

1966 Series

# PS

Issue 153

## THE PREVENTIVE MAINTENANCE MONTHLY

WANT AN  
EYE EXAM?  
SAY NO!

YOU  
MIGHT  
LOSE  
IT!

WANT  
TO  
SEE  
A  
DENTIST?

WANT  
TO  
SEE  
A  
DENTIST?  
SAY  
NO!

WANT  
TO  
SEE  
A  
DENTIST?  
SAY  
NO!

**ASSOCIATION FEATURE**  
See Page 2

Walt Disney

# QUOTES — " . . . "

AR 77-14

"A. **Logistics.** The Army's higher priority program function is to obtain and maintain a limited operational state sufficient for the safe to transport their assigned mission in accordance with the time schedule established in operations and emergency plans. Critical mission require best available personnel and ready material."

"A. **Personnel capabilities.** The critical developmental mission must be such that commanders, officers, and soldiers at all levels realize that the increasing dependence of the Army on higher levels of man-machine material power puts in the secondary obligation to maintain personnel in a ready condition. This is an Army-wide, worldwide problem involving all Army major units, national personnel, and civilians. A major priority application of available resources is required in that field. Personnel capabilities and organizational, management, and technical skills are applied to improve personnel readiness."

OHAY  
MEN,  
LET'S GO!



AR 750-8

"(b) **Planning to provide maintenance support is important to other functional military tasks or priorities (A.2.2.14-17)**"

"A. **Individual capabilities.** Readiness of all units of equipment will be dependent on proper preventive maintenance services."

"When it comes to the 37th and the 34th of maintaining Army equipment, the Regulations get things done real fast."

Now, it's up to you, your sergeant and your commander to get the job done.

AR 750-1

"A. **Personnel's maintenance.** A Technical order is important for the assigned maintenance."

A. **Maintenance will be performed in accordance with published maintenance instructions at the lowest support level with the natural condition, state, time, ready parts, tools and test equipment available within situations.**

A. **Support will be accomplished on the, when, where, how and in accordance with maintenance plans and plans.**

A. **Technically maintain ability to support the maintenance capability of an organization will be required or followed in the most higher maintenance organization.**

A. **All technical maintenance within the capability of an organization will be accomplished, a major priority before execution of technical operations in the most higher maintenance organization."**

"A. **Responsibilities.** A. **Maintain maintenance responsibilities within Department, Department of the Army and U.S. Army (General Counsel) are assigned in AR 750-1 and AR 750-17.**"

"A. **Organization, including equipment, services, and plans are responsible for:**

(a) **Insuring that all equipment is in a serviceable and completely condition. See AR 750-17."**



# KEEP Y'R POWDER DRY!

HIGH-POWER

HERE'S A ROUND-UP ON CARE AND MAINTENANCE OF ARMS FOR THE HOME SHOT.

And not only dry, either. Keep it clean ... and protected against the weather ... and bumps ... and ... and ...

But, heck, it's all common sense stuff. Your weapons'll never be too hot to touch the reason you buy 'em. Muddy gun won't even touch you a Dirty woman, any more than faked up ammo'll get you the expert's nod—no win you a treat!

Yeah, you're start to give your arms the same hands up care you give the ones you live, whether you're in the industry, an outdoorsman or today.

Most of them, most of the rules for small arms are the same as for the bigger stuff.

## THE DIRTY DEAL

Take this, give or give to our Firearms. How long a dry old round in the chamber of any weapon, be it a 12-gauge rifle or a .17 Hornet, gas, and you'll be honest. If the round you jammed in the chamber, you'll have a job getting it out. Oh, if it comes out on its own, it might mean goodbye weapon.

On the other hand, if the chamber or hose's messed up with gunk or carbon buildup, even clean intake won't have a chance. If the propeller can't get out the intake end of the wastegate, it'll try to burn out the sides of the barrel.

Clean intake and clean wastegate go together like chocolate and peanut.



Or take the case of dampness. Fill up a wastegate that's been over-exposed to rain, snow, high humidity and the like, and chances are you'll wind up with a dead.

**SMOKE COMES IN ALL-SIZES!  
DON'T BE FOLLOWS THE LEADER!  
Your engine or your car may  
I NEED A Bigger one.**

And one final tip: Work around smoke with a few who's studies about smoky things like pictures and books and, brother, could be you've had it! With guys on your side who don't give a damn how they handle smoke, who needs the money?



Well it all down, then, and you get a pretty strong case for good P&H — in motels, on the street and in the box.

## SMOKING

It goes without saying: Don't make an ink of yourself around anyone!



It may seem like a good idea to store your gear in the back of your truck, but it's not. The heat and humidity can damage your gear and make it unusable.

No matter where you're operating or under what conditions, proper storage is the key to making most of your ammo supplies.

## STORAGE

As you assess a new stock, organized by type, caliber and lot number.



If you have any M1 or FMJ rounds, put 'em in a clear area, with their nose ends up — except for J-1's rounds, which should have their nose down. If you have any other type rounds, like M1, the Institute of Arms and Ammunition (IAA) offers all sorts of advice on all fronts: a hard rule is tell.



To be the best of the best, depending on lot and amount, put the rounds in a clear area so that if one does the other won't get in the trouble.



Use at least 2 inches of drainage under the pile to keep excess oil off the ground and vice versa. Wood's the best in a pinch you could use tree branches, strips laid between the rows of cans will keep the air circulating, too.



Put a tarp on any unexposed storage over the stack. Allow about 18 inches on the top outside for air space. The same goes if you're using strawlage on the sides.

Oh, and one, you'll look for a high spot of ground to put your tanks, but if you don't have a choice, it's a good idea to dig ditches to carry the water



Speaking of white—condensate isn't a special problem when you're storing tanks in tanks, APCs and various other vehicles. You'll truly keep your powder dry if you leave the ramp and hatch open whenever you can to let the air circulate around the tanks.



And if your tanks get wet overnight, wipe it off and then open the hatch and ramp and let it air-dry. You'll also get a lot of condensate when the inside of your vehicle's roof and seal and the outside air gets warm and moist. You'll do a lot of wiping and mopping; this, open up the vehicle to let the tanks warm up to the outside air temperature to keep water from collecting on it.



## EXACTLY LIKE EGGS

WHEN YOU HANDLE THAT ABOVE-THE-GROUND METALLIC BULLET?

IF YOU'RE IN THE POLAR REGIONS—OR THE TROPICS.



Whenever you're moving tanks around—loading it off a truck or stacking it or loading your tank or field piece, for instance—remember, the tank's really no different as you see tanks. This goes especially for the big loadings because well,

thumping, dropping, twisting to the left could blow your best guess to a tank—or it could even worse down and smother that'll lead to all kinds of war when you go to fire it.

O'course, this doesn't mean that every piece of ammo also gets dropped or bumped—or slightly scratched or dented—in transitively M.G. Hell, no. As long as the round's not right in the wagon, it's OK to use. Minor bit of ice, a bit of hard artillery may have some of possible dings and holes.

They're the ones that have been reworked and re-loaded for reuse. They are not OK, and don't affect the ammo use bit. Good, sound economy, that's all.

But... whatever any ammo you're handling gets bumped or dropped, I guarantee you know fully it's been damaged. If you have any doubts about it, play it smart. You're in to support for a hard supply decision.



However, if an alarm has been set, it's common — and make sure you get all the markings on the new pairs of the law. These markings — and especially the lot numbers on some containers — are vital information. Without 'em, you can never be sure what kind of money you're handling. And



the rules say that if you can't identify money, it's automatically Grade 1, which means you don't use it.

You want to be extra careful, of course, when you're passing the big stuff. It could mean serious if you bump a prison, policeman, against your vehicle.

WALKING A TIGHT ROPE  
 AND CARRYING A LOAD THAT  
 IS HEAVIER ON THE MONEY  
 THAN THE LAW.

When you pick up a stack, look over the face of the bills as well as the back of the bills. Check the serial numbers and the other marks on the bills. Then pass it over the face and pass it over the back. You have your bill all the way over to your hands. You have your bill all the way over to your hands. You have your bill all the way over to your hands.

The next step is to pass the money over the back. Use the same method and the other side of the bills. Then to check it down over the front face to properly and then

The final step is to look back with the bills over the face. An eye back over the face of the bills may be the best way to check. If you're doing it wrong, you will



## STORAGE



When storing your gear, make sure you have a way to keep it dry. Use a plastic bag or a plastic container to keep it dry. Use a plastic bag or a plastic container to keep it dry.



When storing your gear in the ready rack, make sure the primer's coated in its cap. Then cover it with the spring-loaded holder.



Your gear needs to be stored in a dry place. Use a plastic bag or a plastic container to keep it dry.



Your gear needs to be stored in a dry place. Use a plastic bag or a plastic container to keep it dry.

## INSPECTION

Double-checking ammo in storage and in your hands is—and especially before you go to load your piece—is a life-saving habit every guy should develop. Look around for dirt and damage and see:

On small arms ammo, watch out for short rounds (they bulge too far back in the case), loose bullets, dents and burrs on cartridges, missing cracks in cases, corrosion or chemical deposits on cases—small like this.

Always use a dry bag or plastic container to keep your gear dry. Use a plastic bag or a plastic container to keep your gear dry.





ON CEMENTAL  
ROCKS, THE PLUGS  
FOR COLLECTING AND  
CHECKING THE STATE OF  
THEIR SURFACE ARE  
PLUGS.

THE  
ARTICLES AND TANKS  
ARE BEING LOADED  
ON THE PLUGS AND  
THE PLUGS ARE BEING  
CHECKED FOR  
THEIR STATE.

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THEIR STATE.

And if you find rust around the base of the plug, get there and take these threads with a thin film of silicone compound or a light non-petroleum compound. But, like it says in para 11a of TM 9-1180-101 Aug 60, be sure it's a thin coat.

**Never forget this: if you find any damaged areas, get it fixed, tell your back commander or your chief about it. Be small area areas, especially, don't even try to get rid of it yourself by "taping" it or throwing it away. Your buddies just might be the steady eyes.**



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BEING CHECKED  
FOR THEIR STATE  
AND THE PLUGS  
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PLUGS ARE  
BEING CHECKED  
FOR THEIR STATE  
AND THE PLUGS  
ARE BEING  
CHECKED FOR  
THEIR STATE.

## CLEAN-UP AND TOUCH-UP

BE CAREFUL YOU DON'T GET YOUR HANDS DIRTY BY WIPING AWAY GREASE FROM YOUR WEAPON. ALWAYS WEAR GLOVES & CLEAN UP.

**BUT,** WITH THIS ONE NECESSARY ADVICE, YOU'RE SET FOR A LOT OF SUCCESS. ALWAYS USE AN OILY RAG TO REMOVE GREASE FROM YOUR WEAPON. OILY RAGS ARE THE BEST TO USE. THEY'LL REMOVE GREASE FROM YOUR WEAPON & KEEP IT FROM GETTING DIRTY AGAIN. ALWAYS USE AN OILY RAG.

REMOVE  
GREASE

USE

FABRIC

REMOVE  
GREASE

No matter how they come, though, you have to get rid of dirt and grime so that you can look for defects like rust, corrosion, primer blow-by or heat spots . . . or any of the other things that could wind you up with damage or failure.

GREASE  
WAX

A brass cartridge, of course, is no real problem. A clean rag'll get rid of the dirt and grime and copper wax will remove the corrosion. After that, just wipe it off with a rag dampened with solvent and let it dry. You don't have to worry about touching up the brass.

Coated cartridge cases and projectiles are made of another metal, however. Here's the dope on cleaning them:

1. Use some solvent and make sure you get past, inside and all foreign matter all removed or any spots or hole cartridges and projectiles. But here's one slight hitch: Because you use primer wax to hold things shut on the casing heads and bases of projectiles,

2. Finish the cleaning job on cartridges with a rag dampened with solvent, but — get that! — as possible dampen the rag with thinner. In a real through cleaning job to real business, though, as you want'll be water.



To mark up properties, pick the color enamel you need to match the area concerned and follow the directions for mixing, and so on. You can use 'emul any brush handy, but one with a chisel point's best. Use short strokes in one direction first, then go back over the area with strokes at right angles to the first. This should give you a smooth, even coat.



You must be careful in this make-up business that you don't get the paint on too thick, especially over the corners of properties. This could cause trouble in getting the enamel in your crevices. And look out for painting over penciled markings on the enamel. If you do cover a marking, be sure you remove it pronto.

### MATERIALS YOU'LL NEED

Here's all the stuff you'll need for choosing and marking up your sites. You'll find 'em all at the following Federal Supply Catalog:







## PRIMERS

Primers are another thing that do need your constant respect. You'll find two or all kinds of primers—magnum and included. Primers contain oxidizer explosives and a charge of lead powder.

The black powder gobble up more the way you gobble up that good fatty dove about a long march. While being you'll better keep an armed eye peeled for corrosion on the primer. You know defense is to keep all primers—whether they're part of the cartridge case (like in fixed, semiautomatic or spaced primers)—or are by themselves (like with separate-loading stuff)—in their moisture-proof containers all the times you find 'em or store them in your rack.

There's four types of primer—blow, percussion, combination and composition and igniter. All but blow 'em, remember that.



## BLANKETY BLANK CARTRIDGE

A word or two are the in order on firing blank shots in small arms.

There's only one thing you can do, but you'll know better too.



## MISFIRE, HANGFIRE, COOK-OFF

You'll rarely be harassed by these words if you keep your weapons and its parts in top shape and use 'em right. But when trouble brews, you want to be prepared. That's why you want to get thoroughly familiar with what your weapon's TM's, RM's and AR SM's do. (I like TM to say on those subjects.)



A misfire is just a warning to get yourself alone. It's simply failure of a charge to fire and could be caused by a faulty firing mechanism in the weapon or a defect in the cartridge charge in the shell.

Remember, you just don't tell right off if it's a misfire or a hangfire. And that may be something to worry about.

With a hangfire there's a delay in the explosion after the hammer hits the primer. This delay could be for a split second or maybe a couple of minutes. Like said, remember to you just don't know.

So, if you pull the trigger or keypad or press the vehicle and nothing happens, keep cool—but think fast. With a split instant opening the barrel on ordinary weapons . . . or both on small arms. Keep your weapons or magazine and get your buddies to areas away from the muzzle and barrel ends. For the occasional rifle or machine handgun, especially, you want plenty of space open to the rear.





### Stacked Plans

16 1-100-200 1/2" x 1/2" x 1/2" — which  
stack with existing publications on  
some of its fields, including studies

16 1-100-200 1/2" x 1/2" x 1/2" —  
— Extension for Research Files

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Stacked Plans — Extension  
for Research Files

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### Stacked Plans

Stacked Plans — Extension  
for Research Files



Wouldn't it be real a piece like this without getting in a plug for giving a break to the boxes, barrels and other containers your items come in. It won't cost you an extra minute to handle 'em gently or open 'em right or keep 'em in shape for another year with a touch of goodie. The payoff is a steady-moving waste supply line. Besides, it'll save Uncle Sam some of your hard-earned doughnuts.

## ROTATION — M14-WISE



A lot of M14s are still complaining about barrel ribs . . . so it looks like some guys need reminding: set or rotate the trigger guard more than 90 degrees when removing the firing mechanism.

The trick is to pull straight out and then up on the trigger guard, not straight up. And stop the set short of 90 degrees — before you feel any mechanical contact between the cooking steel on the guard and the bottom of



the hammer.

Because, if you go over the 90-degree mark and then try to take out the firing, you can bend up the ribs or lay 'em on the side of the firing mechanism housing. That'll guarantee a rougher job next time you go to remove the firing.

Y'know, it's all spelled out in para 40d and Fig 10 of TM 5-1805-213-11 (8 Feb 65). Why not take a look-out

## LIKE . . . EVERY 14 DAYS



Say, hey there, *Armorer*, ol' buddy, what do you mean by "bi-weekly" — every two weeks? . . . twice a week? . . . twice a month?

Don't think. Even Webster's kinda vague on this one.

But for the sake of your M14 and M14E2 rifles, you'd better get your meaning in line with what the new TM 5-1805-213-11 (Feb 65) means in your PMR checks and service schedule — which is every two weeks . . . Straightly, like *Change and to say* . . . or just plain every 14 days.

Y'ep, your schedule's been changed from weekly to bi-weekly, which means at least every two weeks under normal operating conditions, but observe what you're operating in weather or climate that's real tough on your weapons.

# IT'S ALL IN THE TIMING



Yep, its weaponry—like its footing and spots and most everything—surely's extra important.

A crawler chain that's not of sliding on your M101 or M113 will-propelled job. First-time, can find you up but good when the ship's down—up when that imperator drops by.

Either way could be over than slightly unbalancing. So, have a seat and observe the cause and cure for this synthetic situation.



It'll give you a short running cycle—while mean is a thing situation that power operation won't extend the chain far enough across the sprocket in your 175-mm or 4-inch's tube. In an inspection that it means power operation won't be the headlink smoothly reach the riding in the tube.



## HOW IT CAN HAPPEN

All things being equal, you'll only have rising exposure trouble in the manner that if somebody finds up the manual operation—the operation, in substance, that's your intention in case of hydraulic failure.

The moment that anybody risks a handbrake in the right-hand side of the crawler chain drive sprocket that, the track will automatically disengage the chain sprocket from its drive chain. And every time this happens, you have to doubleback to make sure you get correct lining of the entire drive train and chain sprocket.

Joe Blow over there, with nothing better to do, could do the whole cycle by automatically pulling the handbrake in that right-hand opening. Or, you could be the culprit yourself—just by being a nice cavalier when you're checking the operation of the manual crawler while doing your dirty, weekly or quarterly PM checks and services.

Right, you just might run the chain out with power and show stress in by hand. There, just because the headlink rigger looks OK in the end of this run, you might get the idea that everything's peachy-keen. Wrong! (see 111)



## HOW TO PREVENT IT

Meanwhile, remember to watch these new things and you'll decrease most of the problems:



## HOW TO CHECK YOUR TIMING

OK, now supposing you've not sure whether your timing's good or bad. Here's one way to make sure:





THE PROBLEM SHOULD NOT BE THE MAIN PROBLEM TO WORRY OF THE TRUCKER BECAUSE THERE ARE MANY OTHERS WHO HAVE THE SAME PROBLEM.

In this case, you can go ahead and complete the cycle by re-boosting the crank in the right-hand operator opening and turning the handle to the left till the trigger does back.

But, if the trigger hitches while you're operating the hydraulic lever, then you know the timing response is off and needs adjusting.



## NOW... HERE'S THE CURE

STAYING AWAY FROM THE PROBLEM WITH THE TRUCKER, THE ONLY ANSWER IS TO GO TO THE SOURCE OF THE PROBLEM AND TO GO TO THE SOURCE OF THE PROBLEM.



- 1 Use a handle to slide the forkback in the right-hand side of the control plate into operator slot . . . and tell him to hold it there.



- 2 Now adjust the hydraulic lever and keep it adjusted till the piston and down before then that moving. You can adjust it more by looking in the control area. When this happens, a new control plate timing sequence will be perfect. Remove and use forkback.



That's it. Now you're back in business.



NO! TAKE CARE!

## WATCH YOUR FOOTWORK!

*Footstaplers, like, keep your big fat foot off that M19's flash tubes while you're dialing your M24 tank's turret. You want put the machine gun out of action!*

Now, a flash tube striking out like so makes a tempting trap. But if you step it for one, man, your heavy foot's gonna bend the barrel jacket inside the turret.

This is sure will cause the firing pin to strike the ammo's primer on the side instead of dead center. And this—in you ought to know—could eventually wind you up with a misfire or worse.

So, whenever you gotta get to the top of the turret, use the main gun or the hand rail as a step.

## HANDLE IT THIS WAY

There's hardly anything more common than a tool that won't do the job it's supposed to.

Take the spanner wrench, FSM 101 5-101-1015, that comes with the M24 101-mm gun to your M24 tank as a first example. It works fine in removing the firing plunger lower collar from the breech ring when the gun's mounted in the M24 tank. But the gunner's guard gets in the way of the wrench handle when you're working in the M24 tank.

There's an easy way out of your fix, tho. All you have to do is take the spring pin out of the handle, slide the handle out of the sleeve and then work around the handle on the end of the wrench.

With this kind of setup, the handle



will swing by the gunner's shield with no result.

The spanner wrench has been replaced by Wrench, FSM 101 5-101-1017, which has a longer handle and'll work on both the M24 and M24A1. Look for it in Big B-9 of TM 9-2350-211-10 (Feb 55).



OK... so you've got the latest model MHC 7.00mm machine gun with your helicopter-mounted M81 subsystem.

You know you do 'cause each shooter has a short, heavy, reinforced cable attached to the firing assembly, which is also new. It's crucial.

Essentially, the guide pin in the receiver means an enemy weapon has wound up in the wrong place.

In order to put the right tension on the new, shorter cable, the guide pin has to be in a certain position when it slides into the guidance slot on the cable assembly. And that spot is in toward the gun supports.



It's easy enough to put the guide pin in the right place. All you have to do is remove the four screws that hold the receiver in the bracket... turn the receiver until the guide pin is where you want it... and then put back the four screws.

The earlier MHCs have a much longer cable so the location of the guide pin's end is important.

is offered for a more extensive  
of course to Department of  
and progress. We can be assured  
the State of New York. We  
and the State of New York.

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**JOE'S  
DOPE**

# The Charge of The Night Brigade

OR  
You Go With What You've Got.

HEY,  
MADDOCK!  
YOU CAN'T  
GET  
AWAY WITH  
THIS!

Hold a League, hold a League,  
Hold a League Onward:  
Into the Valley of Death  
Ride the Six Hundred!

At 6400, Monday, 458,753 B. C. . . The Six Hundredth Night Brigade  
marched out of garrison and headed down the glacier toward the fertile  
Patch valley below. . . .

"Forward the Night Brigade!  
Let's charge them guns," they  
said, into the Valley of Patch  
Ride the Six Hundred!

HEY,  
MADDOCK!

HEY,  
MADDOCK!

HEY,  
MADDOCK!

FORWARD  
THE!

MADDOCK  
IS GO!

"BZZZ..." was the Night Brigade.  
Weapons and gear clanged —  
The whole along Six Hundred!



HEY, BROT!  
DO YOU DO YOUR  
JOB ON THAT TRAILER  
LAST WEEK?

Yeah,  
I had other  
things to do.

YOU WERE  
SUPPOSE TO  
BE OUT WITH  
THIS EQUIPMENT!



WAS THERE A  
REGULATION ABOUT  
THAT SORT OF  
GUY'S EQUIPMENT  
NOW??

YOU WERE  
RESPONSIBLE FOR  
IT IN THE  
1ST??

WAS IT YOUR  
JOB TO  
CHECK THAT  
AND IT IS THE  
2ND?

NO... NO...  
BUT WE WERE  
ORDERED TO  
DO IT.

WHY  
WAS YOUR  
JOB TO  
CHECK THE  
EQUIPMENT?

Oh, They were sick and shy  
They took the CHINESE —  
Into the Valley of Peace  
Rode the Six Hundred!



# Joe's Dope Sheet



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



Don't go to the Right of Them.  
Don't go to the Left of Them:  
Hypnotize in Front of Them  
Eliminate the Six Hundred!

GUYS!  
THESE GUYS ARE  
LITTLE BOW BRIDES  
THEY DON'T  
NEED ANY  
GUNS! JUST  
BROTHERS TO TALK  
TO 'EM!

I COULD TALK TO  
THEY, BUT YOU'VE GOT  
TO GO GET BOWS AND  
ARROWS TO  
MAKE TELEPHONE FOR  
THE BOWS WHEN THEY  
SHOULD BE ON  
UNIT MAINTENANCE.

WELL THEN THAT  
BUT Y'GONN' BROTHER  
TALKIN' GUYS TO  
KILL THE BOWS  
WAS WASTIN' MY  
TRAINED MEN WHO  
I'VE ROTATED!

YES IT WOULD BE  
BETTER SOLUTION ... IN  
HIDDEN WARFARE  
THIS IS TOTAL!

NO CHANCE!

WHENEVER SHE  
GONNA GET THEM  
REPARATIONS COLLECTED  
I BEEN BEATIN'  
ABOUT!



Oh, what a Mass They Made;  
Oh, what an Egg They Laid;  
By Their own Arms Betrayed,  
Foundered Her the Misadventured!

AND ANOTHER  
THOUSAND OR MORE  
ABOUT OLE  
PURN!

HEHE, HOW COULD  
HE ABANDON 'EM  
WITHOUT UP-TO-  
SAYS A, B, C!

HOW YOU  
TALK ME AWAY  
ONLY YOU TALK  
ME BEFORE!

ADVANTAGE  
IS A FORWARD  
RECOMMENDATION  
— YOU  
SHOULD CHECK  
ONCE IN A  
WHILE.

Through no Commander Spoke,  
Night down the Lane they broke —  
Bumped and out was, Miss!  
Followed by a Mainstreamer John:  
Broke Missus' Enders!

Those that got back—were not—  
Not quite Six Hundred!

WAS A  
SHELLYBACK  
WE TOOK IT?

WAS  
SHELLYBACK!

NOT HAPPENED  
I THOT WE WAS  
BETTER EQUIPPED

WAS  
SEAN'S  
TROOP DID  
THEY FELT!

GLAD TO  
HELP  
MOVE  
A  
MILLION  
OF TONS!



Meanwhile, . . . Back at the  
victor's camp . . .

ARE  
SHELLYBACK  
BROUGHT?

ALL CORRECT  
AND ACCOUNTED  
FOR. BE. NO  
CONCERN.

WELL LET'S  
GET SOME  
AFTER-OPERATION  
MAINTENANCE  
NOW!



At 1200 hours, Monday, 1967, M.I.C. The Six Hundredth retreated to positions held the day before . . . they never returned—because their maintenance know-how never improved and they could never "GO WITH WHAT THEY'VE GOT."



## BLOW, BLOWER MOTOR, BLOW



The leaves of Spring are long gone, so it's important to have the blower motor working on your AM/FM/AM-FM radio too. Right?

That being the case, you have good reason to be blowin' your top when the blower spins right in the middle of a long commute . . . or driveway.



So, get that car down and do not clutter your car, friend. Help is here. Like, it isn't grandma rubbing your blower of power. Next time out of town, the blower will spin because vibration worked the plug (P140) loose from the jack (J100) on the motor.

There're a couple' ways — like so:

If you're not in the hoodlocks, reach down and tighten the motor clamp on the radio-mount. It should push the blower motor plug back in contact with the motor jack.

Then, when you get back to the roads, have your organizational mechanic do like this:

### HE'S IN TROUBLE



P140 PLUG  
LOOSE . . .



. . . NOT A PROBLEM

Get into the area, install two long screws with 1/2" washers and 1 1/2" lock washers. They're common hardware.



Then, get two motor screws using 1/2" lock washers . . . with inside and outside diameter of 3/16" and 1/8" lock, respectively.



Oh, but the period of the screws are 1/2"-28 longer than these they replace, to allow for the spacer.

Now, remove the two screws that hold in the P140 plug to the blower case.

Then the washer against the blower case, and screw the P140 back in place through the washer.



Slide the P140 into the J100, and you're good to go. Provided you've snugged the motor clamp properly, vibration shouldn't bother the connection. The fix should hold you until an RPO or such comes along.

## HOW TO...WITH AN AT-984/G

GET THE WIRE  
OFF THE SUPPORT  
AND LET IT DRIFT  
TO THE POINT

Been wondering what to do with the AT-984/G  
loop-wire antenna for your AN/PSC-21 radio set?

Well, relax and exercise your eyeballs a while. Here's the way you work it:

File down the splice leg of the AT-984 antenna wire and cut an opening in the leg so it can slide under the antenna base of the PSC-21 without taking the base off.



Then, extend the antenna wire in the direction you're gonna send or receive. Keep the wire about four feet above ground and secure it to bushes, trees or whatever with nylon stock.

Remove the AT-2718 whip antenna from the radio set antenna support (A4-301), and unscrew the base until the antenna wire splice leg can slide under it. Roughen the base.

For maximum range, use the antenna to send to, or receive from, a set with the same type horizontally polarized antenna as the AT-984.

Meanwhile, if you haven't already seen it, grab an episode of page 9 and 10, **THE ABC'S** (Aug 68) for other interesting info on the AT-984.

Coverage of the antenna will be included as a later date in **THE 11, 1968-1980**.

## HIGH-FLYING HEADACHE

Never thought the day'd come when a roller coaster would make like a hot head and blow its top under pressure.

That's right ... if you're slipping the ANVULT-TL 3, 4 or 5 by accident, and the relief valve on the main tank's closed ... KABOOOM!

Damage to the roller coaster's bad enough. But, anybody around when it makes like a nuclear reactor could wind up a run for the medics.

Changes in pressure inside the main tank and inside the equipment make for the explosion.

Best thing's to make sure that relief valve has been opened by moving the knob on the side of training car fully counter-clockwise.



Like it says in TB Sig 303-1 (Don't H) on page 57, an automatic valve's being worked up to replace the manual one. Meanwhile, better check on one of that valve's open before the roller coaster's sent up and away.



## DON'T GO OFF HALF COCKED



Stutter dialing can stager pictures taking when your K&M 35A aerial camera goes haywire from the twist of the DAY-NIGHT mode control selector.

Now, dialing the shutter release knob's the thing to do—depending on whether it's day or night. But, there's a frustration you ought keep in your sights.

If the dialer's in the NIGHT mode position and you're gonna put 'er in DAY mode position, make sure the dialer is open—or cocked.



Dialing from the DAY side of the control to the NIGHT side's no sweat. Whether it's cocked or triggered, the dialing's the same. It's the night-to-day shift that's a dirty deal.

When the selector's set in the NIGHT position, and the dialer's triggered, the firing cycle's only half completed. With the parts inside the dialer and lens assembly still in a state, dialing to DAY mode'll bond the 4501 day-night mode dialer. The dialer pin'll pull out of its hole in the dialer.

Then, the next time you're ready for taking pictures, your camera's dialer won't work at you—or anything.





An aircraft engine loses a pretty nasty vibration when it's run by the book. But if it goes out of tune the nose wheel will wobble—all the way to the apex.

Take the Q-400 in the *Aviation* (Q-40), thousands of aircraft engines hit those bad counterweight dancing around them a half an hour before their scheduled start.



You get a dancing condition on any recip engine whenever the counterweight vibration disappears out of phase with the crankshaft. The dampers leave their normal place at the outer edge of the nuts in the counterweight counterweights and dance around the nuts in a not-so-pretty manner. This condition is easily recognized as non-power "engine loughing."

A rough-running engine can happen to a crew chief crawling up a bird on the ground, as well as on a pilot cranking up an engine. Whether or not you put an engine through the stresses of dancing depends on your use of the standard counterweight procedure, propeller pitch (RPM) and mixture (fuel) controls.



WHEN SETTING ENGINE CONTROLS, IT'S...

## STEADY AS SHE GOES...



KEEP AN EYE ON THOSE PROPELLER CONTROLS!

DON'T WORRY! YOU'LL BE JUST AS HAPPY AS A BIRD!

order to keep your engine humming in tune. The control is always in the FULL RICH position during normal running.

During normal engine operations, the throttle is advanced slowly to full and then the mixture is dropped. This ROP steps the flow of fuel under engine while the open throttle lets the cylinder fill with air to maintain combustion.



This time advancing propeller takes place when a pilot simulates an engine failure operation. The main reason for the engine to drop the mixture control and let the engine slow down gradually.



Chap. 2, Sec 11, Para 2-40 of TM 11-118-201-18 (1). Feb 62 says not to jolt the throttle open or closed when you're running up the engine at high RPM and high manifold pressures. If circumstances don't want to use a high RPM and a low manifold pressure combination, either. These conditions can damage the engine for good.

Another jump is in Chap 2, Sec 11,

Para 2-40 of the operator's book. In this case the pilot doesn't move the prop control on low pitch. Full increase RPM on the final approach won't be speed is established by proper mixing of the throttle. This makes for a good relationship between RPM and manifold pressure.

Control proper use of the mixture control is also mighty important in

Review... the next time you crank up a bird remember to move the engine controls with care, gradual pressure. When you do, and you see the controls by the power change in the operator's book, your bird will sing a happy tune—all the way to its second TBO.



# ARM YOURSELF WITH WEAPONS PUBS

Where would you want to get weapons information? The Department of the Army and the Department of the Navy are open to the public through the Office of the Chief of Staff, 1215

If you haven't started up your file weapons and pubs on the automatic distribution circle, make sure you are notified DA Form 12-31 for these systems.

You support guys in units maintaining their weapons have to get your maintenance and parts outside the main way. . . . Send in a DA Form 12-31 with the write-in matrix for the weapons you support.

## QUICKER THAN STENCILS

It's a heckuva lot quicker than using stencils and easier on the eyes as you pluck embossing tape as instrument identification markers.

It's also handy to use in fields where you have semi-permanent type marks on wall charts.

The embossing machine is available from GSA by looking under FSC Group 74. The military part numbers are listed by catalog under Tape, Embossing, in Federal Supply Class 7418 of the GSA Source Book Catalog (Dec 66).

# FIREPOWER IN THE SKY



My troops're fixing things today with all kinds of different weapons—machine guns, grenade launchers, rockets, missiles . . . and tomorrow's an even better day!

Here's some quick fluff on the main news, with F-16 pointers, jets and other gung you MCR 427's, crew chiefs and mechanics might find handy. Keep an eye on PR for more dope on these subtypes . . . and the news coming up.

## IN THE SKY

Modified 7-Milan machine guns on CH-53 Sea King and CH-53E Super King

**HELICOPTER POINTS:** Apache Helos — they smuggle right between the rotor's frame main box, so don't hang 'em up or you'll have a bunch of miles on your hands . . . Valor — put eyes over the cockpit to keep them and them out of the danger zone whenever you receive the base.



F-16

801-305-30-11-12 (30-14) + (1) 1-12 (30-14)

801-305-30-11-12 (30-14)

801-305-30-11-12 (30-14)

801-305-30-11-12 (30-14)

801-305-30-11-12 (30-14)



## IN YOUR MIND

Two T-6000 machine guns on each side of a UH-1B

**KEY FIX POINTS:** Buffer — a real bear when you keep it clean and dry on the inside, always . . . Bolt assembly — it'll work longer if you keep up with coating and draining stopped lugs and keep moving parts lightly lubed . . . Ammunition boxes — keep everybody's big feet off 'em, they're not exact . . . Cartridge Detents — gotta be clean and lubed to work right . . . Cloning — eyeball it every chance you get to see it's in line, clean and lubed.

Feb

TR 4-289-340-11 (1) 06-48  
TR 4-289-340-82 (1) 06-48  
TR 4-289-343-2 (2) 06-48  
TR 11-129-289-11 (1) 04-66 w/Ch 1 (1) 06-48  
TR 11-129-274-20 (1) 06-48  
TR 11-129-274-20 (1) 06-48



## IN YOUR MIND

Three mid-tank, wire-guided missiles on each side of a UH-1B

**KEY FIX POINTS:** Mating joint of launcher support and loading assemblies — double check before each flight that everything's rightward . . . Ammunition assembly — pre-flight **MUST** see that the arm and assembly's real right.

Feb

TR 4-1-289-344-20 (Feb 48)  
TR 11-129-111-12 (2) 06-48 w/Ch 1 (1) 06-48



Hey, you KITs, any time you get into a real snag on repairs and parts — anywhere on the map — remember, I'm always here, your support and got a weapons expert standing to your side. These subgroups, I know, run A-1 primary.



## V-V-V-VIBRATION

Vibration is just another of many parts of your 1984 M50A1 truck stress. The shudders—set up by traveling at slow speed in high gear and by low mile speeds—loosen nuts, snap brittle parts, crack body seams and just generally rattle a vehicle apart.

One source of vibration on your truck comes in the hydraulic pressure relief hose right at the end of the hydraulic pump and hose coupling.



Another is the pressure mounting bracket, a bracket at the drive end.



Overloading the engine can also bring an early death to bearings and rings. It can cause cylinder liner scoring, too, and coking of the injector nozzles.

These and other troubles come from operating in 7th gear high revs under range at speeds below 35 MPH. The same damaging vibration can be set up by traveling over rough terrain and not maintaining a minimum of 1700-RPM.

The data booklet plots up your M50A1's increments point with what gear you should be in for different speeds, and you can find the same plots in TM 9-2330-311-10.



Vibration damage from too low an idle usually happens when the M50A1's engine is set to idle below 600-RPM. Set the engine idle at 700-750 RPM and you'll avoid vibration damage.

## WATCH THOSE CURVES

**Tip!** Take a good look at those curves and they'll tell you whether you're in for a fix-down or an easy ride.

The curves are on the rear springs of the M32, M343 and M245 1-ton tractors. The leaves should be curved down. If they curve up, the spring's installed wrong.

The spring should be assembled and installed with the curve away from the beam. When the spring is mounted on the tractor, the ends of the main leaf should curve down and rest on the bearing plate inside the guide bracket.

Some parts pubs show the spring leaves curved up in relation to the spring beam. This is **OK** for identifying parts but they shouldn't be installed that way.



**DON'T** install the spring so that the main leaf rests on the bearing plate of the guide bracket.

Check this bearing plate for wear at every maintenance inspection. As soon as the plate is worn down on the points where the main leaf wants to wear the guide bracket, replace the bearing plate.

The Plate, Bearing, Guide bracket, PSM 2118-114-2602 is found on page 117 in TM 9-1528-211-28P (Mar 67).

# RADIUS IS RIGHT

"Operation of Crane" in TM 9-2128-213-10 (page 51, para 25c) has been changed by Change 2 (Jan 64) to read:

"Note: The crane load capacity is inversely proportional to the boom radius as measured below."

FOR THE SAFETY OF THE OPERATOR AND THE LOAD, ALWAYS USE THE PROPER RADIUS FOR THE BOOM. FROM THE BOOM HOIST, MEASURE THE RADIUS TO THE CENTER OF THE LOAD.



The safe load radius for operating the crane is the horizontal distance between the pivot point center line and the hoist hook, regardless of the boom angle or length.

How the radius measurement is used is shown on the Safe Load Chart or Crane Capacity chart.

HERE'S THE SAFE LOAD CHART FOR THE BOOM

**SAFE LOAD CHART**

For the crane shown in the diagram above, the safe load capacity is 10,000 lbs. at a radius of 100 feet. The safe load capacity is inversely proportional to the radius.

Radius (feet)	Safe Load Capacity (lbs.)
100	10,000
150	6,667
200	5,000
250	4,000
300	3,333
350	2,857
400	2,500
450	2,222
500	2,000
550	1,818
600	1,667
650	1,538
700	1,429
750	1,333
800	1,250
850	1,176
900	1,111
950	1,053
1,000	1,000

NOTE: The safe load capacity is inversely proportional to the radius. The safe load capacity is 10,000 lbs. at a radius of 100 feet. The safe load capacity is 1,000 lbs. at a radius of 1,000 feet.



## HIT THE BRAKES

Stop slow when you read the label on a can of hydraulic brake fluid. Look carefully.

Does it say "Non-Petroleum Base" or "Non-Petrol Base"? If it doesn't, never put it in your hydraulic brake system!

There's hydraulic fluid and there's hydraulic fluid. Some guys use petroli' petroleum-base hydraulic fluids in their brake systems and really knocking up the works — causing damage to brake components, bringing on brake failure and endangering the lives and limbs of drivers and anybody who may be in the way of a brakesed vehicle.



Hydraulic brake systems want "Hydraulic Fluid, Non-Petroleum Base," it comes in pint (PN# 9110-100-0011), quart (PN# 9110-100-0011) and gallon (PN# 9110-100-0011). Don't be surprised if you can't track down the quart-size, because it's not being stocked since the pint-size supply is exhausted.



## TRAILER TOWING TIP



When you start stacking up 110-ton trucks with 110-ton trailers, keep these little tips in mind:

Use the M155 and M204 trucks to pull the M104 or M106 trailers. All of these vehicles use the same 11-00 x 20 tires.



Use all the other 110-ton trucks with the 5-000 x 20 tires to pull the M109 and M107 trailers.

Having the same size tire and wheel on both your truck and trailer comes in handy when you have a flat or other tire or wheel trouble in the backcountry.





**EASY** with built-in  
padding to keep hands  
comfortable. All you  
need to do is push  
down on the handle  
and the press will  
do the work for  
you.

WITH GREAT EASE...  
**TAKE IT EASY**

Quadriceps' the muscle in your  
around the leverage in the handle,  
you can push that hole out under sev-  
eral thousand pounds pressure. If  
you've got compressed air behind  
the grass, it forces against the  
opening handle can straighten out  
in rolling the.

If you've got compressed air like  
a universal joint, a little roll-  
ing won't hurt. They're built  
with grass out and they go right  
back into place. In fact, you can use  
a little more grass with support  
and to help bring out all the old  
grass.

For a quick burst can pop out  
a response test.

Old work work work, though  
they have to be rolled. They'll  
go out quick with overloading or a  
they like of grass.

Now and any day it. You'll  
only lose the time if you make a  
the constant use of making the hole  
into muscle.

## TO PAINT OR NOT TO PAINT?

Dear Matt: How,

Should we paint the rubber parts of our vehicles with the tires or the most durable? If so, what kind of paint do we use?

Edgar J. A. B.



Dear Inquirer J. A. B.,

We won't get up the answer by suggesting a paint or blurring the facts around. You can't even paint the life of the 9-115 (Jul 82) — "Rubber surfaces are to be left unpainted. . . ."

You don't paint the rubber on your trucked or wheeled vehicles. Also, you don't wash it, you don't polish it, you don't grease it, and you don't rub it down with dry cleaning solvent.



DO YOU WANT TO PAINT AND THEN WASH IT OFF?

The only exception is that before long-term storage, rubber-coated parts like tank wheels and tracks get a protective coating of rubber preservative. This does not apply to rubber tires, either mounted or unmounted. They do not get the preservative coating.

*Hot-Air*

No need to sweat and more if your M1A1 2 1/2-ton truck comes without an air cleaner restriction gage. Some have 'em and some don't. T88 9-2183,219-20 (Jan 82) tells when — and how — to change the air filter without a gage. P5 147, with a special article on the M1A1, tells how the gage works and gives more on the air cleaner.

## ANTI-STATIC COATING

Is your electrical test meter (low-voltage circuit-board, ohmmeter, voltmeter, etc.) giving you wild readings?

That's easy to check the strength of the anti-static coating on whatever plastic test covers it has.

HERE'S HOW TO CHECK — Grab the orange spray can and shake some in your cloth. Then spray your test meter. The plastic cover shouldn't get too wet but with a surplus of anti-static coating it will read "NO SIGNAL!"



THE RESULT

You do the job with anti-static compound, P30 6858-548-5217. Or you can use one of the spray-type commercial compounds.

But, first wash the plastic cover with a soft, clean cloth held a mild detergent in the water and squeeze the cloth fairly dry.



Don't wipe off the water, just dry it with a clean, soft, lint-free cloth.

Then coat the plastic cover with the anti-static compound. Apply the compound evenly with a new, clean brush, or spread it on evenly with a soft, lint-free cotton pad. Coat both sides of the cover except horizontally-ruled units, only.



When the coating is completely dry, check the meter's anti-static protection again by rubbing the cover lightly with a soft, clean cloth. If the drying time for the compound isn't printed on the container, let the coating dry for 30 minutes.

Remember, the orange canister is the anti-static compound. P30 6858-548-5217. It's the plastic cover that's the test meter.



If you did a good coating job the meter won't go wild when you rub it.

## FILL IN ON ROAD WHEEL FILLING



If these road wheels are overfilled, the pressure can blow the seals or even break the sight glasses when the oil gets hot and expands.

Check the oil level daily but don't fill higher than it says in the LO for that particular vehicle.

For the M115 the level is correct when the surface of the oil shows through the sight plug. Correct level for the M114 is near the center of the sight plug and for the M114 family the oil must show halfway up or higher.



## M577 COMMAND POST CARRIER PARTS



Need repair or replacement parts for your M577 command post carrier? You'll find 'em in Part Two of TM 9-2100-216-20P/1's (Nov 66). The new electrical codes for extension lights are included with the other parts of the revised extension and mounting kit.

## M106 MORTAR CARRIER PLUG POOP

Dear Half-Breed,

How many drive plugs are there to check before loading the M106? If you're on the M112 PC like I'm I'm not sure but we can only find five.

PFC T. M. B.



DRIVE PLUG  
LARE M112  
M106 PC  
PLUG

DRIVE PLUG  
M106 PC  
M112 PC  
M112 PC

Dear PFC T. M. B.,

Good question.

For all M106's and the later model M112's there are five plugs. For the early model M112's there are seven plugs.

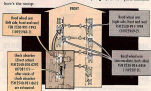
For all M106's and all M112's PC's you check the three hull plugs and the rear final drive plugs. In addition, for early model M112's only, you have one front final drive plug to check.

Early model M112 PC's are serial number 4480 and below.

*Half-Breed*

## M114A1 ROAD WHEEL ARMS

On your M114A1 (or M114) command and reconnaissance carriers there are three different kinds of road wheel arms. Until you get your new parts manual, here's the scoop:



Road wheel arm  
left side front wheel  
PN 254-90-170  
(1957-62)

Road wheel arm  
right side front and rear  
M114A1 PC  
(1957-62)

Shock absorber  
front wheel  
M114A1 PC  
M114A1 PC —  
the shock of  
shock absorber  
M114A1 PC  
is replaced.

Road wheel arm  
left side front wheel  
M114A1 PC  
(1957-62)

## SEE GREEN?



No, you're not going colorblind if you were inside a bulldozer tracked vehicle that looks light green inside.

Some self-propelled bulldozers and other members of the "bulldozer crawler and special purpose vehicle" family have come through green instead of the white called for by AR 746-5.

The color we listed is okay, and any touching-up should be with the same color and type of paint.

If that green needs touching up, FSM 8010-507-5048 will get you a quart of

the right touch-up enamel, and FSM 8010-507-5007 is for a gallon. That's the same green paint used inside the M114 and M114 half-track carriers and the M108 and M100 bulldozers.

If your bulldozer vehicle is mottled white inside, per AR 746-5, you can get touch-up enamel by the quart with FSM 8010-507-5007 or by the gallon with FSM 8010-507-5004. Gloss white enamel can be touched up with FSM 8010-511-1106, quartzite, or FSM 8010-604-5008, galvanized.

## GOT AN XM474E2?



Here's good news if you have an XM474E2 mobile cutter. TB 5-2100-214-2075 (Rev 64) gives you three more uses to cover with enamel paint. And it tells you to apply a "two step" waxing over the enamel for waterproof finish.



# LIGHTEN YOUR LOAD... LEGALLY

WHY? Because you're carrying too much weight. The Federal Motor Vehicle Safety Council says that 85 percent of all traffic deaths are caused by overloaded vehicles. And if you're not wearing your seat belt, you're 25 times more likely to die in a crash than if you are. So, lighten your load... legally.



Of course, you can get rid of things in different ways... but, the easy, smart and collaborative way to get ahead of unwanted stuff is with FAA Form 1776.

The form's made special for telling responsible providers about any problems you may have with excess baggage, or unnecessary items they may be loading you with.

FAA Form 1776 is called "Recommendation for Elimination of Equipment," and the number-by-line use is 48 700-11 114 After-424, "Reduction of Equipment Requirements."

# LOAD... LEGALLY

All 700-1 is the easy way... all individuals and organizations in the Army... and you can do plenty with it.



For example, you can use the form to submit recommendations for deleting or reducing an allowance of equipment - vehicle:

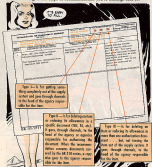
- It is not essential to your mission, to the mission of a group unit or unit, or not essential to the mission of the whole AF branch, wing, group.
- It is needed at times, but can be gotten on a loan basis, or from a good other source.
- It is a duplicate item, or is comparable to another item which is just as good or better for the designated job.
- It is essential, but should be considered for deletion from the items depot and maintenance system and retained and maintained locally when in surplus.



## FILING THE FORM

You use a separate DD Form 1771 for items belonging to separate agencies, and you fill in each form the type of recommendation you're making.

The form's easy to fill. The AR gives detailed info on filling it out. It doesn't look a lot like a manual, but it's made out to duplicate. And, you dispatch the form according to the Type of recommendation you're making. Like so:



All a DD Form 1771 needs in the remarks department are brief statements explaining your reason for the recommendation. If you get plenty to say about the problem, use a plain sheet of paper and add it to the form.

So—what are you waiting for? Go forth a copy of the AR and start thinking.



# UP-DATED MARINE FM GUIDE



Your latest guide on Boating Club's Protective Maintenance is TM 91-508, 200-12/1 (Oct 84). It's for use with DA Form 2484 and other records required by TM 38-710 (Jan 84) until the organizational maintenance manual for each item of equipment is published or updated. TM 91-507 (Dec 83) was replaced by DA Cir 508-22 (Dec 84).

## CODES GALORE

What's the code that the DA Form 2484 uses?



Your unit may need BR 708-41 (Oct 84) and Change 1 (Apr 84) when filling in the manufacturer's code on DA Form 2484-7 and 2484-8. If your supply people at liberty don't have the BR, code use on DA Form 27. If you need future changes or revisions, letter send in a revised DA Form 13-54 so you'll get 'em on automatic pipeline distribution.

## LUGS, ANYONE...?

The "unit of issue" volume for more 12,000 PBY's in the PIC Class 5040 bags, terminals and terminal strips has been changed from Bulk to Package. So take care you specify PB instead of EB.

And, it's very important you enter down the quantity accordingly. That is, if you've used to ordering 10 Ea . . . be sure you don't order 10 Pk. The item could be packed 100 in the package. If supply support doesn't catch your goof, get the pleasure!

You'll be satisfied from over-loading, and helping to create a big fat hole in stocks at the supply center.







## DONT LIST COMMON HARDWARE

When you're reporting repair parts usage on EPL Form 2408-A, you can save yourself a lot of stress, pencil lead and erasers (E) by not listing common hardware parts and items out from bulk stock.

Common hardware items are specifically excluded from block 11 of EA Form 2408-A—as spelled out in para 4-7(11) of TM 58-758—when you intend repairs accomplished as called for in para 4-7(11).

In you ...

### LIST ONLY

... High-cost repair parts and assemblies specially designed for the equipment and identified by EIM (or manufacturer's part number) in the equipment parts manual (EOP, etc.), and those class change and condition items for aircraft as listed in TR AVN 13-61. Also the electronic tubes, bases, sockets, cathodes, indicator lamps, capacitors and resistors—even if they're not high-cost items.

EPL Form 2408-A	Block 11		Block 12				Group 1	Group 2
	Part	Quantity	Part	Quantity	Part	Quantity		
1	1000	1000	1000	1000	1000	1000	1000	1000
2	1000	1000	1000	1000	1000	1000	1000	1000
3	1000	1000	1000	1000	1000	1000	1000	1000

### OMIT...

... Low-cost expendable common hardware—like nuts, bolts, screws, cotter pins, valve caps, lead seals, washers, shims, spacers, pipe plugs, tube fittings, clamps, rivets, grommets, retaining clips and rings and other items of standard shapes and sizes—normally used on several types of equipment.

Also, omit items not from bulk stock—like hose, tubing, rope, welding, safety wire, sheet metal, metal rod and plate.

Generally, these items will be listed under functional group code 5400 (General Use Standardized Parts) in your applicable parts manual.

### CAUTION

A word of caution, though. When you use one of these items to do a repair action or a service required by the equipment EIM, you intend the action in block 11 of the EA Form 2408-A (including machines required) even though you don't intend the specific standard hardware or bulk item used.



## NOW HEAR THIS!

The new 4M-44 compressor incorporating Power drive's 3 1/2 CFM takes special lubricating oil. Power head is the same. Oil taken out of the air for the engine or the compressor. You'll damage the compressor.



Use it only in 20-3-100-10-11, the White 4440 4M-44 compressor will operate safely ONLY on internal combustion engine oil. For 20-3-100-44-7.



The General Motors 4M-44 compressor, however, can operate on the above. Use it only in 20-3-100-10-11, or if you use industrial lubricating oil 20W, for 20-3-100-44-7. The 4M is covered by 20-3-100-11, which is equal to the compressor's data sheet and is its name, for 20-3-100-10-11.

The labels the compressor must have are listed in IFC catalog C-100-11. Also 44, "Tech. Lubricant, Oil and Waxes."

## Connie Radd's GRIFFS



I GOT  
PROBLEMS!

### Code for Records

Like AR 15-50 (1 Apr 55) says, the new Mail Identification Code (MIC) is to identify a unit for any administrative or management purpose. It went into effect 1 July 1955. Codes are listed in AR 15-50-10 (7 Jan 55).

### Tach Tach

Have you been looking for the PWs to get the tachometer parts to keep your tachometer working in your M10A1 multi-fuel truck? Just pick up a copy of the new TM 9-2105-209-209 (21 Jan 55) and turn to page 268. You'll note that vehicles with engine serial number 4221 and up have tachometers. Achors is the mill that'll get tachometers in the earlier M10A1's.

### ... On Rolling Peter

When you pull a part off your equipment and need it to be replaced, you need to go to the supply for overhaul. Be sure it's in one piece. Rolling part of an assembly for a while may (that never comes) with little plastic ... in time and money.

### TR 31-750 Change 2

Change 2 (18 May 55) to TR 31-750, Army Equipment Record Procedures, is now out, but all the press. This change brings you the latest word on keeping your equipment records up-to-date. Order copies you need today.

### No Wind, No Choke

When you get Change 2 to TM 9-2105-211-70, you'll notice that the 88, (28A) listing can be interpreted to mean that all M400 Q144 series trucks are authorized to have Choke, 8810, FM 4810-475-0100. This is not so. The choke is only meant for L-series trucks with a front wheel. In fact in all chokes there's not turned up with a front wheel.

### Reach Out...

To improve your maintenance or supply know-how, take a look at Cal. Form 150-50 (Jan 54), the list of Army maintenance courses. Also, look over Cal. Form 150-10 (Feb 53), US Army General Schools Catalog. It reproduces the old School Catalog, Form 20-21.

Would You Stake Your Life <sup>Right Now</sup> on  
the Condition of Your Equipment?

# USE YOUR GRIPESHEETS!

DA FORM 2028  
FM FOR  
PUBLICATIONS  
SEE AR 700-3  
(MAY 68)

WE'RE FOR  
EQUIPMENT

DA FORM 2457  
FM FOR  
DRESSING  
(MAY 68)

DA FORM 6  
FM FOR  
AR 700-36  
(MAY 68)

USE  
FRONT

FOR  
EQUIPMENT  
PARTS,  
TOOLS  
USPS

USE  
BACK

FOR  
FM'S  
&  
USPS

USE ME  
FOR  
EQUIPMENT  
IMPROVEMENT  
REQUESTS

USE ME  
FOR  
REPORT  
OF  
IMPROPER  
OR  
DAMAGED  
SHIPMENT

