

Issue 261

PS

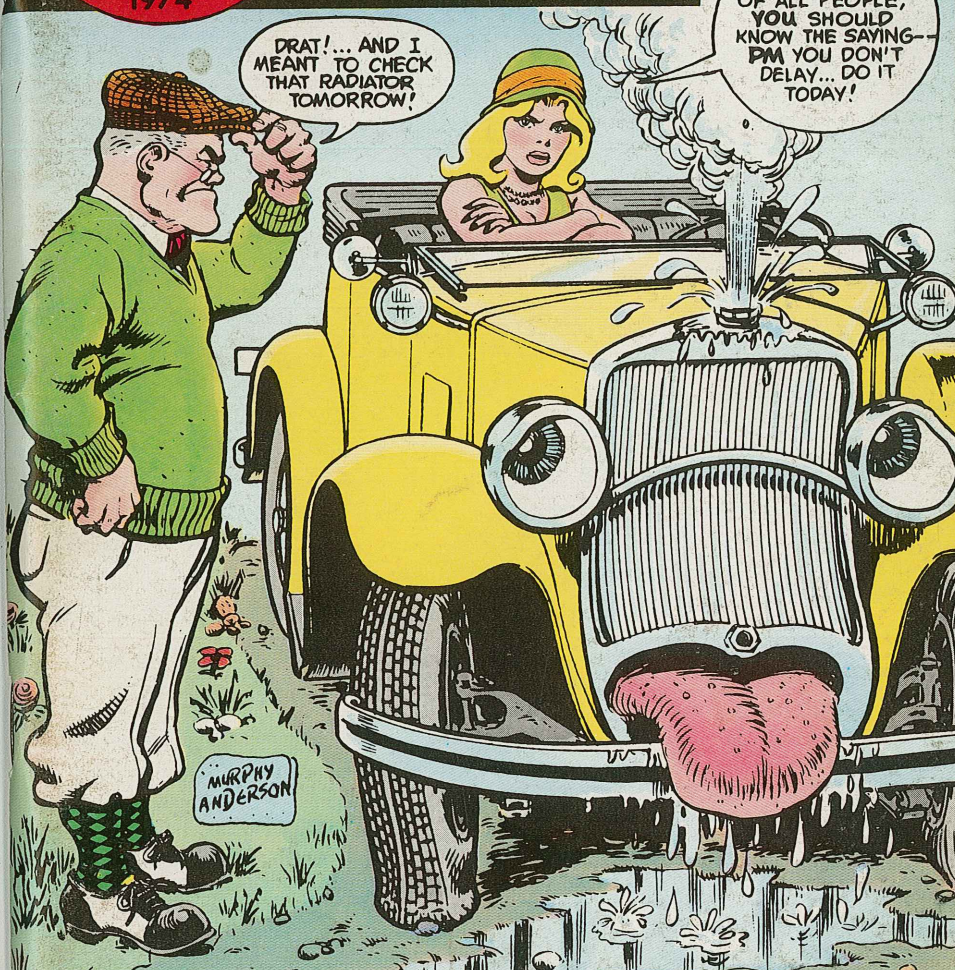
August
1974

THE PREVENTIVE MAINTENANCE MONTHLY

DRAT!... AND I
MEANT TO CHECK
THAT RADIATOR
TOMORROW!

GEE WHIZ,
HALF-MASTBY...
OF ALL PEOPLE,
YOU SHOULD
KNOW THE SAYING--
PM YOU DON'T
DELAY... DO IT
TODAY!

MURPHY
ANDERSON



SERGEANT—

WHAT'S HAPPENING MAN?

It happens!

The glint and glamor . . . and even the need . . . of special campaigns and training in your outfit can subdue and even de-emphasize a continuing need. A need like maintenance, frinstance.



Sometimes the hue and the cries and the huzzahs that go with special campaigns can give those efforts such a high profile that they completely overshadow the continuing need. And maintenance is a continuing need.

Remember: No Army goes anywhere unless its equipment—all of its equipment—is maintained.

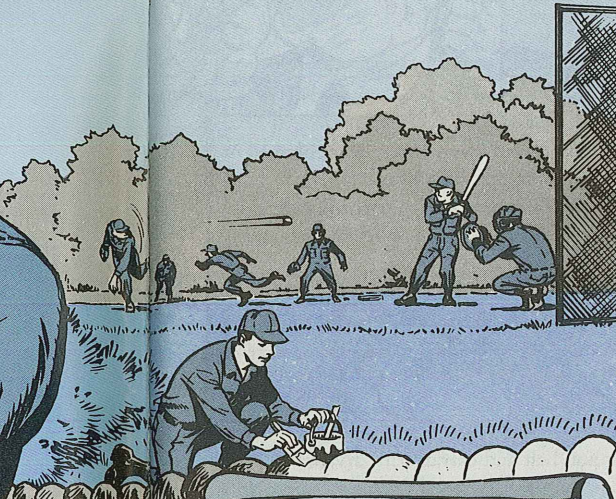
Once you let maintenance emphasis slow down, you inflict a terrible wound.

The wound may take a long time healing, if it can be healed. It can affect the readiness of your outfit to fight; it can demoralize, and it can bite into discipline.

Without command emphasis by you as a sergeant maintenance can deteriorate to but one description: poor.

That's something to remember when you're thinking about your command responsibilities.

So, go and place the emphasis where it belongs.



PS Goes NSN

If you see some funny looking stock numbers in this issue of PS Magazine, don't be shook.

You are seeing the new look in supply: National Stock Numbers (NSN).

The Army will make a complete conversion to the NSN on 30 Sep 74. Current FSN will change to NSN by the addition of 2 zeros after the first 4 figures.

Use NSN . . . and be happy.

PS THE PREVENTIVE MAINTENANCE MONTHLY

Published by the Department of the Army for the information of organizational maintenance and supply personnel. Distribution is made through normal publication channels. Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, Lexington, Ky. 40507.

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

**M S G Half-Mast
PS Magazine
Lexington, KY
40507**

Use of funds for printing of this publication has been approved by Headquarters, Department of the Army, 17 July 1973. DISTRIBUTION: In accordance with requirements submitted on DA Form 12-5.

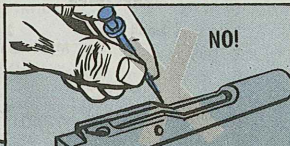


SMALL ARMS CHATTER



You're just asking for trouble if you fool with the firing pin on your M16A1 rifle. It's no cleaning tool or a toy.

REG'LAR CHATTER-BOX--EH, AL?



That pin is made of high-grade heat-treated steel, but it can be cut, bent, blunted or broken.

Run from any temptation to use the firing pin to remove carbon from the shoulder inside the bolt carrier. It wouldn't take much for the hard steel bolt carrier to ruin the pin.

Carbon buildup's usually due to overlubing, and only Support can cure it . . . prevent it in the first place by doing your PM by the book.

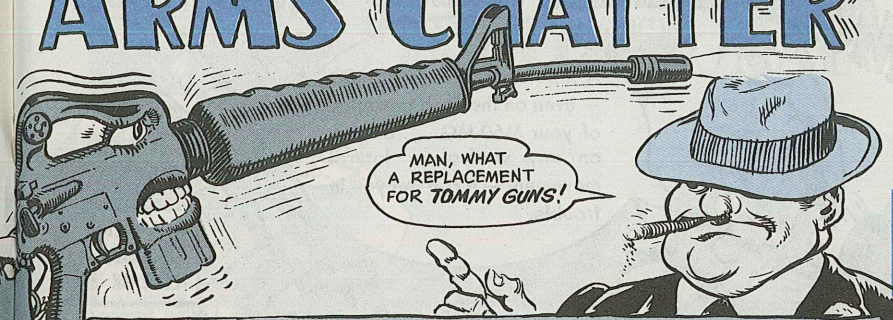


Clean the dirt and the oil from the firing pin, bolt and carrier with dry swabs, NSN 1005-00-912-4248 and the firing pin hole and bolt carrier key with pipe cleaners, NSN 9920-00-292-9946. Then, apply a light coating of LSA oil, NSN 9150-00-935-6597. The slide and cam pin areas get special attention.

Hand-tighten is the word when it comes to adding the M15A2 Blank Firing Attachment to your Sweet 16 . . . and keep it clean!



NEVER USE PLIERS TO TIGHTEN BFA



MAN, WHAT A REPLACEMENT FOR TOMMY GUNS!

Brown can also be beautiful, Baby — 'Specially on a fresh cleaning patch that's been rammed through a just-cleaned and lubed M16A1.



After the barrel bore is cleaned with RBC and lightly coated with LSA, a cleaning patch pulled thru it will come out slightly brown colored. Naturally.

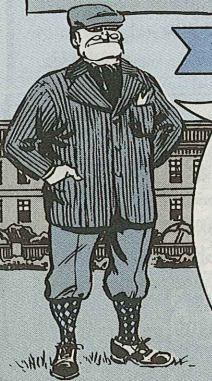
Same goes for a cleaned and lubed M16A1 that's been in an arms rack for a while. Why?

Because the LSA-coated barrel catches lint, dust and moisture while protecting the metal.

So-o-o-o, spic 'n' span, spit 'n' shine cleaning is for the no-savvy birds—and a time and money waster.

ARMS ROOM INFO

The arms room security checklist in DA Cir 20-34 (Jun 73) has a big brother. It's AR 190-11 (May 73). It's got info on construction standards for arms rooms and arms racks, small arms storage containers, physical security measures for weapons, ammo and explosives, weapons accountability, and reporting missing/recovered arms and ammo. Don't delay . . . get and read your copy today!



...MORE SMALL ARMS CHATTER



A little circular motion is OK — even on the flash suppressor of your M60 MG. . . but nix on any vertical or lateral movement — it can get you in trouble.



1/16-INCH CIRCULAR PLAY, OK

Any up or down or sidewise play can interfere with a bullet coming thru . . . and that's a no-go for sure! Turn your weapon in for correction action soonest.

A 1/16-in circular movement of the suppressor to the right or left is OK. More than that? Turn the weapon in!



WOW!
NOW THAT'S CIRCULAR MOTION!

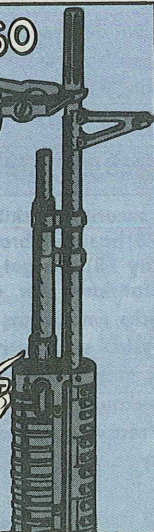


TH' DEVIL YOU SAY!!



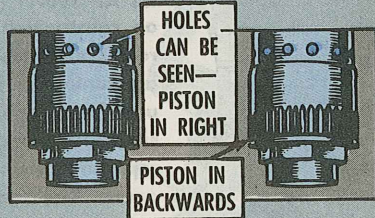
M60

Hold your M60 up eye-high for a quick check to see if the gas piston is in the cylinder right!



You should be able to see the gas ports in the piston through the gas cylinder wall. Holes may or may not line up. No sweat. All you need to see is part of the piston holes.

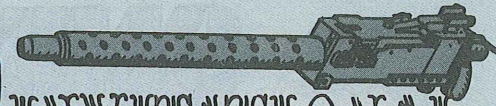
If all you see is solid metal, you know for certain the piston's in bassackwards. And you'll only get off one shot.



HOLES CAN BE SEEN— PISTON IN RIGHT

PISTON IN BACKWARDS

M37 MG BFA PRO IN VERTICAL POSITION



YOU NEED A HOLE-IN-ONE FOR A 37 HALF-MASTBY!

THE WAY HE DOES PROPER PM ON THAT SPECIAL M6 IRON OF HIS-- HE ALWAYS SCORES WELL!



There are times when you need a hole in one on every shot.

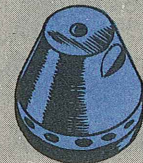
Like when you're firing the M37 machinegun with the M6 BFA (blank firing attachment). Mess around with the BFA's orifice and you could end up in the rough. Rough!

Some amateurs think they need to hammer the BFA's gas orifice closed—or almost closed—so they'll have more blowback.

That's no-go, pro. An M6 BFA with an opening smaller than 5 millimeters (3/16 inch) can make your weapon explode in your face. If you've got a bad BFA, turn it in to DS. Handicaps are no joke.

So never swing a punch, hammer or other tool at that gas orifice.

M6 BFA SHOULD LOOK LIKE THIS . . .



. . . NOT LIKE THIS!

Watch out for BFA's with mud-or gunk-plugged orifices, too. Clean is keen.

Course, the cartridge-stop piece goes in place before you put the BFA on the muzzle. And the BFA comes off first. Stops accidental live ammo firing with the BFA still on the weapon.

One last tip: Clean your barrel after firing blank ammo. You've gotta do this before you tee off with any other type of ammo.



HANDICAPS ARE NO JOKE.

SHERRIDAN SHOTS

POWER SUPPLY PLUG NEWS

You're really hurting if the firing circuit power supply conks out on you. There're no more of these babies—NSN 1025-00-134-3052—in stock.

One's used for the main gun and one for the grenade launcher.

No need to switch 'em around if the main armament one wears out. Get your talented turret mechanic to make you a shorting plug like it shows on page 3-30 of TB 43-0001-36-1 (Dec 73).

This'll hold you until you can get one of the new, repairable power supplies which should be in stock by September. They'll be listed under NSN 1025-00-148-9073.

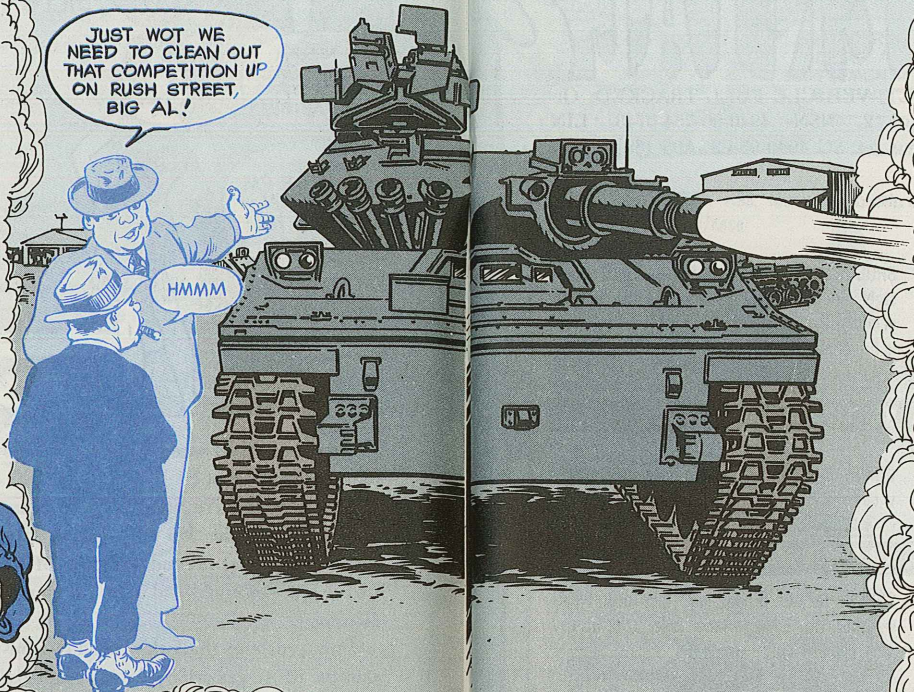


CHECK OUT TB 43-0001-36-1, DEC 73, FOR THE WORD ON HOW TO MAKE THIS PLUG.



JUST WOT WE NEED TO CLEAN UP THAT COMPETITION UP ON RUSH STREET, BIG AL!

HMMM



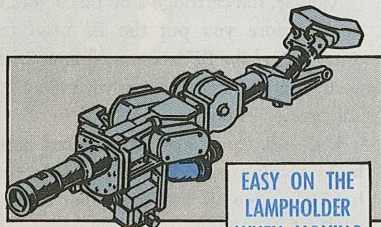
M119/M127 TELESCOPE TIPS

When you put your M119/M127 telescope into the M149 mount or take it out

of the mount, you need to get the right clearance.

If you don't get the clearance right, you can damage the lamp holder, gasket and support of the telescope.

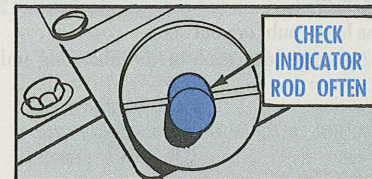
To make sure the clearance is correct, elevate or depress the main gun as needed so the telescope slips smoothly into or out of the mount.



EASY ON THE LAMPHOLDER WHEN MOVING

RECOIL SAVER

Every time before you move your M551, check the recoil hydraulic pressure indicator rod.



If the rod shows the pressure is not in operating range, get the rod back where it should be before you move out.

So why all the fuss about recoil pressure?

Because if you move with the gun-launcher out of battery due to not enough pre-charge pressure, the gun-launcher will slam in and out of battery as you go.

This is hard on the entire recoil assembly, 'specially the recoil seals, front and rear followers, sleeve, etc. Having too much pressure isn't good, either.

So make the recoil pressure one of your Before-Operations checks.

AIR CLEANER FILTER NSNS

If MWO 9-2350-230-40/5 (Feb 73) has been applied to your M551, you use air cleaner filter element, NSN 2940-00-052-6033.

If the MWO has not been applied, use filter element, NSN 2940-00-782-1264.

MAKE SURE ANY DECAL ON THE FILTER HOUSING HAS THE RIGHT NSN FOR THE FILTER THAT'S NEEDED.



SUPPLEMENTAL NO. 2

To bring you up-to-date on your **TOOL SET, VEHICLE FULL TRACKED: Organizational Maintenance, Supplemental, No. 2, NSN 4940-00-754-0743, LIN W65747**, here's what you should have in your set. SC 4940-95-CL-A08 (Jul 73) is the latest pub for your set.

You get one each of the following unless noted.

APRON, BLACKSMITH'S: leather, bib type, button closing at side, w/o tapes or pockets, 40½ in. lg, 27 in w



NSN 8415-00-234-9254 2

ARGON, TECHNICAL: water pumped, 99.985 percent min assay as Argon, oil free, w/197 cu ft cyl (NSN 8120-00-151-9747)



NSN 6830-00-782-2637

BRUSH, WIRE, ROTARY WHEEL: 0.014 in. dia crimped S wire, 1½ in. w x 1/4 in. dia center opng, 4 in. od



NSN 5130-00-473-6440

BRUSH, WIRE, SCRATCH: S wire, curved hdl, rocker rect face, 1½ in. to 1¼ in. lg clear of block, 4 rows w, 18 rows lg, 5½ in. to 6¼ in. lg brush part, 13-11/16 to 14 in. o/a lg.



NSN 7920-00-291-5815

BRUSH, WIRE, SCRATCH: S wire, shoe hdl, stght rect face, 1½ in. to 1¼ in. lg of wire clear of block, 4 rows w, 16 rows lg, 4¾ in. to 5 in. lg brush part, 10 in. to 10½ in. lg o/a

NSN 7920-00-282-9246

CHISEL, CAPE, HAND: half rd nose style, ¾ in. w cut



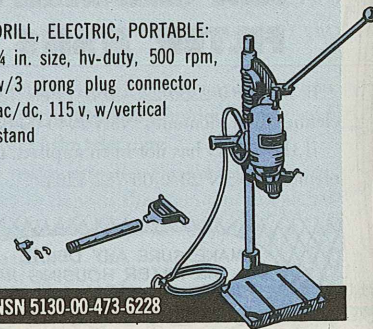
NSN 5110-00-271-9943

CHUCK, DRILL: 3 jaw key, ball brg, type w/arbor, No. 2 Morse taper hole, 3/32 in. to ¼ in. cap., hv-duty



NSN 3460-00-231-2258

DRILL, ELECTRIC, PORTABLE: ¾ in. size, hv-duty, 500 rpm, w/3 prong plug connector, ac/dc, 115 v, w/vertical stand

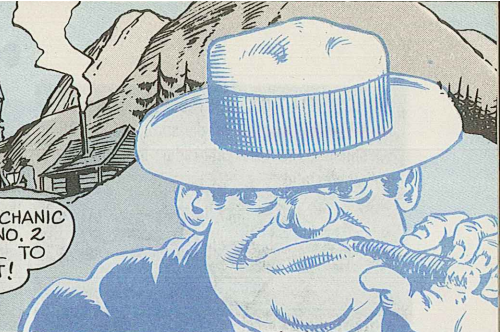


NSN 5130-00-473-6228

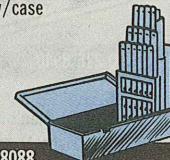
SURE, IT'S GREAT FOR PICKIN' UP THE MERCHANDISE FROM THE MANUFACTURERS AROUND HERE, AL...



...BUT OUR MECHANIC NEEDS A NO. 2 SUPPLEMENTAL TO MAINTAIN IT!



DRILL SET, TWIST: HSS, Morse taper shk, fractional series, w/case



NSN 5133-00-596-8088

Consisting of 1 ea of the following:

	dia. in.	flute lg, in.	o/a lg, in.
5133-00-189-9323	33/64	4%	8½
5133-00-189-9324	17/32	4%	8½
5133-00-189-9325	35/64	4%	8¾
5133-00-189-9326	9/16	4%	8¾
5133-00-189-9327	37/64	4%	8¾
5133-00-228-1325	19/32	4%	8¾
5133-00-228-1326	39/64	4%	8¾
5133-00-228-1327	5/8	4%	8¾
5133-00-228-1328	41/64	5%	9
5133-00-228-1329	21/32	5%	9
5133-00-228-1330	43/64	5%	9¼
5133-00-228-1331	11/16	5%	9¼
5133-00-228-1332	45/64	5%	9½
5133-00-228-1333	23/32	5%	9½
5133-00-228-1334	47/64	5%	9¾
5133-00-228-1335	¾	5%	9¾

ELECTRODE, CUTTING AND WELDING: for ¼ in. to 1½ in. mtl thk, ac/dc electrode arc (Eutectic Welding Alloys Corp, No. 1, 5/32 in. dia or equal)



NSN 3439-00-766-7749 10

GLOVES, LEATHER: Men's work type, gauntlet cuff, cream or light gray, knitted wool and cotton lining, large size



NSN 8415-00-268-7859

GOGGLES, INDUSTRIAL: w/ventilated plastic eye cups and adj nose bridge, rd shape, 50-mm dia hardened clear glass nonpolarized lens ea aperture, headband supported, to be worn over personal spectacles, w/o carrying case



NSN 4240-00-269-7912

WITH THOSE NEW GOGGLES, NSN 4240-00-269-7912, HALF-MASTBY THINKS HE'S **BARNEY OLDFIELD!**

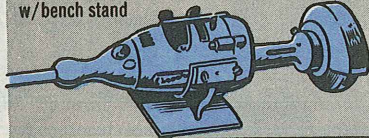
BARNEY GOOGLE IS MORE LIKE IT!

CHARLESTON, HERE WE COME!



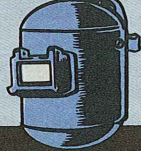
PS MORE

GRINDER, ELECTRIC, PORTABLE: 6 in. dia x 1 in. thk. wheel cap., 3/8 in. dia spdl, ac/dc, 115 v. shielded to prevent radio interference, w/bench stand



NSN 5130-00-293-2488

HELMET, WELDER'S: 1 pc molded plastic body, w/safety glass, w/tilting headgear and hinged cover glass holder, w/o cover pl or filter lens (Fed Spec GGG-A-211, type I, class 2)



NSN 4240-00-540-0623

2

HOLDER, ELECTRODE, WELDING: clamp type, metallic filler type electrode, 1/16 in. thru 1/4 in. dia electrode cap., 300 amp, fully ins, air cooled, manually operated, 11 1/2 in. lg o/a



NSN 3439-00-238-1638

2

JACK, HYDRAULIC, HAND: self-contained, 30 ton cap., 11 in. closed h., 17 in. extended h., sgle or double pump.



NSN 5120-00-188-1790

2

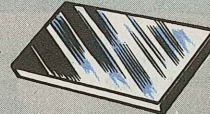
LENS, HELMET, WELDER'S: cover lens, 4 1/4 in. lg. x 2 in. w



NSN 4240-00-203-7764

10

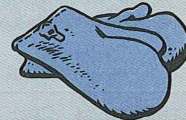
LENS, HELMET, WELDER'S: glass filter lens, co-bs shade No. 10, 4 1/4 in. lg. x 2 in. w



NSN 4240-00-276-8940

10

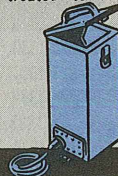
MITTENS, CLOTH: Men's asb work type, w/gauntlet cuff, 1 sheath excl thumb, fingers 1, 2, 3 & 4 sheathed, napped natural wool knit lined



NSN 8415-00-266-8843

4

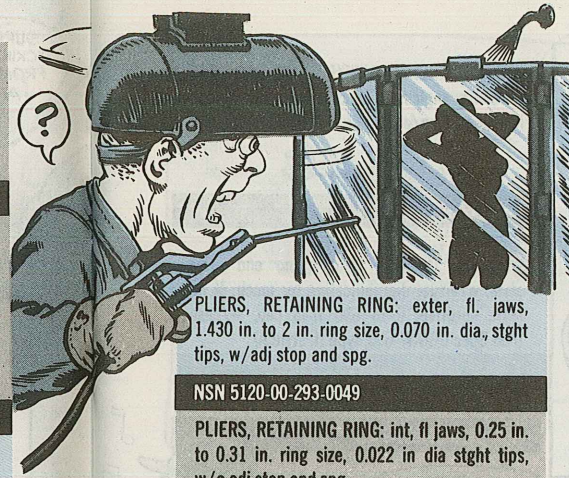
MOISTURE STABILIZER, WELDING ELECTRODE: S, portable 50 lb. storage cap., 18 in. lg. electrodes accommodated, w/heating element, ac/dc, 115 v, 200 deg F operating temp, w/thermostatic control, w/4 compartment dividers, w/power cord, treated to resist fungus growth



NSN 3439-00-440-0090

PLIERS, RETAINING RING: exter, fl. jaws, 0.870 in. to 1 in. ring size, 0.038 in. dia., stght tips, w/adj stop and spg, w/bracket

NSN 5120-00-288-9717



PLIERS, RETAINING RING: exter, fl. jaws, 1.430 in. to 2 in. ring size, 0.070 in. dia., stght tips, w/adj stop and spg.

NSN 5120-00-293-0049

PLIERS, RETAINING RING: int, fl jaws, 0.25 in. to 0.31 in. ring size, 0.022 in dia stght tips, w/o adj stop and spg

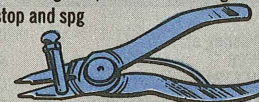


NSN 5120-00-596-1106

PLIERS, RETAINING RING: int, fl jaws, 1.020 in. to 1.370 in. ring size, 0.038 in. dia stght tips, w/adj stop and spg.

NSN 5120-00-293-0048

PLIERS, RETAINING RING: int, fl jaws, 1.750 in. to 2 in. ring size, 0.070 in. dia stght tips, w/adj stop and spg



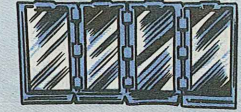
NSN 5120-00-293-0045

PLIERS, RETAINING RING: int, fl jaws, 3.00 in. to 3.50 in. ring size, 0.090 in. dia stght tips, w/adj stop and spg



NSN 5120-00-293-0046

SCREEN, WELDING: collapsible, 3 hinge connected panels, 4 ft w x 7 ft h, dark green vinyl ctd fbrglass panels



NSN 3439-00-198-8348

SOCKET, SOCKET WRENCH: 1 in. sq-drive, 1-11/16 in. 12 pt opng



NSN 5120-00-261-2836

SOCKET, SOCKET WRENCH: 1 in sq-drive, 2-3/16 in. hex opng

NSN 5120-00-234-7647

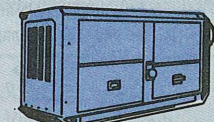
SOCKET, SOCKET WRENCH: 1 in. sq-drive, 2-15/16 in. hex opng

NSN 5120-00-180-1013

SOCKET, SOCKET WRENCH: 1 in. sq-drive, 3 1/2 in. hex opng

NSN 5120-00-234-7651

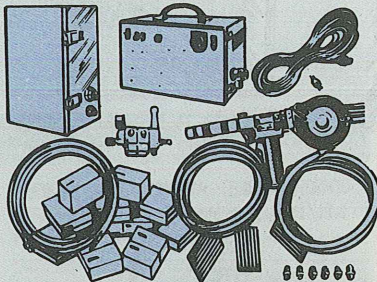
WELDING MACHINE, ARC: generator type, gasoline engine driven, sgle operator remote control type, 300 amp dc arc, 60 amp at 20 v min & 375 amp at 40 v maxcur., 115 v, 3 kw, dc auxiliary power, skid mtd



NSN 3431-00-239-8185



WELDING SET, ARC, INERT GAS SHIELDED: plastic or mtl lnd gun, equipped for 3/64 in. wire, 115 v, dc, w/accessories



NSN 3431-00-691-1415

WRENCH, OPEN END BOX: flare nut type, sgle-n 1 3/8 in. 12 pt opng



NSN 5120-00-277-2697

WRENCH, OPEN END, FIXED: dble-head type, 15 deg angle, 1-5/16 in. and 1-11/16 in. opngs, 3/4 in. thk hd, 15% in. lg o/a



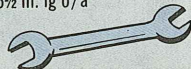
NSN 5120-00-449-8141

WRENCH, OPEN END, FIXED: dble-hd type, 15 deg angle, 1 3/8 in. and 1 1/2 in. opngs, 9/16 in. thk hd, 15 1/2 in. lg o/a



NSN 5120-00-277-2325

WRENCH, OPEN END, FIXED: dble-hd type, 15 deg angle, 1 1/2 in. and 1 3/4 in. opngs, 3/4 in. thk hd, 16 1/2 in. lg o/a



NSN 5120-00-277-9818

WRENCH, OPEN END, FIXED: dble-hd type 15 & 75 deg angles, 9/16 in. opng, 3/16 in. thk hd, 4 1/4 in. lg o/a



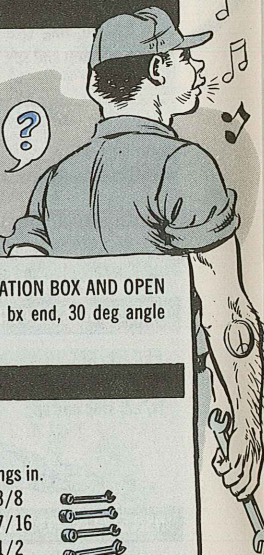
NSN 5120-00-184-8543

WRENCH, TORQUE: rigid frame end drive style, w/visual dial indicating tor mech; 3/4 in. male sq-drive, 0 to 600 ft-lb cap, w/case, (Fed Spec GGG-W-686, type II, style A)



NSN 5120-00-221-7983

ONLY GUY I KNOW WHO DOESN'T NEED A TORQUE WRENCH!

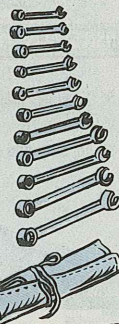


WRENCH SET, COMBINATION BOX AND OPEN END: stght type, 12 pt bx end, 30 deg angle open end

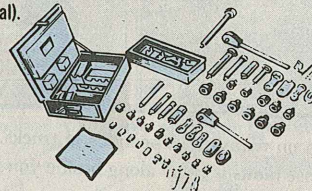
NSN 5120-00-895-9566

Consisting of:

NSN 5120-00	opngs in.
-895-9567	3/8
-895-9568	7/16
-895-9569	1/2
-895-9570	9/16
-895-9571	5/8
-895-9572	11/16
-895-9573	3/4
-895-9574	7/8
-895-9575	15/16
-895-9576	1
-895-9577	1-1/8



WRENCH SET, IMPACT, HAND: tor type 3/4 in. and 1 in. sq-drive rrvs rtc type wrench, 2000 lb tor, w/socket, hdls, attachments, and case (Marquette Metal Prod. Co. No. 41-00013 or equal).



NSN 5120-00-961-9815

REMEMBER! ALWAYS MATCH WRENCH SIZE WITH NUT OR BOLT SIZE!

RIGHT ON-- THAT NOT ONLY PREVENTS ROUNDING NUT AND BOLT SHOULDERS-- BUT SAVES KNUCKLES TOO!



SOCKET, SOCKET WRENCH

NSN 5130-00	opngs in.	mfr p/n
227-6701	3/4	
227-6676	13/16	
227-6677	7/8	
293-1411	15/16	
227-6679	1	
293-1412	1-1/16	
227-6681	1-1/8	
293-1413	1-3/16	
227-6683	1-1/4	
227-6684	1-5/16	
227-6685	1-3/8	
227-6686	1-7/16	
N/A	1-1/2	69481
684-0919	1-9/16	
221-8023	1-5/8	
221-8024	1-11/16	
N/A	1-3/4	89561
221-8025	1-13/16	
235-5880	1-7/8	
N/A	1-15/16	89621
235-5881	2	
N/A	2-1/16	89661
N/A	2-1/8	89681
293-1375	2-3/16	
293-1374	2-1/4	
N/A	2-5/16	89741
293-1373	2-3/8	
N/A	2-7/16	89781
N/A	2-1/2	89801

EXTENSION, SOCKET WRENCH

NSN 5130-00	lg in.	mfr p/n
449-6656	6	41-70780
449-6658	7	41-71080
N/A	9	41-70781
449-6659	14	41-71075
449-6657	12	41-70775
EXTENSION, SPECIAL		
NOM		mfr p/n
Budd Wheel		42-71001
Budd Wheel		41-71074
For turret studs		42-71002
For turret studs		42-70704
LINK, OFFSET: Short		41-70783
LINK, OFFSET: Short		41-71083
LINK, OFFSET: Long		41-70783-1
LINK, OFFSET: Long		41-71083-1
WRENCH, BOX		41-00787-6
WRENCH, BOX		41-01087-6
WRENCH, BOX		41-00787-8
WRENCH, BOX		41-01087-15
WRENCH, BOX		41-00787-11
WRENCH, IMPACT, HAND: 750	P/N	41-90750
WRENCH, IMPACT, HAND: 1000		

NSN 5120-00-440-8011

BOX, TOOL KIT Manual, Mfrs P/N 80899

EYEBALL 'ER NOW TO HEAD OFF...

STEP ON IT, LOUIE...

YEH--BIG AL'S COUNTIN' ON DELIVERY!

TROUBLE AROUND THE BEND!

HERE THEY COME!

LET'S GIVE 'EM A BANG-UP ROAD-SIDE INSPECTION, MEN!

RIGHT, EDGAR! WE'LL SHOW 'EM TO SPEAK-EASY WHILE CARRYING A BIG STICK...

Here're the most common faults that turn up on roadside inspections of trucks. Chances are 94 to 37 that one or more of these faults is ridin' along beside you right now. Wanta bet your pass?

BII — Mission-required equipment missing or improperly maintained; unauthorized substitutes carried.

DRIVER QUALIFICATIONS — Driver of vehicle unqualified for particular vehicle in use, SF 46 not up-to-date.

WINDSHIELD — Cracked, glass loose; wiper blades too old, wiper not working.

HORN — Won't work, stutters, button missing, wiring broken.

LIGHTS — Burned out, brake light not working, mud inside lenses.

WHEELS — Lug nuts loose, bearings loose (not to be confused with loose axle/ball joint).

BATTERIES — Electrolyte level low (must cover plates, up to 3/8-in above tops), posts or top corrosion-coated, cables crushed, insulation damaged, connections loose, tie-downs rusted.

WHADDAYA KNOW!... TWO LUG NUTS ARE LOOSE ON THIS WHEEL!



...AND THE SIDE MIRROR'S CRACKED-- CAN STAND TIGHTENING, TOO!

V-BELTS—Cracked, frayed, too loose/too tight, not paired.

DA FORM 2404 — Not with vehicle. Blocks 1 thru 3 plus blocks 6 and 7 not filled in. Faults readily detectable by operator not entered on DA 2404 or DA 2408-14.

LOG BOOK—No dispatch date on DA 2408-1 daily (when log is used for dispatch). No fault symbol on DA 2408-1 daily for uncorrected fault listed on DA 2404 or DA 2408-14. No check mark on DA 2408-1 daily to indicate vehicle is operational. Required form or forms not in log.

SIDE MIRRORS — Missing, unadjustable, loose, broken, too dirty to use.

SPARK PLUG CABLES — Hitting exhaust manifold (especially the last 4 on M715's).

DISTRIBUTOR — Vent hose twisted, kinked (eyeball your 1 1/4-ton truck often for this).

OIL LEVEL — Below the ADD mark.

RADIATOR — Coolant level low, anti-freeze not installed in season.

WINCH — Shear pins missing (on 1 1/4-ton truck, 1 installed and 3 on vehicle are needed, because the drive shaft'll drop right out if one's not in).

TIRES — Pressure too low or too high, cut, sidewalls broken.



IF YOU'RE DRAGGIN'
YOUR WAGON, BETTER
CHECK YOUR...

Would you try to tow a trailer with the brakes ON?

Some guys do—when they move out pulling one of those M105A2 1½-ton cargo trailers or an M107A1 400-gal water trailer or those other jobs covered by TM 9-2330-213-14 (Aug 72).

They finally wake up to the trouble when something busts. Or they wonder why their truck is working so hard to tow a load. And they've worn a big flat spot on the trailer's tires.

Then, if they can't figure it out, some kind-hearted soul comes along and tells em: They hooked up the trailer air hose wrong. They hooked up to the truck's EMERGENCY air coupling instead of the SERVICE coupling.



Let's get it straight. You never hook up to that EMERGENCY coupling unless you've got a trailer with 2 air hoses. If you connect your M105A2 cargo trailer's air hose to your truck's EMERGENCY coupling, your trailer brakes will go on—and stay on.

Always hook the trailer's air hose to the SERVICE coupling on your truck. Sure, the hose is on the righthand side of the trailer—so you might think it goes to the closest coupling on the truck. Wrong! You cross over to the lefthand side of the truck—to the SERVICE air coupling.

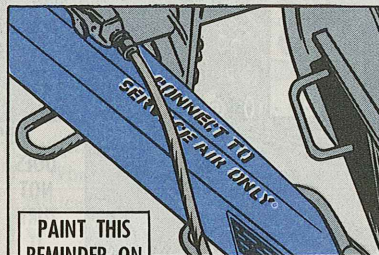
Make sure your truck's air couplings are tagged so you'll remember which is which. NSN 9905-00-740-9721 brings the metal tag for SERVICE, and NSN 9905-00-774-4284 is for EMERGENCY. One place these tags show up is TM 9-2320-211-34P (Apr 72), where the FSC is given as 2590—but the AMDF (Army Master Data File) gives the FSC as 9905. The tags are coded "O" for Organizational in that -34P TM.

And your CO can help on this air hose hookup problem. He can OK your painting

TRAILER AIR HOSE HOOKUP

this on the trailer drawbar right by the air hose:

CONNECT TO SERVICE AIR ONLY

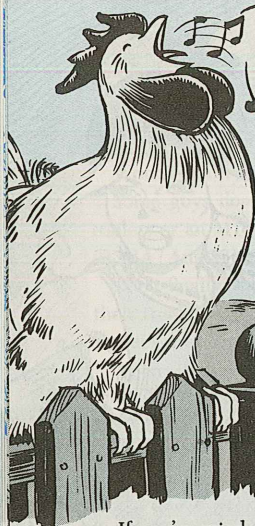


**PAINT THIS
REMINDER ON
DRAW BAR**

Or he can authorize using yellow paint on the trailer's air hose coupling and on the truck's SERVICE coupling—so they match up.

Or he can give the nod to doing both.



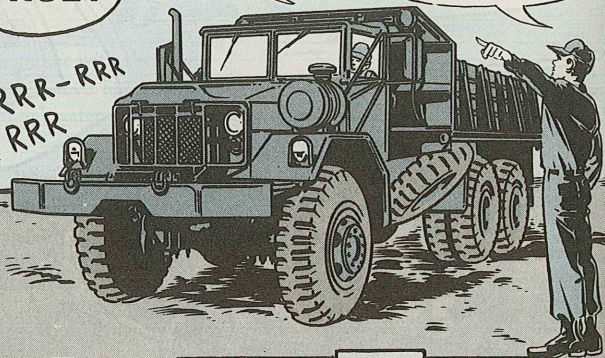


RECOCK'LL
DO YA
TRUE!

NUTZ! SHE
WON'T KICK OFF!

LISTEN TO THE
BIG BIRD OVER THERE,
MAN! YA GOTTA
RECOCK IT!

RRRR-RRR
RRR



If you're grind-grind-grindin' the starter motor of your 5-tonner and you're rackin' up no start and no hope for the future . . .

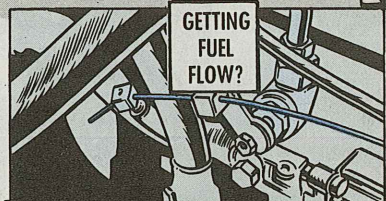
Better cast a blood-streaked eyeball on the fuel shutoff valve to see if you're getting fuel flow through the lines.

Thing is, if you—or anybody else—used the emergency engine control stop and failed to reset the fuel valve . . . man, you're like tryin' to kick off your 5-ton baby without any fuel to sweeten the action.

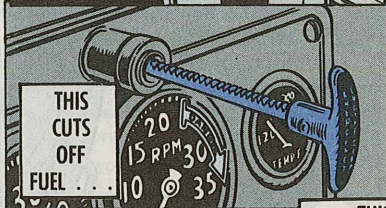
Always remember, the emergency engine control stop cuts off the fuel, but it does not cut it on again. This has to be done by hand, as the farmer told the cow.

So, you've got to follow the guidelines in para 2.6a(9), page 2-4, TM 9-2320-260-10 (Jan 72).

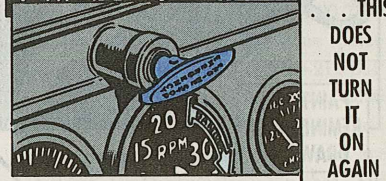
To lay it right on the line, if you want to recock the fuel valve open, push the emergency engine control stop back into its inactive position on the instrument panel.



GETTING
FUEL
FLOW?



THIS
CUTS
OFF
FUEL . . .



. . . THIS
DOES
NOT
TURN
IT
ON
AGAIN

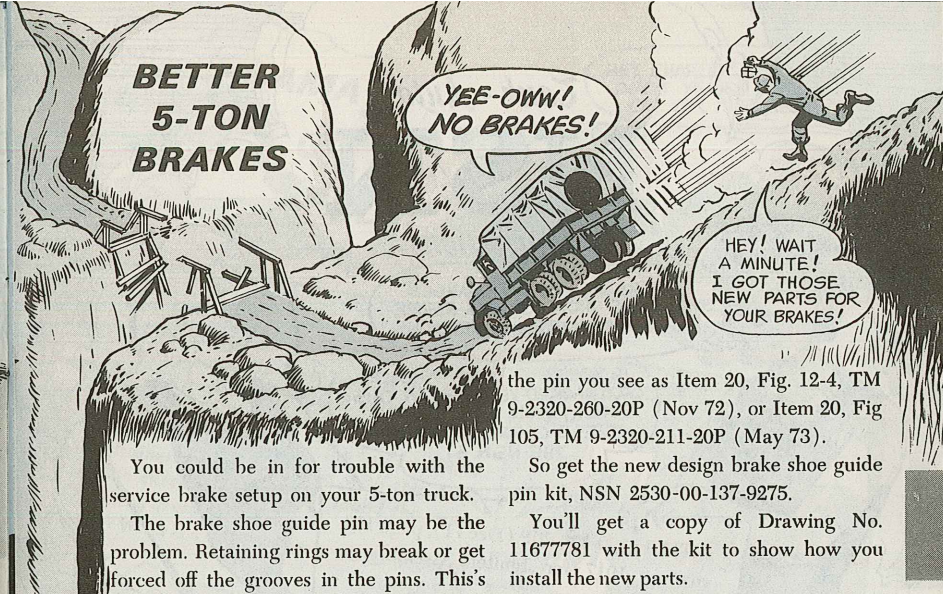
Then, raise the hood of your vehicle, rotate the lever counter-clockwise, moving the valve toward the radiator.

Now you'll get the fuel flow you need for a start, Bart.

BETTER 5-TON BRAKES

YEE-OWW!
NO BRAKES!

HEY! WAIT
A MINUTE!
I GOT THOSE
NEW PARTS FOR
YOUR BRAKES!



the pin you see as Item 20, Fig. 12-4, TM 9-2320-260-20P (Nov 72), or Item 20, Fig 105, TM 9-2320-211-20P (May 73).

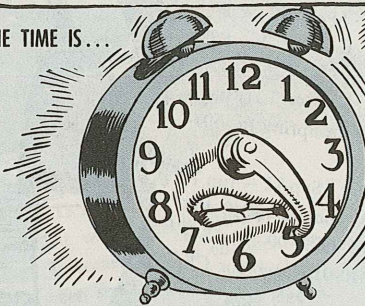
You could be in for trouble with the service brake setup on your 5-ton truck.

So get the new design brake shoe guide pin kit, NSN 2530-00-137-9275.

The brake shoe guide pin may be the problem. Retaining rings may break or get forced off the grooves in the pins. This's

You'll get a copy of Drawing No. 11677781 with the kit to show how you install the new parts.

THE TIME IS . . .



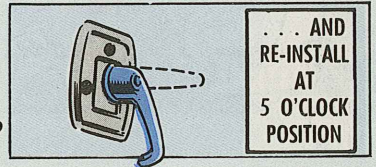
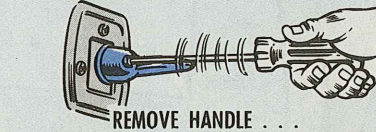
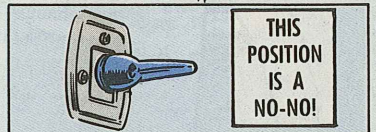
5 O'CLOCK BY THE DOOR HANDLE

When it comes to both coming and going, nothing beats a door handle.

What they're not supposed to do on tactical vehicles is to grab your sleeve when you're making a left-turn. That could cause a falling-out between you and the door, if it accidentally opens.

Remove the left inside door handle and re-position it at 5 o'clock.

This fix-it suggestion applies to your ¼-ton, 2½-ton, 5-ton, and 10-ton trucks—maybe more, if you start looking around.



Tank - Auto NSN Corrections

HERE'RE SOME NSN CHANGES THAT'LL BE SHOWING UP IN REPAIR PARTS TM CHANGES OR REVISIONS.

IF YOU'VE GOT ANY WHEELED OR TRACKED VEHICLES IN THIS BUNCH, MAKE A NOTE OF THESE CORRECTIONS IN THE NSN'S.

TM 9-2320-206-20P (Dec 71), page 116, change -1017 for Igniter Assembly to -2017.

TM 9-2320-245-24P (Feb 72), page 174, change 528-3968 for Belt to -822-6273.

TM 9-2350-217-24P/1 (Oct 72), page 4-88, change -058-2989 for Spring to -597-8976.

TM 9-2350-230-24P/1 (Sep 71 - Jun 71 on cover), page 200, change -3040-400-7021 for Adapter to 6680-00-169-1541; page 282, change 5340-015-8396 for Clip to 5365-00-598-1442.

TM 9-2350-242-20P (Sept 72), page 2-87, change -521-6177 for Parts Kit to -150-5894.

TM 9-2350-244-24P (Mar 72), page 4-97, change -995 for Track Shoe Set to -955.

YUM!
HALF-MAST
SURE GETS
TASTY MAIL!

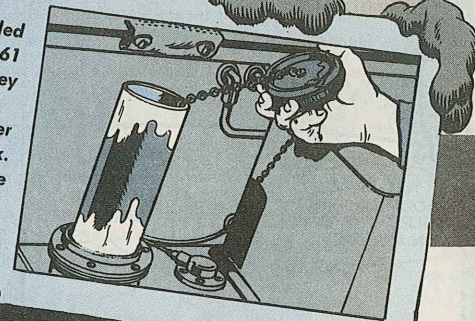
GAMA
GOAT
GLOP

HEY CHARLIE! WHAT KINDA
BIRDS YA GOT ROOSTIN'
ON YER FUEL TANK?

Dear Half-Mast,
I thought for sure somebody had spilled white paint on the fuel tank of my M561 1 1/4-ton truck when I found dabs of pastey stuff around the filler cap.

And then I found that the fuel tank filler strainer tube was coated with this junk. We checked around and found the same thing in other Gama Goats.

What is it? And what do we do about it?
PFC D. E. R.



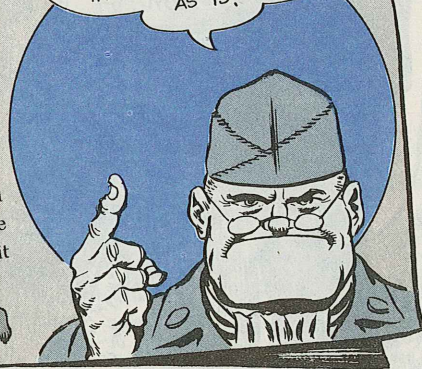
Dear Private D. E. R.,

Relax. That white pastey stuff is lead carbonate. It comes from a chemical reaction between some diesel fuels and the lead coating on the fuel tank filler sleeve.

Your fuel filters will keep this stuff from hurting your Goat's engine. Just make sure you give your filters regular service—which you're probably doing anyway.

Usually, that white stuff runs its course and finally goes away all by itself. If you're running ragged replacing fuel filter elements, though, you'd better have your support drain the tank and purge it by steam cleaning.

TELL 'EM TO HOLD ONTO
THAT DRAINED FUEL! IF IT'S
NOT TOO CONTAMINATED,
THERE'S NOTHING WRONG
WITH IT. IT CAN BE STRAINED
AND PUT BACK IN. FUEL IS
IN SHORT ENOUGH SUPPLY
AS IS!



TRUCK 'n' TRAI

LER TARP TIES

You may have your own way of tying down the tarp on your truck or trailer—but if it won't hold, it's no good.

A poor tie job means flapping—and frazzled—ropes.

Worse, though, it means flapping—and torn—tarps.

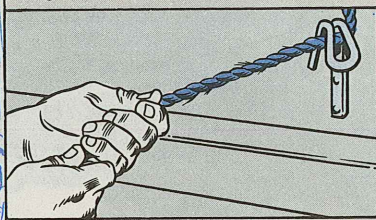
Here's a good way to tie your tarp down to those spring-type lashing hooks. It's fast and easy to tie. It'll hold. And it's fast and easy to untie—

YEH, BIG AL, GOOD LASHING HELPS CUT DOWN ON OVERHEAD...

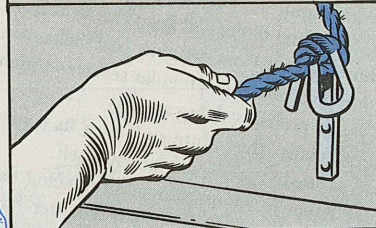
...NO MORE FRAZZLED ROPES OR TORN TARPS.

RIGHT ON! YER A PRETTY SMART BOY, FLOYD!

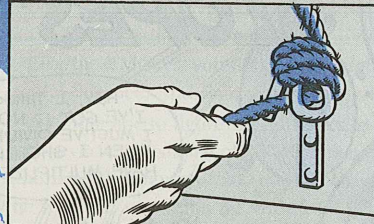
— Pull the rope across under the lashing hook loop to snug down your tarp.



— Keep a good pull on the rope while you give it a turn around the loop. Pull real hard when you come back under the loop. This'll squeeze the loop together in the back.



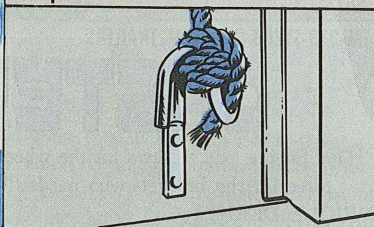
— Give the rope 2 more turns around the loop — tight.



— After you go over the loop on your third turn, come back under and then swing your rope around to the back under the loop end. Pull the rope up into the loop where it's squeezed together. Pull it tight so it's pinched in the loop.



— Bring the rope end down over the front and stick it into the hole left in the loop.



READY TO SHOW THESE GUYS OUR REVENUER PM?

BET YER SWEET AXE I AM.

RIGHT SLANT ON SLOPES

Dear Half-Mast,
Can you settle this argument? It's about "slope" that shows up in many tech manuals.

I say that a 60-percent slope is 27 degrees from the horizontal. This's because a 100-percent slope is 45 degrees—so 60 percent of 45 is 27.

My sidekick says a 100 percent is 90 degrees—so a 60-percent slope is 54 degrees.

Who's right?

SFC R. M. N.

HEY, I THINK I'VE GOT IT NOW! I MUST'VE DIVIDED WHEN I SHOULD HAVE MULTIPLIED!

YES -- BUT HE'S NOT SO HOT AT PERCENTAGES!

CAN'T UNDERSTAND IT...

BIG AL IS GOOD AT FIGURING ANGLES...

THESE TRAILERS WILL DOUBLE OUR PAYLOADS!

YEH-- BUT HOW ABOUT MAINTENANCE COSTS ON THAT CASTER ASSEMBLY?

TM-213-SERIES 1½-TON TRAILERS

CASTER

One for the axle . . . two for the wheel . . . three for the bracket—who needs th' WHOLE DEAL?

Looks like certain Joes are replacing the entire NSN 5340-00-314-0760 caster assembly on the TM-213-series 1½-ton trail-

Dear Sergeant R. M. N.,

Your sidekick is wrong—and he could be dead wrong if he tackled a 54-degree slope in a vehicle that was limited to a 60-percent slope.

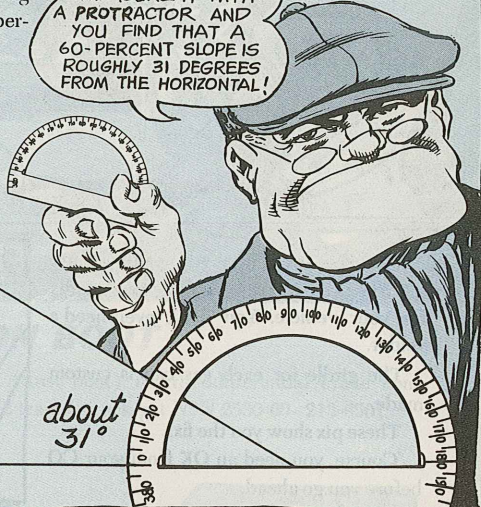
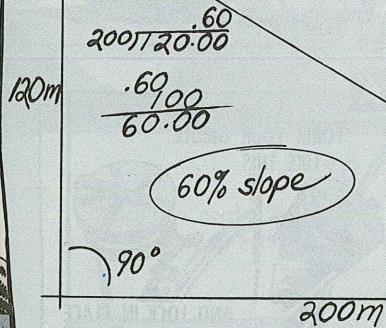
You're right in saying that a 100 percent slope is 45 degrees—but you're a little off in figuring the 60 percent. It's not that simple. You don't just take 60 percent of 45 degrees to get the slope percentage.

Both you and your sidekick had better dig out FM 5-36 (Jan 70), Route Reconnaissance And Classification, and study up on the poop in para 2-15, Percent Of Slope.

Like the FM says, you divide the height of the slope (vertical distance) by the horizontal distance. And then you multiply by 100 to get the percentage of the slope.

A simple one to figure would be a slope with a vertical distance of 120 meters and a horizontal distance of 200 meters. Using the formula, you come up with a 60-percent slope.

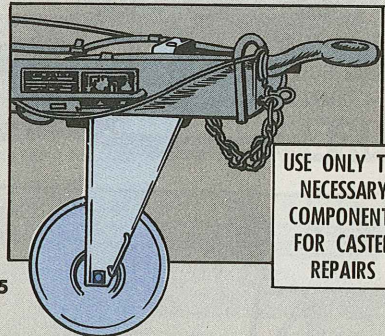
PUT IT DOWN ON PAPER AND MEASURE IT WITH A PROTRACTOR AND YOU FIND THAT A 60-PERCENT SLOPE IS ROUGHLY 31 DEGREES FROM THE HORIZONTAL!



DISASTER

ers when they need only a few parts.

You'll be doing a sharper job for yourself and Unc if you hit that parts list in TM 9-2330-213-14 (Aug 72) and shoot for only the components you need to make that caster assembly go-go.



USE ONLY THE NECESSARY COMPONENTS FOR CASTER REPAIRS

WANNA SAVE FUEL?

USE GAS CAP GIRDLES

YOUR MILITARY VEHICLE CAN BE AN EASY TARGET FOR THE GAS THIEF!

HURRY UP!
DRAIN EVERY
DROP OF "FUEL"
OUT...

NUTZ -
CAN'T DO IT!
SOMEBODY PUT
A GIRDLE AN'
LOCK ON THIS
CAP.



Washers, strap iron and padlocks are all you need to make a gas cap girdle for your vehicle. You don't even need a welder.

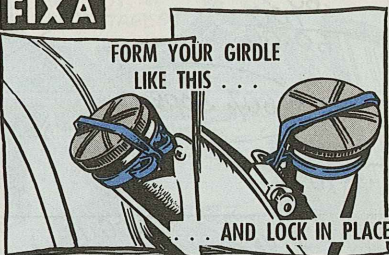
The girdle for each gas cap is custom made.

These pix show you the fix.

Course, you need an OK from your CO before you go ahead.

FIX A

FORM YOUR GIRDLE
LIKE THIS . . .



... AND LOCK IN PLACE

MAKE HOLES
IN GUARD

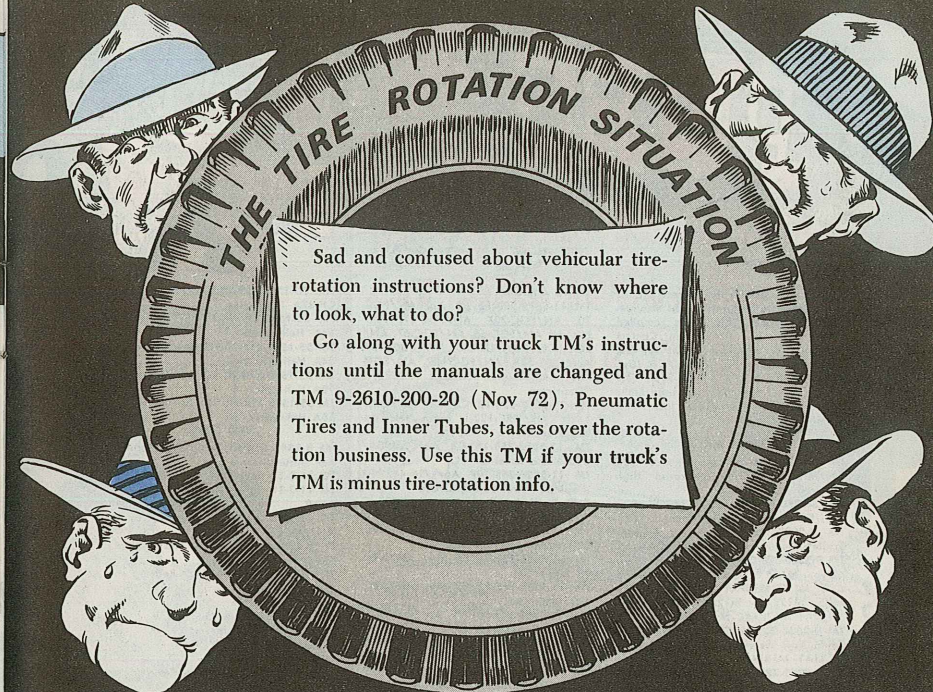
FIX B

ADD WASHER
AND RIVET

STRAP IRON

DRILL
HOLE

LOCK FIX
IN PLACE



Sad and confused about vehicular tire-rotation instructions? Don't know where to look, what to do?

Go along with your truck TM's instructions until the manuals are changed and TM 9-2610-200-20 (Nov 72), Pneumatic Tires and Inner Tubes, takes over the rotation business. Use this TM if your truck's TM is minus tire-rotation info.

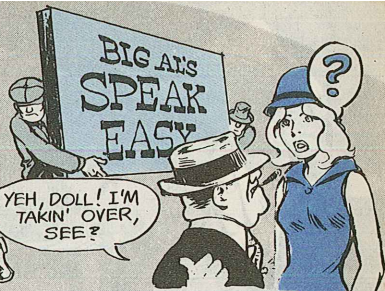
10-TON BOOT

When you need a new rubber seal (dust boot) for the differential brake control valve for your M123A1C or M123E2 tractor truck get NSN 2530-00-213-6501.

NEVER AN "H"

Never use a tire that has a letter "H" painted inside it—big and yellow. That's the new marking for a tire that belongs only on the junk heap. If you ever get such a code "H" tire, drop it back on your DSU immediately.

PUBS



This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Aug 73), and Ch 2 (Dec 73) TM's, TB's, etc., DA Pam 310-6 (Jul 73) and Ch 3 (Apr 74), SC's and SM's; and DA Pam (C) 310-9 (Mar 73), COMSEC Pubs.

TECHNICAL MANUALS

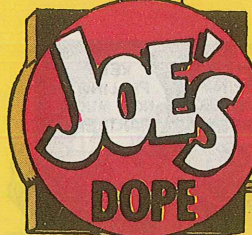
TM 9-1430-533-24P May Radar Set, AN/MPQ-46 (XO-1) (Improved High Powered Illuminator)
 TM 9-1450-501-10 (May) XM727 Carrier, Guided Missile Equipment
 TM 9-2330-205-14 C2 May Chassis, Trailer, Generator 2½ Ton M200A1
 TM 9-2330-207-24P C1 May Semitrailer: 12-Ton, M126 M126A1 M126A1C M126-A2C M127 M127A1 M127A1C M127-A2C M128A1 M128A1C M128A2C M129A1 M129A1C M129A2C
 TM 9-2330-208-15 C3 May Semitrailer, Tank: Fuel Servicing, M131A3C M131 M131A1 M131A2
 TM 9-2350-222-10 C13 (Apr) M728 CEV
 TM 9-2350-230-12 C13 (Mar) M551/M551A1 Sheridan
 TM 9-2350-244-ESC C1 (Apr) M114-Series Carriers
 TM 9-2350-247-10 (May) M548 Cargo Carrier
 TM 9-4935-542-24P (Mar) Shop Equipment Hawk AN/TSM-112
 TM 11-689 CB Mar AN/TRC-29 Radio Set and AN/TRC-39 Radio Repeater Set
 TM 11-1510-204-20/1 C1 (Apr) Signal Electronic Equipment Configuration for

OV-18 Aircraft
 TM 11-5815-200-12 C2 Apr AN/FGC-20, AN/FGC-20X, AN/FGC-21, AN/FGC-64, AN/FGC-66, AN/FGC-67, AN/FGC-67X, AN/UGC-4, AN/UGC-29, AN/UGC-29X, AN/FGC-159, AN/FGC-160 teletypewriter sets and TT-259/FG Teleprinter
 TM 11-5815-334-12 C2 Mar AN/GRC-142(1) AN/GRC-122(1) radio teletypewriter set
 TM 11-5820-358-10 C3 Apr R-390A/URR Radio Receiver
 TM 11-5820-385-20P Apr OA-442/GR Amplifier-Power Supply Group
 TM 11-5820-517-14P Apr AT-903/G Antenna
 TM 11-5821-205-12 C4 May AN/ARC-60(1) radio set
 TM 11-5821-229-12 C6 May AN/ARC-45 Radio Set
 TM 11-5821-248-12 C3 May AN/ARC-102 radio set
 TM 11-5830-241-15 C1 Apr AN/UIH-6(V) Public Address Set
 TM 11-5895-225-15 C3 May SB-675/MS-C Communication Patching Panel
 TM 11-5965-235-12 C3 May MK-400/G, MK-401-G, MK-525/G and MK-526/G Headset-Microphone Kits
 TM 11-5985-248-24P (Apr) Antenna Bases AB-38B/CR, -38C/CR
 TM 11-6625-200-15 C2 Apr ME-26(1) Multimeters
 TM 11-6625-422-12 C8 May AN/GGM-1, -2, -3, -4, -5 teletypewriter test set
 TM 11-6625-816-15 C1 Apr AN/PSM-4(1) Multimeters
 TM 11-6720-206-20P May KE-3(1) Identification Still Picture Camera

TM 55-1520-209-2 C3 Mar Model CH-47A Helicopter
 TM 55-1520-217-20-1 Mar Model CH-54A Helicopters
 TM 55-1520-217-20-1-1, Mar Model CH-54A Helicopters
 TM 55-1520-228-20 C7 Feb Model OH-58A Helicopter
 TM 55-1520-228-20 C11 Apr Model OH-58A Helicopter
NEW FILMS
 MF 9-5840 M60A1 Tank Gun Stabilization System-Part 2
 TG 11-3-10 Radio Sets AN/FR-93
 TG 11-3-11 Radio AN/PRT-4 and AN/PRR-9
 TG 11-4-15 Digital Subscriber Terminal AN/FYA-71
 TF 9-4559 Helicopter AG1G's M28A1 Subsystem
 TF 9-4620 Wheeled Vehicle Bearing and Seal Maintenance on the M35A1 cargo truck
 TF 17-4649 20-MM Gun M139
 TF 17-4651 Disassembly, Assembly Breach Mechanism of Tank Gun, 105-MM, M68
 TF 55-4683 Operator, Crew PM

MISCELLANEOUS

AR-95-33 May Aircraft Inventory, Status and Flying Time
 TB 55-1510-209-30-10, Apr Landing Gear Safety Switches, U-21
 SC 1080-97-CL-E05 Mar Sets, Kits and Outfits Components List Camouflage Net Set, Field Artillery
 SC 1080-97-CL-E08 Mar Sets, Kits and Outfits Components List Camouflage Net Set, Antiaircraft Machine Gun



HEY, O'TOOL-- LOOKS LIKE A FUN SHOW-- WHAT SAY WE GO?



FORT HAVEN RECREATION
1800 TONITE
The SUBJECT WASN'T ROSES...
(IT WAS TOOL ABUSE!)

"TOOLS PARADISE"
 STARRING THAT GREAT PUPPET TROUPE...
 TOAST OF THE INTERNATIONAL JET SET

SPECIAL GUEST
CONNIE RODD

YOU KIDDIN'? WHAT'S T'KNOW ABOUT TOOLS? THEY ALL WEAR OUT OR BREAK SOONER OR LATER-- (MOSTLY SOONER)-- THEN, BIG DEAL, YA TURN 'EM IN FOR NEW ONES.



M172A1 Spacer

When you need a wheel spacer for your M172A1 25-ton semitrailer, order NSN 5365-00-177-9262. That's Item 5, Fig. B-27, TM 9-2330-211-14 (Oct 69). The new Part Number is 10929888.

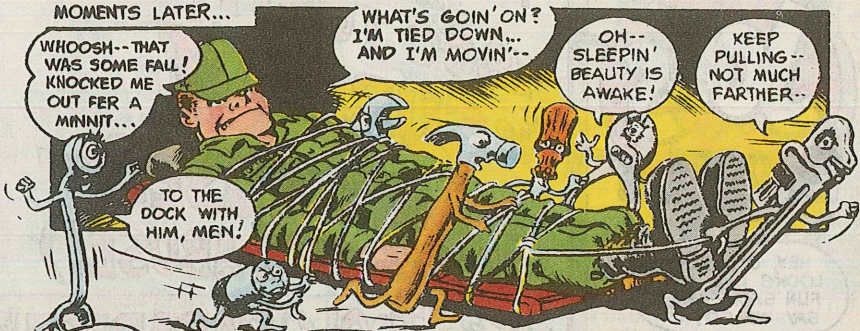
For Touch-Ups

Lusterless olive drab lacquer will blend in with the dull exterior paint job on your aircraft, air types. NSN 8010-00-941-8712, listed in GSA Federal Supply Catalog (Oct 73), will get you a 16-oz spray can for only 53 cents.

We Goofed - Did You?

The words tell the right story in "The Ins And Outs Of It," page 42, PS 259 — but the colors in the pictures are switched. The gray-colored oil line on the M123A1C (or M123E2) 10-ton tractor truck should run from OUT on the full-flow oil filter to IN on the oil cooler. Then the orange-colored line goes from IN on the filter to OUT on the cooler. These oil lines are not different colored on your truck — the colors in the magazine were intended only to show the right hookups.

MOMENTS LATER...



WHOOSH-- THAT WAS SOME FALL! KNOCKED ME OUT FER A MINNIT...

WHAT'S GOIN' ON? I'M TIED DOWN... AND I'M MOVIN'--

OH-- SLEEPIN' BEAUTY IS AWAKE!

KEEP PULLING-- NOT MUCH FARTHER--

TO THE DOCK WITH HIM, MEN!

HEY! LEMME UP!

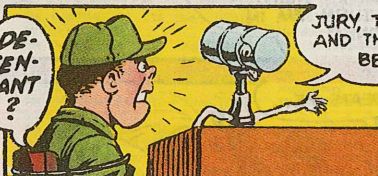
UNTIE ME!

WHO ARE YOU GUYS--?

WHY-- YOU'RE TOOLS!

MORE PRECISELY, WE'RE YOUR TOOLS, MR. O'TOOL!

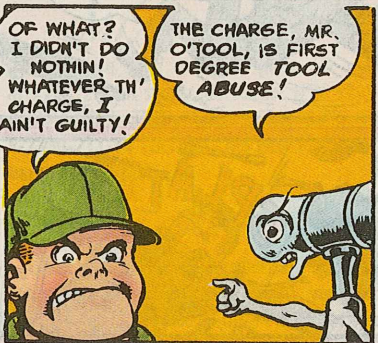
ALRIGHT, MEN! GET HIM IN THE DEFENDANT'S CHAIR.



DEFENDANT?

JURY, TAKE YOUR PLACES AND THE TRIAL WILL BEGIN.

NOW, MR. O'TOOL-- HOW DO YOU PLEAD? GUILTY OR NOT GUILTY!



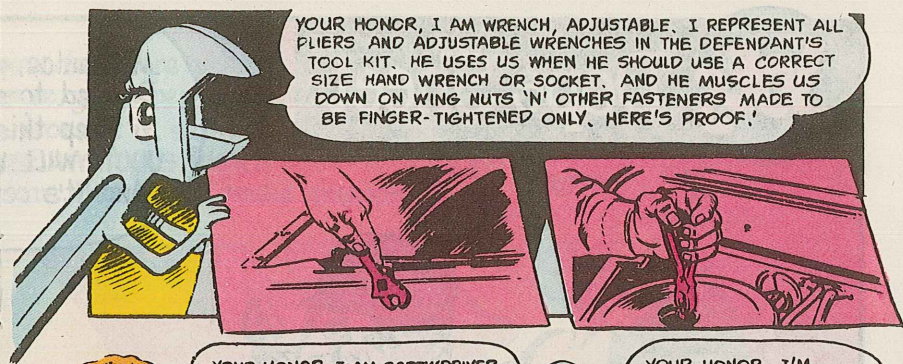
OF WHAT? I DIDN'T DO NOTHIN! WHATEVER TH' CHARGE, I AIN'T GUILTY!

THE CHARGE, MR. O'TOOL, IS FIRST DEGREE TOOL ABUSE!

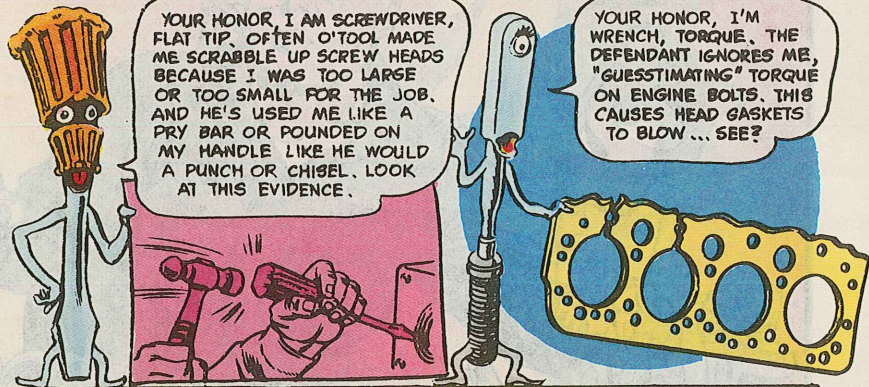


TOOL ABUSE...?

FIRST WITNESS-- PLEASE TAKE THE STAND!



YOUR HONOR, I AM WRENCH, ADJUSTABLE. I REPRESENT ALL PLIERS AND ADJUSTABLE WRENCHES IN THE DEFENDANT'S TOOL KIT. HE USES US WHEN HE SHOULD USE A CORRECT SIZE HAND WRENCH OR SOCKET. AND HE MUSCLES US DOWN ON WING NUTS 'N' OTHER FASTENERS MADE TO BE FINGER-TIGHTENED ONLY. HERE'S PROOF!



YOUR HONOR, I AM SCREWDRIER, FLAT TIP. OFTEN O'TOOL MADE ME SCRABBLE UP SCREW HEADS BECAUSE I WAS TOO LARGE OR TOO SMALL FOR THE JOB. AND HE'S USED ME LIKE A PRY BAR OR POUNDED ON MY HANDLE LIKE HE WOULD A PUNCH OR CHISEL. LOOK AT THIS EVIDENCE.

YOUR HONOR, I'M WRENCH, TORQUE. THE DEFENDANT IGNORES ME, "GUESSTIMATING" TORQUE ON ENGINE BOLTS. THIS CAUSES HEAD GASKETS TO BLOW ... SEE?



WAIT, YER HAMMER... ER, I MEAN..YER HONOR! AIN'T I GOT A RIGHT TO HAVE A LAWYER?

MY! LOOK WHO'S CONCERNED ABOUT RIGHTS!

DON'T WORRY-- THAT'S BEEN TAKEN CARE OF!



AN ILLUSTRIOUS FRIEND OF BOTH TOOL AND MECHANIC HAS AGREED TO TRY TO HELP YOU!

COME IN, COUNSELOR.

CONNIE RODD!

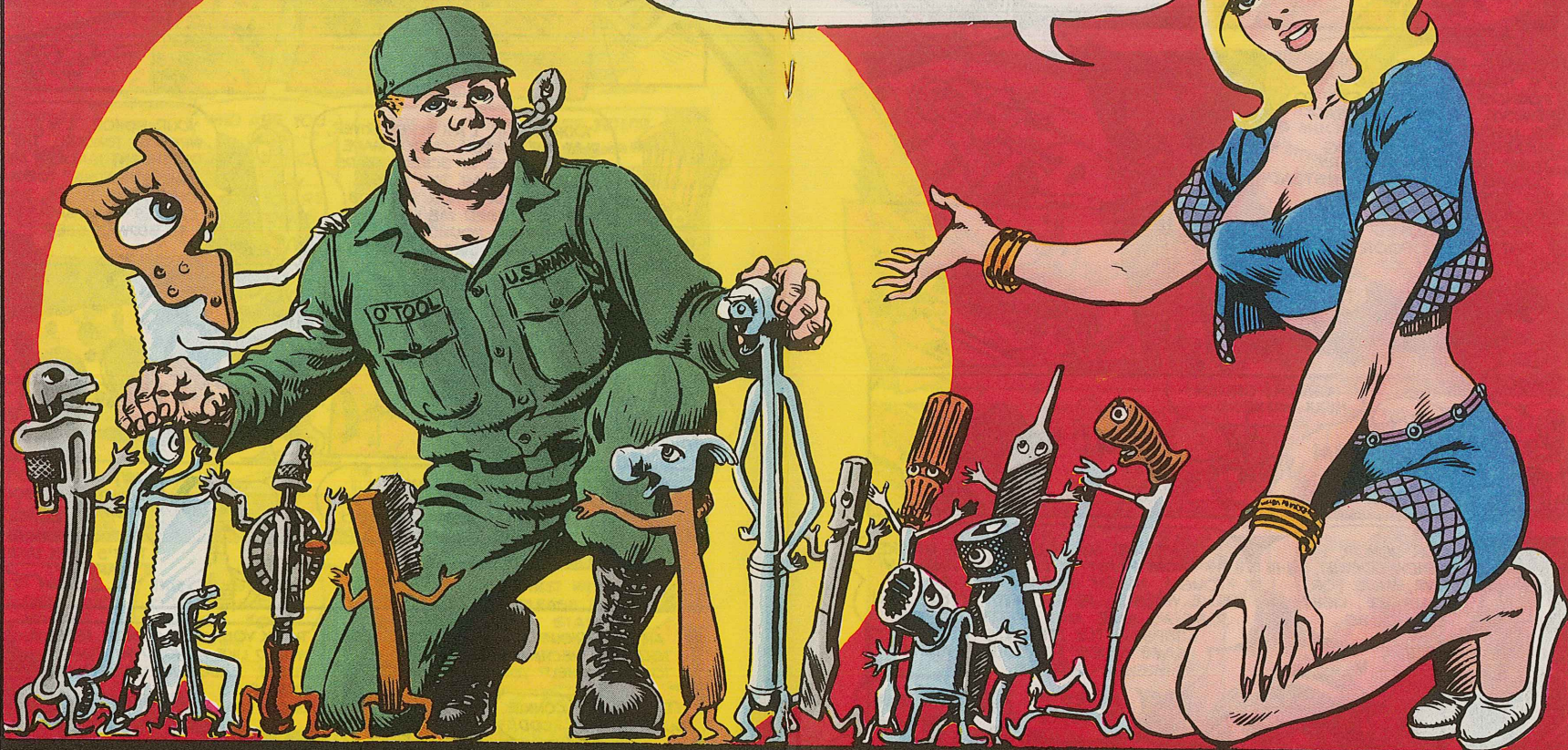


THANK YOU, YOUR HONOR, FIRST, I WOULD LIKE A WORD WITH MY CLIENT. I HAVE AN IMPORTANT POSTER TO SHOW HIM.

Joe's

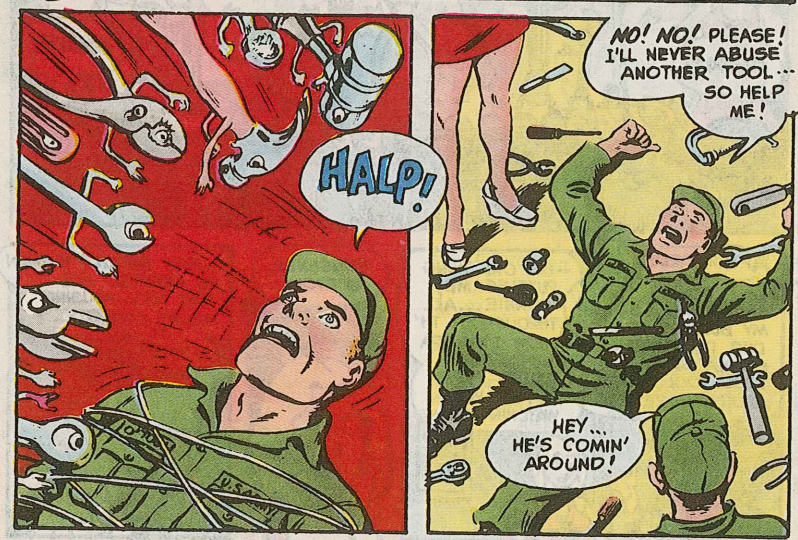
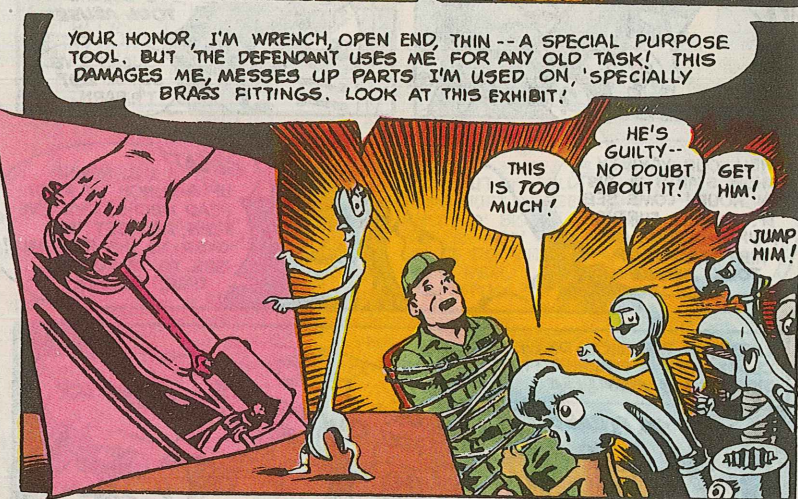
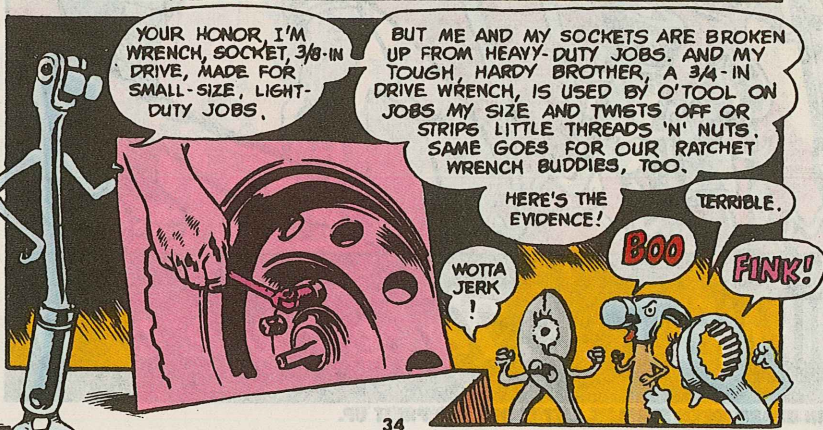
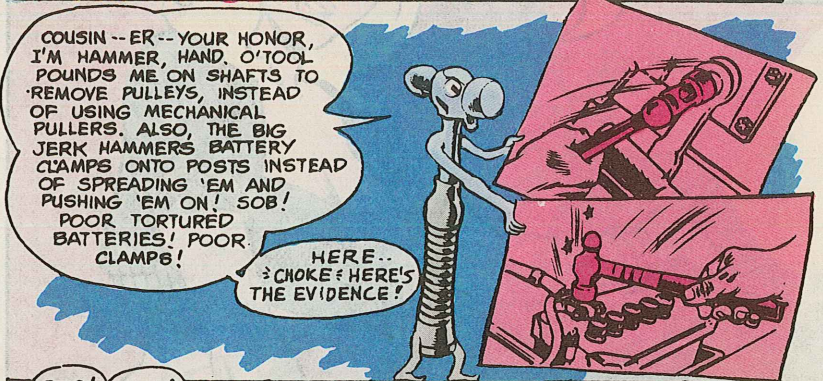
Dope Sheet

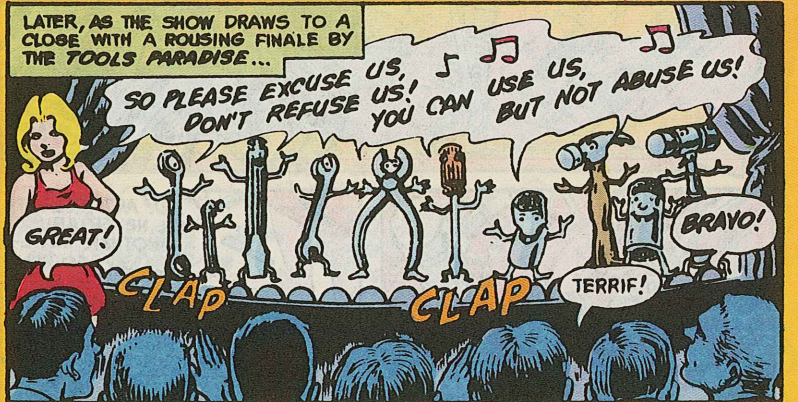
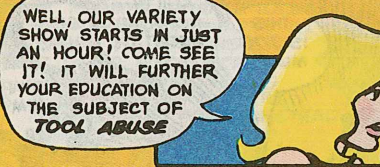
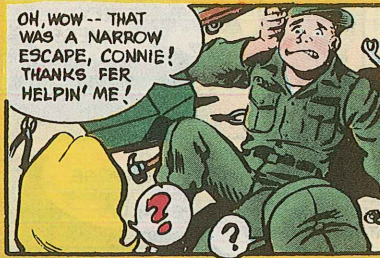
Mechanics, your tools are your friends,
Devoted to serve your best ends!
Keep this promise in sight --
"I WILL USE MY TOOLS RIGHT!"
--And it's certain that you'll make amends!



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

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





SPOOL STANDS ALONE

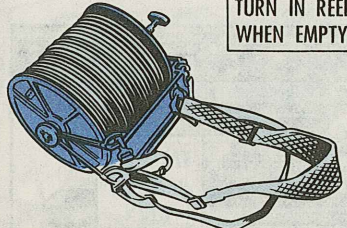
Dear Sergeant Half-Mast,
Some of my supply people say the DR-8 spool is a part of the CE-11 reel equipment, and paragraphs a, b and c on Page 4 of TM 11-3895-203-15 (Apr 67) seem to support this. Yet, the BIIL and other pubs do not list the spool as a component. What gives? Is the spool a part of the CE-11 or not?

MADE TH' TAP ON "LEGS" PHONE OK, BONNIE-- BUT I'VE RUN OUT O' FIELD WIRE JUST 25 FEET, SHORT O' BIG A'L'S OFFICE-- NOW WHAT DO I DO WITH THIS REEL AND SPOOL?

NO SWEAT, TURN IN THE DR-8 SPOOL FOR A NEW ONE AND GET MORE WIRE.

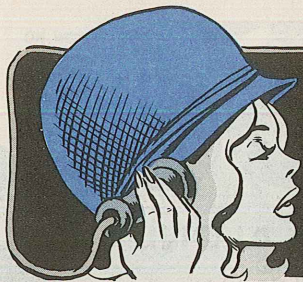
Dear Sergeant D. E. J.,
The spool (NSN 8130-00-407-7859) is used with—but is not part of—the reel equipment, like it says in the Note on Page 4 of the TM.

TURN IN REEL WHEN EMPTY



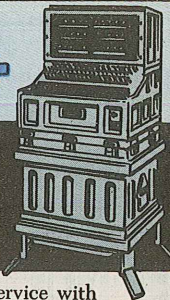
The DR-8 is a part of your TOE. Often it is married up with the RL-39 reel, giving the impression it's all together. Oddly enough the spool is non-expendable, but the RL-39 is expendable.

SO-O-O-O, WHEN YOU GET MORE FIELD WIRE YOU ASK FOR IT ON DR-8 AND TURN IN YOUR EMPTY ONE!



ON SWITCHBOARDS... HANG

BONNIE--HALF
MASTBY HAS
INVITED US TO
CHARLESTON!



IN THERE

REALLY, CONNIE--?
WEST VIRGINIA OR
SOUTH CAROLINA?



Wire 'em up, plug 'em in, and there . . . you've got instant telephone service with your SB-86/P and SB-22()/PT switchboards.

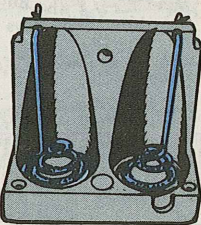
That's right . . . that is, if you've pulled your PM right.

BATTERIES: It's not so hard to remember to eye the 2 in that SB-248 manual telephone switchboard section. Like, change 'em when they've done their duty and are dead. Take 'em out when the SB-86 is not in use. for gnawing away at the innards of the assembly if the batteries are neglected. They can do some real chewing, especially at the contacts in the battery compartment.

DON'T FORGET THESE TWO . . .

... WHEN CHECKING THESE--AND DO IT OFTEN . . .

... BECAUSE WORN BATTERIES LEAD TO CORROSION



So, take them out, too.

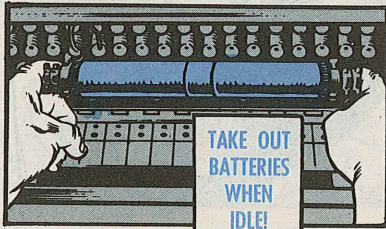
The same goes for the battery case in the SB-22. Leaving those 4 BA-30's pent up is like leaving a moth in your winter woolies.

ARE YOU GOING TO CHARLESTON, TOO?



NOPE--TO THE MOTH BALL!

When your SB-22 is sitting idle, take out the batteries.



TAKE OUT BATTERIES WHEN IDLE!

But, those 2 BA-30's in the TA-207 switchboard signal assembly have a knack

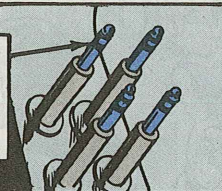
PLUGS: A brass band you're not. So, ease off the knocking, banging and bending of those brass plugs. A bunged-up plug

could cause bad contacts, and a bent one may keep you from making contact.

When it's cleaning time use a polishing cloth on the plugs. Abrasives can cut into the plugs and wear off the brass.

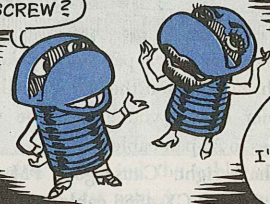
Be sure to use the sleeve of the plug when you're plugging in or pulling out of the switchboard. Tugging or ramming the cord can kill conversations by breaking the wires inside the cord.

CAREFUL WITH THESE BRASS CONTACTS -- OR NO CONVERSATION



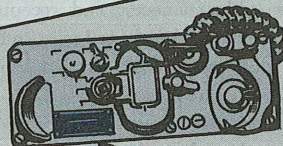
TELEPHONE ID HOLD DOWN

YOU'RE A LOOSE SCREW?

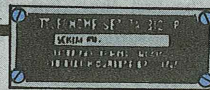


YES--AND I'M AFRAID I'LL NEVER RIVET DOWN!

Dear Half-Mast,
I'm missing some screws for the identification plate on my TA-312/PT telephone set. How can I get some?
SSG D. D. H.



USE NSN
5305-00-054-5635



Dear Sergeant D. D. H.,
Use NSN 5305-00-054-5635. They'll snuggle down the ID plates on the TA-312 and TA-43.
Name plates on some of the later model telephone sets are riveted and don't need screws.

Half-Mast

IT'S IN THE CARDS

26-PAIR CABLE PM

A SAFE BET

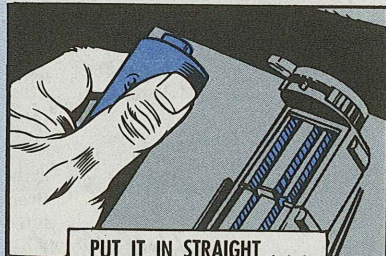
HEY-- THAT'S A GREAT MATCHING PAIR, BIG AL!

YOU SAID IT... NOW FOR THE OLD SQUEEZE PLAY!

YEAH, BUT BE SURE YOU APPLY THE PRESSURE EVENLY...

Matching up a pair in a poker game might not get you the pot but it'll make a winner out of you every time when it comes to 26-pair cables.

That's right. 'Cause good PM care for that 26-pair CX-4566 cable will be a safe bet anytime.



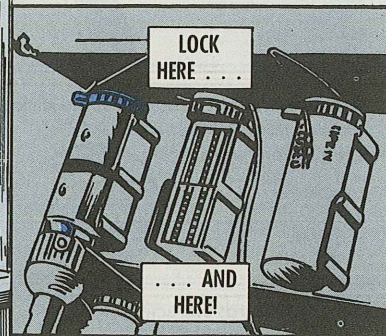
PUT IT IN STRAIGHT . . . NEVER FORCE IT!

Like when you're putting the squeeze on the cable connector and receptacle, make sure they're lined up. Trying to force 'em together at an angle can botch up or break the contact pins.

The contacts may get the word across the first time, but after that it's a real gamble whether they'll get the word out the next go 'round.

After you've used the old squeeze play, turn the upper lock and connector lock at

the same time to put even pressure on the contacts.



When the cable's hooked to a van, keep a safety clamp on. The clamp'll help protect the plug and connector if a vehicle runs over the cable or someone trips over it.

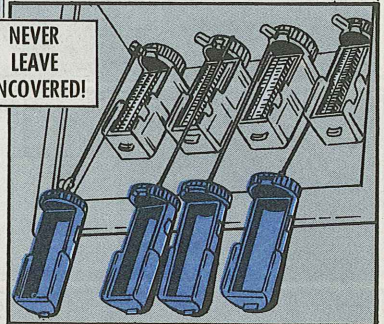
The clamp may help if you forget and drive off with the cable attached to the power source. It's taking a gamble, but the clamp might prevent pulling the receptacle box out of the van.

Which means, o' course, that the best way to avoid that mess is to disconnect the cable as soon as you get the word to roll.

When you're removing the connector from the receptacle, release the locks together and lift evenly. Angling can cause damage to the plugs.

Another bet you can win is the one against dirt and dust if the connector or receptacle cover is always in place over the U-185 ()/G, U-186 ()/G or U-187 ()/G plugs when they're not in use.

NEVER LEAVE UNCOVERED!

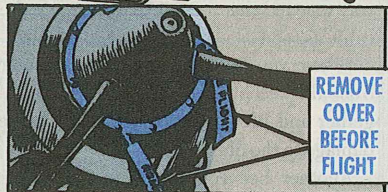


And after you wind the cable on the reel, you can get added protection by tying the plug to the inner section of the reel rim with a piece of field wire or strong twine. It'll keep it from getting kicked around or stepped on.

TIE PLUG WITH FIELD WIRE!



TEN LITTLE



REMOVE
COVER
BEFORE
FLIGHT

Ten little Armybirds setting on the line:
But an overlooked warning flag ...
And then there were

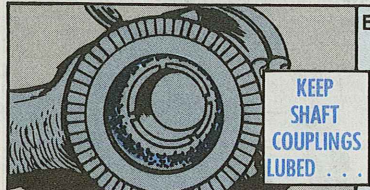
9



SECURE
FUEL CAP

Nine little Armybirds waiting at the gate:
A tank without a fuel cap ...
And then there were

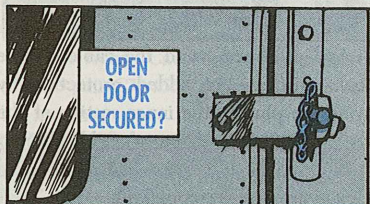
8



KEEP
SHAFT
COUPLINGS
LUBED ...

Eight little Armybirds in their piece of heaven:
A shaft that no one thought to lube ...
And then there were

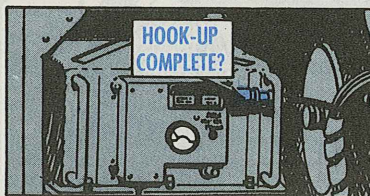
7



OPEN
DOOR
SECURED?

Seven little Armybirds heading for the sticks:
A cargo door left unsecured ...
And then there were

6



HOOK-UP
COMPLETE?

Six little Armybirds expecting to survive:
A faulty Navaid hook-up ... oops! ...
And then there were

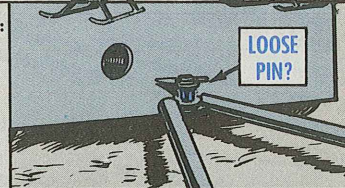
5

ARMYBIRDS



Five little Armybirds through the hangar door:
A tow-bar pin that's loosey loose ...
And then there were

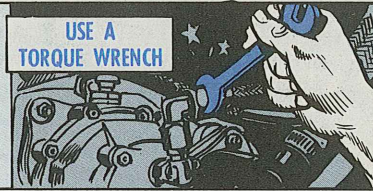
4



LOOSE
PIN?

Four little Armybirds yearning to be free:
A fuel-line that's under-torqued ...
And then there were

3



USE A
TORQUE WRENCH

Three little Armybirds winging through the blue:
A wrench somebody overlooked ...
And then there were

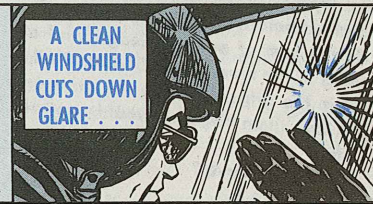
2



NO FOD
PLEASE ...

Two little Armybirds having lotsa fun:
A dirty windshield gets the glare ...
And then there was

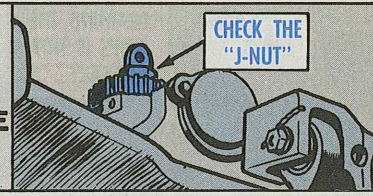
1



A CLEAN
WINDSHIELD
CUTS DOWN
GLARE ...

One little Armybird weaving in the sun:
A loose, unfettered "J-nut" ...
And then there were

NONE



CHECK THE
"J-NUT"

CORROSION DAMAGE??

CHECK FOR
CORROSION
LIMITS

TM 55-1520-210-20 (Sep 71) para 7-26, says nicks and scratches can be polished out if material removed does not exceed 0.008 inch in one area of the shaft and 0.012 inch in the other area. Corrosion is not mentioned, and we're puzzled. Are there any corrosion damage limits, Windy?

SP5 W. C. N.

Dear Windy,
During an initial inspection we found corrosion on one of our Huey tail rotor driveshafts.

Dear Specialist 5 W. C. N.,
Yessir-e-e-e! The limits for mechanical damage also apply to corrosion damage. The limits on rework which may affect shaft balance are also the same.

Course, the corrosion removal poop is spelled out in para 3-5 of TM 55-1500-

204-25/1 (Apr 70) on general practices. Following any rework, tho, protect the shaft against further damage by using chemical film, MIL-C-5541. NSN 8030-00-613-3131 will get you a jar for \$1.80.

Windy

IT'S THE REAL THING

Dear Windy,

Maintenance personnel in a UH-1 unit have the idea that a Huey main rotor hub received from overhaul is serviced with some type of preservative oil. So, the oil is drained before the hub is put in service.

To the best of my knowledge, and according to the manuals, MIL-L-23699 oil is used in the grips. Draining the grips and servicing them again would not be needed.

Am I right, Windy?

SP6 R. W. T.

DRAINING THE
GRIPS IS NOT
NECESSARY . . .

FACT IS,
THE SHOP'S
USUALLY STENCIL
THE GRIPS TO
THAT EFFECT.

NEW AIRCRAFT STANDARD TOOL SET . . .

CROWFOOT CALLOUT

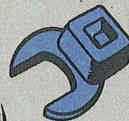
CROWFOOT ATTACHMENT, SOCKET WRENCH: nonratcheting

NSN	TYPE	DR OPNGS	DR SIZE	WRENCH OPNG
5120-00-184-8397	opn end	2	3/8-in	9/16-in

5120-00-935-7387	12 pt opn	wall box	3/8-in	11/16-in
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NSN 5120-00-184-8397

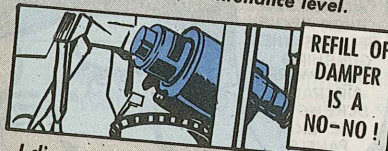
HERE'RE THE
CORRECT NSN'S
FOR THESE
ITEMS SHOWN
ON PAGE 41 OF
PS No. 225.



NSN 5120-00-935-7387

NO FLUSHING, PLEASE!

Dear Windy,
My buddy says when we have trapped air in the Huey (UH-1) stabilizer bar dampers it's OK to drain, flush and refill them at the organizational maintenance level.



I disagree. TM 55-1520-210-20 (Sep 71) has no such procedure. What say you, Windy?

SP6 R. D. L.

Dear Specialist R. D. L.,

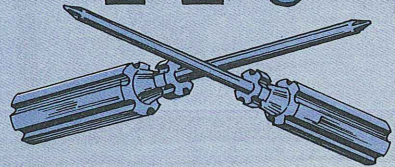
You're right! The MAC says repair of the dampers is a field maintenance job. Even if you did flush them it would only be a temporary solution. The dampers would continue to leak because of shot seals.

Para 8-7b(2) in the organizational maintenance pub says that if the hydraulic fluid level falls more than 1/8 to 3/16 inch below the top of the window, satisfactory filling without trapping air may not be possible.

IN THAT CASE
THE DAMPER HAS
TO BE CHANGED.



EASY DOES IT!



Never force aircraft screws into self-locking nut plates on the skin of your bird, Army mech.



Muscle power can cause the screws to wedge in, which means drilling and replacing nut-plates when a piece of the screw is left.

When you turn the screws, point that screwdriver straight in, no angle work.

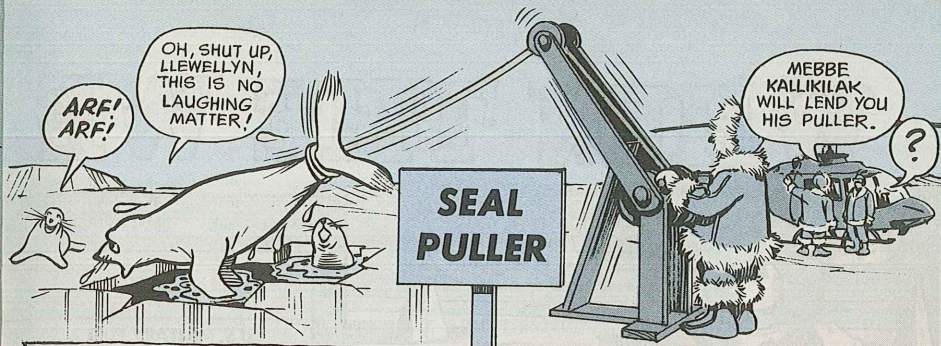
Remember to use the screwdriver with the proper tip—normally a Phillips #2.

You can remove seized screws easily by using a socket wrench speeder with an adapter and the proper bit.

This will give you maximum pressure on the screw slots . . . less chance of slippage and stripping of the slots.



YOU COBRA TYPES HAVE TO WATCH IT MORE THAN OTHER MECHS, BECAUSE THE GUNSHIPS HAVE MORE AIRCRAFT SCREWS ON THE SKIN PANELS.

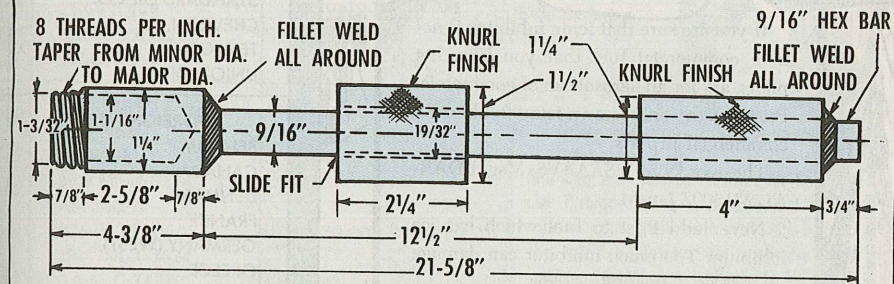


Dear Editor,
 TM 55-1520-228-20 (Oct 72), para 7-6, lists a leakage limit of 1 drop per minute (in a static condition) at the aft bearing cap of the free-wheeling unit on our Kiowa.



So, if you have a leak, the bird normally goes to support for replacement of a shot rear seal. That means grounding the bird for extended maintenance. Seal replacement is a complicated deal, including pressing out the old seal.

No more! Not with this handy impact puller we had made up in our shop.



NOTE: TOLERANCES NOT CRITICAL "AS ROLLED" FINISH EXCEPT AS INDICATED MTL: COLD ROLLED MILD CARBON STEEL (E.G. SAE 1020).

All we do is take off the first section of the tail rotor drive shaft. Then, we insert the puller and use the impact part of the puller to remove the seal . . . no sweat. The locally-made puller works like a charm.

John V. Gilmore
 Ft Benning, GA

(Ed. Note—Good going. The head shed—AVSCOM—approves use of the puller.)

WHEN THE WE LL RUNS DRY



If your favorite throttle jockey sets down his turbine engine powered bird and can't locate any JP-4, MIL-T-5624, commercial Jet B fuel with MIL-I-27686 icing inhibitor is preferred over JP-5.

Use of JP-5, or a commercial substitute for it, for long periods of time may coke up an engine and add to your maintenance chores.

Clip this chart, crewchiefs, and put it in the aircraft log book for easy reference.



If you are sure that icing inhibitor is *not* in a commercial fuel that you buy, hot pilots, ask for an aerosol can of commercial Prist. It's the only known icing inhibitor at commercial airports.

The word's in USAAAVS Msg FDAR-AL 231500Z Jan 74.

Never add Prist to fuel which has ice inhibitor. Too much inhibitor can damage elastomers in the fuel system.

Add the inhibitor according to directions on the can as your bird is being refueled.

Icing inhibitor MIL-I-27686 can only be added to fuel by the use of special mixing equipment.

SOURCE
U.S. MILITARY FUEL
NATO CODE NO.
COMMERCIAL FUEL (ASTM-D-1655)
AMERICAN OIL CO. ATLANTIC RICHFIELD RICHFIELD DIV. B.P. TRADING CALTEX PETROLEUM CORP. CITIES SERVICE CO. CONTINENTAL OIL CO. GULF OIL EXXON CO. USA MOBIL OIL PHILLIPS PETROLEUM SHELL OIL SINCLAIR STANDARD OIL CO. CHEVRON TEXACO UNION OIL
FOREIGN FUEL
BELGIUM CANADA DENMARK FRANCE GERMANY (WEST) GREECE ITALY NETHERLANDS NORWAY PORTUGAL TURKEY UNITED KINGDOM (Britain)

APPROVED FUELS

PRIMARY OR STANDARD FUEL	ALTERNATE FUEL	
JP-4 (MIL-T-5624)	JP-5 (MIL-T-5624)	
F-40 (WIDE-CUT TYPE)	F-44 (HIGH FLASH TYPE)	
JET B	JET A	JET A-1/NATO F-34
AMERICAN JP-4 ARCOJET B B.P.A.T.G. CALTEX JET B CONOCO JP-4 GULF JET B EXXON TURBO FUEL B MOBIL JET B PHILJET JP-4 AEROSHELL JP-4 CHEVRON B TEXACO AVJET B UNION JP-4	AMERICAN TYPE A ARCOJET A RICHFIELD A CITGO A CONOCO JET-50 GULF JET A EXXON A MOBIL JET A PHILJET A-50 AEROSHELL 640 SUPERJET A JET A KEROSENE CHEVRON A-50 AVJET A 76 TURBINE FUEL	ARCOJET A-1 RICHFIELD A-1 B.P.A.T.K. CALTEX JET A-1 CONOCO JET-60 GULF JET A-1 EXXON A-1 MOBIL JET A-1 AEROSHELL 650 SUPERJET A-1 JET A-1 KEROSENE CHEVRON A-1 AVJET A-1
NATO F-40	NATO F-44	
BA-PF-2B 3GP-22F JP-4 MIL-T-5624 AIR 3407A VTL-9130-006 JP-4 MIL-T-5624 AA-M-C-1421 JP-4 MIL-T-5624 JP-4 MIL-T-5624 JP-4 MIL-T-5624 JP-4 MIL-T-5624 D. ENG RD 2454	3-6P-24e UTL-9130-007/UTL 9130-010 AMC-143 D. ENG RD 2493 D. ENG RD 2498	

NOTE

Anti-icing and Biocidal Additive for Commercial Turbine Engine Fuel—The fuel system icing inhibitor shall conform to MIL-I-27686. The additive provides anti-icing protection and also functions as a biocide to kill microbial growths in aircraft fuel systems. Icing inhibitor conforming to MIL-I-27686 shall be added to commercial fuel, not containing an icing inhibitor, during refueling operations regardless of ambient temperatures. Refueling operations shall be accomplished in accordance with accepted commercial procedures.

WORKING WARNINGS



HEY, ONE OF OUR UNDERSIDE ANTI-COLLISION LIGHTS WENT OUT! ARE WE GROUNDED?

ASK WINDY!

Dear Windy,

We're having a problem with AR 95-1, para 3-11b(1), as applied to the OH-58A. The AR says when an anti-collision light fails during flight, you may continue the flight till you get to some place where the light can be repaired or replaced.

But is it OK to take off with one of the anti-collision lights out? Also, what status symbol should be given to an aircraft that has one of these lights out?
CW3 R.R.W.

KEEP 'EM FLASHING!



Dear Mr. R.R.W.,

Everything depends on whether it's day or night when you'll be flying. For daytime flying with one of those anti-collision lights not working, you can go up under a circled red-X condition.

At night, though, you don't take that bird up at all. She's gotta have both those anti-collision lights working before you can take off. So, you're strictly red-X for night flights till you get that light repaired or replaced.

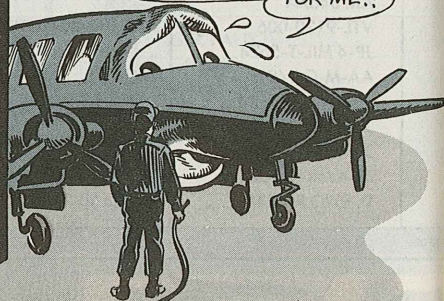
YOU'RE STRICTLY RED X FOR NIGHT FLIGHTS UNTIL YOU GET THAT LIGHT REPAIRED OR REPLACED!



PLEASE NO MORE INFLATION FOR ME!!

MORE AIR FOR YOUR BIRD

Inflate the landing gear shock struts on your U-21 so that 4.25-4.50 inches of the piston are exposed, Ute mechs. That's the word on the strut data plate. TM 55-1510-209-20/2 (Jan 72) is being revised.



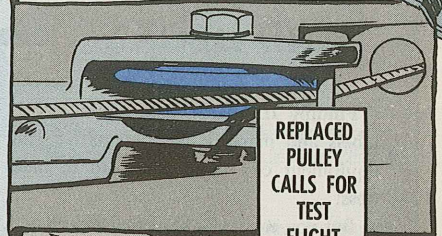
PULLEY POOP

Dear Windy,

We're not sure whether we have to perform a test flight after we replace a pulley in the aileron, elevator, or rudder control systems. TM 55-1500-328-25 (Jul 72), para 3-2, doesn't make this clear.

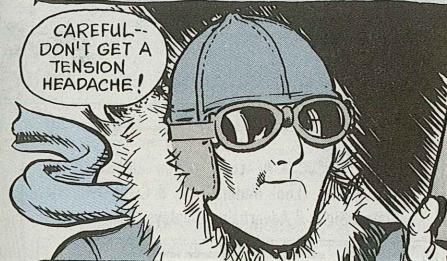
What's the story, Windy? Test flight or no test flight?

SFC M. M.



REPLACED PULLEY CALLS FOR TEST FLIGHT

CAREFUL-- DON'T GET A TENSION HEADACHE!



Dear Sergeant M. M.,
Test flight.
Nearly every time you replace a pulley, you're changing the tension on a cable. This change in tension amounts to an adjustment of the cable. That, according to para 3-2c(4), calls for a limited test flight.

EXTRA NUT PLATE? ...

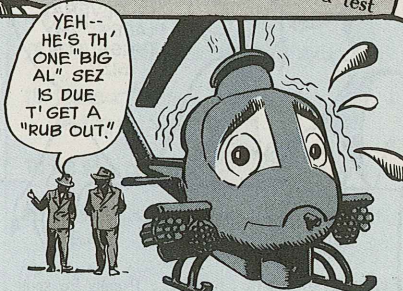
AH, THAT'S THE RUB!

If you air-types have a Cobra (AH-1G) with the tractor tail rotor system, eyeball the 90-degree gear box on the next Periodic, for real.

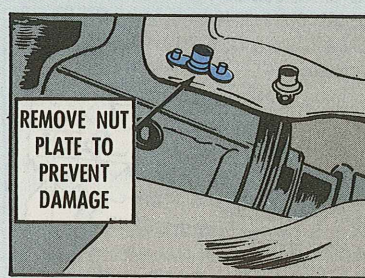
You may find a nut plate on cover, NSN 1560-00-133-7156, that shouldn't be there. The plate will wear a hole into the gear box at the right side of the output shaft. Bad news.

Para 3, Ch 2 (Jul 71) of MWO 55-1520-221-40/3 called for removal of the nut plate but not all of them have been taken off.

Your sheet metal shop can remove the plate before the gear box gets badly damaged. Good news.



YEH-- HE'S TH' ONE "BIG AL" SEZ IS DUE T' GET A "RUB OUT!"



REMOVE NUT PLATE TO PREVENT DAMAGE

TM 38-250 (9 Aug 71), Packaging and Handling of Dangerous Materials for Transportation by Military Aircraft (see Chap 12, "Marking, Labeling and Certification").

TM 55-1500-204-25/1 (Apr 70), General Aircraft Maintenance Manual.

Note: Table 2-22, "Identification of Plastic Materials," lists on page 2-92:

Plastic-Material Laminated, Thermo-setting (For Designation Plates)

L-P-387 Sheets

Type GCP-F-Flexible, Stampable

Type GCP-H-Heat-Resistant

Type NDP-For Engraving

Type HSP-Heat-Resistant, For Surface Marking



YOUR AIRCRAFT MAINTENANCE SUPPORT UNIT CAN MAKE DECALS FROM THIS MATERIAL.

SB 11-631, Identification Plates and Name Plates for Commo Equipment (depots make commo equipment plates not in the supply system).



ORDER ARMY PUBS FROM THE CENTERS AT ST. LOUIS AND BALTIMORE ON DA FORM IT.

MIL-STD-101, Color Code for Pipelines and for Compressed-Gas Cylinders.


MIL-STD-129, Marking for Shipment and Storage.

MIL-STD-130, Identification Marking of US Military Property.

MIL-STD-161, Identification Methods for Bulk Petroleum Products Systems.

MIL-STD-290, Packaging, Packing and Marking of Petroleum and Related Products.

MIL-STD-1458, Radioactive Materials: Marking and Labeling of Items, Packages and Shipping Containers for Identification in Use, Storage and Transportation.



MILITARY STANDARDS CAN BE ORDERED FROM U.S. NAVAL PUBLICATIONS AND FORMS CENTER, 5801 TABOR AVE., PHILADELPHIA, PA. 19120 ON DD FORM 1425.

If you can't find a listing for the plate, decal, or marker you need, you can have your support make it. Just submit an exception-data supply request.

Be sure to include all the info you can—equipment used on (type, manufacturer's name, code and serial number), size of plate, type of material made from, wording, etc.

For hand-painted signs and markers, the stencils in your No. 1 & No. 2 Common tool sets will usually do the job.

In most all cases, one of these pubs or your operator's manual for the end item will show where and how you place plates, decals and markers.


PAINT
SPRAY
GUN

SPIT FITS FIX

Dear Editor,

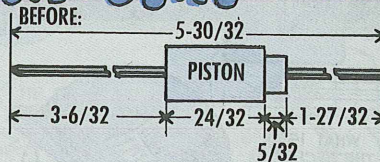
While back the Pioneer Model B-9900B paint spray guns, NSN 4940-00-261-8415, were giving our troops spit fits. Paint sputtered out the nozzles before they squeezed the triggers. What a mess!

After a bit of mind-bending, we came up with a simple fix. On each gun we shortened the front end of the needle valve's piston by 5/32 inch.

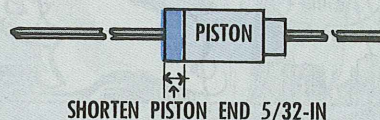


Now the Pioneer Model B-9900B guns work perfectly—no more spit fits, messy machines or equipment.

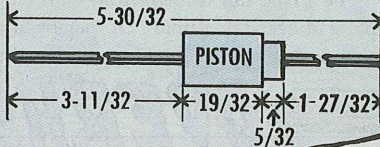
Mr. Ulrich Hoffman
Kaiserslautern Army Depot
APO New York 09227



THE FIX:

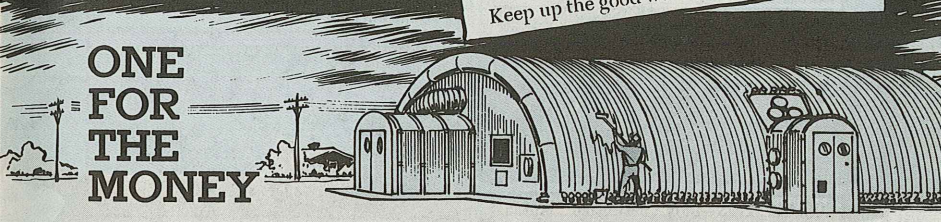


AFTER:



(Ed. Note—You're going great guns!
Keep up the good work.)

ONE
FOR
THE
MONEY



Know the score before you up and clean the fabric of the medical unit inflatable shelter and corridor connector.

Only the right general purpose detergent will do a good cleaning without causing a lot of problems.

If you wash it with an overly strong commercial cleaner you can bring on a rash of trouble. You'd be bugged with poor adhesion of repair patches, chemical breakdown of cements, rust and corrosion of the shelters and their components.

To get the detergent that's made for the job, use NSN 7930-00-634-1362 for 25 lbs. and NSN 7930-00-634-1363 for 300 lbs.

RIGHT
TO THE
HEART...

YOUR AIR-COOLED ENGINE

WHAT IS THE SECRET OF YOUR TRIBE'S SUCCESS, CHIEF?



YES--HOW IS IT YOU ALWAYS KEEP YOUR COOL?

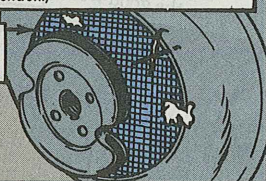
UGH--ME RED-SKIN FAN!

Small air-cooled engines keep the gadgets going, right? For a fact, this modern Army runs on a million little air-cooled engines . . . the pulse of everything from POL pumps to water stills and generators. To keep the ticker going on your favorite small machine, watch for—

OVERHEATING

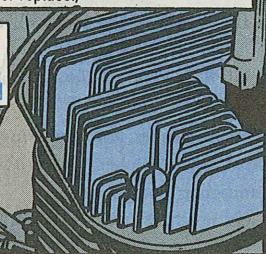
AIR INLETS—Trash-choked, blocked. (Blow out with air chuck.)

KEEP SCREENS . . .

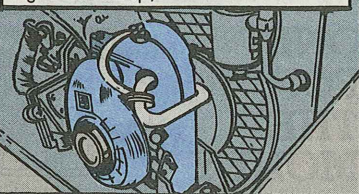


COOLING FINS—Dirty, obstructed, broken. (Wire-brush or replace.)

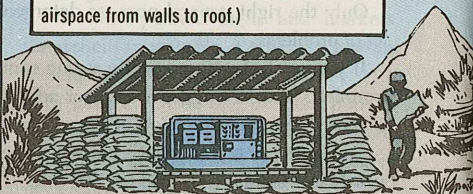
... AND COOLING FINS CLEAN



SHROUDS, BAFFLES—Missing, bent, holed, loose. (Never remove to "help" cool—your engine will burn up.)



VENTILATION—Run "down in a hole," inclosed closely by walls or roof. (Keep a minimum of 1½ foot clearance on sides and 1 foot airspace from walls to roof.)



WELL--I AM AN AIR-COOLED INDIAN...

HOWEVER, I CANNOT SPEAK FOR YON PERSONAGE...



HE SAYS HE KEEPS COOL WITH COOLIDGE!

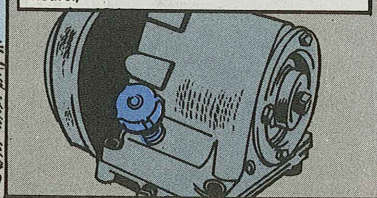


FANS—Blades or vanes broken, V-belts loose or unmatched. (Verify tension by TM.)

CHECK TENSION ON V-BELT



LUBRICATION—Wrong grade, or level low. (Make sure of crankcase oil level every 3 to 5 hours.)

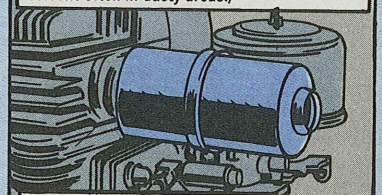


OPERATION—Overloaded, not alternated with reserve unit, stretch-run too long. (4-hour shifts are best.)

YES--FOUR-HOUR SHIFTS ARE LONG ENOUGH FOR ANY WORKING INDIAN!



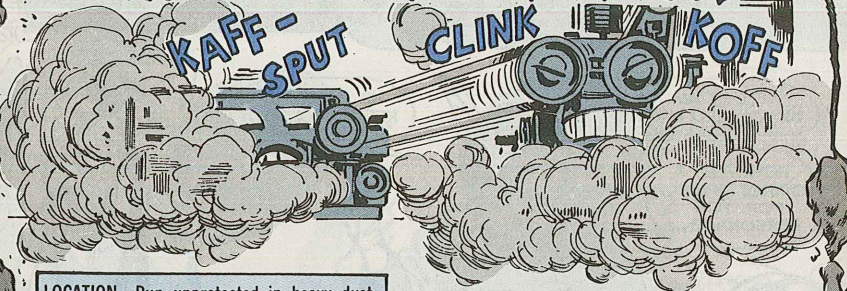
RELIEF VALVE—Dirty, clogged. (Clean with solvent often in dusty areas.)



MUFFLER—Choked, holed, loose.

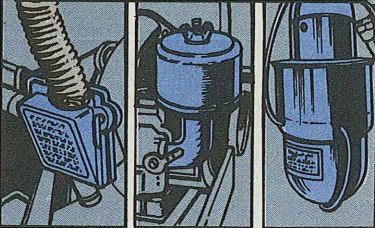
ADJUSTMENTS—Wrong magneto set, carburetor mix too lean/rich, spark plugs dirty or gapped wrong, baffles not set for season.

GRIT-CONTAMINATION

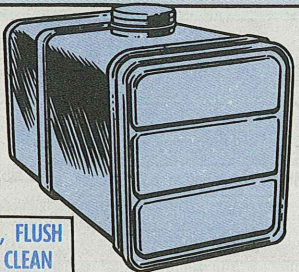


LOCATION—Run unprotected in heavy dust. No support between unit and earth.

AIR FILTERS—Gaskets leaking, shells broken, element clogged, air restriction indicator ignored. Hoses loose or holed (get clamps tight and clean jackets when changing elements).

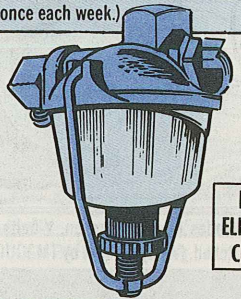


FUEL—Supply contaminated, POL without weather protection, vents or bungs letting in rain. (Drain condensate, flush rust, strain fuel, use clean utensils only.)

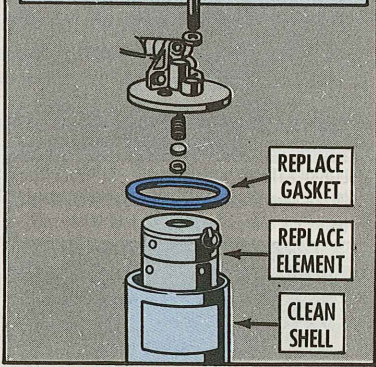


DRAIN, FLUSH AND CLEAN FUEL TANK

FUEL FILTER—Leaks, element clogged. (Launder once each week.)



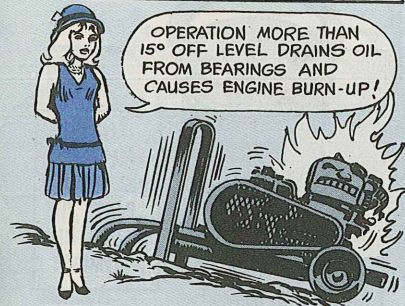
OIL FILTER—Clogged, bypassing. (Replace strictly by LO.)



CRANKCASE—Breather clogged, vent lines leak.

GENERAL FOUL-OUTS

SITING—Too far off level—(The TM tells you how far off level you can operate).



OPERATION MORE THAN 15° OFF LEVEL DRAINS OIL FROM BEARINGS AND CAUSES ENGINE BURN-UP!

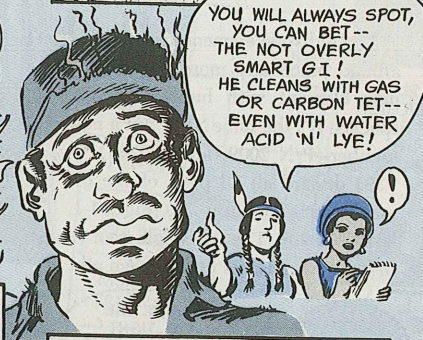
FITTINGS—Bolts missing, clamps or joints loose, lines leaky.

REPAIRS—Guesswork instead of know-how. Unauthorized "fixes."

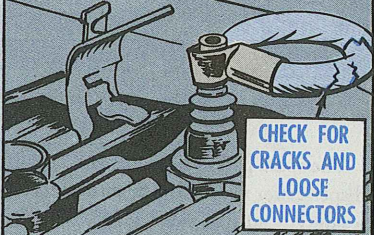


OPERATION—Abrupt loading without proper warmup. Failure to idle cool before cutoff. Idling in low too long.

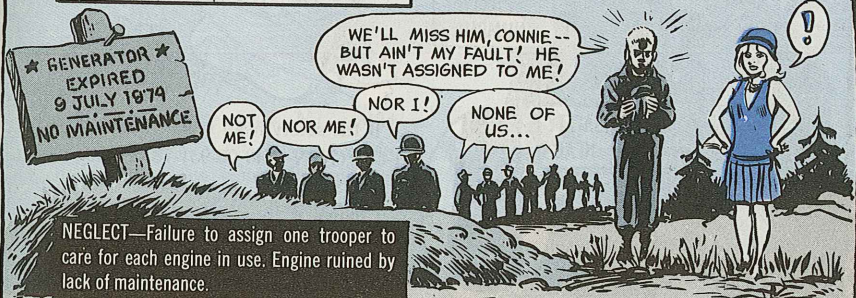
CLEANING—Oil smears collecting grit; dangerous solvents (gasoline, carbon tet, lye water, acid) used.



ELECTRICAL—Insulation cracked. Loose or exposed wiring. Connections loose, frayed.



SAFETIES—Grounding or fire rules not followed.



NEGLECT—Failure to assign one trooper to care for each engine in use. Engine ruined by lack of maintenance.

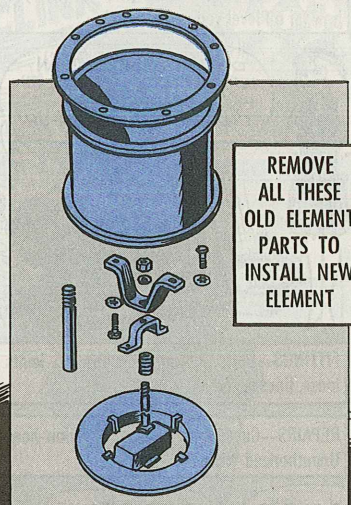
FOR DAVEY M250RPV'S

NEW SEPARATOR ELEMENT

When you change separator elements in your Davey M250RPV compressor—watch it!

The old-style element and mount aren't around much any more. You may get a new element with built-in gaskets and spacers. It's the same NSN, but a new part number—P/N 200980-37 (00736).

So discard all 13 parts of the old element—items 23 thru 35, Fig 34-1, TM 4310-250-20P. The one single item you get in the new package replaces 'em all.



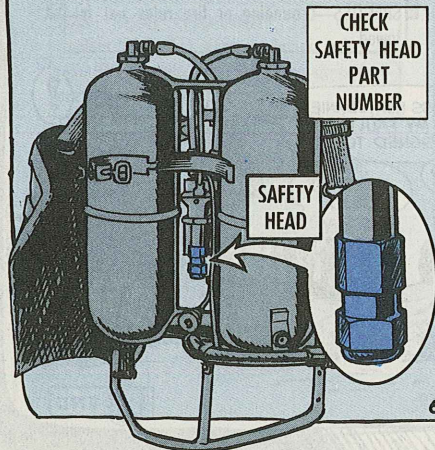
GET THE LID TIGHT! INSTALLATION INFO IS PACKED WITH THE NEW ELEMENT.

M3 SAFETY HEAD UNSAFE

The spare parts that come with your M3 disperser for riot control agent can include a safety head that is not safe.

The unsafe safety head has a burst rate of 525 ± 100 PSI—which is too high for the M3 disperser.

SO CHECK BOTH YOUR M3 AND THE SPARE PARTS CHEST.



If the safety head is Part Number E81-1-569 (NSN 1040-00-931-7835), don't use it.

Change it for a safety head with Part Number B77EWA002, (NSN 1040-00-836-3490). This is the safe safety head with 150 ± 25 PSI burst rate.

ALL-STAR LINE-UP



Starry-eyed for a national symbol? Here are all you want, in lusterless white, stick-on types.

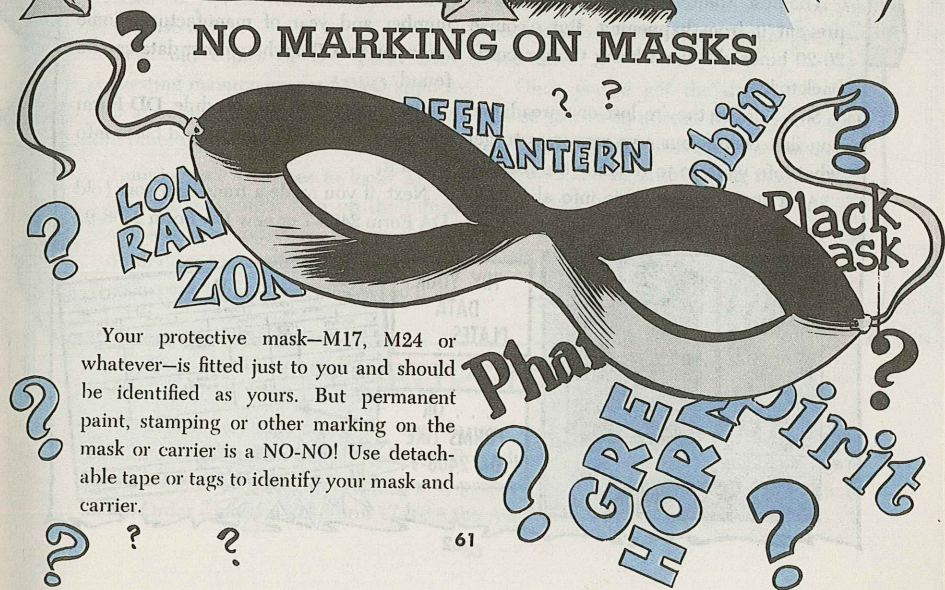
These NSN's will get 'em for your military vehicles and other equipment.

NSN 7690-00-	SIZE (Inches)
138-2473 781-2496	6
138-2474 781-2497	10
138-2476 781-2498	16
781-2499	16
138-2477 781-2500	20
138-2478 781-2501	25
138-2479 781-2502	32
138-2480 781-2503	36

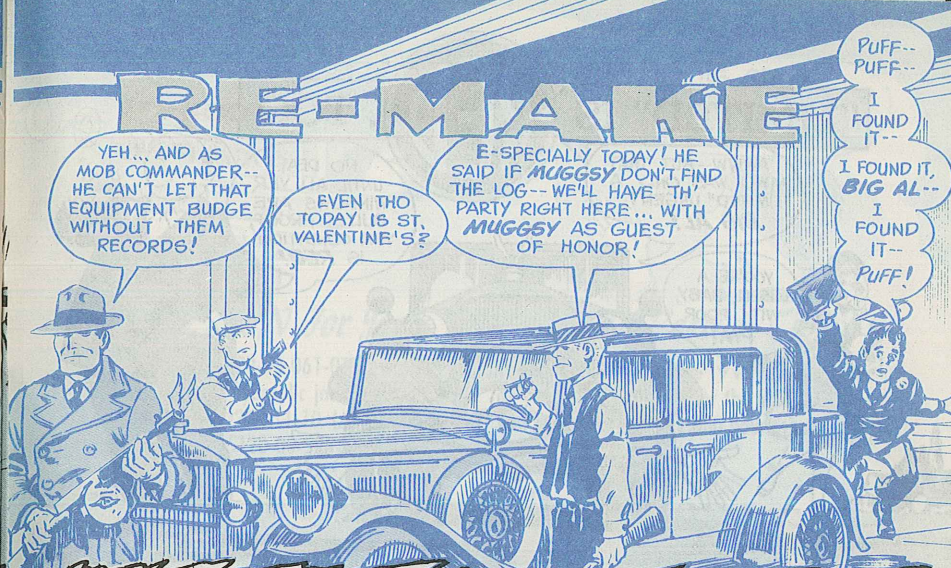
YOUR AUTHORITY TO USE 'EM IS TB 746-93-1 (OCT 64).



? NO MARKING ON MASKS



Your protective mask—M17, M24 or whatever—is fitted just to you and should be identified as yours. But permanent paint, stamping or other marking on the mask or carrier is a NO-NO! Use detachable tape or tags to identify your mask and carrier.



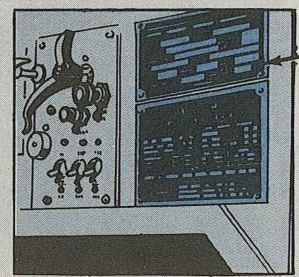
Dear Half-Mast,
 Sometimes an equipment log record gets lost—or torn or smudged till it's not readable.
 How can we replace these lost or unreadable records?
 SSG H. H. C.

Dear Sergeant H. H. C.,
 The best "solution" to this problem is to prevent it from happening. But o'course 20-20 hindsight won't bring those records back to life.
 So . . . once they're lost or unreadable, you first check your own resources to get what info you can to re-make the records.
 As a starter, most basic info about the equipment can be found on its data plates.

Those data plates can be life-savers for basic info like name, model, NSN, serial number and year of manufacture. Some refer you to a TM where other data can be found.
 The equipment PM schedule, DD Form 314, also is a good place to find basic info about it.
 Next, if you made a transfer report (old DA Form 2408-7 or new DA Form 2408-9)

when you received the equipment, your unit's property book file documents should have a copy of the transfer with most of the basic info about the equipment. Or another copy of the transfer may be on file at your DS unit.
 Even old copies of DA Form 2407, requesting maintenance or MWO application at support, may help with the basic and other equipment data—such as usage.
 Running out of places to look? Maybe your next stop might turn up the info at your local data collection center.
 If all these sources fail, follow the guidelines in para 4-2d in TM 38-750. And if you must go to the DA data bank for the info, provide the US Army Maintenance Management Center, Lexington, Ky. 40507 (where the data bank is kept) with all the info you have on each item on which you request missing info. That should get what you need.
 Once you've got the data to replace those lost or mutilated forms, mark each as "New Form Initiated." Each also gets the date and signature of the maintenance supervisor, as spelled out in TM 38-750 para 4-2. Also note the rule there on use of UNK for unknown data.

Half-Mast



TRY YOUR DATA PLATES . . .

. . . OR FORMS LIKE DA 2408-9

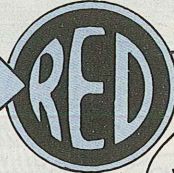
NAME	MODEL	NSN	SERIAL	YEAR	STATUS	REMARKS
1. Name	2. Model	3. NSN	4. Serial	5. Year	6. Status	7. Remarks
8. Name	9. Model	10. NSN	11. Serial	12. Year	13. Status	14. Remarks
15. Name	16. Model	17. NSN	18. Serial	19. Year	20. Status	21. Remarks

DA FORM 2408-9
 OCT 73

FOR SUPPLY MEN

If you're in any kind of supply work in your unit you'll need FM 10-14 (Dec 73), Unit and Organization Supply (Manual Procedures.) It'll give you a good run-down on just about everything . . . repair parts, property book, ordering, turning in . . . and more. Order copies on DA Form 17 from the AG Pubs Center, Baltimore.

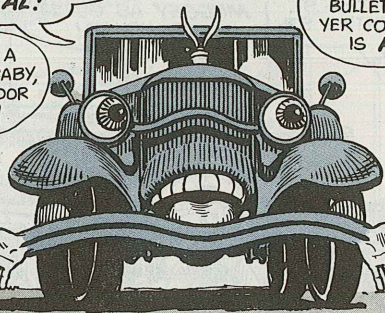
"LIMITED" IS RED, TOO



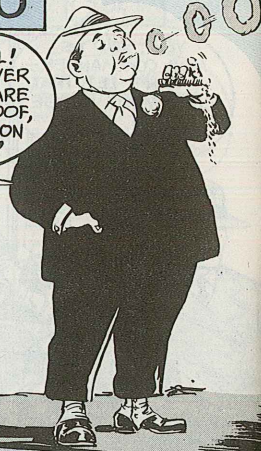
AWWW--BUT THAT MWO WAS ONLY A "LIMITED" URGENT, BIG AL!



YOU'RE A LOSER, BABY, WITH POOR PM!



NO DEAL! UNTIL ALL YER WINDOWS ARE BULLET-PROOF, YER CONDITION IS RED!



Dear Half-Mast,
Is there a difference in ESC status of equipment if it has an unapplied Limited Urgent MWO rather than an Urgent MWO?
SFC B. T. E.

URGENT WITH LIMITATIONS
Time compliance period begins 29th January 1971

MWO 9-2320-206-30/10

DEPARTMENT OF THE ARMY MODIFICATION WORK ORDER

TRUCK, TRACTOR, 10 TON, 6X6,
M123A1C (2320-226-6081) AND M123E2 (2320-879-6177)
INSTALLATION OF POWER STEERING KIT

Dear Sergeant B. T. E.,
No--there's no difference in ESC status. Either will give the equipment a RED rating.

A GREEN rating applies only if the equipment will perform its primary mission (now and for 90 days), and an AMBER rating means that it's still "available" for its primary mission.

Although a Limited Urgent MWO permits the equipment to be operated--within limits specified in the MWO--the equipment's "not available" for its primary mission until the MWO is applied. See para 4-2c(1)(b)1 in TM 38-750.

Note also that the rule on "reason for RED", column "s" on DA Form 2406, includes both Urgent and Limited Urgent MWO's. See the rule for DA 2406 column "s" on page 3-17 of TM 38-750.

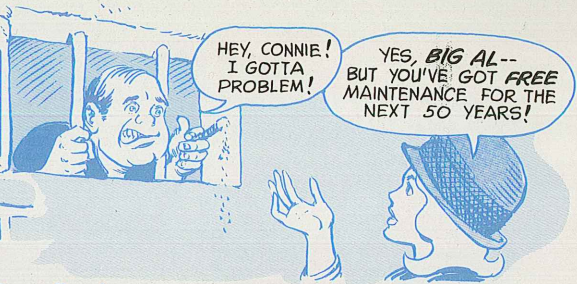
REPORTS CONTROL SYMBOL (COLD 1403 (R))

DA FORM 2406

ENTRY HERE ALSO INCLUDES UNAPPLIED LIMITED URGENT MWO'S

Half-Mast

Connie's Mini Minis



New NSN For Jack

M548 Carrier Tips

Nope, NSN 5120-00-061-0728 will not get you that 8-ton hydraulic jack listed on page B-4 in TM 9-2320-211-10 (Apr 73). You've got to use NSN 5120-00-595-8396.

Back in PS 258 on page 19 we had a blooper on the payload weight for the M548. Correct that to read 6 tons (12,000 pounds), instead. Sorry 'bout that.

Good News, 'Bad News

If you've got the new DA Form 2407 dated 1 Oct 73, here's some good news and some bad news.

The codes on the back of the File Copy (5) are updated--at least up to the date of the form, tho some additions will come later.

But the control number is misplaced. Instead of the Control Number block, it appears in the National Stock Number (NSN) block 6. So here's what you do when you use this form--

Write the control number that appears in block 6 in the Control Number block. Line thru the printed number as it appears in block 6.

Put the NSN at top right of the first line of block 16. Then draw an arrow from block 6 to this NSN.

Do this until the next reprint of DA 2407 corrects the error.

MAINTENANCE REQUEST

SECTION 1

CONTROL NUMBER: 769289

2. SERIAL NUMBER

3. HOUR NOMENCLATURE

4. LINE NUMBER

5. MODEL

6. NATIONAL STOCK NUMBER: 769287

7. MAINTENANCE ACTIVITY

8. UTILIZATION CODE*

9. SELECTED ITEM

10. HOURS

11. MILES

12. ROUNDS

13. STARTS

14. DESCRIBE DEFICIENCIES OR SYMPTOMS ON THE BASIS OF COMPLETE CHECKOUT AND DIAGNOSTIC PROCEDURE IN EQUIPMENT TM (Do not prescribe repairs)

15. FIRST INDICATION OF TROUBLE (Select one - use Y or X)

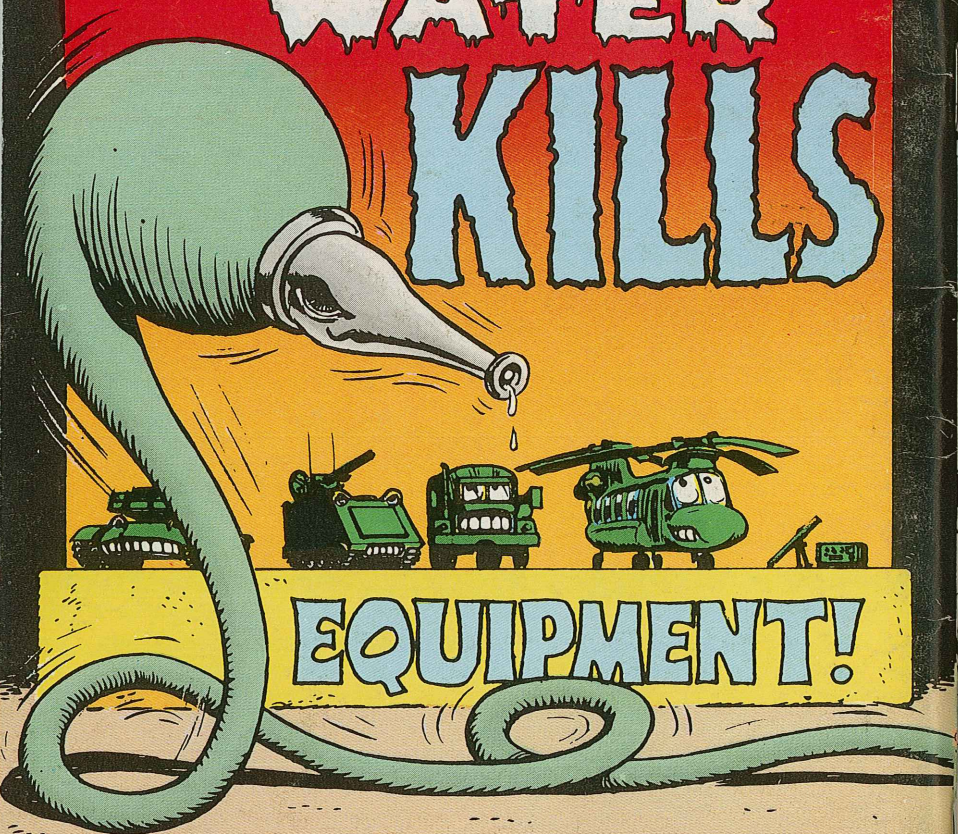
16. REPORTS CONTROL SYMBOL (COLD 1403 (R))

5820-00-995-2339

DA FORM 2407 1 OCT 73

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

HIGH-PRESSURE WATER KILLS



EQUIPMENT!

KEEP IT AWAY!