

Issue 164

PS

1944 Series

THE PREVENTIVE MAINTENANCE MONTH



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...and a lot of
...and a lot of

Walt Disney

**SPECIAL SERVICE
LIGHT-SMELL-SOUND**
Disney's

YOU

PUT THE "PUNCH"

in

COMBAT READINESS

All of these records, forms, cards and binders you've got on your hands have one thing in their files: your job—helping to keep your combat equipment ready for work.

Without them gone, we might as well fold up our tents, roll our rifles, box up our rucksacks and go home. Essential equipment will only clutter up the battlefield and be nothing but a burden to you, the fighting man.

Fighting equipment was made to fight. That's why it has got to be kept ready . . . with good maintenance, good supply of spare parts and, yes, even good maintenance records.

Now come next week or next year—MOR is the time for up-to-the-minute, accurate and complete maintenance records. With US 48-100-200 as your guide, today is

the time to get your records up-to-date. Then, you can keep them that way.

Put more "punch" in your combat readiness.



PS Product Support

THE BATTERY MAINTENANCE MANUAL
 FORM NO. 100 (1964 EDITION)
 IS THIS ISSUE

ARMED MOBILITY 1-17
 (M109) (M109A1) (M109A2)
 FORM NO. 100 (1964 EDITION)



ON MOBILITY 2-27

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1-100	1-100
1-100	1-100
1-100	1-100



REPAIRS 2-40

1-100	1-100
1-100	1-100
1-100	1-100
1-100	1-100



COMMUNICATIONS 2-50

1-100	1-100
1-100	1-100
1-100	1-100
1-100	1-100



GENERAL AND SPECIAL 2-50
 (M109) (M109A1) (M109A2)

1-100	1-100
1-100	1-100
1-100	1-100
1-100	1-100



IS THIS IS ISSUE IN USE
 IN YOUR UNIT? IF SO, CHECK
 THE DATE OF THE ISSUE IN
 THE SPACE PROVIDED.

Get your list of changes that show the latest.

BEARINGS

TO KEEP YOUR CAR RUNNING smoothly, BEARINGS MUST BE KEPT ROLLING. FROM THE FLATLY PACKED, AND GIVEN TENDER LOVING CARE.



Bearings are made and put together with the greatest of care. Because of their highly-polished surfaces and close tolerances, they wear and decrease the less you can give 'em.

Because they are more snugly made they are often misinterpreted. Like gears, they're rugged and also like gears they should be given tender loving care.

You heard the one about "the wheel that speaks for the gears?" Well, if that happens to a wheel that rolls on a bearing, it's not for the gears. Chances are that speaks to the bearing's death chant.

A little dirt, sand, rust, rough handling or vibration, and you need a bearing as in the auto. And usually your truck, car, or whatever-wherever that rolls on that bearing goes with it.



These bearings are made with the finest materials and are precision-ground to exacting standards.

They are made to last.

They are made to roll.

They are made to last.



Ball Bearings

Roller Bearings

These bearings are made with the finest materials and are precision-ground to exacting standards.

With the right bearing, you can get the most out of your machine. And the price is right. Call today for more information.

KEEP 'EM CLEAN



Keep belongings in their original box or sealed package until you're ready to use 'em.



Keep your work bench or working area clean and clear.



Keep your workbench or working area clean and clear.



Keep your workbench or working area clean and clear.



There is a lot of work to be done. Keep your workbench or working area clean and clear.



ADD
WITH
CARE

DON'T
WASH
YOUR
HANDS
FOR
A
MINUTE
AFTER
HANDLING



1. Never open a dirty bearing or a dry one with compressed air.
2. Using sterile material, the empty dish is used once in use.
3. Using reusable dishes or modules on the bearing itself is also when. Splinters could get into the bearing.

1. Keep your fingertips off—handle a clean bearing with a clean lint-free cloth or by its lower rim. Remove all fingerprints before use.
2. Treat old bearings just like you do new ones.
3. Never use dirty, brittle or chipped rods.

TO REMOVE BEARINGS ●●●

Clean off oil or grease from around the bearing, shaft and housing.



Check your special and common tool sets for extracting rollers that work the best.



Press or pull only on the race that is tight.



Remove press-fitted bearings from shafts by force applied to the inner race.



"Tap fit" in bearings are removed with pressure applied to the outer race.



Press or pull straight and square. The "flange" from making the bearing, if packed bearing cup uses the shaft or housing or through the bearing.



The bearing's shaft or housing is harder—never pull or press against 'em. That also goes for the housing and cup ring.



For tight bearings, when you need get apply with correct ring, pull or press on the other race just enough to get a grip on the tight ring.



When using a drift, make sure it's solid steel, not a soft mild-iron one or 6061 or 6063 when hammering directly on the shaft. This way, you'll not mark the shaft.



Never hammer directly on the inner, outer or roller assembly.



CLEANING SPECIAL

If it's a new bearing it doesn't need cleaning. You must remove grease or oil from a used bearing.

Never use a high-pressure air hose to blow out grease and dirt. Wash 'em in either of these solutions. And be real careful because all these liquids are highly flammable:

Wash Solns. P/N 2004-264-411	1 gal.	Dry-Cleaning P/N 2004-264-700	1 gal.
Wash Solns. P/N 2004-264-409	1 gal.	Wash P/N 2004-264-910	1 gal.
P/N 2004-264-411	55 gal.	P/N 2004-264-907	55 gal.



The two washes—use for initial cleaning and washing for the third time.

Scrub and rinse 'em near the top of the materials—scrubbing them near the bottom will be sure they get in 'em. It's like wash, bang dirt with dirt.



Oh you can let it hang in the solvent until grease and dirt air-dry.

After final cleaning, crank and rinse in clean solvent.



Then dry with a hot-dry cloth or with a low-pressure air hose, but don't let it spin. Turn it slowly by hand.

Dry 'em on a clean piece of cloth or paper—away from dirt and moisture. Keep 'em covered, don't mess dirt flying around them you think.



If a bearing's galled or caked right with heavy or hardened grease, heat some GE 10 oil to about 150°. Then soak the bearing in it until the grease works free. And wash and clean the regular way.



You never put bearings with shields or seals in cleaning solvents. Just wipe the outside surfaces with a clean rag that's been saturated in cleaning solvent and hang dry.

After a bearing's been cleaned and dried, put on a thin coat of oil. A dry bearing can rust fast.

After a good cleaning your next important program is inspection. Be...

Importantly bearing away some weight, but it is not. Just look it over and extend like for any defect that'll put it in the "unserviceable" class.

After the bearing is found free of loose trash, it should spin freely without any drag or binding and come to a stop.

Listen for excessive noise on any oil breaks while spinning it by hand. Look for overt wear—flaws for these defects:

Rings—broken, cracked, gilt.

Shells or seals—dented, gilt.

Bearings, shafts or rollers and bearings—flashed areas, red, deep pits or scratches, fat spots, pits, corrosion/brownish disc or blackish color, broken, showing wear marks.

**LOOK
"EM
OVER!"**



Separators—cracked, broken.

Cap and Core—deep cuts or scratches, fat spots, wear bands. If any are found changing, inspect 300.20 3.200.

General condition—No loose particles being seen and unexamined bearings are normally found, but in critical sections, wear bands in any parts, signs of fretting, tapered roller bearing cone rollers by add or inclusions. Wear Normal—inner height, 300—300 gpm.

If the bearing seems rough, give it another cleaning. It may still have a little hidden dirt.

After you've inspected it and it's a good one, make sure all the disassemblies with:

- Fluorinert Grease, General purpose, 100 000-000-001 ... 1 qt
- 100 000-000-002 ... 1 qt
- 100 000-000-003 ... 1 qt

These give it a dip in clean paint thinner or dry-cleaning solvent.

After the bearing is ready for LUBING.

Before lubing, look over the side seals covering the pins of equipment in which the bearing belongs. This'll give the grease that's in the seal.

If you're in an OSHA, use only *Assessment 1* or *2* or *3* or *50 111-000-1* (4 Blue 50) seal. In other, use only *OSHA Assessment 1* in bearings.

It's best to use the bearing packs. The lubricator (product comes in your Organization's Company and an agency of the Lubricating Kit.



If you're in an OSHA, use only Assessment 1 or 2 or 3 or 50 111-000-1 (4 Blue 50) seal. In other, use only OSHA Assessment 1 in bearings.



The only clean and fresh grease. Spread the grease into the bearing until it's equalized over the entire side. Use one applicator, use the other side. Use one applicator, use the other side. Use one applicator, use the other side.

rollers or balls and a thin coat over the rings. Keep the bearing covered and it'll be finished.

Before handling a clean and sealed bearing under outside the bearing is white it's so go in clean. Clean out all rust and wear debris, replace the bearing if necessary.

On wheel hubs, after they're clean, remove a thin 1/16 inch coat of SAE 30 lube, just enough to keep lube from washing. Don't pack hubs, no small grease matts and scrape out ... and it'll run into your brakes.

Remember how careful you were when you cleaned the bearing? Well, when installing in your hubs or in axle or control, it can be damaged seriously by wrong installation.

INSTALL

WITH CARE

Use all shells. When greasing a bearing on a shaft, use the full oil seal shell on the bearing's ground-to-rotor side before the inner one. The grease stays in place.

and never
forget to also
lubricate
the
IT'S ADJUSTING.

After the bearing is bearing or shaft evenly and squarely, don't rock the bearing.

Never drive it by hitting the bearing directly against the steps.

Use shells you made of hardened steel and with round edges to square run up while rotating. They never have soft outside the inner and outer. They'll slip a slip is a bearing back to health.

Never force a sealed bearing.

The best mounting job is done by using Shim Shocks. They can be made locally and are easy to know when the operation is repeated often.

SHIM SHOCKS

SHIM SHOCKS
SHIM SHOCKS
SHIM SHOCKS
SHIM SHOCKS

If a bearing's too tight it'll heat up and maybe fail. If it's too loose it'll cause grinding, brake heat-shocks, it can crack the spindle, cause shimmy, make the track hard to drive or cause extra tire wear. Play it safe and adjust all bearings just like it says in your equipment's technical manual.

GROUND MOBILITY

GO

(LIKE
SLOW)

ON

ICE

AND
SNOW

If you go on ice and snow, you gotta know what it does.

On dry pavement 20 MPH is slow—but on ice and snow 20 MPH is faster than you think.

It's like this. No matter what the driving conditions, before you can stop, you first have to move your foot from the accelerator to the brake. But the average driver takes 4 to 6 seconds of a second. During that time the vehicle moves about about another 20 feet at 20 MPH.

The faster you're going, the farther the vehicle moves—naturally.

STATION TIME

STOP

THINK

4 TO 6
SECONDS
TO
A SECOND

GO



Things can slow you down—things like being tired, and so on. So take extra care when you're off your own.

Say it takes you 20 feet to react at 20 MPH. It'll take you another 20 feet before you get your vehicle stopped for a total of 40 feet. This is on good, dry, pavement.

What do you give your most of all from your personal heater? No sweat or discomfort this one, brother! You want 100-1-1, inch.

Some of you who had the 10110 or 10110 SP1's, the 10114-coupler version, the 10114 amphibious version, or the 10110 PC's didn't live so well like yours. You lose your freedom.

Most likely the trouble maker was a hazardous pressure heater igniter. Or maybe the blower (wiring) in the glow plug had broken off due to vibration. Anyway, the igniter didn't ignite.

OK, so what do you do to help your owner in the cold days to come?



BLOW LI'L BLOW PLUS...

Warmer.
Warmer



HEATED BY THE HOUR

10110



10 HEATED BY THE HOUR
HEATED BY THE HOUR
HEATED BY THE HOUR
HEATED BY THE HOUR
HEATED BY THE HOUR
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10114



HEATED BY THE HOUR
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10110



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10110



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10110



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HEATED BY THE HOUR



Both the Inverness Heater 10110 1-800-854-4400 and the Inverness Heater 10114 1-800-854-4400 are interchangeable in your SP1's.

If you run into some odd trouble-free trouble trying to connect (and with the dead fire extinguisher fuelhead blower, just get a small dipper in the heater's main tank—just enough to slip it by the end of the clamp. Or, you might knock the clamp onto the clamp's head and seal around it. There are holes, indentations and more to replace the clamp. No more other way. Later produced vehicles have had this corrected.

10110 HEATER

Should you have a bad igniter in your 10110 heater, you can get it under \$200 1-800-854-4400. Repair pump is located page 10110 in TM 1-1100-107-10 (Rev 10).

On these Inverness Heater Igniters 10110 1-800-854-4400, it's a bit different. Support people to do the job on it's a bit on the side with only.



Igniters of which vehicle you're getting, keep a close check on the voltage regulator settings in these alternative type-painting systems. Keep the maximum down on high 10110's fuel blower, under voltage range.

Doing this'll protect the life of your heater's igniter and keep you in your vehicle.



AIR MOBILITY

WHEN YOU'RE IN THE WOODS...
STEP UP YOUR...
QUICK! HERE'S HOW TO...
CHECK THE SCREEN...
CHECK THE SCREEN

WHEN YOU'RE IN THE WOODS...

STEP UP YOUR...

P M

QUICK!
HERE'S HOW TO...
CHECK THE SCREEN...
CHECK THE SCREEN

There's something special about maintaining a bird in the field. The combination of wind and dirt can foul up a bird in many ways that you...

That's why a special, added type of protective maintenance is needed on certain exposed parts of a bird to keep it in the field.

FIX THE BEARING

Take the main landing gear on a Caribou (C-12). The only protection the wheel bearings have from blowing sand is the stream ring. But that's a given seal in the wheel.

The seal is no new thing and will be put on there in the field by an AMWG. It should go a long way toward preventing bearings from being starved.

Meanwhile, the bearings in wheels, P/N 24-52725, P/M 20-144128 and P/N 24-6743, want to be replaced for real. You can tell a wheel with a real bearing it's here either a "B" or "R" added to the part number.



NO BEARING SEAL

SEAL, BY BEARING OVEN



CHECK THE SCREEN

Another vital part on a Caribou is the driving section relief valve screen in the wheel well. The screen is a thin strip of wire that traps up a dirt screen, so the screen just naturally takes it on the side.

Given a clogged screen isn't going to let in enough air to the engine-driven air pump and you know what that can lead to—no mechanical air pump, a stressed pilot and an 11-P20 pressure to work the driver home.



MPD 24-1158-200-04/14, "Maintenance of the In-Let System," is on the way to better high pump compressors. Leaving the screen out of the duty wheel well is one of the features of the fix.

Meanwhile, it's a good idea to keep close tabs on the screen to be sure that it's not clogged. The same deal goes for all screens, mainline, filters and other exposed filter parts.

So, when the dust begins to fly and your bird starts to cough, remember this remedy. You and your maintenance crew can make PM checks in addition to the normal Daily, Intermediate and Periodic Inspections.

A MECHANIC'S HELPER

ADAPT TO
YOUR SPECIAL
CIRCUMSTANCES



There's a time when a bird mechanic reaches an over-head—like when a winged ruddy needs a routine adjustment.

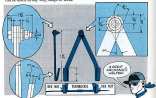
He can hold a wrench on one of the feet over with his left hand and another wrench on the other over with his right hand, all right. But this leaves him with only his teeth to try and adjust the variable . . . 'nails' say!

What comes in mighty handy at a time like this is a mechanic's helper. It can be made in any way, shape or form.

One of the simplest designs for an over-head workbench (see the special tip) is this baby, which is made from 1/4-in. bar steel.

To use the tool you just slip it over the feet over with one hand, and make your over-head adjustment with the other. It works like a charm.

Dimensions of the mechanic's helper can be changed to make it suitable on many birds.



BEFORE YOU RUN IN
YOUR APJ ...

WARM 'ER UP



Nobody would dare the connecting rods of an engine that produce no power, now would they?

Of course not. But that's what can happen if you get a load on a cold engine—way 'nough.

Take the auxiliary power unit in your Skidoo Department B and C Trail King. The operator's job on the Wanderer model, TM 9-1000-118-11 (13 Jan 78), has some definite steps to the job.

Chapter 2, Section III, talks the warming up the APJ for about five to ten minutes when you're operating under normal conditions (14 degrees F to 50 degrees F).

When you're out in temperatures of

negative and (34) degrees F and below, the warm-up time, given in Section IV of the job, is 15 minutes.

The time may vary from one model APJ to another. If you think that the operator's job and can't find a warm-up time, a good substitute is to run your heater until she's operating normally, without any danger out of the chain.



So, before you plug the APJ into a load, remember that she'll deliver full power and stay in the job a lot longer—with a proper warm-up.

A NEW WRINKLE IN HITCHES



This universal cargo sling system is OK for most other aircraft, but that plastic nylon sling can't hang its part company with that cargo hook when you're trying to release a load.

The hitch is the operation comes from the way the plastic nylon ring hangs that hangs on the end of the cargo hook like they're in love or something. This romance has got to end.

In the recommended way to break up this affair between the hook and sling is to show a third party into the act, namely a chain. The chain, if used as shown, will allow the load to disengage without trouble. Only now you're back with the old problem of a metal sling. This metal chain can hang up cargo after it's released or shake upon ground crew with jolt jolt.

Doesn't you just have to go back on the old proposition of padding the cargo and carrying around a metal discharge probe . . . or least until the Army can come up with a universal hook to marry up with its universal cargo sling. New systems always take a while to work



NEW BOOKS AND MAPS WELCOME...

THE RIGHT SIZE REGULATOR

Wanted:
any information
from www.aaep.com

WE HAVE LISTS
AND SETS AVAILABLE
FOR
PURCHASE FROM
ANY OF OUR
REGULATOR
DEalers.



Watch those voltage regulators come home if your tractor house happens to be a Bird (Reg 10-B) or Beaver (11-A). All the regulators listed in your ZIP are not the right size for your bird.

However, AVCOM straightens out the confusion by pointing out that **PN 8110-881-8883 (P/W 1209-10)** is the only number to use in ordering replacement regulators.

Now there's three other regulators with descriptions which also allow them

to be installed in Bird Doves and Beavers without trouble—and they may be listed on temporary substitutions until the supply's exhausted. So don't waste it if you get any of these references:

PN 8110-885-9656

(P/W 1209-10)

PN 8110-753-8803

(P/W 1209-10)

PN 8110-390-8704

(P/W 1209-10)

Use them on the only four regulators you should accept.

CHOOSE THE BEST PLUG

You pay your money and take your choice—not on the man's side.

The same principle goes when you require fine wire plug **R18B17P** for the engine

in your Mustang (2H 17). If the engine's an old burner, however, this type of plug may find use in a few hours.

So what do you do to cut down on a lot of plug changing?

Why, you require a massive plug, like **R18B17N**, sure 'nough.

That's why you'll find both fine wire and massive plugs listed in the spark plug table of **THE AVCOM ZIP-B ZIP-DEAL**... for almost all birds.

And here's one to get down and running: **881**—if you've ever had one burn a spark plug change, **PN 8110-186-0171**, or a combination and test the dogs you pull, save all the plugs in to your direct support for manufacturing.

Call
800-854-7777
for
more
info





Nobody would haul off and throw rocks at a busy (LBI) male rock blade on purpose, would they?

Course not.

Yes, with some of the shenanigans repairs being made to the weight bag at the end of a tie-down, that's just what's happening.

Some eyes are stuffing rocks, bolts and other solid pieces of metal into a tire bag and wrapping it with marking tape. When this weight accidentally gets tossed into the blade during tie-

downs, the stone it makes can cost the ground—the price of a new blade.

To prevent this type of damage, bookkeeper is aware from the bags when the tie-down is made. Then if the weight should happen to hit the blade, the stone takes the blow, not the blade.

However... when the weights get haul for the correct repair shop with a load of insulation, sand, or some other type of shock absorbing bag filler. Good blades can't stand rock throwing.



"SOAK ME!"



Dear Woody,

When we draw a new pressure injection-type carburetor from supply for our first bag (R-1), the shipping container it comes in was stamped **CONTENTS ALREADY SOAK IMMEDIATE USE**.

My buddy says this label means that the carburetor is ready to be put on the engine, as the diaphragm doesn't need to be soaked.

I say let's all wait and I right?

SP 4 E, P. 4.

Dear Specialist E. F. G.,

You're right to wait.

Soaking injection-type carburetors in at least an one-week soak-type carburetors, and an amount of heavy container labeling is likely to change the SOI.

The mighty important, that's for sure. After all, the carburetor was calibrated when the diaphragm was soaked and it's not going to work right until it gets back to the wet state again.

The working time and other group is right in the organizational maintenance job, EM 20-1140-200-0010 (Jan 68) . . . Chap 3, Sec. 111, Para 3-110.

Alamy

LOOK FOR WINDOW CLIP

The sliding sash windows of a Chevrolet (R-1) have been known to blow off their tracks in flight, and fall right into the main cabin blades.

To prevent this type of accident, the replacement, keep an eye peeled for MWD 20-1140-200-11127. In it you'll find a holding clip (made up of a bracket which you bolted to the lower forward corner of the window and a nylon track which is attached to the window sill).

Your support performs the surgery.



NO MURPHYIZED FILTERS



If Private Murphy should happen along when you're pulling an Evinrude motor on your Skis (EVL-150, G), ask him to do an oil-change.

It's not that a filter can help doesn't come in handy at such times. It's just that a stalled engine oil filter, put in wrong, can blow up an engine in about a mile.

Course an experienced mechanic knows that the filter pack will fit either way. He also knows that if it's put in backwards, it'll restrict the oil flow to a point where the engine will stop.

So, the pack goes back in the filter

container with the collar and O/P. The collar prevents the pack from being jammed against the top of the container, giving the engine its full share of refined crude.

The final check on the filter comes when you run-up-the engine. If the oil pressure on the cockpit gauge reads between 40 and 60 pounds, you're in shape... 30 to 15 pounds and the pack's in backwards.

Okay, he, will ya look at the knowing smile on Murphy? Looks like he's got it!



EVIL-150 IS THE OIL-FILTER TYPE OF



FSN'S TO WHEEL YOUR IROQUOIS BY

I don't remember you ever
mentioned any of these things
I never noticed it, I'll be

Seems as how some minor performance has penetrated the supply situation on ground-handling wheels for the three different models of the Iroquois. So please watch these numbers carefully.



Always back-check your outstanding supply requests to be sure you've got the right number for the right model. Since all three ground-handling wheel assemblies are different, the wrong set of wheels will be useless to your work. And things like that can ruin your whole day.

FOCUS ON NEW BOLT

If a magnetic particle inspection of the wing bolts from your Boeing 747 shows that the focus spot attachment hole is realigned, don't requisition P/N 500498-11. It's been superseded. P/N 451708-11, P/N 500498-11-0170, is the holey you want.



**JOE'S
DOPE**

WHEN YOUR
EQUIPMENT
SENDS OUT
S.O.S. SIGNALS

LISTEN



EXHIBIT: YOU HEAR
ANYTHING? (OF COURSE YOU DO.)
(OF COURSE YOU DO.)

**LEND ME
YOUR EARS.**



EXHIBIT: YOU HEAR
ANYTHING? (OF COURSE YOU DO.)
(OF COURSE YOU DO.)



EXHIBIT: YOU HEAR
ANYTHING? (OF COURSE YOU DO.)
(OF COURSE YOU DO.)



WELL... YOU'VE
NEARLY EXHAUSTED
EVERYTHING YOU
HAVE... BUT YOU
WILL BE BEFORE
THEY TAKE IT
FROM YOU.

A SMALL, BLUE, BIRD-LIKE ROBOT WITH A
RED AND WHITE BODY...
IT'S A NEW TYPE OF ROBOT...
IT'S A NEW TYPE OF ROBOT...



EARSE? MAN, YOU'RE SLIPPIN'
ON ME... YOU'VE GOT TO
GET UP AND GO... YOU'VE GOT
TO GET UP AND GO... YOU'VE
GOT TO GET UP AND GO...
AND HOW TO CURE IT.

THAT'S WHY YOU
WANT THE POINT
TO BE... IT'S
BEFORE
PREVENTION
PREVENTION
PREVENTION



EXAMPLE,
WHAT DO YOU
SEE WHEN YOU
LOOK AT THE
FACE OF
A ROBOT?

IT'S A
FACE...
IT'S A
FACE...



AND WHEN
YOU'RE ALL
MOVING WITH
IN THE
AIR... IT'S
A NEW TYPE OF ROBOT...

THAT'S
THE
REASON
FOR...
IT'S...



Joe's Dope Sheet

Yr equipment can talk
out quite clear
To warn you when failures
are near!
If you learn its code
You'll lighten your load,
So see, smell, taste, feel,
and hear!



WE HAVE THE WORLD'S BEST EQUIPMENT

...Take care of it

YOUR EQUIPMENT
WANTS TO
TALK TO YOU
WHEN YOU
NEED IT...

**CLONK
CLONK**

Look for your tools
to go a tad clonk.

**THUMP
THUMP**

Could be without
your equipment
thumping.

**Chirp!
Chirp!**

When the bird
is inside the
equipment.

**SNICK
SNICK**

Look for a
snick.

**WISS
WISS**

It's that
wissy sound.

**WONKIE
WONKIE**

It's a
wonnkie sound.

SQUAWK

That
squawk
could be done
with the
equipment.

**AND SO...
THE
VERY
NEXT
DAY**

PROFESSOR
FRENCH: "I'VE
LOOKED INTO
YOUR MIND AND
I THINK YOU
MIGHT BE
ABLE TO
DESIGN A
WEAPON
THAT
WILL
BE
UNSTOPPABLE!"

YEAH,
BUT
I'M
NOT
SURE
I
CAN
DO
IT.

ALL
THE
MILITARY
OFFICERS
THE
BOSS
OF
THE
ARMY



WELL, WE GOT THE BEST
MATERIALS AVAILABLE—
THE BEST MACHINERY
EXISTING—BUT WE CAN GET
A LOT MORE "MESSAGE"
OUT OF OUR EQUIPMENT
BY CATCHING FAILURES
BEFORE THEY
HAPPEN!



WELL... IF SOMEONE WOULD
INVENT A SUPER SENSITIVE
FAILURE PREVENTION
TOOL...

THEY
WOULD
SAVE
LIVES.





SOUND

SIL
 or fluid
 drip

S
 mell



SEARCHED BEEN AND
SUPPORT OF BEEN ACCORD
AFTER ONLY... YOU'VE
SAMPLING A DISTRIBUTION
AND THEY STAYING NEAR
BY.

FLIGHT, I'VE
RECORDED THIS
BASE (BUT LOOK,
I'VE GOT THE
SIGNALS...)



WELL, SURE,
LOOK BY
NOW, I'VE
GOT
SOME-ONE
WHO'S
TALKING TO
ME.

WELL... BUT
I'VE GOT A PROBLEM
WITH ONE OF
THE AIRBORNE... THAT'S
NEARLY AS A...
LAST... I'VE
RECORDED THE SIGNALS.

WELL,
SOME OF
THE...



THERE'S AN...
SUPPORT...
THE...
A...
AND...
AND...

And
that
kidding,
to how
our man's
could
get the
personal
book
into
the...

FIREPOWER



Face up to it: the M&C stills with a weak spring attached to the gun safety grip is worse than a gun with a two-finger lever. If the spring's M&C, that grip safety's a hazard, right?

One way to keep it hidden, though, is to change the way you take it off for routine PM servicing, like so:

WITH INDEX FINGER UP, PUSH SAFETY LEFT IN TILL SLIDE RELEASE TRIGGER

NO SAFETY IN BAR FINGER TRIGGER (UP) AND INDEX IN THE BARREL TRAIL

AND FINGER DOWN AGAIN... THEN THE SPRING SHOULD BE SETTING



TO THE BACK POSITION SAFETY AND IN LOWER INDEX WITH INDEX AND TRIGGER ATTACHED

LOWER INDEX



FINGER UP AND UP ON TRIGGER TO POSITION IN BARREL TRAIL



Replaced by four shock absorbers
 (P/N 1088-608.0118-120422)
 and steering pins
 (P/N 1088-608.0178-120422)
 on your MG machine gun!

LOSE 'EM NO MORE

Relax. There's a simple solution.

For spring shock pins on your MG follow, right



OK, we take it off and get your chassis ready to fit it by taking it to a 1/2-in. gap all back.



Now, turn the spring around and install it forward, with the rounded end over the front steering pin and the other end up and down over the rear pin.



Instructions: This requires the
 use of a 1/2-in. gap and 1/2-in. gap
 and that's the end of it.

The solution
 is simple
 and it's
 the end of it.

VERY CORRECT—IF!



THIS WAY
YOU CAN
REACH THE
HIDDEN
MUSTANG

THE
MUSTANG
IS
HIDDEN

Mustang's exterior details will get more care in a little longer only if the whole wagon's locked in a main barrier bag with a VCI-treated liner after the car's been placed in the box.

To make sure the VCI system can protect when conditions are hard of a weapon stored in a tank.

However, don't you do like some unguided gun do not require VCI unless for this purpose.

If you want to protect the front of your VCI, be sure it's covered after supply after use and lightly coated with VCI special oil. This step is used in a dry place.



FOR BETTER BLANKSMANSHIP

Here's what all the chatter's about around your M103 marks—do you think anyone brings maintenance for the M77's machine gun.

It comes in the parts and answers to

FIG. 1 (M103-071-008).

(No more handling it, but don't forget to clean your chamber as much time as you or the right... and maybe a bit more too.)



1. Fit the new cartridge guide on the firing pin. Use an Allen key to take off the cover.



and separate the cartridge stop from the firing pin. Use the key to attach the guide to the key.

2. Take off the firing pin stop from the firing pin. Use the Allen key to take off the firing pin stop. Use the Allen key to take off the firing pin stop.



3. Take the firing pin assembly out of the firing pin. Use the Allen key to take off the firing pin assembly. Use the Allen key to take off the firing pin assembly.



Use cover the firing chamber to the small barrel end of the firing pin.



Use cover the firing chamber firing chamber chamber on the firing pin.



Finally, adjust the firing pin in the jacket with a wrench and take the firing pin in two pieces.



And there you have it.

Now, to take the attachment off, you do these steps in exact reverse. Don't try any other way. Always remove the firing attachment before taking out the cartridge guide after you've through firing. And never—NEVER—use the firing attachment on the barrel jacket all other you install the cartridge guide on the firing stop.

See it?

This is the sure-fire way to keep from firing hell on your machine.

Of course, you'll have to adjust the gas pressure from time to time to increase or decrease recoil energy or to make up for wear on the regulator. But to start out, set the screw at "0". This'll

provide the gas pressure needed for firing the M103. Later on, if you need more gas pressure, loosen the screw and turn the screw to the left. If you need less, turn it to the right.

But, only change the setting one number at a time to other directions.



Your blank attachment'll also kindly in the usual good PM. Keep it clean and eye-check it regularly for damage.

You want to be real careful when taking it off and putting it on that you don't have any of the M77's parts... especially the firing pin assembly. And keep a sharp eye on the smaller parts you remove, like the cartridge assembly for the firing pin. How any part you're not using in the M77's spare parts box all you need it again.



No Rush Job

Don't get yourself in a new job because the heavy impact catches on your Milwaukee hand trucks soon after you've started and lowered the wheel a number of times.

A loose condition won't stand up to the operational stress of the vehicle.

So don't dip into the month just to replace or replace a cushion. Come the time when you have to dip in, that's when you want to take care of the cushion.

The Right Size

Dear South-West,
The two 40 & 120 loads used to hold the Milwaukee wheel's hydraulic power unit in place... just how long've they supported it? I've seen three different lengths used for the both.

W. L. B.

Dear Margaret L. B.,
Thank you for... the right length for the both is 14 1/2" in. And the stock number is PSM 1400-151-2526.



There's Only One

There may be a number of imitation products composed on the "market" ... but there's only one for you to use on the threads of your Milwaukee rock motor spindles.

And that's the compound mentioned in Change 1 to your TM 5-14 20, 20B, 12. It's listed on page 538 under PSM 6025-500-1724 for 1 lb.

To figure what size supersized TM's you might have lying around say,



Stock It

Page 54 of TM 5-14 20B-12P/121 (140-14) shows all-bucking for use (PMS 1400-171790) nuts. In our place it's listed as not needed and to be requisitioned as required. In the other place you're authorized to stock the nut. Which being do you go by? The one that says you're authorized to stock the nut... naturally.



Can you imagine what you can do with this launcher?

Job Made Easier

Go ahead and say it . . . adjusting the hydraulic sections of your Nike-Hercules launcher has always been a real chore, no straighten-up-and-pray-to-be-more-on-the-pipe. The answer your support unit comes around to apply MPW-1000 (D-11-1070) (D-11-1070) on your launcher, too, the spiker you'll love it made when it comes to straightening. The MPW-1000 makes cable connections fast and there, making it a lot easier on you.

At Last

You Nike-Hercules people say it's been impossible to come by a copy of LO 9-1400-100-20, the preventive maintenance manual (PM) that TM 9-1400-200-12 (12-12) (12-12) will tell you to use on your launcher. No wonder . . . it wasn't in print. Now it is here—under a Navy, say 1964 date.

Be Ready

If you don't know which way to turn.

When the necessary maintenance, LO 9-1400-100-20 (Feb 64) tells you to switch from OHS to OHS hydraulic fluid in your Nike-Hercules launcher.

But, you say, what about the launcher that's underground or in business? The computer doesn't get down to turning in these places . . . so why change to OHS?

The answer? You that'll know when the launcher will need special oil, because they have to be ready for the unexpected. And that means OHS.

Tool Talk

When you go to adjust the right-hand launcher stop screw on your Nike-Hercules launcher, roll into the standby position in the right position on the rail, it's a good idea to remember that:

Roll in the rail first before to work.



Roll in the rail first before to work.

Any other tool will round off or show up the low end of the screw. Of course, you know that Change 1 to TM 9-1400-100-12 tells you to use a torque wrench on the left-hand stop screw, and you adjust the screw before you go to work on the one on the right.



Use a torque wrench on the left-hand stop screw.

It's In The TM

You say you're having a hard time coming by the washer used in the adapter or check assembly that you use with your Dewey compressor when you're purchasing your Mike-Horvath units and launcher components? You say you can't find it in a TM?

Here's what you do—

You call it a "gasket" instead of a "washer" and then look on page 66 of TM 7-4020-11-4-20P (Rev. 64). You'll find the gasket listed under FSM 4516, 804-1115.

Capping A BA-472/U

Those BA-472 battery protective caps are hard to come by, but there's a couple ways to beat the heat and still protect the battery when it's outside of the Mike-Hor.

Like you know, the cap's not a replacement item.

1—When you turn in an unserviceable battery, keep the cap . . . and short out pins I and J with a small piece of wire. Cover the receptacle with tape.

2—Or, cover the output receptacle with marking or other adhesive tape when it's outside your tent . . . after you short out I and J.

3—Local purchase it . . . from the Complex Department, Eagle-Picher Co., Joplin, Missouri 64801.

If you local purchase, ask for the BA-472/U protective cap, per Signal Corps Drawing MM-B-100000. I'll get you back about 75 cents.

COMMUNICATIONS

LET'S
TALK!

WANT BEEN LISTENING
ABOUT AN H-38/PT
HANDSET?

HERE IS A GREAT
NEW SET WITH TENS
OF THOUSANDS OF
WORDS. THAT'S THE
BLACK HOLE. THEY
WILL BE THE ONLY
ONE YOU WANT TO
BUY TO LIVE!

EXPEDIENT FOR AN H-38/PT

Dear Editor,

We've worked out a real good field expedient when the molecular shields are punctured on our H-38/PT handset.

We cut a strip out of the plastic waterproof bags that instructs for the H-38/PT and H-38/PT: 10 rolls into some in.

The plastic stretches under the transmitter or receiver cup of the H-38 and doesn't interfere with the operation of the handset. It makes a great temporary moisture seal, and you need not receive food and sleep.

Maybe some others can use this idea.

W. J. Chris E. Kelly
Co. B, 501st, Main, Co.
10th Airborne Div

(Ed Note—You sure they can. Thanks.)



RING-A-ROUND THE EARPHONE

PLEASE ASK
THE SERVICE CENTER
ABOUT THIS

PLEASE ASK
THE SERVICE CENTER
ABOUT THIS



If you're tired of going in circles from the salvage pile to your switchboard, hang your hat back awhile.

Go down, take the load off, and eyeball these top models:

Like you know, you can't hardly get past an area for your switchboard features... and that includes the headband mounting rings used with the best use of the SB-20/PT and SB-20/P switchboards.

So you gotta be real careful about how you take the mounting rings off. Doing it the wrong way, usually, can tear the rings in two or bend 'em so bad they won't snap on the headband when you get 'em back in place.

To save the rings, get 'em off like so:

With the SB-20/P of the SB-20, first remove the mounting cap. Using any thin pin, run, slip the ring over the lip of the mounting housing. It should give you about as much resistance as a hot lead pin! Then a dab of force.

For the SB-20/PT and SB-20/P of the SB-20, avoid any more step to get the ring off. The caps remove the mounting cover and then take out the cap from the ring. Don't forget the element or P's ring the ring. A slight tug'll lift the ring over the housing.



GOT A RADIO? GRAB A LOOK!

WAY OUT TUNING

If you want to get way out with that radio set, or pull down way out signals on the first thing you gotta do when you switch your set from one vehicle to another is to stretch the antenna. Both the transmitter and receiver antennas, that is. So, if you want to get somewhere, or have someone get to you, stretch 'em out your TM.

MUTED MIKE MEMO

You sure like to keep your radio microphones off the scrap pile, too. 1—Keep it down easy when you're using it with your vehicle's radio, and, 2—Don't step on it when it's in the vehicle. If you bang it or crush it, you gotta arrange around for air-oh-oh cables and connecting parts. You can't order new parts any more.

DON'T TREAD ON 'EM

They may look rugged. And they may be rugged. But those cables coming from the muzz of your radio set weren't made to be stepped on or banged around. Which should be clear enough for you to take care of 'em. One good way is to secure 'em to their supports on the muzz when the cables aren't in use.

IT'S CLEAR AS CRYSTAL

You shouldn't ever remove crystals, such as those in the GM[®] FRC-1 radio set, with pliers. The pressure you put on them can tear in the case that protects the crystal . . . in which case you might as well use it over. Simple pressure and a little work'll do an uncracked job.



SO SNUGGLE UP AND CUDDLE UP...

In case the wood stove's blow-down pan, steam can condense and weather batteries for portable power have been available for a few months.

The wood and electricity on capabilities the van-type job is in 800-333-5775 (2 Jan 84).

One job, the BA-2771E, is built to keep your AM/FM/CB, AM dual, AM and AM/FM/CB's humming. The other, the BA-2767E, will keep the radio hot and help in your AM/FM/CB.

Here's why you'll use some weather and water. The best of the 31 and 30 can, you have an edge at when able to intelligently on the forecast of the battery. The case for the side of the best of cold-weather battery. For the best of other cold-weather things keep on top in other cold air.

The batteries, designed for better handling temperatures, are re-encased and snuggle up to you under your clothes, where they maintain 90°F or better from body heat. The little weather keeps the radio portable.

You get the cuddle-ups through one and supply channels by using 800-333-5775 as your authority... and make it a little if you want the way good with you able when. Requirements are that it be real cold outside where you are, with changes that it'll be below freezing or thereabouts.



The battery for the Perlek, comes like on BA-2771E. Ask your, 800-333-5775-1111, with address MS-2684/PBC, POB 1400494-1111.



For the Perlek you need Battery, Ask your, 800-333-5775-1111, with Special Feature Cable Assembly CO-80074E, POB 200-888-1111. Don't forget the cable. You need it.



... AND HOLD 'EM HOT!



Change it to TM 11-200-016 you in one hour or thereabouts and use the Perlek battery, and Change 2 on TM 11-200-016 gives you the steps on the best way for the other one.

A LIFTING EXPERIENCE



You men, there ...
Line up for loads!
Inspection, lad!



One lad today is an
component of the AN1
M2C-12 series collection.
Namely, the M1 handle
on the M1-240, M1-124
and the M-100.

You there! *Samson*
Component-Give us the
word, first, so we
rugged you think rugged
should be.



Like a tank, you say?
First, how rugged
you think the M1
handles on the
-12 components
might be?
You say about
like the M100
eyes of a tank?
.....



And you, *Patsy-Pat*
buddy. You got a
opinion on 'a rug-
ged load?
You did? You say
rugged should be rug-
ged and 'a get the
job done?



Am' you say you think, *Patsy*,
that the handles on the -12
series components are rug-
ged and ... only guys like
Samson Component really
know 'em like the M100 eyes
of a tank?

Also, the handles shouldn't be that rugged 'cause they'd defeat the lightweight
function of the components -- or they wouldn't get pulled out if guys like
Samson get the rough stuff and lift the components by both handles -- or
not pull 'em 'em on the the components 'cause glad to be moved or workloads?



Patsy, why do you hate *Samson* Component?

Am' you say you don't hate him ...



But you're like your buddy
or am' you don't wanna
see the components go
all the way back to dig-
git for repair ... and
sometimes wait for re-
placement of the whole
best good -- but be-
cause somebody like
Samson get confused? Or
that maybe more than
the best good? Now,
could get damaged if a
component should be?

You got more good points there, man. These
handles kinda together in a small focused
dash that goes into the good. Working
together, they're rugged and, lad, they
don't get the extra rough treatment.

Also, if you were helpful in most little packages
series a tank, you wouldn't lift 'em by one
end ... or risk a broken wing. Some deal
with M1 handles.

Anyways, that rate it, man. *Samson*, Am'
... or ... you there, *Samson*? There's
a bit 'em' look in me eyes one more time.



BIL

VS PLL

Dear Mail-Man,

A highly controversial supply problem exists in our world. Here it is:
Are items authorized on a BIL carried on a PLL?

I say no. Both items items list items should be on based on required amounts, but they shouldn't go on a prescribed load list.

BIL items are not authorized for exchange they're GM'd in specific quantities for each and item of assigned equipment, and no such aren't subject to the approval of a supporting supply account.

What do you think?

SEC D. S. L.

Dear Sergeant D. S. L.,

You're on the right side.

Items from the BIL aren't meant to go on a PLL. AR 750-11 doesn't allow it. For example, in para 26, Change 1, the AR says:

1. Prescribed load lists will be prepared and entered per inventory items in the operator's and organizational manuals.
(While in the case of BIL, there's no question of either concerning or entering. The BIL clearly indicates the number of repair parts which belong with an end item.)



2. PLL allowances are guide factors and are subject to adjustment by the maintenance section according to demand experience. (See Change 4 to the AR, para 11 a.)
(The specific quantities of stuff on the BIL should be on hand or on order in all cases.)

3. AR 750-11 (para 36) says that repair parts records may be established on the organizational maintenance activity.

On organizational maintenance on radio equipment, for example, it makes sense at unit level where the equipment is stored and used. It's clearly done on a localized maintenance section or some other support activity. This means that support and repair parts records can exist at a low location while the BIL equipment is in storage.

In brief—

Items on the BIL are listed as part of the major end item on the operator's manual and take care of simple operational checks without taking the equipment to the support units. So, the BIL should remain with the equipment it belongs to. And, the operator's manual should be responsible for replacement of BIL stuff.

Inspection and inventories, of course, should cover the BIL with the end items concerned.

Of course, some BIL items may also be on a PLL—when authorized for exchange by the SOP and supported by demand experience.

High Altitude

STOCKING PLL vs FRINGE ITEMS

THE FORMULA
 for stocking PLL is a function of
 average daily demand, lead time, and
 safety stock. The formula for
 stocking fringe items is a function of
 average daily demand, lead time, and
 safety stock.



It lets you figure out your needs of these items because your records show a minimum of three demands in 100 days or less. That is, fringe items (backlog by demand rate on EA Form 2277) can be added to your per-unit lead.

The formula for fringe items, however, does not . . . repeat itself out, apply to parts included on your PLL. The PLL needs are revised monthly, when the initial six review periods, per instruction in the IR's page 34.

So don't be confused . . . each formula does a different job for you.

- 10. Days of supply authorized - Initial
- 11. Lead quantity demand - stock
- 12. % of days inventory to purchase - lead
- 13. % of days inventory to purchase - with the demand forecast.

For example:
 Assume forecasted demand in 30 days will be independently forecasted for the lead during this period as 10. If the requirement is authorized to stock 10 days of supply, the following complete the world formula:

$$\frac{10 \times 10}{30} = 3.33$$

- 14. The quantity existing from this requirement will be entered on the table below from IR-2277. Fractional values will be rounded to whole numbers with paragraph 14.

ITEM	PL	PL	PL	PL	PL	PL	PL	STOCKING		
								PL	PL	PL
<p>THE NEW AND IMP TABLE FOR 1. IN THIS YEAR OF 1977 IS BEING REDESIGNED TO SHOW THE DATA ON 12, FROM 12, IN TABLE.</p>										
<p>TABLE OF DATA</p>										
ITEM	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL
1234567890	1	2	3	4	5	6	7	8	9	0
1234567890	1	2	3	4	5	6	7	8	9	0
<p>EA, INC. 1977</p>										

**THE LOWDOWN
ON THE NEW
IMPACT WRENCHES**



You've seen your new tools in your No. 1 Common Tool Kit (FSN 5120-961-0110) 154-0000, Change 2 to (SM 2-4-0900-486), and in your No. 2 Supplemental Tool Kit (FSN 5120-961-0110), SM 2-4-0900-486.

If it's the impact wrench or wrenches that're featuring you, here's some info that should help.

Tool Kit—

WRENCH SET, IMPACT, HAND, FSN 5120-961-0013
in the No. 2 Common Tool Kit.

The set is also a part of

WRENCH SET, IMPACT, HAND, FSN 5120-961-0015
that's in your No. 2 Supplemental.

The FSN 5120-961-0013 set has a 1/2-in square drive and will torque up to 800 lbs-ft. The FSN 5120-961-0015 set includes the 1/2-in square drive, 800-lb-ft torque, and a 1-in square drive, 2000-lb-ft torque.



How good
is your hydraulic
crane?



Here are the items you find in the sets. All of them are in the No. 2 Supplemental Kit. The items in *Blue type* are also in the No. 2 Complete Tool Kit.



WRENCH, Metric 1 1/2"
1/2 in. sq. drive, 200 lbs.
force.

Kit No. 2-1000000 **Kit Part No. 1-1000000**



EXTENSION, 12"
Kit No. 2-1000000 **Kit Part No. 1-1000000**



WRENCH, Metric 2000,
1/2 in. sq. drive, 200 lbs.
force.

Kit No. 2-1000001 **Kit Part No. 1-1000000**



EXTENSION, 14"
Kit No. 2-1000000 **Kit Part No. 1-1000000**



EXTENSION, Solid Steel
Kit Part No. 1-1000000



EXTENSION, 6"
Kit No. 2-1000000 **Kit Part No. 1-1000000**



EXTENSION, Special Steel
Steel.
Kit Part No. 1-1000000



EXTENSION, 7"
Kit No. 2-1000000 **Kit Part No. 1-1000000**



EXTENSION, 8"
Kit Part No. 1-1000000



EXTENSION, Special for
Turret Truck
Kit Part No. 1-1000000

ALL THESE ITEMS ARE IN THE 0015 SET. TRACE QUALITY WITH THE NAME AND FIG. IN BLUE TYPE ARE ALSO IN THE 0013 SET.



0015004, Special for Speed Stud

MS Part No. 0015004



0015001, Stud

MS Part No. 0015001



0015002, Long

MS Part No. 0015002



0015003, Stud

MS Part No. 0015003



0015005, Long

MS Part No. 0015005



0015004, Stud

MS Part No. 0015004



0015001, Stud

MS Part No. 0015001



0015002, Stud

MS Part No. 0015002



0015003, Stud

MS Part No. 0015003



0015005, Stud

MS Part No. 0015005



SOCKET, Input FIN	SIZE	SAE PART NO.	ISO PART NO.	ISO	SAE PART NO.
1/8" (20.32mm)	1/8"	9501	1620000000	162	9501
3/16" (11.81mm)	3/16"	9502	1620000001	162	9502
1/4" (25.40mm)	1/4"	9503	1620000002	162	9503
5/16" (15.88mm)	5/16"	9504	1620000003	162	9504
3/8" (22.23mm)	3/8"	9505	1620000004	162	9505
7/16" (28.58mm)	7/16"	9506	1620000005	162	9506
1/2" (38.10mm)	1/2"	9507	1620000006	162	9507
9/16" (44.45mm)	9/16"	9508	1620000007	162	9508
5/8" (31.75mm)	5/8"	9509	1620000008	162	9509
11/8" (34.93mm)	11/8"	9510	1620000009	162	9510
1 1/8" (30.16mm)	1 1/8"	9511	1620000010	162	9511
1 1/4" (31.75mm)	1 1/4"	9512	1620000011	162	9512
1 3/8" (34.93mm)	1 3/8"	9513	1620000012	162	9513
1 1/2" (38.10mm)	1 1/2"	9514	1620000013	162	9514
1 3/4" (41.27mm)	1 3/4"	9515	1620000014	162	9515

You'll never keep an eye on these items because only the Allen wrenches are in the supply system. You can get the 3/16-in Allen wrench by asking for Key, Spline Head Drive, ITEM 3120-200-5274. ITEM 1120-100-1100 is for the 1/4-in size. The other items only come with the size but they aren't listed in the IAFs, they don't have ITEMs so order by Mfr. number.



ITEM 3120-200-5274
3120-200-5274



ITEM 3120-100-1100
3120-100-1100

This is the Box, Tool Kit, Mill Tool No. 20297, that you get with the FM 1210, 164-4011 wrench set. You also get a maintenance and parts manual.



Here's the Box, Tool Kit, Mill Tool No. 20297, and a Maintenance and Parts Manual that is part of the FM 1210-4011 wrench set. This is the Box you get with your No. 7 Common Tool Kit.

KEEP IT DRY

When ordering, please
specify
FORM 7500-200-5000



Even when you may find yourself "way back in the woods" for a while, you'll never miss this from the GSA Form 2000, Com-mitted Log. What's more, the equipment may not have a dry storage space or a publications case, ESN 7500-200-5000. In that kind of spot, keep the log dry with plastic cover, ESN 7500-200-5000 (B) in a 100-40. It's listed on page 7 of Federal Supply Catalog GS-145E, (1) Dec 60 and (2) 500/20-50E, (1) Mar 60 says it's a GSA item.

FINGERTIP MHE POOP

That's what you get in TM 18-1000 (1) Mar 60. It gives you the vital statistics on current MHE produced during 1961—like TM's, M's, SO's, ESN's, model numbers, manufacturers, performance data, capacities, etc. All the dope you need in a quick-check reference.



Connie Road's BRIEFS



Right sight scope

For a complete run-down on the new, use and capabilities of the transistorized infrared rangefinder (380 1090 770-01 P), you can check it out around the strip, 48 1-103. The sound strip's 20 frames are in color and run 17 minutes. You'll also want to look into the equipment's MA 1-1 890-203-13 (31 01 01) and its Charge 1 (36 01 00).

Parallel prop

Need a paralleling cable for the Hol-Gen CE-600-AC, 110 generator at your site? It can be had, even the 17' not yet listed in the generator "P" manual. It's Cole's, paralleling, P88 4112-078-0113, listed on page 20, line 26, of the manufacturer's manual. Stock No. P88C-1-0734. The Part No. is 811308 and the item code is 72129.

Return of worn water blades

When it comes to disposition of worn-out tail rotor blades, the Raven (20-22) is an exception. It's economical to re-able damaged 20-2218 blades as long as the joints or hub section isn't bent, cracked or broken . . . and bolts the hasn't been attacked. If you don't want to automatically condemn a blade until you've analyzed its joint section,

Learn
the
new
in
Parade.



Checked your oil?

SAVO 01-1 020-204-2671 has given the check in your favor (20-22) a new lease on life by providing a separate transmission oil system. To keep your bird in the pink, be sure the oil level gets checked every 6000—and the oil gets changed every 200 hours.

For the sergeant types

For a helpful run-through on the scheduled PM checks and services due the landing station of the Sergeant, look a look at W P-2223. The new training film (27 minutes long) is available from your maintenance communication center.

Friendly from 12-4

Get friendly with that friendly SA Form 12-4 if your outfit needs enough copies of PE Magazine each month. Fill in the number your unit needs (don't forget the CD, photos, commandlets, all ACP-100s, artwork and materials, as well as every man who uses and maintains equipment.) Your outfit's Form 12-4 goes thru distribution direct to the Army Publications Center, 2800 Eastern Blvd., Baltimore, Md. 21170. PE will be mailed direct to your unit every month.

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