

Issue 319

PS

June
1979

THE PREVENTIVE MAINTENANCE MONTHLY

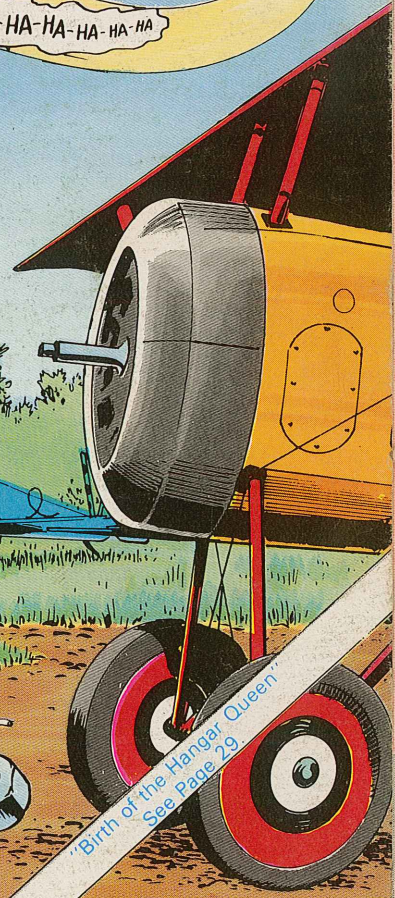
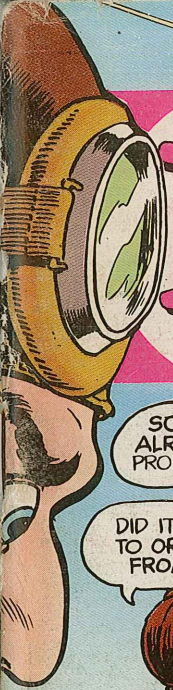


HA-HA-HA-HA-HA-HA

SORRY, SIR -- BUT SOMEONE
ALREADY "BORROWED" THE
PROP FROM OUR--ER--REPAIR PARTS
SOURCE ...

DID IT EVER OCCUR TO YOU
TO ORDER A *NEW* ONE
FROM SUPPORT?

WELL ...
ER... UH...



UPKOMMEN ZIE
UND FIGHTEN,
AMERIKANNERS!!
*
DER BARON

"Birth of the Hangar Queen"
See Page 29

Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties.

Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Materiel Readiness Support Activity, Lexington, KY 40511.

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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to:

MSG Half-Mast
PS Magazine
Lexington, KY
40511

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Soldier's Manuals...

STRIPE



GUIDES

A new series of field manuals—called soldier's manuals—will help you add to your stripes.

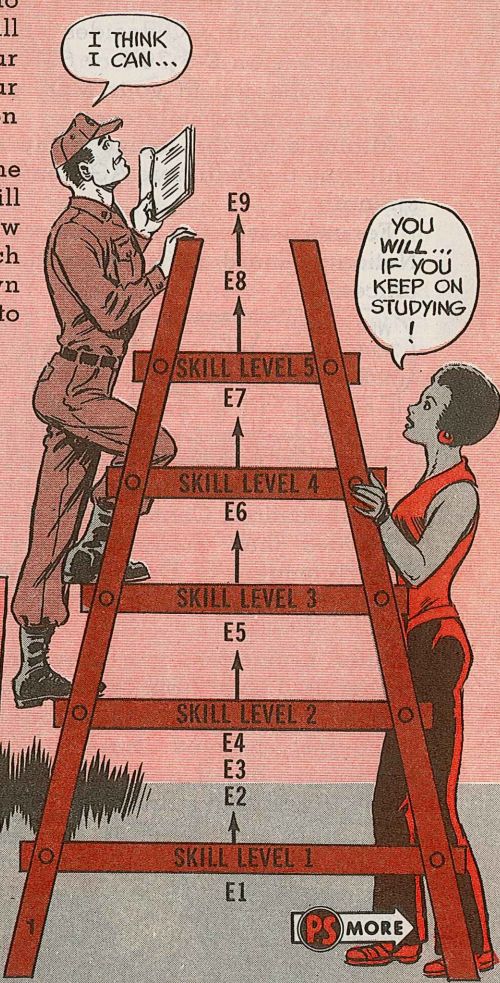
That is, they will if you study 'em and come to know 'em as well as you know your best Army buddy.

The manuals tell you just about everything you need to know to pass the Skill Qualification Test (SQT) in your MOS. You must qualify on your SQT to land on that promotion list.

The SQT you take and the manuals you get cover 2 skill levels—the one you're in now and the next higher one. Each MOS has been broken down to skill levels matched to enlisted ranks:



E1s to E4s are in Skill Level 1;
E5s are in Skill Level 2;
E6s in Skill Level 3;
E7s, Skill Level 4, and
E8s and E9s in Skill Level 5.



The manual in each skill level lists the jobs you should be able to do in that level and tests your skills in real-life situations—some usual and some unusual. It also steers you to the right info—other pubs and Training Extension Course (TEC) lessons—if you find you need help.

If you are an E-4 76Y or 63B, you should have a manual with a 1/2 at the end of the FM number—either FM 10-76Y 1/2 for your unit and organization supply types or FM 9-63B 1/2 for your wheeled vehicle mechanics. The 1/2 at the end of the FM number means the manual covers both Skill Levels 1 and 2 in your MOS. Your CO decides who gets the pubs, though.

If you are an E-5 76Y or 63B, you should have 2 manuals—the 1/2 manual in your MOS plus the pub for Skill Level 3, your next higher skill level.

Manuals for the Active Army are being sent direct to your unit from the Baltimore AG Center based on your unit's on-hand strength.

For reservists, the manuals are going direct to the unit level. National Guard units order the manuals through your pubs officer.



Units order extra manuals with DA Form 4569 from the AG Publications Center, 2800 Eastern Blvd., Baltimore, MD.

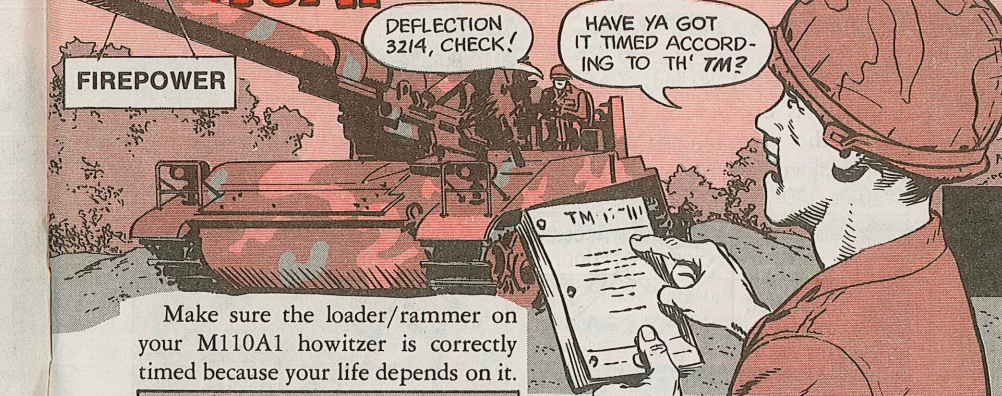
Besides that, many manuals may be ordered from the Superintendent of Documents. Watch the US Army Training Support Center Bulletin for regular announcements of those on sale.

After promotion, you may order the manual in the next higher skill level from the service school that wrote it. Use the re-order form in the back of your current manual.

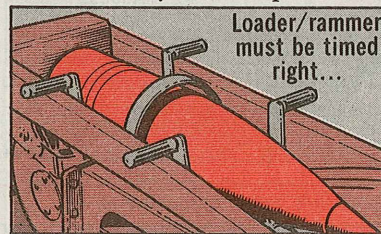
'Course, a good mark on your SQT won't guarantee promotion—but it does tell the promotion board that you're ready to add that stripe.



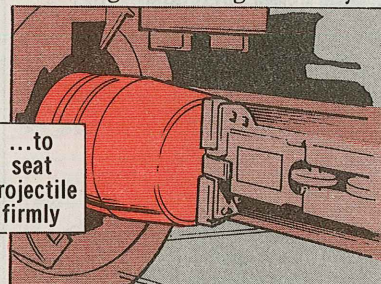
M110A1 Rammer Warning



Make sure the loader/rammer on your M110A1 howitzer is correctly timed because your life depends on it.



An out-of-time loader/rammer may not seat the projectile firmly in the forcing cone during the ram cycle.



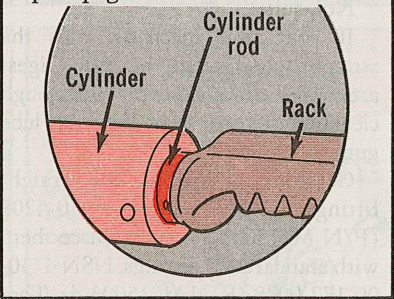
This can let the projectile fall back. When a projectile falls back, there is always the possibility of a close-in or in-bore premature or flattening of the lands when you fire.

Flattening of the lands really shortens the life of your cannon tube. And you know a premature can rip you and the rest of your crew.

So get your loader/rammer timed right. Then check it often for correct timing. Never start a firing exercise without first making sure the timing is OK.

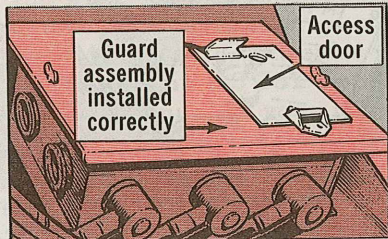
Follow the timing instructions on pages 2-103 thru 2-105 of your TM 9-2300-216-10 (Jul 77).

The sight picture thru the access hole must be the way it shows at the top of page 2-105.



Blast Box Cover Story

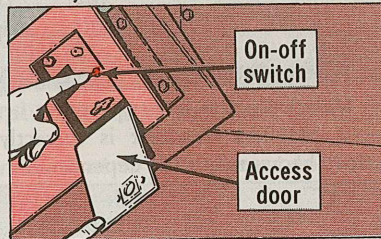
Since the AM-1780 audio frequency amplifier is exposed to blast action when the weapon is fired, it's protected with a guard assembly NSN 5830-00-179-7736.



But, if you put the guard on backward, you have to take it off to flip

your power switch OFF or ON.

Put it on so the access door is directly above the ON-OFF switch.



That way it'll be convenient to use and it's not likely to get taken off and lost.



M110A1/M578 Lube Fix



You vehicle crewmen can now have your M107/M110A1 or M578 roadwheel and idler wheel hubs converted to use grease instead of oil. EIR Digest TB 43-0001-39-3 (Oct 78) made it legal, on page 2-23.

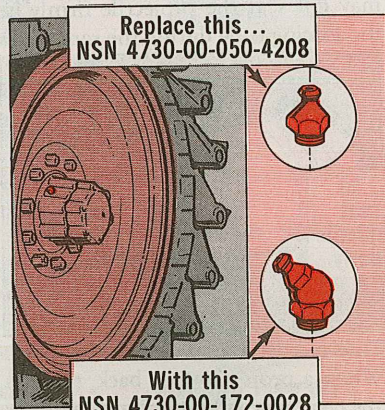
So that's going to solve all your problems?

Not quite.

If your unit mechanic uses the straight lube fittings this EIR Digest article calls for there won't be enough clearance for you to operate the lube gun.

Get him to take out the straight fittings, NSN 4730-00-050-4208 (P/N MS15003-1), and replace them with standard 45° fittings, NSN 4730-00-172-0028 (P/N MS15003-4). That

way you can reach them with most any kind of lube gun.



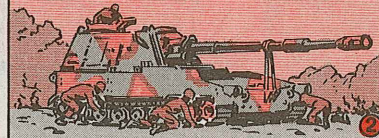
TB 43-0001-39-4 (Jan 79) has the word on this.

End Connector Trick Ending

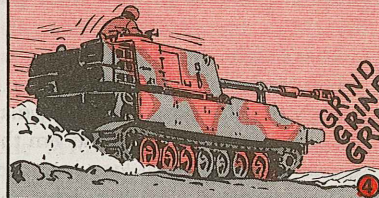
An M109A1 SP howitzer was being driven down a tank trail road when the crewmen heard a sound outside like metal grinding on metal.



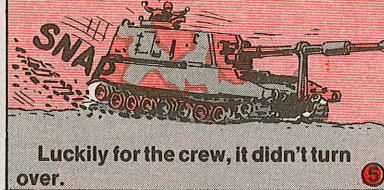
The driver braked to a stop and the crewmen checked over the outside of the vehicle including the outboard end connectors.



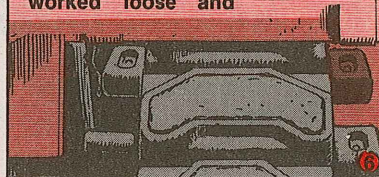
They started again but the sound was worse.



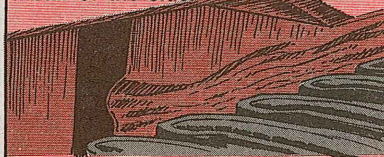
A few seconds later the track broke and the vehicle plunged out of control.



With the track broken, it was easy to see what had gone wrong. An inboard end connector had worked loose and

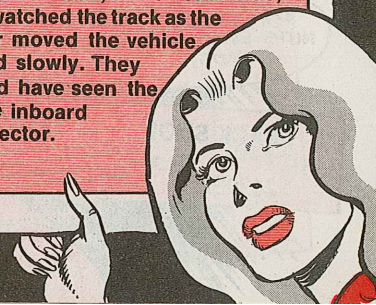


gouged a groove in the light metal of the side.



It continued to loosen until it got caught and snapped the track.

All this would never have happened if 2 members of the crew had got outside, one on each side, and watched the track as the driver moved the vehicle ahead slowly. They would have seen the loose inboard connector.

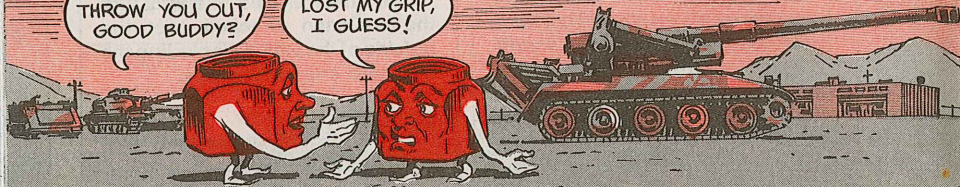


Track Pad Nuts...

Once Is Enough

WHY'D THEY THROW YOU OUT, GOOD BUDDY?

LOST MY GRIP, I GUESS!



Some things you use over and over again. Others, only once.

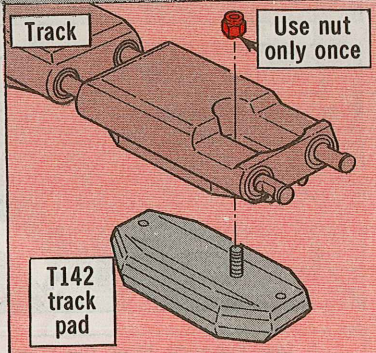
Once is enough for seals...and gaskets...and O-rings...and track pad nuts.

That's right.

Use track pad nuts only once.

They're self-locking nuts. They may not hold when you try to use 'em the second time and you'll lose your pad.

If you remove a track pad for any reason, put on a new nut. And use new nuts especially when you put on new pads.



TRACK PAD KITS FOR THE T142, T132E1, AND T136 TRACK SHOES HAVE NUTS...

TRACK SHOE

VEHICLE

PAD KIT NSN

NUT NSN

T142	M60-series tanks	2530-00-150-5895	5310-00-873-6955
T136	M109/M109A1	2530-00-397-3302	5310-00-896-0789
T132E1	M110/M110A1 & M578	2530-01-053-4374	5310-00-854-6481

FOR THIS TRACK SHOE ORDER NUTS EVERY TIME YOU ORDER THE PADS.

TRACK SHOE

VEHICLE

PAD NSN

NUT NSN

T130E1	M113 family	2530-00-088-9531	5310-00-982-6809
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M102 Howitzer EFC Change

DID YOU CORRECT THE EFC FOR ZONES 1-6?

RIGHT ON!



All editions of TM 9-1015-234-12 for your M102 towed howitzer give you wrong information about the Equivalent Full Charge for zones 1-6.

It is not 0.25 the way it reads in all versions of the standard and the draft TM 9-1015-234-12.

The correct EFC for zones 1-6 is 0.10 the way it says on page 2-29 of TM 9-1000-202-14, Evaluation of Cannon tubes.

Use 0.10 for all your EFC figuring for zones 1-6. This applies to both M137A1 and M137E1 tubes. The only exception is if you are firing the M546 (Beehive) round through an M137A1 tube. The EFC for the M546 round is 1.0 regardless of what zone is fired.

The EFC factor 0.10 applies only to the M102 howitzer. If you have an M101, M101A1 towed or M108 self-propelled, the correct EFC for Zones 1-6 is 0.25.

The -12 TM shows an old DA Form 2408-4. Your form should be dated Dec 77.

REPORTS CONTROL SYMBOL C502.0037

ORGANIZATION: BTRY A, 1ST BN, CO 12 FA, WA 20 AA

DATE	TIME	TYPE	RECOL EXERCISE	ESTIMATE RANGE LIFE	REMARKS	SIGNATURE
10 OCT 78		105 MM M137A1	BOCY 75	2,257	BOCY FWD FROM PREVIOUS FORM VE ZONE 1 - 3.8 MS RANGE C - 1.8 MS BCT 15	C. Moore CPT, FA (IND)
18 OCT 78	3	20 RD HE, M1		2,252	20 x 0.25 = 500 EFC	C. Brown S99
	4	100 RD HE, M1		2,227	100 x 0.25 = 2500 EFC	
	7	10 RD HE, M1		2,217	10 x 0.25 = 250 EFC	M. Whelan 1ST LT, OAD
8 JAN 79						C. Brown S69
14 JAN 79	3	10 RD HE, M1		2,216	10 x 0.25 = 250 EFC	
	7	100 RD HE, M1		2,213	100 x 0.25 = 2500 EFC	C. Brown S99
4 FEB 79	5	10 RD HE, M1		2,209	10 x 0.25 = 250 EFC	
	6	100 RD HE, M1		2,203	100 x 0.25 = 2500 EFC	C. Brown SFC
10 APR 79					10 APR 79 REPORT NEW FORM 1017, ATD	

Handwritten calculations in red:

- 20 x 0.10 = 2.00
- 100 x 0.10 = 10.00
- 4 x 0.10 = .40
- 2.00 + 10.00 + .40 = 12.40
- 2.2 x 0.10 = 0.22
- 1.8 x 0.10 = 0.18

DA FORM 2408-4, 1 APR 67 WEAPON RECORD DATA (FM 16-700)

PREVIOUS PARE TOTAL (Range) 2763 EFC

CURRENT PARE TOTAL (Range) 5479 EFC

6 7

2408-4

M163A1, M167A1...

TIPS for VULCAN PIPS

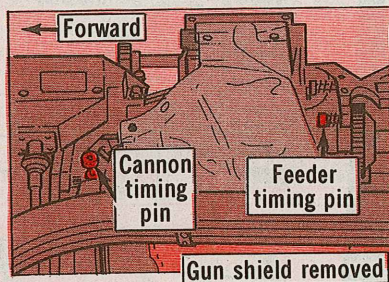
Your A1 Vulcans have the latest that product improvement programs (PIPS) can give to help them do their best.

BUT, YOU'VE GOT TO GO BY THE BOOK AND DO YOUR PART...

... AND YOU'VE STILL GOT TO USE THE OLD HEAD WHEN A PROBLEM'S NOT COVERED BY THE BOOK!

FOLLOWING ARE SOME REMINDERS, BY SYSTEM...

You've got to set the timing on the drum, conveyor assembly and so forth every time you load. It's critical, because the gun'll jam and make a lot of work on A1 models.



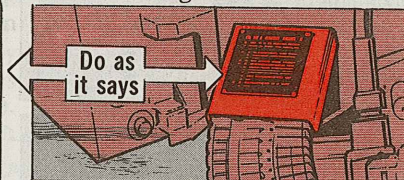
M163A1 Timing

What's more, timing procedures must be exactly as spelled out in your A1 TM's (changes 1 to TM 9-2350-300-10 and TM 9-1005-286-10). No shortcuts. No guesswork.

FEED CHUTE TENSION ADJUSTMENT

PERFORM THE FOLLOWING STEPS EACH TIME THE CONVEYOR ASSY IS LOCKED INTO POSITION FOR FIRING:

- 1 FULLY DEPRESS CANNON.
- 2 PLACE DRUM DRIVE ASSY IN NEUTRAL POSITION.
- 3 TURN DRUM HAND CONTROL COUNTER-CLOCKWISE WHILE COMPRESSING FEED CHUTE TOWARD DRUM AND TO THE RIGHT TOWARD DRUM DRIVE ASSY TO REMOVE ALL SLACK FROM ELEMENT BELT IN FEED CHUTE. USE NO TOOLS. HAND PRESSURE IS SUFFICIENT.
- 4 PLACE DRUM DRIVE ASSY IN FIRE POSITION.

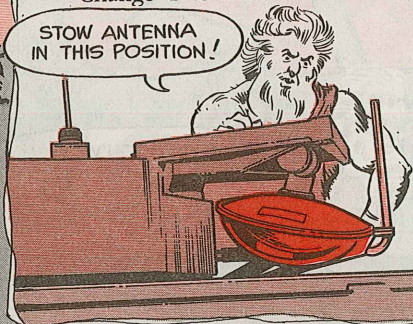


Another point: When you adjust feed chute tension, do it like it says on the cover plaque attached to the feedchute at the turret opening. If you don't, the tension won't be right and you've got trouble.

Antenna Stowage

Change 1 to the -10 TM has the word on stowing your radar antenna for travel (basically, it's down and to the left).

STOW ANTENNA IN THIS POSITION!



Troops tend to leave the antenna erect, which means the vibration and bounce of the track can damage the antenna brakes, limit switches and other parts. That could put you more than 1,000 yards off target.

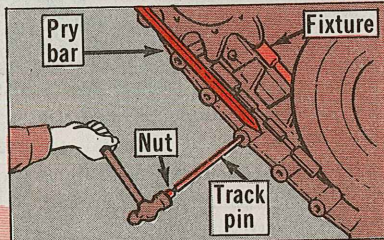
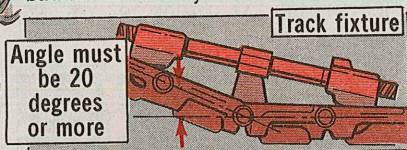
Stow it right even though you plan to move the vehicle only a short distance.

M163A1 Items

Here are some Self-Propelled Vulcan pointers:

When you connect the track, be sure you have at least a 20-degree angle between track shoes (with pin holes aligned) before you install the track pin. Illustrations and instructions on the lower half of page 3-90 of the -10 TM spell it out.

If you don't get the angle right, the track'll be too tight or too loose. That's bad news when you hit the road.

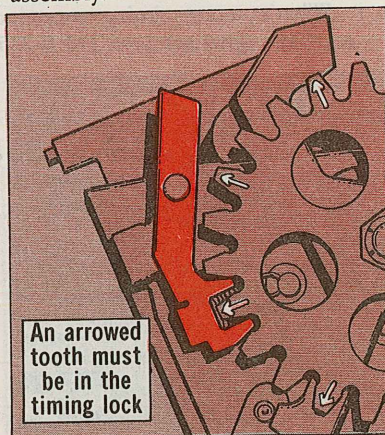


Timing Lock

Position of the index arrow on the conveyor unit during loading and unloading is critical on the M163A1. An arrowed tooth must be in the timing lock notch.

Remember, that's before you load or unload.

If an index tooth and notch aren't matched up, the exit unit will be out of time with the conveyor and drum assembly.



M167A1 Items

OH, MY ACHIN' PUMP HANDLE...

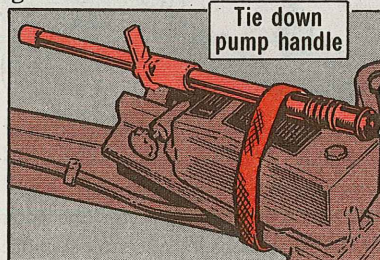
STRAP IT DOWN, SOLDIER!



Following are tips for the Towed Vulcan:

The hydraulic pump handle on the M167A1 carriage vibrates during travel, and a few flaps too many can ruin the pump seal.

To prevent that, you can strap the handle down with an old web belt, rope, or whatever you can find in the salvage yard. If you can find an elastic rope to loop over the handle grip and the pump mount bolts, you've really got it made.

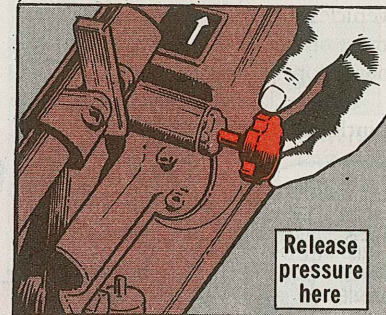


Your support also can cut down on handle sway and seal damage by adding shims to the handle like it says in para F (27), page 3-189 of TM 9-1005-286-34-1.

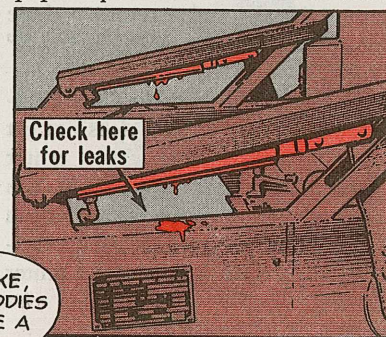
TAKE MY WATER SKIS DOWN TO THE LAKE, VULC, OL' BOY... MY BUDDIES WANTA DEMONSTRATE A TOWED VULCAN!



Another point on the pump: Before you hit the road, be sure to release the hydraulic pressure. Open the red knob just below the handle.

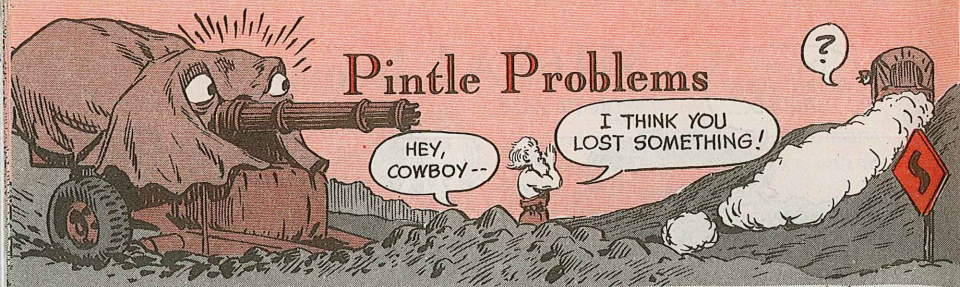


If you don't release it, the seals in the hydraulic cylinders and pump will pop. A quick look at the frame under



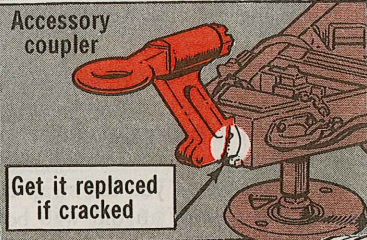
the cylinder and pump can tell you whether you've got leaks right now. Close the knob when you get to your operational site.

Pintle Problems



The coupler or pintle may crack at the point where it enters the carriage, so give it a look on occasion. The accessory pintle, used with larger vehicles (other than Gama Goat), fails most often. Be sure to check that one out before you travel.

You can lose a load quick-like if the pintle breaks.



SP Chute NSN

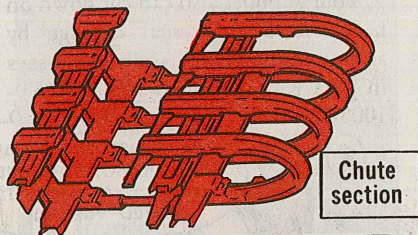
VULC NEEDS TH' NSN FER A CENTER SECTION OF HIS FEED CHUTE, CONNIE!



Need the center section for the feed ammunition and return chute assemblies of your M163/163A1 SP Vulcan?

Hold one. The NSN in TM 9-2350-300-20P (Aug 76 draft) does not get you the entire feed chute center section (same goes for the -34P). You get one section of the entire section (77 sections) with NSN 1005-01-005-3341. You can't get the entire center section.

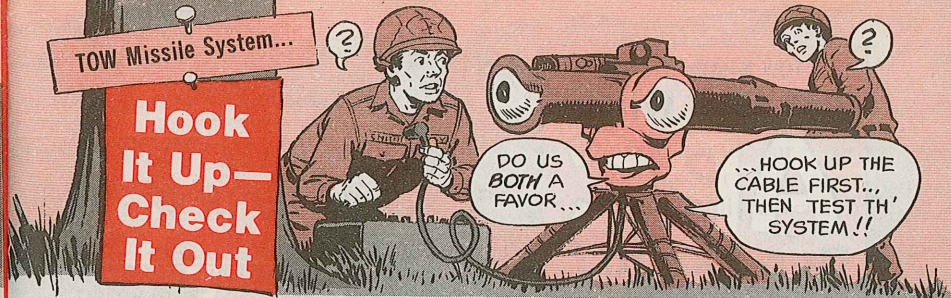
As for the element or return chute assembly, NSN 1005-00-423-4342 gets you the entire assembly. NSN 1005-00-410-2120 gets you one each of the 80 sections in the center section.



WATCH FOR THE NEW - 20P TM.

TOW Missile System...

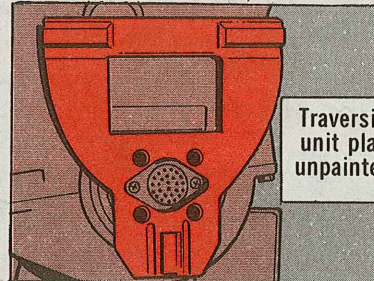
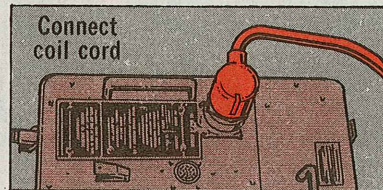
**Hook It Up—
Check It Out**



If you connect the right cable, you can prevent burning out the power supply assembly in the missile guidance set (MGS) of your TOW system during system self test.

That is, connect the 2W1 coil cord from the MGS to the traversing unit and optical sight.

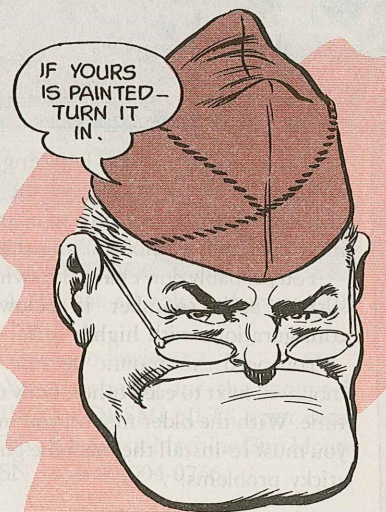
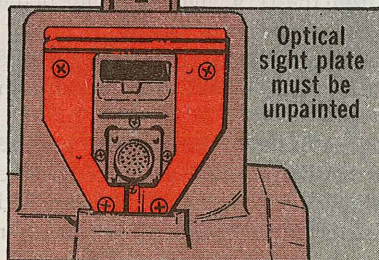
Some plates have been painted by mistake during repair. They should have a machined, dull, unpainted surface (black anodized).



If yours is painted, turn it in. It has to go back to depot for replacement.

Hook up the cable before the check, and save a power supply. The word, as you should know, is in para 2-41b and in Table 2-6 of TM 9-1425-470-12.

OPTICAL SIGHT—When or if you get a replacement optical sight, check out the index plate. Same goes for the plate it mates to on the traversing unit.



TOW Missile System...
**Got the Right
 APC
 Gun Mount?**

THAT
 VOICE!
 IS
 IT...?

IT
 IS...

THE
 SWING-AWAY
 MOUNT IS QUICK...
 AND LESS SUBJECT
 TO GUN DAMAGE!

...CONNIE
 RODD!

You can save time, handling damage and tactical problems on your APC/TOW rig...if you've got the latest machine gun mount.

It's a swinger. That is, it swings away from the TOW and permits use of the missile system without taking the machine gun from its mount.

You probably don't have the swing-away mount if your carrier guided missile system serial number is below 002679. The mount was included in configurations with higher serial numbers.

You need the mount because the missile launcher and machine gun are mounted next to each other. Only one or the other can be deployed at the same time. With the older mount, you must remove and store the machine gun...and you must re-install the machine gun to use it. That takes time and can make for sticky problems.

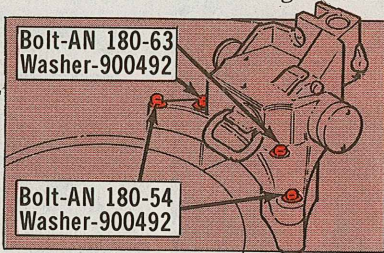
The mount is free issue and comes with the necessary bolts and washers for mounting. Turn in your request to your supply support.

All you need to install the mount is a torque wrench and 4 bolts and washers, like so:

- Torque wrench with ¹⁵/₁₆th-in socket that'll torque to 108 lb-ft
- 2 bolts, AN-180-63
- 2 bolts, AN-180-54
- 4 washers, P/N 9004492 (bolts, washers come with mount)

To install the mount:

1. Remove the 4 bolts and washers that secure the old mount to the commander's cupola.
2. Remove the old mount and hardware (turn it in to your supply as excess).
3. Line up the new mount on the threaded holes of the old mount base and insert the new bolts and washers. The AN-180-63 bolts go in the inside holes and AN-180-54 bolts go outside.



4. Torque all bolts to between 101 to 108 lb-ft.

You're in business.

Your authority for the mount is MIRCOCM DRSMI-NLTS letter dated 3 Feb 76, Subject: Machine Gun Mount NSN 1450-00-004-0766.

M551 /
M551A1

SHERIDAN

Shorts

ALL YOU SHERIDAN CREWMEN SHOULD KNOW THAT THE SUPPLY SYSTEM HAS THE SHORTS ON 2 ITEMS...

YOU CAN HELP BY KEEPING THE SLIP RING AND BRACKET YOU HAVE IN GOOD SHAPE!

HERE'S HOW...

1 Cupola slip ring, NSN 1025-00-908-1591, PN 10954209.

Cupola slip ring

Commander's upper bracket assembly

2 Commander's control handle upper bracket assembly, NSN 1025-01-053-4192, PN 11678941. (Formerly listed as NSN 1025-00-490-4142, PN 11644019.)

CUPOLA SLIP RING—Inspect and clean the ring with a dry cloth as needed after vehicle operation. Page 3-18 of Change 2 to TM 9-2350-230-10 (Jun 76) gives you the word on this.

Your turret mechanics will help you keep your ring in shape by cleaning and checking both the ring and the electrical contact brushes during the quarterly services. They'll do it the way it says in 35.1 and 35.2 on page 8-80 of C13 to TM 9-2350-230-12 (Jun 66).

Contact brushes
(in here)

It's no
foot rest

BRACKET ASSEMBLY—Most of the commander's control handle brackets are getting broken because the troopers use them as a foot rest or brace.

IF YOU'VE BEEN DOING THIS...

... STOP IT!!

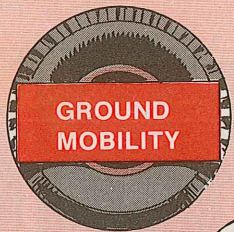
Lock That M240 Barrel!

Ever see a machine gun barrel fall off or jump out of the receiver when the gun was fired?

Barrels have fallen off a number of times because gunners forgot to fully lock the barrel release of the M240 machine gun before firing.

Push barrel release to this position

So, after you twist the barrel into locked position, be sure to push the barrel release hard to the right (or down). It goes as far down as you can get it (about 2 o'clock position). Then, fire away.



M911 C-HET Tractor...

Pusher TIPS

NO-NO!... NEVER USE THE PUSHER AXLE OFF THE ROAD - LOADED OR UNLOADED...



You drivers have something new to work with—a pusher axle.

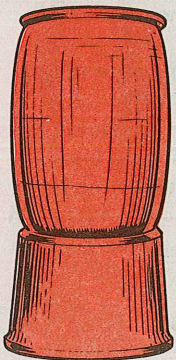
It doesn't really push anything. It helps spread the load among 4 axles instead of 3.

TM 9-2320-270-10 (Oct 77) is not too clear on when or how to use the pusher axle. For instance, the dope on page 2-59 makes you believe you're supposed to use maximum air pressure—110 PSI—every time you put the pusher axle down.

Not so!

If you put it down too hard, or at the wrong time, you can damage the shock absorbers or air bags.

You don't need the pusher axle to protect the truck. It's big enough to handle anything you can put on the trailer.



Too much air pressure can ruin air bags and shock absorbers



Some states restrict the load you can carry per axle, tho, so the pusher axle is used to help even out the load.

You use it only on paved highways where axle load restrictions are in force. You never use it off the road—loaded or unloaded. Or anyplace without the trailer. Or with an empty trailer. And you use only the air pressure needed for a certain axle load.

Axle

HEY! IT'S BONNIE... BUT WHAT'S SHE SO EXCITED ABOUT?

PROB'LY OUR GREAT DRIVIN' TECHNIQUES--

GRROANN... MY POOR, ACHING AXLE!

The pusher axle shown in your TMs is wrong. This is how it should look

PUSHER AXLE

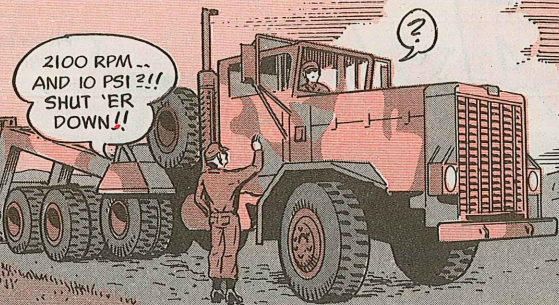
	INFLATE		DEFLATE
DOWN	PSI	LOAD REACTION	PSI
LIFT	40	9500	
UP	60	13000	
	80	16000	
	100	18000	
			RESTRICTED USE ONLY
			110 20000

HERE'S A GUIDE FOR PUSHER AXLE AIR PRESSURE...



LOAD	WEIGHT	PSI	WEIGHT ON PUSHER AXLE (POUNDS)
M60, M48 thru M48A3, AVLB w/o bridge	52½-ton	100	18,000
M60A1, M60A1 (RISE) M48A5	56-ton	105	19,000
M60A2, M728, M88A1	60-ton	110	20,000
M551	18-ton		Don't use pusher axle.
2-M113A1s	24-ton	40	9,300
1-M113A1	12-ton		Don't use pusher axle.

M911 C-HET Tractor ...
**Oil Pressure
 Go, No-Go**



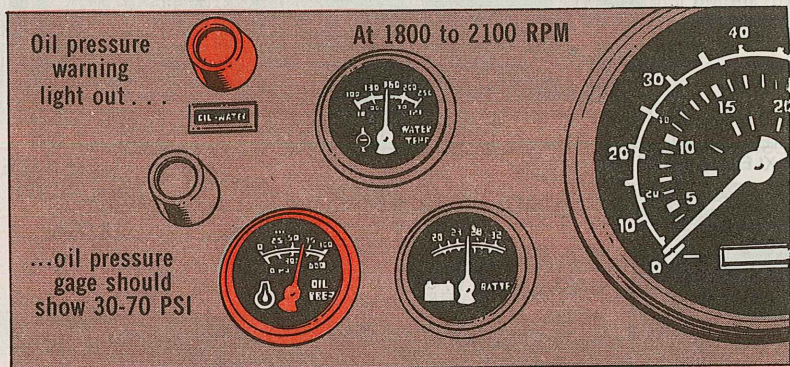
When your engine oil pressure gage shows low oil pressure at idle, should you shut down?

Maybe, maybe not. It depends.

Your operator's manual doesn't show an oil pressure for idle speed—600 RPM. No sweat. If the needle moves at all, there's enough pressure for idling as long as the oil pressure warning light is out. But check it out to make sure.

Your engine oil level must be between the ADD and FULL marks on the dipstick.

Start the engine and rev it up to 1,800 to 2,100 RPM. The gage should show 50 to 70 PSI. It's safe to run the engine as long as the gage stays above 30 PSI. But if it drops below 30 PSI at high RPM, shut down—right now—like it says on page 2-5 in TM 9-2320-270-10 (Oct 77).



The oil pressure warning light should come on when you turn the ignition switch on and go out when the engine is started. This means the oil pressure sending unit is OK and you have oil pressure.

If your gage doesn't show pressure at any speed, report it to your mechanic. He'll check it out.

Hydraulic
 Brakes...

**Copper?
 No! Nein! Aniyao!**

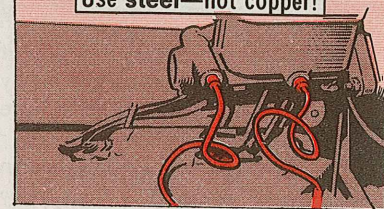


When your parts manual specifies steel tubing for hydraulic brake lines, never substitute with copper.

Copper won't stand up to the job. And you don't need a fortune teller to tell you what'll happen if you pop a brake line. No brakes!

So stick to steel. No copper!

Use steel—not copper!



No More Sanding!



Danger! Asbestos dust!

And this means no more sandpapering to rough-up a glazed brake shoe lining.

Sanding could shorten your life if that asbestos dust from the brake lining gets into your lungs.

Play it safe. Replace glazed lining by putting on brake shoes with new lining.

Caging a

LET ME GUESS...

-- YOU DIDN'T USE A SAFETY CAGE AND...

YEAH, YEAH...

KILLER!

... AND I GOT CLOBBERED BY TH' LOCK RING!

Tired Tale Retired

Dear Half-Mast,
I would like to know if a vehicle's wheel rim locking ring must be positioned so that the split's 180 degrees from the air valve. I've been told it's for safety reason.

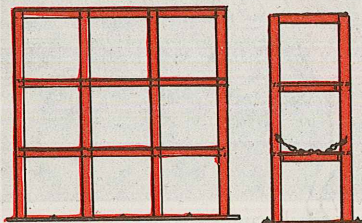
SSG J. M.

You're living on borrowed time if you inflate tires without using a safety cage—and without keeping a safe distance between you and the cage.

Tires can explode—and kill you! An even messier way to die is to get hit by a tire rim lock ring.

It happens—but there's no need for it to happen.

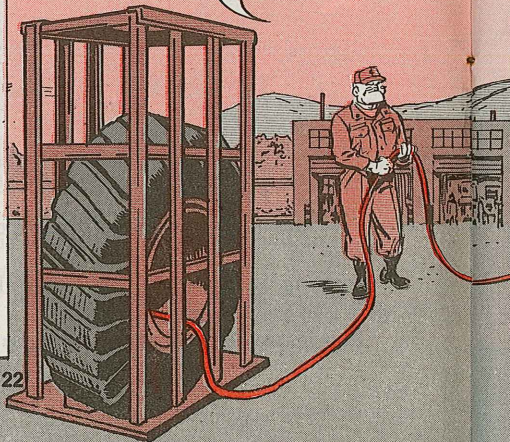
You can build a tire inflation safety cage. Drawings and instructions are in TM 9-2610-200-20 (Feb 77), Pneumatic Tires, Inner Tubes and Radial Tires, page 2-28.



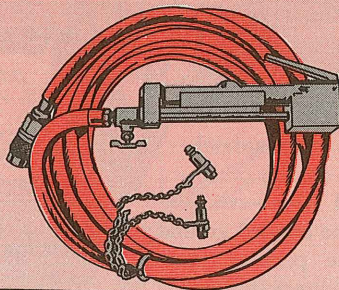
A "LIFESAVER" ...and easy to build!

This TM also warns you about the danger of standing too close to the cage while you're inflating a tire—page 2-24, para 2-19c.

KEEP AT LEAST 10 FEET AWAY FROM THE CAGE BY USING AN EXTENSION AIR HOSE WITH A LOCK-ON CHUCK!

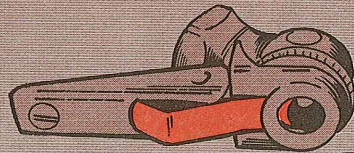


The hose and air gage come under NSN 4910-00-441-8685.



You get a male end lock-on air chuck with NSN 4730-00-729-7076 or the female end type with NSN 4730-00-277-6948.

Lever operates lock to hold chuck on tire



These items will be showing up in a change to TM 9-2610-200-20—pages 3-4 & 3-5, Table 3-3, Special Tools and Equipment.



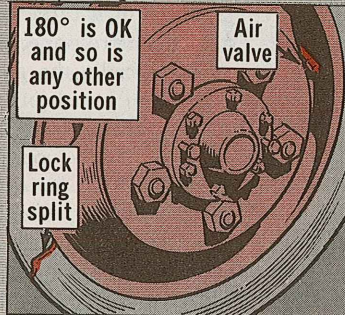
Dear Sergeant J. M.,

There is no requirement to position the lock ring split 180 degrees from the air valve—or to position the lock ring with any relationship to the valve.

180° is OK and so is any other position

Air valve

Lock ring split

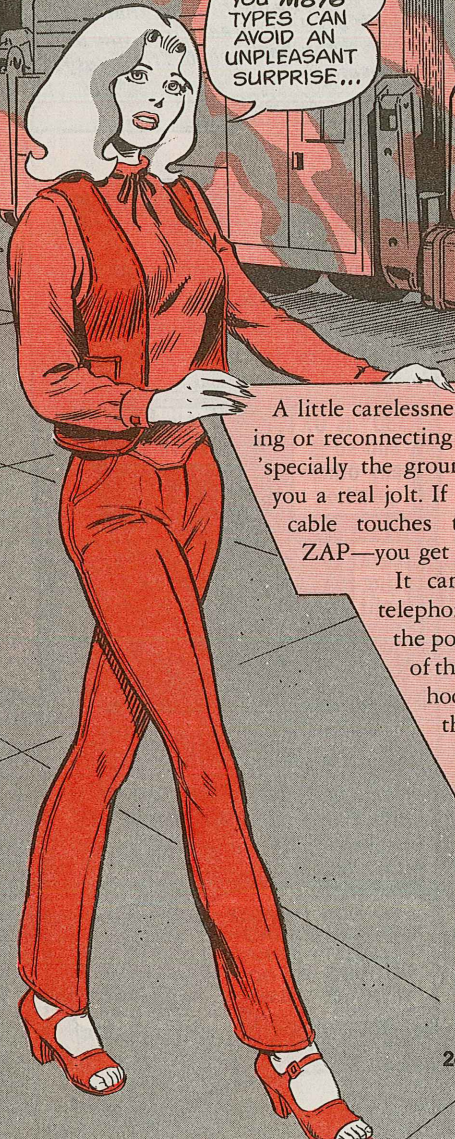


If the Army had such a requirement, it would be in TM 9-2610-200-20 (Feb 77), Organizational Care, Maintenance and Repair of Pneumatic Tires, Inner Tubes and Radial Tires.

...SO DON'T WASTE TIME POSITIONING THE SPLIT-- IT HAS NOTHING TO DO WITH THE VALVE!

Head Off

HERE'S HOW YOU M876 TYPES CAN AVOID AN UNPLEASANT SURPRISE...

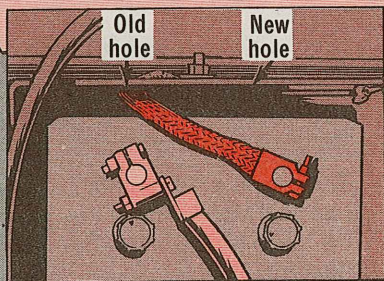


NEW DANCE STEP?

YEAH -- IT'S KNOWN AS TH "SHORT" HOP!

A little carelessness when unhooking or reconnecting a battery cable—specially the ground cable—can get you a real jolt. If the braided ground cable touches the positive post—ZAP—you get a direct short.

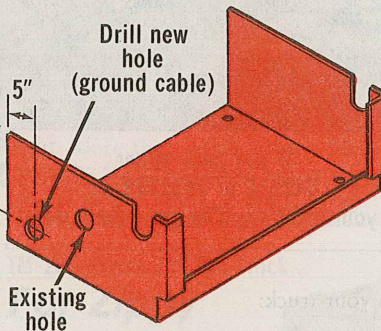
It can happen with your M876 telephone maintenance truck because the posts are close together at one end of the battery. Also, the ground cable is hooked to the battery box real close to the positive post.



DAMAGE

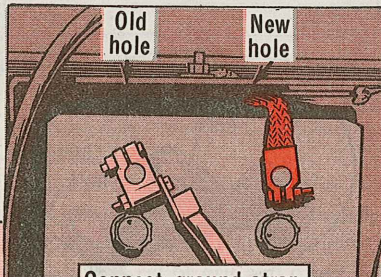
You mechs can make a fix to help. Disconnect the ground strap from the battery. Then disconnect the positive cable and remove the battery.

Drill a $25/64$ -in hole in the battery box about 5 inches from the front edge and 8 inches from the top.



Existing hole

Hook up the ground cable in the new hole vertically. Use the old hardware. Install the battery and reconnect everything. Now, when disconnected, the ground cable can be pushed far enough away from the positive post so it won't touch.



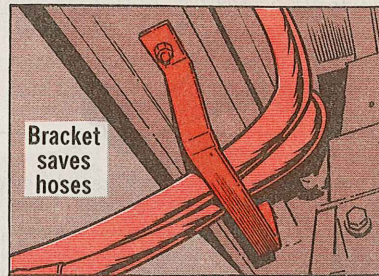
Connect ground strap to battery last

Winch Fix

You know what a fast-moving roller chain will do to a rubber hose if they touch. It'll grind a hole in the hose real quick like.

That can happen when the front winch hose clamp slips. Those 2 hoses drop onto the winch drive chain.

You mechs can make a simple bracket to hold up the hoses.



Bracket saves hoses

Use strap iron $1/8$ -in thick, 1-in wide and $14 1/4$ -in long. NSN 9515-00-541-9943 will do. Just drill a $1/4$ -in hole a half inch from each end. Bend it to fit.

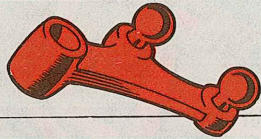
USE 2 OF THE BUMPER PANEL SCREWS TO HOLD THE BRACKET IN PLACE!

5-Ton Steer

DIDN'T CHECK YER STEERING LEVER BALL STUD, EH?

Once again some bum steering levers, NSN 2510-00-592-2258, got into supply.

Check every steering lever ball stud—those on your trucks and those in your bins. Do it now.

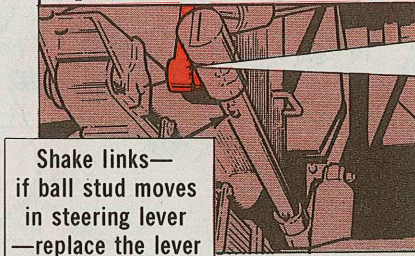


If you have either 448516 or 7992549 on your lever—you've got a good one

There are 2 ways to check steer lever on your truck:

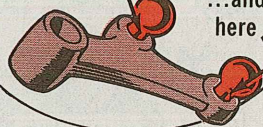
1 Start the engine. Turn the steering wheel to left. Now turn it full right. Have a buddy watch the ball studs where they go through the lever. If there's any movement, deadline the truck and replace the lever.

2 Grab and shake each drag link where it attaches to the ball in the steer lever. If you hear a clicking noise or see any movement, the ball studs are loose. Deadline the truck and replace the lever.



Shake links—
if ball stud moves
in steering lever
—replace the lever

Look for movement here...



...and here

Lever...Again!

Don't try to make the fix shown in TB 43-0001-39-3 (Oct 78), page 2-47. That fix is a bummer, too.

When you check levers off your truck, look for less than 1/16 inch of stud sticking thru the lever. Or a loose ball stud. If you find any of that, the lever is bad.

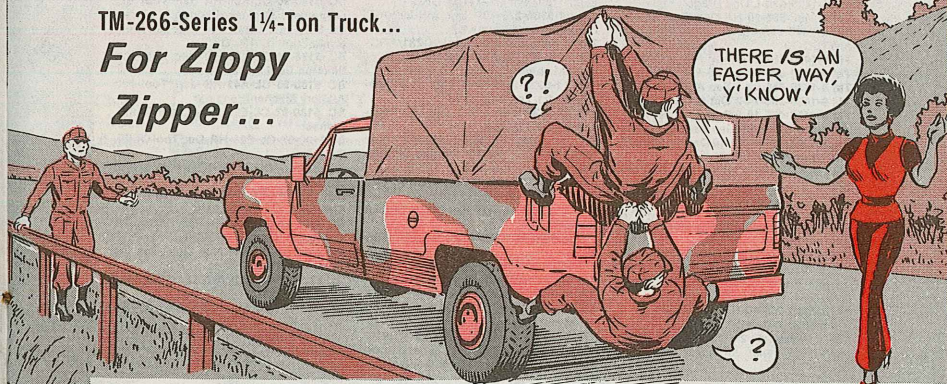
All levers under contract number DSA 700-74-C-A258, DSA 700-77-C-3352, DSA 700-75-MZF41 and DSA 700-78-2696 are bad. Turn 'em in to supply. Your command got the word in TARCOM Msg DRSTA-MTB 211225Z Sep 76, 071402Z Nov 78 and 092045Z Mar 79.

Cab Canvas Cover Caper

Some new cab canvas covers for your 2½-, 5-, or 10-ton trucks won't fit at the front. More than 6,000 covers, NSN 2540-00-737-2723 made under contract DAAE0776C4267, are too short. If you get one of these covers, return it with an SF 364 ROID. Or your CO can OK the field fix in TB 43-0001-39-4 (Jan 79).

TM-266-Series 1¼-Ton Truck...

For Zippy Zipper...

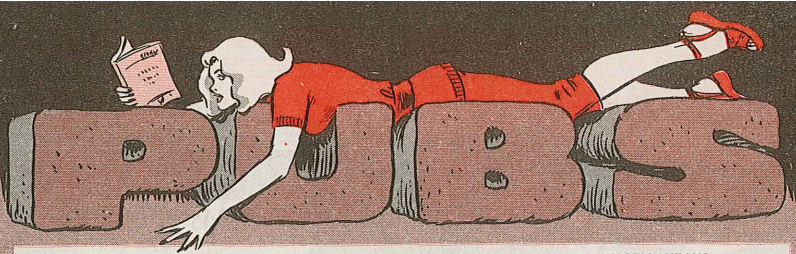


THERE IS AN EASIER WAY, Y'KNOW!

Use stick-type lube, NSN 9150-00-999-7548, to put the zip back in your tarp's zippers—like on those M880-series truck cargo covers. That NSN brings a box of 24 sticks.

Appendix A, CTA 50-970 (Jul 74) is your authority. First, tho, check your SSSC—this zipper lube is commonly used in canvas shops.

Before giving your zipper the lube treatment, clean it good with a stiff-bristle brush to get rid of grit and other dirt.



This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Dec 78), TM's, TB's, etc; DA Pam 310-6 (Jul 78) and Ch 2 (Jan 79), SC's and SM's and DA Pam (C) 310-9 (Nov 76), COM-SEC pubs.

TECHNICAL MANUALS

TM 3-1040-262-13&P, Sep Dispenser, Riot Control Agent, Portable; M33A1
 TM 5-2805-259-14 Personnel Safety Fab Protective Flywheel Screen
 Ch 1, TM 5-4310-350-14 Nov Compressor, Air Recip, Elec Motor Driven, Receiver Mtd, 15-CFM at 175-PSI
 TM 5-5420-202-10-HR Jan AVLB
 TM 5-5115-464-24P Oct Gen Set, Ded 15-KW Mod MEP-00A, MEP-103A, MEP-113A, MEP-005AWF, MEP-005AWE, MEP-004AL, MEP-005AWM
 TM 9-1240-381-24&P Oct Binocular M19
 TM 9-1410-585-24P Sep Chaparral
 TM 9-1410-586-24P Jul Chaparral
 TM 9-1425-480-L Dec Dragon
 TM 9-1425-586-10-HR Dec Chaparral
 TM 9-1425-655-L Sep List of Pubs for AN/TSQ-73
 TM 9-1430-652-10-5 Aug AN/TSQ-73
 TM 9-1430-652-10-6 Aug AN/TSQ-73
 TM 9-1430-655-20-5 Sep AN/TSQ-73
 TM 9-1430-656-14-2 Oct AN/TSQ-73
 TM 9-1450-485-10-HR Dec Lance
 TM 9-1450-486-20P Sep Lance
 Ch 1, TM 9-2300-216-10 Dec Gun M107, Howitzers M110, M110A1
 TM 9-2300-257-10-HR Nov M113A1 Series
 TM 9-2320-206-10-HR Dec 10-Ton Trucks
 TM 9-2320-266-10-HR Nov M880-Series 1/2-Ton Trucks
 TM 9-2320-270-10-HR Nov C-Het
 TM 9-2330-272-14-HR Dec Semitrailer, Tank; Fuel, 5,000 Gal, M131A4, M131A4C, M131A5, M131A5C
 TM 9-2350-256-10-HR Jan M88A1
 TM 9-6920-480-24P-1 Nov Dragon
 TM 11-4940-246-24P-1 Jan AN/ASM-169A Semitrailer Mounted Electronic Shop

TM 11-5410-214-12P Dec S-250/G Elect Expt Shelter
 Ch 7, TM 11-5815-334-12 Dec AN/GRC-142, -142A, -142B, -122, -122A, -122B Radio Teletypewriter Sets
 TM 11 5815-599-14-3 Oct TT Set Teletype Corp. Mod ASR-33
 Ch 5, TM 11-5820-398-12 Jan AN/PRC-25 Radio Set
 Ch 1, TM 11-5820-401-10-1 Jan AN/VRC-12, -43, -44, -45, -46, -47, -48, -49 Radio Sets
 TM 11-5820-401-20P Dec AN/VRC-12, -43, -44, -45, -46, -47, -48, -49, -54 and -55 Radio Sets RT-246/VRC and -246A/VRC, RT-524/VRC, -524A/VRC Receiver Transmitters, R-442/VRC and 442A/VRC Receivers, MT-1029/VRC, MT-1898/VRC Mounts, C-2742 Frequency Selector Control and C-2299/VRC Radio Set Control
 TM 11-5841-281-20P Dec AN/ASN-128 Doppler Navigation Set
 Ch 5, TM 11-5855-209-23 Jan AN/PVS-3 and -3A Miniaturized Night Vision Sights
 TM 11-5855-237-13 Nov Night Vision Sight AN/PVS-4, -4A
 TM 11-5855-246-24&P Apr AN/PAS-7 Infrared Viewer
 TM 11-5915-224-14-HR Dec Suppressor, Elect Transient MX-7778A/GRC
 TM 11-5985-279-13P Dec MK-896/AIC Headset-Micro-Phone Kit
 TM 11-6625-584-20P, Mar MK-731/ARC-51X, -731A/ARC-51X Electronic Equipment Maintenance Kits
 TM 11-6625-2632-14-1 Dec AN/PRM-32A Radio Test Set
 TM 11-6625-2632-24P-1 Dec AN/PRM-32A Radio Test Set
 Ch 1, TM 11-6625-2718-14-1 Feb AN/URM-182A Radio Frequency Test Set
 Ch 28, TM 55-1500-204-25/1 Dec General Aircraft Maint
 TM 55-1500-219-MTF Feb Maint Test Fit Manual UH-1
 TM 55-1510-215-CL-2 Dec RU-21H (GR-V)
 TM 55-1510-216-CL Dec U-3A, U-3B
 TM 55-1520-209-CL Dec CH-47A
 TM 55-1520-209-23-5 Dec CH-47A
 Ch 24, TM 55-1520-220-20 Nov 78 UH-1C/M Helicopter
 TM 55-1520-237-PMS-2 Dec UH-60A
 TM 55-1520-237-23-2 Dec General Information Manual UH-60A Helicopter

MISCELLANEOUS

AR 95-16 Apr Avn Weight & Balance: Army Aircraft
 Ch 5, AR 710-2 Feb Mat. Mgt Using Units Ch 1, AR 750-1 Mar Maint Concepts C-ML-A, Fiche Feb Management Data List (ML) Basic (Army)
 C-RL-2, Fiche Jan Consolidated Master Cross Ref List (RL) Part 2
 DA Form 12-38 Aug Trucks Pubs Pinpoint Order
 LO 5-2805-259-12 Oct Gas Eng 10-HP, Mil Std 2A042-2, 2A042-3
 LO 5-2805-259-12 Oct Gas Eng 20-HP, Mil Std 4A084-2 and 4A084-3
 LO 5-4610-218-12 Nov Water Purif Unit, Van Type Body 1500-GPH
 SB 11-643 Feb Reliability Improvement Warranty (RIW) for Doppler Navigation Set AN/ASN-128
 SC 4910-95-CL-A51-HR, 23 Jan 79 Hand Receipt Catalog Hoisting Unit, Truck Mounting; No. 7 NSN 4910-00-754-0652 LIN K39774
 SC 4920-99-CL-A90-HR Jan Tool Set, Aviation Unit Main No. 1, Automobile SC 5180-90-CL-N07 Jan Tool Kit Canvas Workers
 SC 5180-90-CL-N09 Jan Tool Kit, Carpenter's Engineer Platoon
 SC 5180-90-CL-N09-HR Jan Tool Kit, Carpenter's Engineer Platoon
 SC 5180-91-CL-S21 Dec Tool Kit, Electronic Expt TK-100/G
 SC 5180-91-CL-S21-HR Dec Tool Kit, Electron Expt TK-100/G
 SC 5180-95-CL-A43-HR Jan Tool Kit, Artillery Mechanic's
 SC 5180-97-CL-E21, Dec Tool Outfit, Pioneer
 SC 5180-97-CL-E21-HR, Dec Maint Set, MOFAB
 SC 5821-91-CL-E04, Nov Maint Kit, Electronic Expt MK-693/A
 SC 5821-91-CL-E04-HR, Nov Maint Kit, Electronic Expt MK-693/A
 SC 6210-97-CL-E04 Nov Light Set, Op Area, Aircraft
 SC 6230-97-CL-E01 Nov Light Set, Gen Illum, 25-Outlet
 SC 6230-97-CL-E02, Nov Light Set, Gen Illum 15W
 TB 43-0213 Dec Rustproofing Procedures for Tactical Wheeled Vehicles

AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

TV Tape, GTA
 GS-14 Green Scene, Property Accountability (TV Tape)
 GTA 38-5-4 Packaging, Packing-Prep Freight For

Air Ship, Marking and Certif

TEC LESSONS

101-113-4782-A Op of Oscilloscope AN/USM-281C

202-113-5101-A Install Radio

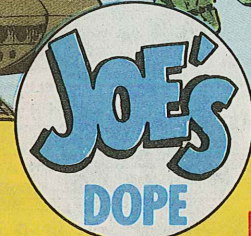
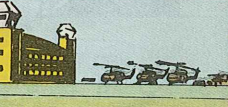
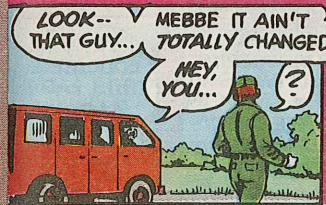
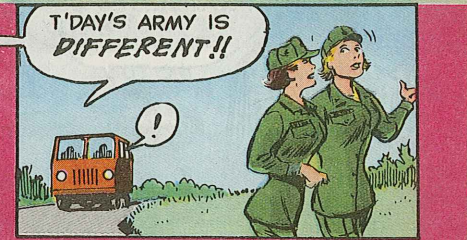
202-113-5103-A Erect

AN/GRC-103 Antenna
 202-113-5108-A

Troubleshooting Radio Terminal

645-093-7302-A Replace

Honest John Igniter



Birth of the HANGAR QUEEN!



D'YA REALIZE WHAT YA HAVE DONE, DUNNE?

YOU 'CHOKE: YOU'VE CREATED A HANGAR QUEEN!

HIYA, POP... GRAN' POP... H'LO, SARGE!

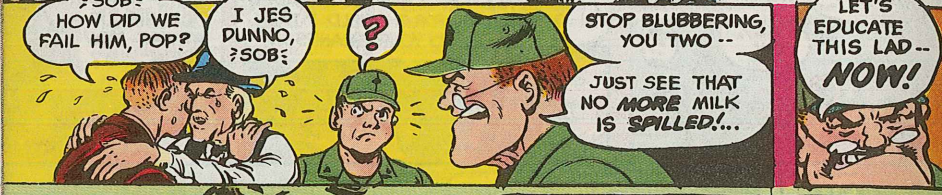
WHADDAYA MEAN... A HANGAR QUEEN?



THIS OL' HUEY IS WAITIN' FOR MAJOR REPAIRS... IT'S OUR "INSTANT" SUPPLY SOURCE...

... JUST BY "BORROWING" THIS GEAR BOX OFF IT, I'LL HAVE THAT BIRD OPERATIONAL.. PRONTO!

WHY BOTHER FILLING OUT ALL KINDS O' REQUEST FORMS AND THEN MEBBE WAIT DAYS FOR SUPPLY T' COME THROUGH?



'SOB: HOW DID WE FAIL HIM, POP?

I JES DUNNO, 'SOB:

STOP BLUBBERING, YOU TWO --

LET'S EDUCATE THIS LAD-- NOW!

JUST SEE THAT NO MORE MILK IS SPILLED!...



YER RIGHT, HALF-MAST...

GRANDSON, REMEMBER HOW I USETA TELL YOU 'BOUT MY DAYS WITH THE U.S. ARMY FLYING SERVICE IN FRANCE BACK IN 1918? WELL...



... GUESS I MUST NEVER HAVE TOLE YOU ABOUT THE MOST IMPORTANT ACTION I TOOK PART IN...

"ONE MORNING, DER BARON, THE TOP ENEMY ACE, BUZZED OUR FIELD... AN' BOY-OH-BOY, DID CAP'N RICK BECKER GET UPSET..."

IT'S A NOTE CHALLENGING YOU, CAPTAIN!

☆!!!*◎... AND MY NIEUPORT ISN'T OR"...

HA-HA-NH-NH-NH



WHY-- WRIGHT?

WELL, SIR-- I-- ER-- UH--

YOU NEED A NEW PROPELLER BUT...

* Operationally Ready

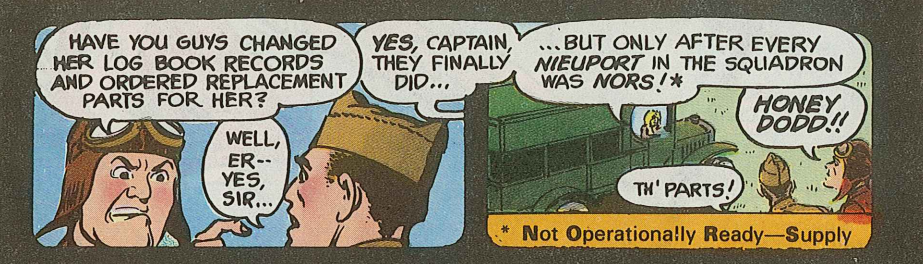


... SOMEBODY'S ALREADY USED THE PROP FROM OUR "LOCAL" SUPPLY SOURCE!!

YOU'VE BEEN CANNIBALIZING THAT NIEUPORT FOR SPARE PARTS?

LOOK AT THE POOR BIRD... SHE'S SITTING THERE IN THE HANGAR-- LIKE AN AILING QUEEN ON HER THRONE!!

WHY-- THAT'S AWFUL...



HAVE YOU GUYS CHANGED HER LOG BOOK RECORDS AND ORDERED REPLACEMENT PARTS FOR HER?

YES, CAPTAIN THEY FINALLY DID...

... BUT ONLY AFTER EVERY NIEUPORT IN THE SQUADRON WAS NORS!*

WELL, ER-- YES, SIR...

HONEY DODD!!

TH' PARTS!

* Not Operationally Ready—Supply



I WAS VISITING SUPPORT WHEN YOUR REQUESTS CAME IN...

YOU CAN ALMOST BUILD TWO NEW PLANES WITH ALL THESE PARTS! OBVIOUSLY I WAS NEEDED HERE.

'SCUSE ME, HONEY... I GOT A DATE...

IN NO TIME, THE CAPTAIN WAS AIRBORNE!

FINALLY COMES DER AMERIKANER!



VA-BOOM!!



THEN MONEY DODD REALLY LAID IT ON US MECHS

CANNIBALIZATION CAN BE A GOOD SHORT RANGE WAY TO "KEEP 'EM FLYING," BUT WHEN ABUSED, THE OR RATE WILL DROP!

TROOPS MUST FOLLOW THE GUIDE LINES SPELLED OUT IN AR 750-1 (Apr 78)

"WHILE THE CAP'N LAID IT ON THE BARON...!"



CURSES!



"SO NOW YOU ALL KNOW I TOOK PART IN TH' BIRTH OF TH' FIRST HANGAR QUEEN..."

HAR-RUMPH!

SPEC WRIGHT, DID YOU AND THE GUYS IN THIS UNIT READ CONNOR'S LATEST POSTER?...

Joe's Dope Sheet

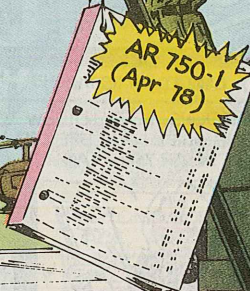
Never "borrow", whatever you do,
Without a good reason in view.
The "easy" way out
Is the worst beyond doubt.
HELP the system, and IT'll help you!

GOT A
SPARE
TAIL ROTOR?

SURE--
JUS' HELP
YERSELF!

WHAT
IS IT?

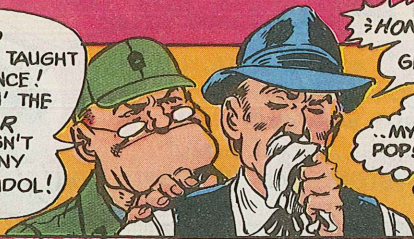
NOT SURE...
BUT I THINK IT
USED TO BE
A UH-1D!



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

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

SELDEN, OLD FRIEND... YOU TAUGHT ME MAINTENANCE! YOUR CREATIN' THE FIRST HANGAR QUEEN DOESN'T MAKE YOU ANY LESS MY FM IDOL!



THANKS, HALF-MAST... GLAD I GOT IT OFF MY CHEST--

I CAN'T BELIEVE IT... ..MY POP! ..MY GRAN'POP!

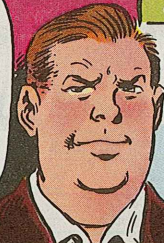
GEE, GRAN'POP. WHAT'S SO TERRIBLE ABOUT HAVING A HANGAR QUEEN? AFTER ALL, KEEPIN' HIS BIRDS FLYING IS AN AIR MECH'S JOB, RIGHT?



OH-NO! HE STILL DOESN'T UNDERSTAND...

LET ME TRY, POP...

DUNNE, SON... GRAN'PA'S CONFESSION MAKES IT EASIER FOR ME TO TELL ABOUT AN INCIDENT BACK IN '45...



"OUR OUTFIT WAS SUPPORTIN' TROOPS IN TH' PACIFIC!"

SARGE, SUPPLY CAN'T GET US AN ENGINE IN LESS THAN 2 DAYS.. AN' TH' MAJOR'S HOT TO GO ON TODAY'S MISSION...

WELL.. I SHOULDN'T PERMIT IT.. BUT THIS BIRD'S WAITIN' FOR STATESIDE PARTS... GO AHEAD!



"LIKE IN GRAN'PA'S UNIT, CANNIBALIZATION SOON BECAME A HABIT! IT'S SO FAST AN' EASY! BUT ONE DAY..."

I CAN'T B' LIEVE IT! OUR LAST P-40 IS GROUNDED!

SUPPLY SAYS THEY'VE SHIPPED A DOZEN STARTERS WITH OUR ORDER, SGT. WRIGHT-- BUT IT WON'T GET HERE 'TIL AFTERNOON!

UH-OH! HERE COMES TROUBLE-- TH' OL' MAN... WITH A MISSION IN HIS EYE!

SERGEANT, WHEEL OUT THESE TWO BIRDS-- PRONTO! THE ENEMY'S GOT "C" COMPANY PINNED DOWN... WE'VE GOT TO GET AIR SUPPORT OUT THERE!

!GULP! SORRY, SIR, BUT...

EVERY FIGHTER IS NORS!

TWO STARTERS COULD GET THESE AIRBORNE... BUT...

YOUR STARTERS COMING UP!

DONNA TODD!

'LO, MEN! WHEN I SAW YOUR UNUSUAL ORDER, I DECIDED TO TAG ALONG ON THE DELIVERY!

IT'LL TAKE ALL YOUR MECHS A WEEK TO INSTALL THESE PARTS AND... AHA!!

...JUST WHAT I FEARED-- YOU'VE CREATED A SQUADRON OF HANGAR QUEENS!

QUICK--USE THESE STARTERS--AND GET THOSE BIRDS OFF ON THEIR MISSION!

"IT DIDN'T TAKE LONG... THE P-40'S WERE OFF AND "C" COMPANY WAS SAVED!!"



NOW, GENTLEMEN...

YOUR WORK LOAD IN BRINGING THIS SQUADRON BACK TO AN ACCEPTABLE OR IS GOING TO BE MUCH GREATER AND TAKE MUCH LONGER THAN NECESSARY!

YOU DID TWICE THE WORK REMOVING THE PARTS FROM THE LOSING BIRDS AND THEN INSTALLING THEM ON THE GAINING BIRDS THAN YOU WOULD'VE DONE BY INSTALLING NEW PARTS TO BEGIN WITH...

EVENTUALLY, THE LOSING BIRD GETS NEW PARTS-- WHICH MEANS YOU INSTALL THEM A SECOND TIME!

SOMETIMES A MECH CANCELS THE EDP ON THE GAINING BIRD BUT FORGETS TO ORDER THE PART AGAINST THE LOSING AIRCRAFT. SO AIRCRAFT ARE GROUNDED FOR AN EXCESSIVE LENGTH OF TIME!

THE CANNIBALIZED COMPONENT HAS A TIME CHANGE THAT RESULTS IN GROUNDED THE GAINING BIRD MUCH SOONER THAN IF A NEW PART HAD BEEN INSTALLED IN THE FIRST PLACE!

THE PAPERWORK LOAD IS INCREASED WHEN TECH INSPECTORS HAVE TO MAKE SURE ALL THE LOG BOOK FORMS REFLECT THE PARTS ACTUALLY INSTALLED ON THE GAINING AIRCRAFT. THIS INCREASED WORKLOAD ADVERSELY AFFECTS THE WHOLE MAINTENANCE POSTURE AND LOWERS A UNIT'S OR RATE!

DONNA TODD'S EXPERT ADVICE MADE ME A BELIEVER! FROM THEN ON, NO OUTFIT I SERVED WITH EVER HAD A HANGAR QUEEN!

EMERGENCY...

E-MER-GEN-CY!!

ATTENTION, SPECIALIST WRIGHT!

SON! YOU DROPPED IT!

IT'S BUSTED!

PREPARE LT. JONES' UH-1D FOR IMMEDIATE LIFT-OFF! CANOEIST STRANDED ON ROCK ABOVE BIG FALLS!

I-I CAN'T!! WITHOUT A WORKABLE TAIL ROTOR GEAR BOX, OUR LAST HUEY BIRD IS GROUNDED!

HOLD ONE! HELP IS HERE!

OOOPS! TH' GEAR BOX!

CRASH

CONNIE RODD!

YOU MADE IT JUST IN TIME, CONNIE!

LUCKILY SUPPLY HAD A GEAR BOX IN STOCK, SARGE!

WHEN I HEARD ABOUT THE SCENE IN THE HANGAR, I ASKED CONNIE TO GO FOR THIS! KNEW YOU'D NEED IT!

RIGHT ON!

QUICKLY...

HE'S ON TH' WAY!

HE'LL MAKE THE RESCUE NOW!

OK, DUNNE.. WE GOT A PARTY-- REMEMBER?

WAIT! NOT 'TIL HE SEES THIS CHART!

RIGHT, POP!

AIRCRAFT PARTS SHOULD BE EXCHANGED ONLY WHEN:

- 1 The exchange is the only way of eliminating an adverse effect on a unit's operational mission.
- 2 The aircraft, or major component from which the item is to be removed, is: Not Operational Ready Supply (NORS), damaged or wrecked or about to undergo extensive time-consuming maintenance or modification.
- 3 The removal and replacement is accomplished by the maintenance level authorized in the aircraft maintenance allocation chart.

WHEN YOU CANNIBALIZE, NEVER GO OVERBOARD BY BORROWING FROM AIRCRAFT AS A PRIMARY SOURCE OF PARTS!

RELY ON TECH SUPPLY!

OK, OK! I'M CONVINCED! I'LL NEVER HELP MAKE ANOTHER HANGAR QUEEN!

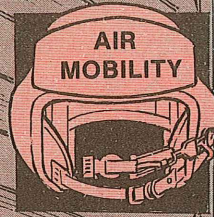
SOON, AT THE DUNNE WRIGHT HOME...

HAPPY SIXTH BIRTHDAY, DEWITT!

DEWITT-- WOT ARE YOU DOING?

WHY-- I'M FIXIN' MY OLD STARSHIP BY BORROWING A MOTOR FROM THIS NEW ONE I JUST GOT!

Plop Plop



SPH-4 Helmet... Take It on the Chin!

"GULP" THEY'RE THROWIN' OUT MY CHIN STRAP!...

... I'M DOOMED!

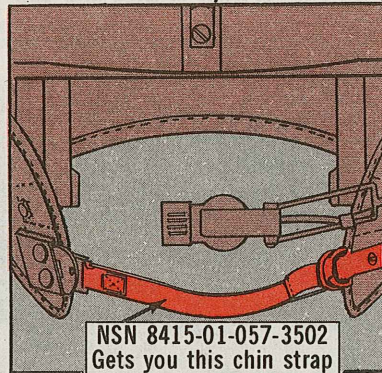
DON'T WORRY, OL' CHAP! YOU WON'T BE TRASH-CANNED AS LONG AS YOU'RE SERVICEABLE!

That's right, all you flying tigers. You should have Chin Strap Assembly NSN 8415-01-057-3502, with Retention System Assembly

fasteners at one end, and a post slotted head and screw at the other. Use it on helmets NSN 8415-00-144-4981 and 4985.

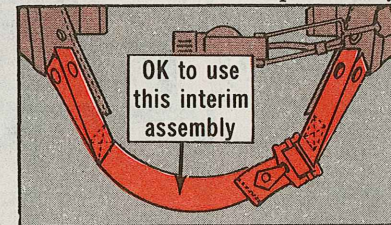
And for safety's sake, toss out chin strap NSN 8415-00-999-5373.

It's OK, tho, to use interim Chin Strap Assembly NSN 8415-01-045-2622 with Retention Strap Assembly



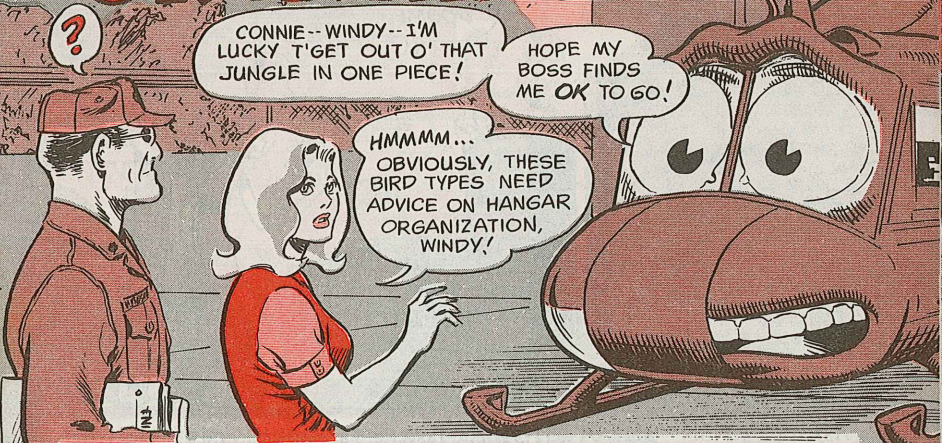
NSN 8415-01-056-0699 or NSN 8415-01-056-0700, on your SPH-4 flying helmet.

You get a double-D ring buckle, button, pull tab and dual snap



NSN 8415-00-411-0113 or NSN 8415-00-411-0114 until they're unserviceable.

CRAMPED QUARTERS? ORGANIZE!!



?

CONNIE--WINDY--I'M LUCKY T'GET OUT O' THAT JUNGLE IN ONE PIECE!

HOPE MY BOSS FINDS ME OK TO GO!

HMMMM... OBVIOUSLY, THESE BIRD TYPES NEED ADVICE ON HANGAR ORGANIZATION, WINDY!

Your favorite throttle jockey does a walk-around to make sure his bird's fit to fly.

Is your hangar (and everything in it) organized so you can do your job efficiently and safely? A walk-thru might surprise you!

Are the aisles clear, with cowling and other bird parts kept in designated areas?

THE WALKWAYS SHOULD BE CLEARLY MARKED!



Use drip pans to catch leaking oil.

'Course, oil spills have to be cleaned up pronto, using a sweeping compound.



DRIP PANS ARE A MUST!



CLEAN FLOORS ARE ESSENTIAL!

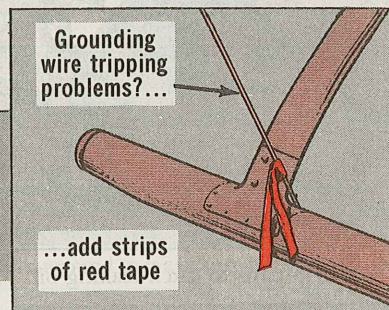


Keep oily rags in a self-closing metal can and empty it daily. Do all metal trash cans have covers?

Static electricity is always a problem in an enclosed area. If there's a leak in a bird fuel system, a spark can ignite the fumes and ruin your whole day. All the birds have to be grounded. If the grounding wire presents a tripping problem, add a few strips of red tape so it can be easily seen.



Eyeball the tag on all fire extinguishers. They have to be inspected and ready for action.



In the hangar mechs work with oil, grease, paint and other flammable liquids. You need good ventilation. Naturally, there is no smoking in the hangar where the birds are maintained. Use the designated smoking areas.

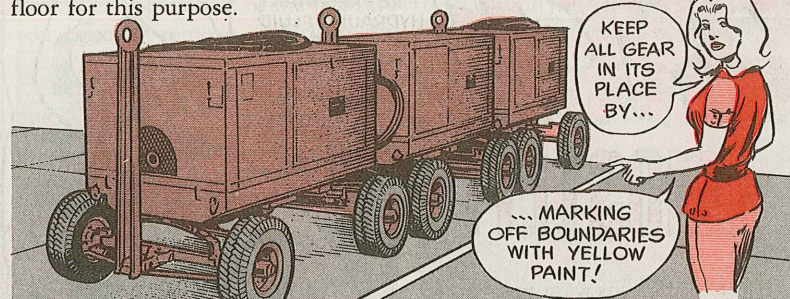


**REMEMBER
SAFETY FIRST - LAST - ALWAYS**

**IF A JOB IS WORTH DOING
IT IS WORTH DOING SAFELY
SOMEONES LIFE BESIDES
YOUR OWN DEPENDS ON
THE JOB YOU ACCOMPLISH**

NO SMOKING

Park your ground support equipment in one place. You can paint lines on the floor for this purpose.



Are your birds parked in an orderly manner, or have they been pushed around helter-skelter? A place for everything and everything in its place—so you can move your birds without bending up some parts.



A clean, well-arranged shop is more than a safe place to work. It indicates you have an efficient, first-rate maintenance operation...congratulations!



Safety-of-Flight Messages

- UH-1-79-01 Maint Advis Msg UH-1C/M, Lock Out Valve, P/N 204-076-012-3, NSN 1650-00-930-5272 on Dual Hyd Sys DRSTS-MEU(2) 221905Z Feb 79
- OH-58-79-02 Maint/Op Info Msg, All OH-58A, Urgent Change to TM 55-1520-228-10 DRSTS-MEL(2) 021350Z Feb 79
- OH-58-79-03 Maint Advis Msg, All OH-58A/B/C, Secure Electr Conn When Avionic Eqpt Removed to Prev Jamming Flt Controls DRSTS-MEL(2) 061930Z Feb 79
- CH-47-79-02 All CH-47A/B/C, Prohibit Use of Night Vision Goggles DRSTS-MET(2) 121930Z Feb 79
- U-21-79-01 Tech Info Msg, All U-8/RU-8, U-21/RU-21
- U-8-79-01 Lightning Strikes DRSTS-MEW(2) 161645Z Feb 79
- U-21-79-02 Maint Advis Msg, All U-21/RU-21, Failure of Landing Gear Actuator DRSTS-MEW(2) 201900Z Feb 79
- GEN 79-02 Maint Advis Msg, Ch 15 to TM 55-2840-229-24 (15 Dec 78), T-53 Series Engines DRSTS-MAPP(1) 161500Z Feb 79
- GEN 79-03 Maint Advis Msg, OH-58A, UH-1B/C/D/H/M, AH-1G/T/S/TH-1, CH-47A/B/C, CH-54A/B, OV-1, AF5, D5A/B/D6, MSU-1 Aircraft and Servicing Eqpt, Conversion to Fire Resistant Hyd Fluid DRSTS-MEG(2) 272045Z Feb 79

ONCE ...MOSTLY!

NOW THAT
CONVERSION TO
FIRE-RESISTANT,
HYDRAULIC FLUID
IS MOVING INTO
HIGH GEAR...

...IT'S UP TO
YOU TO MAKE SURE
YOU REALLY
HAVE A SAFER
SYSTEM!

If you bird mechs want to save a lot of sweat and elbow grease when converting from MIL-H-5606 to MIL-H-83282 hydraulic fluid, you have to follow TB 55-1500-334-25 (May 75)—for real!

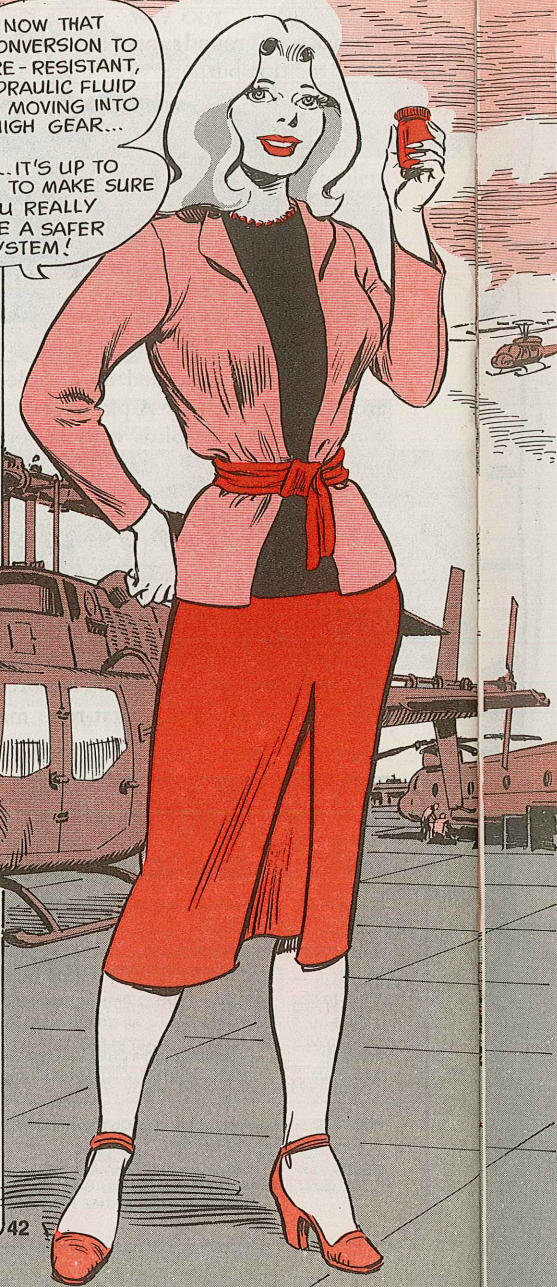
It's not uncommon for the job to be done a couple of times on the same bird because the new, fire-resistant

ATTA GAL,
CONNIE!!

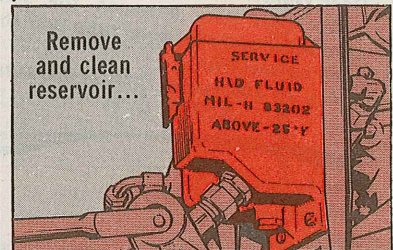
YOU'RE A
BIRDS BEST
PAL!

fluid doesn't pass the flash point test at the oil analysis lab. Too much of the old oil remains in the system.

'Course Para 3-5 of the pub says you have to sample the hydraulic system following an hour of flight time. A sample is also needed when you ground run your converted hydraulic mule.

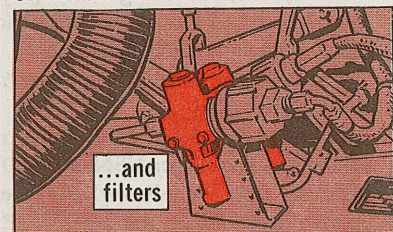


Take the OH-58A conversion, for example. Appendix A of the pub says you have to remove and clean the



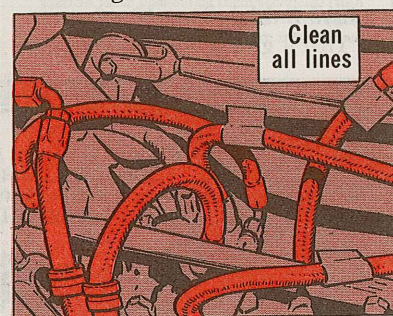
Remove
and clean
reservoir...

reservoir, hoses, and filters to get rid of the old fluid.



...and
filters

Just draining the sump and disconnecting a few lines won't hack it. If

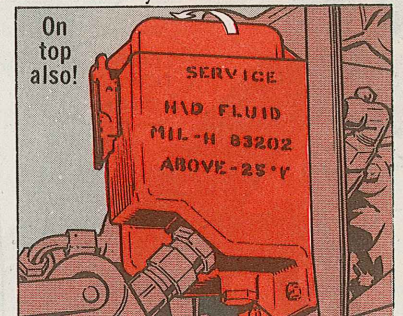


Clean
all lines

as little as 3 percent of the old fluid remains, you won't have a fire-resistant system...the lab will ask for another sample.

'Course you also have to stencil the new fluid spec number on the sump.

Be sure you stencil the top of the reservoir on your Kiowa. You can't see



On
top
also!

the side of the reservoir when adding hydraulic fluid—with the cowling installed.

Another "must" is that you send at least a 4-oz sample to the lab. The standard oil sampling bottle doesn't



You need the
king size
bottle!

hold enough hydraulic fluid to make the flash point test. NSN 8125-00-174-0855 will get you the right size screw-cap bottle for 26 cents each.

AFTER YOUR
BIRD PASSES
THE TEST, GO
BACK TO USING
THE STANDARD
SAMPLING
BOTTLE!



For a Snug Fit

LEMME
DOWN...
PLEASE...

HALP!

Dear Windy.
We have play between the syn-
chronized elevator spar tube and the
horn on our Huey.
Are we allowed any play in this area?
SGT R. D. E.

Dear Sergeant R.D.E.,
Negative!

With wear and tear, plus routine
cleaning of the tube with methyl-
ethyl-keytone, you can get side play,
tho. This comes about when the solid
film lubricant wears off the tube.

The elevator should not be con-
demned, however.

Latch on to a 12-oz aerosol can of
Solid Film Lubricant, NSN 9150-00-
142-9309. Coat the tube with the lube.
Follow directions on the can.

You can apply a second coat, if
needed, after the first coat has dried to
a hard finish—about 10 minutes.

That'll give you a snug elevator.

THEY WERE
GONNA REPLACE MY
ELEVATORS... WHEN
ALL I NEED IS A
LITTLE SOLID FILM
LUBE!

1,2,3... ACTION!

Easy as 1, 2, 3? Not
when you're talking about
action codes on an aircraft
DA Form 2407 in para 3-9c
(4) of TM 38-750.

TABLE A-5 OF APPENDIX A DEFINES ACTION CODES...

- Action code 1 is for...

SERVICING-SCHEDULED (AIRCRAFT ONLY).
This code will be used when servicing actions,
which include replenishment or removal of
consumable items used during flight operations
such as fuel, oil, water, alcohol, hydraulic fluid,
oxygen, air, nitrogen, ammunition, bombs, etc.)
is accomplished at intervals specified in pertinent
maintenance manuals and inspection checklists.

- Action code 2 is for...

SERVICING-UNSCHEDULED (AIRCRAFT ONLY).
This code will be used when servicing actions,
which include replenishment or removal of
consumable items used during flight operations (such
as fuel, oil, water, alcohol, hydraulic fluid, oxygen,
air, nitrogen, ammunition, etc.) are accomplished
at unspecified intervals.

- Action code 3 is for aircraft PMD.

**PREVENTIVE MAINTENANCE-DAILY AIR-
CRAFT ONLY).** This code will be used to report
accomplishment of the visual inspection effort
of the PMD. Other action codes will be used for
corrective actions related thereto, as appropriate.

Use action code 1 when you're
servicing the aircraft as a result of any
scheduled maintenance or inspection.
Refueling the aircraft after you've
pulled the PMD is a code 1 action.

Use action code 2 for any un-
scheduled servicing. For example, you
use code 2 for a defueling/refueling
operation required during fuel tank

repair or any refueling that was not
the result of the PMD or other
scheduled inspection or maintenance.

Action code 3 covers the visual
inspection of the PMD only. If your
PMD shows a need for some type of
servicing or maintenance, the actual
work will be covered by another action
code.

Ratt-y PM
Costs Him
30 Years...

Jungle Racers

Dateline: The Philippines—Army officials today announced the discovery of an American soldier in the deepest, darkest rain forest of the islands. He was sitting—quietly—inside the rusted walls of his sheltered radio teletypewriter set. A team of stars competing in the 100-mile Celebrity Cross Country Jungle Do-or-Die Marathon found him late yesterday afternoon. He has apparently been with his equipment since mid-WWII, waiting for a message, any message.

Our reporter-at-large,
Barbara Barbara, is on the
scene. Take it away, Barbara.

WIDE W

Discover WWII Yet



This is Barbara Barbara... When told the war had been over for more than 30 years, PVT Rory Smidlap started to jump up and down, rant, rave and generally carry on. Here, listen for yourself:



If only I'd paid attention to good PM and operating tips on this darn old AN/GRC-142, -122. I'd be home now, running Unc's Hudson dealership. But, no, wouldn't listen to ol' Half-Mast, would I? Oh, no, couldn't do that....

He's been going on like that for hours, Harry. We think Half-Mast is some long-gone maintenance sergeant Smidlap worked for.

Anyway, we're going to try to get a few words with the man now. Oh, Smidlap, would you step over here, please. Thank you.

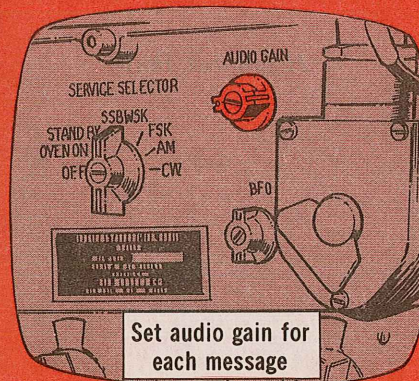


Now, Private Smidlap, why didn't you get the word on V-J day, the word to go home? I gather the sole purpose of your rig here is to send and receive messages.

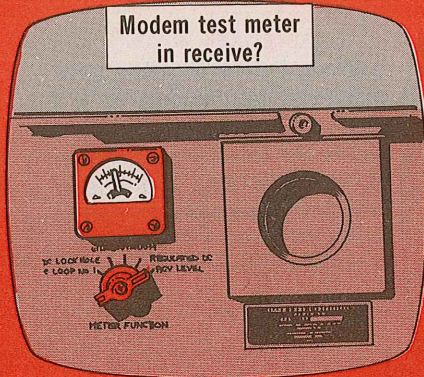
Well, that's right, Barbara. I can't pin down the exact reason.

Maybe I was picking a mango, or had just stepped out for a coconut surprise. But, most likely...well, it's a long story, but it needs telling.

I was always kind of a slipshod maintenance man. If it wasn't broke, I didn't mess with it. Half-Mast used to get on me about that. But I wouldn't change.



Heck, maybe I burned up my MD-522/GRC modem. Sarge was always telling me to set the AN/GRC-106 radio set's audio gain for each message.



All I had to do was move the radio control until the modem's test meter reading was in receive.

If I didn't set it for each message, 2 things could happen, both bad. One was the sender would be close in, and the strong signal would burn up the modem.

Second, he'd be far off, and the message would garble on the TT-76/GGC or TT-98 teletypewriter. But I was getting garbled messages, anyway. Any one of them could have been the going-home word. Rats. I coulda fixed it, too.

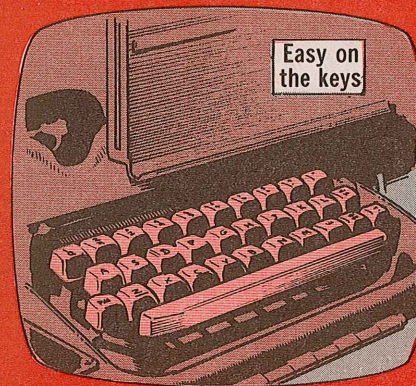
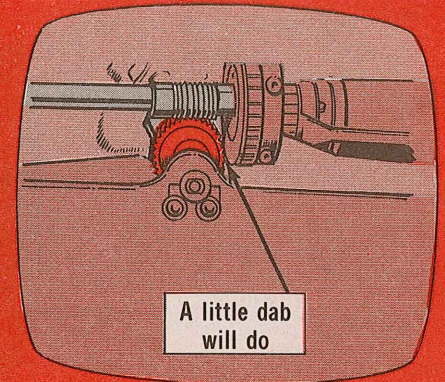


How's that, Rory?

Well, maybe the TT-76/GGC teletypewriter's armature contacts had pitted up with carbon. That garbles messages, too. Instead of running on 20 milliamps all the time, Half-Mast said to switch over to 60 every 8 to 12 hours. That'd clear up the pitting, he said.

Maybe I didn't keep the 2 teletypewriters' carriage feed drive wheels properly greased.

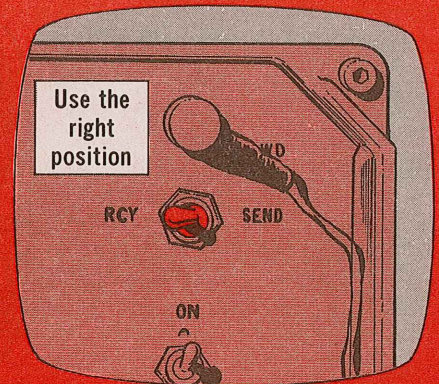
Without the lube, the gears wear down, start to slip and garble up the message. Maybe I gave it too much grease. That makes it a collection point for dust and grit.



Anything else?

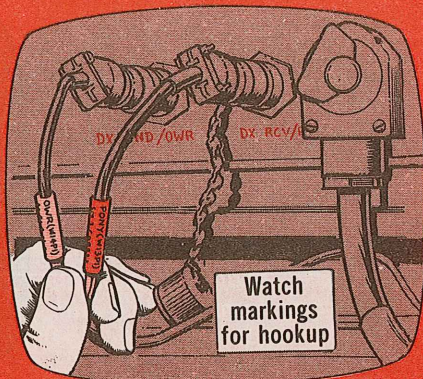
I may have gotten a little heavyhanded when I was sending messages. Mashed keys don't work so good.

Or maybe I forgot to change my modem's selector switch from send after I fired off a message. That ties up the net, sarge says. Say, he ain't waiting for me in the States, is he? With a report of survey papers drawn up?

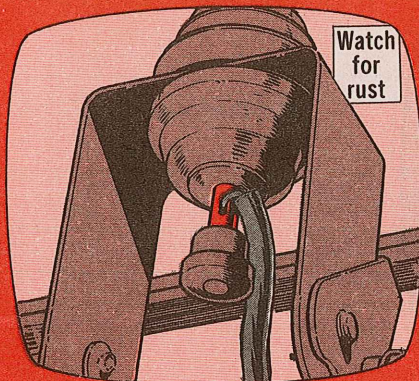


I wonder if I switched my modem's DC Loop No. 1 and No. 2 circuits? It's not hard, and sarge will tell you so.

They look the same, but they're marked with heavy plastic ID labels. If you try to force the wrong cable on a receptacle, you'll mangle the pins.



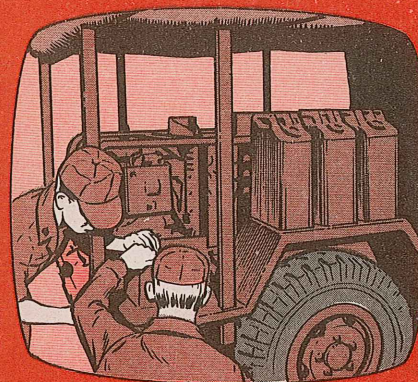
My AB-652 antenna may have rusted, too. It's mighty wet over here, you know. Sarge said rust is easy to beat, tho. Check for it at PM time, he said. See some? Take a wire brush to the outside. If it's on the antenna cable contact, use a small brush dampened with trichloroethane, NSN 6810-00-292-9625.



Before you do anything, tho, turn gear off and remove the antenna from the shelter.

He even fixed it so I wouldn't have to do it again soon. He put a light coat of silicone, NSN 6850-00-880-7616, inside and outside.

Then we seated the gasket firmly to keep moisture out. So I guess that couldn't be it.



Sudden surges do the burnout trick, too. The best thing is to let the generator warm up for about 5 minutes before sending power into the shelter.

Half-Mast said check the power plant TM's, but I never had any in the shelter. Too much trouble to track 'em all down.

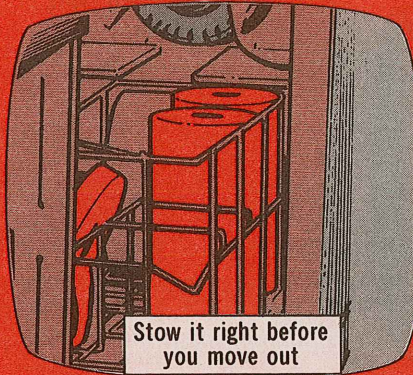


Did you do anything right, Smidlap?

Not much, I guess. And, there's more.

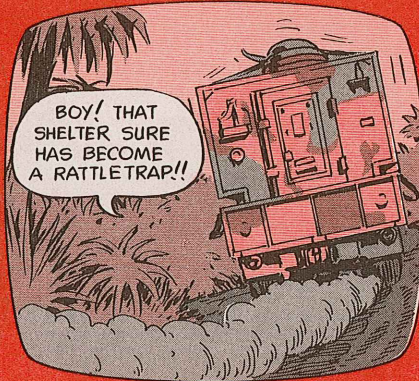
Maybe I blew out some gear with a bad hookup to my generator. If the voltage is not right, you can zap most any electronic gear. Or maybe I didn't shut off the shelter's main circuit breaker or individual equipment before I started my generator.

Course, I didn't have repair parts for my shelter either. I never believed Sarge when he said they weren't in the RATT Rig's TM. Each shelter had a pub of its own. I checked, and he was right. The S-250 shelter is in TM 11-5410-214-15P and the S-318 is TM 11-5410-212-15P. Oh, I probably didn't have a chance 'way before these problems.

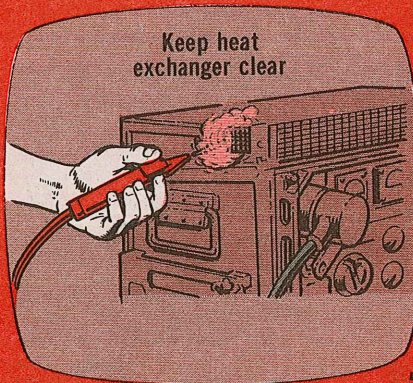


I never tied anything down or put it in its place before I moved. Before I lost touch, they used to run me all over the jungle. I'd just lock the door and move out. A roll of teletype paper, my ax, the chair, spare security equipment—all these could've bounced off the radio set, modem, what have you. Off the air again.

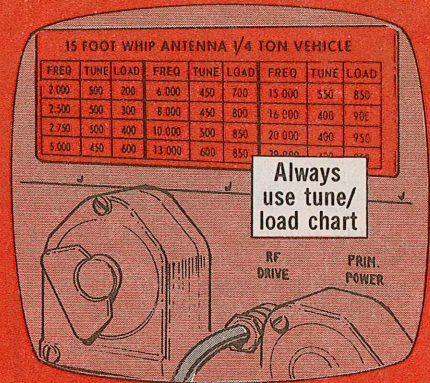
Of course, I never used dunnage to secure the shelter on my vehicle, either. SB 11-640 tells how to secure shelters to M880 trucks. The dunnage keeps the shelter from slippin' and slidin' around in the truck bed, you know.



There's so much more. My AN/GRC-106 probably overheated, too, cause I didn't clean the heat exchanger. Couldn't get at the dirt with anything else, so I should have blown it away with an air hose. Course, an air hose isn't easy to get hold of out here.



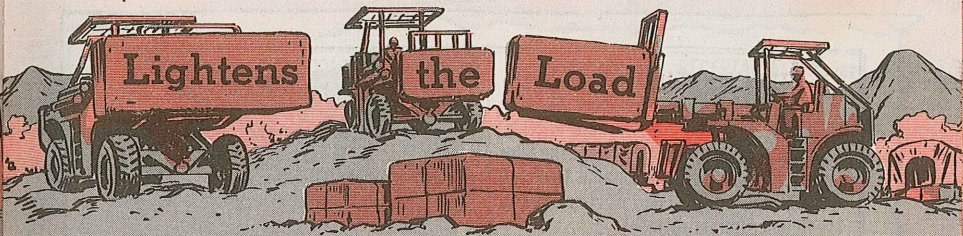
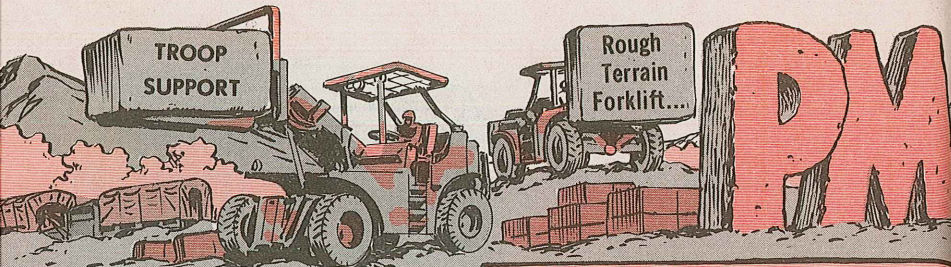
I may have forgotten to tune and load the antenna like TM 11-5820-520-12 said. Oh, the pain. Half-Mast, forgive me; President Roosevelt, forgive me; Uncle Earl, forgive me. Say, do Hudsons still sell the way they used to?



And so, Harry, that's our report from the Pacific. Smidlap is heading home now. Once in the States, he'll be debriefed, of course, and we understand once he's over the shock of the Hudson's demise, he'll be given a job teaching current RATT riggers how to stay on the air. He should be good at that.

So, from the jungles of the Philippines, this is Barbara Barbara.





Your 6,000-lb RTFL is a pip of a VIP—a Very Important Piece of equipment.

Thru mud, snow and sand...

Cross-country or on hardstand...

It moves materiel...

And when it's not in shape to do its job you can easily guess who's going to tote that load!

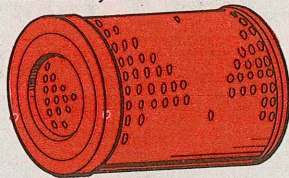
THESE
PM TIPS WILL
HELP YOU KEEP
WORKING--AND
SAVE YOUR
ACHIN' BACK!



Filters ...

There're 9 filters or strainers on this RT forklift. Keeping 'em clean and changed can save you a lot of downtime and parts costs. Here's the look 'n' change poop for each one.

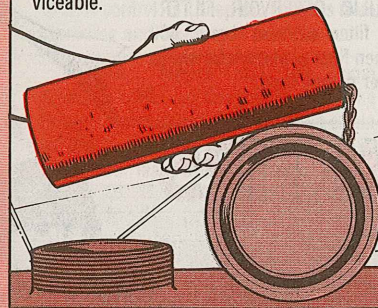
1 AIR CLEANER STRAINER. Clean it when it's dirty. The condition indicator will



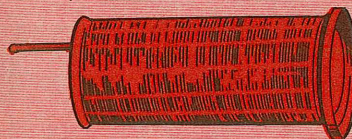
clue you in. Replace the strainer when it won't do its job any longer...like it's clogged with caked-on dirt or has a hole(s) in it.

Strainers...

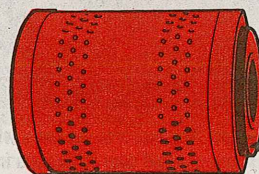
2 FUEL TANK FILLER TUBE STRAINER. Check it daily; clean as necessary. Replace it when it's unserviceable.



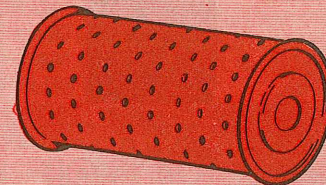
3 FUEL FILTER. Drain the filter daily. Clean the primary strainer every 50 hours. Replace it when unserviceable.



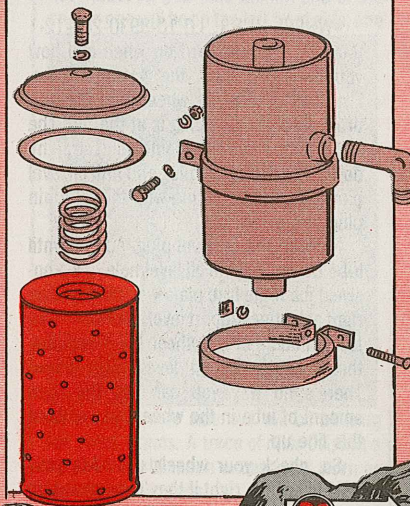
4 FUEL FILTER (SECONDARY). Change the filter element every quarter.



5 OIL FILTER. Replace element every 100 hours of operation. Refill crankcase.

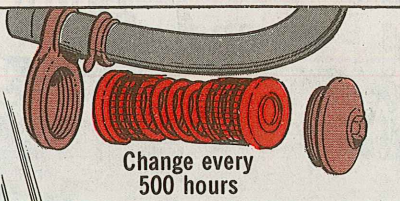


6 TRANSMISSION OIL FILTER. Change the external filter element every time you change the transmission oil—every 500 hours.



7 TRANSFER GEAR HOUSING FILTER.

This is the one you are most likely to overlook...or not service. It's hard to get to, but it's important that you change the filter every 500 hours—at the same time you change the transmission oil. It's called a sediment strainer element.



Change every 500 hours

8 HYDRAULIC RESERVOIR STRAINER.

Clean the strainer as necessary.



9 HYDRAULIC RESERVOIR FILTER. Change the filter element every 300 hours—or when filter contaminator shows red (whichever comes first).



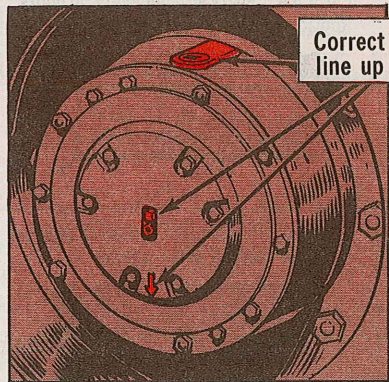
Other PM TIPS

HERE ARE AREAS THAT NEED YOUR ATTENTION ALSO -- IF YOU WANT A SWEET RUNNING RTFL...

• **WHEEL HUBS.** LO 10-3930-242-12-1 (Mar 74) has the word on when and how you drain and refill the 4 wheel hubs. For instance, turn the wheel until the hub drum fill and drain plug is at the top. The arrow on the hub rim should point straight down. The thrust cap plug and hub oil level pipe plug will be in line with the fill-drain plug and arrow.

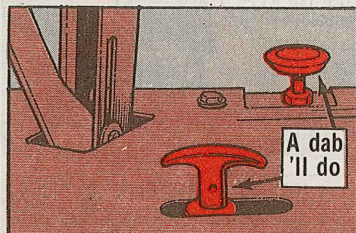
Remove the oil level plug. Add oil until lube comes out the oil level hole. It's a no-sweat job if the hub plate was put together right at higher support level. Like so—from top to bottom of the wheel: Fill-drain plug, thrust cap plug, oil level plug, arrow. There's no way you can get the right amount of lube in the wheel hubs without this line up.

So, check your wheels now. Ask your DSU to set 'em right if they're not lined up



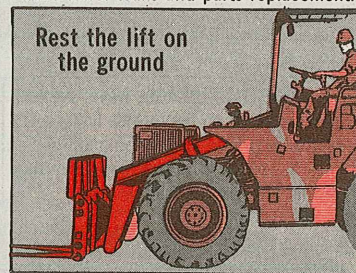
just right. Too much oil means a whipped 'n' foamy mess if your RTFL puts in some hard work. It'll bust a seal for certain.

• **ENGINE SHUTOFF CONTROLS.** Add a dab of anti-freeze—or a mixture of



graphite and oil—to the normal engine shutoff control and the emergency engine shutoff control. It'll keep the controls from corroding and freezing in cold temps.

• **LIFTS.** Always rest the boom assembly—lift—on the ground when the forklift is "at ease." This takes the strain off the hydraulic lines and fittings. You'll have fewer leaks and parts replacement.



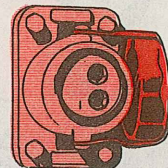
When parking your RTFL in cold weather—or long term storage—rest the forks on wood blocks or similar material to keep forks from freezing to the ground, or rusting while not in use.

Never drive with the boom assembly resting on its frame end cross member. No



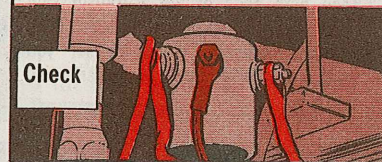
matter how smooth the road, the lift will bounce around and break or crack the cross member.

• **ELECTRICAL RECEPTACLE.** Never leave the slave electrical receptacle uncapped. If you do, the receptacle'll get

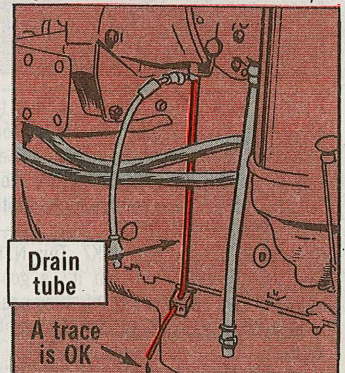


gunk-filled and the contact pins will rust and corrode. You'll get a poor electrical contact when you need a booster start.

• **MAGNETIC SWITCH.** Loose connections and corrosion will give you a hard start. Check the switch for broken and rotten wires.



• **DRAIN HOSE.** After you start the engine, take a look at the air box drain hose/tube. As you face the fan end of the engine one will be on the left front side, one

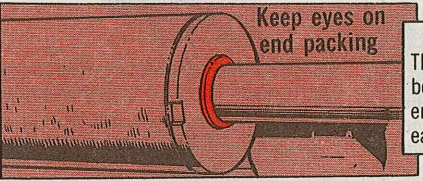


on the right rear side. Air will be blowing out these drains. A trace of oil is OK, but a lot of oil could mean excessively worn or broken piston rings.



...AND HERE ARE SOME MORE **TIPS** TO KEEP YOUR **RTFL** READY TO TACKLE ANY TASK ...

WAY TO GO, CONNIE!



Keep eyes on end packing

• **HYDRAULIC STEERING CYLINDER.** This item gets more attention than your best girl friend. A leak could mean a blown end packing...no steering. So keep an eagle eye on it for leaks.



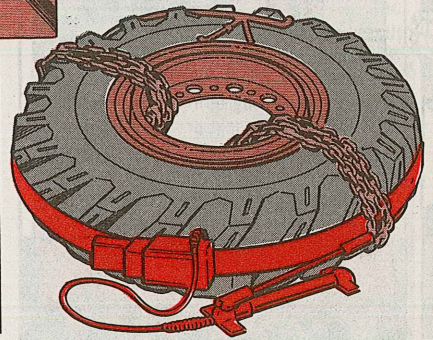
• **TRANSMISSION CONTROL LINKS.** Keep both ends of the 2 transmission control links lubed lightly. This will keep 'em from "freezing." If they do "set" you could break the linkage or the transmission shift.



Lube fitting

• **THROTTLE LINKAGE.** Never overlook the lube fitting on the throttle linkage. It's easy to pass it by on your 50-hour lube-a-thon. A couple of passes here and your throttle linkage will snag 'n' drag.

• **TIRES.** Use a tire constrictor tool to expand the bead against the rim. Info on how to use the tool is in the Change 3 Goer vehicle manual TM 9-2320-233-34 (Nov 73). You can get a tire constrictor tool with NSN 2590-01-038-3865. Use RIC—Routing Identifier Code—AKZ. This NSN isn't on the AMDF yet, but it's a good number. Give Support any info they need to push the paperwork through the supply system.



Your RTFL moves tons of stuff and smart operators keep it moving with plenty PM...like daily, monthly, quarterly...or whenever conditions call for it. You make the first move—PM wise—and the vehicle moves the materiel.

Spare Filters for M17A1 Masks

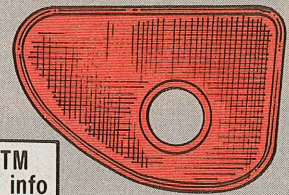


Dear Half-Mast,
How many spare filters are we supposed to have for our M17/M17A1 CB masks?
H. F.

Dear H. F.,
That depends. Local SOP or commanders might vary the amount (a commander may authorize more on his own).
Page B-3 of TM 3-4240-279-20&P spells out the general picture. Para 1-7 of the TM gives you the word on what filters to use.

Half-Mast

Check TM for filter info

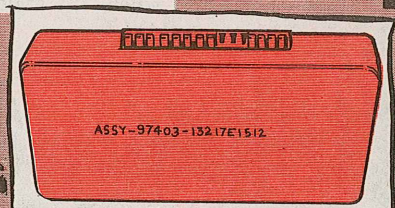
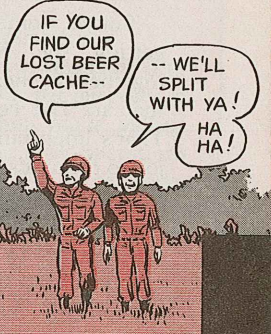


Add To Your Hoard... Turn In Processing Board



Have a spare module for your Fourdee 4D6000 or Litton NMN mine detector?

That module, NSN 6665-00-456-9794, is not required for your BIIL any more. Change 6 to TM 5-6665-293-13 deleted it. You can get back \$33.65 for your command by filling out a DA Form 2765 to turn the module in as serviceable excess.



Turn it in

At Home Anywhere

No pub tells you where to keep your DD Forms 314. But here's a rule of thumb: Keep the forms where the maintenance is performed.

If all your maintenance people operate out of one shop, all your forms should be in that maintenance area or shop office.

If your maintenance people are split up, then keep the DD Form 314 on each item in the place where the maintenance on that item is scheduled and performed.

For example, you may have a truck with a mounted radio. Your maintenance people are split into a motor shop and a commo shop. Keep the DD Form 314 on the truck in the motor pool, the DD Form 314 on the radio in the commo shop.

Course, somebody has the job of getting the NORS/NORM time together on those items and systems that are DA Form 2406 reportable. That's important! You can give that job to the unit's TAMMS clerk, motor sergeant or whomever you choose.

Hold it! Could be your maintenance is performed by another unit. In that case, you keep the DD Forms 314 for scheduling and NORS/NORM time—no matter where the maintenance is performed.



A Blank Check

Dear Half-Mast,
TM 38-750 usually leaves a couple of blocks blank on most forms. Can we use those blanks for our own entries?
SFC T. F.



Dear SFC T. F.,
Yes, under a couple conditions:
1. The form must be a local-use or permanent logbook-type form only.
You cannot put local-use-only information on a national input form you send up the ladder.

2. The specific use and type of local entry must be covered in SOP—preferably above unit level.

Half-Mast



To Sign or Not to Sign



signing Block 8a of the DA Form 2404?

Well, hold the dramatics!

Operators are not normally considered inspectors for the purposes of Block 8a—even when you're pulling before-, during- and after-operations checks and services. The Notes under para 3-4b (3) (a) cover that.

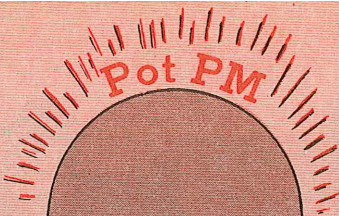
As long as your equipment's OK and you can keep it going with no parts or outside help, Block 8a stays blank.

But maybe you find a part that needs replacing or a fault that requires a mechanic's know-how. The situation changes and you do sign in Block 8a. Para 3-4c(2) (m)1 has the word.

Feel like Hamlet doing a "To Be or Not to Be" gig when it comes to

M1 Helmet...

YER LUCKY!



YEH-- WISH OUR BOSSES TOOK CARE O' US LIKE THAT!

You depend upon your steel pot—NSN 8470-00-255-8579—to protect your noggin...so give it an extra headfull of PM.

It's made of tough stuff, sure, but falling a distance of 3 to 4 feet—like maybe when you get out of a vehicle—can dent it! Or when you throw some heavy junk on top of it.

Keep it clean and keep it painted. Wash your pot with a soap 'n' water solution.

For the word on when you use a bit of touchup paint on the helmet, see para 16-5a, TM 10-8400-201-23 (Jun 70).

Doublecheck your helmet's adjustable chin straps—NSN 8470-00-030-8003—for bent, rusty, damaged or missing clips and hardware. Keep the straps clean by washing 'em with a cloth and soapy water. Rinse well and let the straps dry.



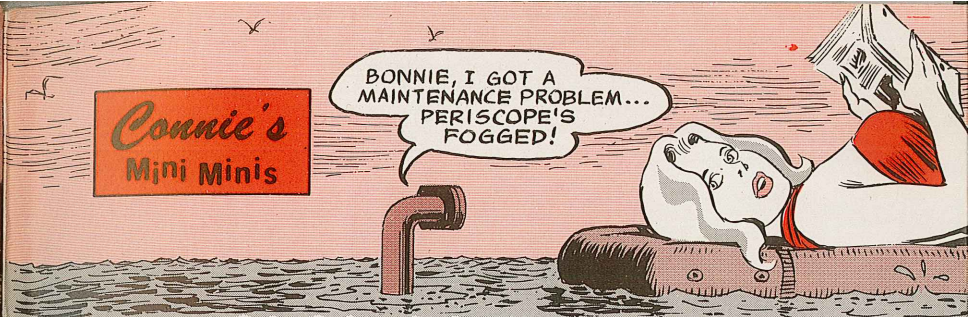
Keep ahead with good helmet PM

2½-Ton Tarp Rope

To get the right size hold-down rope for the canvas on your 2½-ton truck, make the following changes to TM 9-2320-209-20P (Oct 76): On page 592, Fig 318, item 2, the NSN should be 4020-00-231-9021 for ¼-in diameter rope. Page 593, Fig 319, item 3, NSN should be 4020-00-231-2581 for ⅜-in diameter rope.

Connie's Mini Minis

BONNIE, I GOT A MAINTENANCE PROBLEM... PERISCOPE'S FOGGED!



M110A1 Travel Lock

Page 13 of PS 317 says that before you move the vehicle you should make sure the weapon is in the battery position and the gun tube is secured by the travel lock. That's OK for M110 howitzers—but not M110A1's.

For the M110A1 with its longer tube, the weapon should be retracted and secured by the travel lock before the vehicle is moved.

M109/M109A1 Howitzer

Use NSN 5330-00-190-9978 to get the asbestos rope for the deflector. It's item 18 in Fig 106 on page 4-111 of your TM 9-2350-217-24P/1 (Oct 72).

M88/M88A1 Roadwheel Info

There are 2 different kinds of roadwheels in supply—one made of steel and one made of aluminum. The aluminum wheel won't work right, so order only NSN 2530-00-701-3976, the steel roadwheels.

M113-Series Track Tension

When you measure track tension at the second road wheel as shown in PS 315, pages 6-7, the track should be resting on top of number 3 roadwheel. Otherwise, your check may be off and you'll end up with too tight tension.

* U.S. GOVERNMENT PRINTING OFFICE: 1979-657-003/8

M548 ESC Update

Your M548 cargo carrier no longer has to pass the swimming ability test in the ESC to be rated green. TARCOM Msg DRSTA-M 201830Z Dec 78 has the word.

Pioneer Tool Kit

Your Engineer Platoon Pioneer Tool Kit's NSN is 5180-00-596-1537. Pencil in this correct NSN on your SC 5180-90-CL-N11 and N11-HR pubs dated Oct 78.

Weight Makes Difference!

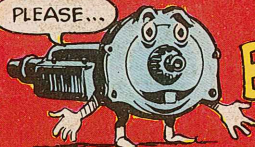
If you Ute (U-21) pilots have any cabin seats facing aft, clue your passengers on the pre-flight briefing that the weight limit in that position is 170 pounds during take-off and landing—per USATSARCOM Msg DRSTS-MEW(2) 041520Z FEB 78. There is no weight restriction on forward-facing seats.

'The Late Co B'

It's an oldie, but it's pure gold in telling it like it is—in combat. MF 21-1152, "The Late Company B", a famous Army film, has been reissued. Reason: The lessons on maintenance, supply and property accountability from that 1945 movie can be learned today. Get on the list to borrow it at your local TASO.

Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

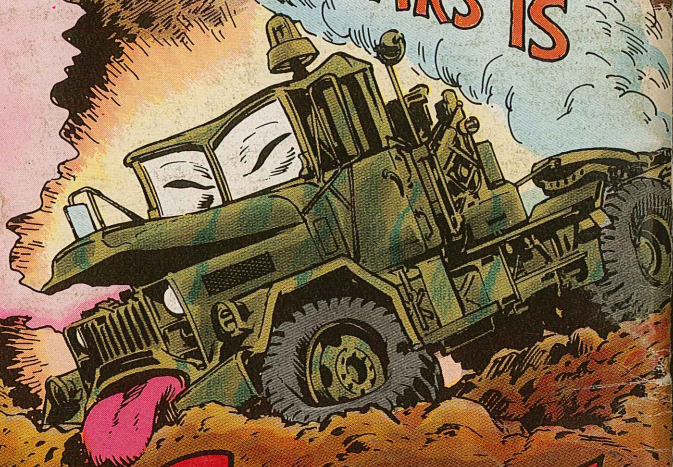
PLEASE...



Be **KIND** to your

TRANSMISSION

DOWNHILL WITHOUT GEARS IS



DISASTER!