...



The second time around, the
pulley will hit the ball
against the stop pin ...



as you'll have to turn off the
pulley about an inch and ...



Now the ball has dislodged
by hand to put the ball in
position to rotate the lock
pin.

The last is made so you can make two complete turns when rotating, that is every time after the first two, you'll have to flip the ball back to starting pulley when pin hits stop pin.



Continue rotating the pulley clockwise until you've completed its full rotation. It'll wind your spring up (and the way you want it). If you've got a brand new spring, the complete turn(s) do the trick!

When you've completed the last turn, ending in the slightly wound position, hold the pulley (or ask a buddy to hold it) firmly to keep from unwinding while you attach the cable.



Feed the cable around the pulley counterclockwise till the end reaches the pulley rim. You may have to trim the cable and a little so the hole in the cable'll line up with the rim.

With your fingers or a pair of pliers, insert the stiff pin through the slot, through the hole in the cable and tap it in lightly but snugly with a hammer.

Now, release the pulley, and the cable will automatically wind counterclockwise for itself, which should be enough to take up most of the slack cable, and give you rapid line retrieval.



When you let go, spring will unwind, windup cable up... etc...



and raising pin into lock, making cable even...



to completely wound here, completely winding cable

If you're inserting a new length of cable for the first time, you can attach the rubber handle or the pulling end, and only it off leaving no hook or no between the handle and the handle stop.

For convenience, even with a good cable, and with the right spring tension, you can still start up the handle of your motor. If you start it too rough. There's no need to yank and jerk on the pull rope.

Keep it close until you can feel that the motor dogs are engaged, and the engine is turning over. When you mean your pull, all you feel is the light tension from the motor spring. Then as the dogs take hold you feel more resistance as you want to turn the engine over.

Then give a short hard pull to snap the the engine through compression, and hold on a second. If the engine does not catch, ease your motor rope back in—don't let it snap back.

Once more, ease out on the motor rope until you know you're turning the engine and give it your short hard pull. The point is, if you jerk and snap on this motor rope like a puppy on a chain, you have a fair chance to have an amazing job.

Of course, you'll also want to check your equipment's EM according to LFI Joe.

THEY'RE ~~OFF~~ ON!



What, then, don't you want those LO holders used? Leave 'em on your Engineer equipment—that's where they belong. Enough of these holders have hit the scrap heap already. Just in case you didn't know, they're still needed everywhere they were before MWO ENG 1000-1 was introduced.

Here's the story. The installation of a late-model holder on Engineer equipment was set up by this modification work order—MWO ENG 1000-1. Then along came DA Circular 110-26 with the word that this MWO was out the window. Right away guys started slipping the holders off the rigs... then found they had no place to keep their SOPs and other maintenance info.



Remember, the MWO didn't mean that the holders weren't needed, it just meant you didn't need an MWO to put them on your equipment. The holders are now stocked as a General Engineer item of supply, instead of a modification. They'll come through with and issue on initial issue.

You need one?

Here's what they go by—

FOR TRG/TH/7153, Case, operation and maintenance publications, oxygen tanks, waste repellent and mildew resistant, olive drab, 22-in long, 11½-in wide, with 2 pockets.

The installation instructions are printed on the reverse side of the case.

You can take the 1000-1 from your MWO file or mark it "Repealed by DA Circular 110-26"—or whatever your local NCP says you do. At any rate, you don't have to make any entries on your DA Form 478.

CAN'T TELL THE COLORS WITHOUT A BOOK



Dear Sgt. Davis:

It's pretty tough out here in the islands to know just what color of paint an outfit will require when ordering supplies around. The Engineer DB's give a complete list of the pigments in a paint, but it's only the basic color of the paint. The exact shade of the paint is determined by a code number assigned to it. There are 36 different code numbers assigned to green in SAM 3-1.8000 (11 Feb 1957).

We would like to know if there are color charts (even reference) to code numbers available to maintenance organizations, and how they may be procured.

Can you give us the snap on this?

Sgt J. B.

Dear Sgt J-B,

You're so right...the colors the Army needs would put a rainbow to shame. Unless you know the code number given to the shade you want, you're likely to end up with stripes or a polka-dot. Like you say, there are about 36 different shades of green found. As a Foreman, one of these greens—Code No. 2430—is usually OD.

But, there's a way out of your problem. You can requisition, through your regular supply channel, a book called "Federal Standard Number 105," 11 Mar 1946. It is popular "Federal Specifications—Colors for Ready-Mixed Paints"



(FF-C-105, dated 12 Jan 1986). There's no FSN that applies—just ask for "Federal Standard Number 595."

While we're chattering about paint, I figure it's a good time to remind you to use paint in exactly the way it's supposed to be used. This means you don't add too much anything to white your paint unless you've got distinctive paint that gives you the go ahead.

Adding something . . . like enamel . . . just to make your vehicle shiny, won't make you the happiest guy in the payline. In a combat situation the shiny surface is a dead giveaway . . . you might not even make the payline.

Sgt. Dog

GOTTA LEAK?



Rain won't seep into the dome lights of your Garwood M24A1P1 (one-shovel) leaving you in the dark!

The turret comes with masking tape covering the main building the light so the correct panel of the rail roof is the right composition. In most cases the tape won't stick around very long—this lets the rain seep into the light assemblies. The result—the light runs in the water and dual things up.



There's no easy way to get around that. All you do is leave the main on the top of the main panel of the main only—and you're in business. No more water . . . no more fuel . . . no more replacing the assemblies.

With the main fixed in place on the top of the rail, you're not only just not used to water wastes, but you get out materials and make any repairs necessary.

The way it is now, it takes two guys . . . one to pump to hold the main . . . and the other to tighten the bolts on the inside.

You want to be careful—when you leave such men, don't leave the hole into the main.

ARMY AIRCRAFT



H-13 HUB LINK CHECK

Ho, Yo Christmas, Southern and Western of the Snow Station—your winter signals from the lodge at the morning of the winter till of an illness in the big gas birds.

On its other words, pilots and mechanics on the Snow (H-13) rotary-hub are reminded that THE 1-20413-106 (11 July 1977), was for URGENT ACTION.

Here's the problem: It's possible that some of the main rotor hub link wear-bills don't have enough threads holding the adjustable end and when they're adjusted. And you sure don't want one stripping out on you.



So you know readily, and then inspect, and then replace if necessary. You're dealing with the four left assemblies on the main rotor hub, Part No. 41-130-011-1, P/N 1-20413-106. You are looking to see if there is a hole through the adjustable end a quarter inch from the end of the shaft. If there is, you've got to check the hole rigging to be sure it's right.

Then you've got to make sure conditions.

First, there must not be over $\frac{1}{16}$, or 0.458 inch between the flank ends of the end ends.

Second, a new wire passed through the safety inspection hole must not clear the end of the threaded rod. In other words you want to be sure that at least a full quarter inch of threads are engaged.

Says which? Your links don't have a hole drilled through 'em a quarter inch from the end? Some don't. So you drill 'em.

You use a No. 10 drill (primary dimensions) — a $\frac{1}{16}$ or sixty-two and a half thousandths could be substituted. You drill this hole at right angles to the safety inspection hole that is already in your end end. It wants to be right at a quarter inch from the end of the rod. 0.2500 = 0.0250 inch. Carefully clean any chips out of the threaded hole and put the link back together.



By the way, when you have the link apart, check the length of the threaded shank. It should be at least $\frac{1}{4}$, or 0.250 inch from the flank of the thread end to the end of the threads.

OK, so now you have an inspection hole where you need it. Rejoin the link to the next link end end just as correctly. Then check again, not over $\frac{1}{16}$ between the flanks of the end ends, and the new wire (202B safety wire) must not, repeat not, clear the end of the threaded portion when threaded into your new end hole. Otherwise you replace the link.

LOCAL PICKUP



Up in the air over parts procurement for some of your aircraft radio equipment? Could be, 'cause lots of that gear is actually commercial communications equipment — with nonstandard, nonstocked components.

AR 71-54558 (18 June 54) gives the word-to-word call for local procurement on all such items.

HAM-HANDED HANDLING



It's silly, of course, but there's still a lot of barrels coming to Army Aircraft, particularly those BQ-111 helicopters, from rough handling on the ground.

Y'd think that when a ship was loaded and shut down, it'd handle from barrels, but it doesn't always work that way.

It seems as though the greatest temptation is to push 'em around by the tailboom. It is a real handy lever, no denying that, but the alignment of that boom and the ship's bearings, etc., is not intended to be used like a meg handle to shove the ship where you want her.



And here's how you **DON'T** roll her up to get the attack done.



DONE YOUR DAMPERS?

Just a reminder to you Mojave maintenance TM 1-11-57A-1006 (11 Jan 58) told you the procedure for checking your main rotor damper-cylinder bolts for cracks and leaks.



Loosening the
pin off the
cylinder bolt
in the field.
and . . .



using a
pinch bar
to test
for cracks.



and
cylinders
are checked
and . . .



inspected
with two methods
electron impact,
defective ones
are replaced, and
a DCR is sent
forward.

Now, just in case you haven't yet got your copy of this TM 1-11-57A-1006, make a note in your TM 1-11-57A-6, Section IV, System 5, page 17, that this inspection is coming up, and must be done within 90 days, or in the first unexpired period (180-day) inspection after you get the order, whichever comes first.

Here's this in a "Safety of Flight" inspection, you'll be real careful to get it done right.

CONTRIBUTIONS



Dear Editor,

We figure we found a way to store your protective clothing with us keep it handy, well stored and out of the way. Just rig a line and a couple of pulleys over the ceiling of the assembly building. String your gloves and helmets on one line, and hang your overalls and boots on the other. They'll be out of the way—but ready when you need 'em.

The Lumbermen Club
Tahlequah Hwy
SE to AAA Bn

(Ed Note: Thanks for the info. Could come in handy, especially for outfits that are hunting for storage space.)

LUBE RETAINERS

Dear Editor,

From left to right, they're the G2, G4A and G8—meaning these lube containers in the front of your Model M10441 lubrication trailer. Trouble comes when these units are full and the trailer's being pulled—things can get awfully sloppy.



The lube slips around, and no matter how tight you tighten the lube, some of it is squirting its way around the edges of the lube and onto the trailer body because there's no sealing gasket.

To keep that hole where it belongs—in its case—you get a cardboard box and cut out discs to the inside diameter of the hole. Then, before closing the hole, place the discs between the inside of the hole and the holes. The discs act like a gasket and keep the hole down in its proper place.



CNO Bulk Leasing
New Jersey National Board

Old Man: You've right on the beam with your idea, but you can get yourself something better than cardboard to use as discs. If your hole-maker doesn't have gaskets on their hole—and they're now coming off the production line with gaskets—get yourself some *Packing, Sheet, Box Liner* from FEN 1536-224-4681 (Sigs). You can cut your gaskets from this stuff—it'll stand up much better than cardboard. To stick the gasket material to the container hole, use rubber cement. FEN 8049-764-0814 (Dahl) gets you a quart—FEN 8049-288-0811 (Dahl) is good for a gallon.)

OUTFIT YOUR OUTRIGGERS

Dear Edith,

The outriggers, or support tubes, on our Mechanical Mule have a bad habit of cracking and breaking after a couple hundred miles of cross-country driving.

In outfitting our vehicle, we noticed that the outriggers are only spot welded at points of contact with the body of the vehicle. This could be dangerous, to say the least.



We fixed our Mule up, though, by welding those support discs all the way around, instead of just having 'em spot welded. Haven't had a bit of trouble since.

Earl Bernhart,
James Capeland and Ben Stoltz
Aberdeen Proving Gd., Md

(Ed Note—Good idea if you've got one of the early production models. Later models have solid welds around the outriggers.)

OIL IT TO AIR IT



Dear Editor,

We've worked up a little attachment for a screwdriver that makes it easy to take out the stuck valves on gasoline lamps.

The ball gets stuck and prevents air from being pumped in. All it needs is a drop or two of oil, but the valve has to be removed to do it. And it's hard to remove the valve without burning it up.

The tool we fixed is a 18-inch screwdriver . . . with a flange blade and a socket brazed around the blade.



We heated a strip of scrap metal onto the end of the blade and then filed it down to make a snug fit in the slot of the valve.



Then we made a simple socket from scrap metal and brazed it around the end of the screwdriver. This helps you turn the valve with less effort, and keeps the screwdriver from slipping and burning the valve.

J. Edgar
Portland, Ore.

Old Note—Look for a ready-made tool that'll get those stuck valves out for you. It should be coming into the system soon and will be available when you need it. It's to be called an air-check valve T-wrench and looks like this.



Meanwhile, this is a good idea. It's important to get a drop of oil on that check ball—it'll go a long way to keeping those lanterns operating.)

*Here's a hot tip, Sarge...
it's just off the press... yeah, yeah...
a brand new TM 9-2810. What does it do?...
Why man, this thing answers all the...
who, what, where, how
of tactical vehicle maintenance!*



**DOUBLE CHECK TO SEE
THAT YOUR UNIT GETS THIS
NEW TM 9-2810 ON
AUTOMATIC DISTRIBUTION**