

Issue 121

PS

1942 Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY



Bill Egan

SHANE ADAMS
105 NEW HOWITZER
105 NEW

IF THE CLOUD GOES UP

"When the Starbuck's head, it's not time to leave maintenance."

Gene's Head

If and when the first maintenance cloud goes up, there's going to be one big, mad scramble.

A careful lot of people are going to try to have a lot of things, and fast, they "didn't have time for" when it was quiet and peaceful. These are the characters who use the "left hand" as the wings, or who give their equipment the "stinking gas" when it comes to doing and repairing maintenance, or who don't do "cut-ups" during real important training. You know the kind.

But you'd never let that happen. Because you know that piece of equipment you buy today will take care of your tomorrow.

Knowing how-to is hard to fight, drive, operate or maintain—takes a lot of time and effort by the man who's going to have to do it. And you know he knows and gets it done. Let it slide off the Starbuck's head . . . and you could go up with the next one.

Are you and your equipment ready for the first cloud?

PS

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THE POWER OF THE STARBUCK'S HEAD



THE POWER OF THE STARBUCK'S HEAD

Get what you need
at the lowest price
from the Starbuck's
Head.

Get what you need at the lowest price from the Starbuck's Head.



If after "Taps" no more still, windless nights you hold heard the whisper of a seemingly innocuous symphony of rust, sub-human moans, maybe you began to stare off the radio or TV.

And maybe you didn't.

Maybe what you heard was the hollow, silent wall of countless electron tubes humming and humming in weird frequency—expanding, shriveling in a manner impalpable that suggests their filaments vibrate as they lie heaped and piled in random disorder.

One out of every three electron tubes tested away in this man's army is still perfectly capable of doing its job.

He wonders then that an occasional electronic wall of groans is heard across the land as these highly sensitive, responsive and crucial tubes become their customary rust.

And here come so many good tubes got tossed away! Fine tube replacement program nearby, like an

"TAPING 'EM UP!"

A fixed gas tube are discarded when they fail to test out on a tube tester. But the only real use of a gas-filled tube is when it's in the equipment under operating conditions! You should never dump a gas tube unless it fails to do its job in the equipment. You just can't trust the tube tester reading.

"BURNING 'EM!"

Many tubes are rejected as "gassy" because there may be an air leak. But in most cases this glow is due to bulb fluorescence, which does not affect the performance of the tube.

But how do you tell the difference between bulb fluorescence and the glow of a "gassy" tube?

Bulb fluorescence is very light blue in color. It is caused by many electrons bombarding the inner surface of the bulb. The glow, or color, appears only on the inner surface of the glass envelope.

You may run across this glow in such electron tube types as 18A, 6AR5, 6AQ5, 6B4, 6CB, 7150 and 7842. Just remember, this type of glow is no way at all an indicator of tube worth in job.

Now the glow of a "gassy" tube is identified by a blue-violet color. The glow appears between the tube elements and it's caused by electrons striking the gas molecules in the tube. If you have a tube with a lot of gas in it, these electrons hitting the gas molecules would create its too high a grid current. But the only way you can know for sure is by trying the tube in the equipment.

"BURNING 'EM!"

Many perfectly good tubes are jettisoned after they suck up a certain number of hours on the theory that they're just about ready to burn out "any of 'em." But the fact is, a tube that's been doing a good job in a circuit will be just as dependable in the circuit for an indefinite period as a brand new tube. So the rule here is, never



substituting a new tube for an old one that's still going out like a pro.



NE (DNC) "MINDA," FUEL

Along the same lines, a heap of new tubes are tested out when they just barely meet the standards on a tube test. To why take a chance, you say, and switch for another new tube. Well, again, the real proof of the tube is in its performance on the job. That barely-toughed tube could turn out to be the more reliable and faithful performer in your electronic harness. All it may need is a chance to get in there and go, man, go.



"WHOLE" REPLACEMENT

Probably the biggest reason that tubes are retired too early is the practice of replacing a number of tubes at one time in an attempt to correct a situation caused by just one faulty tube. This really ticks up the tubes—in a number of ways.

What you should do is replace one tube at a time and then test the equip-



ment operator. If it doesn't, then replace the new tube with the original one. You keep doing this until the equipment operates. In most cases you'll find the trouble was caused by just one tube—which you may not, leading to just the one new tube.

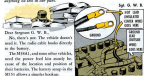
But maybe more than one tube is shot. So, you insert new tubes, testing after each insertion, but leaving the new tube in. When the equipment starts operating, you then have in the line new tubes—but you must backtracking on all the tubes new tubes you put in.

One by one you put back an old tube for a new one, testing the equipment each time. If the equipment operator

MIST's COMMO JUICE FEED

Dear Staff-Master,

Is there a radio power feed kit for the new M11 Hornet? We can't find anything on this in our parts.



Dear Sergeant G. W. B.,

No, there's just. The vehicle doesn't need it. The radio-cable leads directly to the battery.

The M1111, and some other vehicles, used the power feed kit mostly because of the location and position of their batteries. The battery compartment in the M1111 allows a simpler hookup.

Staff-Master

A COUPLA SECONDS

A coupla' seconds of unscrewing on the transmission cable (CX-4511) of the AN/PNQ-4 wind mounting set can save you up coupla' lives . . . if you unscrew the wrong thing.

The connector head of the cable which goes to the receptacle of the air

pump junction box can be unscrewed at three spots. The spot you want is just about flush against the junction box. Turn the connector counter-clockwise to get it off.

The easiest way is to rest your thumb and forefinger against the junction box, press against the connector, and unscrew it. Grabbin' the rear part of the connector, or twistin' the cable, will strip the wires right off their contacts—and maybe damage the receptacle, too.

It's easy enough to make the mistake, especially when workin' in the dark, so let your sense of touch help you out. It'll keep the cable out of the repair shop, and the wind you'll be mountin' won't be the pull of CF Surge.



TO THE RIGHT TILL TIGHT

You twist it to the left . . . and then you give it a little pull . . . and then you twist it to the right . . . and then you start all over again.

And before you know it, the car-buoyancy throttle control handle on your B1-B1-E seat unit is left hanging by a thread. From there on in, its chance of remaining with the seat for very long are mighty slim.

What you've gotta do is to remember to snug up that handle when you're through operating the seat—so it won't fall off, or get snagged and broken.

To help you remember which way to turn the handle, it's a good idea to stencil or paint the words **UNLOCK** and **LOCK** on each side of the throttle arm, using white inoper paint. **UNLOCK** goes to the lower left of the arm as you face the throttle control. **LOCK** goes to the lower right.

To secure the handle after an operation, rotate clockwise toward the **LOCK** position until it's snug.



STENCIL OR PAINT



THE SEAT'S SLAM
THE CAR'S ON
THE SEAT'S SLAM
THE CAR'S ON
THE SEAT'S SLAM
THE CAR'S ON
THE SEAT'S SLAM
THE CAR'S ON
THE SEAT'S SLAM
THE CAR'S ON

FOR NON-FOCUSING EYEBALLS



You say you're getting no eyeball action when you slip the plug in the TA-222/PT line jack on your M-22 (1) PT keyboard?

Well, the chances are the upper and plastic pin in the J281 jack circuit is making a free ride and not rising to the occasion.



The pin is crimped to the top lead of the spring and spacer assembly. When the plug is inserted, the plug pushes against the pin—the pin in turn lifts the top lead—and the top lead pushes the steel on the bottom of the magnetic signal assembly. This causes the magnetic eyeball to rotate to the unselected position.

That's the way it's supposed to work. But in some cases the upper pin works loose from its anchor and slips up and

down in the anchor hole without putting any pressure on the upper lead. Result: No visual signal or eyeball action.

The thing that's needed to make this little pin shoulder its responsibility is a drop or two of this new-angled epoxy glue that comes in two separate containers. There's different brands on the market and the chances are you can pick up a package at your country store or other local-purchase supply channel. You may not be able to get it at some remote overseas stations. The important thing is that it be the two-container type of epoxy material that will really do a bonding action.

Just you slip the case off the TA-222/PT line jack in the M-224/PT line jack, if the trouble there.



If the red grounds you use look OK, or P20 has come loose while slipping through the upper lead, you need the plug.



Always be just the way the directions say. Put a drop of wax on the end of the wire where it connects through the top lead of the jack. Don't be mighty careful and don't let any of the spiny critters get on the electrical contact surfaces.

YOU LET THE BIRDY GET ACCIDENTAL TO THE JACKS. YOU ARE TOO CAREFUL. WE WILL BE THE FUTURE. WE WILL BE THE FUTURE. WE WILL BE THE FUTURE.



These little pins have been redesigned for future production so they'll do their wiring job even if they come loose from their socket.

THIS ONE GOES THERE...



Next chance you get, take a look at the order number on the T4-211/PT line jacks for your SR-211 switchboard.

Some of the jacks with Order No. 23499-PC-68 have line signal terminations No. 1 and No. 2 reversed. Which means you can get no bellringer signal on that line.

If you do have a line jack that doesn't work, chances are you have one with that order number. Since it may be a switched lead problem, get your support unit to check the terminals for you.



IT'S TIGHT ENOUGH, THANK YOU

Oh, it's mighty snug, all right. You've got your tray of screwdriver in your hand and suddenly you spot this little bit of air seeping you in the eye and you have an overwhelming urge to slip in the tip and see if it's as tight as it should be. But don't do it! That sliver screw beneath the dial window of your Receiver B-174, GRR-1 is not for turning.

Because of its position it's easy to mistake it for a dial pointer adjustment screw, or something like that. But the screw holds the dialer assembly in the dial window and once it's loosened, the whole front panel has to come off before it can be tightened again. And that's not big a price to pay for a round robin of the wire. Right?



TRAFFIC LIGHT, B, PJB's

TRAFFIC LIGHT, B, PJB's

B, PJB's

PJB's



GROUND MOBILITY

A LIGHTWEIGHT M100 tank makes it easy to get your tank into the most difficult terrain.

Lightweight M100 tank makes it easy to get your tank into the most difficult terrain.



STICKY STARTER

Wanted for a new M100 tank owner? Check it carefully!

Some Deluxe-King owners that were packaged by Continental (CEN) 2000-196-144—the M100 tank get the inside of their main cover (transmission and bearings) covered with a heavy preservative when they were packaged. The maintenance staff must be completely cleaned off before the owner's installed.

usually, however, but let your support staff take over the cleaning duty (even they can do the disassembly job).

The cleaning job can be done with solvent or mineral spirits but it takes great care so's the chrome doesn't get into the clutch spring housing (which as you know is filled with special sealed in lube).

PREVENTIVE
MAINTENANCE



It's a tricky cleaning job, tho, and besides, the main cover may have to be removed to get all the stuff out that may've gotten into the drive shaft or

CLAMP OR BUSHING
TYPE, OR IN THE CASE OF...



BE CLAMP BUSHING
GET WITH CLAMP
TYPE BUSHING

After support cleans off the gummy coat and carefully re-lubes the main clutch area (only), you can re-chain your M100 engine and install it like your TM says.

BUMPING PROBLEM



Dear Staff-Meat,

It's a good question of bump-starting to check for hydraulic lock again—this time in the AFDS 1790-2 aircraft engine in the M56 tank. It's said the main reason for not bump-starting this engine is that there's almost no chance for hydraulic lock to happen.

Some experts also say that if the 1790-2 engine stops on a compression stroke and you hit the starter button just as it's finishing off the compression stroke, a backblast could happen that would damage the starter gear train. Other experts say it's impossible for such a backblast to happen.

Sgt. J. H. C.

Dear Sergeant J. H. C.,

There are three good reasons for not bump-starting the 1790-2 engine.

1. There is practically no chance for hydraulic lock in the engine, so checking for it by bump-starting is useless. You've probably noticed that the F-230-21-01 (Cap 62) aircraft uses variable hydraulic lock.

2. If the engine stops on a compression stroke and the starter button is pushed just as the engine is finishing off the compression stroke, you could get a backblast. And that backblast could damage the starter gear train.

3. Bumping could cause enough spring to the controls in the starter solenoid and starter switch to burn them out.



So, do the usual on starting the 1790-2 engine on the M56 tank in Staff-Meat and hold. Don't bump.

Staff-Meat

DRAIN and



You track jockies pushing rigs with air or air-hydraulic brake systems in use, here's a daily chore that's a must if you want to keep your brakes working right.

When the truck's compressor works

Your compressor is clogged by a leak of air from the brake line...



in the morning air and shows a loss the air tanks, along with the air comes a leak of a lot of moisture—and this is where you drivers come from the ground.

If you don't drain these air tanks when you finish up every day or every 48 hours (in suburban areas), you're leaving the tanks with open air of water



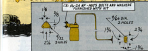
DRAIN THIS OVER AIR

and if it's cold enough the water can even freeze up in the air lines. No brakes!

You can't tell if the driver before you has skipped their duty to drain 'em, so you make any other-looking routine.

As an extra when you're working in sub-zero weather, you'll find a gadget, Alcohol Expansive Kit (955) 2048-740-8770, that you use the same as a replacement item. It's been around for years. When the trucked up to the

EVAPORATE



compressor's brake system, the alcohol mixes with the moisture in the air—keeps the water in a liquid state—and won't let it freeze up.

When they're hooked up, the brake leader bracket usually is mounted to the radiator shield or firewall. The other end is connected up either by removing the blanking plate on the end of the leader manifold on the compressor or by drilling an 1 1/2-in hole in the top of the air filter (never) body and using a 1/2-in NPT size up.

When you use the blanking plate spot, the adapter plate in the kit goes on in its place.

Your supplier won't have all the latest gings for the 6000, 6700, trucks ... MW9-D-2326-200-18-1/4 (Jan 82)



and TR 9-2326-200-18-1/4 (Jan 82) are the parts they'll need.

Installation instructions for the parts listed here are in TR 9-2324-0 for 1 1/2-ton 6042 trucks, TR 9-2325-10 for 1 1/2-ton 6040 trucks, and TR 9-2324-10 for 1-ton 6044 trucks.

To get most of this sub-zero equipment, it's needed is to meet the requirements (temperature range) you'll find in TR 9-06, since the temperature range for your area has been fig-



ured, then you can call us help desk support to acquisition for the you.

Keep in mind to drain these tanks no matter what your weather is.

And if you're in a cold spot, use the evaporator kit when the road comes scolding—keep the tanks full of ally.



TIRE

There's been a lot of fussing around the highways for years about keeping vehicles at air pressure at the right level.

It's tough to set up a hard-and-fast rule to control by, because air is a combination of gases that expand when heated, then shrink when they cool again.

That means you've got at least two things to consider when adjusting the air pressure: One is the temperature of the weather. The other's the buildup of air heat from friction when driving.

If you want to accomplish things with ease, there's the drop in outside air pressure because of altitude above sea level, but this one shouldn't bother you much.



Since pressure builds up as friction heats up the tire while driving, it'll drop again as the tire cools off after travel. So you never filled air just because there were no bars a bit of extra pressure while still hot.

If somebody's trying to give you a hard time when a sudden change in the weather raises or lowers your tire pressure a bit, use this formula for figuring the ups and downs.



First, use absolute temperatures, which is done by figuring the temperature in degrees, beginning at absolute zero—which is 273 degrees below zero Fahrenheit (for example, -40° F would be $233 + 273$). Divide the temperature after the drop (T_2) into the temperature before the drop (T_1 —when the tire pressure was good).

The answer you get equals P_1 —the level air pressure (34.7 PSI) plus your original air pressure, divided by P_2 —the level air pressure plus the pressure gain.

Since the air pressure now is what you're trying to find, call this X. If you started with a tire pressure of 41 PSI and the weather temperature is 60° F, but the weather's now down to 37° F, you fit these figures into the formula and get this result: mathematically



TIRADE



below is and you'll find your tire pressure has dropped to 42.1 PSI at 29 degrees.

The only trick is to check it when it takes. By

the time you get the answer, both the temperature and the air pressure may be back to normal. But you may need this if some injustice is leaving you over the head with a manual that says "tire pressure should be constant" without considerations for altitude or weather temperature.

Slipping all the complicated formula, here's a rule that'll take most of the mystery out of the tire world of the air pressure.

PSI Actual Temp	PSI Actual Temp
Reading at 70° F	Will Read at 100° F
20	20.2
30	31.7
40	43.2
50	54.8
60	66.3

driving, pressure's likely to be up because of tire heat. And this may happen even when the weather's colder. So, make your readings under like conditions.

If you find the table's not complicated, here's a rule-of-thumb that's a fair substitute:



For pressure and temperature in between these levels, you'll need to figure yourself a sliding scale. And, remember, these readings have to be made before travel . . . or after the same amount of travel.

Otherwise, if you gauge the tire before starting the vehicle in 60-degree weather, then gauge 'em again after

DOUBLE CHECK



Expecting an M101 to run well in your post world soon?

Better make ready . . . (even whether you get a new, used or unconditioned jeep you'll use to use it well—you make sure it's been inspected, serviced and otherwise RTD) make ready for base, that is).

And the quickest way to take care of that is to check the vehicle's log book record (EM Form 2408-1, 2408-2, 2408-6, 2408-7, 2408-8). These forms will tell you what people up the line did or didn't do for the vehicle before you got it.

If you find, for example, that the vehicle was issued without being lubed it'll be up to you to give it a complete lube job according to its LCJ—regardless of when it was last scheduled. (Oops, that is, for its great care and the engine

. . . you don't have to service 'em. Just check their books to see that they're OK.

Also, if the vehicle's rigged to show the engine oil's OK for 100 miles (and if the oil's the right weight for your climate) all you have to do is check to see it changes it. But when the vehicle is fixed on the maintenance center (EM Form 2405) by your crew's made calling the vehicle in for an oil change at 100 miles.

Change 1 (1 Mar 63) to TM 9-2528-208-10 (17 Apr 62) sets up this before-operation SOP.

SEP 68 '65

The TM change also defines the Q (operating) service and puts the M101 on an S (conditioned) or 1000-mile PM schedule.

MIS! OEM JACK



Dear Half Jack,

We need a jack to complete the OEM for our M111 (16-ton truck, TM 9-2120-218-01 (18 May 62) for the OEM for the M111, but it doesn't give any FSM for the jack. We requisitioned the jack by the nomenclature given in the TM but our O&A cancelled the requisition and kicked it back with the notation "cannot identify".

Our question is . . . how do we get a jack?

SAC T. B. O'D.

Dear Sergeant T. B. O'D.,

Your log position is not having the latest TM. The FSM's for the jack and its handle are on page 81 of TM 9-2120-218-10 dated 17 Oct 62.

Here's the latest nomenclature, FSM's and prices:



Wrench, socket, handle, offset, 11/16 in. hex opening, 19 1/2 in. long combination wheel stud nut and jack handle, FSM 1128-811-4114 (87-64981); price \$8.90

Jack, screw, handle double screw, ratcheting, 2-ton capacity, 26 1/2 in. closed height, 19 in. extended height (1738-117), FSM 1128-728-1179; price \$2.95.

Buy this on your 1546 and you sure you'll get your jack and handle.

MORE TO IT



You always adjust the mechanical parking brake on your GM-powered 1950s-era trucks when the hand lever needs more than three-quarters travel to hold your truck on a hill. And you make the adjustment as it's outlined in para 114 of TM 9-8020.

Naturally . . . this info is common knowledge to a good, experienced maintenance yard that maintains the Germans. But what isn't generally known is what should be done before you start making the adjustment, so you'll be sure to get the clearance spelled out in the TM.

Before you start adjusting the mechanical brake, remove any packed mud or junk from around the anchor support bracket and adjusting screw; then make these checks:

1. Look over the cables that attach the brake hand to the transfer case and see if it isn't loose, spring rockered, etc.



2. Look over the brake drum for bad marks and wear or general drum surface.

3. Make sure the drum is not out of round.

4. Remove the upper and lower hand release springs and look them over for a free length of 1 1/4 inches and for loss of travel or broken coils.

5. Last, look over the connecting linkage and see that it's not bent, sprung or in any other condition that'll keep the linkage from a fully released position . . .



. . . when the hand lever is raised to the red line clip.

Now, if you find anything out of the ordinary while making your inspection, repair or replace any necessary items before going on with your adjustment.

POSSIBLE MIX-UP

Do you have 216-cm G142 and 216-cm G144 trucks in your outfit? If so, then be on the lookout for distributor mix-ups.

The distributors for these trucks are both Datsun-Renault models and look the same . . . but they're not the same.

The distributors rotate in different directions. If they're switched and put in the wrong vehicle, you'll get no governor (ignition advance); this'll cause loss of power and overheating.

So, if you're having ignition troubles on either truck, look over the distributor before doing anything else; maybe the wrong distributor was installed.



Use 216-cm G142 distributor for 216-cm G142 trucks. The 216-cm G144 distributor will not rotate the distributor shaft properly.



Use 216-cm G144 distributor for 216-cm G144 trucks. The 216-cm G142 distributor will not rotate the distributor shaft properly.

WOOD NO. 111104
MFD NO. 171403

If you can't read the plate on it's wrong, check the distributor cap spark plug cable connection numbers. They read like this:



Distributor check is to make all the distributor cap and see if the wires on the cap check these distributor rotation.



The correct cable number for the G142 wire cap distributor is the 105-104-127.

WOOD NO. 111101
MFD NO. 171374

The distributor cap spark plug connection numbers read like this:



The cap shell wires should show a counterclockwise rotation. The P/N for the distributor is 105-104-127.



Go over the distributors in your supply room and make sure they're tagged right. This'll keep some nospeaking mechanic from putting the wrong distributor in either truck.

SPRING INTO ACTION



How's the story?

You start your G742 motorcade and just when it gets to running, it starts sputter and sputter. And then—nothing. The engine has quit.

You know you have lots of gas in the tank. You think of other things it could be. And maybe you're right.

There's one thing it might be, though—one that you'd never guess. Maybe your mechanic couldn't either, although he'll be the guy who guessed.

It could be that he disconnected the gas inlet line between the fuel pump and the carburetor and when he reconnected it, he forgot to put in the three-ways return spring. And without the spring, the fuel pushes the filter screen up into the carb. When this happens, the carb is clogged.

Once the engine stops . . . the filter screen drops down and the fuel is able to get back into the carb. But, when the engine is started again, the fuel pushes the screen up into the carb. You get sputtering and sputtering . . . and the engine stops.



So . . . it's worth having your mechanic take a look to see if the spring is missing if you run into this kind of trouble.

You might look over his shoulder to see how he handles the gas inlet line when he takes it off the fuel pump and puts it back on. He knows it's easy to get the threads crossed on the fitting . . . so he goes slow and easy.

RED REFLECTORS



Before you go high-tailing 'round the area with the M100 5-ton cargo trailer hitched to your pickup, take a gander at the red reflectors.

They should be red. But somebody who had that trailer before may have changed 'em to amber.

That M100 should have had red reflectors . . . not in the lower corners



of the trailer and not on each side in the lower rear corners. Amber reflectors should only be on the lower front corners of the side panels.

TRUCK MIRRORS



Dear Half-Bart,

Our bureau has been having a great deal of trouble trying to get the Federal Truck Numbers for the large truck rear view mirrors that are on our M110 5-ton cargo trucks.

The TM only gives the FPN for the small side mirrors; these small mirrors are almost impossible to see when viewing the truck location.

Do the large rear view mirrors have a Federal Truck Number?

FWC B. K. K.

Dear Private B. K. K.,

They sure do. The FPN's are right in the TM when you can see them without knowing you're looking at 'em.

The mirrors are listed on page 74 of TM 9-2110-200-200 (Apr 64), and are identified in column 11) as items "J". The FPN and manufacturer go like this:

Now here's the trick; the picture on page 74 identifies item "J" as a small side mirror. Well, this small mirror slipped into that photo by mistake.



Items "J" which are the large side rear view mirrors, really look like the mirrors that are mounted on the M110 shown on pages 6 and 7 of the same TM. (The police people say they'll get around to taking care of this, soon since not.)

Half-Bart



View Forwardly,
See View Sign
PN 24-274-001

View Aftwardly,
See View Sign
PN 24-274-001



HAND CHAIN



Dear Staff-Master,

Can you help me with our problem with trying to keep rust outta the hand chain used with our Abrams, Portable Welding unit (PWN 1000-100-9477) on our Nike-Hercules unit?

The chain has what looks like a galvanized coating to protect the links, but when this wears off, the rust dog goes back to work.

We've tried OE 55, but around here it disappears fast and rust starts again.

Would it be possible to get a chain made of stainless steel or some material that'll fight off the rust?

Sgt. H. E. G.

Dear Sergeant H. E. G.,

Sarge, you won't be able to get any other hand chain. This chain is considered to be the best one available for the job.

There's one thing you should know about this type chain in case you've worried about being gipped. It runs (naturally) in a brownish color with age. It's quite possible to mistake this color-which has rust.

Take a closer look-over and you may find that your chain has just gone thru one of its life cycles and got a bit discolored.

If it seems now that you really have a

case of the "rust," then the best thing you can do is dress it the way TB 9-207 (Mat 50) tells you. The TB says to use Coating Compound, metal preservative, zinc-rich, PWN 9008-100-9477 (M&P-10122), for the job for removal of rust or corrosion.

Just remember to check it out right before you decide that Old Man Rust has taken over. A careful spirit may save you the cleaning job.

The only other choice is to get it re-coated (also electroplated) by a higher caliber outfit.

W. W. MESSER

TAKE OFF PAINT



Just a waste of time. And a deal that leads to possible trouble.

That's what painting the main pressure probe on your Mike-Brevets means it.



Here . . . the paint wears away as you remove and replace the probe the main assembly during different checks and adjustments. And when the paint chips at the end of the probe, you have a rough time getting a good seal between the probe and the hose you attach



to the magnetic-pressure pump when you're checking out the pressure performance in the circuit.

So why fight it? You don't have to.

When the paint on the probe starts to wear away, remove it—starting from the end of the probe to where the bend starts. And leave it that way.

The rest of the probe, including the bend, does want to have paint on it.

NUTS MAKE CUTS

It's a fact . . . the anchor nuts on your Mike-Brevets RF now are there to stay. So you'll have to live with them.

The nuts hold the probe sweep generator . . . and they're in a spot where you could damage the wiring in the generator when you remove and replace the chassis.

If the wiring is caught between one of the nuts and the test set frame . . . (p-1-4, c-1-1) and pop goes a stomp.

That means it's up to you to go slow and easy when you push in or pull out the chassis. And keep the wiring and



other chassis components out of the way of the nuts.

One thing is in your favor. The new hand MWD J11-C-3-W2 and T11-W1 (Mar 68) puts a 14-gauge fuse in the sweep generator to prevent damage to the 12-volt filter network in case a short develops in the R2 relay.

NO GREASE

Dear *Kelly-Kwik*,

I can't understand why we're supposed to keep a light coat of grease on the pin shaft for our Nike Hercules launcher.

The darn stuff collects after, after and so on here you. And when the joint builds up to more'n 1/16 inch, you can't get the launching beam to lock down.

SFC W. G.



Dear Sergeant W. G.,

I don't understand in either your chain's nothing is written on Army level that says the shaft gets greased. After all, as you say, you can run into trouble when rusted stuff piles up on the indexing pin shaft.

But while you want to keep grease and oil off the shaft, it's a good idea to put a light coat of PL oil on the pin itself to prevent rust.

Kelly-Kwik

SLIDE, SHAFT, SLIDE



It wants to slide in and out—*but not over.*

When it does, the extension shaft of the non-operated equalizer to-past valve on your Nike Hercules launcher will stand a good chance of living a long life.



When it doesn't, this . . . there's a good chance that it might get bent or broken. MFGC 5-1408-312-507 10 (1 Feb 67) might go a long way in telling a quick fix on damaged shafts. The MFGC replaces the one with one that hits the roller at the end of the shaft at an angle that puts a whole lot less stress on the shaft.

Maybe your launchers have the new one . . . and maybe not. Either way, a little maintenance on your part will be a big help in keeping the extension shaft in good shape. All you have to do is run the shaft out as far as it'll go and then . . .

Clean it (and the roller) real good with volatile mineral spirits.

Put a thin coat of GAA on the shaft (unless you're in a dusty area and then it's best to leave the shaft dry).

And finish up by covering the felt wiper ring with PL oil.

Doing this once a month—and at once if the shaft needs cleaning—will save a lot of wear and tear on it.



FILL OR COVER 'EM



You know those holes—there's eight of 'em—in the transition caps on your Nike-Hercules launchers?

The holes were made for slipping down pins in through the transition, and go clear through the caps.

Anyway . . . some guys are worried about water getting in the holes . . . freezing in cold weather . . . and having

the transition. It sure would take some doing for this to happen, but if you'd feel better with no water in the holes, there's a couple ways to keep out the wet stuff.

You can fill the holes with UFA. . . .

Or you can cover 'em with adhesive caps.

WATER KEEPER OUTER



There's no water getting in a hole when condensation or rain water collects in the bottom of the rising-ditch mount tube on your Nike-Hercules launchers.

Sure . . . maybe you could get enough water in the tube for it to burst the

thing in the wet stuff turns to ice and expands on it down.

Why not take the easy way out, then?

You can put some gasket cement around the riser or pin that goes through the cap. **HSN 1358-312-3394** will get you an 8-oz tube. Page 380 of Federal Supply Catalog **CS100-M**, Vol 1-C (1 May 67) calls it Gasket, Hydrocarbon, oil and water resistant.

To add freezing to the mix, it's a good idea to make sure the plug on the bottom of the tube is screwed in as close to finger tight. That way . . . condensation will have a chance to seep out.

And it sure wouldn't hurt to remove the plug every now and again—like once a month—in freezing weather for a look-out.

JOE'S DOPE

A NICKEL A DAY PAVED THE WAY



On D+18, the committed elements of the XXXIV corps ground to a halt . . . their assault was limited . . . both they and the enemy had enough strength in depth to counter any penetration . . .



On D+20, to the surprise of the enemy, and the relief of XXXIV corps, additional support in the form of two fully equipped Divisions, of armor stripes, armed with the latest weapons and vehicles, they filled the scales in favor of XXXIV corps. In the face of new superiority of men and material, the enemy withdrew.

And . . . the whole deal
was financed by
Angus Barnange . . .



Big as life



Actually, it started a year ago . . . when one of the Army's top brass, in a speech on the Army's cost reduction program, pointed out what could be accomplished if each man in the Army saved just \$100 cents a day . . . This started with Angelo . . .



Next morning . . . Angelo begins . . .

GOOD THING YOU REMEMBER THAT FIRST TIME YOU WASHED ANGLO'S COAT. (ANGLO'S THE ARMY'S BROTHERLY SERVICE & HOME TRIP)



That night . . . he wrote down what he had done . . .



Next day . . . he decided to informally quiz the men he had met . . .



By the end of the week, "Brown" Company's entire roll-call was cutting down on all sorts of needless spending . . .

They also got some extra links in on their preventive maintenance . . .

"SAY, SARGE! I THOUGHT YOU REPLACED THAT BALL BEARER I BROKE AT IT..."

"WELL, YOU'VE GOT THE BALL BEARER... BUT YOU'VE GOT THE NEEDS... DO YOU WANT THE BALL BEARER?"

"OH, NOW YOU'RE SAYING THERE'S A LOT MORE BALL BEARERS OUT THERE?"

"WELL, SARGE, YOU'VE GOT THE BALL BEARER... BUT YOU'VE GOT THE NEEDS... DO YOU WANT THE BALL BEARER?"

By month's end, the entire 287th Cavalry was following suit . . .

"SAY, SARGE! I THOUGHT YOU REPLACED THAT BALL BEARER I BROKE AT IT..."

"WELL, YOU'VE GOT THE BALL BEARER... BUT YOU'VE GOT THE NEEDS... DO YOU WANT THE BALL BEARER?"

Joe's Dope Sheet

THE SECRET
INGREDIENT
IS MONEY

MEN



MONEY



COMBAT
READINESS



MATERIEL

It Takes MONEY to Provide the Tools.
And That's Why We Have Maintenance Rules
For...a Long Lasting Tank,
Is Like Dough in the Bank,
It's a Tactic They Can't Teach in Schools.

COST REDUCTION IS EVERYBODY'S JOB

IF YOU WANT TO DISPLAY THIS CENTERPAGE ON YOUR BULLETIN BOARD, OPEN STAPLES, LEFT IT OUT AND PIN IT UP!

By now it was smelling like measles in kindergarten...

Some equipment needs... Oh, by the way, equipment should about fifteen dollars less about now!

Don't complain, my equipment is better than yours, it's new.

It's not much, but it's new, and that's better. Don't worry, don't worry, it's not a blood dollar (yet).

... units moving into the field ...

Listen, "Redhead", you stick only with equipment that's proven, reliable, and that's all. You can't afford to lose for a tenth hour. Goodbye.

Don't worry, I'll be there.

... with equipment being repaired or serviced ...

See the sign, this sign says "DO NOT TOUCH ANYTHING - YOU'LL TAKE IT ALL A PART!"

... Technical publications of all types in heavy demand ...



By now, every man in the Army was saving his words a day.



By the end of the year, an amazing thing happened in the Pentagon.



Meanwhile in one of the war rooms...



And that's why there is a picture of Angus Stronach (shown in 1/4 M. gold, or copper) behind the water cooler in the Army Cost Reduction office of Room 5C 126, Pentagon Bldg., Washington 25, D. C.





TOWED 105 MM HOWITZER



THE ANSWER TO THIS TIRE-TOE QUESTION is that you can't. The M108 is a towed howitzer. It's not a self-propelled gun. It's not a tank. It's not a truck. It's not a car. It's not a motorcycle. It's not a bicycle. It's not a scooter. It's not a moped. It's not a go-kart. It's not a lawnmower. It's not a lawnmower. It's not a lawnmower.

In fact, it's the pleasure You're chief of section for a M108 or M109. It's not a towed howitzer that's got to hold shells, the engine, the wheels, the base. And a giddy happy inspector's due very day to make sure it can do just that.

So, don't push the panic button. Don't run to the punch. Show your gunner and commander and pull a private team inspection of your own right now. Scrutinize your piece from side slip to fo-

use with this checklist in your main book area.

This M108 has around a long time, and despite the spotlight on the newer missiles and rockets, will likely be around a long time to come. It's a rugged, dependable bank of artillery the kind that'll go where you go and deliver that Sunday punch for you . . . as long as you keep it hardworking.



THAT BARREL GROUP



SAFETY! Work carefully!

BREACH KING LOCKING SCREW—Lens, missing, threads buried, stripped, sheared.

FILING FLANGE—Scratched, pitted.

OPERATING LEVER HAS (L) LATCH—Lens, screw not seated in slot.

WREN—Strip, gritty, needs lube, hole misaligned, stripped, broken (tell your support people about gun problems, and be prepared to get 90 days. Check the GA Form 1000A in your Log Book. If the instructor wasn't forewarned according to the mail in TM 11-200-200-25, straighten it right off. And get your support to look at it pronto. This is your life, remember!)

WREN FOR LOCKING KING—Lubricating grease/lens, misaligned, buried, locking ring cracked, lens, shoulder buried, misaligned.

BREACH KING—Bolt hole needs grinding (inside only), carbon-caked, nicked, buried, needs lube.

GUN COVER—Ripped, badly rotten, oil-soaked, cracked, not weatherproof, straps worn, locked missing.



MISILE COVER—Missing, bent, worn, noisy, strap buried, worn, missing, handle broken, missing.



LEVER—Broken, worn, firing handle cracked, missing, other bracket loose, cracked, (check lens). (Don't use or use any other kind of a makeshift replacement) pass inspection. (TM 11-200-200-248 will bring the lens you need)



FIRING MECHANISM

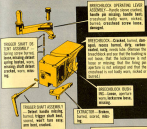


TRIP—Worn, bent, noisy.

FIRING SHFT—Badly worn, lens, missing, locking badly worn, bent.

FIRING SHFT BRACKET ASSEMBLY—Cracked, broken, screws loose, missing.

BREECH MECHANISM



BREACHLOCK OPERATING LEVER ASSEMBLY—Handle loose, cracked, lens, pin missing, handle bent, cracked, badly worn, nicked, buried, cracked, screw loose, bent, sheared.

TRIGGER SHFT DETENT ASSEMBLY—Spring loose, buried, lens, missing, detent spring broken, worn, missing, shaft detent cracked, worn, missing.

BREACHLOCK, CRANK, BURST STOP, SPRING—Bent, strip, carbon-caked, badly needs lube. (Remove the breechblock and see that the loading is not loose; that the lockcrew is not loose or missing; that the firing pin aperture is not enlarged and that the breechhead is not badly worn, nicked or buried.)

BREACHLOCK BUSHING—Loose, aperture worn, lockcrew loose, missing.

EXTRACTOR—Broken, buried, noisy, missing.



FIRING LOCK—Firing pin buried, pitted, broken, firing pin holder badly carbon pin missing, sheared, too worn, stripped, coil spring missing, bent, weak, firing cone cracked, badly trigger lock won't work any, bent. (Snap up your firing pin coil spring in place of your firelock's coil spring is absolutely verboten. Use the right one. TM 11-200-200-200 (revision PB-1-85-200-200) dated 20 Mar 81.)

Keeping the right amount of the right kind of good clean oil in the recoil mechanism is about as important as keeping your girl warm on a frigid night. However, this is a little trickier than you think.

Even though the index is built with the best kind of the recuperator, it might have an excessive amount of grease oil in it. Then if you try to add more oil, the oil index won't be able to show this condition. First, the index oil mechanism is built to show when there's enough oil in there—see when there's too much.

But, you still won't be able to tell how good the oil index's you then check in use.

Drain and reestablish the oil reserve, according to the record in para 88 of TM 9-124 (May 48), w/changes. For the loader on how to inspect the oil for availability, see a copy of TB ORG 409 (10 May 51) and w/changes.

If you haven't fired your howitzer lately, you also ought check your DA Form 2086-4 to see if the recoil mechanism's been exercised in the past six months. See its spelled out in TB ORG 408.

PISTON ROD—Not adjusted right. The piston rod nut should be drawn so tight enough to seal and slip. Then back it off one circumference. The luber grease and find its natural position without forcing and raising a leak of the stuffing box. **Water not cracked, loose, thread turned, water pin missing.** This is the baby to watch, man, if that nut's not on right when you fire off, your howitzer's liable to head for Tinian too—and you, too!

RECOIL MECHANISM

PISTON PLUG—This head not rounded off (replace the plug... to test to see the right tool from the set), examine hole (means water filling gauge) is shot—fill your first man position plug threads stripped, worn, missing, oil water early dry, metal turned, jacket worn, split, missing. (Check para 4 of TB ORG 409 for the color code markings you should have painted around the filter plug housing.)

OIL INDEX—Plugged dirty, packing too tight and/or defective (check to see the index to check in use).



STUFFING BOX—Examine hole.

RECOP CYLINDER—Recuperator dirty, loose, open it should be closed when the weapon's not being used, but double-check to see if it's open and close without issue!

HOWITZER

CLUB—Dirty, dry, turned, scored, rounded, damaged, check base. Be sure you use the luber the CO calls for according to your climate!

CRACK TRIMMING—Cracks, loose, rust, weather, grooves and pins missing, bent.

CRACKS—Bump-ups missing, dirty. (If load over a month, take out the plugs and clean the weapon. That'll show out any water that might have collected.)

CRACKS SERVO WIND PIN—None, cracked, water pin broken, missing.

CRACKS LOCK SERVO PISTON—None.

RECUPERATOR CYLINDER—Examine clipped, cracked.

SLIGHT ASSEMBLY—Belly cracked, teeth pushing, rusted and pins turned, pitted.

RECUPERATOR PLUG PLUGS—Oil seepage.



RECOIL MARKER—Winding nut's worn.



COILS/COILS—Examine and spring and examine base, guide web ready, dry, painted, thread turned, straighten pin ready, water pin missing, water filter spring ready, dry, painted.

CRACKS LOCK SERVO PISTON—Not adjusted right, water leak.

CRACKS LOCK SERVO TURNING COLL—Loose.

CRACKS LOCK SERVO BRACK—Loose.

LOWER SERVO LATCH ASSEMBLY—Loose, teeth missing.



(Draw this to your captain! The spring rod should be lubed with PL and never be painted. Always be sure the three guide rod nuts are adjusted evenly so that the number on the spring is just right. Para 86 of TM 9-125 has the message. In general, when they're adjusted right it'll take the same amount of time to elevate the tube as it will to depress it.)





The best mechanical binocular in the world is just another bunch of metal bars if you don't use it based on the way. So pay extra-special attention to the sighting and fire control instruments like the periscopic telescopes, range quadrants and the other telescopes. But watch it—there are different instruments, so take it easy.

You can't go wrong if you stick to the dope in *Change 1 (C) (G) 521* or *TM 9-125*.

Don't another bar tip you might bar. That inspector's sure to identify's gross check on how accurate your instruments are. So, again, bear him to the point by their sighting it yourself. *Para 1-10* in *Change 1* or *TM 9-125* tells you how.

WELAN PERISCOPIC TELESCOPE

—Clamp bracket, lower elevation and azimuth mechanism, body bracket, lower bracket and scale, lens to read, lens.

—ELEVATION LINE—Bracket, graduated, won't work right (should rotate automatically in operating position).

—MICROMETER—Bracket, lens.

—EYESPIES—Bracket, eyepieces, eyepiece, diopter, scratched.



—WELAN BRACKET—Bracket, lower, lens spring, watch lens' ring, lens, indicator, into locked position.



WELAN TELESCOPE MOUNT

—Mounting screws, base, leveling, leveling knob, scaled, lens, won't lens were through complete range, scaled lens, barrel.



—EYESPIES—Bracket, bracket, diopter, eyepieces, base, screws, base, barrel.

Don't sightly lower which is worse—either the gun will where it shouldn't or worse that won't go off when it should. But the cause are usually the same. Lack of protection and the wrong kind of handling.

Keep your camera dry and away from wet bar lens—and especially from sunlight. Keep it clean and handle it like hummingbird eggs, and everything'll be just fine.



AMMUNITION



—MOUNT BRACKET TELESCOPE—Eyepiece, scaled, diopter, scratched, foggy, dust, scratched window, bracket, not ground light, not secured to telescope, adapter damaged.



—TELESCOPE MOUNT—Telescope, clamp bracket, ring not locked, eye lens, scratched, scaled, not locked, ring, clamping, lens, barrel, indicator light, scaled lens, bracket, bracket, rotating knob, bracket, won't lock, lens, be stuck, bracket, bracket, screw cover, barrel, won't lock, lens.

—BATTERIES AND LAMP—Lamp, rotating, don't work. (Take off the battery bracket on the one complete better look for correct lead contacts. Remember—have the batteries and when the engine's not in use... they may leak.)



—MOUNT ROTATION LIGHT—Part, rotating, bracket, bracket, case, drilled, hole, clamp, ring, and nuts, won't turn, ring, lens, locked, barrel on the mating surface.

—MOUNT ROTATION LIGHT—Case, drilled, threaded, damaged, won't work, wing, frayed, bolts, worn, lamp, bracket, scaled, barrel.



—STORAGE BAGS—Items not separated by type, will be or lot number, lens, broken, lens, lens, not enough storage (should be 1 individual brass band not marked right, safety signs missing, the lighting equipment not ready.



—BAGS AND CONTAINERS—Markings, accessories, containers, damaged, scale, broken, scale, cracked, drilled, etc.



ROTOR DRIVE LATCH ASSEMBLY—Bushed crank, bracket, brake, clutch handle, bracket, shaft, spring, bearing, axle, nut, roller pin, tapered, sliding, flange, rollers, hose, wiring, Clifton, staples, wiring, bolt, nut.

MARKING AND CLASSIFICATION—Wiring, wiring, wires and numbers worn, hand to read, AH 140-1300-1 (1) Mar 60) with 2 changes has the soap.

WHEEL LOCK ASSEMBLY—Ratchet bearing, coated, bolt, nut, washer, pin at lock (you should get a positive lock of the pin in the engaged or disengaged position, take it by dropping into, wiring, bearing surface coated, wire, spring, wiring, coated, wire.

WHEEL BEARINGS—Bushed, not adjusted, right, lower, front, lower, wire, trip bar, do work, rollers at lock, ratchet wire, dropped spring wire, wire, bearing, roller pin, wiring, rollers, roller pin, dropped wire, lower, wiring, back up the wheels to check and adjust the hand brakes. If you get up to seven clicks on the ratchet scale, it's OK, but you mean's that means the brake's not adjusted right, you'll have the brakes on or right when you put the lever about half way forward on the scale.

WHEELS—Steel web tires, tested, shoring, wheel bearing not adjusted right (see Para 100 in the 100's), road, clipped wire, dry, brake bands worn, grease, some of the grease is a standard instead of molybdenum-based. It's emphasized—the wheels need re-greasing. Check Para 100 for removal and packing of wheel bearings. But to give you don't get the grease gone backwards. In other words, place the response nut so that the lip turns inward toward the bearings.

IT'LL HELP
WITH PERIODIC
MAINTENANCE.



TRAINING TELESCOPE CASE—Bushed, bracket, roller, nut, coated, painted 10 (should be waterproof), base in bracket, bracket and clamp, assembly, lower, nut, mounting, pins, bolts and nuts, mounting, bolt, threaded, bracket, dry, not silver, flange, bracket, base, base, nut face, painted, clamp, mounting, not welded.

CHASSIS LOCKING SHAFT ASSEMBLY—Lancette, nut, wiring, bearing, wire, nut, nut, bearing, bearing wire, locking hole, coated, ball, locking, low, bracket, nut, bolt, and roller pin, lower, base, wire, wiring.



FRONT LOCKING LATCH ASSEMBLY—Handle, lock or top bearing, wire, bolt and nut, mounting, lower, bearing, lock, plunger, nut, wire, nut and flange, low bearing, screw, wiring, lower.

FRONT LOCKING PIN—Bushed, wiring, shaft, bearing, too short, not fastened to front bumper, extension a spring pin should snap into pin hole.



TRAILING LOCK BRACKET—Bushed, rollers, base, bolts and nuts, wiring, wire, bolt, shaft, piece, bolt, bracket, lower, lock, nut, adjusted, right, para 100 in the 100's, bolt, base to 100's.



LOADING SHAFT SECTION—Split, coated, rollers, threads, roller, bearing, damaged.



WINDSHIELD—Split, splined, rounded, wiring.



WHEELS—Battered, treaded out of low, bolt, nut.



WINDING ROOPS—Bushed, splined, lock, shaft, nuts, only painted over, parts won't fit together, red and white bands, wood, wiring.

WHEELS—Don't spread or wear properly, flange on wire, lower, treaded, low, bolt, nut.

WHEELS—Bushed, wire, wiring, pressure (40 PSI is right), wire, shaft, split, splined, wire, cap, wiring, nut, pins, etc., installed in rubber, chains, welded in track.

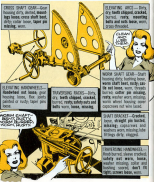


WHEEL BEARING—Bushed, painted, LIT the trails end of a frame for a ball, for lock.



ELEVATING AND TRAVERSING

Check the climbing and traversing handwheels for lockback. Any more than one-third of a wheel turn is too much. Turn 'em all the way clockwise and then all the way counterclockwise. They should operate smoothly both ways. If you've gone one way, it means some parts are binding or that the equilibrium needs adjusting.



DRIVE SHAFT GEAR—Gear housing dirty, dented, mounting base, cone shaft bent, dirty roller base, taped pin binding, worn.

CLEANSING GEAR—Dirty, dry teeth chipped, cracked, burned, worn, mounting base and roller base, worn, drive threaded.

Is there a problem with this?

PLANNING MACHINES—Rusted and loose, gear housing loose, fan belts binding or noisy, taped pins loose.

TRAVELING GEAR—Dirty, dry, teeth chipped, cracked, burned, noisy, subparts and belts worn, loose, missing.

WORK SHAFT GEAR—Shaft housing dirty, housing loose, work shaft bent, noisy, safe life and base, worn, threads bound, roller pin missing, noisy, washer worn, missing, work wheel housing cover cap screws not wire locked.

What's the problem with this?

SHAFT BRACKET—Cracked, loose, straight pin bent, missing, cap screws and washers worn, missing, life fittings dirty, chipped.

TRAVELING HANDWHEEL—Rusted, burned, dented, cracked, safety nut worn, loose, washer missing, roller and housing worn, don't fit right, screw base, worn.

ODDS 'N' ENDS

PUBLICATIONS—Missing, none, unavailability, wrong ones. Here're the ones you should have: TM 9-23 (7 May 88) with 4 changes; TM 9-1811-201-20P (20 Mar 80) w/changes; LO 9-23 (4 Mar 75); TB 9-325-8 (17 Feb 71); TB ORD 805-427 Apr 55) w/changes; TB ORD 486 (20 Apr 54) and TB ORD 404 (19 May 55) w/changes.

FORMS—Log book missing, forms none, missing, made not wrong, incomplete. TM 26-750 (May 82) w/changes in your file for all Army maintenance forms. Your log book index'll tell you what forms you should have, and the TM'll tell you how they should be kept up. Remember . . . the correct nomenclature of your weapons is either the M16 or M16A1 (S manual format) and is reported as such on your record forms (M16 if it has a M16 marking and M16A1 if it comes with a M16A1 marking).

PARTS AND ACCESSORIES—Missing, too few, none, dirty. Changes 3 and 4 to TM 9-23 have the numbers on the Basic Issue Item List (BIL) for your bowlers. Compare what you have against what the TM says you should have—and get those applications in.



WFO's—Missing, not applied, not recorded on DA Form 200-5 in your log book.

WFO Number	Dated	Priority	Excluded	Purpose of Modification . . .
C11-W17	20 Jul 59	N	1	Constructive marks for safety.
C11-W18	26 Feb 59	N	1	Balance gun sights w/ scope and on object in subsequent changes.
C11-W19	1 Mar 54	N	1	Provide scope extension bracket to prevent sighting over the sight.
C26-W20	14 Feb 55	N	1	Install equilibrium and counterbalance pins into gun.
C26-W21	1 Apr 55	N	1	Balance receiver on lower arm mounting hook body.
9-1811-201-20P.1	27 Nov 79	N	2	Remove top-left sight assembly in subsequent change sheet.



AIR MOBILITY



RS-A-200-000
YOUR BEST
IN THE TUB, TOO...

The next time you find yourself loaded down with buckets, mops, brushes, sponges, rags, levers and cleaners, remember—reading a they bill is a mighty important piece of preventive maintenance.

A clean bird reduces in-flight drag, helps prevent corrosion, lets your favorite stowage jockey see where he's headed, and highlights leaks on maintenance equipment.

A good cleaning also reveals pin cracks in the skin hidden by dirt and grime, reveals stains and cracks in engine mounts by showing up leaden and chipped paint hidden by grime, and shows loose rivets and loosens rivets overlooked in an eyeball going over.

Choose Four Weapons

When it comes to picking the cleaning compounds and solvents to handle

oil, you're likely to find yourself in the same dilemma as a dependent on the runway—one thousand and one cleaners to choose from! But which one is right for the job? That's the rub.

Your best bet is to take a gander at the cleaning section of the maintenance manual for your bird, tucked up by the cleaning pony in Chapter 1, Section B, of TM 30-400-3 (10 May 61). "Maintenance of Aircraft Systems."

Cleaners called out in our manual may differ from another and you may even find it hard to lay your hands on some of the old types. But you can't go wrong if you use any of those approved cleaners.



DESCRIPTION	ORIGINATOR	USE	CAUTION	REF. USE
Handing compound—Alcohol Mixture	RS-A-200-000	75% RS-A-200 (20-40 alcohol)	RS-A-200 (1-4-50)	Remove standard stains
Alcohol, Dry Cleaning	1st Spec 77-601	RS-A-200-000 Type 1, 100% with 50% RS-A-200 (20-40 alcohol)	RS-A-200-0 (1-4-50)	Remove standard and rubber stains RS-A-200 (1-4-50) None No solvent compound operation
Miscellaneous Solvent	RS-A-200-000	75% RS-A-200 (1-4-50)	RS-A-200-0 (1-4-50)	Temporary stains Used with 75-25 Solubility
Cleaning and Polishing Compound—Alcohol Mixture	RS-A-200-000 Type 1	75% RS-A-200 (1-4-50)	RS-A-200-0 (1-4-50)	Temporary stains Standard and standard
Corrosion Inhibitor	1st Spec 80-200	RS-A-200-000 (1-4-50)	RS-A-200-0 (1-4-50)	Solubility
Wax, White, Paraffin	1st Spec 77-601	RS-A-200-000 (1-4-50)	RS-A-200-0 (1-4-50)	Temporary stains

YOUR COMPANIONS THAT LIST
 ON THIS LISTING WILL BE AVAILABLE FOR
 THE 2011-2012 SEASON FROM
 APRIL 27 TO MAY 27.

Item	Est. Type	Est. No. (Est. No.)	Est. No. (Est. No.)	Notes
	PR 271, Type 1	PRR 271-271 PRR 271-271 PRR 271-271 PRR 271-271	PRR 271 PRR 271	
Wetland (est.) New 2011	PRR 271 Type 1	PRR 271-271 PRR 271-271 PRR 271-271 PRR 271-271	PRR 271 PRR 271	Temporary, please consult with the state's Department
Acquisition Subsidy Subsidy	Est. Type PRR 271, Type 1	PRR 271-271 PRR 271-271 PRR 271-271 PRR 271-271	PRR 271 PRR 271	Subsidy
Active Investments, Subsidy	Est. Type PRR 271	PRR 271-271 PRR 271-271 PRR 271-271 PRR 271-271	PRR 271 PRR 271	Subsidy
Expenses, Subsidy	Est. Type PRR 271	PRR 271-271 PRR 271-271 PRR 271-271 PRR 271-271	PRR 271 PRR 271	Temporary, please consult with the state's Department
Subsidies, Subsidy	Est. Type PRR 271, Type 1	PRR 271-271 PRR 271-271 PRR 271-271 PRR 271-271	PRR 271 PRR 271	Subsidy, temporary
Research, Subsidy, Subsidy	Est. Type PRR 271	PRR 271-271 PRR 271-271 PRR 271-271 PRR 271-271	PRR 271 PRR 271	Temporary, please consult with the state's Department
Provision Funding 2011	Est. No.	PRR 271-271	PRR 271-271 PRR 271-271	Temporary, please consult with the state's Department
Reg. Wiping/Carbon Subsidy	Est. Type PRR 271-271	PRR 271-271	PRR 271 PRR 271	Temporary, please consult with the state's Department

Dress Right

If you're about to work indoors be sure there is plenty of ventilation. You don't want to be breathing solvent vapors whenever volatile chemical compounds and organic solvents are on the loose. . . . It ain't healthy. Dress with good ventilation, you see a respirator.



Course, working both of us, you always wear protective clothing and equipment, like rubber gloves, aprons, and some sort of eye protection. Last (but not least) you wear suitable boots or shoes. Wet hard surfaces, maintenance stands, concrete—all these surfaces can be ground lightning under foot. That's why AS 383-22 (11 Jul 61) and TA 28-11 (1 May 61) give you the green light to order foot gear like the type listed in Federal Supply Catalog C282884. On page 89 you'll find a shoe just made for wet conditions.

Depending on what the forgers you want, there are 99 sizes, ranging from ESW 8430-353-2602 through 8430-752-2727. The shoe description goes like so: flex, safety, plain toe design, high top, brogue style, steel toe sole, leather black upper, nonmarking, oil resistant neoprene and cork sole and heel, midsole cushioned.



Wash to Sheds

But before you enter with the compound, try to time your wash job so that the sun isn't beating down on the wash rack. You've got it made if you park your shed in the shade. Of course if you can't find shade, your best bet is to wet the shed down to cool the surface and protect the paint finish.

Next, hook up a ground cable and close all access panels, covers and hatches. Depending on what bird you're grooming, you want to use all the bird plugs and covers available to protect



areas where you don't want moisture entering. Blasting tape works great in protecting suspension wheels, phone consoles, and related brake parts, wire wires, switches, and other moisture sensitive equipment.

It's really simple to use. Just peel the tape off the backing and stick it on.



When spraying, don't use directly on areas such as propeller blades, hub seals and engine accessories. A direct blast tends to force the cleaner past seals and into bearings and such. You know what a terrible development that can be—contamination and corrosion of vital parts and all that sort of stuff.



It's a sure-fire way to get your engine clean and ready for action.

Aluminum Drossing

The aluminum drossing cleaner is the best because you don't lose any toxicity and flammability hazard, it won't pull the dross from the metal, doesn't damage or alter metal parts and doesn't harm, but has harmful effects on plastic and rubber, gets in and drosses off metal areas.



Just a few drops of this cleaner will do the trick.



The Compound, ME-C25709, is already in liquid form, but you can vary the strength for use on different aircraft areas by adding clean water.

On areas where you don't want moisture entering, use the compound in a diluted form. Just add clean water to the compound.



On areas where you don't want moisture entering, use the compound in a diluted form. Just add clean water to the compound.



To get all built up, oil and grease, it'll get up all out and use the compound full strength.

One of the best ways to apply the compound is hand to get in places it no spray it on. Of course in open areas there's nothing like the fog-spray atom combination to cover ground.



But use only enough to cover the area you're working on. Don't let the cleaner dry on the surface before rinsing with water. Otherwise it'll lose its punch.

It's a sure bet that if this compound dissolves grease it's not going to do lubricated parts any good and it's also not so good on rubber (especially the

full strength (also). So be sure you keep the compound away from lubricated parts like exposed flaps and control surface actuators, bearings, flap control levers, scoops and other portions, and don't let it come in contact with plastic windows and rubber components.

Let the compound stay on the surface being cleaned for from five to ten minutes, scrubbing really dirty places with a scrub or brush, if need be. Then rinse the area with water heated to 120-140 degrees Fahrenheit. Cold water will also do, if you can't get the heated type!

If your bird's been out in the woods and looks like something she ran through in, you might have to give 'er the old collage try—if at first you don't succeed, wash, wash, again . . . using the compound full strength. You can use a brush on those areas that take a real beating.

Clean The Engine

It might be important that you also clean the engine in your bird. If there are any broken seals, flaps, gaskets, or loose hose connections, a full run is easily spotted at the next haly—before a system blows out in flight and it's too late to do anything about it.

So, if you don't want to leave your bird high and dry, because you use either Bird-Cleaning Solvent, Federal Specification F34661, or Kerosene, Federal Specification V.N.E.211, on the power plant.

Clean the engine by spraying on the solvent. Let it stay on the engine five to ten minutes to loosen the dirt and then clean it off with more solvent. Use

ALWAYS WEAR PROTECTIVE GLOVES AND SAFETY GLASSES WHEN USING THIS COMPOUND ON THINGS ON THE AIRCRAFT!



never use water or compressed air to dry the engine. Be especially careful not to spray generator, magnets, actuators, solenoids and relays since these parts can be damaged by moisture.



Clean The Battery

If not cleaned regularly, any battery will have acids that should be cleaned off before they get into the battery case, cables and the airplane.

ALWAYS WEAR PROTECTIVE GLOVES AND SAFETY GLASSES WHEN USING THIS COMPOUND ON THINGS ON THE AIRCRAFT!



To remove the battery from the aircraft and clean the area affected by the acid with Sodium Bicarbonate, Technical, Federal Specification 48-576, using a rag or brush to apply it. Add the solution until the bubbles it produces stop. Let the solution stay for about five minutes and wash the area thoroughly with clear water.

After you wipe the battery and adjacent area dry, paint the area affected with acid resistant paint, T1-8-14, P/N 8025-298-0158.

Clean Clear Through

Ask any Joe who wears specs what's the FO in them and he'll tell you right off—keeping those babies clean, so he can see clearly. The same principle goes on the plastic bubbles, canopies, and windows of your bird—only more so!

Yeah! Transparent plastic has it all over glass. It has the best optical qualities, is one-half as heavy, can be formed and repaired, doesn't have a dangerous shattering tendency, and is a lot cheaper.

With all these advantages, all that's needed to keep it in good shape is a little extra cleaning care to guard against scratches and crazing.

When picking a cleaner for the plastic, don't reach for gasoline, alcohol, benzene, kerosene, carbon tetrachloride (or any other solvent). They can cloud the plastic over and for all.

Normally the only cleaner you use on transparent plastic is a mild soap, such as Specification F-5-628, and clean water.



Also, before you make with the big hand motions, be sure you don't have any rings on your fingers. They can scratch the plastic, but good!

For clear plastic you like to reach up these cleaning steps:

First off, use compressed air to blow off the loose dirt and grime.

Next, play your water hose on the plastic and use your bare hands to let run and peel off dirt, salt and mud.

Then make with the soap suds, using a soft cloth, sponge or chamois to carry the soapy water to the plastic. No scrubbing please—the soap will loosen the dirt and you can then wash it off with water.



Dry the plastic with a clean, damp cloth. You can also use a soft, clean damp cloth or tissue. Just be sure you don't rub the plastic after it's dry. And you never, never rub plastic with a dry cloth, duster, or anything else. It doesn't take much rubbing to make a plastic windshield look like somebody went over it with sandpaper. There's always a certain amount of grit on the windshield. And with dry rubbing—well . . . there's your sandpaper!

Dry rubbing plastic can also build up an electrostatic charge that attracts dust right back on the plastic. If this should happen, you can get rid of the charge and the collected dust, by gently patting or blowing the plastic with a damp duster.

If you should run into some stubborn oil and grease that you can't get off with mild soap, use a soft cloth wet with Aliphatic Naphthyl, Federal Specification T1793. Keep in mind that naphthyl is very flammable so be certain your bird is in the open air when you use it. And no smoking, please! After the naphthyl treatment, make with the soap suds once more and rinse with water.



Another way to rid your bird of stubborn traffic film is to use a solution of Nonionic Detergent, MLL-D-15791, and a Working Agent, Type I Resin, MLL-D-25907, forty per cent active. Mix one to two ounces of these materials per gallon of water and put the solution on with a soft cloth or photographic cellulose sponge. Finish up with soap and water.

About your cleaning, get the plastic for any old window. You can take minor ones out by using Plexiglass Polishing Kit, P39 11483-024-0171.

To save the plastic during its before, you can do it up later by using Glass and Mirror, Specification MLL-C-1074, but be sure you polish with soft, clean rags or using hand, finished or shop cloth.

Clean Plastic on Inside



Sometimes it seems canopies, windshields—and the like—are dirtier on the inside than on the outside!

How important is cleaning the plastic on the inside of your bird? Well, put yourself in the place of the avian taking off or duck toward a disappearing horizon. The few lights that give him a hint about his altitude might never be seen because of a dirty, stained-up windshield!



To get rid of loose dirt, dust the plastic with clean, soft cloth or sponge wet with water. Be sure to rinse the cloth or sponge often in clean water to keep it free of grit. Then, for the clean-through look (and to remove hard stains) scrub up with **Chem-Dip** and **Polisher**, Specification ME-G-10767.



Clean Bird Interior

How do you clean the Mustang (20-1) pilot who went through some rough maneuvers on a mission? Everything was well until the slow roll. Then cigarette butts, empty cigarette packages, matches, and dirt showered down on our hero . . . had to go on instrument! His comment after landing—"I'd like to see you clean!"

In cleaning the inside of your bird the same goes for you. If supplemental fuel's important, too, see you a lot of clean spots.

You can clean the upholstery and leather fabric with a solution of one ounce of detergent, or **Brighten**, ME-A-10761, Synthetic, Nonionic Cetyl benzoate sulfonate 1 per gallon of water. A sponge wet with the detergent will loosen most of the dirt. Some extra work and a little rubbing may be needed for extra dirty spots. Then go over the soaped area with a wet napkin cloth and let the upholstery dry. A light brushing should remove the nap.

Now, if you come across any gross spots, use **Dry-Cleaning Solvent**, PE-661, for other stains try a wetted sponge, first off. You can usually remove any residue by using a ten percent solution of Ammonium Hydroxide, Federal Specification O-A-488, or a paste of **Corncrumb**, Federal Specification 2-C-111. After the area is dry, brush any cleaning material off the fabric.



DAT-A DILEMMA

If two data plates on the tail cone hub have you stumped (UH-1A) type in a dilemma as to which one to fit on the TM 28-158 oriented forms, focus an eyeball on the hub assembly number—that's the baby called out in TM 91-1530-211-209. Depot support keeps the records on the time change pole sub-assembly.



AIRCRAFT TOOLS



There's a new DM for those of you that do organizational maintenance on Army aircraft. It's DM 11-4-1188-608 (18 Nov 62), and it takes the place of DM 9-4-1188-608. It covers Sets A, A (Supplemental), B and C.

DON'T MIX GREASES

A little carelessness will go a long way toward fouling up your aircraft's lubrication system when you're changing greases. None of 'em mix well, and the chemical reactions started by mix-

ing some greases can cause severe corrosion of critical parts. A thorough purging of each fitting is the only sure bet during a switch in greases.



"ALL TOGETHER NOW..."

You say your aircraft manual is out up to snuff? OK, then—why not help us update it with a DA Form 2028, data sheets, for Headquarters, U. S. Army Aviation and Surface Material Command, ATTN: SMCMAJ, 126 & Spruce Street, Ft. Lewis, Missouri. All together now, 1—2—3.... *reel!*



SHIP AS IS



Any time you air report ship a bus-bird part back to Aviation and Surface Material Command for study, remember to send it as is. Cleaning up and polishing a part can remove valuable evidence. Like a detective tracks' down the villain, a bird engineer wants the clues, man... *All the clues.*

GENERAL
440
SAFETY

IS YOUR OWN INSIDER—

MS PAINT SPRAY

I CAN'T BELIEVE!

YOU WERE A
MIA CHEMIST.
COMEB!



The lungs you care will be your own when you use a paint spray respirator. There's no one in taking a chance on getting a chest full of paint which eventually finds its way through lungs when the MS paint spray respirator is worn to suit.

You don't have to wear your MS when you're doing all types of painting—just spray painting when you don't have enough resistance. There's another thing to bear in mind and that is the MS is not to be used in place of an air-line respirator when you have to paint in confined spaces.

You know that your paint spray respirator won't help unless you keep it in good shape. That means that you have to look it over to see that all parts are up to snuff.

Here's a guide that will make it easier for you to do the checking.

SAVE YOUR SKIN

WHAT ABOUT YOUR SKIN? DON'T LET IT GET BURNED OR SCORCHED BY HOT SURFACES.



It's no fun to lose your skin whether it's with a burned knuckle or an accident of another.

There's another way of losing your skin, and that's to be moral crime in connection with your bare skin in freezing temperatures.

You say you know better than that. But have you thought about those snap-finger caps on your MSA? Well protective masks! They can get mighty cold in freezing weather if you don't have your mask lined with an M1 lin.

Just to play it safe, cover those snap-finger caps with insulating tape, make sure no tape that'll stick to the mask.

The piece of tape should be just big enough to cover the head of the snap-finger.

RESPIRATOR

RECEPTACLE AND DANGER COVER—damaged enough to prevent assembly or proper functioning of cartridge or filter; insulator not fastened tight to lookback, color green if respirator showing, set of shape, or loose; one broken stud or receptacle hole or one functioning.

HEAD STRAP ASSEMBLY AND BUCKLE ADJUSTMENT—damaged, heavily oxidized, rusted, nonelastic, fasteners missing, nonfunctioning, or not attached securely to strap.



FACELEAK—leak, dry, dry, permanently out of shape, dirty.



FOAMATION—rust, damaged, wet, dry or over exposed, permanently distorted.

AIR FILTERING CARTRIDGE—damaged, deformed or missing.

EXHAUSTION CHECK VALVE AND INHALATION CHECK VALVE SUPPORT—damaged, permanently distorted, or missing.

When you need repair parts for your MS, check your MS 3-440-05-CF (R) May 58.



WEAR YOUR OUTSERTS



WARNING—NEVER RESPIRATOR OUTSERTS IN THE MOUTH. THEY'RE ONLY ON UNDER THE LIPS.

Latest tests from the mask people say that the best way to protect the interior of your M17 field mask from breathing is to just wear the mask the proper way. That is, you can make the exterior a permanent part of the mask. That way they'll not be loose in the carrier and they'll not get lost or broken so easily.

Just clean the mask's interior and exterior (para 18, para 12, TM 3-4100-20-15) and carefully stretch the exterior over the springs.

Once you put the inserts on your M17 they can stay on—except for cleaning, inspection and the like. Using the inserts this way will also keep the eyes from getting scarred or broken while the mask's in the carrier.

A FAMILY AFFAIR



Some like some welding sets tend to be trouble-makers in this man's Army. Not because they won't do their job—they usually do a good job. It's just that it's sometimes hard to get someone to help with the maintenance and parts.

Maybe you don't know that a welding set has a family . . . that you might compare to your own family. Once you get acquainted with the welding set family it should be easier for you to find what you need.

Let's take, for example, the latest gas shielded Helium welding set. They have a family number of P2N 3423-024-1413. Now that P2N is like your own family name.

Do you have brothers—welding sets that have a given name so that they can be identified from the rest of the family.

Each welding set has its own P2N so that it can be identified from the rest of the family.

Now let's see how large a family P2N 3423-024-1413 has, with the publication numbers available for each set:

Basic welding set, P2N 3423-024-1420 (Manufacture Model M-170), manufacturer's manual L.L. 34 201-7.



Welding set, P2N 3423-024-1421 (Manufacture Model M-170), manufacturer's manual L.L. 34 201-7.

Welding set, P2N 3423-024-1422 (Manufacture Model M-170), manufacturer's manual L.L. 34 201-7, TM 5-243-024-11 and P2.



Calling us, PN 801-821-2224 leads to Model "Super" 1, manufacturer's manual and PN 801-821-1299. (PN 801 means Industrial Maintenance Super Brand.)

Calling us, PN 801-821-2224 leads to Model 1984 II, manufacturer's manual PN 801-1298.



THE 801-821-2224 LINE IS OPEN 24 HOURS A DAY.



That's not surprising if you order a welding unit under the family PN 801-821-1295 and get another manufacturer's set (other than those listed). New items come into the family and old ones—the same.

If you need any of the manufacturer's parts listed above, send a list Form 1546 to your repair parts supplier. You should be able to get the TM's from your publications people.



Your thick black book helps you keep a list of handy info at your finger tips. Maybe you even keep that manual for each entry.

There's other important info that you should have at your finger tips. Maybe you won't need to write it in a black book, but you'll want to keep it where you can find it.

For instance, you'll want to remember this little number—PN 801-791-1998. That'll get you a quart of green

hazardless enamel, Full Spec TT-B-527, Class A, for painting your steel helmet.

The primer coating, Full Spec TT-P-446, for the helmet's cover is a gallon can and you ask for PN 801-141-7129.

If your M1 helmet liner or combat crewman's helmet needs painting, then you'll want this number handy—PN 801-711-8917. It will get you a quart of green hazardless enamel, Spec. MIL-E-2051, Class A.

It was tracking a path when sprinkling the ground with soundproof MWO's was just as effective as laying a minefield . . . until somebody decided that MWO's were not to be used as aggressive force anti-innocency weapons.

So a path was cleared through the MWO's mined by a team of engineers who substituted a lot of Egon's eggs MWO's to Mermal category and just plain ran off a mass of both eggs with a routine and low ESN available.

For example, here's what is left in the old Egon's list—

ESN Number and Date

- 100-10-01-100, 5 May 01, 21 May 01
- 100-10-02-100, 12 May 01, 18 Apr 01
- 100-10-03-100, 10 May 01, 22 May 01
- 100-10-04-100, 10 May 01, Supplement
- 100-10-05-100, 10 May 01
- 100-10-06-100, 12 May 01, 22 May 01
- 100-10-07-100, 22 May 01, 22 May 01

MWO Number and Date

- 1-0000-1-00-00-01
- 1-0000-1-00-00-02
- 1-0000-1-00-00-03
- 1-0000-1-00-00-04
- 1-0000-1-00-00-05
- 1-0000-1-00-00-06
- 1-0000-1-00-00-07
- 1-0000-1-00-00-08
- 1-0000-1-00-00-09
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- 1-0000-1-00-00-97
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MWO Number and Date

- 100-10-01-100
- 100-10-02-100
- 100-10-03-100
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- 100-10-100-100



If you've got a job to know what happened to the rest of the other MWO's, check out the EA Circular 500-series for the official reclassification and restriction status by MWO number.

But if you'd like the best of taking the ESN word on this list, you'd better be clear on this since the list only covers Egon's MWO's up to now. You'll have to wade through the latest changes to EA Paragraph 100-1 and the AGI Public Release Center Bulletin to keep the list up to date.

Really, you'll have to do your own checking on Mermal category MWO's if you want a complete and correct listing.

At least somebody got the word! Now all you have to do is get to them in town or parts and then are available.

THE REPORTABLES

Keeping track of what you've got and how it matches into relevant reportable items, that's it is more per procedure set up in AR 711-5 (Mar 01) "Track Control Army Supply Status Reporting System Units, Organization or Activity Equipment Status Reporting." It supersedes AR 711-5 (25 Aug 02) and the part on reporting (0305010) in AR 711-50 (27 Jul 00).

If you're a property-book keeper, first fix on the book-end list in implementation in your command.



GOT AN IDEA...? PROBLEM...?

ON OPERATING OR MAINTAINING YOUR ARMY EQUIPMENT?



Then, just fill out DA Form 2487 (Equipment Improvement Recommendations—EIR) and mail it to us.

You share all the information about what goes wrong, or any ideas you have for making the equipment operate better.

This is your chance to be a design engineer. You give your idea, no matter how little or big, to the man behind the drawing board. He then decides if not, and, maybe, one day your idea may come out as a modification, or a change in newly manufactured equipment or in new design equipment.

The DA Form 2487 is your message form to the equipment designer. Let him have the word from you—direct by mail.

EQUIPMENT IMPROVEMENT RECOMMENDATIONS (EIR)

DA FORM 2487 (REV. 1-67)

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Connie Rodd's BRIEFS

SEE CONNIE
WE GOT A
TWO-BLUES



Special **FREE** Expert Advice from a
SPECIAL FEATURE

ON THE
NEW SERVICE



ON THE LEE SIDE

It's available now—TM 10-8240-203-1NF—the publication that you know you've been waiting on for a long time. The TM shows repair parts and special tool lists for your all-weather skates. It's dated December 1963.

EASY DOES IT

Any tanker will admit getting a broken tanker bar on an M48 is no bed of roses. So you wouldn't want to make it even tougher by driving in a replacement bar and damaging the threads in the anchor plug's soft metal. Your work would really be cut out for you next time. The muscle power needed when you line up the splines properly... on TM 9-2012 (30 Aug 64), tells you on page 279.

TUBELESS TIRE REPAIR KIT

Need a repair kit for your tubeless tires? If so, then try FM 2040-600-7127, Repair Kit, Tubeless Tire on your next requisition form. The kit costs \$19.88 and is listed on page 47 (Index 2014) in Federal Supply Catalog (324-40) (Vol 42). The steps covering organizational maintenance and repair of tubeless tires is in Td-Def 441 and in Change 1.

THE ~~100~~ PS ISSUES

The captured is just about here—to you PS fans, who are in need of back issues, here get 'em while the getting is good. The only back issues available at this time are issues 1, 3, 5, 6, 14, 18, 20, 29, 31, 54, 58, 59, 61, 63, 64, 69, 804, 182, 183, 189, 190, 211, 212, 115, 114, 195, 117, 118, 170, 121, 123, 124, 125, 126, 127, 128, 129 and 130.

Like always, a short visit to Connie or Hal-Mac with your requests, will do the trick.

right now

*Would You Stake Your Life[^] on
the Condition of Your Equipment?*

**ONE
OUT OF
THREE...**



NEEDLESSLY

CHANCES ARE THAT ONE OUT OF EVERY THREE ELECTRON TUBES YOU DISCARD IS STILL CAPABLE OF DOING ITS JOB.

YOU CAN HELP

STOP THIS PULSE WEAKENING WASTE.

(BY)

- T**esting and pre-testing with accurate equipment
- U**sing your TM troubleshooting procedure
- B**eing sure it's a tube problem in the first place
- E**xchanging only one tube at a time and then testing
- S**ubstituting only the number of tubes necessary

