

St. Frank

Issue 95

PS

1960 Series

**THE
PREVENTIVE
MAINTENANCE
MONTHLY**



**SPECIAL ARTICLE
PROTECTIVE MASK PM
SEE PAGE 79**

WHAT DO YOU WANT?

ON THE MWO



There may be a few things about Mobilization Work Orders you didn't know during basic training.

For example—

How do you find out if there's an MWO on you (or on your equipment)? That's the easiest... just look through your latest index, DA Pamphlet 101-4 (May 1981). Find the code that apply to your equipment.



But you already know that your equipment's been modified. The trick is that you're not absolutely sure you've got every MWO on your equipment—so you've checked your equipment's current status (DA Form 476, or it could be your Weapon Record Book, or your Mobile Log Book) against the latest DA Pamphlet 101-4.

If you find any in the 101-4 not listed on your 476 as having been applied, then somebody's got work to do. But what?

If it's fairly hard to pinpoint the solution of the code MWO's, the most of them you're got to find the MWO and see what it says about what to do.



Check last names, or the numbering system makes it real simple. You can call it a gloss to the index, whether it's yours or not. They're numbered just like your TM's and parts manuals, with -10, -20, -30, -40 and the like. If you're



an organizational mechanic, the -01 is your man, for example. The -06, -00 and higher numbers are for support.



initial MWO's get applied during the repair schedule of testing and operation. In other words, you don't pull your tank off a full operation to apply the type of MWO.



Special MWO's are applied just-in-time. There's generally the kind that fix up an actual condition on your equipment, or prevent further damage to your equipment.

You'll also notice that there's a / followed by another number. This number in the code for your particular item. For example, -10/1 means that in the item -10 MWO on that item, the second would be -10/2, etc. The next higher citation (MWO's) would be numbered -10/1, -30/2, etc.

Of course, for any MWO's you have to apply, you have to a requisition for the parts, like to speak) make you need: the MWO is your authority to get what you need.

Then, when the parts or kits arrive, you set up a time to get the job done, the money the better. Let the type of MWO tell you how long you've gotta wait. There are two types—URGENT and

URGENT. On the URGENT type, you'll get the modification as soon as possible under whatever conditions you're operating.



OK—you've applied the MWO. What next?

Behind it, when a / follows your equipment record index (DA Form 476), or (of course), you report the MWO application, if that's required.

And then you're ready to operate.



45 OF 205
The Piggy Bank
and the Bank

My Diary



IT'S

When you were a kid you probably called pig banks, or used letters to tell or ask questions. You had a secret code so only your besties could figure it out. For example, you would say:

- AB C D Codes (Translated—*what are the codes?*)
- M B NO Codes (Translated—*how are no codes?*)
- SM B Codes (Translated—*are there no codes?*)

You may think the translation steps slow. But wait! You can translate more and it's accurate. That S, M, and B are codes for Success, Misadventure, and Responsibility which you find in your "F" Form of multiple TM's (4-11P, 50P, 50P, 54P, 51P, etc.). That's an example:

11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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My Diary

NO SECRET

SHINE CODES

The Service code will tell you your things. First, it will tell you which unit number is responsible for supplying the item.

If you find a 1 in the first column of your Appendix III, "Repair Parts and Special Tools List", items with service call the location of "Repair Parts" or "Functional Parts List" that you'll know the item's supplied by the Chemical Corps. If there's a 2 it's supplied by Engineers, 3 by the Medical, 7 by Ordnance, 10 by Quartermasters, 11 by Signal, and 22 by Transportation.



YOU'LL FIND THAT SOME TECH SERVICES DON'T LIST A SERVICE CODE IN THEIR MANUALS UNLESS THE ITEM BELONGS TO ANOTHER TECH SERVICE.



Code P means the repair part has a high mortality rate. The web service gets it, and it's stocked and supplied from the responsible web service depot system. It's authorized for use in the vehicle of maintenance down to the alternate column.

Code P1 repair parts have a low mortality rate. The responsible web service gets these parts and supplies them only from their top depot.



THE PART HAS A LOW MORTALITY RATE. IT'S STOCKED ONLY IN THE DEPOT OF DEPOTS.

3P10

And this tells you that it can be put on by Operational/Maintenance.

Code M tells you the repair part is not a stocked item. It has to be made, assembled and used by the vehicle of maintenance down to the source column, except, when the source code "3P" is shown with a maintenance code in the source column. Then, only the vehicle which the maintenance code designates to higher vehicle rate maintenance the repair parts. Remember "3P" means maintenance.

3 P 10



The repair part is not stocked. It's made by Operational/Maintenance down from the parts list.

M 10

3P01

THIS IS THE 3P PART NUMBER IN THE DEPOT CODE.

This means the part's essentially repaired, but you have to take the old part to get a new one!

This can be subject to inventory use but can't be used.

M 10

THE CODE IS INCLUDED BY OPERATIONAL/Maintenance.

3 P 10

If there had been an M10 in the old inventory only 10 vehicles could make the item. When there's an M10 only 100 vehicles can make it. The maintenance vehicle special inventory entered in the source column is normally prepared by the Corps of Engineers.

Then you have three columns. **Description**—which is the approved Federal item name in all caps. If more info is needed to identify item it will be in lower case or small letters.



Unit of Issue tells you whether you're supposed to get the item by the Do (dozen or half), set, ea, gal, gallon(s), lb, (pound), lb (pound), case (container), bar (barrel), etc.



The responsibility column will just have one or two letters in it—"E" means it's responsible and "N" means it's nonresponsible. When some tech services have the column blank that means the item's responsible.

Ordinance does not use an responsibility column. The responsibility info is combined with the Source, Maintenance and Reversibility info. If an item is responsible, then an code will be included. But if an item's nonresponsible, it'll have an N combined with the Reversibility Code. For example if an item has an NR in the 5,

M, R Code column, that would mean the item is nonresponsible (N) and reversible (R). And the Quantity Incorporated In Unit gives the actual number of parts used in the application.

The 15 Do Allow. For 100 Equip. (Chemical Corps and some of the Ordnance Corps manuals break this down into Column A, which applies to organic compounds or lowering and Column B, which applies to explosives and to separate compounds, separate functions, and separate functions. The quantities of items shown must be on hand or on order at all times.)



When you see an asterisk (*) in the allowance column, you'll know that you can't requisition the item if you need it but you can't order it. Just to have an extra one on hand in case you need it. In other words you don't stock this item.



Your Identification column tells you what figure to look at for the item, and the Item No. tells you what number you look at after you item in the figure and the schematic reference symbol on electronic equipment.



Seal cover

Just because there's no hole fittings on the rear axle of your 1958 and 1959A Jags, there's no reason to put up lubing rear wheel bearings... when they need it.

MWD Grease G-1-9445 (11/2 Jan 54) don't now exist. It got its pipe plugs to make sure those fittings wouldn't get hit with a grease gun every time the vehicle went up for lubing.



TO GET MORE INFORMATION
SEND TWO DOLLAR SLIP WITH
NAME, ADDRESS, PHONE NO. TO:
MWD 4700-225-2111 Bldg

Your 150 calls for cleaning and re-packing the bearings with GAA every 15,000 miles or annually. You'll need to disassemble 'em to do the lube job and to make sure that no grease is on the brake linings.

These lube fittings get replaced by

As time, that's what should be done. If you've still got the fittings, you can avoid over-lubing and damage to the wheel bearing nuts by keeping these rear holes filled with Plug, pipe, tee-coupler, balls, 14-in. PSM 4750-4500 0718 (2540).

M119 check blocks

Lost a check block from its cradle on the frame of your M119 assembler so you can't check it?

That's easy to fix. But it can happen, because as your trailer rolls that cradle will rock. And your loss, it's a long walk back to bed in. Tough, too, because these assemblies are not marked for level.



IF YOU NEED A REPLACEMENT FOR THIS BLOCK, PLEASE CONTACT THE MANUFACTURER TO MAKE SURE IT'S THE RIGHT SIZE.

If you're caught short, here are the parts that'll help you make replacements. Parts that don't have FOM's have to be salvaged, bought locally or fabricated. Numbers in front of the names of the parts tell you how many you need to make one check block:

- 4—Riv, hex, reg, 5/16 x 1/2, of weight, FOM 10617, FOM 02 04425 0002
- 4—Washer, plain, 1, also as plain, 5/16, 1/2, 02 04425 0002, FOM 02 04425 0002
- 1—Link, check support and leg, 1, plain, 5/16 x 1/2, 1 1/2 inch high, FOM 02 04425 0002
- 1—Link, attaching, retaining chain, FOM 02 04425 0002
- 1—Link, spring, chain, for duty, 5/16 x 1/2, 1 1/2 inch high, FOM 02 04425 0002
- 4—Check block link, castings, of flat, 5/16 x 1/2, 1 1/2 inch high
- 1—Chain, welded, plain, and check support link, 5/16 x 1/2, 1 1/2 inch high, FOM 02 04425 0002
- 1—Block, section, fabricated from 1/2 inch hardened flat, and check as a template—see manual for dimensions of check block cradle welded to the trailer frame.

Cold calls don't cure

Sometimes it's better to keep a kink in your rubber as long as a winter before straightening it out. Specially in cold weather.

Let's figure you've got all squaring things away and some of your heavy rubber are kinked or have some sharp bends, curves or loops.

But before you start straightening, be kind to the kink. If the weather is cold. Because if you grab hold of the rubber and start to straighten it while it's cold and brittle you'll run a strong risk of cracking the insulation and also damaging the wire inside.

Try to get it under cover somewhere where the temperature is warm. It shouldn't take too long before she's "shaved out." Then straighten 'er out.



Save your eyes

Now that split-type rubber and synthetic grammets (FBC 1121) are no longer being worked, you'll have to perform a do-it-yourself job when you have to replace old ones.

Just use a new, sharp knife and slice the new grammet at a 30-, 45- or 60-degree angle. The 45-degree angle is the most common. Use the point to match the one you're replacing.



Shift shift



Ever watch a couple wrestlers all wrapped up in their belt game and wonder whose foot's getting outland?

Yeah... well you may find it just as hard to tell which end is which when you're installing the transformer-to-tractor-draw shafts on your Farm GT44-wire tractors.

You see, those shafts are being made by two different manufacturers. And which end of the shaft you get toward the draw axle depends on where that you've got.

The shaft that wears FOM 1128-088-0887 gets installed with the slip yoke to the tractor (yoke end) like it tells

you in most of the parts for those shafts. But the other shaft, wearing FOM 1128-114-0879, gets installed with the slip yoke to the axle (yoke end).

Even if you can't find the FOM's in the shop, there's another sure way to tell these two shafts apart. The outside diameter of the shaft with FOM 1128-088-0887 is 1 1/2 inches. The diameter of FOM 1128-114-0879 is an even 2 inches.

With those two shafts in the game, parts 2128440 and 2114051 of TM 54008 (18 Jan 75) got changed like it tells you in Change 2 (17 Nov 58) to the TM.

FOM 1128-088-0887 (SA, 3)
LP FOR TO AXLE
YOKED END

FOM 1128-114-0879 (SA, 3)
LP FOR TO TRACTOR
YOKED END



Dropped drag chain

If you're driving a grader and dragging a static chain, TR 9-2808-212-20 (21 Jan 64) has news for you. It tells you the chain's not needed. But you'll still need a wire to ground that static juice while you're flowing. The TR tells you how to make the ground wire.



Going down the drain



The drain valves on your motorized vehicles aren't much in size but if they get backed up to cut you, it's here's what you can do to avoid drain valve failures:



Before you park for the night, the valves have got to be left open to drain off any rain or snow or any fuel or oil that might leak during the night.

In cold weather, trapped water can freeze around the control linkage and give you a hard time trying to control your vehicle. Any time a lot of water on the hull floor could cause damage to the electrical wiring and short or ground out the circuits.

Here's why the drain valves must be kept closed when you're operating:

1. In non-pump operation, plugs on the drain valves of some vehicles may leak off. On other vehicles, and in water, any water when the vehicle falls there.
2. If it and plug non-pump would open drain valves making them valves.

As it might be a short good idea to be sure and check the drain valves at every Q service to see they're working right and that the flexible cable is slightly oiled.

When you've got the power package out, give the handle of the hull and all the draining mechanisms and linkages a good cleaning.

OK... LET'S GET UP-

While the MPEL, here's how to find out what the minimum coverage is for you for no less will be:

For example, let's take a windshield wiper... "Blade, wiper, FEM 27-40-020-0814."



Unit - No. units per
 unit **12**
 Qty. **+**
 Unit
 Total quantity **12**
 MPEL, unit

Now, let's say your unit happens to have 25 G740's (M38 Jeeps) and 4 G747's (M400 trucks). With these vehicles on hand, you know your unit's density for this item is 25 plus 4 or 29.

MPEL EQUIPMENT M30-M40-C23			
04	04	01	12
1-1	4-10	21-25	51-100

1	1	3	4
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First, by looking at column 1 of the MPEL "schedule," you see that several vehicles use this wiper blade. Take for instance the G740, G741 and G748 series.



Now, by looking at column 5, you'll see what series of the column for your unit's density for this wiper blade. Being 29, you glance at column 114 because that's the series for from 20 to 30 vehicles. In this series 114 you find the figure "3." Check it because it applies to your present density.

That "3" in column 114 of the MPEL "schedule" means your unit will carry in each row "Blade, wiper, FEM 27-40-020-0814" to support your unit's 29 vehicles.

PROPS ... & CHANGE—

While we're supposing, let's see what happens when changes are made.

Suppose your dealer's 21 pages have been moved over to another dealer. As a result, your dealer's density is less. Since you now have only four vehicles that use the wiper blade, you exclude your density rating under column 5(a) instead of column 5(c) because you now have between 1 and 5 vehicles instead of between 21 and 50. You'll see under column 1(a) that your dealer wants to carry one "Blade, wiper, 21 00-818-8818" instead of two.

When a "scorecard" page of your NPFL can no longer be used for making new multiple changes, you just put in a new sheet with the same items. The page form is known as TAC Form 250F.



The new NPFL will be helpful to every supply and maintenance man. With it, you can easily handle such changes as densities, additions, color and cost as they take place... and with very little effort. Besides, you can forget



about allowances in your OML until TCF TM's because they're not to be checked even tho you're allowed to replenish them.

One more helpful hint about the NPFL—it's a good idea to have a file of current supply and tech manuals handy for ordering parts not listed in the NPFL.

Some of you supply men may have ideas or comments about the NPFL. If you do, let them off us:

Learning Curve
P.O. Box 1000000 (Canada)
2025 The State Street
Lynn, Mass.
617-932-1000

or, if you prefer, to Sgt. Bill Mass.

The NPFL, TM 9-1580-115-10F (March 69) is now out—to get your copy.

TERMINAL STORY

RAY BROWN
 (LARRY FROSTING
 ART)



YEEHAWWWW!!!

That's

The end.

That's the scope—all of it—for a very short story.

About a year ago, I searched the numerous terminals on his food BC-419-11 radio transmitter. "Can't check enough RF voltage packed on those terminals to jolt a man about four feet to four tall.

And when your BC-419 stands in a good position there's nothing in the world to prevent a man somewhere from accidentally making contact with those terminals. Nothing in the world, that is, except a simple shield that will be a lot less dangerous to bump than than the terminals.

This shield is made of thin metal and secured to the side of the transmitter by four metal screws. If no metal is handy, just about any material that's rigid enough to resist a bump or shock will give the story a happy ending.

Generally speaking, though, the shield should be about six inches long, at least 2½ inches "deep" and 3½ inches high. Attach the whole works to the side of the transmitter on the two adjacent terminals as shown.

The end.



THE SHIELD OVER EACH OF
 OPPOSITE TERMINALS WILL PROTECT
 AGAINST SHOCK.



BASE SITUATION



Up or down.

Whichever way your antenna is going, the important thing is to keep it unfolded during the process.

Which antenna? The QJ-6L/TBC — used with the AM/TBC-24.

These antennas have a locking device on the AB-115/G mast base which keeps the antenna pointing in the right direction once it's up and ready to start beaming.

The actual locking is handled by two small but powerful mast base locks — or locking arms — that clamp down hard on the neck of the base. First,

the three arms just can't stand the severe strain which hits you when in the lock position as the mast is raised or lowered. They snap. Break. When this happens, your mast base becomes just an empty cold metal.

What now? Why not reach in the bin for two more locks, the mast says. But hold everything. That just can't be done. There simply is no breakdown of parts for the AB-115/G mast base. It's all or nothing.

Once the locks are found, the whole mast base must be replaced.

To keep your base intact and antenna out of the beam, brace you pull this back. Before raising the antenna and before lowering the antenna, make sure the locking arms are unfolded.

This simple operational check will keep your locks locked when they have to be locked and make sure your QJ-6L/TBC is pointed in the right direction.



11. CHECK FOR LOCKING

12. CHECK FOR LOCKING

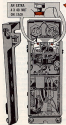


TWO MORE NUTS



An extra couple of nuts—added to the ones already there—will do the trick.

And it's a simple trick to guarantee that the Dynamometer in your APC/ABC 44 Radio Set keeps on the job no matter how bad the vibration gets.



It all shakes down to this: the J101 Receptacle on the RT-1307/AB Dynamometer Mounting has been working loose in the course of routine vibration within the aircraft. Shouldn't happen.

What actually works loose are the two #10 nuts that hold the receptacle in place on the mounting. This breaks a loose connection between the harness and the dynamometer—which really means no connection at all.

And all these nuts need are some reinforcements... in the form of two more nuts. An extra-half nut over each of the two already holding the receptacle will act as a jam nut and make the vibration problem *for good*.

And even if a receptacle has not yet shown signs of loosening, the extra nuts will provide enough increased FM that'll make sure the nut doesn't get the shakes later on.

CRADLE SONG



The baby
 that you're
 holding
 is **THIS**
 machine.

It's a **CRADLE**
 baby, not a
 "CRADLE" baby.



What could be easier than putting a handset back in its cradle?

Well, for one thing, it would be easier to put it back in its cradle the right way.

Take those TA-41/PT and TA-412/PT field telephones. Many a caller will cradle the 8840/PT handset any old way. He'll drop the receiver end of the handset into the microphone end of the cradle. And maybe the other way around.

Does he think of it, a man really has little way of telling for sure which end goes where. To scramble the message more, it's easy enough to replace the handset either way... which doesn't help things along.

Be handy first. A tiny patch of adhesive tape on the receiver end of the handset and another on the receiver cradle itself (where the prongs set) will give a man some markers to cradle by. Just big enough to see any without waiting.

Once if the receiver cap is slid in gently against the two prongs in the cradle, then the transmitter end of the handset can be dropped down easily



into its cradle—where those two little cradling hooks will hold it where it belongs.

Doing it this way, also, will just about eliminate the risk of getting tied up with the handset cord.

The key is getting the receiver end of the handset into the receiver cradle. A touch of tape on both will take care of that. In this case, proper operation means trouble-free preventive maintenance, too. By replacing the handset the right way, a man just about eliminates the need for maintenance on the prongs, cradle and receiver and transmitter caps.

EXHAUSTING PROBLEM



The hot air goes "round and 'round and comes out—in two places.

What's important of all is where it comes out inside your ANGLER 46. That hole brings in the heat of the heater brings a warm feeling on the face even on the coldest day. It also warms up the sleeping equipment—which can't go into action till the mercury reaches about 50 degrees.

But the heat also comes out through

the top of the trailer or over the side of the truck.

If the exhaust touches on the wooden sides running along the side of the truck—the result is scorched sides. Or maybe burnt sides. If the exhaust touches on the inside of the trailer, the result is burnt or scorched wall.

Even if the trailer is lowered to the horizontal position, the hot exhaust blows at the trailer chain stave, and



the exhaust pipe inside the trailer. Which has been leading to trouble. Trouble for the gases inside the trailer and trouble for the 14-ton truck that carries the ANGLER 46.

The feasible moral exhaust rule that fits over the end of the heater's exhaust pipe is only about a foot long. Which isn't quite long enough to reach over

source or leave much in up its smoke.

Worse of all, if the flames back up inside the box, the result is a very sleepy crew. Maybe a permanently sleepy crew.

In no sleep truck, trailer and crew in good shape, check out an even bigger important issue very carefully before making up the heater:

1. Be sure the trailer is *tilt-free* level.
2. Be sure the exhaust pipe is not pointed directly at the sides. Use it spread out toward the rear of the truck.
3. If you do get big 80 on the dia, cut a small hole in the left rear panel of the truck and guide the exhaust pipe through that.

OVER AND UNDER



Head tell there's been some mild rattle in the cockpit of your model because (L-201).

The friendly kind, of course, but a man signs that maybe something should be checked here.

In this case, it's the arrangement of the AM/ABC-11 UHF antenna cable and the AM/ABC-11 FM antenna cable panels. Be sure that when the pilot or co-pilot sticks a hand up to change the frequency with the selector rings on the UHF panel he runs into interference from the leads and projections of the FM Panel.

There remain knobs and projections on OR in certain cases and in certain places, but a man has to get a pretty good grip on the bearded ring knobs of

the ABC 15 to shift it to another frequency setting. Which is hard when the UHF panel is positioned above the FM panel ... and when a man is wearing gloves.

In a simple re-arrangement will ease things nicely. Just back off the four Dow fasteners on each unit ... slip the UHF and FM panels out of the rack ... and reverse their positions.

Put the UHF panel in the rack below the FM panel. No need to reroute or put in new wires—or make any modifications at all. Just shift positions. That'll help hand motion, and keep your frequency selector knobs free and easy for the team.

Course, you'll want to get your OR's OR before you make the switch.



CHANGE FROM THIS... TO THIS



THIS IS A FIRST DOWNGRADE ITEM... BUT THAT MEANS YOU'RE IN THE CLEAR... IT'S YOUR RESPONSIBILITY!



CLEAN THE MASK AT LEAST THREE TIMES A WEEK WITH HOT SOAPY WATER, CLOTH OR BRUSH... OR YOU CAN USE THESE DETERGENTS IF YOU GET AN OIL FROM YOUR CO.



Remember you can use...

Bayex 100 made by Bayex Chemical Co., Newark, N. J.
Eucalypti 200 made by Colman-Atkinson Chemicals, Ltd. New York, N. Y.
Eucalypti 200 made by Colman-Atkinson Chemicals, Ltd. New York, N. Y.
At least these detergents used to clear away oil from faces. Although I don't.



LOOK FOR HOLES, TEARS, AND SPLITS!

NEVER CLEAN LENSES WITH WATER

TAKE CARE THE OUTLET VALVE DOESN'T GET PLUGGED UP WITH JUNK OF CRIBBED AND COILED UP IN SHAPES!

CHECK TO SEE IF OLD AIR HAS GET IN... THE FIRST SIGN IS WHEN PRESSURE BEGINS TO SET!

HOW ABOUT THIS PEA-LAD... CAN'T YOU GET IT NOW?



Joe's Dope Sheet

RUBBER GUN,
NOT BATTLE
OR DUTY

LENS
CRACK
NOT CRACKS
OR HOLES

GLASS,
NOT
CRACKS

CRACKS
RUBBER GUN,
NOT DUTY

Just because it don't rocket or shoot
is not any reason to goof
on maintenance or care
or turn-in or repair...
may be this or a plain wooden suit.



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







I HEARD TWO THINGS
WENT TO HIGH SCHOOL ON
THOSE FILLES IF KEEP
THEM FROM LEAVIN' THE
CLEANED STUFF, SEE?

RIGHT... I GOT
TWO BELT/THREE
RIGHT HERE...
FULL FIELD
OUTPOINSE
AND ABOVE
BRIGHT OUT!



WELL, BARGE, I
AINT CHECKED
OUT JAP MUCK...
AND...

OH THE DOUBLE
CAN DO I WANT
CHECK JAP MUCK?



... I want to know the things she does
and what she's doing with the money

NOW, IF WHAT
EQUIPMENT DID YOU
SAY WE CAN USE
FOR OUR PRO-FRANK
BULLET??

WELL, I
DONT KNOW
ANYTHING
ABOUT IT

WELL, SHELLS LIVE
WITH MONEY
LADDER
QUICK, THE
MONEY!

... I want to know the things she does
and what she's doing with the money
... I want to know the things she does
and what she's doing with the money



Yes... you guessed it...

WELL, I
DONT KNOW
ANYTHING
ABOUT IT

CRACKS
CRACKS

IN
THE
MIDDLE

CRACKS

CRACKS

THE DOUBLE (GOD) FRODO LAST PART
OF GARY EQUIPMENT IN THE MIND DANCE
DANCE OF (GOD) THE MIND... AND
THESE ARE SPECIAL (GOD) EQUIPMENT...
AND (GOD) THE (GOD) EQUIPMENT OF THE
EVENT WE WILL CONDUCT A
MAINTENANCE CHECK IN THE
MIDDLE (GOD) THE MIND, JUST LIKE
GOD IN THE (GOD) AND THE (GOD) IN THE





DOUBLE-DUTY ROSTER

Dear Staff-Sgt.,

When the Engineers came out with the new FM 3-305 and the L and Q sections like Ordnance, I thought they had talked things over and had agreed to make things easier for the troops. But, it didn't work out that way.

Some of the units in this Group only have one or two items of Engineers equipment. In, since it was easier, they were added on the same FM Roster, FM Form 800, with the Ordnance items. The Engineers say it's OK, but the Ordnance Inspectors gipped the units.

When you have an item like a track-mounted compressor, we like to put the track (Ordnance) and the compressor (Engineers) on the same roster—listed separately. We know when we schedule them for services on a mileage and hours basis, they both may not come due at the same time. But, at least, we've saved all the time and trouble of using an extra form.

What is the regulation that tells you to use separate rosters for different tool services?

SFC L. P.

Dear SFC L. P.,

I agree with you that using an extra form makes for extra time and trouble. There's no general regulation that says you'll use separate rosters for different tool services. As long as you list each item separately, you can include Engineer and Ordnance equipment on the same form—the way you did your Ordnance track and its mounted compressor. However, if your local HQ says you'll use one roster for Engineer equipment and one for Ordnance, then that's what you do.

KEEP IT A YEAR

Dear Half-Mast,

We're in a quandary as to the disposition of DA Form 218 (Parts Slip and Work Required) formerly DA Form 115 and DA Form 206. Can you help us?

F. L. M.

Dear F. L. M.,

You're supposed to keep DA Form 218 for one year. In fact, you need it the same as any other repair shop job order.

If you've got AR 145-100 (10 Oct 59), take a look at paragraph 1Bb. That's the one that applies to the 218.



SAFER M62 TAIL

Dear Half-Mast,

We've installed Tailpipe extension, PNW 2990-640-2115, on all of our G74-series vehicles like it says in TB 9-2120-111-2077 (2 May 58).

But all that exhaust heat over the right gas tank on the M12 makes drivers at service as a man handling a cargo of mines.

Looks to me these tailpipes would be a lot safer if they pointed up instead of down. What do you think, Sarge?

MC J. M. A.

Dear MC J. M. A.,

You've got a sharp eye for a hazard, Sarge. But a new tailpipe extension has been authorized just for the M12 work-trucks that should take care of it.

It's 19-in Tailpipe, extension, PNW 2990-640-5434, and it's listed in TB 9-2020-211-2071 (15 May 59), which supersedes the one dated 2 May 58. The new TB also lists the Clamp, PNW 2990-641-6726, and the Hanger, PNW 2990-741-1875, that you need to install the longer extension.

The 24-in tailpipe uses PNW 2990-640-2115 and is still the one you use on all G74-series vehicles except the M12.

Both the long and short tailpipes



point down, and here's why. Turning 'em up like you suggested might increase the fire hazard. It would also back-siphon air exhaust flames with lighter-than-air gasoline fumes coming from the vent in the gas tank cap.

Half-Mast

HOW DO I GET IT?



Dear Staff-Sear,

I'm having a little difficulty in requisitioning cold resistant paint (Coating Compound, Aluminous, Solvent Type, Black, J/N 40746-290-3341).

My requisition was returned for authority. What is the authority and where can I find it? M/Sgt. A. M.

Dear Sgt. A. M.,

Here's something that should get you your paint.

On page 65 of your TM 9-2810 is info about cleaning and preserving materials. "These items are extracted from ORD 1 SML R-1 and are requisitioned by using units as required."

Since the Engineers took over some of the R-1 items and you find it in SM 1-8000, I'd still use the TM 9-2810

as the authority which requires you to use it.

You can also quote your vehicle TM as authority. For example, TM 9-2810-203-20, chapter 3, Section IV, contains a paragraph on Specific Procedures for Quarterly Preventive Maintenance Services for Batteries. This paragraph says the batteries get removed and cleaned and you repaint your battery box, if necessary.

Staff-Sear

PLANE RECORD FOLDER

Dear Staff-Mack,

Every aircraft in the Army has a plane folder to keep records and forms in, but I don't if I can find the nomenclature and Federal stock number for same. Can you help me?

SF13 R. C. R.

Dear Specialist R. C. R.,

I know what you mean. You can find these folders listed in SM 18-1-7500, Change 5 (1 Aug 70) under Binder, Loose Leaf, nonpaper, vinyl plastic, T-Ring. ... FPM 73 10-300-3093 (QM). They're listed with each aircraft.

Explain to your requisitioner why you need a replacement and you shouldn't have any trouble getting a new one.



Staff-Sear

HOLD DOWN THE ROOM



Dear Hal/Maj,

We're having trouble with our M74 tank recovery vehicle and thought you might be able to help us.

The pin on the cylinder beam doesn't stay put when the beam is in operation and this could be mighty dangerous.

Maybe you can tell us how to fix it.

Maj C. P.



Dear Maj C. P.,

Sorry, I got good news for you. You can get this fixed and it won't cost you big bucks.

Just have your M74 in its Delmonico support and they'll apply MFD 5-2330-262-50/1 (15 Mar 68).

This is strictly a third solution deal, but the MFD is URGENT, so you should get it done as soon as possible.

TO WASH OR NOT



Dear Hal/Maj,

Our motor expert has come up with something new. He says not to wash the tracks before being 'run up' for the inspector's inspection.

How come?

I was always told to clean things up for any kind of inspection.

Dear PFC M. L.,

PFC M. L.

That was the old Army and I remember it myself.

But you guys change with the times and, besides, there's a good idea back of this.

If a vehicle is washed just before the inspector's inspection it is easier to find loosens or damage that may cause

leakage of oils or hydraulic fluids. This goes for both tracked and wheeled vehicles.

After you've run your vehicle in good working condition you can wash it for the GCI's eagle eye.



LOST CLAMPS

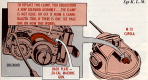


Dear Hay/Matt,

This is for the M11 caps on my 800 and 804 trucked vehicles.

How can I get the clamp that holds the retainer of the .50-cal machine gun in the back plate?

Egr K. L. M.



Dear Egr K. L. M.

This clamp is part of the .50-cal's retainer assembly and is not an item of issue. For that reason it's given such number, its need as a replacement part has been just about nil and as a result it doesn't exist being as a supply item.

In a rare case, though, the clamp might get lost when the machine gun

and accessories are removed from the parking case. Wrapped separately, it could be unnoticed and get tossed away with the wrappings. You could get the clamp from a nearby field item, if one is available. Another way out would be to requisition a new retainer assembly.

HAY/MATT

TANK HATCH LOCK MWO



Dear Half-Man,

The way MWO 3805 (249,362 (1) Mar 65) reads, we don't know whether our M48-series tanks should go to Ordnance support for modification of the hatch lock on the BT commander's cupola.

The MWO refers to M48-series BT with serial number 3805 or under.

We've looked all over the cupola with a magnifying glass and we can't find any serial number.

What gives?

SFC J. S.

**MWO ON ALL M48 BT
SERIAL 3805 ...**



**... ON ALL M48 BT
SERIAL 3805
SER. 3805**



Dear SFC J. S.,

Oops, don't ruin your eyes looking for serial numbers where there ain't none.

What the MWO means was the serial number on the tank itself.

This is spelled out in Change 1 (7 Mar 65) to the MWO. The MWO calls for modification of the commander's cupola hatch lock on all M48A1 tanks

regardless of serial number, and all M48A1 tanks through serial number 3805.

If your tank fits this description, send it to your Ordnance support for this Urgent modification to prevent accidental closing of the hatch during operation.

Half-Man

HOLD THAT PAINT!



Dear Half-Mast,

All our vehicles have small marks showing how fast their gas tanks will drain when we haul—just like TB Ord 1100-1071 (2 Apr 54) says.

The question is: Where do we get the data on how to control the amount of gas the pumps're putting out? And how can we tell what the rate of flow from the pump is?

Sgt W. F. J.

Dear Sgt W. F. J.,

You can take a break, sergeant. You can discover marking maximum refueling rates on these vehicles, like it says in Change 1 to TB Ord 2000-1071 (18 Sept 55).

No need to scrub the paint off if they've been marked, though.

And there's no need to get carried in pumping that flammable fluid now. Anybody whistling and dealing with vehicles is wise to know their refueling rates... like they've laid out in the TB.

For the two-gallon pumps now most commonly used, here's some useful info:

Type II Pump, gasoline, commercial a./military, non-computing—TB 0994-274-202
—puts out at 11-13 GPM. Recommended for vehicle gas tanks of less than 100 gallon capacity.

Type IV Pump, gasoline, commercial a./military, non-computing—TB 0994-274-202
—puts out at 13-15 GPM. Recommended for vehicle gas tanks of more than 100 gallon capacity.

If you need more info on the pumps, see TM 11-1-4900 (2 Apr 55).

IN YOUR OWN REPAIRS OR... WE'LL TAKE CARE OF IT.

YOUR 5-KW

CHEER APPEAL



1. 1 AMP. 120 V. BURNING—
Warning signal, not visible.

THE BURNING—Warning to
collectors. Judge by sound
and smell. Smoke, intense
warning signal.

1. 1. FLAT, BURNING—
FUEL DEFICIENCY PLATE—
Warning, easy to see, not light,
point out.

GENERATOR



Makes no difference if your 5-KW generator is powering your shop equipment or keeping the lights bright in your basement GP-give. It's real ease of confidence with regular preventive maintenance.

The checks you see in this article apply to all your 5-KW generators, no matter what kind you've got. The pleasure of the Hot-Gas, Model CE 55AC/WGA. Take the same info and apply it to your own generator and you're in business.

Your Hot-Gas is a self-contained, skid-mounted, canopy-covered, portable rig completely enclosed. It has a four-cylinder, gasoline engine directly coupled to the main generator to provide the power.

The generator control panel and the engine control panel, both located at the rear of the set, have all the controls and instruments you need for operating the engine, generator and heater. All of the accessories are easy to get to by the use of access doors.

DEFICIENCIES

101. 1000 PHASIS—Bad, damaged. Missing
case, lights, wires. Access doors don't open.
Oils, hoses, belts, other defects. In-
formation missing. No 1/2-inch dia.
Lead with gas wires missing. Don't open.

**PULLING
DOWN**—
Missing, worn,
tipped.



100. 803—Missing, oil vent
open, flow or leak, hole.

102—Lead because of price
of this on present generator
equipment.

These are the things that'll keep your generator from keeping its promise of trouble-free operation. All you have to do is use your eyes, ears and hands to spot them. If you can't fix them or don't have the skill-clear signal to fix them—pass the word along. Your boss also will want to take action.

There're two kinds of deficiencies—major and minor.

The major ones are those that can cause breakdown, extra wear and tear, or unsafe operation. You don't want to run equipment with a major deficiency. All 798.4 (27 Mar 54), Appendix B, gives you the breakdown on this.

A minor deficiency won't cause your equipment to stop running right off, but it can lead to a major deficiency. Some of the items listed aren't necessarily minor deficiencies, but they need attention anyway.

Be sure to check out all the details in the manual for your particular rig.

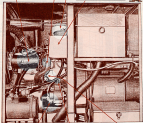
Here's what you want to look for—the major deficiencies set in 100.1-100.4.

CRACKED BRICKS - Leaks, dirty, blocked freely.

CRACKED - Leaks on mounting hole, wiring connections. Can inspect bricks individually, dirty, oily. Loose leads lead connections, brick holes dirty.

OL. FLDS - Leaks, connections leak, loose clipped.

CRACKED - Leaks mounting, wire connections leaks, loose loose terminal or battery strap long regulator not insulated. (Should be wrapped with tape.)



CRACKED BRICKS - Leaks on mounting connections, loose terminals lead, nuts missing, loose.

OL. LMS - Leaks, loose connections, damaged.

CRACKED - Oil level too low, too high. (Oil to be more than 1/2 inch above or below the full mark.) Leaks. Repair pipe leak, wiring.

COOLING SYSTEM

ROUNDER (round) head loss. Should be within 1 inch of floor level. If above floor, add, **rusty. Core heads, also, plugged with dirt, even. Source assembly loss, broken, jammed.** (opens lost. Does not have. **Thermostat impurities.**)

WATER PUMP—impeller
rotates fast.

**WAS—Blade loss, low-
loss. Mounting bolts
loose.**

FOR BELT— too loose, too tight.
(Belts should be 1/2 inch be-
tween drive hub and water pump
assembly.) **Worn, beyond, not
good.**

WELP—top placement.
Broken.

**WATER PUMP—low,
missing.**

**WATER PUMP—low,
missing.** (lost
lost. Low connection.)

**WATER PUMP—low,
missing.**

**WATER PUMP—low,
missing.** (lost
lost. **Change mixing bracket.**
Lower loss into low loss. (This should be
inspected as per instructions only for enough
to dump.)



WATER



WATER PUMP DRIVE — *Check, loose connections. Won't turn.*

DRIVE BELT — *Slipping loose, brittle inspection.*

WATER PUMP DRIVE — *Wiring loose, brittle inspection.*

WATER PUMP — *Slipping, loose, leak.*

WATER — *Candy coated. Dry, coolant, hot from heat, leak. Also inspect **igniter** **defective**, **aren't** **glow**. Check if hot to light red in 3 seconds.*



GENERATOR



GENERATOR, REPAIRING KIT — *Loose, disconnected, driving shaft, too mounted loosely, damaged. Filter correctly.*



BRUSHES, CONTACTS, ELECTRICAL CONTACT — *See, dit. of, press. Brushes worn, loose wire connections. (Wear more than 1/2 their original length) Brushes held in holders, poor contact. Damaged, loose tension in springs. Slips worn, pitted, grooved. Insulator commutator worn, pitted, high mica between segments. ("Heavy bright" slip rings and commutator; not necessary, if surface copper-oxide "film" is fine on slip ring and commutator areas as a lubricant and lets brushes operate smoothly at a low rate of wear.)*

WIRE, TERMINAL — *Loose, missing, loose, wiring, connections. Wiring broken, not, slotted, slotted, fixed in, slotted. Connections exposed, broken.*

Learn more at page 22

WEATHERSTRIP...

YOUR COMPARTMENTS



YOU CAN KEEP THE WINTER WINDS OUT OF YOUR COMPARTMENTS AND MAKE THEM WARMER AND DRYER BY USING A GOOD WEATHERSTRIP. WEATHERSTRIP IS AVAILABLE IN MANY TYPES AND IN MANY COLORS. TALK TO YOUR DEALER.



Some that old winter weather has a way of making himself felt by seeping in and around the doors of the compartments and playing havoc with the stuff inside—wasting tools and keeping goods of value inside.

Now, your rig has metal weatherstripping around the door hinges—and a rain guard over the compartment doors. But, somehow, somehow, the moisture has a way of getting inside.

One way to keep it out is to weatherstrip the compartments.



No more chills. You can do the job—and your supplier people can supply the weatherstripping you'll need.



The stripping you want should be 1/2-in. thick by 1/2-in. wide. Use a good commercial adhesive to bond it to the doors. You'll need about 120 inches to cover the doors on your rig.

If you're in an arctic region, you want a weatherstripping with a sponge foam and glass fiber double coating.



There are two types available. Either one is OK.

They are

Type 101, 1 1/2 in. high in Arctic, 101,
Type 1002, low freezing, 1002, 101.

If you're in a temperate zone, you'll use a good commercial weatherstripping—like that manufactured by Atlantic India Rubber Works, Inc., Chicago 7, Illinois or Rubberworks Corp. of California, 1800 West 120th Street, Torrance, Calif.

There's one RIM for the stripping and it's not in the supply system. Your supplier people will have to buy it locally.

A KIT FIX

Here's not a green man, by . . . and that's what some of these supply clerks handling that already common hardware kit (FSN 1530-000-5447) up at the field maintenance hangar are doing.



It happens every time they try to figure out what to order, refill on each item. What does you in that if that guy doesn't keep up on his bin counts, you may not always get your batch of nuts and bolts whenever you feel like remodeling over there for small stuff. Nothing does frustrate them dipping your hand into one of those drawers and coming up with a handful of air instead of hardware.



So why not take that supply man with you, that you go over there and show him to a little gimmick that will help him, and you. Here's the way it works:



The clerk figures out a reasonable reorder level—based on past usage experience with this kit. Let's say he decides that he should re-order withenough when his stock gets down to 10.



He then slips 10 withenough into a separate envelope and puts the envelope back into the drawer or bin along with the loose withenough. I don't mean, there's nothing looser than a withenough.



This way he'll automatically know that when all the loose pieces in any drawer are gone, he can grab that envelope, dump the hoarded pieces into the bin, walk back to his desk, and order more nuts. When the replacement parts arrive, he refills the envelope.

To make it easier, your field maintenance supply man doesn't have to set different reorder quantities for each individual item. He can use a lone figure, like say 75 or 100 pieces, for a whole slew of items that are generally used up about the same rate. If usage quantities change, then it's only natural that he's gonna change the push-up or re-order level quantities.

Following this system, field maintenance should always have enough "on hand" hardware to keep you from run-

ring line as "calibrated rock" situation when it turns the most. (Maybe how they always seem to be slip on the small wall just when the boom man is on your back about not keeping his birds in flyable condition?)

Now time you're working through the EM hangar, don't forget. Maybe that supply clerk's got a good system going already—and maybe he hasn't. Maybe his system's even better than this one. If it is, everybody'd like to hear about it . . . including the suggestion awards committee and of Hall-Man. So don't be shy when you can do

a supply favor for other Madmen, too.

Just as added info . . . most everybody concerned remembers that SR 119-11 (18 Jan 58), with Change 1, covers "Distribution of Hardware Kits for Aircraft Maintenance Activities." But maybe a few helpful hints on how to read the SR the right way was overlooked. So, you'd be wise to look up those TC Supply Letters.

SL 3-59 (16 Jan 58) adds to part I of the SR. SL 12-59 (16 Feb 58) and SL 20-59 (11 Apr 59) explain some more about part II in the SR. SL 18-59 (16 Mar 58) adds a tip in coloring replacement by package quantities.

ONE MAN—NO ROPE

Any time you have a longitudinal hinge adjustment to make on your Shawmut H-110 you're in for a good deal of a job for a full crew of three. So if a job by your lone man is only 23 minutes

longer adjustment to make on your four and a half ton-breaking machine special tool will help you do the same you're interested. right) Right!

Well, here's a serviceable type of tool that can be attached between the

The tool should look something like this and the parts shouldn't cost more'n half a buck, all told.



adjustable and longitudinal both-ways, parallel on the link assembly. By over-riding the divided gear of the tool, you unload the hinge's spring tension and have it sit that way while you go about playing with the link assembly bolts. Meanwhile, those other Madmen can go about their business and the work can run away that rope trick you've been using on the longitudinal both-ways.



ENGINE QUIT—NO LUBE



Any aircraft mechanic will agree it's a complete waste of time doing a postflight check if you're going to forget to either tighten down an oil filter cap—or safety a ramp drain plug.

It's not only a waste of time, but a sure-fire way of encouraging complete engine failure by forcing the engine to run out its oil. Any well-respecting aircraft engine will sooner or later (and you sooner) refuse to fly under this condition.

To prove the point, a Beech (L-19) didn't feel up to finishing its checkout when it got sick to its oil sump because the unsecured drain plug fell off in flight.

A Bird Dog (TL-150) got the shakers and couldn't keep its manifold pressure up on an IFR cross-country flight—because somebody at the last refueling point didn't replace the oil filter cap—or else put it back without the safety pin in place.

Luckily, all the drains did their job.

The mechanic also will admit the aviator who remembered to check his oil filter cap, but forget about the safety pin. It was in place ALL RIGHT, but went down on a shroud of its former self. A skilled hacker immediately took and threw away the cap—followed soon after by the one who did the check.



MAKE A LITTLE SLOT



Remember that ALPACA
ACCORD? Well, you know
it's the best way to keep
the balls out of the
cable. But the
replacement
coming out of supply nowadays have
the balls already attached as part of the
cable assembly. FOR 1-800-774-8129
(P/M-CAMCO-B) ... and the balls are
too big to pass through the original
holes.

Used to be the cables were galvanized
through the holes in the ladder's tubing
and then the ball-connections were crimped
on the cable ends. But the replacement
coming out of supply nowadays have
the balls already attached as part of the
cable assembly. FOR 1-800-774-8129
(P/M-CAMCO-B) ... and the balls are
too big to pass through the original
holes.



Now the best answer is a situation like this: to make holes big enough to pull the balls through
—without letting the balls pop back out again. So you drill a 3/4-in hole about 3/4-in above each
3/4-in hole already in the tube. In other words,
each new hole goes between the bottoms of the
cable cleats and the original hole with the rope in
place outside the footing.



Next, you cut out a 3/4-in slot between each
pair of holes. This lets you push each ball through
the 3/4-in hole at the top and slide the attached
cable down the slot to the smaller original hole.

Now slide up a clamp, like 4734-298-0094
(P/M-B&T-EMCO), and fit over a 3/4-in clamp
nut. Then slip the clamp over each side of the
cable's tubing snugly over the ball. That way the
balls will stay put and your ladder will be loaded
as good as even.



NO MUSCLE... PLEASE

Sliding across the ground making a multiple check is no time to do hand-to-hand work if the flight controls feel jammed. Feeling the controls with muscle power before an inspection can be deadly in a good way to cover up the state-of-need may be a dangerous safety of flight hazard until some future time. So, when normal flight pressure won't separate the controls, hold everything until the cause is found.

And make sure the incident, like any other unsafe condition, is noted on the aircraft's PMA-2 form.



WELL, THE CHIMP
LARKING WAS A
MISTAKE, JOHNNY!

FLYING MISSILES



There're just not many things more distracting for flight crews and passengers than being bombarded by flying missile shaft.

That's why you never have strap or unsecured tools in the cabin after you finish working a bird.

It's mighty important that you secure your tool box by stowing the shaft through the tie-down rings on cargo type aircraft. Riding through

turbulence usually means it's blowing around, which is a disaster for you and mine.

In those extreme cases when your bird decides to cut its flight short, the added G forces involved in a crash can sure show flying missiles how deadly surprises

THIS OTTER GOT FLOORED



Dear Editor,

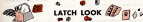
It doesn't take long to damage the aluminum flooring in the Otter's (U-14) cage compartments unless you use some sort of auxiliary flooring for ramping cages. We've been using wood or plywood floors made in three parts, so they'll fit through the cage-door without trouble.

Manure is even easier to handle for carrying lighter than gross weight loads. And adding a few holes in the right places makes for a snug fit around the cage-in-door flaps.

Sgt. John W. Crosby
USMC Regt
Ft. Belvoir, Min.



(Ed Note—Good Deal. The Jet Services Company at Fort Riley uses the same trick. It's a good one.)



LATCH LOOK

Lock latches can lead you to trouble. Improperly secured doors or locking latches on a gas-flight inspection. Flying doors and coverings mixing it up with your nose gears, for example, sets stakes for uncomfortable flying conditions.

All it takes is overlooking a worn or



UPSIDE DOWN IS RIGHTSIDE UP



Dear Editor:

Down here deep in the heart of Texas, our units—which use the M7 APC-tipped one a way to save the Army a lot of dough in supply and replacement.

We take our personnel rations through rough country with lots of undergrowth and through woods. This gets the side guards (track threads) all torn up.

What we do is to take those side

guards off, turn them end-for-end and mount them in an upside-down position. That way, working gets enough under the threads and there's hardly any damage.

Of course, we know that the track threads are needed to help in moving when we have to ford. So as soon as we get the word to swim or we get close to water, we change the threads around again.

1st Recon Squad
15th Cavalry, 3rd Armor Div.
Fort Hood, Texas

(Ed Note—Sounds like a good way to save those two items from getting all chewed up. Just don't forget to put the track threads back when you go working . . . otherwise you're liable to find yourselves up the creek without a paddle.)

ELECTRO-MAGNET PULLER

Dear Editor:

Removing a broken axle nut from our wheeled vehicles has always been a major and time-consuming job. The opposite axle that had to be removed—when the broken nut drives out—usually caused metal chips and sometimes the nut itself to fall into the gear case.

To simplify most of these jobs we come up with an electro-magnet nut puller which cut the job in half and

removed all metal chips from the axle housing without much fat and nerve work.

Here's how other units can make one—if they're looking for a time saving tool.

Use a 5-ft length of $\frac{1}{2}$ -in. iron rod. Wrap 40 feet of #40 insulated copper wire 3-in. wide to one end of the iron rod. (We got our #40 wire from a salvaged commercial motor winding.)



Connect two 3-ft lengths of 14-gauge wire at each end of the copper wire coil.

To separate the magnet coil, hook leads to a 4 or 12-volt battery, insert zinc-rod heating and fish out all pieces of broken metal.

The silted rod looks something like this:



C. B. Ferguson
Army Chemical Center, Md.

DIRTY FUEL PUMP



Dear Editor,

The fuel pump on our Dodge bus model K 6-5000 kept getting clogged with dirt, but we figured out how to clean it.

First, we found the pick-up pipe was located on the bottom of the tank where all the sediment collected. We fixed this by bending up the pipe half an inch off the bottom of the tank.

The flexible fuel line at the pump

had a bad bend in it, so we replaced it with Line, Fuel, F8V 2830-724-0223. We changed this a little by cutting off the curved flaring of the line and replacing it with a 1/2-in covered flare body a 1/2-in hose fitting, F8V 4730-340-4720.

After we installed the line with a little slack and clamped it on the side of the chassis, we took the bus for a road test and it worked fine.

(Editor Note: This sounds like a good deal, too, and should help others who have the same troubles with their early model commercial vehicles. But it's not in fact fuel pickup lines installed at the bottom of the tank. And all commercial vehicles bought after 1 Feb 58 should have a fuel filter either in the line, fuel pump or carburetor.)

For the earlier vehicles, DF 8-111731 (Aug 56) has the steps on how purchase and installation of a ceramic type fuel filter that'll help keep the fuel pump from getting clogged.)

Cannic Rodd's **BRIEFS**



Foto flash

Have you heard about a few photographic technicians who haven't picked up their FE-37/38 and like the yet. The 37's designed to look like the old reliable FE-24, and any man in the NBSA 261 Group is authorized to put in his requisition for one. The FE-37 has needed tools for photo equipment repair which aren't included in the new tool kit replacing FE-24/28 . . . thank your TOB for your authority.

Aiming sights specialist

You man who handles M2 aiming sights, hold onto SB 9-1 P0114 Jan 50. The SB tells you about getting an eyepiece for the aiming sights—an eyepiece that knocks out annoying glare and obbs eye protection. It's being issued using only as a prescribed tool item.

Where'd it go?

Maybe you've been having trouble trying to find the stock numbers in the new—28P 14's for the replacement parts for the universal electrical connector repair kit. They need to be listed in the 28P 14 Group in your old-28P 7 14's. Get hold of 28P 7-4 2813-261 2 Aug 49. It gives the replacement parts for both the Douglas and the Bendix kit.



Don't throw away

Hey, man . . . you outfit using the 00-709 or 00-708 telescopes . . . take a good look at SB P-1 27 2 Mar 49. Word's going around that a lot of outfits are throwing away scopes, sunburn-able, anti-rain- and rain-able parts—instead of handling them the way it says in the SB.

Read it, AR 700-31

Get that AR number on the back cover of FE have FE three part? You're right—it should read "AR 700-31." Well, that is going to make some heads on the muggins of a typewriter and a proof-reader or man or he catches up with them.

On the floor

A right handy piece of equipment. That's what you'd call the steel spreader beam that can be made for use on the manual hoist when handling nine-thousand weight components in the warhousing building.

The scope on having one made for your outfit is in DA Cir 420-1, dated 26 Feb 49.

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

IF IT'S NOT GOT IT **HERE**



IT WON'T HAVE IT **HERE**

AND IT'S WHAT'S UP

FRONT THAT COUNTS

