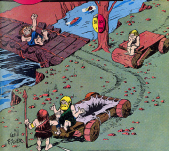


Issue 100

PS

1963 Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY



THE TIME IS HERE WHEN
YOU CAN GET THE BEST MAINTENANCE
MONTHLY WITH PREVENTIVE AND
OPERATING IN THE **T.M.**

BATTERY
GROUND STRAPS
GO

**OFF FIRST...
...ON LAST!**

Do
battery
ground
straps
go
off
first?

Do
they
go
on
last?

Issue 124

PS

★

1943 Series

**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

With over 40 years of experience,
PS has the most comprehensive
and authoritative information on
anything and everything **PS!**

THE INNOVATIVE EQUIPMENT MARKET: A LOOK AT THE TECHNOLOGY

IN THE ICEBOX

ARTICLE

Model	Price
Arctic 1000	\$1.1
Arctic 1500	\$1.5
Arctic 2000	\$2.0
Arctic 2500	\$2.5
Arctic 3000	\$3.0
Arctic 3500	\$3.5
Arctic 4000	\$4.0
Arctic 4500	\$4.5
Arctic 5000	\$5.0
Arctic 5500	\$5.5
Arctic 6000	\$6.0
Arctic 6500	\$6.5
Arctic 7000	\$7.0
Arctic 7500	\$7.5
Arctic 8000	\$8.0
Arctic 8500	\$8.5
Arctic 9000	\$9.0
Arctic 9500	\$9.5
Arctic 10000	\$10.0



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Arctic 1500	\$1.5
Arctic 2000	\$2.0
Arctic 2500	\$2.5
Arctic 3000	\$3.0
Arctic 3500	\$3.5
Arctic 4000	\$4.0
Arctic 4500	\$4.5
Arctic 5000	\$5.0
Arctic 5500	\$5.5
Arctic 6000	\$6.0
Arctic 6500	\$6.5
Arctic 7000	\$7.0
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Arctic 8500	\$8.5
Arctic 9000	\$9.0
Arctic 9500	\$9.5
Arctic 10000	\$10.0



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Arctic 2500	\$2.5
Arctic 3000	\$3.0
Arctic 3500	\$3.5
Arctic 4000	\$4.0
Arctic 4500	\$4.5
Arctic 5000	\$5.0
Arctic 5500	\$5.5
Arctic 6000	\$6.0
Arctic 6500	\$6.5
Arctic 7000	\$7.0
Arctic 7500	\$7.5
Arctic 8000	\$8.0
Arctic 8500	\$8.5
Arctic 9000	\$9.0
Arctic 9500	\$9.5
Arctic 10000	\$10.0



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Arctic 6500	\$6.5
Arctic 7000	\$7.0
Arctic 7500	\$7.5
Arctic 8000	\$8.0
Arctic 8500	\$8.5
Arctic 9000	\$9.0
Arctic 9500	\$9.5
Arctic 10000	\$10.0



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Arctic 7500	\$7.5
Arctic 8000	\$8.0
Arctic 8500	\$8.5
Arctic 9000	\$9.0
Arctic 9500	\$9.5
Arctic 10000	\$10.0



IF YOU CAN'T



SHOOT

MOVE

COMMUNICATE

...THEN ALL THE TRAINING, MONEY AND TIME SPENT IN GETTING YOU READY TO FIGHT HAVE BEEN POURED DOWN THE DRAIN.

If you're going to deliver your equipment where and when it's needed, you've got to be able to move (mobility) and to communicate.

You've got to have all three to succeed, now.

Your equipment must be ready to shoot, move and communicate. If it won't, you're in for a bad time.

That's why Prevention Maintenance is so engaged in helping these days. With it, you and the other guys in your units make sure the equipment you've got will do what it's supposed to when the hellfire goes up. You'll have no time then for any "It's thoughtless" or "You are really all over the place."

To make the you and your units be ready to fight at any time, your equipment has got to be ready.

Prevention Maintenance will get it that way.



IF YOU'RE INTERESTED IN BEING THE FIRST TO SEE THESE PRODUCTS, PLEASE CONTACT US AT (800) 368-3687.

IF YOU'D LIKE TO RECEIVE OUR NEWSLETTERS, PLEASE CONTACT US AT (800) 368-3687.

Call today about all the products that are out there.

FIREPOWER

IF IT BURNS... YOU CAN SHOOT IT

That's good advice—especially when it comes to the gas pliers on both the M14 rifle and M161 machine gun.

The pliers on both of these 7.62mm weapons is made of special non-eroding metal, and the pliers is heat-treated before your M14 or M161 comes up with a shot round to see a mile through.

To don't pick up the handle of these weapons and cleaning the gas-cylinder requires you're cleaning your pliers. Learn to heat well enough them and you do want and use on your weapons.

The heat—and rust—may be to check your gas cylinder pliers before you are using your weapons through an air from the ground to the sky—and time.



EASY... HERCULES... EASY

Fire off on the inside joint when you adjust the gas pliers machine from into the back of your M161 gas-cylinder. You don't know and you'll end up with what you see here on the rifle. You can't be up until it's easy... then you're about 17% of a man with your maintenance work... and you're in business.

If you have the pliers moving back and forth under its own weight, it's done enough—to handle off. Next, if you don't have the pliers sliding around, it's a tip-off the cleaning time has arrived.



Don't get stuck of the pliers in a hole. It's not a matter to the heat and doesn't mean a thing. Using alcohol in a tank it will only show a slight clean surface out of which and lose up things—the good.



NOW... USE ELBOW GREASE



How are you fixed for plugs? Less say loudly!

Like I'll increase the gas cylinder plug on the M161 machine gun.

There's like the original plug, 100 1001-008-0001, developed the way back of becoming loose during firing—some even gave up the fight and dropped out altogether.

Well, one way... the "Loose Plug Cap" has been added.

The second version of the plug turned out to be the culprit. The four-sided head was too small to let you apply enough pressure to tighten the plug so that it would stay put.

The solution? The newly-designed six-sided gas cylinder plug, 100 1001-008-0001.

This one's got a bigger head—big enough to let you use enough elbow grease to lock-up deep for long.

The loose one's a worked item... so, if you're got plug problems, now's the time to order a replacement.



SEVEN'S THE NUMBER



Dear Half-Bart,

You bumped into a small problem on the total amount of magazines allowed with each 10-cal. carbine. In G&S (ING) 8-28 (Jul 57) the FN indicates one magazine with each carbine. Then under spare parts, it lists six magazines for each weapon.

I read this as a complete authorization of seven magazines, but others see it as a total of six—claiming the weapon doesn't include a magazine.

Here's about coming up with your views on such this handle case and for all.

MC J. K.



Dear Sergeant J. K.,

You read right.

One magazine is furnished with each carbine. It's considered a part of the weapon of issue. Then six magazines are listed as spare parts allowed—they are in addition to the original issue.

Six plus one will add up to seven—so the total quantity of magazines allowed is that old galleon's' famous magic number of seven.

You can apply this same principle to other equipment, too.

Half-Bart

SHAKY MOUNTS

Are machine gun mounts giving your whorled ribs, and you, the shakes? If you've got the M16 truck mount, could be you need to apply MWO Ord 415-718 (32 Jul 55). Or if the truck's G74-series Rem with serial number below 11000, they may need RA, cab reinforcing, ISN 1500-570-1415. The RA should've been applied under MWO Ord G74-71 42 Jun 55, but your truck could've been by-passed while in storage.

EASY DOES IT

Get the feeling that all's not well—when you start cranking the elevation handle on the XM117 telescopic mount on your XM20 or XM25 Day Coaxial viewing head?

Like the grinding and binding just shouldn't be . . . you're so right. Could be you're in a new due to screen screen.

If that's the case, check out the dove pin-headed screen sitting in the exposed cut section of the elevation lock assembly. These screens, P/N 9308-179-0009, should be 5/16 of an inch long—and when the elevation controls are put together these habits gotta clear the face of the retainer by 1/16 of an inch.

If somebody goofed, and the screen are just a hair too long or the washers, P/N 9316-150-5106, are missing, the extra length is just enough to scrape chips from the face of the retainer . . . giving you your binding problem.

A liberal dose of PM will go a long way toward fixing the problem.

Get the habit of spreading the screen and retainer clean. If they look chewed up or rust—grind or file the screen till you get some breathing space.

Wash—if this tip hits you too late and your telescopic mount needs more help than you can give it—ship it back to your support for a complete going over.



NEW PARTS FOR 106



Don't get in a lather—unless you're getting ready to share. So many men were breaking tanks the firing pins were being put in wrong that the design people've come up with new ones and firing pins.

When the depot ran out of the old firing pins, P/N 1E11-808-0150, and the old cocking cams, P/N 1E11-808-1175 or P/N 1E11-808-1588, they'll send you the latest firing pins, P/N 1E11-872-8726, and the cocking cam P/N 1E11-872-8727.

Here's the deal on installing the new parts.

First . . . disassemble the breechlock group the way it says in para 65 of TM 9-1080-209-11.

Then . . . take the pin spring out of the firing-pin-housing assembly and save away the pin spring.

Next . . . have your support unit get rid of the part number 730988 on the firing-pin-housing assembly and swap in the number 876008.

Once you get your hands on the housing again, you can put the new firing pin and cocking cam in the breechlock. Seein' that the pin has a new design, the cocking cam'll work on either side of the firing pin. And you don't have to line up the cam in any special way.

You're all set to try out the new parts once you put the rest of the breechlock parts where they belong the way it says in para 65 of TM 9-1080-209-11.

By the way—incidentally—you don't get the new firing pin and cocking cam 'til the old ones are used up, and it's no use if you figure you can install the new firing pin and leave in the old cocking cam—or vice versa. You're supposed to use both new parts together.



NO TILT, PINCH OR

ANGLE PULL...

When the portable flame thrower is reassembled, stored or parked, be sure it's firmly braced so it won't tilt or fall over on the gas hose.

If the heavy tank section goes over on the hose, the hose'll suffer a severe kink near the tank outlet coupling. And that kind of a kink will seriously damage the hose.

It's also bad to pull the hose at a sharp angle (like when you pull the gun itself on top of the tank). This can deform the hose, and weaken the steel reinforcing wire.



DAMAGE IS DONE BY ONE OF EXPOSING HOSE TO THIS SHARP ANGLE.



NO SHARP ANGLE PULL.

WATCH THAT TWIST



THE TANK UP TO LOCK IN THAT POSITION IS FOR YOUR USE.

Twist it you must, but spare that hose ... on your M2A1 (or M2A1-7) portable flame thrower, that is.

Twisting and wrestling (to force the gun to the right firing position) can deform that hose for keeps. So, please take care.

Line up the assembled gun and hose as you can lock 'em to the flame

thrower's tank in the exact position they must be in when you fire the gun.

Also, when you're locking the hose to the tank be sure to press the hose coupling as far as it'll go into the tank's coupling, and then check the two coupling nuts.

Change 1, 4 Aug 63, to TM 3-1840 204-10, has this no-twist warning.

HAWK NOTES



GAA IS THE KEY

Dear Mr./Mx.

We've got a problem with my Hawk 2660. Our master printer hanging at the phone when the 003-023 calls for me.

Isn't a good thing to see on the outside and inside don't touch each other and to stop the connection? As you know, my friends of Atlantic north.

Mike S. I.

Dear Mr./Mx. I.

I'd see GAA, the bird that goes under 003-02304. The 003-02304 will get you a 140, yes. That's not much in this world.

Half-Acet

CAP IS THE KEY

Dear Mr./Mx. I. I'd see GAA, the bird that goes under 003-02304. The 003-02304 will get you a 140, yes. That's not much in this world.



Dear Mr./Mx.

In these days when we are short on the hydrolic, look up your Hawk 2660 after we've made a performance about it. We find that the hydrolic is not much better than the bottom line.

Mike S. I.

Dear Mr./Mx. I.

I'd see GAA, the bird that goes under 003-02304. The 003-02304 will get you a 140, yes. That's not much in this world.

I'd see GAA, the bird that goes under 003-02304. The 003-02304 will get you a 140, yes. That's not much in this world.



003-02304 will get you a 140, yes. That's not much in this world.

Half-Acet



I'D SEE GAA, THE BIRD THAT GOES UNDER 003-02304

FOR THE KEY

Dear Mr./Mx. I. I'd see GAA, the bird that goes under 003-02304. The 003-02304 will get you a 140, yes. That's not much in this world.



BE IT BUILT

The way the parts and motor of the motor's drive assembly on your Merck tractor are brought down below them, they would think maybe it has something to do with lubrication. And it does, even more.

The motor pump assembly just doesn't get enough lube the way things are set up.

It takes a little doing on your part to get oil in the gears and motor—but it's worth the effort.



What you do to solve the lubrication problem involves the way it tells you in the manual (10-115). (Don't forget to get in the basic safety safety set.) Then remove the 1/2" plug from the motor pump assembly and use oil to replace with correct gear lubricating oil. Merck's oil, PMS 100-1000 100.

The oil level wants to be checked every 100 hours of operation. If it's low, get more oil in.

In case you don't have any of the oil you need, you can find a 1-gal. oil can in Federal Supply Catalog (44) 204-1470-1, item # 11.

NEW MACHINES

For a closer looking on daily and weekly checks and adjustments on the Merck tractor, take a look at Training Film #2000. There's also Training Film #2001 which covers capabilities and operation of the Merck tractor.

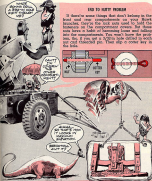
And Training Film #211 shows procedures for safe handling and setting of the Merck tractor system.

The manual, your film and regular system can help you set with these 17's.



END TO NEW PROBLEM

If there's some things that don't belong to the front end and components on your Merck tractor, they're the last you want to look the tractor on the component cover. For these you have a habit of handling them and falling into the components. You won't have the problem. So, if you get a 1/2" hole drilled in both you can check you. Then slip it over way in the hole.



EP 100 100

This is how your Merck tractor wants to look when it has a hole and before you start your daily check. The hole should be at maximum elevation and the front end and components come closed. That way... slip over that's in the hole, will run in without getting into the electrical equipment under the covers. Check all the wires has slipped or ground out, you can get going on the daily check.

SPARE THAT RELAY - PLEASE



No argument—mounting the gunner's guard assembly on the M115 105-mm gun mount in the M39 tank is a job that calls for about a pound of blood and sweat.

But, why add to your troubles by leaving the identical being relay in the process?

The next time you're giving support, a helping hand—or it's a do-it-yourself problem—spare that relay the easy way . . . take it out.

That's right. Get it out of harm's way before you start bull-dozing the heavy guard assembly around—and replace it when the big job's finished.

It's a trick to do and gives you a membership pass into the "thinking man's" club.



All that remains then is to keep the relay handy so you'll remember to remove the old, OK's, these steps and replace and secure the relay—only you'll get the guard assembled.

FEEL TEST



"Having a feel test on the M48 tank engine is a must."



You mechanics and drivers of the M48 tank can run into more trouble than you bargained for if you neglect to make this "on-the-spot" feel test of these fuel injection needles in its AVDS 1790-2 engine.

Some keep peepin' up here and there with these needles . . . just wait to snarl by the wary eye of inspection. These are the ones you'll hafta be on the look out for, and try to catch up with before the damage is done.

Right now is the time to check for loose needles. This, from now on, you do the feel test at each inspection. It's done like this —

Start up the engine . . . grab hold of the end of the holder body on the needle assembly with your hand like this while the engine's still cool. If you detect even the slightest movement in the body, run the engine off and don't start it up again until your top man with his checked it out.

When support pulls the needle out, they'll probably find it needs a new needle guide (P/N 200-676-5000 or, maybe the needle guide's missing.

When a guide's left out, a gap is created, rick the seat in the cylinder and needle tip. The gap allows the needle to move up and down. It's not long till the needle and cylinder head threads have gone to pot from the champing they take and from the constant heat of leaky combustion gas.



FEEL NEEDLE HOLDER



TANK HUB LEAKS

Dear *Half-Mast*,

In *PE* 308 page 73 you tell how to cure tube leaks in the wheel hubs for the M31 SP gun, the M31 SP howitzer, the M11 PTR, and all the tanks in the M41 and M49 families.

The pressure relief fitting P3N 4730-143-1043 is shown but I can't make out what it looks like.

Could you give us a good drawing of this or an one to sure we get the right thing?

Sgt J. B.

Dear *Gregory J. B.*,

Glad to oblige. But observe, this is only for lubricator pressure relief. You will need a standard tube fitting P3N 4730-147-1048 (half way round the hub) for use with your GAA gun.

Half-Mast



L'I'L JOE TOOL

Dear Editor,

We were taking exception to you

I'm talking about removing and replacing the auxiliary engine mounting bolts on our M41 tanks.

There was when we used to put three 1/2-in. extensions together to get down to the bolts. Then when you tried to lift the extensions out, likely as not they separated and you had to go fishing for them.

But that is not the case since we made up this handy 45-in. and from 1/2-in. cold rolled steel, with a square hole extension cut in half and welded on each end.

Now, when we take these L'I'l Joe mounting bolts there's no confusion to get lost.

(Sgt) Robert Crocker
Camp Green, N. Y.



Half-Mast—Looks like a good idea and possible name. Just be careful to emphasize extension that gets the energy . . . wouldn't want your right to look like something they shouldn't.

M88

SMOOTHER HOISTIN'

It's easy to do the wrong thing when you're operating the bucket winch of the M88 TBM. . . . But now when you get two sets of instructions.

Here're three important points for bucket winch operation.

Here's how down you before climbing into the seat again.



1. Use only low gear range when there's a load on the cable. Don't engage without gear, or you'll get a bad bucket locking action.

Use High GWT when there's no load on the cable and you're in a big hurry to reel the cable. Or go with low gear.



2. Keep the engine speed between 1400-1600 RPM whenever the operating lever is engaged.

If the tach below 100, or goes above 1600, the amount of fuel/air mixture into a bearing. Keep your eye on the tach because the engine governor is not high end will let the RPM run away with you.



3. When holding any other part like this hold the the down and catch block...

FOR MORE INFORMATION CONTACT: M88 TBM LITERATURE DEPARTMENT, 200 WEST 10TH AVENUE, ST. LOUIS, MO 63102. PHONE: (314) 241-1000.



IT WENT THATAWAY

Dear Dick-West,

Is the battery-generator indicator on our national vehicles supposed to show battery voltage with the ignition switch turned OFF?

Some say yes—others say no.



CHUCK G.

Dear Mr. E. G.,

The answer could be either yes or no, Sir. It will take a check-out on the vehicle to see what's right. It depends on how the battery-generator indicator is wired.

When the switchover from ammeters to indicators was made, some indicators got a wiring hookup that bypassed the ignition switch. You can see this hookup in the wiring diagrams in Fig. 147 of TM 9-5024 (3 Dec 51) for the G6C's and Fig. 148 of TM 9-5020-205-01 (4 Feb 50) for H3000 trucks.

But some indicators wired this way showed the battery charge or voltage even when the vehicle was parked.



So, the hookup was re-designed to take current to the indicator through the ignition switch like it's shown in Fig. 111 of TM 9-5024 (8 Apr 51) and Fig. 124 of TM 9-5020 (3 May 48). (MPCO-Gen 61-875, dated 25 Mar 56, spelled out this hookup when replacing ammeters with battery-generator indicators. But this MPCO's been rescinded.)

To sum it up, if your battery-generator indicator's wired like the diagrams in TM 9-5024 and TM 9-5020-205-01, it'll show the battery condition with the ignition switch ON or OFF.

But if the indicator's wired through the ignition switch (circuit No. 17) it'll show the battery condition only when the ignition switch is ON.

Dick West

BEFORE YOU LIFT



There may be days when you'll take life's a 2743-truck, 3 1/2-ton truck up into a house, ship, etc. and the lifting sling spilled out in TR 9-210's makes the job a bit more secure to do.

So you'll want to see your truck's lifting brackets and the shock and pin hook in to be doing the lift's job. OK, but when you do, mind on extra safety (extra rope) that the brackets in the rear of the vehicle was produced prior to 1972 and around the bumper in the front of all the trucks . . . here's why.

The rear brackets on the earlier trucks had a 1/4-in sidewall. Later (about 1971) they got beefed up to a 3/8-in sidewall.

To be sure you've got the beefed-up brackets on the rear, ask for: Bracket, Rear, Late; P/N 2140-004-0040. For the right side ask for P/N 2140-005-0051.



There've also been some reports of the front brackets (P/N 2116-776-5176) breaking. So be sure and give them a careful going-over too, before lifting 'em.

When checking the brackets out for signs of cracks, eye those shock pins to make sure there's no strain lay in 'em . . . no loading wire allowed.

Sometimes, a broken bracket or loose shock pin could cause plenty of trouble. Check 'em out first.

PRESSURE DATA

Do you have any M1781, 3 1/2-ton trucks in your main park? If so, take a glance at their instrument panel dash plate and see what it says about the tire pressure.

The correct cross-country and highway tire pressure for this truck is 40 pounds (just like TR 9-8000 says. Any



instruction or else please that you should be changed to agree with the TM, and TR 9-2100-210-303 114 Aug 821 gives you the authorization to make the change.

RIGHT --- TO THE



If any of your 54000, M3700, trucks show up under DA Contract Number DA-20-000-00811 ... the dash-plate plan will show you on this ... take the time to check-out how the brake line running to the rear brake lines is hooked up.



On many of these vehicles, the brake line was hooked up from the wrong side of the rear axle ... from the rear instead of the front side like Fig 147 in THE P-BOOK (May 1947) shows.

When connected up from the rear, the line may rub-on the fuel tank or any kind ... in either case the life of the line is jeopardized.

So, you can make the difference real easy, just ...

1. Loosen, but don't remove, the two 1/4" to 3/8" metal flange nuts connecting the axle brake line to the 'T'.

LOOK UP
NUTS, BUT
DON'T
REMOVE



2. Reinstall the vent hole.

3. Tight the flange nuts back up again, but not too tight.

LOOK UP
FLANGE NUTS



BRACE
WELL TIGHT

4. Remove the vent-type bolt that holds the 'T' to the axle housing.

REMOVE



5. Just flip the 'T' over 180° while at the same time pointing the line brake line.

Oh, just flip the 'T'
it won't do you



LOOK UP 'T'

6. Then you check the brake system without a pressure line, just like THE P-BOOK (May 1947) says on page 147, para 2144.

EASY!

Illustration by
BRUCE WELLS
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the United States of
America.



ANOTHER KIT!



To help you learn what's what with your Honda waterpump electrical system for repairs &R, here's a chart that will help you get the replacement parts you need.

The Honda kit carried an old Delco-Remy Part Number (DRCO-770148) but is now for FSN 200-770-080. And 204-704-081 (2) May 62) (the old kit is no more).

Stocking at organizational level is limited since Honda kits per organization regardless of the variety of vehicle types that you support. You can replace any item in the kit, but you have to order separately—you can't order the whole kit as one unit.



SN 74-4-970-001 Get 'em by these FSN's and Manufacturers	It comes from	It says this on the package	Amount in package	The Old FSN's will 'em this
104-014-001 BOSCH, BERR	88	77040 Blad	1	204-704-081 GARD 204-704-080
104-770-001 BOSCH, BERR	88	77040 Blad	1	204-770-080 GARD 204-770-081
104-770-001 BOSCH, BERR	88	77040 Blad	1	204-770-081 GARD 204-770-080
104-014-004 BOSCH, BERR	88	77040 Blad	2	204-704-081 GARD 204-704-080



SN 74-4-970-001 Get 'em by these FSN's and Manufacturers	It comes from	It says this on the package	Amount in package	The Old FSN's will 'em this
104-014-001 BOSCH, BERR	88	77040 Blad	1	204-704-081 GARD 204-704-080
104-770-001 BOSCH, BERR	88	77040 Blad	1	204-770-081 GARD 204-770-080
104-770-001 BOSCH, BERR	88	77040 Blad	1	204-770-081 GARD 204-770-080
104-704-001 BOSCH, BERR	88	77040 Blad	1	204-704-081 GARD 204-704-080
104-770-001 BOSCH, BERR	88	77040 Blad	1	204-770-081 GARD 204-770-080
104-014-004 BOSCH, BERR	88	77040 Blad	1	204-704-081 GARD 204-704-080



Get the 1968-691
Get 'em by these
PARTS and
Manufacturers

1968-17-420
CONTACT, BRONZE

1968-17-421
CONTACT, BRONZE

1968-17-422
CONTACT, BRONZE

1968-17-423
CONTACT, BRONZE

1968-17-424
CONTACT, BRONZE

1968-17-425
CONTACT, BRONZE

1968-17-426
CONTACT, BRONZE



1968-17-427
CONTACT, BRONZE

1968-17-428
CONTACT, BRONZE

1968-17-429
CONTACT, BRONZE

1968-17-430
CONTACT, BRONZE

1968-17-431
CONTACT, BRONZE

1968-17-432
CONTACT, BRONZE

1968-17-433
CONTACT, BRONZE

Get the 1968-691
Get 'em by these
PARTS and
Manufacturers

1968-17-434
CONTACT, BRONZE

1968-17-435
CONTACT, BRONZE

1968-17-436
CONTACT, BRONZE

1968-17-437
CONTACT, BRONZE

1968-17-438
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1968-17-439
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1968-17-440
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1968-17-441
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1968-17-442
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1968-17-444
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1968-17-445
CONTACT, BRONZE

1968-17-446
CONTACT, BRONZE

1968-17-447
CONTACT, BRONZE

1968-17-448
CONTACT, BRONZE

1968-17-449
CONTACT, BRONZE

1968-17-450
CONTACT, BRONZE

SR 1-4-1953-205
Get 'em by these
FBI's used
Manufacturers

Q
How
this on
the
package
Amount
in
package
The Best? Don't
sell 'em this



SR1-100-174
CROMPT, BROWN 000 700004 3 0701-700004
CROMPT
CROMPT, BROWN



SR1-100-185
CROMPT, BROWN 000 570002 1 0001-700002
CROMPT
CROMPT, BROWN
CROMPT, BROWN



SR1-100-187
CROMPT, BROWN 000 700002 1 01-1000-70
CROMPT
CROMPT, BROWN
CROMPT, BROWN



SR1-100-188
CROMPT, BROWN 000 700004 1 00-1000
CROMPT
CROMPT, BROWN



SR1-100-189
CROMPT, BROWN 000 570002 3 0001-700002
CROMPT
CROMPT, BROWN
CROMPT, BROWN

SR1-100-191
CROMPT, BROWN 000 570002 3 0001-700002
CROMPT
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SR1-100-193
CROMPT, BROWN 000 570002 3 0001-700002
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SR1-100-195
CROMPT, BROWN 000 700002 1 0001-700002
CROMPT
CROMPT, BROWN
CROMPT, BROWN

SR1-100-197
CROMPT, BROWN 000 700002 1 0001-700002
CROMPT
CROMPT, BROWN
CROMPT, BROWN

SR 1-4-1953-205
Get 'em by these
FBI's used
Manufacturers

Q
How
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Amount
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The Best? Don't
sell 'em this



SR1-100-199
CROMPT, BROWN 000 700004 3 0001-700004
CROMPT
CROMPT, BROWN
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SR1-100-201
CROMPT, BROWN 000 700002 1 0001-700002
CROMPT
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SR1-100-203
CROMPT, BROWN 000 700002 1 0001-700002
CROMPT
CROMPT, BROWN
CROMPT, BROWN



SR1-100-205
CROMPT, BROWN 000 570002 4 0001-700002
CROMPT
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CROMPT, BROWN



SR1-100-207
CROMPT, BROWN 000 700002 1 0001-700002
CROMPT
CROMPT, BROWN
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SR1-100-209
CROMPT, BROWN 000 700002 3 0001-700002
CROMPT
CROMPT, BROWN
CROMPT, BROWN



SR1-100-211
CROMPT, BROWN 000 700002 1 0001-700002
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CROMPT, BROWN



SR1-100-213
CROMPT, BROWN 000 700002 1 0001-700002
CROMPT
CROMPT, BROWN
CROMPT, BROWN



SR1-100-215
CROMPT, BROWN 000 700002 3 0001-700002
CROMPT
CROMPT, BROWN
CROMPT, BROWN





15-14-100-121

Get 'em by these
P/N's and
Manufacturers

It
comes
from

It says
this on
the
package

Amount
in
package

The Best Deal's
will be this



17-14-11-749
WAGNER, SPENCER TRUCK

100

100140
WAGNER, SPENCER

100-100140
WAGNER, SPENCER
TRUCK



17-14-11-749
WAGNER, SPENCER TRUCK

100

100140
WAGNER, SPENCER

100-100140
WAGNER, SPENCER
TRUCK



17-14-11-471
WAGNER, SPENCER TRUCK

100

171421
WAGNER, SPENCER

100-171421
WAGNER, SPENCER
TRUCK



17-14-11-471
WAGNER, SPENCER TRUCK

100

171421
WAGNER, SPENCER

100-171421
WAGNER, SPENCER
TRUCK

M60 TANK DIP STICKS

Dear Sirs,

We have been having a little trouble with the transmission oil level gage rod on our M60 tanks.

It is perfectly straight and the Ord number stamped on the cap is 8340608. However, TM9-2140-215-20F (Oct 68) in Fig 31 Item 1 shows a view to the lower part of the M60 transmission gage rod and the number is 8340608 without the B. How come? Do we have the wrong gage rod?

With our transmission oil level gage rod-Ord Number 8340608 (PN 2520-673-2015) the reading on the inboard surface of the rod (with the oil cold—before operation) is about an inch and a half lower than the reading on the



outboard surface facing toward the tracks.

According to our data, the outboard railing is the correct one and we have gotten in the habit of pointing to the gauge to the marks and the printing on the tape face outboard, toward the tracks.

Are we doing right?

L. Jewell Hurdley
RFD 29, N. Y.

Old Note—You're right, Mr. Hurdley, you have the correct gage rod. The straight gage rod is used because the 30er pipe on the M60 tank transmission has sharp ends. The Fig. in the JEP illustrates a development model that has been discontinued. The wire is OK on the lower floor but not on the M60 transmission gage rod.

M60 STARTER RELAY



Dear Herb-Max,

We're having some trouble with the starter relay on our M60 tank. It's clear there is a new relay in the system. What is the slope on this?

OWD 06, 5.

Dear Mr. M. S.,

There's a new relay all right. It's Delco starter relay PSM 2020-079-0711. M60 tanks with serial number 1280 and up have it.

Tanks with serial numbers 5 through 1249 will use the Delco relay when your mechanic has installed MPWD 9-2250-211-2079 (1 Jul 61). This MPWD includes a complete kit, PSM 2020-077-

0150, which contains the new Delco relay and the parts needed to apply it to the vehicle.

On tanks with serial number 1249 or below you may have the original equipment, a Lucas-Novalis starter relay, PSM 2020-078-0204, or you may have either starter relay PSM 2000-110-0440 or PSM 2040-012-0760 applied as part of a field fix to some tanks.

If the "field fix" was applied, remove the PSM 2040-relay and restore the wiring to its original condition before you install the new Delco relay kit.

In any case, before handling any starter relay, check with your support unit and find out which one you should mount.



A collection of seven professional papers in *International Management Journal* is the only book that covers **global business operations** from a variety of perspectives and offers **practical advice**.

INTERNATIONAL BUSINESS

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COMPANY'S COMING

That's right . . . you found later models—if the serial number on your AOMC truck mounted robot number's between 11 and 113—company's coming—if it hasn't arrived already, it'll be your support staff to apply **AND F-108 201 3013 (31 line 42)**. It provides a blast load that'll give a little extra protection to the main junction box cable of blow-off.

SWIMMING LESSON

When you're taking an Odessa vehicle for a swim, you'll first want to give your eyes a quick dip into **TR 5-020 (6 Oct 87)**, "Deepwater Funding of Odessa Material." It could save your accident when you're crossing streams or swamps. It has both water-proofing materials and pipe pointed.



YOU ARE
EXPECTING THIS POLE
AS A SAFETY MEASURE.
SAFETY IS JUST
AN INTEREST...
WE ARE MAINTENANCE
MEN... YOU CALL THIS
MAINTENANCE!

MY GOOD
FELLOW... YOU
CAN'T SEPARATE
SAFETY FROM
MAINTENANCE...
OR FROM ME...
I'LL BE THE FIRST
ONE TO CLIMB
THIS POLE FOR
STRUCTURAL
INTEGRITY...
CRACKS... THAT
IS.

WELL
I'M A SAFETY
TYPE... ANY
HELP?



... when you come right down to it, does it matter whether y'all is solitary or multiple... because, the result was the same ...

IS KEEPING YOUR BELIEF IN SHAPES SAFETY OR MAINTAINABLE?

SPENCER, MAN, I'VE BEEN TOLD THAT YOU CAN GET YOUR A BELIEF-BELONGS—CHARLOTTE BELONGS BELONGS THEM BELONGS!



DON'T NOW LET'S GET ON THE STICK AND GO DOWN WITH THEM BEYOND THE FLOOR ABOVE ATTACK!

BEHOLD, THERE'S EFFORT EFFICIENCY—GETTING THE MOST OUT OF EFFORT AND MANPOWER AND EQUIPMENT ... WITH THE LEAST INJURY...

LET'S LOOK AT THIS FIGURE!

THINK YOUR BELIEF BELONGS TO THEM, UNDER!

JUST THAT BELIEF BELONGS FROM THEM BELONGS THEM!



Joe's

Dope Sheet

LET'S TO THE GUY
YOUR SAFETY MAN
AND
YOUR LOCAL SGP!

BLOCK
UP
YOUR
WORK
PROPERLY.
CHECK
WHEELS.
DON'T DEPEND
ON CHAIN HORSES
OR JACKS

KEEP
YOUR
WHEELS
AND
TIRE
PRESSURE
CHECKED
AND
FILL
UP
YOUR
TANKS
REGULARLY

MAKE
SURE
COTTER
PINS
AND
LOCKWASHERS
ARE
IN
PLACE

GOOD
TOOLS
IN
GOOD
SHAPE

PM

IS DOING THINGS RIGHT.

SO IS **SAFETY...**

THE DIFFERENCE IS CUSH.

BE IT DURING A CLEAR.

OR "HANDS-STAND CLEAR".

THE MISSION'S

TO KEEP USSES LIGHT.

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

IF YOU WANT TO DISPLAY THIS CAMPAIGN ON YOUR DISPLAY BOARD, SPOT SAMPLES, LET US GET ONE FOR YOU.



EITHER YOU GOOPED SOMEWHERE ALONG THE LINE OR I FAILED TO KEEP THEM AWAKE. WHAT PROBABLY IT WAS!

WHERE ARE THEY?

DUH DUH!! I RECALCULATED MY MAP CASE AND MY AMP'S UNDERPOWERED BECAUSE I STARED AND NOW EVERYBODY...GAAH...DEAD!!

INTO THAT CAVE, QUICK!

CRACK

AND SO THAT IS WHY I'M EMPLOYING THE BASIC SURVIVAL PROTOCOL OF IMMEDIATELY PUTTING UP A BLOOD BOND, AND ASKING YOU TO BE A WORTHY BARRIBORIAN! (GAIN ON THE GLOBBET!)

WELL, I'M ON, TOO LATE FOR THAT, IT'S TOO LATE!



SNAP!

AN ACCIDENT IS NEARLY AVOIDED WHEN THIS IS INSTALLED ON A PALLIDOR THAT'S CRASHED UP WITH TOLL.

AND THAT IS WHY EVERY ONE CONTAINS A SPECIAL CHAPTER FOR SECTION ON SAFETY REGULATIONS RIGHT ALONG WITH MAINTENANCE AND OPERATIONS INSTRUCTIONS.

T'S FOR TERRIFIC

AIR MOBILITY

THESE MEN
WROTE THE
ARTICLE
ON THE
TERRIFIC
WRENCH

THEY
WROTE
THE
ARTICLE
ON THE
TERRIFIC
WRENCH

THEY
WROTE
THE
ARTICLE
ON THE
TERRIFIC
WRENCH

Dear Fellow,

Using an adjustable wrench on the Bird Dog (D-11) engine oil pump screw cap can be a knuckle-busting job. You don't have much clearance to maneuver the wrench.

That's why the square head cap just naturally takes it on the chin when the wrench it takes out in a periodic inspection.

Well, that's the way it used to be here until we came up with a T-handle

wrench with a socket to fit the cap.

We made the square socket from 14-in. stock to a depth of one inch. This gave us plenty of room to weld a 1 1/2-in. length of pipe into the socket. To complete the tool we welded an 8-in. handle on the other end.

No more bruised knuckles and banged up forelegs for us. This tool does a terrific job.

SPS William G. Wood
Red Sea, N. J.



(TO NOTE—Looks like you've got a good list here. By the way, when you finish your inspection, TM 55-1520-202-20, page 1-25, paragraph 3-4, has the closing setup for the structure.)



So you've just pulled a problem on your Impala (EM-1A) and you say it's a masterpiece of maintenance. Good, good indeed.

The before you sign 'n off something a high-tone kid's bound to throw a tantrum of your problems. Just a little maintenance with your Impala can easily prevent unfortunate situations like these.

A pilot was crawling along when his engine fire detector lights came on—off, on . . . until he didn't know if he had a fire or not! So he played it safe and got his kid back on home ground.

On the ground the crew chief found that the detector cable assembly on the



left engine crawling was nibbling on the loose insulation, wiring off the fire warning lights.

Course giving this cable the big eye everyday will make sure the cable clips are in there doing the job—holding that cable so it won't vibrate loose.



You could have a problem holding your seat seat passenger in place during an emergency for this reason. Like TWS YCM-6C-001-0-00-0-001 (5 Steps 40) indicated, the original safety belt bracket on the aft cargo bulkhead was a little on the weak side. It could take forward-chop-OK, but put a little pressure on it sideways—and snap!



TRUCK GROUND

One of the best ways to ground your bird in a hangar is with an overhead plug, a connecting cable and jack plug. But here again you've got a little bit of a problem. Somebody could come along and slide the cable door back into the plug and hear the plug and jack. Or, if you try to get in the hangar with the jack plugged in, you can't open the hangar doors without doing the same thing.



To get around this lock problem you might try this for the idea. Take your grounding plug and cut it off at the base so it measures 14-1/2. Then you insert the grounding plug in, remove it from inside the hangar compartment. This, you want to make sure you secure the hangar door fasteners. Otherwise, when the door is opened it will ride over the fastener OK—but when the door is closed you'll be where you belong.



THE MORE IS FOR LESS

A bid just naturally has to have the right amount of lubricant to stay in the



pink. The more lube—in the lines—and the'll likely end up out of shape.

That's why, for example, it's important not to over-lube the pump/plane and support assembly. If you over-lube, the old principle of hydraulic pressure could cause the pipe and crack your steel cover.



Never get caught short on the right lube either. Always keep a reserve of lube on the drop-compensator valve and the power lever valve at the

boom. Then you won't get the kind in your collection and think that you really get with dry tubes.



Other parts that should get the big look when checking your tail cone drive shafts are the Whisman clamps. They should be positioned 90 degrees to each other on each shaft and the bolts must allow free shaft rotation. Without this rotation you could come up with a mighty annoying/high frequency vibration being transmitted back to your tail cone probe. The No. 1 shaft can be a real vibration headache.

Another thing while we're talking about the drive shafts—by now you have the exact lock wire at the quick disconnect (No. 4 shaft) cut off and the remaining tail kept away from the shaft. Otherwise, movement of the rear cable with the lock wire sticking out can scratch the drive shaft for real. It doesn't take much to ruin the shaft—



you're only allowed a 0.002 inch scratch . . . Chapter 2, Section 91, page 6-5, of your maintenance manual.

So— . . . next time you pull out your TM 9-1108-207-10 for a quick look, take out your magnifying glass and go over your bid with a fine-tooth comb. Finding problems before they become critical could save a life . . . maybe your own!

SIGNALS CROSSED

A guy tries to pick up a doll. Car is in the other way (sound!) and a crew chief trying to help an aviator pick up a cargo have something in common—they need to understand each other.

But they get confused if their signals are crossed! Take those hand signals you see in a news-chopper land position over cargo. If you wave your arms all over the place, the aviator won't know what you're trying to say, which could make for some hair-raising moments!

Chances are you won't get your signals crossed if you stick with the ones called out on pages 117-121 in the latest PM-11-00 (25 Jan 62) on "Visual Signals."

Fast is you'll find all the signals you



need in this PM, not only for cargo handling, but for guiding away and land wing birds on the ground . . . maybe help prevent personal injury or even loss of aircraft parts caused by such accidents.



Dear Edna,

We had a screw problem with the engine retainer governor drive shaft snapping on our (Cessna 300-440). This was caused by the tub lockwashers not holding the locking screws tight.

Any like movement of that assembly would snap the shaft real easy like.

So in case anybody else has this problem, here's a way we found to fix it.

You can take those four 8-32 NC 1/4x1-1/16-in. or similar commercial screws out and drill the heads for lock wire . . . or get yourself the same size screw (through local purchase) with the hole already drilled.

Then you put the drilled head screws in the tub governor and lock wire them in place. The screws will then stay in place for loops.

S/Lt. Joseph A. Pohl
Ft. Knox, Ky.

[Ed Note—If you're snapping cables, this sounds like a good repair . . . all you need is your CO's O.K. Don't don't forget to ESR your solution, too.]



PLEASE DON'T KICK THE SLATS!



A kick to the slats just ain't gonna be any good and it's definitely not called for on your Malibu's GT-1A and some of the early A and B models. As a matter of fact it can temporarily put a bird right out of the 'til flying game.

The vehicle that can supply the hint as to why slats is this innocent look-



ing engine-cowl lower latch. The won't even give you any trouble as long as you check your flap-slat operation with the cowl and latch closed.

But remember—if you hook up auxiliary hydraulic pressure and hit the flap control with the cowl still open, look-out!! The slat will bend that nice cowl latch into a pretzel and you'll end up for real.



That's hard to figure, either. Even with the cowl and lower latch removed there's very little clearance between the clamp and the slat. So when the cowl's open, the spring-loaded latch sticks out and it's a natural to kick the slat.

One of the best ways to guard against hooking a slat is to lower the slats just the latch before you start your maintenance on the early models.



No stress on later models—they have a better latch that stays flush with the cowl so the slat won't kick it.

But to be on the safe side when checking, take a gander at the engine cowls on the ones they've bumped up . . . wouldn't you just like to be the one afflicted with injuries?



Dear Editor,

Sometimes we removed and replaced the ignition plugs in our Lynx (L1584) for an engine change or replacement of a faulty plug. It was the same old story—what wrench to use in the plug or head/bush wouldn't get damaged?

We tried a standard open-end but there wasn't enough clearance to get a grip on the plug. The wrench was too thick. The other had an interference problem at the housing or at the plug head offset . . . after open-end adjustable wrenches weren't any help either. And if you jam a wrench in there, the offset really takes it on the chin.

What was needed was a special wrench. And since there isn't any such animal in our organizational tool kit, we made up our own.

We got hold of an old, damaged T18 x 3/4-in. box wrench and took out a 1/2-inch wide piece from the corner of the T18 to deal with a grinder.

We haven't had our clearance problem with our plugs since we made up this detour-walled open-end.

Ed. James SP, Basal

2nd New Det., West Point, N. Y.

Old Note—Search OK for an answer for as long as it's a spare wrench that gets the job done . . . wouldn't want a tool in your kit to look like something it shouldn't.)



**BELT
THE
SEAT...**

**SAVE
THE
DOOR**



Ever asked any passengers
to close the door
as they're leaving your
Lycaplan (UH-100)
for doors-in-march-type operations?
CRUISE!

So you forget again.
Meanwhile,
the metal lip of that
malfunctioning lock
is rapping out
a new noise-configuration
on your open cabin door.
Say again?
Negative.
Negative.

Don't underestimate
after those warnings
to call 'em about the door.
It's not late now.



But next time—repeat next time—you can add to your pre-flight procedure
telling that crewmembers sitting near to the cabin doors are expected to fasten their
belts around the seat before hopping off the bus. Just laying the belt ends up on
the creep seat has one end of the belt slide off and out into the baggage compart-
ment. Rappity-rap-rap!

Same thing happens during jungle operations with combat troops preparing
to rappet to the ground with the old rope-trick.

Remember! Tell 'em before they leave... "Belt the seat!"

A LITTLE **RED** DAB'LL DO YA

Making taps, joint breaks, real pain and a steady hand—that's all it takes!

For what? Why, for indexing the drive flange on the extension tube on closed end-to-drive assemblies, FOM 1100-004-4026 (PTW 47-448-008-1) or FOM 1100-004-7002 (PTW 47-448-011-7), of your SuperTDR-1 (S) and H.

Some that some of the spots welds holding the flange to the tube may not be quite up to snuff. But the red index will let you know on each daily inspection if there's any movement of the flange—*yeah*.

...and when you're ready to try THE RED INDEX...
 FOM 1100-004-4026 (PTW 47-448-008-1)
 FOM 1100-004-7002 (PTW 47-448-011-7)



AV GAS SWITCH



Dear Handy,

TWE TDR-4C-BH-01-00008-118 May 611 says that the TBO for our third Dog (D-1) is shortened from 1200 to 700 hours after switching from 80/87 to 115/145 Av-Gas. No more stress.

But after cranking up 300+ odd hours using 115/145 on TDY we had to go back using 80/87 because we couldn't get the richer stuff at our commercial field.

So how do we figure those 100 hours on 115/145 toward the TBO?

By B. B. B.



Dear Specialist B. B. B.,

Just add the 100 hours on 115/145 toward your normal 1200-hour TBO. What you'll wind up with is 1300 hours on 80/87 and 100 hours on 115/145. The TWE says you can have a total of 700 hours using the heavy loaded bird gas.

Here's a couple of other examples of figuring TBO that may come in handy.

Say you have 300 hours using 80/87 and then you switch to 115/145. Since you're only allowed 700 hours on 115/145, your TBO would be 1000 hours.

Course if you use 115/145 in a Bird Dog that just came out of the overhaul shop, the TBO is 100 hours—*yeah*.



+



= TBO



...and when you're ready to try THE RED INDEX...
DO NOT EXCEED 700 HRS.

Handy



COMMUNICATIONS

ON FOR TALKING ONLY



Dear Half-Mast,

We've now quite a few H-1481U and H-1481V handsets in our batches, but we're having trouble keeping 'em operating because the microphone elements give up on us. They just seem to lose their effectiveness once they're in use.

Also, I don't think the new H-1482U's are as good as the old ones. The plastic jack control gets broken a lot more often. They even slip on their

SURETY

Dear Sergeant R. T. T.,

Chances are you're operating these sets with the push-to-talk switches locked OFF. This is not as bad by itself . . . but it has set up a situation that can take a team for the count. The microphone element is made of carbon, which gets bogged-up when more than four volts DC is applied to it. And it bogs-out quite a bit faster if the meter has been locked down under power for long periods.

In, first of all, check your power source and make sure the sets are not getting any more than three or four volts. And whenever possible, keep the meters unlocked and use the push-to-talk switch the way it was meant to be used.

As for the new H-1482U's, you're right. The switch lever's not very rugged . . . but they're already working to improve it.

W. H. ...





Dear Editor,

Anything that speeds up wire communication cuts its area, and we figure other readers share these sentiments. So here goes.

It's all about the RL-58 coil, with a DR-6 spool and MX-115-VT switching kit attached to it. Because in the coil are mounting that assembly directly on the right trail of the M108 howitzer.



In this spot, of course, you're ready to mount almost before you get your piece into position. Which is OK, in my book.

All that's needed are two heavy binding straps to secure the coil tender to the trail. Put 'em about eight inches apart.

It holds the coil level right—and will can be put on and taken off pronto without so-much as scratching the paint on the coil.

Old News—No doubt about it, folks, you're on the right trail to speedy wire communication. But since no official trail ever came along about mounting the coil directly on the howitzer trail, a temporary mounting like yours will always need a lead and clear approval from the coil commander.



Our CO awarded me "affirmative" lead and clear, and we've been getting in good results ever since.

Sgt. Russell Gorman
Battle Area, M. I.

NO MAGNETIC MIXING



You've gotta be a little careful where you locate the RT-540/D09442 radar receiver-transmitter.

You don't want the magnetic field of its magnetron playing hooky with any other magnetic field from another RT or magnetic source. This weakens the magnets and runs down on the performance of your RT.

The side of the RT-540 that has the magnetron is marked, and you want to keep it at least 12½ inches away from any other magnetic material.

THE RIGHT TOOL



Dear Editor,

Keeping the anchor bolts tight on our LH 110 Insulators used to be a pain until we came up with this little idea. We found that by filing off the corner tip on the end of our spanner wrenches, it'd just fit the anchor bolt screw. It doesn't put the wrench out of action, either.

Until we tried this, we used to deal up the Insulator screw by trying to use a screwdriver and hammer, etc.

MIC H. DOUGAN, Ft. Benning, Ga.





A LITTLE SLIPPAGE HELPS

When you're starting at 'em eye-to-eye, the hillsycle and magsycle change knobs on your 8-990/288. Unlike an alloy lock just like a load of other locks, A fits around it, too, maybe, but otherwise pretty common.

Ah, but behind those scolding knobs lurks a clever bit of engineering you'd not see by looking out at. That's the spring-loading device designed to

allow the knobs to slip or turn after you've reached the end of the frequency bands.

The knobs should continue to turn with just normal pressure to keep you from accidentally over-riding the pile-up stops and causing all sorts of expensive trouble in the VFO subchassis.

This built-in slip action saves a lot of wear and tear on the pile-up stops—but only when the knobs are properly adjusted for it.

If your knobs aren't slipping like a good knob should, tell your repairman. He'll take his long, thin screwdriver and adjust 'em so they'll carry the load—but will slip rather than put more pressure on the stops.



THIS LOCK TIES UP THE SPRING

A CASE SCRATCHED

One case scratched is just about what you've got the last time you get carried with the hard plastic case for the TA-1/PT Telephone.

Of the three types for the TA-1/PT, the hard case is about the easiest to break. But, when it's working for you, it'll give its all to protect the telephone.

A sharp drop or a sharp crack any time of the year may fracture it, but the case needs extra care in cold weather. The cold makes it brittle, and brittle jobs need careful handling.

So you might try some extra protection in winter—even when you've just said it's done.





SLIGHT CASE OF SHRINKAGE



Dear Half-Brother,

We seem to be having a little trouble with our new, CHLITZ-A-FIT, fur adaptations on FA-MITTYE. When they get damp or wet they shrink so much the zipper won't close.

Is there, or has there been a solution to this problem?

SCT. M.M.

Dear Sergeant T. H. M.,

There's a fix for this in TB 562 203-56 (29 May 60). It calls for sewing in a one-inch wide strip of webbing on each side of the zipper whenever the zipper has to be replaced.

This work is generally done at the support level, or about the only thing you can do in case of the shrinking cases for newer suits, and let the support unit have a crack at fixing up the shrinking victims.

Half-Brother

HOLD YOUR WATER, MUSCLES

WHE
YOE
LONSTON
OR
TODD!



These contacts of your side are the hairy things. They like to get covered up snug . . . but not too tight.

And they don't like sweat!

Like when you're washing your vehicle, make sure the cable connectors are snugged up. Want them to get in crevasses and pull a connector out.

While you're snuggin' up the connectors (like washing the vehicle, maintenance operation, or what have you), go

easy with the muscles. Just enough pressure to snug 'em. Too much, and you're liable to rip out some insulation.

Insulator trouble or corrosion can put you in the same kinda shape . . . like out of business.

Washer joints or pumps. When you're washin' your vehicle, keep that high-pressure water away from the radiator. It expands fast when it's high and dry.

58-56/P JACK FIELD SCREWS



A good screw is worth a thousand words when it comes to the jack field screws (TA-287/P) of reinforced 58-56/P.

If the rear cover Cambic fasteners and the screws to the battery and spare part compartments get higgledy, it takes a major operation to get 'em out, so you can replace parts.

And it's mighty easy to damage the screw heads when you don't use the right screwdriver.

Since you're not hired a screwdriver with the equipment, you'll have to get one from the mechanic . . . or else have him do the unscrewing for you.

No matter how you try to improve a screwdriver, the chances are you'll foul up the screw heads and cause a lot of sweat all around.

So if you don't have the right tool, send for the man who has.



FEED 'ER RIGHT



The radio set in your Q740 or Q758 series vehicle is a particular hody in her feeding habits, and she might get a little fussed up if you slip her a substitute.

She likes to get her juice thru her own specially designed kit . . . which goes by Radio Power Feed Kit. The RFFC is a cable assembly which goes between your radio set and the vehicle battery, and it's important. (RFFC) Q740 Q758 18 May 571 gives you the kit and installation instructions.

The kit eliminates splicing from the battery with three wires—a big hazard, among other things.

Item 2108-003-0214 will get you the kit from Columbus.

VIBRATOR TESTER



Dear Editor,

Any time the 6P-10B, 12L, 2B1 or 2B1GBC power supply for your vehicle's AM-FM or AM-FMBC radio gets on the blink you've got your work cut out for you. Checking out the circuit and substituting parts is no small job.

We've found that most of the time the trouble is caused by the vibrator. What can happen is that a sudden surge of current will cause the vibrator to load beyond the normal vibrating range, cause it to short out and pointers burn or freeze.

To save a lot of time and effort, guess we made this simple 24-volt tester in only a couple of hours for checking 6-5-12 and 24-volt vibrators. All we used was an electronic tube socket, 6XN 5001-171-5020, four LM-24 or No. 115 lamps, RSN 6243-155-8014, sheet lot of No. 18 AWG wire, six feet of rip-cord wire and two reliable alligator clips. Any sort of chassis will do. The wiring goes like so.



To use the tester you hook it up to the 24-volt power supply of your vehicle with the alligator clips, plug in the vibrator and check the brightness of the lamps.

If the four lamps are equally bright, the four contacts in the vibrator are OK as you've got a good one. But if any one or all of the lamps are not equal in brightness, or one or more of the lights are out, you've got a bad vibrator.

She works real fine.

Charles E. McDonald, NY ARND
Comp-Gen, N. Y.

LED NOTE—Looks like a handy little gear to have around. You could also use it to check for a possible "dead," front end of a new container.)

LOOK-ALIKE DUMMIES

Ever hit a thin wire head with a 10-pound sledge?

Well, slugging the RT-70/RC Dummy Antenna Millampers Meter with the head from a RT-66, RT or RT-70C Radio Set will get you about the same results.



One weather meter or test weather the head . . . it's all the same, Sam.

The RT-70 radio set is a low-power job, with Dummy Ant Meter geared accordingly.

But the whack the million-power RT-66 sledge 48 gives its own Millampers Meter is 48 times harder than the sledge for the RT-70 is built to take.

Like so . . . the RT-70 Dummy Ant

meter meter takes them from 10 to 1 watt. The RT-66 meter range is 2 to 16 watts. Head them big time to the RT-70 meter and you'll damage it every time. If the dial's fibers has read, the damage is gonna be bad!

Using the RT-66 meter to get a reading from the RT-70 radio set would give you a reading so low that it wouldn't do a bit of good. Might make you think the RT-70 is on the blink, tho.

Both Dummy Antenna meters look alike and are mounted in similar boxes. But . . . let you tear your hair and grind your teeth worried' over which is which . . . there's no easy identification.

Every pointer here has a nameplate just above the meter head. Our look will tell you whether it's for the RT-70 or the RT-66 set. The right set will be identified just under the words "DUMMY ANTENNA."



Dear Half-Mast,

We are having trouble locating the right part for the projector AP-211. This projector has a 2-pin-type light connector receptacle, P/N 1813-003-1033. Every time we order the connector plug for it we get the old-type, P/N 1813-261-7002.

What we need is the P-FJ socket base assembly to replace the old P-F, is there an P-FJ for this new assembly?



Sgt. G. J. E.

Dear Sergeant G. J. E.,

The P-FJ socket base assembly you need to change the connector plug from unpolished to polished goes under P/N 1805-003-1033, Cannon Part No. 28296. It's a Signal Item.



THIS WATCHMAN NEVER SLEEPS



There he sits.

Faithfully . . . around the clock . . . every day, for as long as you want him to, he watches his electronic eyes and ears while you save yours for other things.

He's more dependable than Old Rover, because . . . like the expert watchman he is . . . he never sleeps. His sole purpose is to keep you in touch

with. All he asks in return is that you spend a minute or two putting him on the job. Then, you forget him. If he wants you he'll let you know . . . fast.

That, in short, is the story of the Low Power Alarm System for your T-500/TRE and B-407/TRE setup in Radio Shack Group CAs: 1187/GRG—a component of your radio or series AN/TRE-24, AN/TRE-14 and AM/TRE-60. In your electronic watchman's eye, and he can warn you a beeping ear-tingling tone, and the system can be responsive, sensitive and reliable.

This easy-to-set-up watchman's electronic transmission/receiver. First comes, when the current (proportional to the RF power in the antenna) gets too low, a failure is indicated in the transmitter RF power output.

Simple! The watchman's alarm circuit closes, his buzzer sounds and his lamp lights. Naturally, you come running—and once done the trouble before it gets serious.

Now let's say you didn't take time

to put your watchman on the job. You turn up the transmitter (T-502) and make the check in every 5 or 4 hours while you work on something else nearby. But, while you're gone, a weak tube ignites the power output. The tube burns out—and both out . . . or causes other damage.

You come back at "check time" to find the radio not working . . . or without power. Now's in for real trouble.



These couple minutes, of course, include the alarm on the receiver (B-407), which helps you protect your buddy's set at the next emergency session. He may have forgotten his alarm. If he goes off the air, your alarm buzzer wakes you. You can give him a call and warn him of trouble on his set.

Pages 46, page 52, and page 47, page

54 of TM 11-1129-207-10 give the breakdown on setting up the alarm on both components.

By protecting according to the 4th step in the transmitter procedure. After turning the T502 switch to PWR PWR, wait a minute before the next step. Otherwise, you may damage the P5-502 power supply.



Now give him the 3rd step on the receiver. Remove the B-407/GRG control



switch to the low power . . . and BEEP at once at the buzzer sounds and the ALARM indicator lights.



IT'S HOW YOU BREAK 'EM IN



This P-3-22270 generator you can buy your KWTFS-11 and \$4 under net can be a 50-pound package of great power—a goodly pile in the generator.

It all depends on whether it goes off on the right line or not.

Here're some things you want to do right off to get on the good side of this little package.

SEE OUTLET OF GAS ... ONLY FOR LEAK.



First of all, give the unit a trial run outside of its carrying case. This'll give you a chance to check for fuel leaks, which are bad enough when the unit's inside. But any leakage when it's inside the case is a sure recipe for some mighty unpleasant action.

As a matter of fact, it'd be smart to operate the unit outside of the case any time the tactical situation permits ... as they say. The rubber-block inter-

ior, P/N 4114413-2108, has been known to fail ... and it could be the cause of the heat build-up when the unit is operated inside the case.

The quick disconnect fuel line check valve has an O-ring that should be replaced each time. Any dirt or grit that gets on this O-ring can cause a fuel leak. Which is just what you don't want—inside or outside the case. Make sure the ring's clean and seated right.



SEE HOSE IN CLEAN AND TIGHTEN BOLT

Another place you might get some leakage is around the packing gland nut for the main venting valve. Look it over real close and tighten up if necessary.



RELEASE BOLT FROM HERE AT FLOODING CLAMP OUT

BREAK 'EM IN



Even though your generator is supposed to be able to operate on full rated fuel when you get it, it pays to warm slowly and work up to full load.



Now your TM 11-1440-2P-4 is, with Changes 1 and 2, tells you to add oil every 10 hours and to change oil every 100 hours. All well and good when your first number is all broken in and has to go.

But for the first 10 hours or so you want to make a little more with the

bookish manual. Change the oil every eight hours of operation ... and check the oil level every hour until you feel you can trust her.

You use OCM engine oil about freezing and OCM below. She'll hold 10 quarts.

Add a half-pint of the same weight of engine oil to each two gallons of gasoline ... and make sure it's mixed good. Your TM doesn't call for this—but experience has shown it's a sparkling good idea. Always necessary, you might say.

Here's something else that's mighty important, too. When it's time to shut down, cut off the fuel supply to the carburetor and let the engine set up the remaining fuel. Then, disconnect the fuel line so that no fuel can leak into the carrying case.



Spreading of carburetors, could be you might get a replacement with that there's none to do the job.

The carburetor assembly you need goes under P/N 4114497-5001, full rated Prop P/N 1144430-1.

What you may have gotten is Carburetor Assembly 1830 2910-230-0003, Briggs & Stratton P/N 290108. This one was modified when it was put into the generator—but replacement carburetors won't run. So your B&S replacement may not do the job. Use the other one.

VIBRATIONS... DON'T FIGHT 'EM —

JOIN 'EM



You know the old maxim about the troops breaking up when marching across a bridge. That's in line from setting up a series of rhythmic vibrations that could shake the bridge to its underpinning.

Well, if these kinds of vibrations are that serious big ol' bridge, just think what they can do to your engine-driven power units and generators. Especially those sitting around in concrete boxes of housing, with nothing to cushion the shock.



They can reduce that generator to a pile of shuddering and jolting metal, that's what—and in pretty short order. This is especially true of those 1500W and smaller.

Some of these generators and power units were designed with the thought in mind that they'd be operated in a trailer or truck. This way they could get the benefits of the tires, springs and shocks of the vehicle.

All well and good.

But when you have to operate the unit on the cold, cold ground, handling

it means that, some people at the time... it's not easy.

in concrete boxes, some might say things start happening.

The vibrations start looking for a place to go. They start ping-ponging down and around the frame to the ground in a perfectly natural and playful mood. But that hard-hearted ground refuses to pick up the cushion. It says "low it, lower," so right back up the frame they go, handling up power like mean in a boiler.

Now, vibrations are bad enough when they're low and unattended. But when they're heard to rasp and beat up they're glass killers. In it's on their maximum that there's no such— it's their sudden stopping.

All these vibrations want is a little push to follow as they can go about their business. But when you beat 'em up, they get a little frantic and start looking for the pain factor. And they have one big one up their sleeve—they can't be stopped. You either play along with 'em or your equipment suffers the consequences.

So how do you play ball with 'em?

Well, you give 'em as many healthy cushions for their playful vitality as you can. That is, you do your damnest to operate your unit from a cushion that



has some "give" so it is that it'll help cushion the vibrations by picking up the cushion.

The hard ground is much better than concrete or handling... and soft, flexible insulated ground is better yet. It handles one under the shell or frame works wonders.

Of course of fact, just about anything you can think of to pad out that hard surface will work the others. But you should use material that won't get soaked with fuel or engine oil.



With vibrations you're playing a very devil's game of avoid-avoid-avoid. But if they don't find a place to stop, you're the odd man out. They're sure spoiled that way.



Smog isn't always on the mind.

You may walk into a building where a welder's work materials' spray such dust, smoke and poison fumes you could filter the air with a cloth? Breathing that looks strong can put you in sick bed—fast.

Anybody can come up with a vision full of smog. All it takes is some Joe coming up to you with a simple truth: welding jobs that he'd like you to work through. You get the urge to blow-up just to get the guy out of your hair . . . without bothering to rest on the ventilating fans, or open windows and doors, or fumes is very common but it's healthy—they gotta get!

But your old set of lungs is only one of the safety precautions you should take before you fire the torch.



Take a look around your building! There should be an immediate removal like concrete waste, oil, scraps of wood or plastic in the room. Flying sparks can hit this stuff off before you know it.

Make sure there's no overtype heater in sight either . . . the gases from them can explode and cause a fire.

The most drippings have started more than one eye of the . . . you've got welder's head-ache? You know the kind—you're going to it hot and heavy when smoke starts rising from inside your head. So you come up with some

heavy head-ache to put the lid on. What's in why you always cover your face up with your pants legs—and never use face glasses.

The best protection a welder can get is to keep covered up as much as possible. The 9-387 (17 On 44), "Welding Theory and Application," will show you in the safety equipment that'll give you the most protection.

For the protection of other people in the area it's a good idea to work behind a fire curtain screen or within a shield area. This will guard them from possible eye injury.



If any burners have to get less the air intake rate they have eye protection. In addition, if you're welding outside, they should stand upwind to your work to escape any fumes.

If the work's to be done on any type of closed container—such as oil drums, gasoline tanks or old pipes—pumping in a cover before lighting the torch.

BE SAFE EIGHT

Wearing the goggles when you're using the ray-welding and like on the welding helmet (with the right lens) with your slacks and wrap will protect your eyes and face from harmful light rays and small burns.

Leather gloves are also a must. The leather again in your coat will will protect the rest of you . . . it's also a must.



But before actually lightin' up take a good look at the type of metal you're working with 'cause you might need some extra protection. For example if you brass, weld, or cut up brass, zinc,

galvanized steel or any metal with lead-based paint, you could be about to breathe some poisonous fumes. In other words you're on fire, and any other metals that can give off dangerous fumes, be sure you wear an all your air lines to cover the fumes inside.

And play it safe on the coffee break or show time by having the work area and working up. Eating and drinking when there's lingering fumes can give you a dose of lead poisoning. No smoking around your job—stay far away either . . . or even better! For the worker's health, you can't inhale poisonous fumes with the cigarette smoke.



Another thing—put your oxygen and acetylene cylinders . . . they have to be properly secured and secured in an upright position with wire or rope. And remember that oil or grease coming in contact with the cylinders, valves, regulators, gauges or fittings can give you a mean fire. All 700-8120-1 (25 Sep 54) with changes, can tell you in no time handling and use of the cylinders.

Handle and fumes go hand in hand with welding. You'll stay in the pink by moving that handle along carefully—every time.



REFRESHER

Now that you're back from leave, and further from all that "retreat" and "evade" to make your maintenance checks, how about giving some special thought to some of the new forms you recently met in TM 34-750, "The Army Equipment Record System and Procedures". For example:

DA FORM 2408-7

On the pages you'll fill out DA Form 2408-7 (Equipment Transfer Record) is where the transfer of log book equipment which is listed in Appendix B1, TM 34-750.

The form's for use only when assigned items are transferred to another organization, to storage or disposal or when it's awarded to someone or lost to combat.

That is, when such equipment is transferred between property funds, organizations, or other property assets.

Remember—your old unit's (2408-7) when equipment is turned or processed for repair and return to use. And, the Form's for use on major items only—i.e., for components returned from major items.

The "OWNER COPY" goes to your full maintenance report unit.

The "ISSUING COPY" belongs to your assigned intermediate command.

The "FORWARD COPY" is the log book's permanent record.

The "LAST COPY" is the National Agency responsible for the equipment.



FORGET THE TRANSFER!

One more thing on the transfer record... use of the DA Form 2408-7 is mandatory as of the date the new record system went into effect in your area... you're not to make a 2408-7 on any equipment you transferred, swapped, lost, or gained last year, the year before that, or in any other time before TM 34-750 went to work.

DA FORM 2408-8

DA Form 2408-8 (Equipment Acquisition Record)—This form-copy form records the status of equipment when it's received from the manufacturer. Usually, it'll be completed before the equipment gets to you. However, when you do use it make sure a log book for a piece of equipment, you have to fill the 2408-8 to get you the information in the equipment's existing record and then its data plate.

The form's volume-related copy goes in the log book for the log, and its other copies are sent out per instructions you'll have from the National Agency responsible for the form.

The form's volume-related copy goes in the log book for the log, and its other copies are sent out per instructions you'll have from the National Agency responsible for the form.

On Equipment items DA Form 2408-8 (like with 2408-7) will be handled per AR 711-511.

Remember, the job of a DA Form 2408-8 is to tell you how the equipment stand when it comes from the manufacturer. Any DPMO's the equipment goes after it's in service get recorded in the log book's DA Form 2408-5 (Maintenance Record)... since on the equipment stand.



any equipment manufacturer use appropriate date immediately on receipt of DA Form 2408-8 and forward to assigned organization. If equipment is transferred to another organization, the date on the form must remain the same as the date on the original form. If the equipment is transferred to another organization, the date on the form must remain the same as the date on the original form.



UN-

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IT...

Your copy of TSI 34783 may have a couple of scribbled lines on page 17. Take a look at sub-paragraph 21-b (2). It should read:

"(2) Column 4.—Identify each uncorrected deficiency or shortcoming in column 4 by the response number in the technical manual. When the pertinent technical manual, technical bulletin, or manufacturer's literature does not have printed response numbers, enter the page, paragraph, or figure number in this column."

TSI 315 gives you the info on filling out the DA Form 2494, on page 28 . . . in the block in the upper left corner of the page.



(2) Column 4.—Identify each uncorrected deficiency or shortcoming in column 4 by the response number in the technical manual. When the pertinent technical manual's literature does not have printed response numbers, enter the page, paragraph, or figure number in this column.

(2) Column 4.—Enter the page, paragraph, or figure number in this column when the pertinent technical manual's literature does not have printed response numbers.

ANSWER: UNCORRECTED

THIS ANSWER SHOULD BE ENTERED IN COLUMN 4

GALVANOMETER BATTERY



HOW MANY BATTERIES, SERIALIZED?



Dear Staff-Mat:

We aren't having much luck finding an FSN for the silver chloride battery that's used with the Mustang galvanometer found in the Diagnostic Equipment Set, Blasting, Electric and Non-Electric. Can you help?

MC J. B. V.

Dear Sergeant J. B. V.:

Here you. What you need is Battery, BA-2417U, as called for by paragraph 95 of FM 3-25, "Explosives and Demolitions." The FSN is 6111-118-2662 and you'll find it listed in RM 11-1-4033.

Handwritten signature or initials.



EQUIPMENT RECORDS PLUS

Been looking for PE issue 112 on the Army's new equipment record system? That issue is long gone, but the steps to it is now out in DA Pamphlet 26-750

(18 Oct 62). That pamphlet is stocked by the Adjutant General Publications Center, 2800 Scatter Hill, Middle River, Baltimore 28, Md.

TIGHT SPOON

Came 1 April, you can try again for the Equipment Log Book binder (PDR TY10-289-2474). It's been out of stock for a while, and your recent request

may've been burning back. But it's available now. Present stocks will be used for free until they're exhausted.

M151 TRUCK ARE WELDER?

You got mobile arc welders installed on some of your M151-series quarter-tonners? Well, for now hang on to both the welder and the vehicle. Don't trade in the M151 for a new M151. This is an

amount of there is no authorized mobile arc welder for the M151 1/2-ton truck. Later the situation might change, but for now only the M151-series quarter-tonners can mount the welder.

THE HEAT'S ON

Yep, that's the word for you M40 tankers. A new identification plate (name tab) for the M10A10 ballistic computer is now up for grabs. The F54 is TY28-973-2834 and it gets you the name tab for HEAT-T, M40. . . . the tab

that replaces T-28A1. This name tab is being issued in place of the T-28A1, so save yourself trouble—get it first if you're going to apply M40 P-1200-212-20/10—get it and make the change if the M40's already applied.

RECORD HELP

If you've buried deep in training on the Army's New Equipment Records System (see DA 26-750), then Army Subject

Schedule 26-1 (12 Aug 62) is your next. It'll give you a big boost in setting up your latest files.

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

BATTERY
GROUND STRAPS
GO

**OFF FIRST...
...ON LAST!**

we have
some
battery

and
ground
straps

