

Issue 161

PS

Pub Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY

WE CAN'T
FIRE, SIR!
WEY' 'HOLD A COIN'
AND WE'VE GOT
ON THE GUN'S TRIGGER!
AACHOO!!!

PS 177, VOL. 161,
NO. 161, 1977

SEND NO MONEY
NOW WITH THIS MEMBERSHIP

How About TODAY?



Before the light you said your equipment was ready.

As a result, during the light your equipment performed like it was supposed to.

Now, here comes the next time? Will your gear perform? Are you doing the daily PM jobs that have got to be done to keep your vehicle, gas, tools or wherever parked?



If not, now's the time to clean. And keep it up.

Maintenance isn't for everyone—only for a day. The Daily PM Checks and Services in your equipment's TM will be your guide. Look them up and get with the job.

Be ready for the next operation . . . with PM.

PS

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PRC-25

REALLY EASY TO USE!
 REPAIRS YOURSELF!
 THE ONLY SPECIAL!



Being a Joe who's used enough of an ANV PRC-25 radio made us so confident it is about as easy to do as string on a button your tie.

Like when the gaiters back at the shaving brush dropped up those little gears, they must've had operators and engineers listening over their shoulder.

For the operators, the war was almost as uncomplicated as using a pocket calculator.

So if you couldn, some PM pictures and an little word or two on a single's short wave downcountry should keep you communicating.

Control — is the main component of the PRC-25, the ANV PRC-1 and the ANV PRC-131.

RT-446

A handle or two of the CE-1000/1010 special purpose cables that fit the RT-446 to the amplifier-power supply wire for a little closer when they were made.



And, when you connect the components, don't strap U-bolts tight just enough cable to make the connection too tight to wiggle.

So when, if you can spot wiring when the cable's bent, a loop or two of insulating tape on the base of the connection should keep you connected. It should serve in an emergency, all you can get a new cable.



The V1 10000 tube, ENV 1000-453-0000, and transmission range depend pretty much on each other, so if you have range, the tube is a good support. But if, you might not the tube potentially just not you'll be sure you have range when you need it.

Most components of alternators, voltage regulators and the vehicle electrical system were put in place in the '60s. There are built-in diodes, the diodes and cutouts, but there's still no self-charging vehicle engines.

Another advantage of your using only one main component of the RT, keep the internal one connected. Disconnect the last one of the pins of the external component can put it out of business.

AM-2000

The amplifier-power supply of the series uses a special three-wire.

Like, when you're using the 2000-50 or 2000-120 configurations, and you can't turn the radio on power on or off at the 2000-700 amplifier unless the power switch of the AM-2000 is first on or OFF. In which case, watch it!

On your three-wire supply to replace your AM-2000 present. The connection wiring in the rear of the amplifier has to be changed. Naturally, before you replace the amplifier, make sure the link in your RT-1020 circuit is set for remote operation (power control from the AM-1700, Unit 10).

For the moment list, see pages 46 and 48 of TM 11-5826-708-20.

If the AM-2000 wiring goes uncorrected, there's a risk your vehicle battery.

To help you spot the problem makers, copy the purchase order numbers stamped on the manufacturer plates. These involved are all amplifier purchase order number 11420-PP-62, about 2000 of the first batch of order number 2175-PP-62 and a few substitutes in other purchases.



If you're interested in handling all amateur problems, visit us in contact the CH-4700 cable to the nearest station at the rear of the 444-3000 and the jack on the REC-1700 matching unit.

RT-1020



After that you open your Joe amplifier, make the set off with the volume control switch of the RT-1020. All how it's working first in a minimum. Like you know, power works are controlled by the RT-1020's amplifier switch, always follow the volume control. Placing the volume control back against the stop and strip the knob ... and you'll have the set on the right step.

SECURITY WARNING: IF YOU'RE BOTH TALKING TO AM-2000, DON'T REMOVE THE AM-2000.

MISCELLANEOUS

If you're here thinking an eyeball, here an RTV for the whip section of the RT-1020.



The whip and handle have not found together, so use P/N ... 1420-009-1024.

Have you a few other RTV's you might've been looking for. That previously handle-stands for Goring for the U-100 connector of your

It's the easiest take-for-the-road 12-Volt transmitter now gets by P/N 1508-009-0012. It'll be included in a review of the 11-0000-273-000.

Also attached for that revised part manual is P/N 1140-000-2020, which gets you a hole clip and mounting instructions for the 81100. Meanwhile, 12 11-000 10 4-pdtd is your authority.



The 81 also features an improved receiver shield, which comes 10 in a package. P/N 1005-017-0014 gets you the receiver shield, and P/N 1005-017-1006 is for the transmitter shield.



RECEIVER SHIELD



TRANSMITTER SHIELD

They're made for rough use and to resist oiliness.

If you're hunting for a shield, a piece of the plastic bag that the P/N 2010 factory comes in makes a good substitute.

END

LOCK IT EASY

Next time you've got your blasted with the RF channel-dial of your T-502 transmitter, think a second before you follow through.

AM/TXC-24 radio was here awhile because the operator got one one solution on that next step.

Like, your next move is to lock the channel dial. Fine. Commandable. But you don't have to turn the knob clear off the panel of the T-502. Being it done enough so that it holds the RF channel dial down.

Don't put so much torque on it that you have to turn the transmitter to to have its channel lock instead fabricated. It could be a long wait.



TOOTH? — NO, TUBE

Don't play dumb when you're pulling a 45100A tube out of your 451 TRU-24 vacuum tube set terminal set for testing . . . keep those troublesome pins out of the tube's heat socket.

Your best bet is to use tube puller 451M 1126-291 (shown), because those pins'll pinch the socket together. Then, the first time power's put on the tube, it can overheat and be damaged.

Take, for instance, the 45150A in the driver assembly in the lower chassis of the 45100A/T20C transmitter.

Remove the driver component cover, push the puller or extractor through the heat socket of the tube and gently pull out.

Just make sure you're using the tube puller that's clipped to the side of the 45100A/T20C, 451 1175/1200, or 451 1160/1200 radio frequency amplifier unit (shown). It's made for the job.



DIAL
FSN
FOR
O-RING

OH, DEAR!
I GOTTA
SEE A
DOCTOR!



Dear Staff Member:

My outfit's having a rash of bad rubber sealers (aka O-rings) from their O-11170 and O-21170 cable connectors on the 11-111111 handset. I can't find a replacement for this O-ring and without it sealers can creep in and cause intermitter communication problems. Can you help or write this?

MSF P. J. W.

Dear Inquirer P. J. W.,

No more. FSN 1111-1111-1111 will get it for you. In fact, the O-ring fits all U-11117U and U-21117U connectors, like, for instance, those on the W-111111 telephone and W-111111 1111-1111-1111 and W-111111 1111-1111-1111 handsets. The stock number is getting added to your manual or to the functional parts list of the basic TSP's.

To keep the O-ring in place . . . and to keep it in life . . . give it a light coat of silicon compound, FSN 1111-1111-1111.

1111-1111-1111

111111-1111
1111 1111-1111-1111



111111-1111

FOR A HEALTHY HEADSET



What with the push on for new FM-radio equipment and such, things are getting a bit tight on replacing components of the old standardized radio set — specially made accessories are not like the ANTELOPS.

In the "real tight" class is the W-111111 handset. Give that baby plenty TLC, because getting a replacement is going to take time, time, time, Tom. Also, if that tin in jacket needs repair, get in there now. Please let it get to the point where it has to be replaced. Life, it's tight.

BIAS CURRENT BLASTS



One thing about bias current (DC) tube-always-remember. If the bias supply is set too high, it can burn out the cathodes of your set.

Furthermore, whether you're working with an AN/URC-102, an AN/URC-22 or an AN/URC-46, the bias current should measure 60 milliamperes.

Since all our sets use the TT-50 and the TT-76 tube-always-remember, a couple' pertinent paragraphs in appropriate TM's should enlighten you right now — especially if radio repair is your specialty and always work best.



Para. 2-8 and fig. 2-7 in TM 11-1807-100-02 (Rev. 63) on the TT-76 and para. 2-12 and fig. 2-9 in TM 11-1807-200-02 (Rev. 66) on the TT-50 603 you to quickly bias adjust on the always.

It's a must to make the adjustments at initial installation, when changing from commercial power to another source, or after any adjustment of the power supply.

In addition to the method in the TM's, you can use a TS-502 instrument by placing the probes across the bias terminals.

Place the TS-502 setting in the 100 mA range, and adjust the bias of the TT's to 60 mA.



WOW, HE'S
TALKING!

BEFORE YOU CHANGE A PIECE OF
TE-50, TE-55, TE-55A, TE-55B, OR
INSULATION TAPE, ELECTRICAL,
NON-ADHESIVE!

FIGURES STRETCH TAPE

This 4-in. by 14-in. rubber bandage is TE-50 seal equipment, which is part of TE-50 seal and seal cable options, will go on by ESN 5974-124-001. Used as updated DC 5974-51-01-001 (Feb 69) comes out changing the description from the "4-in. by 14-in. rubber" sheet listed there, you can get the bandage by asking for INSULATION TAPE, electrical, non-adhesive, in C5974-1-A (Aug 69).

HEY, COMMO REPAIRMAN!

IF ELECTRONIC EQUIPMENT
REPAIRS YOUR CIRCUIT, AND
WON'T CHANGE YOUR
YOUR TE-57 FEEL LIKE...
HARKEN!



ESN 59-004 (2) Feb 69 authorized replacing your TE-57 (E), ESN 51 59-008-4402, and TE-58 (E), ESN 51 59-005-1399, seal kits with the TE-105 (E), ESN 51 59-005-8177, and the TE-100 (E), ESN 51 59-005-0079. You get the TE-104 for the TE-57 and the TE-108 for the 58.

BUT I
DON'T WANT TO
FOR INSULATION TAPE
NEW EQUIPMENT!



Naturally, the replacements here exist for repairing printed circuits. The replacements are only for equipment responsible for printed circuitry. Mechanics who have the TE-57 and TE-58 solely for non-printed circuit equipment are not authorized to replace the seal kits. The replacements are made local items from CIA. When you get the new kits, you turn to your TE-57's and -58's to support.

PIPSY-4 CABLE QUERY

Over Staff Meet,

Ray! What about?

When I got a CX-40150 telegraph light cable for my 40,000-ft. radar set, the bracket and light are missing. How can I get the complete assembly?

May 4, 1958

Dear Sergeant J. P. M.,

Don't be dismayed by a shortage in the stock file.

First, order the CX-40150 special purpose electrical cable assembly, using PSM 1900-814-0008 listed in Ch. 7 (11 file 05) or TM 11-8840-201-12. If you don't get the complete assembly and the lamp and bracket on your old cable won't do the trick, separately requisition a lamp (PSM 6140-819-3141) and bracket (PSM 1100-564-3000).

TS 750-001 Light file gives you the info on the cable cap.

Ray



PSM 6140-819-3141
PSM 1100-564-3000



RADIO TO THE RESCUE



A rescue radio isn't needed as much as an extra log on a campsite when you're sitting campy and cozy in loose hair. But, get hooked into the sea, miles from shore, with only miles of waves to keep you company and a radio on ear for night combering, it'll help your rescue team to see you and come to your aid.



So, get acquainted with the AN/URC-10 radio as . . . the mightiest of the mightiest (the rescue radio).

The URC-10 out-lets, out-lets-out-lets and out-lets the AN/URC-10, -11 and -12 which it's replacing, dead, if that doesn't perk you up to its journey, it's smaller and lighter, and requires less maintenance.

IN THE BOX

The only replacement item is the 40-watt DC, RA-1, 907.70 battery (E99 01 50 009 1481). The battery's listed in Army Supply Catalog DC 6121 / 00-1, dated March 1965.

If that compact power pack's turned light, it'll give you 120 hours of rescue saving sounds as compared to the other one with about 24 hours of life.

Repairs to the RT-2761/URC-10 (E99 1400-006-1121) radio-transmitter are made through maintenance flow. That is, when the RT-2761 goes on the blink, you can be in its power support and get a replacement.

The URC-10, a 30-watt single UHF receiver-transmitter, operates on a fixed 20.4-MHz magnetic crystal, so there's no need to tune 'er up and break the waves, right and . . .



Mounting the emergency set's no problem for light flying air-craft, just keep it close under feet and near at hand.

If you have an emergency survival kit (E99 140 000) like the one in the CW-1 Manual, struggle to install . . . er, hang the electrical power cable assembly around the back of your neck, putting the RT-2761 in one life jacket or one pocket and the RA-1/RT in the other.



Mounting the radio set in a bag with a life raft's another good saving place. But, once it's put in a safe and handy place, don't forget it's there. Use a forgotten battery is a rotten battery, so time it'll corrode, break and open, damaging the radio as well as anything with which it might be used.

The set should be inspected at least every 90 days under mild or normal weather conditions and every 60 days when the temperatures get over 100 degrees or the set is damp, damp, damp.

A good inspection time for the set is when you're checking other survival equipment.

Speaking of inspections, here's a few pointers you can watch to help spot abuse and creeping old age:

CASE—Dirty, oily, dented, corroded, weak oil, broken.

CONNECTOR—Loose, corroded.



BA 1387/U

MOTOR

SHUT SWITCH—Cracked, broken, loose.

CASE—Dirty, oily, dented, weak oil, rusted, corroded, rained, water tight seal loose, cracked.

IDENTIFICATION PLATE—Bling, missing, scratched, unreadable.

SPARKARRESTOR ASSEMBLY—Coat torn, cracked.

CHIEF—Loose, cracked, concrete seal, cracked.

ANTENNA—Bent, broken. Always push the antenna to straight. Forcing it back in at an angle can damage the internal of the ON/OFF switch.

There aren't any dummy included parts on this Air Force ANTYRUC-1B now, Publications covering the radio are an Air Force T.O. 1382-200C10-1 and T.O. 1382-200C10-4, both dated Feb 64; T.O. 1382-200C10-10, dated 69; and T.O. 1382-200C10-10-1, dated 64.

However, TM 11-1820-640-11 will be coming along later.

RT-278

RT-278



RT-278

NAVY-NAVY

WILL GARY DO?

GET 'ER
FIXED

A leaky or drippy spigot can be mighty irritating . . . but in most's gas need the gas bill is much as a leaky hydraulic line in the SAS Hydraulic Augmentation System of your Chinook (CH-47).

If the side or overhead padded lining is opened by fluid, you know there's trouble dripping.

Inspect the cable's swivel joints and keep an eye peeled for SAS line leaks.

When that water' fluid goes from the variable resistance of the SAS facility's amplifiers, it's bad.



It can leak out both SAS's and replace the faulty flying lining with more movement on the controls and a rough ride.

But, even worse . . . that hydraulic fluid leaks from the overhead cable's swivel joints and goes inside the overhead circuit breaker panels or into the lower section's control panel.

In these the fluid can cut the insulation off wiring and cause communication failure.

FOR 'STATUS TODAY' LOOK SHARP

WHEN YOU ORDER parts or accessories write up the equipment's full name (make, model, year, group) before the telephone number. That way, the block of course will come right to you.

GROUP	ITEM	STATUS	DATE
1. AIRCRAFT	1. AIRCRAFT	OK	1/15/54
	2. AIRCRAFT	OK	1/15/54
2. AIRCRAFT	1. AIRCRAFT	OK	1/15/54
	2. AIRCRAFT	OK	1/15/54
3. AIRCRAFT	1. AIRCRAFT	OK	1/15/54
	2. AIRCRAFT	OK	1/15/54
4. AIRCRAFT	1. AIRCRAFT	OK	1/15/54
	2. AIRCRAFT	OK	1/15/54
5. AIRCRAFT	1. AIRCRAFT	OK	1/15/54
	2. AIRCRAFT	OK	1/15/54
6. AIRCRAFT	1. AIRCRAFT	OK	1/15/54
	2. AIRCRAFT	OK	1/15/54
7. AIRCRAFT	1. AIRCRAFT	OK	1/15/54
	2. AIRCRAFT	OK	1/15/54
8. AIRCRAFT	1. AIRCRAFT	OK	1/15/54
	2. AIRCRAFT	OK	1/15/54
9. AIRCRAFT	1. AIRCRAFT	OK	1/15/54
	2. AIRCRAFT	OK	1/15/54
10. AIRCRAFT	1. AIRCRAFT	OK	1/15/54
	2. AIRCRAFT	OK	1/15/54

THESE ARE FOUR examples of how I want you to fill out your "STATUS TODAY" card. You'll see that I've checked the "OK" column and I've written the date.

Write "OK" in that I've got the status system for the most serious fault or abnormality you need for safe flight. If you need any other parts or accessories, write them in the "PARTS" column. Be sure to include the part number.

YOUR AIRCRAFT DATA

Everything that affects the bird's ability to fly must be checked out on this system. Be sure you check out on the gear that you use. That means you check every system on maintenance equipment and make sure the landing gear is checked out.

1. AIRCRAFT
2. AIRCRAFT
3. AIRCRAFT
4. AIRCRAFT

GROUP	ITEM	STATUS	DATE
1. AIRCRAFT	1. AIRCRAFT	OK	1/15/54
2. AIRCRAFT	2. AIRCRAFT	OK	1/15/54

When it doesn't affect safe flight ability, we put the status system for the most serious fault or abnormality you need for safe flight. If you need any other parts or accessories, write them in the "PARTS" column. Be sure to include the part number.

But, when it doesn't affect safe flight ability, the status system for the most serious fault or abnormality you need for safe flight. If you need any other parts or accessories, write them in the "PARTS" column. Be sure to include the part number.

IT'S YOUR JOB TO CHECK THE STATUS SYSTEM

Well, not too quiet. It's possible that our equipment might have a fault that would affect the safe flight of the aircraft. It would damage or interfere with the proper functioning of those necessary for safe flight, even if it's not listed in a "checklist of faults" from the FAA. Because that through your own eyes you can see that you have a fault, you must check it out. Be sure to include the part number. That's one reason why you need to check the status system for the most serious fault or abnormality you need for safe flight.

Remember, faults that affect safe flight and your bird may come straight from the...

ANY OF THE PARTS LISTED ABOVE MUST BE CHECKED OUT ON THIS SYSTEM.



HOWARD L. BOLD TALK

TURRET SEAL TALK



The turret seal on your tank really takes a beating if you rotate the turret with the seal inflated. Part 3.14 of TM 9-2390-21 5-10 (This 504 gives you the steps to do.

But there's something else you don't want to guard against—water trapped in the inflation system. Here's what you can do to keep the water out.

1. After you finish inflating the air out of the turret seal, leave the turret valve open.



2. Wash the turret air pump to free lines to force out any moisture that might be in the pump or in the seal.



3. Stop any pumping with the turret pump to the left to avoid puddles.



4. Close the turret seal bladder valve when to take out a negative gauge out of it.



5. After a pump for turret pump handle lightly is given a short run out to avoid to avoid for you seals be washed when you want to use it.



GENERATOR REMOVAL MANEUVER

If you have an M500/M500A1 or M500A5 tank or M718 C171880 combat engineer vehicle, this is for you. . .

Some mechanics have been wanting a lift in the generator box so they can get to the generator mounting area without having to take off the front clamps.

Adding this short cut to the generator box is a short cut to trouble.

With the front cut this way water can get into the generator when you have to lift. Even worse, water can pour through it on its face into the air filter and flood your tank. The danger the water you find in the engine filter happens.

YOU'LL FIND THE HOOP ON SUPPLYING REASON, AND INSTALLATION ON THEM.

FOR THE 44842

FOR THE 41718



Now, if somebody has ahead up, the best order to use one—504 2390-711-0000 will do it.



AMMO RACK ROUNDUP

The right way to handle the ammunition rack handles on your M50 and M500A1 tanks is to keep 'em closed except when you're getting in or taking out a round. Why?

For the reason handles flapping around in the open position get broken. This happens when you traverse the turret and a handle gets caught against the turret basket.



So when you're 'load'

to you do an excess of these handles are the only safe way to keep the rounds from bouncing around inside your tank and may be getting off. So get into the habit of keeping 'em closed.

IF YOU AREN'T SURE, CHECK THE AMMO RACKS ON M500A1 TANKS!



Left handle, TM 9-2390-21-0190.

Right handle, TM 9-2390-21-0190.

Part 12, TM 9-2390-21-0190.

THE CABLE GOES UNDER THE NUT

Don't Tighten.

Put strands of battery cable/clamp together above nut and fasten with the cable terminal under the nut and where else it enters the bolt head group in the preferred clamp!

W. G. A. B.

Don't Forget G. A. B.

The battery cable/clamp connection may not loose again so easily with the cable terminal under the bolt head, but under the nut is preferred. That's because you don't have to drive the bolt out for servicing the clamp. Besides, with the cable terminal under the head, the clamp tends to get worked out of shape when the clamp isn't tightened. This makes it tough getting the bolt out without hammering the clamp down.

TM's show bolt clamps in great cases, because they give a lot of cables and the working space sometimes under the head more practical.

Connections won't slide loose up if cables are the right length, the right size wrench is used to tighten the nut and the cable isn't pushed up and down to test for tightness.

W. G. A. B.

BY THE NUMBERS, MARCH

Over Half-Offen.

How do you number vehicles in order of march — trucks and their trailers with the same number, or in sequence? That is, would a truck be a conveyer, say, Number 3, and its trailer 3, or the truck 2 and the trailer 4?

Apr. 2, A. 4.

Dear Sergeant J. A. C.,

Here's how I see it:

TR 748-09-0 (Apr. 64) says the vehicle number should be its sequence number in the overall order of march in the unit.

AR 120-9 (Apr. 61) says a trailer is a vehicle.

Therefore, you'd give the trailer the number after the number of the truck normally pulling it.

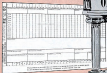
PAINT THE PINS

You're making new tracks for yourself if you mix up links and bushings with lifting shackles and sling points—at least when you're reading SOPs.

The pins in the lifting shackles and sling points don't really need to be ground periodically. A pin will do just as well according to para 6B, TR 9-211, "Lubrication of Ordnance Material." This paragraph points out that parts such as these pins don't move around much—so they don't need

lubrication. If it's OK with the CO, just paint 'em and save some grease—olive-oil and allow-oil.





Q. WHO APPEARS THE COMMANDER SHOULD BE RESPONSIBLE AND MAINTAIN THE DD FORM 214'S?



A. The person in supervisory keeping of the DD Form 214 is the man who's in a position to help take care of operations, training and maintenance. He could be the maintenance officer, crew officer, senior sergeant or someone else in a supervisory job who he could be someone who works directly under one of those supervisors.

What's important is coordination — making sure equipment's not scheduled out for working or repairs unless operations at the same time it's due for periodic maintenance service.

Q. WHEN DOES THE POLICE AND AIRBORNE MAINTENANCE TO MAINTAIN PART OF THE PERIODIC SERVICE (PARTIAL) ON A DD FORM 214? ON A COMMANDER'S RESPONSIBILITY, WHO'S RESPONSIBLE FOR IT?



A. Para 3-30(2) in Ch 3 in TM 31-100 says the DD Form 214 is maintained by "the commander having responsibility for the periodic service."

In case of separate responsibility for split periodic service, you'll need duplicate 214's for smooth scheduling of these services.

And duplicate 214's help your commander to determine when equipment will be available and to keep informed

on the scheduling and accomplishment of periodic services. After all, no matter who actually performs the PM service, the unit commander has to make sure these services are performed.

Duplicate 214's may be helpful too when direct support does certain services, like fuel collection.

three different major components about TM's call for periodic services, so each gets a 214.

Plus, even in this case only one 214 is required if service for component can be performed in the same time frame within a 10 percent factor.

Q. IS A DD FORM 214 REQUIRED FOR EACH MAJOR COMPONENT OF AN UNIT TEST?



A. Yes, if the DD Form 214 component calls for periodic services.

Primarily, the AMUSCCA unit graph telephone control has at least

Q. WHAT FORMS SHOW UP ON SCHEDULE OF DD FORM 214'S FOR THE PURPOSES OF PERIODIC SERVICE ON A DD FORM 214? DOES THE PERIODIC SERVICE COVER THE PERIODIC SERVICE, DOES THE PERIODIC SERVICE COVER THE PERIODIC SERVICE?



A. If you do the service inside the 10 percent factor frame, the permitted

easy way. This indicates the 144 has no show scheduling of the next PM service from the specified entry date.

But, if the service was performed outside the 30 percent factor, you can cross the specified entry. You schedule the next PM service from the date when the service was actually done down by an ink entry.

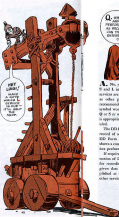
Q: IN THESE LAST SEVERAL MONTHS, I HAVE BEEN TRYING TO JOIN THE MAINTENANCE OF THE SPECIFIC SERVICE FROM ONE 7-AM HOUR TO ANOTHER 7-AM HOUR TO MEET THE MAINTENANCE SCHEDULE TO MEET OUT?



A: The examples on pages 1-4 and 1-11 in the TM 100-110 and on page 8 in DA Form 100-10 (24 Aug 64) show the additional information and how to use in the "inserts" space no other symbols are authorized.

Since you prepare the DA Form 214 in advance not less than 1 month, if you specify the scheduled service it will allow the shop to organize its man and equipment before the equipment system to be serviced. This increases shop efficiency and enables its equipment getting back to the unit faster.

There is no other space for "re-reasons," etc., so remember to keep it clear.



Q: WHEN SERVICE L SERVICE AND S SERVICE ARE PERFORMED AT THE SAME TIME, AS RECOMMENDED BY THE 10, CAN THE SERVICE L AND S BE ENTERED IN THE SAME BLOCK ON THE 214?



A: No, you never enter the symbols S and L in the same block. When L service are scheduled at the same time as other periodic services, which is recommended when possible—the S symbol won't be needed, just enter the Q or S or whatever authorized symbol is appropriate for the PM service authorized.

The DA Form 214 is an historical record of services performed, but the DA Form 100-2 is, in the 240-2 status complete record of S, appropriate performed.

If required for local use, the complete version of DA Form 214 may be used for recording other an L service on a given date was, so it is to be accomplished at the same time as an S or other service.



Q: SOME OF THE LIVERY "CROSS" USE IN THE SERVICE OF THE SAME AS SCHEDULED IN THE L SERVICE, IS IT NOT POSSIBLE TO PERFORM A S AND S SERVICE AT THE SAME TIME WITH THE EQUIPMENT OF NECESSARY LIVERY UNDER THE SERVICE?



A: When the S service is not performed at the same time as the L service, you do S livery only if impossible done. It's needed, like the TM 100. But there's no "if" in the L service... you have just as the 100-110 for it.

Depending on which equipment's involved and what's called for in its EO, usually you can do some or all of the six month S servicing with the S service specified out in the TM. The more practical time or when tubes are changed for the reasons, about six months apart.

This is not any an schedule for S service that come "twice annually or 5,000 miles," the same interval specified for the S service. L services that come "1,000 miles or 6 months" and "5,000 miles or 6 months" can be worked in with S service and if mileage doesn't come first and upon this strip. The 10 percent livery may help you get "no together."

JOE'S
DOPE

WHO'S
GOT
TIME!!

TICK

TICK
TICK

TICK TICK
TICK
TICK
TICK



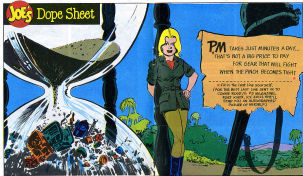
IT'S 0400. THIRTY-SEVEN CLACKS OUT IN THE NIGHTTIME, AND JOE
IS ASLEEP. IT MAY BE A NUMBER ONE DAY FOR MURKIN THE
DOG, DECIDING ON WHO GETS CARRIED.







Joe's Dope Sheet



P.M. TAKES JUST MINUTES A DAY...
THAT'S NOT A BIG PRICE TO PAY
FOR GEAR THAT WILL FIGHT
WHEN THE PINCH BECOMES TIGHT

• **KEEP THE TOOL LIKE YOURSELF!**
(FOR THE BEST LAST TIME GO TO "O"
CROSS ROAD, 101 MILAGRELL
ROAD, JOHN, TX) **CALL NOW!!**
(WE'LL BE RESPONSIBLE
FOR ALL OF YOURS)

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

IF YOU WANT TO DISPLAY THIS ADVERTISER ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

1233

...WELL... MIGHTY LIND
BOUGH... MUST BE THE
FORD HERE... WE-BIRD
IT'S BRILLIANT!



1300

...LINDY!

HAAT!

...MURRY!



1335

...WELL... NOW
AM I TRIPPY FROM
AN CLAMPING-Y...
THE LAST HOUR OF
THE WORK!



...AND SO... AS THE LAST OF THE
MACHINES, THAT YOU CAN SEE
WE TO GO! WE'RE MOVING ON,
EAT!

HAVE SHE GOT
A TRIPLET!

1405

...WELL... AM I
LATE? AM I
GOTTA GO! I
GOT TO GO!

...MURRY!



1500

...WELL... MURRY,
AM I THE
MURRY!







HEY! LOOK! HERE'S ANOTHER ONE OF THOSE BOOMERS!

HEY! LOOK! HERE'S ANOTHER ONE OF THOSE BOOMERS!

BOOM!

LOOK AT THAT!



...AND THERE'S ANOTHER BOOMER! ...LOOK! ...LOOK! ...THE BOOMERS! ...BOOM!

BOOM! BOOM!

HEY! LOOK! HERE'S ANOTHER ONE OF THOSE BOOMERS!



A LITTLE BOOMER, THAT'S ALL! ...THE BOOMERS! ...THE BOOMERS! ...THE BOOMERS! ...THE BOOMERS!

HEY! LOOK! HERE'S ANOTHER ONE OF THOSE BOOMERS!



HEY! LOOK! HERE'S ANOTHER ONE OF THOSE BOOMERS!

PLenty of Boom!

**BY FRED BORG REPORTER
WITH ADRIAN DE WITTE**

M107 Gun and M110 Howitzer

**THE
M107 AND
M110
ARE
THE
BEST
OF
THE
BEST
OF
THE
BEST
OF
THE
BEST**



Here's a handy guide for you even
men to check out your 17-man with
propelled gun or 110 howitzer.

The M107 and M110 are the same
in every way except for their load-
performance so that the old guide will
go for both.

One thing about their latest addi-
tions to the artillery family of weapons
is that they have a lot more weight per
square foot than their ancestors. While
it's not too—aren't your own muscle-
power. But hydraulic and electrical
power and special sensors, remember
that.

Here's some advice that could really
lead up your firing mission. So, get in
'em quick and either do 'em yourself
or get the word to support.

CARRON TUBES—Lands raised, dished, corroded.

The tube on the SP-40 is dished-shoulder, so if you're ever taking shell-ejector about it. However, be sure you keep track of your tube's MC inspection ball stamped within 6 inches (15 cm) of its MC from 2004. Any time you have a doubt about the serviceability of the tube, ask your support group for a bar-wagon and pull-down cage (making this check in 10 000 HCA or the ball will cause a headache for Spigot MC's after every firing).



100 000

2 000

SP-40 (L)
 TUBING SECTION
 (REPAIR/REPLACE)

**LEVELING PLATES**—Dished, panned, dirty.

Like the MC caps, make these plates at all times. Especially, don't lay tools and other stuff on 'em. They're got to be in 6:1 slope for bar-ejecting. Clean these plates after every day's firing—and don't paint 'em!

COIL—Dished, broken, spring loose, cross-threaded. Check to see if the coil follows after you've fired or broken.

MOS TUBE MECHANISM—Won't work, compression springs weak, won't cock and fire. Hammer guide pin bent, corroded; hammer rear spring missing, got it upside down, hammer operating gear installed backwards (see Fig 100 in your -10 000), hammer and cog bent, dished, carboned up.

TRIP MECHANISM MOO-

ING—Bouncing, rusty, dirty, corroded; extractors bent, damaged, rusty.

**BREECH MECHANISM ASSEMBLY (Breech closed)****TRIP LOCK**—Out of adjustment, handles or latches bent or damaged.

If it weakens, get the shop out of Fig 100 in your -10 000. You want to check the travel (to both the rear and the position). And distribute the shell on the 100s. It bends and warps. When you expose or disengage the trip lock, remember, the weapon must be in battery and the tube should be dished—using the handbook. Don't use powder and remember this to prevent injury to the weapon, make sure it is in travel lock position any time the tube's being moved—and that it stays in travel lock till you're about all at bay!

COILS—Bouncing, bent.

TRIP SPRING MOO- Won't operate smoothly; follows roller locked, broken; follows spring weak, broken, knob cracked, broken, knob pin missing; wire carrier legs broken, wire carrier that they let the firing mechanism have firing pin damaged, broken; firing pin retained missing; bent; (you can get the tapered when the firefighter is in the shell in firing position—extractor pull out the firefighter).

LEVELING LEVER MOO-

Level bent, broken; level pin worn—won't hold in position; tapered legs Triaxial, cut, 2-bush bent, dished; knob (to level or wood) missing, broken—usually bent, dished and/or painted.



BREECH MECHANISM ASSEMBLY (Breech open)

BREECH END—Interrupted thread damaged, cracked, barred powder chamber and breech walls contains carbon.

Study more before firing as you see that the breech ender or the breechblock carrier—steps up to work out. For that reason, a more water could also be of help if you can take loading when you're opening or closing the breechblock.

NEED A
"THIN
COAT OF
LUBE
ON ALL
MATING
SURFACES."
BROOKLYN
GUN
FACTORY



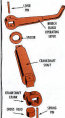
COUNTERBALANCE—Spring weak, out of adjustment, bracket screws missing, loose, cylinder scored, collar worn.

The next one for the spring, but if the breech does lock, you'll know the spring's shot or — which, more likely — the counterbalance's out of adjustment. Support them to replace the spring for you, but you can adjust the counterbalance yourself by following the people by 101 of you — 101!

BREECHBLOCK DAMPER ASSEMBLY—Carrier chipped, operating handle bolt mounting screws loose, mounting latch spring weak, trigger pin missing, cylinder pin worn, broken; operating lever bolt body worn, carrier front washer missing, damaged.



BREECHBLOCK OPERATING GROUP—Handle bent, lever pin missing, loose, lever binding, scored, rotated, scratched, bent, case dis-posed, pin bent, missing, scratched, cracked, chipped.



EXTRACTOR SPOOL ASSEMBLY—Bush too loose, powder-baked, corroded, badly pitted, split, rings stripped, corroded; gas check pad damaged, worn, burnt, dented, scored; lever ring damaged; front washer missing, badly worn.

What's bigger, there's two split rings — front and rear — and the spools in the rings should be 180 degrees apart. The gas check pad needs special attention. It's a gas check ring with a hole in the ring and water with ... in drawing, it's a gas check ring, or anything else that when the gas check pad's in place, it has to be kept and dry — or wash out with hot lube, oil, cleaner, or water. Then open the breechblock or other weapon when the firing block member's in the "downward" position. It's best to use the rifle.

It's a gas check pad that's up — the B&B was a case with a polyethylene pad and the B&B was a carbon-type pad.



BREECHBLOCK—Interrupted thread rotted, barred, stripped, badly worn, rusty, corroded, powder-baked; pins or nuts (if's), chipped, roller (pin) damaged, collar worn, collar pin bent, cracked and damaged, score lines, missing.

RECOIL MECHANISM



HOOD REPAIRS AND COUNTERBORES—Only parts of tracks around the starting box at rear of cylinder. Often lost and hole bored, damaged, after pins missing, worn.

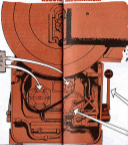
RECOILS! 26—Straps pressure low, pressure control valve on the line.

If the clutch pump can't steadily during firing operations or cannot so every time constantly handles a hydraulic control, it means either the straps pressure in the accumulator is low or the pressure control valve mounted beneath the tank is defective. The mechanic can replace the control valve, but if the straps pressure is low, suggest the line to take over!



REPAIRS—All level low, beyond gauge mixing broken, filters dirty, need replacing, reservoir (weather) cap dirty, broken, screws damaged.

There's less than a tank on the main hydraulic system—see on the tank, the other is the main well to run per tank both!



PROBLEM—Main recoil mechanism, after firing, very!

RECOIL SYSTEM—Using work work when turret's turned, won't hold cannot in tracking or firing position. Leads around sides and connections, hydraulic lines bent, main accumulator transfer limit, load backed. (Note separate the starting control handle on the turret lock's engaged in the tracking position.)

RECOIL REPAIRS—All level too low, accumulator all leads around lead cylinder, sides won't move, cannot stop's return to battery.

Any time the oil level starts out low then 1.25-1.5, that's about 1.7 liters, you have to reassemble the oil transfer in the accumulator cylinder. That's that the way on this is your 100 of things 4.00 that 100 is your 10.00. There for the straps after the oil level is withdrawn into the accumulator cylinder head, also on course of it present.

And they are repaired for leads. So to these steps in the structure are ultimately for 2 1/2 inches very faster than that, get used to support!



RECOIL MECHANISM

SPRINGER—Piston sticks off brake at connections, screws too low, too high (slip missing) plug valve lockless (breather) loose dirty, clogged, painted over.

After piston ring, make sure the air dash valve in the conventional front load is working right and allowing the air trapped in the spring to escape if the valve's not working, get the vent to repress quickly.



TRUNION—Load steelflow valve missing, nuts and bolts loose.



RECOIL MECHANISM—Brakes screws loose, missing.

HEAVY RECOIL MECHANISM—Exhausted body, painted, needs light blue brass-lined PT, valve being used and GAA for storage, mounting bolts, nuts, cotter pin missing, hose, wire.



SCOPPER—Breather holes all painted over, plugged.



SCOPPER
HOLE

THEY
PROBABLY WON
OPEN AN EYE
ALL THE TIME.

LIKE THEY'D
BEHOLD AN EYE
BEHOLDING PEOPLE...



AND THAT
THINK THE
MILITARY LEFT
MONEY HANGING
BACK OUT.

TRUCK

CORNER BEARING BALLS—Wiper missing, screws dirty, nuts and washers plates loose, dirty, rust.



SPACE CENTER, WIRE AND HARDCO—Tubes aren't work, handle broken, WRO 2-TRUCK 20-7-7 Apr 80 not applied, return spring weak, broken.

When you're making a lowering for space, the engine should be working and the auxiliary pump should be turned on. Don't rely on the 2-TRUCK motor when it's broken. Instead, power — or you'll drain your storage batteries. There are two space like a job, if you fix while the space is on the end of the crane completely off the ground, you'll lose the work and space. The work change other parts, like the space being operator valve. Always try to get the best spot — or best speed or speed an embankment.



WIRE
HANDLE

RECOIL SPACES—Mounting brackets broken, bolts broken, missing, cylinders leak, piston rods damaged, valves too low, body space cylinder stops broken (these stops are very important for slowing the work). Finally they're damaged, frayed, bent.

M158 GUN MOUNT

COLLIMATOR—Out of adjustment. Look at 5-ring scale (right) pressure low cap. Beaters rusty, steel wheel bent, damaged. Lens, piston, mirrors, dry, faded, burned, scored.



FOUR-BARREL FOLD VALVE—Rusty, plug missing, damaged.



FOUR-BARREL TEMPERATURE ADJUSTMENT GAUGE—Painted over; bafflers not readable; settings on low evaporators not the same; adjusting screw not rounded, worn; gear worn, dry, stripped.

The settings on both evaporators must be identical. To adjust them, use the adjusting screws on the covers on the intake panel for the same temperature on the scale. Of course, when you're adjusting temperature inside the evaporators, should be fully extended, that is, with the regulator fully depressed position on the stop.

LOADER/AMMUNITION FEED—Not adjusted right; switch on the bar; wires loose, broken, frayed.

The photo they used for the adjusted just right of the loader/ammunition feed fits up snug with the adjustment also. It won't work the same with the loader. (Check safety that activates the camera operator control. Before the steps in para. 24.7 of Group 4 CD. See 601 of para. 10.10.)



MAN'S CONTROL VALVE—Cover missing; shaft broken, missing.

When the cover over the control, when you're not using the camera loader. (Normally, somebody's hand is always on it or pulled with the control set back.)

LOADER/AMMUNITION FEED

LOADING FEED—Arms bent, warped, improperly spaced; properly bent; jacking, catch bent...won't hold; trip not locked right inside camera arm; trip surface painted.

The back on the trip must fit over the pin on the loader arm. They sometimes bend straight out...and they bend out over if the body of the loading trip's bent back too far so that it slips on the loader arm; if you'd bring the pin back. And it's bent forward too far, still get stuck up with the loader. The trip must keep down or low so you can get it with the bar handle.



ROCK—Bearing surface painted (though scraped, skinned, out of adjustment. Change 4 to para. 10.10 for the change or adjusting).



RAMMER'S CHAIR—Out of line or adjustment.

It's 1.23 bar come along on stabilizing in securing the loading for the M158 especially. It's important to get maximum shock reduction.



RAMMER'S GEAR BELLETS—Rusty, not snug on shaft.



BEHIND THE SCENE (L&L)



Here're some of the defects and bad operation practices that'll cause a short run — meaning the chain won't stand for enough to test the properties in the ITB-test or Brother's test:

1. Using the wire handle or crimping or lathering. You need that narrow central wire with open shell end throughout the entire run, man.



2. A bent or misaligned handle tray or trough that causes the narrow chain to get hung up.



3. An improperly adjusted trough latch which causes the trough wire to be hung up. This'll result in lathering in the chain — that run starts intermittent loss of power.



4. An improperly adjusted load-reducer plate stop which also causes the wire-cable to be hung up and is lathering in the chain.



5. A narrow stock roller or flow regulator retaining roller that's got its load-reducer wheel also gives you a loose run. So, if the chain comes off and comes back also — or if the chain returns one direction one time and another direction the next time —



6. A bent or sprung narrow stock roller that'll let the narrow stock slide over the teeth of the narrow gear. This'll result in loss of power and a short run. And it'll mean you'll have to replace the narrow chain.

7. It helps if strings continue from the pulleys down into the guide — change for change 1 and 2 in the guide — double and especially in the flying zone.

CHANGE AN AFTER-PIG-GOOD CHAIN TO AN IT.



It's most important that you remember on the M307 especially give the powder chamber a real good scrubbing after being every round. Use cold water and plenty of muscle. Besides cleaning the chamber, the cold water'll cool it off and prevent a hot round. You should also scrub the mushroom head of the chamber to cool that off.



BARRELS—Clean, heat, plus broken or missing.

What you need on the powder of the barrel would give you a problem when you're engaging the dog chain. Some guys take the gear off and keep the barrel and lightly lubed—and the inspectors don't want to mind. It's lots better than trying to get the rounds out in a heavy's critical situation, that's for sure. Remember, it's the right work that always gets the power back when you push it in. If you use a strong arm on the left crank only, you'll shoot the gas, run or back.



FLEXIBLE LINES—Broken, worn, nicked, kinked, buried, stretched or broken rods.

These lines should extend freely with no back-up, too!

SPRING CHAMBER FOLLOWS BACK—Dirty, corroded, rusty, gritty.

This'll have to get the rounds in the case position to load the next!

WHEELS AND GARNER CHAIN—Gauger missing, worn, loose, safety latch broken, cannot chain links and pins freely work, resulting in runner chain jamming, link pin socket pins missing or broken.

SAFETY HOOK—Make sure the runner's lock is the correct position and works as against the stop (hook for the trigger) before you fire off. Also, the knock ring'll hit the hook and run up the water—and maybe a couple of your buddies, too!



Couple things to keep in mind.

Keep your legs and body clear of both the elevating and traversing mechanisms when you're using power — you're in luck.



Also, keep the traversing handback in a safe spot while you're exercising the elevation mechanism. If you throw the handback lined up with the #115 pneumatic cylinder, you, both the effect of the rope and the #1127 rope strand will get hung up when the safe starts maximum elevation.

Whenever you're elevating or traversing with power, hold the trigger switch down and gently move the control. Build speed very gradually and then — very important — slow down before you come to a stop and don't take your thumb off the trigger switch like elevators, which use the unassisted effort of the operator, dependent on how fast the rope is stopped. In other words, no handbraking.

You'd be smart, too, to check both the elevation and traversing mechanisms regularly for handback. You'll be able to tell right off if the brakes are defective. The trigger will creep in deflection or elevation after the control valve's returned to neutral position.

If you can't see any handback creep or slipping of the handback when the power's being used, don't waste a minute getting support to apply MWS's

ELEVATING AND TRAVERSING MECHANISMS



2008-110-001-000-044. That'll give it a new elevation handback called a "wreath lock" handle.

Incidentally, you want to check both the elevation and traversing mechanisms by going through the whole range — that's using hydraulic power, then using manpower. While you're doing this, if you find any unusual picking or lurching or slipping during trials, get support to double check the traversing and elevating clutch's torque adjustment.



WIFE: TRY TO TRAVERSE ON BLADES OF PNEUMATIC AND BE DAMNED IF YOU BANG THEM.



ELEVATING BEAR BAR... GET'S STUCK, WORKS, PULLY, STUCK UP WITH TRUCK.



ELEVATING FINE DRIVE... ON LEVEL, LOW TORQUE! IN LEVEL WITH BOTTOM OF FINE HOLE, WRONG HOLE, TRUCKS.



TRAVERSE FINE DRIVE... ON LEVEL, ALL TORQUE! TRY TO TRIP TOP OF FINE HOLE, WRONG HOLE, TRUCKS.



ELEVATION AND TRAVERSING MICRO-DRIVE... HANDS DAMAGED, DON'T HIT SMOOTHLY.



ELEVATION AND TRAVERSING CONTROL POINT... CONTROL DEFLECTING, UNWANTED TRIGGER SWITCH WON'T WORK, OPERATOR WIFE STAYS IF YOU DON'T HEAR A CLICK, OTHER THE BOTTOM OF THE CONTROL POINT.

All other use of the power operations gives you jacks elevation or traverse, establishes the hydraulic system for all line or concrete loads or damage, and checks the oil index in the compressor for low level. If there's check out OK, it could be the hydraulic motor's on the line. If the elevator's on the jacks site, establish it so that both operations are adjusted right.



SUSPENSION LOCK-OUT SYSTEM—Should work, spindles on the front, switch won't let lights on.



If your suspension feels like a mule when you're driving, it could mean that the suspension's off or not working. Here's how you can check this out:

1. Turn the lock-out system off.



2. Jounce your vehicle up on a jack so the shock absorbers both front and back about 2 inches off the ground. (If you enter the shock more than 2 inches, you could damage the seals in the shock-out spindles when you release the lock-out system.)



3. Put the lock-out system on and look at the tire.



If the front wheels stay in the raised position you know the lock-out system's OK for those rear wheels. Now see the rear rear wheels and the rear axle that still all right wheels have been checked out. If any of them fall on-back use OK, get your suspension guys on the job.

Of course, this jouncing could also mean the steering/drooping slip shock needs adjusting or the equilibrium pressure's wrong, so your spindles not un-placed right. So check 'em all.

SIGHTING AND FIRE CONTROL

No matter how well you maintain your gun or how close, it won't be worth a bucket of brass unless you can zero in on your target. So, go heavy on attention to the sighting and fire control equipment. But go real, real light on how you handle 'em. These instruments are delicate.



In general, there're four main things to remember in handling these babies: No rough stuff. Keep 'em covered when not in use. Keep 'em clean and dry. No painting or taping.

GETTING THE JOB DONE. PLEASE! WE'RE THE PEOPLE WHO MAKE THE BEST. CALL US AT 1-800-242-1111.



FOOD—Mixing, tins, and sprays/dabs. Best to read, using strict.

You should have TM #1200-010-01 (01 Jan 68) w/1 Change; TM #1200-010-01 (01 Jan 68) w/1 Change 2; TM #1200-010-007 (07 Jul 67), TM #1200-010-007/1 (01 May 68) —all 01, 02 #1200-010-007/1 (01 May 68) —01/01, 02 #1200-010-01 (01 Aug 68).

WOUNDS AND FIRMS—Mixing, tins, made not using, not fired, comparing according to instruction in TM 38-750-200-0 w/2 Change.

WAXES AND ACCESSORIES—Mixing, dabs, tins. Check what you have against what your TM's say you should have . . . and get those regulations in print.

WAXES—Mixing, not applied, not inserted on GA Form 2428-5 in your log book. (See GA Form 130-4 for those that apply.)

M107-M110 RHEOSTAT ROUNDUP

HERE, GET A
COUPLE OF
ILLUMINATING
TIPS:

So what's new, jeez? If you've got any of these 37 jobs — M107, M108, M109 or M110 — this is new for you: the new.

The rheostat for most of the five constant-intensity lights are going kaput. The way the electrical circuit works is, the current drops when you start the vehicle, it's making rheostats that are left in the ON position.

The cure is simple, make sure that all electrical switches except the ones you need to start the engine are OFF before you start the vehicle.

If you have an M107 or M108, you can fall out ... but if you have an M109 or M110, don't a do.

The rubber-mounted part of the vehicle illuminating light on the M110 telescope mount is getting



and can be found with heavy-handed types are getting out it when they disconnect the light from the telescope mount.

Can't find this to keep it from happening. Remember it like this — push on the metal and you see the rubber.



YOU SHOULD WANT THE
BEST ON THE...



MEANTIME
... USE
AN XM34



Hey, you guys with the new eye-mechanical vision thing... y'know, the kind you'd use for seeing what's in boxes that no legs are shown at the top of the box that they see on the old eye.

You can get an XM34 flare burner set (PON 1204-005-0100) through regular supply channels if your outfit's equipped with the M100 105-MM light signal hardware or the M100 and M100-51 105-MM SF mortar.

Oh, if you've got the 105-MM three 1/2-in. guns and howitzers, or the 4.2-in. mortar, you can get a temporary XM34 flare burner set (PON 8004-073-0001) all the 3000 shows up in your BIL.

Order this XM34 from Lewis & Clark Arms (Lodge, Chantrelburg, Peony Brook, using 800-222-222 946-000 as your authority. You're not liable to run get no more.



XM34
100-073
OR 800-222-222



NEW!
THE TOOLS
THAT WE BUY
NEW TOOLS
FOR THE
BEST DEAL!


NEW!
NEW TOOLS
FOR THE
BEST!

Here's a couple of generous tips to go along with the new purchases: cleaning tools and accessories you just got — or will soon get — to replace the temporary stuff you've been using up to now on your KM400 rifle. This includes the laser's cleaning rod.

Take a spin at 'em first.

The items in boxes are the new ones.

Cleaning rod



88888
 88888 — 88 100-400-400
 888888

88888 — 88 100-400-400
 888888

New brush



88888 — 88 100-400-400
 888888 (2% in hp)



88 100-400-400
 888888 (2% in hp)



NEW!
NEW TOOLS
FOR THE
BEST DEAL!

KNOW, DIFFERENT DEANS

The big difference between all the new tools and all the old ones is in the details. Yeah, the new ones have four threads CM on the ends as compared to 3/2 per inch for the old.

This means you can't screw neither of the old and interim rod together, and you can't use the new hole brush on the new chamber barrel with the old rod or the old brushes with the interim rod. To rub his eyes, the star he used to mean.

But, if you should happen to get the

interim, and before you realize the new hole brush, you could use the interim rod with the old brush — but only to push the brush through the hole. Don't try to screw it on. You do the push job by inserting the scrub holder and use the know-how of the rod as a guide to shove the brush — a 100-400-400 with the weapon stripped, of course. Push the brush all the way through from the muzzle end, and then all the way through from the chamber end.

Gunfire tool



88888 — 88 100-400-400
 888888

Gunfire tool



88888 — 88 100-400-400
 888888

Gunfire tool



88888 — 88 100-400-400
 888888

Lubricant use



88888 — 88 100-400-400
 888888

Repair manual



88888 — 88 100-400-400
 888888

Watch this, though! If you get one of the weight-loaded "snorter" M118 cleaning rods (PN 1001-201-1204) ask your supplier to get the handle bent before you screw the clean- ing brush into it.



The new snorters are about one-fourth the size of the old-M118 types you've been using — the ones you used to have to stick into snags. These new ones will save you a lot of time in the catering department.



The new double-ended tube case (PN 1001-790-1177), holding PL Special (PN 1018-175-2802) in one end and rifle grease (PN 1018-248-5880) in the other, is a real gem. Your supplier can fill both ends for you, and will, too, when you run low.



Here's something to keep on top of your mind, though, when you get these bright new gadgets. They don't change anything in the rules. You still can't take the lower receiver apart to clean it. That was on page 1-8 of the Change 5 dated 11 May 68 so your TM is still the law.

SPOT THIS SHOT!



If you've got the locally-famous M143 subcaliber device (PDA 1004-878-0004) for opening 7.62x39mm round bullets from M87 70-M88 wooden rifles, for sure you use this device:

Small cartridge with CORONA (gilding metal shell steel) jacket.

Now, these new cartridges look equally alike, so you can't tell 'em apart by eyeballing. However, there's two other ways to identify 'em:

1. Check the lot numbers. Here are the most lot numbers to use at the present time:
(A) 100 1000
(B) 1000 1000-1000
(C) 1000 1000-1000
(D) 1000 1000-1000

2. Use the magnet test, like so:



For a magnet like this, every variety will stick against the bullet. If the magnet sticks, it's the right one.

If the magnet won't stick, it's the wrong one. There it is, private.

If there is still any doubt in your mind, run the shell in anyway and be sure you get your name from further behind the front for numbers.



If you by mistake use the M143 cartridge with CORONA (gilding metal) jacket bullet, you'll wind up with no trace at all. The round may break up and stick in the barrel or give you pain anyway. You might even get hurt by fragments in the chamber.

WHAT
MIGHT
IT BE
ASKING
FOR?



You pointed when it comes to setting up demands on your DA Form 1507 "Record of Demands" cards?

You wouldn't be if you think of it this way:

A demand is one request.

To put it another way:

A request places one demand on your stocks.

A demand (the requests, of course, can ask you for a minimum of one each, or it can ask you for 100 each, or more, of a specific repair part, or maintenance item. But in each case, it's only one demand.

IT'S NOW ASKING THEM HOW MANY BY A DEMAND THAT YOU'RE ASKING FOR?

ONE DEMAND FOR 1 EACH	ONE DEMAND FOR 100 EACH	ONE DEMAND FOR 10 EACH	ONE DEMAND FOR 1000 EACH	ONE DEMAND FOR 10000 EACH
1000-000	10	100	1000	10000
1000-000	10	100	1000	10000
1000-000	10	100	1000	10000

So, on items which you're authorized to increase or decrease your stocks, you first count the separate demands you recorded on a card. If the card shows 3 or more separate demands within the last six monthly reviews, then you add up the each item (cumulative demands) which the separate demands asked for to find what your stocks will be.

Pages 6-11 thru 6-13 of AR 751-15 give you the SOP on stocking your PII stocks.

UIC's - YOUR FAMILY TREE

Dear Health Plans,

All 18-26 and
All 18-26-10 shared
Plan bills are loaded
with UIC codes for
parent responsibility
and subunits. But how
does a parent
responsibility or
a subunit change
a-basis bill to identify
a maintenance
surface or some other
reason which is either
to request approval?
or 18-26-10? Don't tell us
you know, call for the best
five copies of the UIC
to block 18 of 24-hour
18-26-10 forms.
Can you help?

©1993 U. S.

I HEAVILY BELIEVE
WITH YOU I'VE BEEN
ASKING YOU TO
CHANGE MESSAGES.

THANKS, THANKS
A HEAVY 2 AUGUST
NOT RECORDED
FROM UIC
PROCESSED
SEE PAGE 24 IN
18 18-10.

Text CWO R. S.

Maintenance reasons and other non-subunit reasons are considered applications of subunits. And, they can be identified by codes authorized under Group 4 and Group 5 in 18-10.

The right way, also, to get your reasons a legitimate UIC is to ask the data processing facility in your area to assign the codes. You need to be talked your true UIC and a list of the reasons which need UIC identification, and the data people will assign the codes for you. That way your health's UIC's will be properly registered and recorded at all levels concerned. See page 18, in 18-10-10.

DA FORM 10-102

A DA Form 10-102, Organizational Clothing and Equipment Record, is not only dated and serial number in the identification block on the top of the form. And, all the form takes in the signature line is the individual's signature. That way when such changes, no event. No change is needed on the form.



VAN HEATERS

You can have heat in your M108A1 and M108A2 shop vans and in your M108A2 and M108A3 instrument equipt vans—if you're eligible under 28 F.R. 124. Although your 1000 of the 38 doesn't mention the new modified heaters, requirements are the same as for the gasoline heaters. The primary, or built, modified heater comes under FM 2140-004-0094. The secondary heater is FM 2140-004-0111. The 38 will also give in on the fuel-line that's needed to get the hits, so check it for the before going to a repair.

FOLLOW THE APPENDIX

DA Circular 750-10 R1a 60 reminds you to read your DA Forms 2487, 2487-1, 2488-1, 2488-7, and 2488-8 to the address listed in Appendix II of TM 38-750 instead of in the national reference points. The 750's get the hits, so there's no need for duplication.

COMPRESSOR CRUNCH

DOH! SWALLOWED THE DISK!

CRUNCH



Here's how to solve this common problem.

As you know, on the AN-84, Walter Eddy compressor (PN 1840-101, 800), the oil pump dipstick isn't called a gauge and screws into the oil fill-hole cap.

Could be you haven't noticed, though, that normal operating vibration loosens the dipstick from the cap. And, if the dipstick backs off all the way, results... it'll drop into the compressor's crankcase.

To forestall all this serious problem, the dipstick must be locked to the cap. One method is to use a punch and a brass

rod, where the dipstick screws into the cap, will do the job. First, of course, the dipstick must be secured all the way into the cap.

That'll keep the rod from backing off.

CAN'T YOU SEE IT? THE NEW NEW ELECTRONIC COMMAND ADDRESS!

INFRARED SHIFT



Hey, check infrared night vision equipment responsibility has moved from U. S. Army Mobility Equipment Center to Electronic Command. Toot! The new address for taking care of all the infrared life weaponsights, tube image intensifiers, searchlights and display binoculars is: CEI, U. S. Army Electronic Command, ATTN: AMOEL-MS (NSP) SBGA, Fort Monmouth, N. J. 07708.

FLEE THAT FLUID

...AND
DEAR DAVE,
IN CONCLUSION,
YOUR SMALL
GENERAL PURPOSE
TENTS ARE NOT
ACCEPTABLE
ANY
MORE.

Water dripping down your neck from the seams of your small general purpose tent (P/N 6140-751-0070) can make you miserable. **STOP!**

But you can cure water seeping in through the seams with a mix of urethane preservative and solvent, provided you can get the tent dry first. Mix equal parts of the preservative and solvent, paint on, let it dry for a full day, do the patch and-dry out again, and you should be rid of the splash.

You can get a gallon of preservative (Miltex Resinase Compound, available with P/N 6054-200-001) from D&D Car 02000-B-6 (1 Jan 66), and a gallon of the Urethane Solvent with P/N 6054-201-1000 from D&D Car 02000-B, 11 Jan 66.



BEFORE
YOU PATCH,
PROOF THESE
SEAMS. MAKE
SURE THE CLOVE
IS GOOD AND
DRY.

SPECK INSERTS

For while longer you space-savvies can fudge about speck inserts for the M141 and M142 tents preservative marks. Inserts are discussed in TM 3-22.8-285-01 (Sep 64), para 1-13, Section IV, and in TM 3-22.8-211-10 (Jan 62), para 15, but they're not in the supply system just yet. For now, speck inserts are available only for the M17 mark.

Connie Rodd's BRIEFS



YOU TOO?

ON ATLAS
THE MAN
WHO'S
GOT A
REPUTATION
FOR ONLY!

New Landing Gear

Enter about to see if the landing gear on your sailboat for your sail for a electrical repair shop, equipment has been modified according to (MFR) 1-800-303-2271. They will, if not, your support you order kit number 11-001-024, 0007 from U.S. Army Mobility Equipment Center, 4000 Goodfellow Blvd., Ft. Lee, Va. 22032 send us the job for you.

Best Radio Manual

If you need a manual for the AMI 98C-12 radio set in your interest, here's letter off to Commanding General, U.S. Army Electronics Command, ATTN: AAGOS-06/100P-06, Fort Monmouth, N.J. They'll get a copy to your mail box.

M577 Generator Cover

Need replacement for the cover over on your M577 auxiliary generator? Ask for Cover, Auxiliary Power, P/N 7048-084-4381. You'll find it in Fed Cat 70340-0-4 (page 66) with one part number: 18932729.

PR-12 Fuse Block

For the health of the PR-12's in the receiver-transmitters of your AMI 98C-12 series radio sets, be sure the PR-1202 is wearing a new fuse made just for transistorized power supplies. The new job's a type 088-10 and goes by the P/N 700-088-0881. It'll go in the new change to the parts list. It replaces the deteriorating type 700-088-088A and gives proper overheat protection.



PS MAGAZINE GETTING TO YOU LATELY?

GET THE CLUB MAN IN YOUR OFFICE TO SEND IN A NEW SA FORM 12-4 TO THE BALTIMORE PUPS CENTER... AND TELL HIM TO ORDER ENOUGH TO KEEP EVERYBODY HAPPY!

Would You Stake Your Life ^{with us!} on the Condition of Your Equipment?

HEY! HOLD ONE



IS YOUR
EQUIPMENT
READY FOR YOUR
NEXT MISSION?

IT MAY BE SOONER THAN YOU THINK.