

WANTED



NAME: Alvin "Archie" Desler, alias "Wire 'n' strap it," "The-ass-tacker," or "Any-ol' screw'll do." Never stamped to any groms, trades it with "Red Hat" to it, to me see inside "it." Sometimes called "No-Fingers."



For Destruction of Army Equipment.

TEARS DOWN COMPONENTS FOR A LOOK-SEE: Says the Marine Corps allocation chart (MAC) is for plant-owners with lock-keyholders.

ADJUSTS EVERYTHING IN SIGHT: Whether it needs it or not.

DEMONSTRATES JOHN DELL CAREFULLY ADJUSTED GEAR: "Here's how we did it on the old Z-18 with nothing but a nail file, pliers, 'n' safety wire!" (Then sends it back to DS, DC - or maybe all the way to depot or built - to get things back in some again.)

DISTINGUISHED BY: Extreme confidence. Seems to know T&E and LO procedures. Appeared broad edge of wide range of equipment often leads to necessary "copy" his short-cut solutions. Despite youth, seems "air" of having "grown up" with all modes of items - from A-1 to Z-13.

ARMED - AND READY TO USE: Whole slew of specialty-built gizmos and things, tools - from jester's screwdriver to crescent or pipe wrench, and stake-co bars like-baiting wire - and files for making wrong-sized fit.



IN 1917 ISSUE

GROUND HEADQUARTERS 200, 2007

PREPARED 2010

AN ISSUE 2011

COMPLIMENTARY 2012

COURTESY 2013

2014

2015



Drive with pride as a... QAD WITH DPME

Here's an Army truck like a man, beautiful, second girl!

They look appreciate a good operator who knows what to do and how to do it—and does it!

With all your good looks, your smooth line and a pocketful of brass, you know that gal will smile the same if you don't keep her happy—meaning look for more.

Save gas for your truck.

You might've been the finest rick-dapper in the capital as a civilian, but you'll have to do better than that to win your GI 41—Operator's Identification Card.

Besides being a QAD (Qualified Army Driver), you'll have to be a DPME (Driver Preference Maintenance Expert).

REMEMBER WHEN?

You used to pull into a gas station and fill the gas. "That is a heck's worth, check the oil, battery, radiator 'n' else — 'n' give the windshield!"



And when you didn't have the words for the gas, you just walked for a few days. Or you mentioned your thanks. Or a gal with which you went for help. Or you just sat home and watched the headlines.

No more, all' healthy!

You're going to be the guy who makes men —

— Your engine oil level reads on beam over the ADD mark on the dipstick.



— Your radiator coolant level is above 1 inch below the bottom of the filler neck.

— Battery electrolyte, in all cells, is near the tops of the plates.

— Tires are exceeding the right pressure.

— Fuel lines dispensed for water and air.

— Your air cleaner's not plugged with dirt.

— Your fuel tank's filled up to the mark.

Oh yeah—and your windshield's clean.

And a lot of other things that help keep your truck ready, willing and happy.



FOR MEN ONLY

When you've finally got that MP 45 in your hot left hand and you're assigned a H-400 or a three-and-a-half or some other Army truck, you won't be climbing behind the wheel for a jeezies.

That's no kid stuff, man!



You'll be on a mission. A lot of people will be depending on you and your truck to get them—and back.

No matter how well you can drive, you're just a warm body holding down the seat if your truck can't move out or if it breaks down on the road.



SOAK UP THAT DPM

To make like a sponge when Drive-Protective Maintenance comes up in your training.

Sharpen your brain, your eyes, your ears—and even your nose. Looking, listening, smelling and feeling are pretty much what DPM is all about.



You may not be doing much being on your track, but you'll not be expected to spot anything going wrong and report it.

You're being recruited partly for DPM when you take that Driver Selection Battery For Heavy Haul.

DPM ALL THE WAY

You'll get plenty of Driver Preventive Maintenance if you go to one of the Army schools—St Leonard Wood, Ft. Dix, Ft. Jackson, Ft. Ord or Ft. Polk—to take a driver's MDR 64A10. The course is listed in DA Pamphlet 108-10 (page 7-11-1) as Course No. 811-64A10.

There's a chance, though, that you'll be showing only for an SF 40 in your own local command's driving training course.

TM 11-100 w/Ch 1 (Ex 80), Driver Selection And Training (Selected Vehicles), hits hard as the need for plenty of training in Driver Preventive Maintenance.

Your unit needs this real handy guide for setting up a driver training program—Army Subject Schedule 11-64A10, MDR Technical Training And Refresher Training of Light and Heavy Vehicle Drivers.

There's good DPM stuff, too, in DA Pam 180-52-1 (Jan 70), Operator Training Course for M11 1/2-Ton Trucks. A lot of the stuff in this training course goes for any vehicle truck.

Here again, you'll find the of spotlight shining bright on Driver Preventive Maintenance.



... AND MORE ...

Just check the listing in the reader service of these files and other training aids listed in DA Pam 108-1 (May 69), Index of Army Medical Pictures And Related Audio-Visual Aids.

You won't want to miss these juicy training files:

TF 10-2110, "Automotive Preventive Maintenance, Before The Operator"



TM 15-2110, "Automotive Preventive Maintenance, During The Operation And At The Halt"

TM 15-2117, "Automotive Preventive Maintenance, After Operation"

There's lots more in both the 15-series and 9-series that put the whipped cream on your DPM training cake.

You can even get a headstart on your driver training and come out at the head of the class, for almost signing up for MOD Related Correspondence Instruction, Light Vehicle Driver MOD USA. You get the poop in DA Form 150-08 with 1 thru 15 (Jan 71), Announcement of Army Extension Courses.

Go get the info from:

Commanding

U.S. Army Transportation School

ATTN: Director, Motor Vehicle Training Dept

Ft. Rucker, VA 23804



FULL CIRCLE

With all this Driver Preventive Maintenance that can be worked into your driver training, there's no reason you can't come through training like a pro—no like a Driver Preventive Maintenance Expert.

It's up to you.

You're the guy who makes or breaks that truck.

Like it says in your own driver's bible, TM 15-208 with 1 and 2 (Jan 68), Manual For The Wheeled Vehicle Driver.

"You are the most important single factor in preventive maintenance."



TM 15-2110, 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, 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Don't Walk Away,

What's the best on rope tip — those specialists around the ends of ropes save the sharp ends? Are replacement tips in the supply system yet?

WILLO,

Dear Specialist E. E. O.,

These metal rope tips are not available in the supply system, and, from what I hear, they won't be.

Use the latest thing in plastics. What else?

Get Invaluable/Shoring, Electrical, Flexible, Washable, Plastic, MEL-28000. There's a wide range of sizes in Federal Supply Catalog CPO7000-6. Get a size big enough to slip easily over the rope end.

Cut off a piece of this shrinkable plastic tubing — about 1/4 to 1 inch long. Slip it over the rope to just a flick of the rope end peeks out.

Then apply heat — steam or torch flame — very carefully to shrink the tubing snug on the rope. Make sure you observe all fire safety precautions, like taking the rope off the tarp so you don't set the canvas on fire.



With a little practice, you can apply this fix to a rope end — neatly and just about permanently — in a few seconds.



FIND WHERE TROUBLE LIES



As your '98s on dealer and a ball on whatever is causing them?

Well, not your baby blues — checkers are 60 to 75 that can be most of these checks is either a stoppage you might see — and if a possible question mark even pulled you over, they'd see.



THROTTLE — Cables bent low, air-fuel mix not in correct, no vacuum inhibitor work.

LIGHTS — Burned-out, brake light not working, moisture build-up.



WIPERS — Won't work, scratched, buffer missing, wiring broken.



WHEELS — Lug nuts loose, bearings loose but to be checked with loose wheel nut.

WIPERS — Check air mixing on 14-day/100-psi don't stop right out if one's not set.



WCS — Pressure too low or too high, cut, sidewall broken.



BATTERIES — Electrolyte level too low, cover plates up to help store heat, positive top cover is loose, cut, cut-off cracked, insulation damaged, connections loose, no-charge used.



OIL LEVEL — Below the 500 mark.



VOLTS — Battery, cracked, frayed, too loose, too tight, not sealed.



WINDSHIELD — Cracked, glass loose, wiper blades too old, wiper not working.



LIC BOOK — No duplicate sets on the 1998 1 daily when up to need for duplicate, no front operation on 2000 1 daily for unapproved test (check on 98 1400 or 98 1400 14, no check marker on 2000 1 daily for state vehicle is operational, required form or form not in top).



DRIVE QUALIFIERS — Driver of vehicle disqualified for particular vehicle to use or if not set up to date.

USE MIRROR — Missing, in adjustable, loose, broken, too dirty to use.



SA FIRM 2000 — Also with the vehicle, blocks 1 thru 3 gas blocks 4 and 7 not filled in. Faulty readily detectable by operator and entered on SA 1900 or SA 1900 14.

BI — Equipment missing or improperly maintained, unapproved substitute correct.



What's that? You say you passed 100 per cent? Well, grabber up, ol' Buddy. Come in on the map!



ENGINE AIR CLEANERS...

Your car's never quite a match winner, is it. To have "best" anything, you've got to beat it in it. Like burgers, meat!



STARVATION



DIET



No, everybody already knows that, huh?

Then how come some guys up to you on engine with a disintegrated air cleaner?

Do they think an engine can live on fuel alone? Don't they know fuel won't burn good unless it's mixed with enough air? Can't they see that a broken-in bit of air has to pass through the engine air cleaner?



So why not just get that air cleaner moved the way? Well...to good! Don't



wander inside your engine! That is, you've got to work close to me that all makes real sense! Lookings: because your air cleaner will do engine air air right. Even a little hole the size of a pencil lead will let its enough dirt to ruin up the shiny bearing surfaces in there.

If your engine's got no poop, it'll stoppin on pickup and ball stinking, there's a good chance your filter element's plugged up with dirt.

Your engine's starving for air!
You've waited so long already. Your air cleaner's long overdue for a cleaning.

HOW DIRTY? INSIDE!

If you're on the ball, your engine never has to suffer from air starvation. Your TM or IM, or both will you have often to service your engine air cleaner.

Oh, as you're with it! You do give your air cleaner a regular good' over just like the book says!



That's good-to-be maybe not good enough.

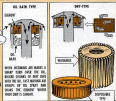
When you can see, feel and smell dirt in the air, you know you've got to take care of your air cleaner soon often. Your engine needs a lot of air. That means your air cleaner picks up a lot of dirt.

You may have to clean your air cleaner every day!

WHAT'S NEW?

Let's take it from the top . . . from inside. Let's make you the air cleaner expert in your world.

First off, your truck's gas filter can still keep you air cleaner as a dry-type air cleaner. Cleaners are, your dry-type job has a washable element, but there are a few air cleaners around with a non-washable (disposable) element like you see in most late-model civilian vehicles.



Here's the question on what's gas what — check it out for your air cleaner.



— all 2½-ton gasoline engine trucks (M21 etc.)



— all 3-ton gasoline engine trucks (M21 etc.)



— all 1½-ton gasoline engine trucks (M21 etc.) — 2 tires



Big-type with available demand —

— basic 1½-ton trucks (M71 etc.) with engine speed governor



— all 1½-ton military engine trucks (M71A, M71C etc.)



— all 1-ton steel and military engine trucks (M70A, M74C etc.)



— all 1-ton steel engine trucks (M72B-W etc.)



Big-type with non-available demand —

— all 1½-ton trucks (M71 etc.) with rail engine speed governor



OL. LAM AN CLASH

There's nothing tough about keeping your oil back-type air cleaner in good shape.

Make sure the oil level's always up to the mark in the reservoir. Add oil if it's needed.



But never put sand or dirt in your air stream. Back in the old days, they figured old crankcase oil was OK for this, but now do read it — Fresh Oil Only. Use the same type and weight oil you put in your engine crankcase.

And watch out for your oil sprouts getting overbooked with dirt. You can tell by running your finger across the bottom of the sprouts. If you feel gritty dirt or thick mud on the bottom, you dump-out that overbooked oil. Then you clean the sprouts and refill with fresh oil — up to the mark.

You pull this dump-clean-oil job every 1,000 miles or 6 months, but you'll find it's needed more often when you're operating a lot in dusty country.

OL. NO. TWO

Your life calls for a full-scale cleaning of your oil back-type air cleaner — all parts — every 5,000 miles or 6 months. But, here again, "more often" may be needed.

If you've got a 14-ton or 16-ton truck, you take your air cleaner all apart for cleaning — the wire mesh element comes right out.



On other trucks — 11-ton, 12-ton and 13-ton — the element's built into the air cleaner body.



But you don't run all pretty much the same way. Let the element (or body-with-element) sit for a half-hour or so in dry cleaning solvent or mineral spirits paint thinner. Then soak it up 'n' shove in the solvent to clean out the dirt. Give the body-with-element a reverse flush by lifting it out of the solvent and forcing the wash run over the other end.

Keep up this soaking 'n' shaking until the wire mesh is clean. Then let 'em drain dry. Or, with the separate chamber, you can hurry up the drying job with compressed air.

You clean the reservoir and other air-chamber parts with the same kind of solvent. Use a rag or brush to get off stubborn stuff. Then wipe all parts dry with a clean cloth before putting the whole works back together.

And you fill the reservoir with fresh oil—right up to the mark.



All these days, washable air-chamber elements are the same in at least one way—they're washable. You may think it's made of paper inside, but it's not. It's a tough fabric—synthetic or man-made—that's built to last. The clean wash it uses 'n' more. It'll last a long time if you don't bang it around and punch holes in it.

This kind of element is great for trapping dirt. It does this job so well that it can plug up real—if you let it—and your engine will get no air at all. Here'd you like the your new 'n' washable jammed full of dirt?

There's 3 ways of cleaning your dry, washable element—good, better and best.

Just stopping the dirt out is better than nothing when you're out in the field or on the road. That rattle you hear up in your truck's air filter indicator means your engine's already suffering from air starvation. So you push that filter element and get the dirt out. Slip it around the sides. Bang the ends—gently—against the truck or on the ground. And shake it hard so the dirt'll fall out.



Watch, you never have your engine running while the filter element's out — or you'll suck dirt into the engine like mad!

While you're got the element out for cleaning, wipe out the air cleaner housing with a clean cloth to catch any dirt flying around in there.

Remember to hit the reset button on the air filter indicator on the end. It'll sleep back down.

Back at the service park, give your filter element a better cleaning with compressed air. Be careful! Use low pressure and wear goggles.



"Replace" does not mean you throw your old one away — unless your helper has shown it's gone or has holes poked in it.

Give your dirty element a bath — warm water and detergent in a tub or big bucket. Never use gasoline or other oil-solvent on this kind of air cleaner element.

Let it soak for 5-10 minutes to loosen the dirt. Then shake it around to wash off the dirt.

Keep it in clean water. Shake it good to get out most of the water.

Give it another clean rinse over the holes or other damage.

If your washed element's in good shape, it can go back to work in another vehicle after it's dried for 3 or 4 days.



TIMING IS 5-QUARTER

If your 5QT is an older 14-cu-ft or larger box-the-dry, washable air cleaner element, you give it the same treatment. But you "replace" the element with a washed or new element at 1,000 miles.

Whenever you're handling this three-element, be mighty careful not to bend or damage these fins around the outside. They knock down the bigger dirt sucked in so it'll drop into the rubber vacuum tube.

The non-washable air cleaner element on older 5-quarter vehicles is usually good for 1,000 miles, too, but you replace it with a brand-new element. It's a good idea, though, to clean your element in between changes when you're operating in dusty country.

To clean this non-washable element, you just tap the top or bottom against

WASHABLE
FRESHEN AND
REPLENISH TUBES
ON 14-CU-FEET



WASHABLE TUBE



36 CARTR. NET
25 CARTR. NET

NON-WASHABLE TUBE



362 NET 362 NET

a flat surface to knock out the dirt. But not hard, though, or you'll damage the tubes.—that'll be dirt slip by around the three elements.

PARTS AND SUPPLIES

Here's some of the things you need for getting your air cleaner 5QT.



14-cu. washable filter element —

—for 7½-hp truck (lower model), P/N 794-125-622, 1/2 & 1 May 78, 78-1-225-244-22

—for 7½-hp medium truck, P/N 794-125-124, 1/2 & 1 7-225-224-22 1/2 & 1

—for 5-hp diesel and medium truck, P/N 794-125-124, 1/2 & 1 7-225-224-22 1/2 & 1 1/2 & 1

—for 10-hp diesel truck, P/N 794-125-122, 1/2 & 1 7-225-224-22



14-cu. non-washable filter element —

—for 7½-hp truck (lower model), P/N 794-125-622, 1/2 & 1 May 78, 78-1-225-244-22 for your 5Q

Cleaning supplies — Labeled to suit please in 5Q 5Q-100 and 7Q and in the 5Q4 supplies section of 5Q 2 Use 5Q, 5Q 7-225-224-22. Also, check your oil service supply store, also check them on available through 5Q —






—detergent solvent, P/N 800-22-140 1/2-gal, P/N 800-22-141 1/2-gal

—oil-soak spray paint thinner, P/N 800-22-140 1/2-gal, P/N 80-22-140 1/2-gal, P/N 800-22-141 1/2-gal

—kerosene kerosene, P/N 794-22-140 1/2-gal, P/N 794-22-141 1/2-gal.

M715 BUMPER CROP

One of these rubber bumpers on your M715-series truck can be ordered under regular P/N — four others have to be ordered by exception date using the part number and Buying Identifier Code B04.

<p>One bumper to be ordered by P/N 144-771-071</p>	<p>Four bumpers to be ordered by exception date</p>			
				
<p>Rubber shock bumper</p>	<p>Steel bumper, between head and frame P/N 1447000</p>	<p>Steel bumper with nut P/N 1440000</p>	<p>Rubber bumper P/N 1440070</p>	<p>Rubber bumper P/N 1440070</p>

EXCEPT BY BUYER'S...

NEW TRUNNION AND BOLTS



"IS THAT what's changed here?"

"YEAH, P/N 144-771-081-081"

"ARE THEY BRACKETS OR CRACKS?"

You'd better keep a close eye on those rear trunnion brackets if your M1134-KC 1 1/2-ton truck tractor has the old type. They may be crackle' on you.

Uh, uh — they are! They get support or support 'em with the new thicker job — P/N 25 00 178 1007 for each bracket. They'll use longer, stronger bolts P/N 1102000; nuts, P/N M811941-010; and washers, P/N 7700100.

There it's up to you to keep 'em snug — 200 or 300 foot-tons.

NO FILL IN 1-INCH OR BELOW



Don't Filler.

When working 1-in. and smaller openings on vehicles, is it necessary to fill in the hole? All Filler (Mag Filler and 70 Filler) do not mention this little detail.

Filling in these small openings does not improve the appearance of the equipment, nor does it make the workings easier to read. Plus, it's in line of workman's time which should be used maintaining the equipment.

1980 J. D. R.

Dear Ferguson J. D. R.

Right on! The people who write the JDR's don't seem to like and smaller openings to be filled in.

Hot Shot

70-70

LETTERS 1 INCH OR LESS IN SIZE TO CORRECT LETTERING.

DIESEL'S HOT FOR CLEANING

Judging from the shiny glow on the rear view behind the motor park, some "jet and polish" types are still using diesel fuel to clean outside surfaces of their vehicles.

It's a waste of fuel.

It's a waste of time.

It puts an oily film on the surface and does some sooting.

But, like the sooties burning on both sides, it makes a heavy fuel glow. Think about it.



FLARELESS TUBE KNOW-

Leaky joints are headache no-need like nothing could's worse you. Just because they're the flangeless type, there's no reason to imagine they're pitiable in fit. Well, for why, for that comparison, pump, air conditions or really not around it, do you pitiable any longer?

Leaky fittings usually result from flangeless joints wrapped immediately together.

KNOWING HOW THEY GO TOGETHER IS THE BEST WAY TO KNOW HOW TO FIT THEM. HOW YOU GO FROM LEAKY JOINTS AND HOW YOU CAN STOP 'EM

HOW TO STOP THE LEAKY JOINTS

FITTING HOW

HOW TO STOP THE LEAKY JOINTS



FITTING THEM TOGETHER

1. Square off the tube end like a tube cutter, then file it with the 3-Korund tool set for use.



2. Make sure the tube is straight, round and no less than 1/16 inch of the end.

MAKE UP GUY'S MOUTH BY SQUAREING OFF

3. Slip the nut on the tube, then the female or plug. "If the female has a thread, that will give us that."



4. Push your tube on the tube and seal fitting through.

5. Bend the tube straight and square, into the seal fitting.

6. Then lower the nut, thread it up, and tighten it slowly with a wrench.

7. While tightening, rotate tube back and forth until you feel the ring grip it. Tighten until you can't turn or jiggle tube with fingers.

8. Press back a wrench position of nut on tube.

9. Bring just the right-side wrench—same grip point—tighten the nut another 1/4 to 1/2 turn—no more. The wrenchmark is your guide.



DO NOT
TIGHTEN
TOO TIGHT!



DO NOT
TIGHTEN
FOR
WRENCH
MARK

CHECKING TANKS



Now, check to make sure you have no leaks. It's never good to just guess. It will help, in fact, if you check over the fitting and the tube on your workbench before you even begin putting it on.

Likewise, repair gas burner if you see your eyes before you touch the fuel wires. Eyeball the nut and the tube area for cracks. Look for egg-shaped tube neck, burrs, loose or distorted seating, and female rings causing tube sides. If all looks OK, clean and remove tubing squarely, and tighten up the nut. Turn it until square rim drops, then 1/4 to 1/2 turn and stop. Then if it will leak, the word is a new fitting, a new line, or possibly both.

RAPEE REPLACEMENT

If the rapee would be run short when cut or take a more fitting, or if the old rapee has just had its, replace. There'll be in back if supply can get you professional tubing run as its. But if not, use bulk stock, and keep these points in mind:

1. Always replace with the same type tubing. Never substitute copper or brass line for steel.
2. Shape the rapee before putting on connections. Do the shaping as you run.
3. Cut only with a tube-cutter, not hacksaw or file.
4. Make new rapee 1/2 inch to 3/4 inch longer than the old one.
5. Its outside ends are sealed against rapee is used and compression not to be break straight.



4. Bend tubing to hand, the hand-pipe, if you have one, to bend and shape it by hand. Use jaws or pipe pliers will hold it, make it as before it. But use care a rapee to hold the compression, not push.



GET MORE, COME —

Like knee-brace (joined) to thigh brace, flexible fittings have follow-on tubes and size. Special knee-brace helps with the "O-ring" kind especially.

ROTATION TYPE— This kind has to face a certain way or point in another joint.



— Run the lock nut back off the wire as far as threads to clear the nut.

— Fit the lock-up washer into the nut.

— Take the spring and slip it right under the lock-up washer.

— Then press the fitting in the hole until the spring just touches.

— Position the fitting, it can be set in or loosened up to one full turn in the fit.

— Tighten up, hold the fitting and with a wrench, then rock the lock nut around until against the base.

NON-ROTATING TYPE— without fixed direction.

— Face up is this side of hole on the fitting, which is then seated in the groove under the base nut.

— Fitting and base, straight-line marked, are finger tightened.

— Setting to zero—open and screw in snug fit, 90° to the base wire.



3 80-8071

Fixed nut-on fitting 3 makes zero-setting base's the measure

1. Realigning—twist rubbing, marks not, slips threads.

NO



2. Wiping wire open and screw—rubber base and distortion.

NO



3. Slip-type glass—mark rubbing, not, or cause base setting.

NO



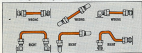
IT TAKS TIME

Another great idea is, don't rush too much. When you feel a leak, track down the cause if you can.

For instance, ask yourself whether the fitting was put together wrong in the first place, or if the tube wasn't shaped right to begin with.

One main thing to remember is, you hardly ever want tubing to run straight from joint to joint with no loop or allowance for growth.

Here's the right and wrong way to install tubing:



Right lines don't stand up as vibration well, for one thing.

If you dropped a wrench on any of the lines at top, you'd never's. Study how the tube or joint stuck off. But it'd take a harder hit to show failure ... there's some built-in "give" for protection.

And finally, when you tighten, avoid twisting, chocking, kinking, or otherwise a line down the tube with a grease patch.



Then when you get your joints all made, lub-free and clean, you'll wonder why you ever were scared of anything so simple.





HEY! YOU GUYS NEED BRAKE WORK!

1964J TANK, 1964J LAUNCH, 1964J TANK, 870J OF

TANK HYDRAULIC BRAKE CHANGE

Yep! This is for you if your vehicle has the extra hydraulic brake system on the 1964J tank.

The way the step-by-step brake adjustment in the '68 TM's now reads you can wind up with a hydraulic pressure build-up without it showing on the brake pressure gauge.

To keep this from happening all 4 of the '68 TM's will have the Step 6 of the brake adjustment revised to drop out the words —

"Increase brake lever" and substitute —

"Adjust clearance between the cone face and the roller."

Until this change comes through you can make this note on their paper . . .

Vehicle	Technical Manual	Page	1968J TANK
1964J Tank	TM 9-236-214-01	7-10	1968J TANK
1964J Tank	TM 9-236-214-01	7-9-11	1968J TANK
870J OF	TM 9-236-214-01	7-10	1968J TANK
1964J Launcher	TM 9-236-214-01	7-10	1968J TANK



After your selected company mechanic adjusts the brakes this way, and the brake pressure gauge will give you an honest reading.

M113A1 OIL FILTER

In the oil filter element you look out of your M113A1 diesel-series carrier has a different FM than the element listed in TM 9-2360-207-10P (Mar 68). That is, it shows FM 2948-140-0281 on it, and the replacement in the TM shows FM 2948-114-0748. No wonder! They're the same element. FM 2948-140-0281 might better be called a 4 1/2, because it comes with both an element and a gasket. Keep the gasket you need and use the other 1 out.



M551 BUNNIE . . .

PERISCOPE PACKING PERILS

The preferred packing and (Carling) on the M551B1 or B2 gunner's periscope in your M551 armored reconnaissance tank's alternate vehicle can get lost or damaged when you take it apart to the periscope body and mount.

Check the condition of the seal and get a new one under FM 11540-000-0741 (MAY 1961, 2000) if you need it.

When the periscope is replaced or repaired, your carrier mechanic (or DLE, ER or Depot mechanic) will smear MLC-3-46-000 adhesive around the entire seal groove before putting the preferred packing in place. (FM 11540-000-7345 gives a table of the adhesives.)



After this makes you grease and your carrier the periscope per TM 9-2360-207-10P (Jan 68).

M551 LUBE LOWDOWN

Right now 1-236-220-047 changes your M551's Bushing suspension system from oil to grease but it does not tell how to fit in the filler guide housing.

Some of the bushings have these fittings and some do not.

The bushings with the fittings get lube by grease for the rest it says in TM 9-2360-207-10P (Jan 68) (Jan 68) (Apr 68, 1971) 2000.

Bushings without the grease and oil fittings get lube by hand packing during replacement or at depot overhaul.



SEE THIS . . . IF YOU HAVE IT

SHILLELAGH GUIDED MISSILE GUIDE



WANT TO MAKE SURE YOU DON'T GET THAT "NOBODY OUT OF YOUR SHILLELAGH" JERKED AROUND?

10 —You wouldn't think a tank crew could bother a missile. It will, though, if you get over a quarter-inch of it on the front of your vehicle. Launching the missile blows the snow back on the marker and window (or even completely stops) the guidance cable. Besides that, you can't see to guide the missile when your sights are covered by snow... so wrap it off before you launch.



Labels of "WRAP IT OFF" ARE NOT A MISTAKE

11 —What do you do after you tip your SHILLELAGH switch to the SAFE position when your vehicle has failed to launch for the third time? You do the hard work for 4 minutes (count 'em slowly) 4 minutes while you stay clear of the launch. This is so you'll be out of the way if the missile ignites and the gun-launcher recoils. This 4-minute limit is spelled out on page 58-4 (25) of your manual. TM 9-2358-230-12 (Jan 60).

12 —Missiles that won't launch (unless they should be) are sent to the maintenance supply point. Table 3-6-1, Step 14, of your TM 9-2358-230-12 has the word on this. Missiles are to be repaired the way it says in AR 75-1 (Dec 60).



SPARE MISSILE — DON'T TOUCH IT!

13 —On night-firing units, gunners keep their eyes closed for a second or so after missile launch. That way they avoid temporary night blindness. Later, when the screen settles with light there, get used, you won't have to do this because they are open to the open. But for now, just shut your little peepers for a couple seconds when you tear off a missile at night.



14 —The better way a Shillelagh missile goes the longer it takes to change course after you give the signal. This is easy to forget. You should remember it, though, particularly when the missile is close to maximum range or you're trying to hit a moving target. It's real important to keep the line-of-sight on or near the target center for the last few seconds before the missile impact.



30-Cal. Remington ...

GIVE IT POW POW POW

MAINTENANCE

Your 30-caliber rifle may need regular looking over (TLC) to keep it functioning for any hunt. Regular cleaning and lubing your beautifully gun always necessary. No one wants to fumble an un-gun!

REMOVE EXCESS POW

Check bore, chamber, receiver to remove powder for dies.



Wipe outer surfaces of gun with a clean cloth soaked in rifle bore cleaner (BNC) BNC-C-112 does a great job.

Rinse a clean patch cloth the bore to remove any excess oil.



Check operation of locking bolt, magazine rail, cylinder and pins, thumb piece, and hammer.



Check cylinder for alignment and tightness. Keep all screws tight.



REMOVE EXCESS POW

Carbon deposits, primer scale, powder cakes get the bore hot, pressure. Use rifle bore cleaner on the barrel and cylinder.

Any leading/fouling that is not gone the removed treatment with copper brash. Leave a light coat of PL special on the bore and chamber between cleanings.

Use PL special full strength for most efficiency and protection.



Remove all traces of rust with copper cloth. Heavy cloth is a MUST!



Keep cartridges clean. Wipe off dirt, mud, water, wax, grease oil, before putting rounds into the cylinder.

Inspect, scratched cartridges, loose bullets, scratched cases? Turn 'em inside-out. Never use a honed round!



Ames is leather powder and gun belt powder tinner.

Waxes, polished brass makes a good show, but doesn't improve performance. Low Ranger gun grease is OUTFIT!



Here's the stuff you can draw from your unit some room to keep your kit-choozy up to par!

Killy bore cleaner (BNC) lubefiling oil, general purpose (PL) special, brush, steel wire cleaning brush, brush, supply, cloth, abrasive cream, PM 21-11 (pl) 60.



How about you? Do you maintain?



HAWK

FOR THE JOE WHO WANTS TO KNOW . . .

If you're a mobile system maintenance type, are you in any way responsible for maintenance, there's a couple of jobs just begging to be read by you.

First is TRS 718-141-4 (the 49-044), by Central Inspection Company (Cabled Mobile System), and the other is TRS 9-19 (Mar 76), Mobile Support Unit Operations.

Your job comes either job or your direct support person if your unit doesn't have a 49 responsibility.

Either job gives your insight into the need for quality control and up maintenance at the unit level. . . . and lets you avoid the problems you can cause for support.

LOOK UP
TRRS FOR
YOU!



If you're a 49 or 49-04, the job is what you're been looking for to help you set up an effective maintenance program.

What's more, you won't need a "wrench" or a "bit" and then some body space "BTW" at you.

ROR REMINDER

Give an extra look next time you're about to leave the motor down on the road or transmitter of your AN/TMPQ-57 Hawk ROB.

Checkers are some of the easiest to check to get checked, with routine use of voltage, while you do the other back on. . . . after moving the cable check. And make sure the cable clamp are adjusted.

If local facilities help procedures has not printed, pages 2-11 through 2-14 of TRS 9-148-1 (4-1-75) (Aug 80) spell it out for you in living color.



Notes

X1 FSM'S

The X1 items in the Hawk system are gone because you've begged because you had they should be made standard!

And, you didn't think it's necessary to requisition for some higher item because most X1 items cost so little?

ITEM NO.	DESCRIPTION	UNIT PRICE	QTY	TOTAL
1000-001	1000-001	0.0000	1	0.0000
1000-002	1000-002	0.0000	1	0.0000
1000-003	1000-003	0.0000	1	0.0000
1000-004	1000-004	0.0000	1	0.0000
1000-005	1000-005	0.0000	1	0.0000
1000-006	1000-006	0.0000	1	0.0000
1000-007	1000-007	0.0000	1	0.0000
1000-008	1000-008	0.0000	1	0.0000
1000-009	1000-009	0.0000	1	0.0000
1000-010	1000-010	0.0000	1	0.0000

WHEN YOU WANT THIS IN YOUR - 001, CHECK OUT THE PART NUMBER!

1000-001
1000-002
1000-003
1000-004
1000-005
1000-006
1000-007
1000-008
1000-009
1000-010

Checkers are you're right on both counts. It was no job! So check out the X1 items part number in the Army Mater. Dept. File at your DS or your local supply. Checkers are they do have FSM's . . . and the parts are in stock.

If you need a gear for maintenance and there's no FSM level, requisition it, item for item, using non-FSM requisitioning procedure (see para 3-20.1, Ch 11, AR 751-10, or refresh your memory with FM 200, page 4).

Maintenance items (including TMS) with X1 number codes are being ordered . . . and checked under both FSM's, where applicable will be in the next revision to the TMS.



FROM PAR TO PCP

Back again, compare them to their sale. Even your PAR's exhaust ring is your PCP's roof.

To show initial ribbon lines, add P&H. After that, maybe a double O&C.

STIRRING THEM UP, consider the rest of the PCP. ANIMYSO.

Hold on to a 4-headed pointer gone up there. These people on the roof is your best, even though you may find more are needed up there at times. Try an overhead and you'll make holes ... and somebody inside is gonna get wet.



PCP, ANIMYSO

When you have the PCP, remember to turn off the Masterlight light switch.

Keep the switch and you might get enough into out of the batteries to give you one and well on the way. ... before it discharges completely. And getting a battery up on full charge, and out, is no easy task.

If you remember the switch when you look up and down, the ribbon changes should bring the batteries up ... even after that one.



IF YOUR ANIMYSO PAR's exhaust web ring is a replacement, or if you need a new one, double-check the web marking as "1100."



Some of the web rings coming in under that No. 1000110, P&H 1400-240-1110, have no "O&C" marking, so



instead of graduating by 2000 with marks, you're only got 1 inch mark between 1100 and 2000.

Which means that every reading above 2000 is going to be off by at least 20 units.

So, if the web's wrong, get the ring replaced.

Still with the PAR, remember the web-ring on the maintenance magnet:



It'll run when the radio's on the line, but it affects the magnet's use too.

Trying to get the rest of that guide-bar can do it more harm than good.



THE ANIMYSO-41, -42, AND -43 electronic shop console filters must be cleaned weekly ... to prevent dirty circuits, malfunctioning and other damage.

On the weekly, tap the dust and dirt out before you clean the filter with warm water and solvent. At least once a month blow the filter out with an air hose before you make with the rest done.

A GENERAL WORD on the ANIMYSO shop: If your connectors are too loose



is too tight, you'll see ... either way.

If they're loose, you'll see critical faults on both the sending and receiving ends.

If they're too tight, you'll see rings or see the ground, which loses some capability, or damage the main equipment.

The connectors are tricky and need a "just right" snug up.

Close. If the cable turns to the rear sector, the connector's not snugged up enough.

If the center pin (forward) connects beyond the cradle, the connector's not right. Which means you can damage the pin . . . and the receptacle.

THE SAFETY TETHER LAUNCHER
OK moving those (way far, unstable) —you name it on the outriggers out



ward some practical eyeballing before you hook up the outriggers to the points.



Like on the strands, if they're totally or partially stripped, forget 'em. Also, match the lower strands to the outtrigger threads, front-are-male, rear-are-fem. If they don't mesh snug, forget about buying them.

And strap them upright.

Otherwise, the brace'll back off during a ride leading to some very expensive damage — anything from a back-ward outtrigger to a launcher in a ditch.

HAWK DECALS

Dear Staff Writer,

Can we get replacements for the high voltage warning and other decals used with our Hawk model system?

OWEN G. F.

Dear Mr. G. F.,

Your best CAUTION: HIGH VOLTAGE, 500V 7000-200-5007, and other decals listed in RC 7000PWR II (Jul 67). Some special decals may have to be reworked on.

Directions for mounting decals and info on reworking is in Ch 1 (Feb 65) to TM 9-115, Painting Instructions for Field Use.

CAUTION HIGH VOLTAGE

Hawk Model

Joe's
DOPE

WHEN THE RECORDS
ARE RIGHT - YOU'RE
GO-GO!





OK, THE OPERATIONS REPORT
CHECKS YOU OUT FROM THE WALL.
THEY'VE BEEN KEPT ON ME
ON YOUR SIDE!



OK, WHAT ABOUT A
NEW IN-DEPARTMENT ON
PAGE 2. IT SHOULD BE
NOW STARTING -
WANT AWAY!

WANT AWAY!

* Organizational Control Board for Approval



THEY'VE BEEN
TALKING ABOUT
OVER TO IF, REALLY
AND GET AN-RECORDS
FOR IT.

I DID IN THE
RECORDS
ON PAGE 1?
ALL THE IF

* Daily Log



I PUT THE COLEMAN
RECORD ON 2... THE
ALL SET.

WANT?



FORMS
FORMS

AND
FORMS

YOU DON'T BUY AN
ABOUT THROUGH
RECORDS!



WANT TO GET THROUGH
ABOUT A NEW RECORDS
FULLY FORMS? THAT'S
INSURANCE, AND ALREADY
FOULING LATER ON.





THANKS FOR THE REPORT.

SAFELY. YOU SAID IT WORKED? YOU UPDARE THE CH. SAID YOU KNOW, TO SHOW IT'S 'OPERATIONAL.'



WELL, THE CH. SAID 'OK'.

NO, THAT'S ONLY FOR MAJOR COMPONENT CHANGES— THE CH. NEEDS TO MAKE AN ENG. CHECK. OK, BUT SA!

* Equipment Component Repair



ARRRRR! "TAPER TIGHT" COMES TIGHT LIKE ALWAYS!

WE NEVER KNOW FOR SURE!

LET'S GO BACK AT THE MAJOR PAIR.



AND NOW FOR THE AFTER-OPERATION EVALUATION. JAG— BAKATOR'S CAP MISSING!

AND YOU CHECKED THE BATTERY?



YOU KNOW, THAT BAKATOR'S CAP COULD BE WORTH TO BEAT BETTER.

JUST BEAR YOU HAVE. PUT THE POWER ON A BAKATOR AND AN UP.



OK, AND NOW I GOTTA NOTE THE MISSING ITEM ON THE CH. FORM. IF IT'S NOT IN THERE, THAT MEANS THE ENTRY TO CH. FORM IS. THE SUPPLY CLERK DOES ME THE NUMBER FROM THE PRE-PRINTED CH. FORM NUMBER. I ENTER THE NUMBER ON FORM-14.

WELL!

THE AIR INDUSTRY

IF A PART CAN BE REPAIRED,
REPAIR IT. OTHERWISE,
REPLACE IT. THAT'S THE
MURPHY RULE.

MURPHY-IN-REVERSE

IMPROPER FUEL FLOW, LOW
POWER, HIGH RPM... I WISH
I HAD A MURPHY IN-REVERSE!

Dear Editor,

We've found that the easiest way to replace a cheap or thoughtless F-02 engine fuel control is definitely not the best way. It can lead to all sorts of low and gross-rated under-power fuel flow, low power, high RPM and shorter engine life.

The solution that some manufacturers to discuss the temperature sensing element (the fuel control). They then get on the new fuel control and use the old uncalibrated, they sensing element. That's when fuel-control problems really begin.

Of course, each new fuel control comes with its own arrangement. That's because they are calibrated together at the depot fuel test.

There is just no chance to the heavy propeller plane D-0434 of the 10-1230-110-00-000-000.

The sensing element has to be changed along with the fuel control.

B. E. Brennan

10400 The Air Way



Old Man— You're so right! That Murphy-in-reverse also leads to a shortage of sensing elements at the depot.

SHOW ALL

Dear Wendy,
Would you mind not usually when you
could have me for control on the DA 2404
above the P&H or P&F that is, what faults
are the ground on there without an entry of
the fault and its corrective action on DA
2404-11?

DA-2-8-8

Wendy
responds...

Dear Specialist R. E. V.,

You want the P&H or P&F with a red-dot status symbol (the star inspection) on the DA 2404-11.

If the fault with a star symbol (circled and X or and O) is recorded on the DA 2404-11 — and if no fault found during the inspection gets a status symbol more serious than the red-dot — you won't need to enter any fault you find during the inspection on DA 2404-11.

And, if there's a red X status symbol on the DA 2404-11 on the way of the inspection, all other faults found during the inspection can be entered on DA 2404 only — with corrective action shown there only.

DATE	TIME	LOCATION	STATUS	DESCRIPTION
10/15/80	14:30	101	1	...
10/15/80	15:00	101	1	...

For any fault with star symbol (circled and X or O) on the fault and its corrective action can be entered on DA 2404 since it completed during a P&H or P&F. However, if it's not recorded, it has to go on DA 2404-11 anyway! This is other form, if required.

DATE	TIME	LOCATION	STATUS	DESCRIPTION
10/15/80	14:30	101	1	...
10/15/80	15:00	101	1	...

The fault rule is: Any fault that changes the already-recorded must be recorded on DA 2404-11. And since the fault's recorded there, corrective action must be recorded on DA 2404-11, not on the same DA 2404-11 as one it's carried forward on.

STATUS CHANGES

Would you
mind not
usually when
you could
have me for
control on
the DA 2404
above the
P&H or P&F
that is, what
faults are
the ground
on there
without an
entry of
the fault
and its
corrective
action on
DA
2404-11?



That's the meaning of the star in para 4.1.2.2.2.2.2 in the DA 2404.

To escape Dangerous Failure P&H — When you enter with a red-dot on your non-critical status symbol, no other red-dot or time sensitive fault needs to go on DA 2404-11.

If you enter with a star-dot or circled red X, no other circled red X fault or any that's less serious needs to go on DA 2404-11.

Starting with a star-dot or red X, no other fault needs to go on DA 2404-11 since the status won't change.

You not only enter such status-changing faults in block 16.17 of DA 2404-11 — you make the status change in block 7. That's in the DA 2404-11 will show already status of all faults.

This requirement to record status-changing faults, and their correction, on DA 2404-11 is not affected by the fact that DA 2404 is attached to and kept with DA 2404-11.

DATE	TIME	LOCATION	STATUS	DESCRIPTION
10/15/80	14:30	101	1	...
10/15/80	15:00	101	1	...

THE STATUS CHANGES (Circled and X or O) on the fault and its corrective action must be entered on DA 2404-11, and if it's not a fault it goes on DA 2404-11, not on the same DA 2404-11 as one it's carried forward on.

DATE	TIME	LOCATION	STATUS	DESCRIPTION
10/15/80	14:30	101	1	...
10/15/80	15:00	101	1	...

When there's a star-dot or red X on the DA 2404-11, no other fault needs to go on DA 2404-11 since the status won't change.

Hope this will help keep those status-changing faults always in focus of the pilot and crew chief or mechanic when they check the bird's flying features.

Wendy



THAT'S THE
BEST IN THE
COMMERCIAL OIL
CLASS. IT'S WITH
YOU, EVERY
DAY.

AS EXPERT REPORTS...

THESE COMMERCIAL OILS ARE OK

Flying a vehicle on a cross-country milk run, or on a flight to an unimproved air field? Okay — unless you have an engine, transmission, or hydraulic oil tank on board — and don't know what oil to use.

No sweat. Just make sure the commercial oil on label is one listed here. You may not find a MILSPEC on the container, but Shell's Super guarantees they're equal to the Army brands.

MIL-SPEC

Hydraulic Fluid, Turbine Oil, Gear Oil and Lubricants
Aircraft Engines, Turboprops

75W Hydraulic Fluid (Shell Aviation 68)	Control Turbine Oil (Shell Oil Hydraulic)	Super-Turbine Oil (Super-Turbine Oil)	Shell-Turbo (Shell-Turbo)
Super-Turbine (Super-Turbine)	Shell-Turbo (Shell-Turbo)	Super-Turbine (Super-Turbine)	Shell-Turbo (Shell-Turbo)
Super-Turbine (Super-Turbine)	Shell-Turbo (Shell-Turbo)	Super-Turbine (Super-Turbine)	Shell-Turbo (Shell-Turbo)
Super-Turbine (Super-Turbine)	Shell-Turbo (Shell-Turbo)	Super-Turbine (Super-Turbine)	Shell-Turbo (Shell-Turbo)

MIL-SPEC

Turbo Oil
Lubricating Oil, Aircraft Turbine Engine, Turbine Oil

MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)
MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)
MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)

Turbo Oil

MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)
------------------------	------------------------	------------------------



MIL-SPEC

Lubricating Oil, Aircraft Turbine Engine, Turbine Oil

MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)
------------------------	------------------------	------------------------

MIL-SPEC

Lubricating Oil, Aircraft Turbine Engine, Turbine Oil

MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)
MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)
MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)
MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)
MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)
MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)
MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)
MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)
MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)
MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)	MIL-SPEC (MIL-SPEC)

Hold your oil. It's yours. Before you buy, call it over your counter for a sign of the white your bird is certified. Be sure you're getting POE. From now on, show our commercial maintainers. Mixing commercial base oils with synthetic oils is a crime, too. You can get a certificate issued by buying commercial POE. From now on, call 1-800-300-07-Shop-OK.

MAKE IT A "PAPER" MOD



Never head for your aircraft with a drill in your hands, mindlessly, unless you have a good reason—like applying a modification work order.

Some airplane are always trying to "improve" their equipment without benefit of EASA.

Take the case of the hole drilled in a Cessna (C172) engine mount leg to provide a lock wire point for a quick release pin.

The hole was drilled in a primary structure. It added stress and strain in a critical area on the mount had to be changed. . . . more "improvement."

Guess there's plenty of places to secure the quick release pin.



Another common goof is drilling a drain hole in the lower half of the mast and duct separation, P/N 2043-017-7001 (not the well purging job).

Sure, the manufacturer hole will let you drain. When flying in the rain it'll even drain trapped water.

The trouble is, mast and duct come in, close the hole, let rain get the mast and get into the engine.



The result is increased tire compressor blades, reduced engine life and less oil pinging.

Take's words if:

The purpose of the particle separator is to collect dirt. Dirt and any trapped water are quickly dumped out of the collector hoses during the flitzy.

AA 710/11 (Elev 10) has the work-on-walk. Part 1-4 says alteration of material by any organization or activity, except as authorized by that org and AA 700/55 (Elev 7) on funding, is a no-no.

Make your improvements on paper, first.

An ER, DA from 2417, or the headhunted GANSCOMB may get it on your bird after all, via the BPOG crew.



FLITTER-FLUTTER LIMITS



How Whizzy,

Our Chevrolet maintenance crew and pilots are rapping over how much the torque wrench should fluctuate.

EW's say 700 pounds but this seems a bit low. How do you establish a torque bit, Whizzy?

PHIL



Dear Specialist M.R.,

I read the maximum torque-wrench fluctuation is 10-20 pounds. If you're getting more in this range give the torque-wrench a checkup.

Like maybe it has a worn or damaged backlash gear in the transmitter, the coupling pin is Marphred, or you don't have the damping nut installed.

If your bird has one of the old torque-wrench indicators, fluctuation can be reduced by taking the circuitous action in Chap 10 of the Dash 20 TBE.

The latest indicator, P/N 6020-710-8200, has a damping device which gets rid of fluctuations.

WHAT I'VE HEARD ABOUT BEARINGS ...

LUBE 'EM—OR LEAVE 'EM?



Using 2 different kinds of bearings—a cover-lubed type and one that gets lubed—in the tail rotor drive shaft bearing assemblies on your Huey and Cobras is OK... but it can cause a "bear-up" condition when it's time to identify and take the right ones.

Here's how to spot the lube-type bearing... and stop a goof-up.

Bearing, P/N 204-040-015-1, is an assembly. P/N 204-040-000-7, is the one that's lubed with "the needle," according to para 7-113, TM 55-1120-110-20 (May 69). It has a snap ring on each side of the bearing assembly.



Factory lubed and sealed bearing, P/N 204-040-011-1, is an assembly. P/N 204-040-000-8, does not have a snap ring seal. There are the needles to grease this bearing because you'll ruin the seal. That means a bearing change... every other grease!



While the snap ring bearing is an Ingersoll-Dresser-Pennwoods, some may be in the supply system. You may find some of 'em on the same old boxes with the oil-lubed bearing—in your Huey box.

Until you replace the old bearing, get an OTC from the MSD to paint the bearing housing **YELLOW**—a reminder that the bearing gets a periodic dose of grease.

When you replace the snap ring type with the new bearing, be sure you re-remember the bearing housing assembly, from a -17 to a -5. Reassembly will be just fine. Make sure you remove the yellow paint!

Your Heavy FWD calls for a damage and security check on the tail cone shaft, hanger, clamp and screw-plate as inspection for gross leakage on all tail cone shaft couplings . . . as usual.

It would be a shame to ruin a bearing with a dose of grease, tho, 'specially one that doesn't need it!



NEW TIRE GAGE

TAU ABOUT YOUR
PNEUMATIC CONTROL . . .



There's a remote control safety check gage, **MSD-4020-TR-4021**, in the works for use on high pressure aircraft tires, balloons.

With its own deflator, inflator and check tire pressure as a safety device— to ease the tire should go **POW!**

The gage is being added to the special tools section of the -30P manual for those birds—08-1, U-11, UH-1H, CH-54, CH-57, OH-67 and CH-54.

The job will be your authority to get one.



NEW ROD-END DEAL

Dear Wholy,

I've always used finger-tight torque when tightening the ball connecting the lower control arm-end to the King's-hood control arm.

But if the ball plucks the clevis against the control arm the control arm moves, the arm is bent and could break in flight. If the ball comes loose you won't get any more on the road.

What's the correct installation, target?

Dear Specialist C. A. E.,

Put 8 wrench, P/N 1010-167-000-4, on each side of the rod-end bearing and make with the same-size standard torque — 11.15 in-lbs. Wrench-roy clevis plucking and bent arm.

Wholy



WRENCH
ACTUATOR
800

ADD 1 WRENCH, 8MM/8,
ON EACH SIDE OF BEARING



CFR C. A. E.

ENGINE INFO CHANGE

For the special independent "word" on an over-speed or overboost of the Great (3.1-1.0 B-1.548-04 engine, 600000, see TM 10-2010-210-04 (Oct '98).

Both recip and turbine engine prop is being removed from Stage 5 of the final organizational maintenance path. It's going into the engine path.

The same transfer of info has also taken place on the Super (1.44) 8000-500. The engine path is TM 11-2010-204-04 (Oct '98).

So, when you can't find what you want in the final path look on to the engine path, listed in DA Form 110-4.



JUST A LITTLE DAB!



COATING
THE PISTON
RINGS WITH
SOLVENT
SAVES UP
A LITTLE
OIL!

HEY HE HEY!
SAVING OIL
WITH LARDER!



Save Money.

Inserting the oil filter into the particle separator of the Hazy 328-1 engine inlet can be a bit of a nuisance.

We found, tho, that coating the filter edges with solvent, kerosene, kerosene, OIL-004 or OIL-F-000, gives the needed slip and slide to make it a breeze.

The solvent doesn't strengthen the filter material — and never leaves residues to collect dirt.

**WAL WILSON'S, Only In,
Fort Worth, Texas**

Oil Spots — Right on. Of course the solvent is toxic so it has to be used in a well ventilated area. Skin contact and breathing of the fumes should be avoided.

TAKE IT ALL OFF!

When you clean the Hazy 328-1 T-15 engine, take off both halves of the particle separator, kerosene, kerosene. If you do your thing with the upper cylinder off and the lower cylinder on, only half the engine inlet will get cleaned.

LESS MAINTENANCE

Don't stress the 100-hr hydraulic and pneumatic filter element change listed in the Manual (OP. I) organizations' maintenance pub. mats. Do your thing every 3rd month, as called for in TM 55-1114-204-201MCP (OC) 701 . . .
reference 1-13.

BATTERY SHORTS



The receptacle and leads of the initial collection batteries in your OH-6A 'cop-rotor' can get you up for a hot little shakedown after you get busy with the PM.

Blowing, poor insulation on the receptacle, electrolyte spill and high resistance can set up a short ... which could cause a fire.



1. Shorted out up the short by routing through lead or broken insulation ... either on the leads or at the receptacle.

2. Electrolyte spill sets up the same ID.

What to do? Be sure that the receptacle back and leads are spewy coated ... or get it done by your supports. TM 796-01 1-1 (Apr 78), pages 7 and 8, will instruct.

Two good ways to cut down hazards from the No. 2 problem area—electrolyte spill—is to proper voltage regulator setting and careful electrolyte fill.

Whether your problem is with the BB-641/A or BB-639/A battery, TM 11-6142-201-1 3-2 (Dec 68) gives you a chart on page 3-5, para 3-4c, which tells you the regulator setting for the weather you're getting.

Para 4-11 and 4-12 on page 4-4 of the above TM also give us the best way to adjust the electrolyte to prevent a lot of spewage. And when it does spew, clean up the goo.

FOR AN ABLE CABLE ...



Is the dangle angle of your antenna cables leading to a tangled mess?
Then, do 'em, Cans.



Easy way to avoid dangle angles is to route any cable or wiring over the top canopy, front, or otherwise directly.

Next, of course, is to put 'em where they're needed. That goes for dangling antennas looking for a place to rest — as well as cables, fewer damage, bending of conductors... and you name it.

If you have the plants that, it's no work at all. Twice might take a few months longer.

Big point on cables: batteries can push 'em, cut 'em, or show 'em out if



CABLES WITH THE LEADS

you accidentally get 'em down on cabling. That's even more so with the antenna cables in the LH-1 already.

Be careful when you are the battery in place... to be sure you haven't caught a cable.

CARGO SAVER



If you're in the unusual air delivery business, make a path to Ch. 1-120 Aug 78 to TM 11-1470-275-28. A questionable 15,000 lb capacity sling may have to be inspected by an MCM FM purchase rigger... previous supplies being tossed into scrap due to its unanchored let down.



THE SHELTER SITUATION



FORGETTING! It's probably OK on some of the power electrical equipment stations—but you've gotta be careful how you handle it.

First-time, the S-280V3 eye station takes Eddington from the sides, and the S-548AG eye station from the end.

WORKS GREAT FOR YOU



See, if you handle from the wrong place, you could back, bend, bang or break your station.

Keep in mind that some stations, like the S-280V3, S-544F3 and S-548V3, just weren't made for forklifting. They take a crane or hoist.



S-280V3
S-280V4
S-544F3
S-548V3
S-548V4

When you do it's a matter of where of sudden jerks or swinging while it's on the move. This could tear out the lifting-eye assemblies.

Make sure you use the right strap assembly with the hardware at end of each leg near the lifting eye.



WORKS
AND MEET
TO THE
LIFTING
EYE!

THOSE LIFTING EYES on the S-548 are built during the lifting operation—and it won't necessarily be any fault of yours.



LIFTING
EYE

The deal is, none of the things you on the S-548 are weaker than they ought to be, and they won't do the job.

Here's how to find out whether you've got an S-548 with faulty lifting eye.

Measure the steel diameter of the eye. The faulty steel will come out 1/16" thick, with the power made measuring 1/16" thick.



MEASURE
THE
THICKNESS

That 1/16" is will tell the tale. Also, if you try to fit an 1 1/2" thick wrench over the steel diameter, it will fit only if you have the faulty lifting eye.

Or use an adjustable wrench set to an 1 1/16" in opening. If you do have the faulty lifting eye, measure your fingers against where replacing the eye assembly.

THE WORKS on page 60 of TD-700-23 (Apr '76), don't check all your S-548's... you'll see how trouble-free they are.

THE TD-240 (Jul 69) has the complete PM for your station, including slip-on lifting.



YOU
DON'T
NEED
TO
CHECK
THE
LIFTING
EYES.



If ever you spot a leak in outdoor equipment, or notice how small, get your support to check it out before it causes major damage.

While most, no, that you don't let a puncture or leak go unpatched is certainly longer than necessary.

What if there's a gas-painting, or it is not in use, or it's needed, if you hang up your gas-painting—no gas-painting—there'll be no reason to have a full patch job later at a higher level of support. TR 750-240 (Jul 89) has the word on gas-painting.

If you NEED to replace the entire coating on the shelter floor, contact the good word on page 50 of TR 750-240.

Don't let the limited inhibitors cover on the front of the shelter, like on the 5000 (J 800-000). There's an 800 for the antenna, which covers the leading gas signal entrance line and the power and signal entrance line.

The same goes for the wigwags, where they're used on other models, or FM's for those, either.

There's a small warning under that both the covers, but if the weather is making, the covers are always completely available. Take care.

Q-4A RADOME PROTECTOR

Need a good radome for the volume of your AN/MPQ-4A radar set?

FM 70-1465-20-1 will get you a 1-gal can of a new silicone coating which can RF loss caused by this water.

Are there more?

The new, blue-coating is being added to TR 75-1465-20-1-001.

Before you apply the silicone, clean the radome with soap and water or cleaning compound FM 548-604-0075. Use it really dry, and put on 1 coat of the compound with a paint brush.

Clean and re-coat the radome every 2 months in moderate climates... and more often if your location requires it (like long rainy seasons, etc.).



SNUG-UP YOUR ANTENNA



Worried with the AN/SPR-4 antenna group? Then, take pains to secure the MS-104 whip antenna system snugly into the MS-007 adapter.

A loose fit between the antenna and adapter can mean the antenna might not load, and you'd have to pull the T-100 connector in a replacement could dig deep for the trouble.

That's unnecessary downtime, too — when all that action needed was a snug-up.

ANTENNA IN A BIND?

How stuff that?

There's a handy up-antenna on the antenna prepared to use for checks on antenna systems. Could you get the word out about the right silicone to cover antennas to keep 'em from binding?

DC LMS

Dear Douglas E. H. H.,

Sure thing. The antenna binder, one recommended by the local shop, is an 800 ml of silicone grease, FM 75-1465-20-1-001.

It won't oxidize and it's non-conductive. Therefore, apply it lightly with care to dislodge the conducting surface of the antenna system. Just a dab'll do it... on the main antenna.

Insulating silicone compound, FM 548-604-0075, (blue color) is still the best bet to keep things in place, water out, etc. Keep it off the electrical contacts. But use the other stuff on the antenna.

Hal H. West



RF & WIGWAG RADOME
ON YOUR RADAR

TACTICS

YOUR TA-1/AF1 field telephone can take good care of you provided you take good care of it.



Here's how:

Use a hard plastic cover for the TA-1 if rugged, but it can be broken by a drop or bang.



However, gentle hand is, especially in cold weather when the case gets brittle.

Always check around hole clip, it won't stay good long if you leave it over a wire



branch, stick wood or wire — or anything that's stiffer than the hole in's supposed to be.

A replacement clip has to be made



before or made by support. There's no such number.

Your plastic hole is the end of the PRESS-TO-TALK switch cover or the



plastic hole cover is fixed to be there. It's an air vent.

These rubber covers can be worn through by repeated finger pressure. They keep out dirt and moisture.

find or through the wiring near the telephone connecting point.

If your telephone's not under 'right' or not under' at all . . . make sure the microphone and earphone elements are going to. No one handle' support with a down-tension TA-1 when the only trouble is an element you can replace.

Both elements are in the '200' manual.

Treat the microphone shield right. Without 'an, moisture, dirt and heat



can get your TA on sleep-time. Be especially careful with the solder joints. All that gunk is a pain case.



A pen, pencil, paper clip, finger . . . even things-on pressure is.

When you want to use the TA-1, put the seal and connector between the



transmitter and receiver. That'll get 'em some hand's way. Any lubricant used can be rolled around the top of the phone.

Use electrical tape, plastic tape, or even adhesive tape, to make a cushion between the case and the P-T-T switch.



Just wind the tape around the switch.

Never hand your TA-1 around by the carry-rod. You can break the handle-



800 CF OXYGEN AND
RESERVE TANKS ...

PROTECTIVE MASK CARE

HEY, YOU'RE WEARING
MASCARA!



Common vehicles and aircraft systems—this chemical/biological mask helps. One check list is for you.

It covers the M1, M2, M2B and M2B41 mask models, and the M24 aircraft mask. Except for minor changes in design, different microphone assemblies, and a change or two in their components and accessories, the masks are practically one and the same — as the group applies across-the-board. What's the difference? Down on the specific mask is called out.



The mask models operate on their own container (air or one of the canisters), or they can be hooked into a vehicle's gas purification filter unit. The aircraft mask works on its own container (air or one of the canisters), and it can be hooked into the aircraft's oxygen system, or into a backup oxygen tank.

Before you close in on your mask, whether it's one you use, here are some special PM pointers that'll save you a lot of sweat —

1. Store when a wet mask is in service, and make sure the mask is dry before you fit the mask inside. And, always place the mask in the carrier with the face opening against the carrier's flange ring.



2. Store by gross, end, or get long so the gross end is center for any longer-than-normal edge. Be sure to stack the bags, along the edges, and along the backboard. Be sure to stack the face and the canister. And always use gross ends or edges the stack all.

3. Store when your mask without the head harness if the harness's ability to dampen rain-cooled temperatures is more after subsequent trials. Be sure, before you store or reuse the mask without the harness, a certain kind of support, the backboard and the system will be disturbed by personnel use.



CLICK ON WITH THE CHECK-UP, AND WE'LL ADVISE YOU TO THE PROBLEMS IN BOLD TYPE THAT CAN GET YOU HURT OR WORSE.

CHECK



THESE

LACERATION — Sides, left, back, torso, left, right, pronounced as, pulled backless, laceration missing, damaged (The upper arm or your left hand will show the laceration when you're using the mask. That way it'll be safe and handy when you're ready to start your work.)
Get quantities and location, base, retaining wire, location, missing, damaged, only.

LEAKS — Cracks, around, around, of, around, distorted, green, look at low frame, look, distorted, missing (Use anti-leaking seal or tape each time you wear the mask, when you clean it, and any other time you handle the mask.)

SMELL — NEW AIR COVER — Make just-around, started, clog-
(Clean valve area with oil, but not stuff.) Make sure label, left, missing, mark. Cover missing, torn, distorted.

NOISE — Connections loose, damaged, clamps left, torn, broken, hose coming apart, missing, one (If it's off, squeaked, it'll not have gently for a clear look-on.)

NEW PARTS — Missing, top of rigid elasticity lost, check top missing, damaged.

NOOSEHOLE — Missing, like almost damaged, not visible in normal pocket, take out, lost, needed, connections loose, big damaged (Fly into air frame to make sure it works.)

NOSE — (Distorted) Bottom missing, damaged, hydrochloric acid, take into left, right, missing, mark, take into back damaged (Fly into air frame to make sure it works.)

PAINT — Spill, ferrite coated.

CONTAINER — Slip the ring on to the base and check container for leaks, rust, open areas, melting (Make certain: If the gasline filling is from the container is unacceptable. If 1-2000 lbs. or more, check for leaks, or if you can't see the leaks, or if it's not otherwise damaged, use the clamp or pressure container in your mask's kit.)

CANISTER — Missing, torn, strips, broken, lost, etc.



500 DOLBY B SUPPLY ADAPTER (aircraft mask only) — Fabric bag deformed, damaged, rdy, gross, deep stain, corroded, and abraded clear of all gray, ylt stuff. It can cause an explosion when it mixes with pressurized oxygen. Connectors and socket damaged, corroded. (When the MB is attached to a bailout bottle, its straps hook on to the parachute harness.)



5000 CARBOY — Pinned, torn, ripped, straps frayed, loose, fasteners. Bring damaged, missing, loose — felt lining loose, gray, pockets, fasteners loose, missing, damaged. Components or accessories missing, damaged.

LABORATORY

ANTI-CORROSION KIT — Missing, unserviceable. If it sticks it, clean the lens with the flannel cloth, then blow on the lens. If they fog up, the stuff's done for. Get a new kit, P/N 5850-127-7100.



ANTI-Glare, EYEING OPTIC

(aircraft mask only) — Scratched, oil, creamed. (Protects subject if it protects your vision P/N 4200-912-3002.) To remove the antiglare coating from the mask pull straight out on each area feature. If you pull 'em any other way you'll damage the mask's studs. DA crewman get the antiglare system, subject only when they're authorized the MB undercarriage kit.)



ACTIVITY

You may not be issued all accessories for the mask. But, whenever accessories you get, give them the same check you give your mask. The forms look up like so:

ITEM	YOUR MASK	WARRANT MASK
Optical mask for those who wear specs. See 00 40-0	1	1
W1 Water-tight kit	1	1
W2 Protective Hood		1
W3 Protective Hood	1	
W 12 Beams and Interconnecting Kit	1	1
Leather bagging	1	
W4 Oxygen Supply-Mask		1

The mask's carrier has special pockets for the items. Check your TM so you'll know you have things stored right. And, make sure some of the stuff covers the lampless.



Your mail gets up its own code system for identifying individual mail. Threads can be made up of letters and/or numbers, or whatever, just so it doesn't identify the mail . . . and, it's different from the mark codes used by the neighboring outfit. The date the mail is mailed and filed can be added to the code.

The tags or coverable tags to mark the mailer and the carrier. Ink, grease pencil, etc. are tattoo markers.



MAIL TIPS

Careful handling and safe storage can add up to about half of your mail FM losses — and will also help to keep the mail available for as long as you need it. So much so the handling and

storage steps in your mail's FM. First and foremost, always remember to replace the flap(s) on (or use crushed paper) when you're not using the mail, when you're storing it, or turning it in for repair or replacement.

When you've used the mail without the carrier, return the mail to the carrier coverable file. For example:

Wrap the wrap-over file around the carrier and tuck the wrap's strap-backs to their D-rings. Place the carrier in the carrier to the carrier coupling outside through the opening in the back of the carrier. Turn the carrier so the hooks and D-rings will be away from your body when you wear the carrier. Secure the flaps on the bottom of the carrier around the base.

Now the head harness, milk cable, and the middle section of the line into the loop(s). Remember to hold the line into the Russell loop.



Supply means more—If the marks are kept in the permanent shipping containers, it's a good idea to tie the mark codes on the separate storage compartments. If containers aren't handy, hang the marks by the carrier straps or D-ring. And, find a dark, cool, dry place for 'em.

MARK CLEANING

To give the mark a good cleaning get a clean, lint-free cloth (FISV 8100-122-3410), warm, soapy water and a soft-brush (a small paint brush will do).



Wipe the stuff out carefully. In dry and edge the detergent and good brush and use. While you're cleaning, be sure to keep the machine sitting up high and hold the mark upside down, so you'll not accidentally get water in the printer or in the lens. And, be sure to keep water off the roller element.



Wash the dry brush, clean around the roller element, covering rollers, around the carriage, etc. Take care you don't get it back off the carriage roller plate.



Wash the brushes with a cloth using and to clean make. Dry it with a cloth, let face clean, or let it air dry. Discard the paper.



Clean the lens with Flamma Polish, FISV 7980-004-1040, and use the anti-fogging cloth on it.

Brush or wipe off the lens the machine and the machine thing.

And, remember—in between regular cleanings, make sure there's no grit or sand on the mark or the carrier.

FBI CODE

80147 and 805	TM 5-4340-113-14 (4 of 10), and TM 5-4340-113
80287	TM 5-4340-113-14 (4 of 10) T-1
803	TM 5-4340-113-14 (4 of 10) T-2
811	TM 5-4340-113-14 (4 of 10) T-3

HEAVY DUTY SPARK... THIS TURBO GAME

It's your ball game, Mr. Heavy Equipment Operator... 20000 tractor, or D7E or D9 or 100-11 or whatever. You've seen enough.

Like for say 2 or 20 hours, you gotta get this — and the turbo! — into this heavy-duty game in your turbo-charger.

But there's 4 kinds of mistakes you could make to ruin your ball game. One of 'em would knock you right on the first pitch of losing No. 1 —

NO. 1

NO. 1 — If you are up your oil' right after you start, your turbo will take right off too high RPM, but it takes it on 1 1/2 minutes to get all from your compressor pump to your turbo's bearings.

Result: The turbo overloads in five seconds without lube, and bearings seal dies.

Case: Keep speed down to killing RPM for the first 2 or 3 minutes.

NO. 2

NO. 2: TURBO OIL CAP UP

Back then, it forces carbon and grit right back down the turbo cage. Fresh open, missing, or broken, it lets in grit and air.

Result: Pockets of dirt and water introduced in hundreds of miles without our spray like any minutes, leaving your turbo open.

Case: Keep that rain cap away in good shape. If it's missing, cover the exhaust stack hole with a can when you stop.



KEEP THE OIL COVER
ON THE TURBO
2 TO 3 MINUTES

IS FOR REAL



NO. 3



NO. 3 — If you cover with holes in their shells, instead of mixing dirt and grease, dirt caps or even left uncleaned or damaged for grit runs.

Result: Turbocharger seal bleed out of oilstones, and eventually the engine ruined as well.



NO. 3: CLEAN DIESEL OIL FILTER

Case: An air cleaner that lets your engine get plenty of grit-free breathing room may if you get with each on-the-job strategy as given in TSB 1-7618-214-12, page 5-3, TM 9-2430-208-12, Fig. 1-7, or TSB 1-801-201-12, page 60... that and good cleanup habits.



NO. 4: OIL DIESEL OIL SYSTEM — A GOOD AIR CLEANER

2000H, 2000H DELUXE—You come rolling in from a show, but you'll be called out for missing 1st base if you just let the car to a stop and stop the throttle and kill the engine, for sure. Turbo runs faster than 7000H RPM less of time . . . and from that speed, it takes 4 to 5 minutes to stop. During those minutes, bearings must have oil, but with your engine dead, they get not a drop. Besides, that release-driven turbo cage got H-O-T!!!

Without oil for either side of coating, Main's take off, bearings seize, shafts break . . . and there you are outside the base line on your face.

Care! Wait a life before shutting down engine even longer than you did to start up. That'll do the rest of your engine a favor, too. It'll cool off even-like this, valves will warp but, rings will wear longer and cylinder heads won't warp.

**"BONNIE"
IS MY NAME!
THANKS GUYS!**

. . . Almost a thousand guys sent in groovy names for me, ranging from A to Z. But I can't use more than one, so I picked "Bonnie". Now I'll work with Connie to help you with PM.



**NOTHING SAID
MEANS
SOMETHING**



Dear Built-More,

Do we not at last see HUIBEE tractor's engine when starting the greasing chart and level gear oil level? Is it 2.24/2.20/2.12 and 2.0/ 2.0/2.0/2.0/2.0 are not we clear on this point.

1955 B. W. L.



TOP ENGINE OIL CHECK CHARTS GUIDE AND BOWL OIL OIL OIL.



Dear Sir: please D. W. L.

Normally, when a T10, L10 or a Special build does not spill out here an oil level check is to be made you can assume that the check is made with the equipment engine not running. Since no specific instructions are given on the HUIBEE's greasing chart and level gear oil check, the right way on this is to make the engine stopped.

Right After

CANCEL CANCEL CANCEL

Call our head, clear and fast.

If you no longer need it, tell your supply support... like RIGHT NOW.

If you keep requests alive for supplies you no longer need, you—burn up HUIBEE in supplies, shipping costs, man-hours and deadline time. You don't change when who really need you.

Cancelling is easy. Just add cancellation code C&C1 to your supply master card (check D, 48 in block 8, and show the card to our supply support. Plan 4-8, AX 711-01 covers steps on cancelling requests.



**ADD THE
CANCELLATION
CODE AND
MARKET**

WVY RRRRRNMM



Know what's good for you and your M100. Most work-around events. Never overpump the carrier engine.

Top operating track RPM is 2400. Go above that and you're in trouble. No-load, the maximum is 2600 RPM.

Use tail-rotate sign that the governor RPM has been exceeded in a loaded situation case.

"Course, it's better all around when a 11 case takes the brunt of it all rather than blowing a costly engine—or your side. But, why take chances?

Keep an eye on the tachometer and the speedometer at all times. Watch 'em when you're going down a steep grade. Never exceed the MPH and the matching gear range shown on the transmission data plate on your instrument panel.



To help you remember, put a red danger arrow decal on your tachometer glass, if there's room there. Scan it at that operating maximum, the 2400 mark. And stay out of the danger zone.

You get the deal with PCM 3000 924-4111.

SPEED-UP CODE



When your outfit's assigned a project code, such as PCI for designated STRAF units, make sure your DA Form 276 (Block 15, code 11-55) shows the code if it applies to the items you're ordering. Project code POC is used by designated STRAF units on requests to fill mission-critical equipment shortages and on requests for components, repair parts or other supplies required to sustain non-deployable, mission-critical equipment to deployable status.

MR. R. J. BIRD —

IT'S YOUR
MOVE...!

WHAT'S
DIFFERENT?

IT'S THE
WAY THE ADJUST
SPEEDS
REPAIRABLE.

Remember — you're the moving power behind your DSE (Direct Exchange), on-the-spot supply system.

Only your dedication to them, 100 per cent means of responsible items to your DSE, allows support work, can guarantee immediate supply for your fastest DSE needs.

If you hold DSE responsibilities until you collect a check book for your DSE, you —

1. Create like shortages and other serious shortage problems for your DSE.
2. Get up the DSE maintenance shop with jobs that shouldn't be done there in a steady rate. And, you must supply components and most calculating days for you, too.
3. Kill time, waste money and resources for your shop.
4. Limit your equipment's function.
5. Struggle to completely run expensive hardware of your shop.

All this increases the chance that the DSE item will be here next time you need that help.

So when you check off to your DSE with a DSE Form 1003 (Exchange Tag) in hand, take time to carry the responsible item with you. And, remember to package responsibilities carefully as you move you to DSE.

Nothing less than careful, 100 per cent return of responsibilities to your DSE can provide 100 per cent immediate means of supply to you.

ARE YOU
COLLECTING
CHECKS IN
STEAD OF
CHECKS?

MR. BIRD

TAKE ON TO
YOUR DSE WITH
THE TAGS —
AND THE
EXCHANGE TAG

The manufacturer of most light trucks is also the manufacturer of most heavy trucks. In fact, the same company that makes the pickup truck you drive to work may also make the truck you drive to work.



TRUCKS

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MWO of the MONTH

MWC-F-1300-391-88 (Star TR) is its name, and hauling up auxiliary drives is its game. Your GDB will bring this MWO on all M107 MP gear (serial numbers 1 to 382), M103 SP haulers (1 to 870) and all M105 light recovery vehicles (1 to 1880). It turns your auxiliary drive into a heavy duty haul with improved lubrication and gives you a better fighting vehicle.

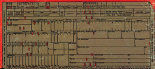


PLL TYPES:
Use Your DA Form 2785
Preprinted/Prepunched
Requests...

...and

- CUT DOWN ON YOUR WORK
- PREVENT ERRORS
- SPEED UP SUPPLY

THEY'RE VALUABLE



**PROTECT
'EM!
USE 'EM**