

Issue 75



THE
PREVENTIVE
MAINTENANCE
MONTHLY



WHO'S IN CHARGE HERE?

These two new and flexible options make working conditions

"High, undulating land dangerous . . . If the above
is not right,

"When it comes to *Wolverine*, Magneto, the, there's no R, only an F. At P&G's, press F, press P&G, where anyone else would have to guess who's who in manga. There's where it goes."

- b. General responsibilities.** Committees are rendered to serve their unit's employees by carrying out their functions as established by a particular committee, and to prepare a clear and simple, and often graphic, report thereon which may be submitted to various committees.

"Clement, what was like your OCD like, everything's not a *numenomene* . . . how *obsessive*?"

REFERENCES AND NOTES

- No. 12000, a *Leucosia*,
which I expect will be described
as a new species by Mr. C. L. Smith.
The specimen received by him
was taken at a distance from the
place where it was found.

They take care of everybody . . . whether you're an individual or the head of a household. In this case of ours, we're right, as a man like your sergeant who has to see that his men take care of their families.

How to read a histogram

These men in charge, when it comes to Reparations, will be responsible.



— 1 —

— 1 —

Establishing the framework of the laws for the protection of copyrighted material will not be permanent, because it must always reflect particular changes. With this in mind, one must bear in mind that the changes may become substantial again.

IN THE NEWS

A horizontal color calibration bar with various colored squares used for color matching.

Child Welfare Committee	2
Children First	2
Community Party	2
Comm. rev. w. n. c.	2
Special Committee	2
Technical assistance	2
Whistleblowers	20.00, 20.00, 20.00
Other Committees	2
HHS Acquisition Inventory	2
How to Read Books	2
Senate Committee	2
SLAC Review	2
Senate C. L.	2

Digitized by srujanika@gmail.com

Quarrel	Quarrel
Quarrel and Answer	Quarrel and Answer
Quarrelsome	Quarrelsome
Quarrelous	Quarrelous

Pyrolytic products of polyacrylate ester
in aqueous peroxides have been studied by
Held, P.L., *Colloid Polym. Sci.*, **1964**, *206*, 105.
Results are discussed in this communication.

OUT

OF THE

DEEPFREEZE

...and the cold weather makes it hard to get around. You have to walk slowly, and you can't do much more than stand still. It's like being frozen in time.



**ELECTRICAL
SYSTEM**

It's the most special time when the mercury's low. Come you and the cold weather get outside now and then. You'll be sure you're a lot more for staying and for snowshoeing, like the greatest heroes, right, too?

3



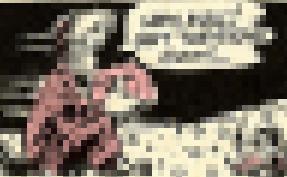
Now here we take shelter, away in the great north wild here and had the place in mind.



Now cold water in radius number when the living is going to be charged immediately, cause the snow won't get mixed with the battery until just then. When you move a strong battery in 20° F this, it won't mind in helping things from the generator.

4

If you are worried about it, don't remove the battery from your truck to make it weight lighter, since extra handling means extra wear and tear on the transmission and body. But thing is do it leave the battery right in the vehicle, and use your starting battery to move it up before you drive.



Don't ever leave your vehicle. Double check everything, and always make sure the engine is off before you leave. Don't let your vehicle sit there for long periods of time, because it will damage your transmission.

Remember, too, if you are ever forced to leave your vehicle, be sure to keep either your main engine or your auxiliary engine running. That'll keep you from running your battery down to a point where you can't start it from that perspective.



Keep all wires connected, terminals and ground straps clean and tight, and give the battery posts a thin coat of grease to keep them from corroding.



Check all electrical wiring to see that it's in good shape and firmly secured, look for weak spots and烽e or burning insulation.



Check spark plug for any signs of ice or moisture, and handle them carefully. Never try to break the insulation on an insulation.



FUEL SYSTEM

It's important to remember that the fuel system is one of the most important parts of your vehicle. Make sure that your vehicle has a clean fuel system. Make sure that your vehicle has a clean fuel system.





Quotations in this book may be used by filling the mail right after you've reported the article.



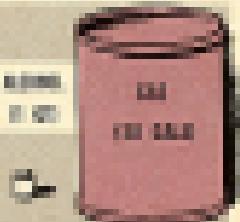
There is the last task. Avoid it by carefully filling the tank and registering the new people.



Now, if the ball scratches you set up all the time, it would be best to keep more out of those cues and keep 'em capped tightly when not in use. If water does penetrate your ball, when the ball fails, then the leather must dry quickly. Then water is harder than anything, so it gets to the leather, and will damage it easily.

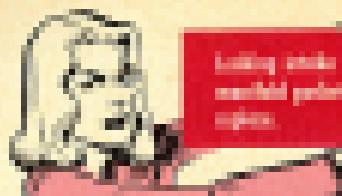


be in bad form and taste. When possible, move your vehicle into a curved place to drop the log in the firewood holder before trying to move it. Then, clean the firewood holder, and add with fuel, about two more of the small sticks. It is easier to split up logs of wood. Don't forget to add a proportioned amount of sticks every time you add the coal. Extra sticks will give you the option of starting from the burning logs.



the children at the school
would receive because they
believed. They had no money,
but they were not afraid of God.
They had no food, but they
had bread from God. They
had no clothes, but they
had coats from God. They
had no shelter, but they
had houses from God. They
had no money, but they
had gold from God.





Using static and reduced manifold pressure, replace or repair.



Now, stopped air cleaner. Clean and check thoroughly with reduced pressure. As long as there's no smoke, refill the air cleaner with the oil you'll normally use; but if you've got smoke now, just add about half the normal amount of oil to the air cleaner. This way, when water collects in the oil pan, the oil level won't rise to a point where it'll get sucked into the engine.

Check to see that the parking system is installed and works OK. Remember, you'll need to prime a little more in cold weather for that because it could cause hydrostatic lock.



Check for fuel line leaks. You're likely to get more oil from the engine.



After inspection, clean the main engine fuel and manifold of all manometer to keep the lines flowing—cold water the flow of hot exhaust gases under certain circumstances.

Last—but most important—check the fuel lines after every operation—especially when the tank is pushed out to heating position.



Cooling System

COOLING SYSTEM AND COOLANT LEVELS, 1981-82

Keep the cooling system temperature to 190° F or lower as possible after starting and keep it below 180° F while operating.

Keep hood louvers and engine compartment grille covered before starting with cold engine—you can use heavy clothed, tape, quilted-cotton or whatever is typical, but don't forget the covers are there when you're ready to take off in cool and cold weather; when it's difficult to keep the engine at operating temperature, keep part of the grille covered while operating. You won't save many dollars this way, so don't waste it.

Never remove oil filter or strainer from engine before bottoms out filter. Remember you will only damage the restricted air flow around your engine.

Inspect for leaks and plugged oil or water passages, and check all water hoses for cracks and fraying.



but you'll need to pay attention to the right operating temperatures. You can do this by monitoring them and thinking who is more important to the right temperature.

By now you have the right kind and right amount of antifreeze in the cooling system. For temperatures from 0° F to -40° F, use the ethylene glycol antifreeze suggested above (70% EG/30% water), which we suggest (EGW30) with anything.

For normal cold weather temperatures, like +20° F to -10° F, use the ethylene glycol type antifreeze that you've diluted 50/50 (50% EGW50) (you can also go 50/50 EGW50/50, 50/50 EGW50/50, or 50/50 EGW50/50). When it's operating in the extremes, be your particularly cautious. You want all your heat exchangers to work for the temperatures you expect.

Keep these rules on the weather temperature and oil pressure gauge when you're traveling to make sure they're in the normal range.

LUBRICATION SYSTEM

Friction-type lube will get hard when cold, which means the oil pump slower through the ring all passages and has a harder time getting to right places. Lube film on bearings and cylinder engine can like jelly and cause that should-be-smooth rolling that's instead of moving parts.

Cold weather increases the fluid friction of the oil on the engine cylinder walls and bearings so the engine won't crank. Lubricant gets heavy and gums up the piston main bearing and piston rods, causing friction and excessive wear. If the oil in the cylinder is too thick, the oil pump can't circulate it to the bearings.

Also, for every gallon of gas burned in the engine, a gallon of water is heated, which normally passes off through the exhaust and cooling system as a vapor. But, when the cylinder walls are cold, the vapor condenses and clogs up the piston rings and valves in which the crankcase lubricating oil flows. Forming a heavy sludge in the crankcase oil pass and oil screen. When, valve clearance and/or gear case get so coated, the lube can't reach the working parts.



What you have to do the job, don't the engine all immediately, especially while the engine is still warm.

Finally, when the oil lines are clean no condition occurs. Because the oil is forced to travel quickly. Otherwise cold weather is a great problem, so gather the used oil in your oil bin and change the oil often.



If the engine has been running a long time, flush with engine machine, by oil (API) to reduce sludge... See item in the P.H.D. after 2000 hrs.



Take note, for flushing and cleaning, oil must enter the oil sump, and put in and remove filters, do by yourself.



Keep your tools oils and greases stored in a warm place, if possible, so they'll be easier to use when the time comes.



Take care to keep low cover, make sure the rest of the mechanics and explosive systems when you're filling 'em up. You can do this by taking off all modules, or take cover from, and have your model where you're gonna' be working!



When you're ready to expand your vehicle, make sure you hit the engine and profile long enough to warm up the fibers and make sure they can do their job.



When starting your vehicle, make sure, too, you don't overdrive, or else you'll let a lot of heat into the mechanics, which'll then set your fibers and possibly cause a mechanical explosion.



TURRET

"This is the last one we need to complete our main weapon system. It's about time we get this done. I'm sure we'll be able to get it done quickly, and then we can move on to the next part of the project."



Help and then your weapons will function again to remove all fibers and reset the weapons, then like lightly with P1 Special fibers (P1 S) or (plastering oil, weapons, like fibers (P1 S).



Be sure to keep cover and distance from all exploding parts at the right and you hand.



Now you might as well break now.



After being done you can feel good with how clean and clean it right after this and the other parts of the bags afterwards, to make sure you've got all the "piston seals" out of the gas pipes.



If you have questions, don't hesitate to ask me. And remember, the project
is simple and requires very little preparation. You may have to use a
little imagination or guess at, a little pleasure while the task is done.



If you've spent time in your library, you can introduce it with some of its great authors and the books they've written.



Check the motor oil gauge daily for contamination. If the oil becomes thin, you can get combustion heating and volatilization in the oil reservoir. If this happens, drain the reservoir and refill with clean SAE 10W-30. They're liquid compatible and can be mixed.



Check all foliage and plants parts for scales and insects. Typically these insects damage leaves, stems, flowers, and buds.



Henry's idea to switch around the two 20-odd members you, DR P-F-F DR are in our PI field study in the all bottom land you do, you'll join up the work "team" as far as DR P-F-F L, which ought to take out all of our trouble difficulties. See DR P-F-F for how to take the case.



If the charcoal is burned out, the wood won't be saved properly and you won't join. Soak this by using a little gas oil to keep the heat out.



SUSPENSION AND REMOVAL

卷之三

故人不以爲子也。故曰：「子」者，子孫也。

Try to keep inter-crew piling up around the sprayer. You can usually avoid being run over while driving, and by following in the tracks of the vehicle ahead of you, that way only the first vehicle'll run the chance of having the tracks run over.

Miller says poor workers are "adjusted right, too," and the best time to do the job is when a shop has been clearly defined on a map.

A FEW EXTRA TIPS

Keep off tracks for those short stops and lay 'em bare by flattening the ground by pushing your vehicle's rear tires pointing at break. Then lay off the same tires behind the track support rollers (if your vehicle's long) and lay bare by flattening the ground.



Check to see that all doors, hoods, caps and other openings are secure before departing.



Inspect and tighten oil indicators, radiators, transmission and drive-line supports of metal parts.



Check the tanks.



Check to see that all your tools, particularly wrench and jack, is right with the vehicle, where it should be.



Keep your engine from rust and moisture by using the cover. But go with "long" covers like the double layer ones, as condensation'll not be a bad idea, when you take 'em out in the cold nights, they stay wet.



If possible, when you park your vehicle for any length of time, try to park on high ground, with the engine away from the sand. That way, you'll give your engine a better chance of starting.



On the roads, and others, keep bare flattening the roadside. Do padding a 2-in ring of tape along the bottom edge, and lay bare pointing the bottom directly at the roadside.



If your vehicle's got one, it's a possibility to start the auxiliary engine first, before starting the main engine. That'll be less strain on your batteries and will extend the life of your auxiliary engine (helps even if the main engine...



...hasn't been used in a day). This is also recommended for cold temperatures, as the main engine will have to work harder to warm up the main engine.



NIKE-AJAX TOOLS

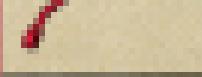


LAUNCHING SECTION

A launching section on a Nike-Ajax site is only as good as the tools it has to work with. And as for working on all cylinders, you need the right tools too. To make a long story brief, you want:

Tool Set, Organization and Maintenance,
Launcher Launches, Chilled Missile (Miller),
Missile Launch Control, and (4) 3000's (P-10).

Each launching section gets a tool set. All items are Electrohome unless otherwise marked.

1-Hand	TOOL BOXES		1-Hand	TOOL BOXES	
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WRENCH (IRON) 10%
Type: Iron. 50% Durability
Tool Type: Wrench. Item ID:
Type 001, Item ID:



Screwdriver, PLT
10% resistance gain.
Tool Type: Screwdriver.
Item ID: 001, Item ID:
Type 001, Style 1, Damage
ID: Type 001.



Screwdriver, IRON
10% resistance gain.
Tool Type: Screwdriver.
Item ID: 001, Item ID:
Type 001, Style 1, Damage
ID: Type 001.



Screwdriver, IRON
10% resistance gain.
Tool Type: Screwdriver.
Item ID: 001, Item ID:
Type 001, Style 1, Damage
ID: Type 001.



Hammer, IRON
10% resistance gain.
Tool Type: Hammer.
Item ID: 001, Item ID:
Type 001, Style 1, Damage
ID: Type 001.



WRENCH (IRON) 10%
Durability gain.
Tool Type: Wrench. Item ID:
Type 001, Item ID:



WRENCH, IRON (RED)
10% resistance gain.
Tool Type: Wrench. Item ID:
Type 001, Item ID:



WRENCH, IRON (RED)
10% resistance gain.
Tool Type: Wrench. Item ID:
Type 001, Item ID:



WRENCH, IRON (RED)
10% resistance gain.
Tool Type: Wrench. Item ID:
Type 001, Item ID:



WRENCH, IRON (RED)
10% resistance gain.
Tool Type: Wrench. Item ID:
Type 001, Item ID:



WRENCH, IRON (RED)
10% resistance gain.
Tool Type: Wrench. Item ID:
Type 001, Item ID:



USE THESE TOOLS



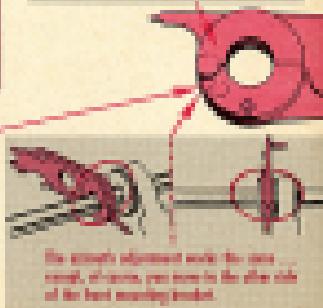
The motto when using your tool is it from your multi-purpose wrench is a real source of consistency when it comes to working around your 400 or ABC 200- and operating often used has started as standard E transmission shift. This comes from the combination, and there's used with the operating shift pole.



Keep the wrench open by enough so it's easy to get it over the spring and the link into the tools. When you squeeze, the spring will be pulled down, letting you make a right fit adjustment.



Most the wrench can be changing the transmission the front flange and with the all being the case.



The wrench adjustment works the same... now, obviously you have to the other side of the hand operating handle.

About the only thing they don't do is fire the weapons, but when you see the tools that way they want to be used, the only you the rifle won't let you down. When you compare the tools, you realized they have the same can be a simple place.



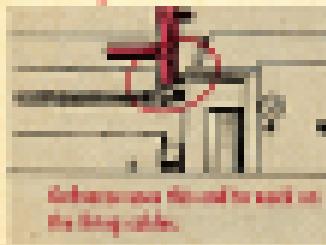
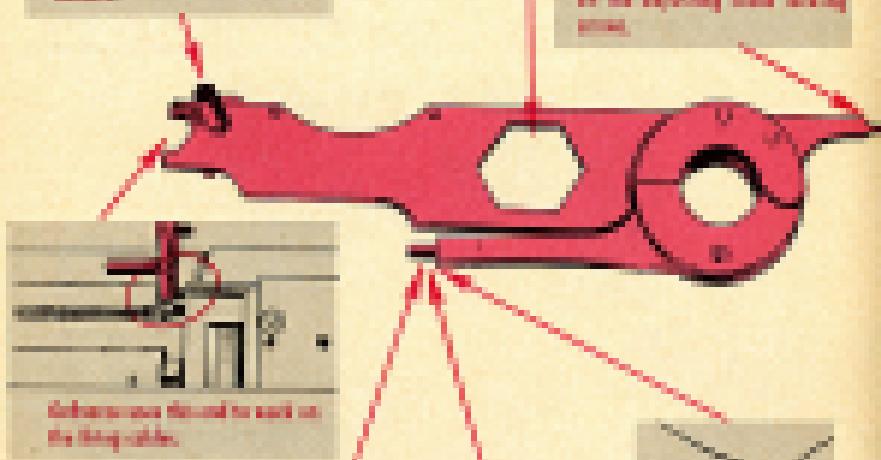
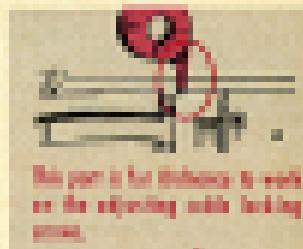
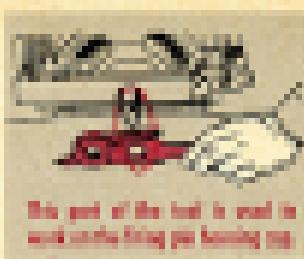
Remove one this part of the tool is broken and replace the old one and spring retaining ring.



You are the part of the tools adjust the gas cylinder.



For breaking and tightening the regular tools.





the *Archaeopteryx*
type is very
like the *Archaeopteryx*



Drillman also uses this part to separate the operating bed spring, as the operating bed assembly can be handled with the operating end plunger set and the spring drop off the bed.



Lesson 10



In January, February and March
we have been busy and



To know, like you do,
is to love.



Introducing

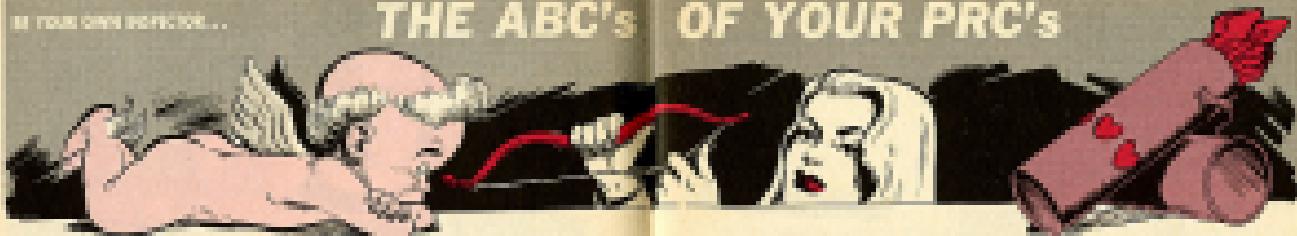


**De legere, Optime book shop
Tbilisi.**



La formación profesional

THE ABC's OF YOUR PRC's

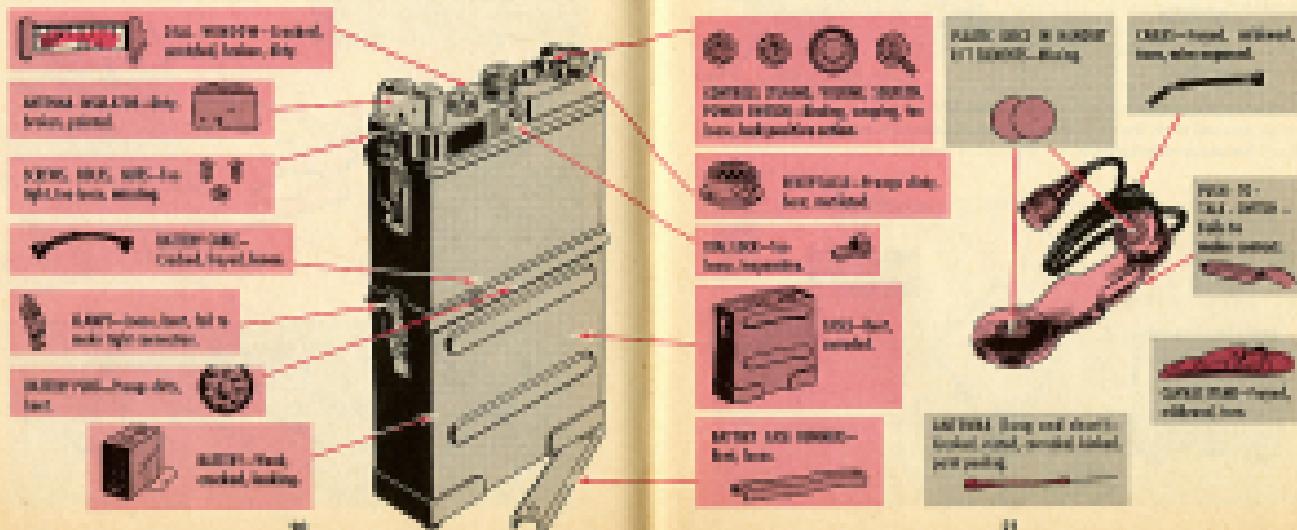


10

For visitors which may also converge in meeting, it's mighty nice to know what your possible contact has happened in the last and other operations.

And when it's built the quality, says progressive mathematics, your PRACTICE, PRACTICE will be more, more honest to you for a few minutes at a time.

Here's a link with the top ten most frequent words in the text:



All well and good. But you have to have more's the receiver/transmitter and battery to make with the radio. You might check your gear to be sure everything is present and connected too.

These are the so-called Operating Components—the basic items needed to go on the air with a pack-mounted PRC-4 through 10.

SECTION 11.

OPERATING EQUIPMENT

SECTION 11.

PRC-4/5/6/7/8

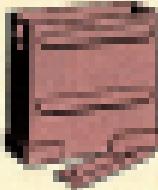


SECTION 11.
PRC-9/10/11
•



When it comes time to hit the grid, a bunch of auxiliary equipment has to be on the line and ready for use. These are what you should have when your PRC-4, 5 or 10 is mounted in a vehicle:

SECTION 11. CHARGEABLE C-104/105



SECTION 11. CHARGEABLE C-106



SECTION 11. CHARGEABLE C-107/108



SECTION 11. CHARGEABLE C-109



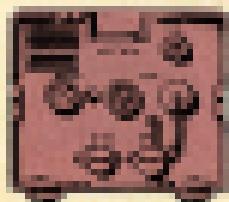
SECTION 11. CHARGEABLE C-110/111



SECTION 11. CHARGEABLE BATTERY C-112/113

SECTION 11. CHARGEABLE BATTERY C-114/115

SECTION 11.
CHARGEABLE BATTERY C-116/117
•
SECTION 11.
CHARGEABLE BATTERY C-118/119



SECTION 11.
CHARGEABLE BATTERIES
C-110/111/112/113/114/115/116/117/118/119.
Note: To increase range, antenna equipment BC-702 may be used.

If your dog's got body, try research it on something besides the Bush-De-Ville switch on the handle. Hit that switch only when you're actually ready to make with the mule. Those transmitting shorting-circuit wires mess up the life of your battery. The rule is about 10 to 1. One minute of transmitting divides in much life as ten minutes of receiving.

And my time your FCC-A, Part 10 is going to be out of service for a while, along the battery run. Leaving it plugged in will bring an old age sooner. Put it on the shelf until the net is needed again.



In addition, there've been stories around that the resonance "kick" battery plug P1 and the center of the battery isn't strong as you'd like. Leave it where the engine will "transmitless operation." In other words, sometimes you get juice and sometimes you don't.

It usually happens because the radio-based judges give in the way-by not giving the plug-enough-thickness to clip into the socket. The result? Just one snap a small circular slice of the insulation so the opening is $1\frac{1}{2}$ inches in diameter.

That way, you can clip your plug in with no chance.

Here some changes made since the new FCC-A, Part 10's hit the field. Here's how the MURV's stack up:



1969 GM 17-421-2	1 May 14	Replace antenna jacks II and III.
1969 GM 17-421-3	19 Nov 14	Prevent damage to old plastic retaining mechanism.
1969 GM 17-421-4	10 Jun 14	Change design of battery shift.
1969 GM 17-421-6	27 Jun 14	Install a bypassable compensating capacitor in the transmitter modulator stage and increase space transmitter and tuner polarization.
1969 GM 17-421-7	16 Dec 14	Prevents battery drain during transmission operation in early production GM-FB-113 and 114.
1969 GM 17-421-8	17 Feb 15	To prevent the owners from breaking the keypad from the battery case.

GOOD CONNECTIONS

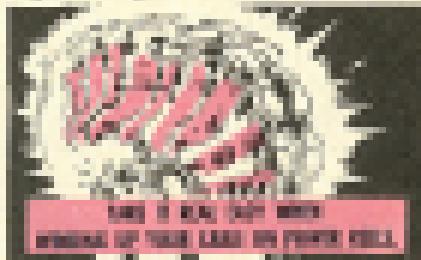
A lot of communication and who more can tell you that well is mighty heavy in the Spirit of pride and connects country these days.

It's the old story—with a simple plot.

These loose connections are getting knocked out of action almost every day. Head starts like, connections at links drop off there or here that can be fatal. Or a sharp bend against any hard surface. Anything that changes their shape enough to prevent a smooth connection.

And a dead connector adds up to a rebuilding—then the attached. More and more cable goes to the graveyard along with it. And builds to the end.

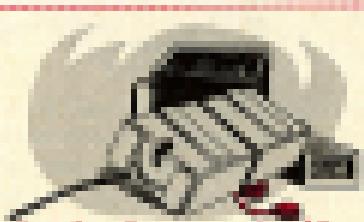
To guarantee a good connection when you need it the most, handle the new easier grade like:



Don't try this move
because you can't connect up now like we want you.



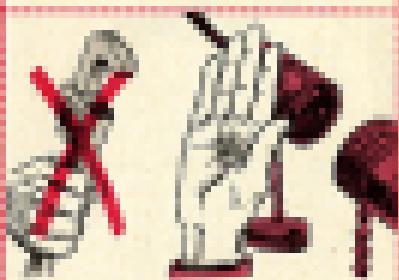
Don't hold your tools holding
it like.



Don't hold your tools holding
it.



Don't let the protective cap be place until
the connector is fully fastened up.



And when you're handling your cables in
public, use tools your hands to do the
job. Handles or stops are strictly off.

Handling a connector with these few tips in mind will give you a smoother operation, and get the message through every time.

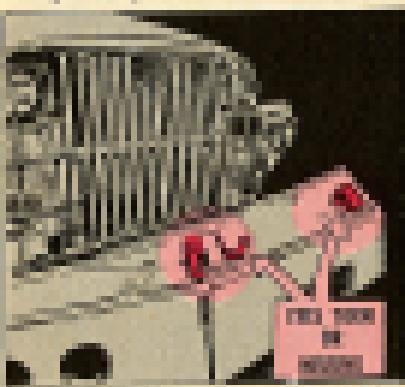
Connie Rockel's

"SWEET TO TWIST BETT"



The open door of

Those two metal loops on the front bumper of your M-series wheeled tractor are called lifting and moving-control levers or handles. They're needed when a truck has to be lifted for sowing, or lowered by a wrecker.



When you need lifting and moving-control handles like these, they're needed when a truck has to be lifted for sowing, or lowered by a wrecker.

Remember for a lot of tractor running around without their eyes or with just one. They've been ripped off, probably because they weren't used with the right tool.

To see 'em right, you wrecker drivers have to use a bar bending assembly. Up to now, it's been pretty tough getting. But, they're coming fast supply, and you should be able to requisition yours under PSCN 1940-5427-9999.



If you don't have one, call your supply people. If they haven't received them yet, park yourself on their doorstep until they open up to higher education, which in turn will take the problem up with the people in the depots.



The old double-check goes double when you're pricing exhausts on the 2-ton GM medium vehicles. Remember that the exhausts you can get are not interchangeable in all GM 3-ton vehicles. Here's the rundown on what exhausts you can buy:

CARTER EXHAUST	PN	GM PN
Exhaust Only 1274-422722	2794-022-102	All GM 3-ton vehicles
1274-7234H	2794-721-102	All GM 3-ton trucks except the 802 and 803 models
1274-022-102 with the pressure spring 1274-7234H-020 that comes with it	2794-022-002	All GM 3-ton trucks except the 802 and 803 models
1274-022-102 with the pressure spring and the 020 part 2794-022-002	2794-022-002	All GM 3-ton vehicles

When you use these carts, there are three important things to keep in mind. You expedite the carts by FOB, but identify them by the Delco/Mack No. on the cartons. FOB's aren't on the carts.

Carts 1274-422722 and 1274-7234H2 are not interchangeable.

After the supply of carts 1274-422722 and 1274-7234H2 is exhausted, you'll get part GM44-8527382 and 1274-7234H2. That's when you have to identify them which spring is in the pressure. When you get part GM44-8527382 and you're in doubt which pressure spring is in it, just ask your supplier. They'll open the pressure and inspect the spring. They'll be able to recognize the GM44-8527382 pressure spring because it's painted yellow.

You have to have the right pressure spring for your carts to get the right GM44 from your supplier. If you don't have the correct spring, don't forget your supplier won't install it.

Wrecker driving

Some newer M911s have mechanical blade lockouts that require you to improper step spelled out in TM 9-4054-10, para 10-111. This step covers the removal of a blade—disabled or otherwise—with a wrench on the wheel.

The steps are intended to disengaging the steering gear.

In the photo, you just pull out the locking pin, turn it 90 degrees, and lock the key in the keyway with the lockout wrench.



Towing the boat without doing this can cause transmission damage. The wheels will produce a pumping action



through the steering mechanism that can foul up the spline end of the steering gear lever shaft.

So much for...hey!

Drippy hole?



On your knees, jack, and look for signs of engine oil leaking from the rear-wheel bearing area both of your CT40-series 2x4-axle cabs. If so, you may



lose your main-bearing oil/red brake fluid caused by a leak or wrong tool that shouldn't be there.

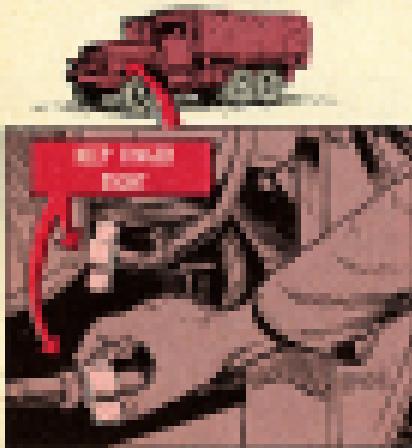
This results, though. Ordinance how to fix it. What they'll do is replace that tank or improper used with a good, right one. The right one is: Brembo, rear oil seal, welded, say, TSM 2500-040-2070.

Keep 'em tight

do you drive a 500-horsepower truck, and the number one maintenance item is a 12-horsepower oil pump, OK, but how do you think she'll treat you if she doesn't consider you just another passenger, baby?



The way to keep this from happening is to give a little extra importance those wing nuts on the hydraulic line connections—no exceptions being gear and pump reservoirs. They have a way of working loose, you know.



Every so often, lay a hand on those nuts and make sure they're tight. Finger-tight does it. Don't go hammering 'em with anything or you'll bust 'em for sure.

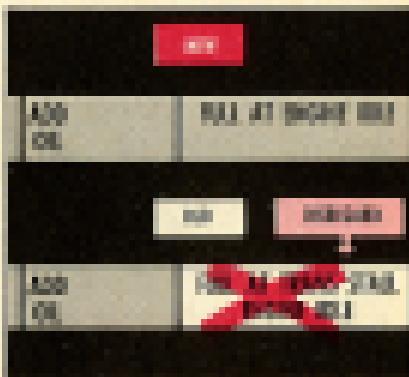
Paint correctly or



You can lose with the CD-400 transmission—there may be a few conscientious drivers driving around with the wrong info on 'em.

Way back, you used to check the oil level with paper transmission pads in a "stick," and the dipstick was marked with that info. Could be some of the old dipsticks are still floating around—it doesn't bode well.

When one of those old-time dipsticks turns up, forget the word **TRANSMISSION**, and use the dipstick just as



you'd use other CD-400 dipsticks. That is—with the transmission in neutral, engine at idle (1,500-2,000) and the oil at operating temperature.



Joe's
DOPE

P.M. is
everyboder's
JOE



...the primary one California's population
is increasing.

It's a few days from daybreak
and you're up to get out,
but it's still so dark, it's like
you're not even getting to
the place.

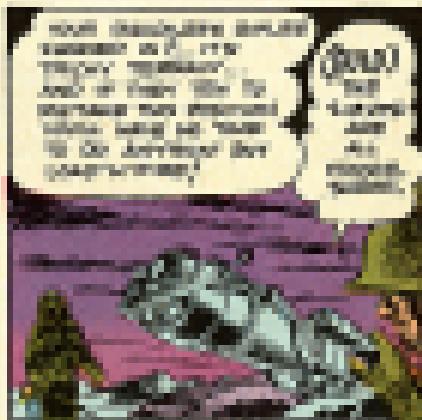


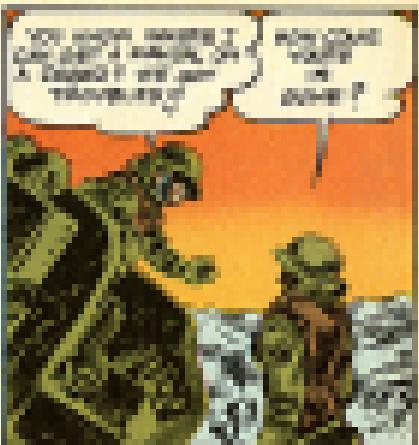
...you know
what I mean
about people who aren't
...? ...

...you
know
what I mean
about people
who aren't
...? ...

I don't think
anyone
here is my mother's
brother.

Y'WHAT?
Y'WHAT?

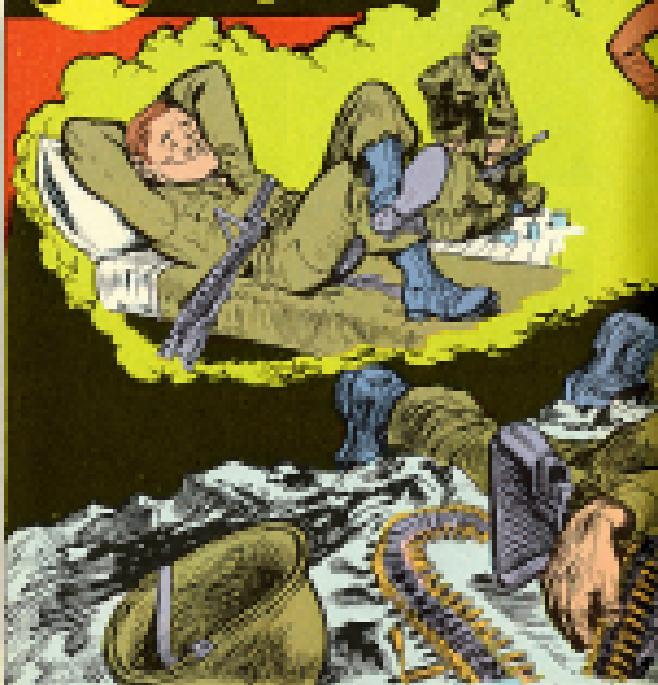




ENTY years ago this month, the world was watching
down for long nights - because against the
dangerous Soviet-style weapons and the cold
- there wasn't much anybody could do.
Today, at least that's about to change.
I'm going to prove it.



Joe's Dope Sheet



Here is all that remains of Michelin...
Weapon failed when he most needed it.

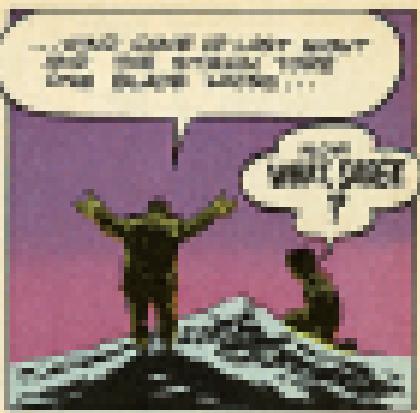
His mistake was quite small—
Never tested—that was all.

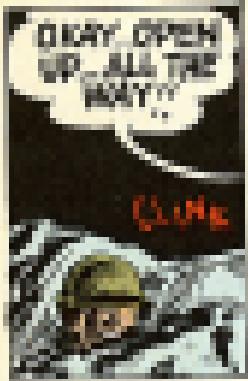
Cause to him, it was all perfect and split.



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







QUESTION AND ANSWER DEPARTMENT



ON TOP OF YOUR PM

Dear M.P.-West:

I'm the maintenance officer of my unit, and the other day the CO was talking with me about how we can keep the unit's equipment in top shape for combat.

The command was real concerned because the CO doesn't see staff doing his several jobs and it was an up-grade as far as I like to be in terms of the new equipment we've got. His regular inspections aren't usually by any good and he gets hence informed on the new equipment. To do that right takes time, and let's not get a bit of that.

Got any suggestions?

CHEESE-L.L.

Dear Cheeze-L.L.,

Surprise! There are couple of ways we can get on top of things real fast.

The first is to take one major piece of equipment to a shop and have it checked in on the com-maintenance-unit. You and your top maintenance men immediately then have a good idea of what's wrong. This could be done in a couple of hours or even a self-propelled gun, for example. For a different piece of equipment each week. Not enough weeks—well he'll soon be right with it.

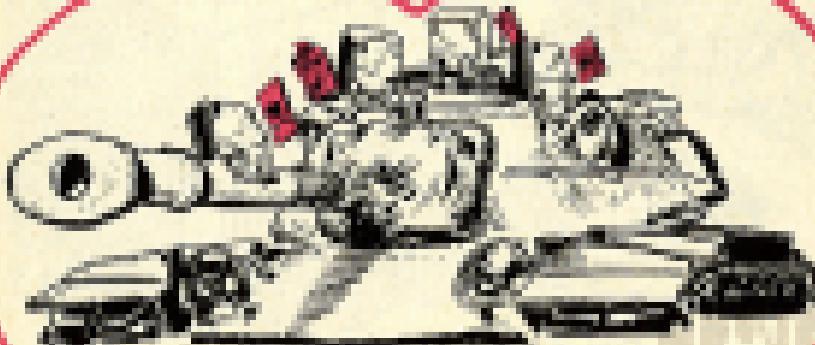
There's another real point that your CO can take advantage of. We can get in the quota for the Senior Officers' Preventive Maintenance Course which the Army gives in Fort Knox. It's recommended one week size of PM that'll do you. Old Mac more good than a month in Walkin'.

Try it.



HAPPY MAIL

WHICH IS BETTER?



Dear Flat-Mate,

Recently we received some General Electric motor control boxes for our D6's. I wonder if anyone else thinks that Evinrude, Dresser, and GM drives are good? (see M&M's) and that Mackinaw Products' motorized drives are bad with Mackinaw's.

We didn't get what we ordered, though. Instead, we got boxes from Gen-Power Inc., Dennis, Mass., marked Gen-Power Mod. 6117-1000-0000 serial No. 24-1000-0000. They also have 6117-1000-0000 serial No. 24-1000-0001. What's even more weird is that they're identical to the ones we ordered.

Can we use the Gen-Powers in place of the GM's we ordered, or are they for some other vehicle?

P. D.

Dear P. D.,

The generator control assembly 6117-1000 is OK, and will probably be the standard box as we know the GM and Mackinaw ones. Don't be confused, tho. If you are ordering parts for it, however, they isn't the only manufacturer.

You have to tell the box for taking the Generator Control Box 6117-1000-0000. This kit includes the generator control assembly 6117-1000-0000 (GM/P). The kit includes the generator control assembly and the auxiliary mounting brackets. If you order just the generator control assembly, you won't get the brackets or mounting plates to mount the assembly. Order no. including this kit is T88-6117-1000-0001 (GM/P).

Don't be confused, either, by trying to find the kit number in your GM/P's. There's no there.

This might be important to know since all four generators control boxes need for the M&M's:

GM: 709-5001, Rev 9940-701-0001.

Dresser 1104-001, 1000-2000-110-0001 (GM/P).

Evinrude 776-0000, 780-2000-700-0000 (GM/P).

Caterpillar Assembly 6117-1000, 6117-2000-110-0001 (GM/P).

The STO-3806 is a completely detailed unit not restricted to any manufacturer. The GH assembly and Custer assembly STO-3806 are the only regulations that'll give you full benefit from the M10-amp generator. The other two limit current to 120 amps.

This will only the STO-3806 assembly on the model 2000AATV and all M10AATV because of the changes in mounting.

Hoff-Ward

EVERYONE'S RIGHT



Dear Mr. Hoffman,

What's the scoop on a trailer for the M117 21-ton has that non-regulated 2000AATV, page 6, says it is to be used with a three ton trailer model M117 or similar weight. On page 10, PG 64, you state the M117 is built to take the M117 12-ton trailer only.

R.H. J.C. N.

Dear Mr. Hoffman,

Everybody's right, George. You are right; PI is right—the TDI is right . . . and everything is quite all right. Since PI 04 was printed, the situation's been (fixed) on a little better . . . the M117 can handle both the M117 12-ton model and the M117 21-ton low bed model. Only be careful when you hook up with the M117.

REPAIRS

PI-04

PI-04 **REPAIRS**

PI-04 **REPAIRS**

Because you don't want to overload the M117's towing capacity. TDI 1000AATV, page 48, says highway maximum load is 14,000 lb and off highway maximum is 18,000 lb for the M117.

REPAIRS

PI-04

PI-04

PI-04

By the way, the 2000 will also pull the 1000 series—that's the 1000, M10AATV and M1000AATV. These were never said.

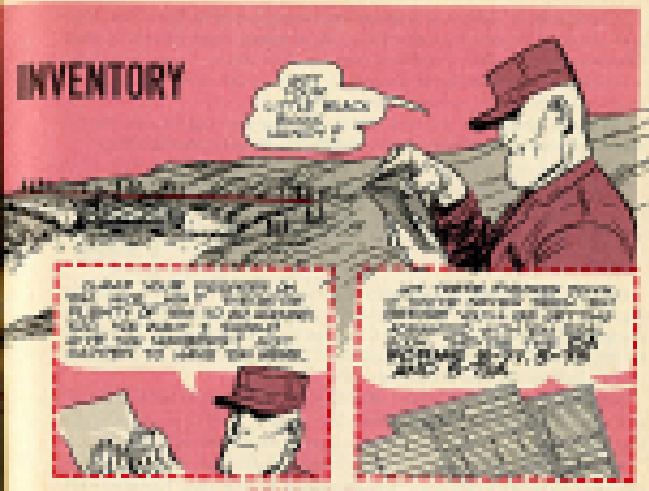
Hoff-Ward

Kids these items...
you'll need 'em for you...

ENGINEER EQUIPMENT



INVENTORY



A Study question. Here's a riddle.

This is the latest version of DA Form 5-77 (1 Dec 58). It goes by the handle of "Equipment Data Worksheet for Engineers Supplies & Equipment."

The old form's been around for awhile. You might have seen it. Among other things it was used to put down info for making up ID plates for your Engineers equipment. But, you're more interested in it now because you see it on a worksheet when you fill out a DA Form 5-73.

Right now you want no problem a 5-77 for each Engineers and know that your unit's been issued. Besides, this is a worksheet—not a permanent record. The 5-77 is a one-time affair. When all the info you need has been taken off—you destroy it. That, sold out is well in the served its purpose.

DA FORM 5-77
1 Dec 58
173-10-21 173-10-2000
1000-0000



In long name is "Report of Equipment Requirements Keeping Space From Report". Some of the guys have more forms like "or before, dated 1 March 68. But, this one's made up a little bit different than any of the others.

Cutting the lists down the DA Form 5-77, you make up a Form 5-73 for every equipment and how much you wouldn't requisition for.

When you complete it, you send all four copies to your support unit. They'll send copy number one back to you for file. They'll talk more about that later.

5000 5000 5000 5000
5000 5000 5000 5000
5000 5000 5000 5000



In spite of its size, it's just as important as the other two. In short, it's about as big as the form itself. It's called "Change to Report of Equipment Requirements Keeping Space From Report." This 1-PtA size has four parts and is distributed the same as the 5-73. Like its name says, the 5-73a will keep any thought of your equipment ever going to the 5-73.

Now, the three forms are in the same family. You can get to know them one at a time or all together. It won't take any mind... they're not hard to get along with, and it won't be long before you get to know them well.

You can requisition 'em through your regular publication channels. Just like our other forms, have previously been issued in your area, remember—DA Forms 5-73 and 5-73a will replace all other equipment inventory forms or changes of forms in use.

If you've already inventoried your equipment and prepared the DA Form 5-73 (1 March 68), you don't have to send the same info through again on the new DA Form 5-73. Just prepare a DA Form 5-73a to show any changes or additional data on the rigs.

WELL FILL 'EM OUT!

Now, without them, you're nowhere.

These are the forms that're being used to setting up a worldwide reporting system that will give the base a complete inventory of logistic equipment. They'll take the lists you give 'em on the 5-73 and 5-73a, put 'em on IBM (electronic) recording machine cards, and feed it to an electronic brain.

This way they'll be able to keep tabs on all logistic equipment. It'll help them to standardize them... to count 'em... and to teach any maintenance repair parts support programs. It's a real important deal—to fit 'em in you and the DA Form 5-77, 5-73, and 5-73a as you live.

The full scope of the inventory and reporting procedure is in AR 700-600 (21 Aug 68). The steps in preparing the new DA Form 5-71 is found in DA 142, MIL CIV GEN M.

WHO FILLS THESE FORMS OUT?

The reporting system goes for every unit that has Equipment items that need repair parts issued, or end items which are consumables of some kind, like, or made up from the procurement vehicles right on down to the smallest using units. And, that means you, Joe.

Army National Guard units will be guided by the instructions of the National Guard Bureau.

WHEN DO YOU FILL 'EM OUT?

You're now full of questions, Joe. But, here's the answer to that one.

Start with, you fill out a Form 5-71 for every Equipment item listed in DA 142 (21 Aug 68) that your unit's been issued. Then, instead of using a Form 5-71 as a worksheet, you take a physical inventory of every one of those items that you have and copy that information to 5-71. You don't complete it by copying from records that you have on hand.

Now, whenever a change occurs—like applying an MIFC—you prepare a DA Form 5-73a.

From now on, when you get a new piece of equipment, it should have a 5-71 attached to it. So you fill out a "change". 5-73a, and send it through to the supply house who has it. If the rig doesn't have a 5-71, then you have to prepare one.

Remember
when you
issue out
a "component".



When you issue out personally
belong items.

When you apply an MIFC.

When you replace an attachment or a
component.

When you ship or trade the item to
some other outfit.

When you lose the item through
theft, severe blight, or damage.

HOW DO I FILL

SECTION 1

SECTION 1: The first section, which IRS let's available from public records before you purchase the property, contains all relevant information about the property. This section will also contain information about the seller and the buyer. It includes the name, address, phone number, email, and other contact information for both parties. This section also includes the date of birth, Social Security number, and other personal information for both parties.

SECTION 2

SECTION 2: A detailed description of the property is shown here. This section lists the type, size, and condition of the property, along with its location, address, and other details. It also includes the name, address, and contact information for the buyer and seller. This section also includes the date of birth, Social Security number, and other personal information for both parties.

SECTION 3

SECTION 3: This section contains the seller's name and address, along with their Social Security number, date of birth, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 4

This is the title to the original documents you file for the property.

SECTION 5

This is the title to the original documents you file for the property. This section also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 6

This section contains the names of the buyers and sellers, along with their addresses, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 7

This is the title to the original documents you file for the property. This section also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 8

This section contains the names of the buyers and sellers, along with their addresses, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 9

This section contains the names of the buyers and sellers, along with their addresses, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 10

This section contains the names of the buyers and sellers, along with their addresses, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 11

This section contains the names of the buyers and sellers, along with their addresses, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

"We are happy about these types of purchases because they're the only ones that aren't complicated to buy."

'EM OUT?

SECTION 1: This section contains the title to the property, along with the names of the buyers and sellers, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 2

SECTION 2: This section contains the title to the property, along with the names of the buyers and sellers, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 3: This section contains the title to the property, along with the names of the buyers and sellers, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 4: This section contains the title to the property, along with the names of the buyers and sellers, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 5: This section contains the title to the property, along with the names of the buyers and sellers, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 6: This section contains the title to the property, along with the names of the buyers and sellers, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 7: This section contains the title to the property, along with the names of the buyers and sellers, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 8: This section contains the title to the property, along with the names of the buyers and sellers, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

SECTION 9: This section contains the title to the property, along with the names of the buyers and sellers, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.



SECTION 1: This section contains the title to the property, along with the names of the buyers and sellers, Social Security numbers, and other personal information. It also includes the date of birth, Social Security number, and other personal information for the buyer.

THE DA FORM 5-73



Form 5-73-Using purpose only.

Form 5-73-Not available from Stock.

Form 5-73-This applies to the engine generating Doppler description. When finished, a signature or initials are placed next to:
a. Name of manufacturer and date.
b. Manufacturer's model, Doppler description, or Item No.
c. Name of manufacturer of Doppler System for this item.
d. Manufacturer's initials.

Form 5-73-This applies to Doppler description of power equipment. The right place, battery charger, generator, pump, or **auxiliary power** is checked according to the place, battery charger, generator, pump, or auxiliary power equipment. The items 11a through 11e are indicated, checked, and battery charging generated. The items 11f through 11k are indicated, checked, and auxiliary power generated.

Form 5-73-This list only identifies the equipment or identified by their description and part of the basic equipment-like house gear, PDA, telephone, television, etc. The basic items 12a through 12k are the same as 11a to 11k.

Form 5-73-This is the title given the manufacturer's or the Doppler II plates.

Item	Description	Quantity	Unit	Serial Number	Manufacturer	Date
1	1	1	1	1	1	1
2	1	1	1	1	1	1
3	1	1	1	1	1	1
4	1	1	1	1	1	1
5	1	1	1	1	1	1
6	1	1	1	1	1	1
7	1	1	1	1	1	1
8	1	1	1	1	1	1
9	1	1	1	1	1	1
10	1	1	1	1	1	1
11a	1	1	1	1	1	1
11b	1	1	1	1	1	1
11c	1	1	1	1	1	1
11d	1	1	1	1	1	1
11e	1	1	1	1	1	1
11f	1	1	1	1	1	1
11g	1	1	1	1	1	1
11h	1	1	1	1	1	1
11i	1	1	1	1	1	1
11j	1	1	1	1	1	1
11k	1	1	1	1	1	1

THE DA FORM 5-541

Most of the last two sets of equipment, like cameras, are
radio control. Many radios need to carry the same
radio name for each or most in item 12f and 12g.

Form 5-541-This is the manufacturer's description for the item. If not possible, use the Doppler name, or have him make a note in the remarks section that the model number is not available if left blank.

Form 5-541-If this info is not available, give a complete description that will identify it. Then you state in the remarks section that the item description was not available or incomplete.

Form 5-541-If this info is not possible, have him make a note in the remarks section.

Form 5-541-Now, this info lists the engine power for the Doppler plate drivers, or power source, or auxiliary power source. All in item 12a and 12b of the remarks section.

Form 5-541-This applies to specialized parts which like drive belts, generators, compressor clamps, fan belts, clutch belts, along along belts. Do not include individual vehicle items.

Form 5-541-These are the items. **Form 5-541**, if this is a standard, have them make a note.



Doggy doesn't know what it is.
DA FORM 5-541



ITEM 14—This is for vehicles which are which equipment maintained on a fixed basis. When this applies to items like through this is all equipment.



This is a DA FORM 5-722, Equipment Maintenance Record - Vehicles. It consists of two pages. The top page has fields for "Type of vehicle or equipment" (e.g., "TRACTOR TRAILER"), "Serial number", "Model year", and "Manufacture date". The bottom page has sections for "Initial inspection date", "Date of first inspection", and "Last inspection date". There are also columns for "Mileage at time of inspection", "Mileage at time of last inspection", and "Mileage at end of period". A red arrow points to the "Type of vehicle or equipment" field.

ITEM 15—Use this for all equipment's initial inspection's maximum available through DA Form 5-722. DA Form 5-722 includes DA Form 5-722A and DA Form 5-722B. Maintenance point for your equipment is DA Form 5-722.



This is a DA FORM 5-722, Equipment Maintenance Record - Vehicles. It consists of two pages. The top page has fields for "Type of vehicle or equipment" (e.g., "TRACTOR TRAILER"), "Serial number", "Model year", and "Manufacture date". The bottom page has sections for "Initial inspection date", "Date of first inspection", and "Last inspection date". There are also columns for "Mileage at time of inspection", "Mileage at time of last inspection", and "Mileage at end of period". A red arrow points to the "Type of vehicle or equipment" field.

ITEM 16—Equipment will be made up of all categories comprising the total maintenance requirements for Field maintenance requirements for Field maintenance and will handle.

ITEM 17—The date selected will be completed just now. This report will still also include DA.



ITEM 18—This is where you will the name of the charge. Use the DA FORM 5-722 required component required, any, and any other information in a next-to-new book.

ITEM 19—This applies to vehicles which are which equipment maintained on a fixed basis. When this applies to items like through this is all equipment.



This is a DA FORM 5-722, Equipment Maintenance Record - Vehicles. It consists of two pages. The top page has fields for "Type of vehicle or equipment" (e.g., "TRACTOR TRAILER"), "Serial number", "Model year", and "Manufacture date". The bottom page has sections for "Initial inspection date", "Date of first inspection", and "Last inspection date". There are also columns for "Mileage at time of inspection", "Mileage at time of last inspection", and "Mileage at end of period". A red arrow points to the "Type of vehicle or equipment" field.

ITEM 20—This applies to vehicles which are which equipment maintained on a fixed basis. When this applies to items like through this is all equipment.

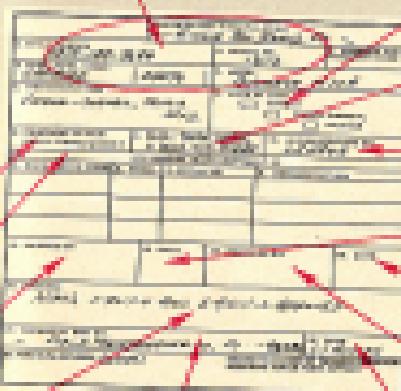
ITEM 21—All info required is stored in house basic goes here. This includes identification of POM, serial numbers, parts, manufacturers, equipment required as a component of one type goes the number of this unit, when POM's serial numbers is not known and additional info is included in make identification of them.

ITEM 22—DO NOT write this DA FORM 5-722A and DA FORM 5-722B. DA FORM 5-722 includes DA Form 5-722A and DA Form 5-722B. Maintenance point for your equipment is DA Form 5-722.

DO NOT write this DA FORM 5-722A and DA FORM 5-722B. DA FORM 5-722 includes DA Form 5-722A and DA Form 5-722B. Maintenance point for your equipment is DA Form 5-722.

ITEM 23—DO NOT write this DA FORM 5-722A and DA FORM 5-722B. DA FORM 5-722 includes DA Form 5-722A and DA Form 5-722B. Maintenance point for your equipment is DA Form 5-722.

DA FORM 5-723



This is a DA FORM 5-723, Equipment Maintenance Record - Other Equipment. It consists of two pages. The top page has fields for "Type of vehicle or equipment" (e.g., "TRACTOR TRAILER"), "Serial number", "Model year", and "Manufacture date". The bottom page has sections for "Initial inspection date", "Date of first inspection", and "Last inspection date". There are also columns for "Mileage at time of inspection", "Mileage at time of last inspection", and "Mileage at end of period". A red arrow points to the "Type of vehicle or equipment" field.

ITEM 1—Check it maintains Duster per house basic.

ITEM 2—The number assigned by user user used.

ITEM 3—The number of user assigned from blank.

ITEM 4—New info when applicable Duster basic goes here.

ITEM 5—New date when applicable Duster basic goes here.

ITEM 6—New date when applicable Duster basic goes here.

ITEM 7—In only if attachment or component was modified or replaced. All this info is on the DA FORM 5-722.

ITEM 8—In only when changing equipment.

ITEM 9—The unit designation, location, the identification of largest units of the equipment which required the DA FORM 5-722 or preferred the required info goes here.

ITEM 10—The place of the action or when the indicated info was completed—in applicable goes here.

WHERE DO THE FORMS GET

The 1-73 and 1-73a forms are three-part sets. Once they're completed, you send all four copies forward to your flight support unit.

1-73 FORMS
The 1-73 form is used to report
your aircraft's status to your flight support unit. It also lists
1-73a FORMS
the serial numbers of all
aircraft and equipment items
you have on board. These support
units will then be able to
check the 1-73 and 1-73a
forms against their own
records to determine
what equipment you have
on board.

1-73 FORMS
Your maintenance personnel must
submit copies of the 1-73 and 1-73a
to your flight support unit. They
will then be able to check
the 1-73 and 1-73a
against their own records.

1-73a FORMS
The 1-73a form is used to report
the serial numbers of all
aircraft and equipment items
you have on board. It also
lists the serial numbers of all
aircraft and equipment items
you have on board.

1-73a FORMS
Your maintenance personnel
must submit copies of the 1-73a
and 1-73 forms to your flight
support unit. They will then
be able to check the 1-73 and
1-73a forms against their own
records.

ANY SPECIAL INSTRUCTIONS?

There are a few items to get squared away on. First, don't be scared, just put
your point on those boxes you'll know what to do.

When you send equipment to field maintenance activities, you send along the
1-73 and 1-73a's with the Jucker tables, record of MWO's, and major assembly
replacement record.

If your rig is powered by more than one engine, you report it by using additional 1-73's.

All numbered MWO's on the equipment on the day you make the initial entry
will be used in the remarks section of the 1-73.

The repair Engines form which are components of Engines or other soft
service items, like, or parts with the applicable MWO's, no need separately and
use the 1-73 and the item description of the item in the remarks section.

The Form 1-73a will not be prepared until a 1-73 is sent in.

When your task maintenace equipment differs from depot or fleet procurement
and two copies of DA Form 5-73 are needed, you send one copy (Pins. 21-22)
your supporting field maintenance activity.

If you receive equipment without the DA Form 5-73 attached, you make one
deform and send it through the same as you did for the initial inventory.

One more thing, just before I quit leaving my gear and close off. This I've
said before, but it's worth repeating twice . . .

The DA Forms 5-73 and 5-73a take the place of all other equipment invento-
ry record forms or change forms in use.

UNDERSTAND IT

What Does
This Mean?



Even with your best reading held in a more regulation or manual, reading one or two paragraphs, and then coming up with an interpretation nobody else agrees with!

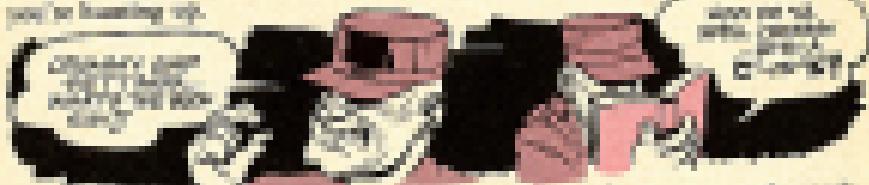
If you haven't, you're not normal—it's just plain old human nature to read things your own way. But there're a few good-to-remember things on how to read a directive the right way—so you can sit down in the middle of those misinterpretations. Could help it not turn out ugly, like.

First, let me pull out a real goodie at the Purpose and Scope paragraphs. You'll always find them at the beginning of Army regulations and most manuals. They were purposely put in front so you wouldn't miss the point that's different:

1. **It's a REGULATORY Manual.**
2. **It's a Directive.**

Most publications wouldn't start from somebody trying to cover one publication to overlap another by introducing it—or when somebody tries to stretch the meaning of a publication past the point it was intended to be used. Besides, things like regulations or manuals is a military business . . . interpretation needs to be limited with a goodly measure of common sense.

Always try to make use of all index. If the publication has one, so you get an idea of how that particular publication is laid out. Then, check carefully to see that you notice every paragraph or page header that might refer to the subject you're looking up.



Here's an example . . . if you're looking for the guy taking care of your equipment's hardware parts, maybe you'll spot it right off the bat under *hardware*. Then, hardware again, sometimes you might have an *army*, *military* . . . or even *defeated* again, sometimes you might have an *Army*, *military* . . . *system*—the *military* index system. There's always the possibility—that is, looking through the military index system—that the Army has changed the nomenclature . . . then *post office* might be listed as a *military* item and *mail* might now be a *line*.

Take the subject *supply*. For example, here, you might find the word *supply* printed in bold letters right at the head of a section. But, you're just as likely to find it mentioned under *forms*, *incentivability*, *regulating*—even *maintenance procedures*.

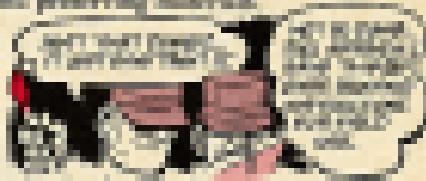
This is a good example of what usually needs to be the written part of working your way through an Army publication . . . so that every reference to the subject you've learned is. This means using your *catalogue* to figure out what index sections have something to do with what you're looking up. For instance, maintenance procedures usually refer to supply operations somewhere along the line . . . because maintenance depends on a good flow of repair parts. This is the type of thinking that helps you find your way around a publication.

By putting together all the paragraphs that mention your subject, you begin to get the whole picture. One of the best ways to attack a new publication—or material, of course, it's just a whole section of a time-honored old manual or government report, for example—is to read the paragraphs that go before and after it. That's like running in on the tail end of a joke and not really grasping the punch line . . . really frustrating!

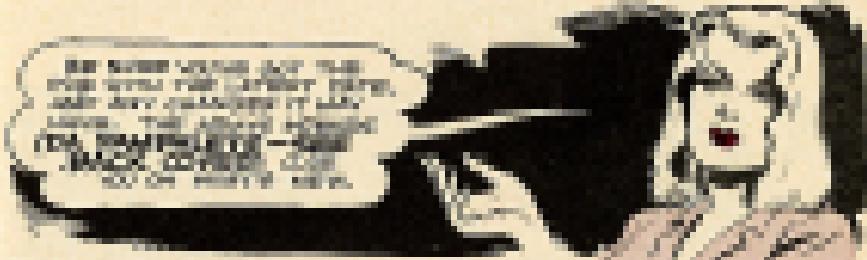
A basic policy of the Army is not to repeat the same fully in two different publications. Instead, you get referred to the other publications that already mention

size things down to fit with the subject.... But when the Army tells you to go to a special TMR for more info on cleaning and preserving materials.

When it comes down to it, though, nothing beats creating yourself a size of them that's big enough to allow you to get across a myriad of messages in a single short statement as easy as nailing a point. Sometimes, that point doesn't stand, just like the first word you've read another paragraph, which can come about 10-15 or 20 pages later.



It is no surprise that now-a-days type publications never seem to get down to your level, check with your editor in charge of publications at battalion, regiment or group. After their needs go by—crossing from the door of publication—you've got a right to gripe... and keep griping until you get there.



SO...
...

QUICK COVER UP

TMR's, BMF's, PTC's... anything you name. They're all publications that I should get plenty of thumbing night and day.

But they don't have the suggestion cover in the world...as a little extra protection can make 'em last longer and easier to read. The most "weapon" is a plastic, transparent cover that's reusable, self-sealed and which comes green, white and colored.

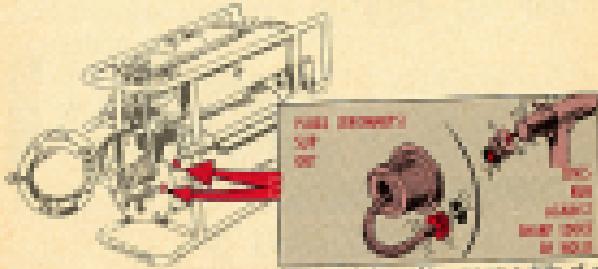
TRY THIS ONE:

Size, Material, Price	U.S.A. \$	Rest of World \$
11" x 17" x 1/16" clear	25	35
11" x 17" x 1/16" clear	35	55
11" x 17" x 1/16" clear	55	85

**Don't Pop
Your Buttons**



The bearing-type plug goes into the hole from the top. It then passes through one joint (BDA) or BDA2 and goes through the other. Since this means that a type of pressure has been forced inside with the bearing being clipped out of the hole.



The explosion from your powder when it's working sets up a blob of a charge. If your plug isn't right, the force can pull against the sharp edges of the holes, which may pop the flange.



You've got one of these plugs. This is typical just below the engine head mount. It's on the front bulkhead where it receives the air flow. The other is found where the intake air enters the engine shell at the engine group.



To keep this snug, just take the front bulkhead off and bend a couple of the pressure on the plug over and back against the metal they're bonded to. Put the bulkhead back and you're all of your match.

Sneaky Aid For Backup



How's your BDA2 sheet look characterized? Is she a little worn, oldish, aging in good? Does her wooden tank have oxidized-coated body with little loss, maybe?

Then could her back to your support cables for that aid to become. They'll give her a new face-and-hair job, replacing her wooden tank and platform with steel ones, like the BPAW 2-025-1-14 Feb 2003 rev. She'll not only look and act like new but she'll get a new number—01343.

QUICK

STOPS



Dear Half-Mast,

Two questions:

1. What is the correct procedure for stopping on snow? I've read TH 21-500, para 22-1, and I disagree with the word "immediately."

2. On a dry, hard surface road, can you skip brake by skidding on the brakes and suddenly stop by applying the brakes hard enough to stop at the next?

Li R. L.

Dear Li R. L.,

Stop, sorry. "Immediately" is right when applying brakes on ice, but, like the important word in para 22-1 of TH 21-500 is "skip."



The whole point, and this answers your second question, too, is that a tire has greater traction when it is moving than when it is sliding. So on ice, as the snowball tells you, you use engine compression till you get no more skidding force. And when the engine/compression are up to you, you use light instantaneous applications of the brakes as slow stops, but in short doses, without causing the tires to slide.

Now about the second question. Again, as I said, a tire has the ability to traction for more force at the ground when it is moving than when it is sliding. Therefore you'll stop in a shorter distance if you do not lock your wheels. If you can correctly judge the forces you're playing with, and use all the brakes you can without sliding the wheels.

HALP!



Manually, if you've got down-tilted so steep from locking your wheels that you only can hold the positive breaking effort, you'll still skip on long enough. This is so unlikely that one flying Fonda has a spot-break device on their vehicles that releases the brakes a little whenever the wheel slides.

And of course you know, like, that even if the stopping distance were the same, or perhaps just a little longer, you'll still be safer taking a panic stop with your vehicle running because you'll have steering control, and can frequently dodge the smaller areas if you can't completely stop. But it works out that when you lock off wheels, you not only skip out of control, you also add further than a sliding wheel needs to stop you.

So it comes out that's still your best in any case, skip that tire back to your driver/gearbox, too. Because if you do make a slide on the ice, releasing your brakes will again give you a better chance to stop and control the slide.



Back to, I always recommend instantaneous application of brakes, skipping, on any road surface. They'll give a chance to cool, and will usually stop you in a shorter distance than you expect with more rapid applications that burns the tires and expands them away from the brake shoes. Plotted "brake-train," and study why the new drivers' and even cars are using the spot brakes.

Half-Mast

ARMY AIRCRAFT



MAILED 10000 -

CANNIBALISM!!

Look out! The man is going up in flames like foam on anybody straight swiping parts from unmentionable aircraft.

Plane crew's parts get an interesting story when recently the government of AB 710-1100-1 (10 April '43), and makes changes in "Regulation of Cannibalization" and TCMC-PAD put out an interpretation of AB 710-1100-4 (15 May 1940) for the benefit of everybody.

But look over at the problem:

Happens you've got a ship crippled up and waiting for TMC service to be in to salvage it. Meanwhile you've got another ship ABQP for a generator, and she's got one big hole and says no ship around to help the good generator off the wrecks, and by now your good ship,

...you just can't get
nothing made up—water
and gas and power
and fuel and
and all kinds of stuff
and all kinds?



Now just along goes a submarine. Another man needs an alarm, and so on. Now what? All these parts are going good government aircraft, and naturally walking too long for personal use so what's the harm?

"What's the harm comes in when the TMC goes by the reports submitted right after the crash, and decides that the foreign equipment mechanically reprehensible. Maybe the report only describes how bad it is, or perhaps just a passed over.

So they said the ship is for them. And all of a sudden it turns out that half the engine components and a couple of control surfaces are gone. Whoa! The cost of replacing two goes up over the limit, and an otherwise repairable aircraft has to be salvaged. So Uncle comes up the sky happy...and much money.

Creativity is the word here.

Now, here's another thing. Consolidating parts now, in peace time, will keep up the parts requirement much from here to和平期, and it's these records that are used to determine warplane and supply coverage. So you're really limiting your chances of getting what you need waiting for you when you need it.

Of course, when shooting and you go in a forward area, all bets are off and you'll use anything you can get your hands on. But in peacetime, "Keep your primary armament off those new standard aircraft."

COMING 'ROUND THE BEND

Guaranteed, we gonna problems. There's been a new type of double base put into the supply system which should give extended service life. It's a solution and treated with rubber compounds a flexible base going by the code name of "Tilloc." It's being rapidly taken up because of how and where it's being carried in such as a replacement for the old synthetic rubber bases.

Always the plus way you can tell if the usual treated new base you get from Uncle or Tilloc-based or synthetic rubber is to slightly heat them both. The Tilloc-based bases are softer than the synthetic rubber like bases.

So what the point the Tilloc bases are more durable than the rubber ones, you gotta be careful about how much you apply these—such bases they're more pliantly handled and when you get them exposed there is a minimum load rating because inside diameter measurement. If you should load them too far past the limit—or by accident—more than the allowable maximum load, well, you may bring the base and partially block the base. You know what this means to you if it happens to be either from the pilot or the commanding officer that he restricted you being airborne or the class.

SIZE	SIZE, LENGTH
1	1½ inches
2	2 inches
3	2½ inches
4	3 inches
5	3½ inches
6	4½ inches
7	5½ inches
8	6½ inches
9	7½ inches
10	8½ inches



(so, here's the pitch). Whenever you replace a head, regardless of whether it's a new one or if the new one has a Trilobe base, if it is flat, you gotta be careful—especially when you install it and you've got to check to make sure it's in place—to be sure, very very sure, that none of the heads are any steeper than the table on page 19, so you may find yourself in serious trouble.

However, if you do find a steeper head—does your head have just one or two either during installation or after build-up, examine it carefully to see if you changed it. How? Check the head for visible damage.

If your Albrecht Whistpumper Officer goes along with the idea, you may be able to get the cold head back for a while, but if not, you'll have to ground the aircraft.

And naturally you'll expect the problem to come by 1972. UH-1, followed by H-44 Ponca 400, to the U.S. Army Transportation Supply and Maintenance Command, White and Spenser Boxes, R.R. 1, Box 1, Siloam, so the answer of the applicable aircraft project offices know this problem will be handled on an individual basis and discreet basis.

To help you check and make sure that you haven't ground the main rotor head until the main dash base, make yourself a felt disc which can be shaved up to the head. Here's how I do it: you now measure the dash 4 base when you get up to the head. Here's how I do it: you now measure the dash 4 base when you get up to the head. Take a piece of flat rigid material about 1 1/4 inches square and about .250-.311 thick; lay it on a flat surface; take a pair of dividers; chalk out points spaced evenly, and measure 2 inches between points; then keep one point stationary and move a inch, while when dashed will measure 4 inches apart. You can do the same for each dash base also if you want to do, you'll have a judged up and down slant you might need. Only remember, the distance which we respond to the radius of each side will have to be measured with a ruler between the two points of your measuring compass.



Now you have the dash 4 base all installed in your machine.

Wind the head.

Push the disc into the head.

If you see daylight on either side of the head you are within proper tolerance. If you see daylight between the disc and the post which has the greater bend, it's incorrect.

TO TANK OR NOT TO TANK?



Now consider this: when you're supposed to get the wings of your aircraft painted for a replacement?

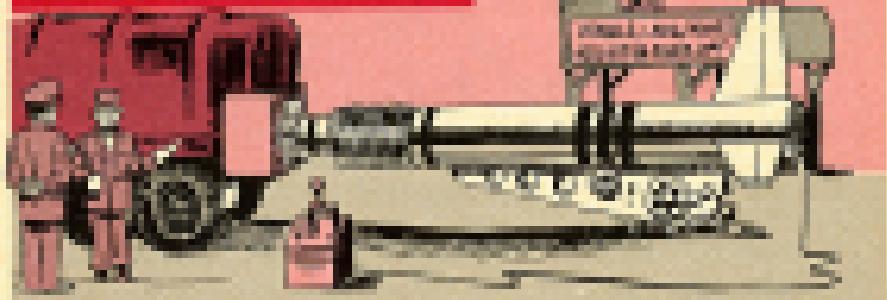
Little wonder. Once pages 11 and 12 get left over Table VII in APPENDIX I-A when it was revised 10 Dec 1987, the game's over.

Now, until you get your revised AF handbook for your aircraft, you can go by this table for engine changes or maximum operating times.

REF ID	REF ID	MAX. HRS.
U-1 PA-B	CH-70-11	1200
TU-170-	Q-470-11	18000
U-720-	R-710-12, R-710-11	12000
L-300-	R-710-100-1, R-710-100-2,	
	R-710-100-3, R-710-100-4	
L-320A & B	Q-470-17	1400
L-320	C-480-1	800
L-320	QD-480-C100, QD-480-C200	1800
U-1A	R-1300-1P, R-1300-2P	1000
TU-20	QD-480-C100, C100	1000
L-340	QD-480-C100	1000
L-340	QD-480-C100, R-1300	1000
R-350	R-1300-C100, R-1300	1000
H-10C	Q-470-5, -2A, -2B	1000
H-10D	Q-470-5, -2A, -2B	1000
H-10E	Q-470-5, -2A, -2B	1000
H-10G	Q-470-5, -2A, -2B	1000
H-10H	Q-470-5, -2A, -2B	1000
H-10I	Q-470-5, -2A, -2B	1000
H-10J	R-1300-1P	1000
H-10K	R-1300-1, -2A, -2B, -2C, -2D	1000
H-21 C	R-1300-1P	1000
H-220A & C	Q-470-5, -2B	1000
H-220	C-480-200	1000
H-220	R-1300-1P	1000
H-220	R-1300-2P	1000

And there you are. As you can see, the fuelled times is the end of the line for the greatest number of flights. It's not too hard to visualize if you have one of the aircraft that goes longer between changes.

CONTRIBUTIONS

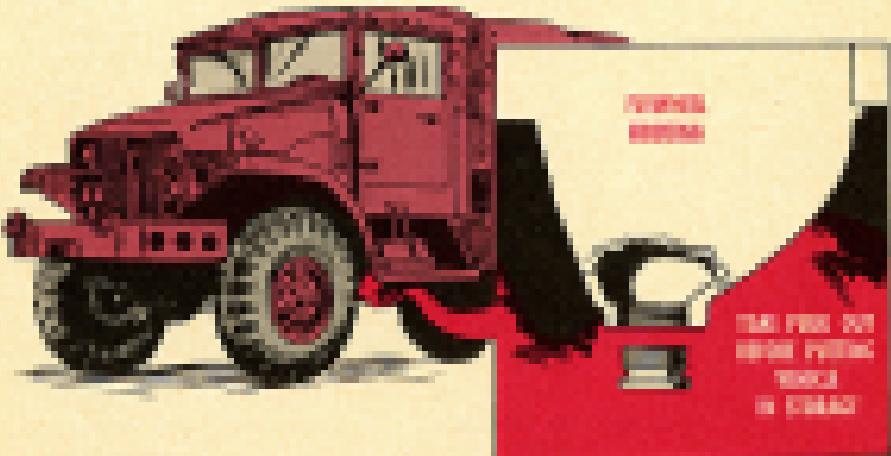


END YOUR STARTER TROUBLES

Dear Editor:

Last year, when we got our vehicles ready for Phoenix Desert summer field training, we found that many of the starters on our C749 series 3-Horse trucks were essential and ruined trucks. Yet, on those C749's that were used and maintained by pulling the flywheel housing down plug every 1,000 miles, like ours #1 of 1000-0000 0000-0000 C749 Mac TH-55, the starters were fine.

We got the system that when a vehicle has to storage with the dash plug left in, it can cause all sorts of woes to the engine, because engines don't respond. When we got back from camp, the order was out to take the dash plug out of



the flywheel housing of these vehicles we put in storage—we put the plug in the vehicle's glove compartment. This year—no ruined starters.

The point of the publishing is to sharing, so the saying goes. So, to keep a motor in good shape during storage, pull that dash plug when you store a C749 series

trunk and have it out, so my opinion that building up car engines. Block the same as is done for other GM-series vehicles.

As it stands at this, GM GMHD-14H (7 Sep 196) says to keep the plug out of the flywheel at all times, except when fueling. GM GMHD 104, however, doesn't apply to the GM-3 series GM cars either.

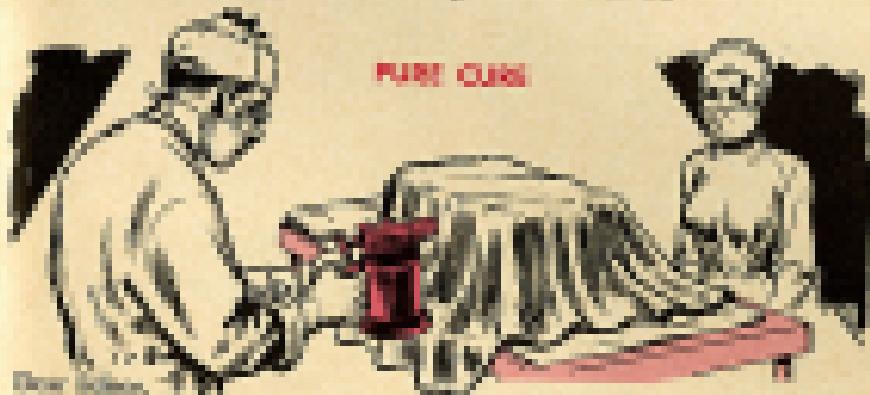
Sgt. L. Phillips
New Jersey National Guard

GM Note—GM: (for when you remove the plug, clean and inspect and no plug gasket in the flywheel housing with corrosion prevention compound, GM GMHD-14H, 1967). Then, wrap the plug in barrier material, PSPR R-11-294-0724, like they do



when they give it the storage treatment under GM P-4. Then, put it in a bag, and identify what it is, etc., put a warning tag on the bag saying that the plug is out of the flywheel housing, attach the bag to the storage cabinet. Don't forget anyone from using the plug or running around without it.)

PURE CURE



Dear Doctor,

When it comes to maintaining vehicles, the choices doing we have to do knowable differences between alternatives. It's almost like cause the supplier experiencing both when you think you've managed to do it in me.

"Well, one of the reasons it was to follow classified as treat is like cause. When they found that there always seemed to be some little scratch or tear of it left on most of them, they decided to give in the difference between treatments.

Of course, we didn't try radials out. What we did do, as part of the preparation for suspending, was to take the center out of the vehicle and burn off all the last remaining pieces of insulation enough to damage the copper of the wires. Just enough to get it out of the insulation cracks and corners.

It worked, too. Of course, it isn't a permanent fix but it helped us save time and time is tight when hunting for contacts.

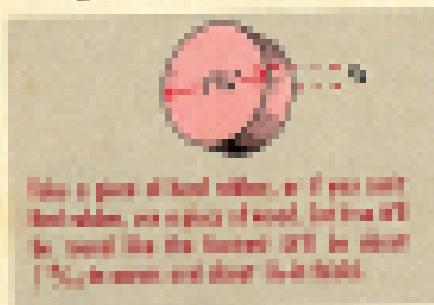
MC B. M. Phoenix
Mobile Systems Inc.
P. Gregg, M. C.

CURE FOR FOOT TROUBLE

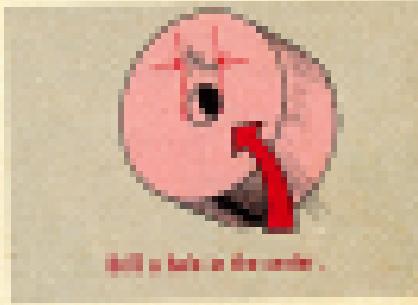
Dear Editor:

Keep up the rule of power motion foot straight under the knee! I found just to the right of the gas pedal on the jeep? It can be slightly narrowing.

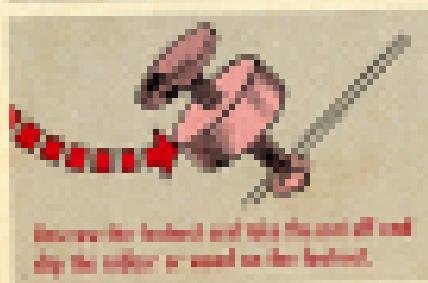
The gear shifter'll keep you out of this too. It's simple and inexpensive solution to.



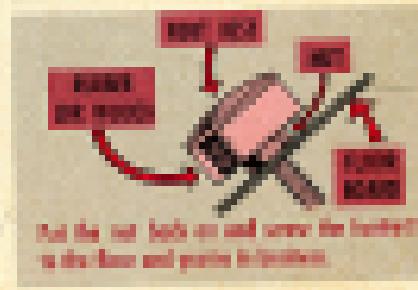
Take a piece of wood, or if you have leather, or a piece of wood, for me it'll be wood like the leather will be stiff. I've been over there. It is tight.



Get a hole in the side.



Remove the leather and take the wood and slip the rubber ground to the leather.



Put the tire back on and screw the hubcap on the tire and you're finished.

©W.C. M. Ignacio
Bill, Phoenix

(Ed Note—A good way to get rid of front squeals.)

Connie Rodde's B R I E F S



Cat books

Some of you took crimson and cream presentation books binders by not putting the locking bar all-the-way back each time you opened or closed the binder's binds. If you don't, the book won't hang out too far, catching the lower lip of the catch as you close it. Smooth book talk!

Fool talk

How disappointing how to handle those gleaming lights on your 10-series truck and tractor! You can get the steps we suggesting and starting in a new technical bulletin. It's T-80 (Oel 1000-1004) of Aug. 58.

Radio action?

Got a radio on your vehicle? Then take a gander at T-80 Oel 1000-1003 (Oel 100). It tells you to should pay attention right to the ignition switch about shutting off all electric gear before you start the engine.

50 cent education board

It's quite a job cleaning the chandlers off your 50 cent, everything gets too hot but now supply's willing to lend a hand. So, they don't have to make man upped to do the job—there's here a break, cleaner-cleaning. T-80 (Oel 1001-1002) (Aug.).

One and only

One fine shiny service lamp light bulb turned up in the T-80 (Oel 7 and 10) 58's. Next time you order lights for your 5000 (Oel 1000-1003) One, 57, always ask for P-504 4200-100-2112. This lamp was never meant for those switches. The one to get is light. Head, Service, Assembly P-504 4200-100-2112. It's the one, and only one to be used here.

Foolish parts

Some of you real jack-in-the-light have your best success in hair in your basal if you're not careful, though some are getting in and out of the other's hair too running their fingernails together with their interlocking, digging the rough part areas. Our opinion the pushing around and your fingernails against a tender nape.

Foolish spreading arms?

In case you've not yet seen T-80 (Oel 1001-1002) (Aug.), it really gives about a handy guide—the profile page—that tells you how take care when to ask for new "mach" spreading on your cleaning vehicles. The T-80 also houses in stock numbers for the page you'll need for your particular tracked vehicle.

NEED A MANUAL?

FIND 'EM LISTED IN YOUR
DA PAMPHLETS (INDEXES)
WITH THESE NUMBERS...

**HERE ARE THE
KEYS**

