

Issue 343

PS

★
June
1981

THE
PREVENTIVE
MAINTENANCE
MONTHLY



Supporting American Soldiers * Since June 1951

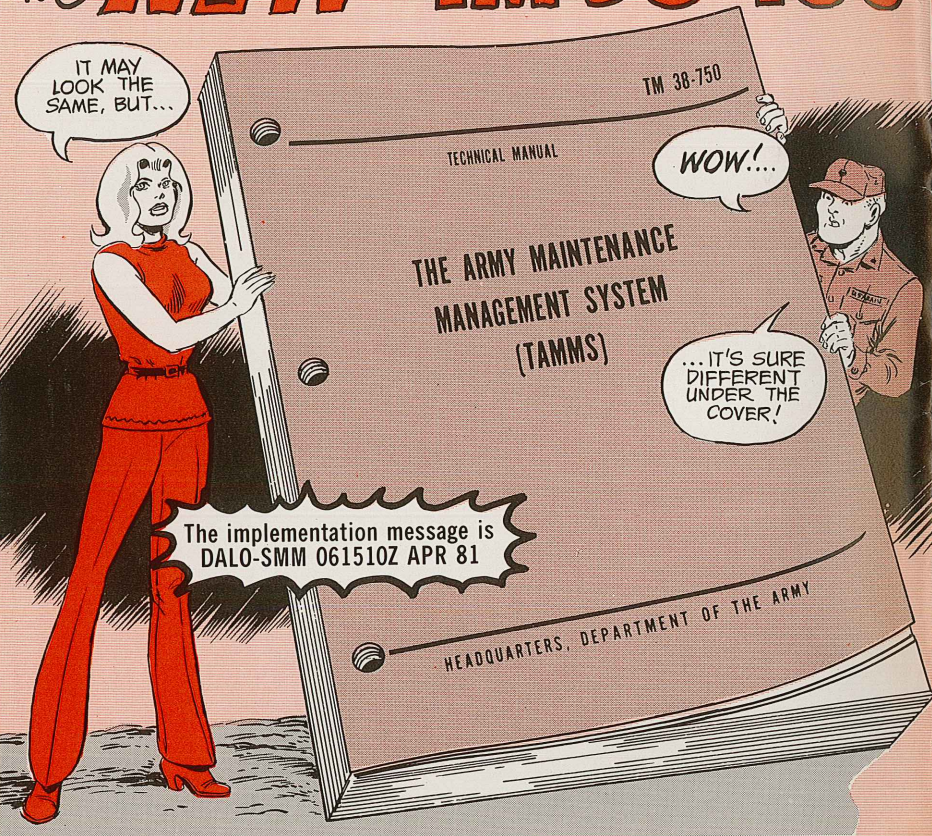
PS is 30 Today!

* And a few good Marines, Sailors and Airmen!!

MURPHY
ANDERSON

It's
Here!...

The **NEW** TM 38-750!



IT MAY
LOOK THE
SAME, BUT...

WOW!...

... IT'S SURE
DIFFERENT
UNDER THE
COVER!

The implementation message is
DALO-SMM 061510Z APR 81

Yes, TM 38-750, the Army Maintenance Management System (TAMMS), has been completely revised. New words, new pictures, new forms! It's dated and was effective 31 May 1981.

Check out the definitions in Chapter I carefully. Materiel Readiness, Operationally Ready (OR) and Not Operationally Ready (NOR) are gone.

In their place you'll find Materiel Condition Status (MCS), Fully Mission Capable (FMC) and Not Mission Capable (NMC). You'll find some new ideas, too, like on when to start counting NMC time.

Want to know more about dispatching or how to use the DD Form 314? Check out Chapters 2 and 3. You'll find clear and detailed instructions.

Watch for revised DA Forms 2402, 2406, 2407, 2407-1, 2408-1, and 2410.

Chapter 4's a surprise. It covers the new DA Form 2406 and the list of reportable items.

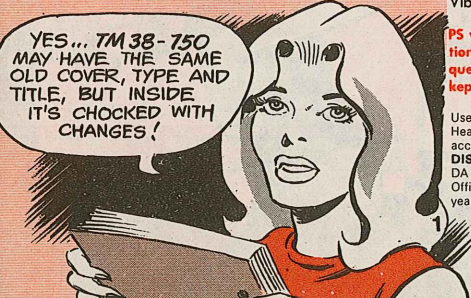
Equipment historical records are in Chapter 5. Read through it carefully. Some of the blocks on the DA Form 2408-1 have been changed. There's an all new DA Form 2408-20, for recording your oil analysis samples and results.

You aircraft types will like this—a chapter all your own! All the forms and instructions for using aircraft records have been consolidated into one chapter. DA Form 2410 has also been revised.

The SF 368 Quality Deficiency Report (QDR) shows up in Chapter 12 with step-by-step instructions.

Looking for Appendix C? Forget it! That appendix is now part of Chapter 4.

The DA Form 2408-9 usage reportable items have been moved to Appendix E with the rest of the historical records.



YES... TM 38-750
MAY HAVE THE SAME
OLD COVER, TYPE AND
TITLE, BUT INSIDE
IT'S CHOCKED WITH
CHANGES!

PS THE PREVENTIVE MAINTENANCE MONTHLY

Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties. Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Materiel Readiness Support Activity, Lexington, KY 40511.

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

MSG Half-Mast
PS Magazine
Lexington, KY
40511

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FIREPOWER

CLP...

How to Use It

Here're the hows, whys and wherefores in applying the new CLP (cleaner/lubricant/preservative) to your weapons.

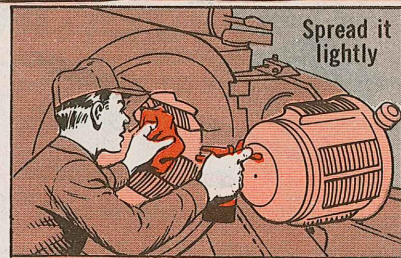
Revisions and changes to LO's and TM's will spell out the details later, but the word in them won't be out for awhile.

MEANWHILE, HERE ARE SOME CAUTIONS AND PROCEDURES YOU CAN USE...



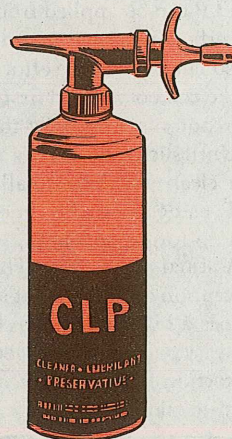
Application

CLP normally lasts longer than other weapon lubes and you don't need as much of it. So, keep this theme in mind: You need only spray or spread a light coat of CLP and you get maximum protection. There is no need to saturate any part.



A new, 1/2-oz refillable bottle, NSN 9150-01-102-1473, replaces the 1-oz

A 4-oz bottle, NSN 9150-01-079-6124 is for other small arms.



...4-oz bottles...
1/2-oz bottles...

The 1-gal container (NSN 9150-01-053-6688) is used both for larger



...and 1-gal containers (for large weapons and refilling smaller bottles)

NSN 9150-01-054-6453

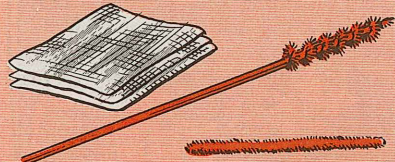
CLP is available in pint spray bottles...

bottle listed previously (you can't get the 1-oz). The smaller one goes in the cleaning kit for the M16A1 rifle.

weapons like mortars and artillery and for refilling smaller bottles.

Make It Light

Most applications should be made lightly by cleaning patch, by a patch or brush on a ramrod...or by a pipe



Use pipe-cleaner, patch or brush

cleaner. Purpose of the 16-oz spray bottle is for cleaning, lubing and

preserving large areas such as breech mechanisms or on artillery bore brushes. It is not meant for small arms barrels and such. Use the 1/2-oz or 4-oz bottles for those, because you'll just waste an expensive lube.

CLP can be used instead of the following: LSA, LAW, PLS, PLM, OE/HDO, RBC, cleaning compound and OEA. Where your LO or TM calls for one or more of those, you can use CLP by itself.

Use Grease

Caution: CLP cannot be used instead of GAA or other greases. If your LO or TM calls for grease, use grease.



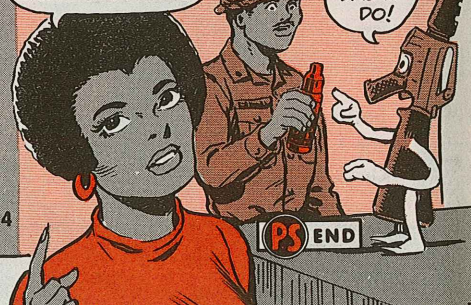
You apply CLP the same way you would any other lube or cleaner (shake the bottle first). It lasts as long or longer than other lubes, even though you use less of it. Because of the film which dries over it after application, the protection stays on longer (it won't brush off on fatigues, etc.). If you can let it cure (no handling) for 2 hours after you put it on, you get even better, longer-lasting protection.

CLP can be applied from the bottle to carbon areas and wiped off an hour or so later with little effort. Be sure to shake the bottle hard first...to mix up the contents, especially the Teflon.

Until such time as LO's are changed, you clean and lube small arms with CLP using the same time periods as you do for other lubes.

A final reminder: The one big precaution on CLP is that a little bit of it does a big job and goes a long way. Go easy with it. You get the same protection from a light coat as you do from a sloppy one—

-- AND YOU SAVE UNCLE'S BUCKS!



Shroud Redeye In Aircraft



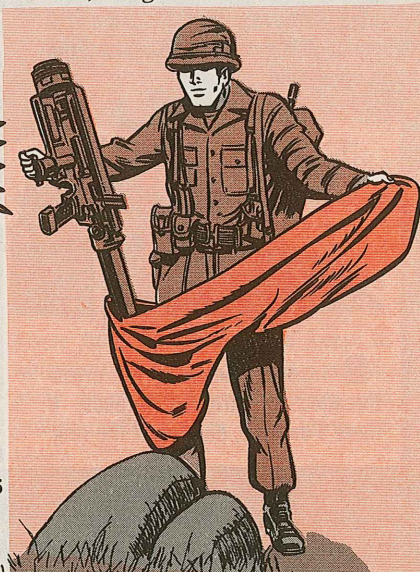
If you board aircraft with your Redeye missile system, you need a protective shroud for it. Otherwise, you may ventilate the aircraft.

The shroud shields your weapon from various radiation and electrical discharges that could trigger it aboard any aircraft.

(Note: If you carry it in its shipping and storage case, you don't need the shroud.)

Shrouds are free issue (one time only) to Redeye teams in airborne, airmobile and air cavalry units. You can have 4 per team (including 1 per round for basic load). The NSN is 1430-01-081-5766. Replacements come through normal supply channels.

Infantry and other non-airborne units that might be required to fly with their Redeye systems may request the shrouds through normal supply channels, citing stock fund.



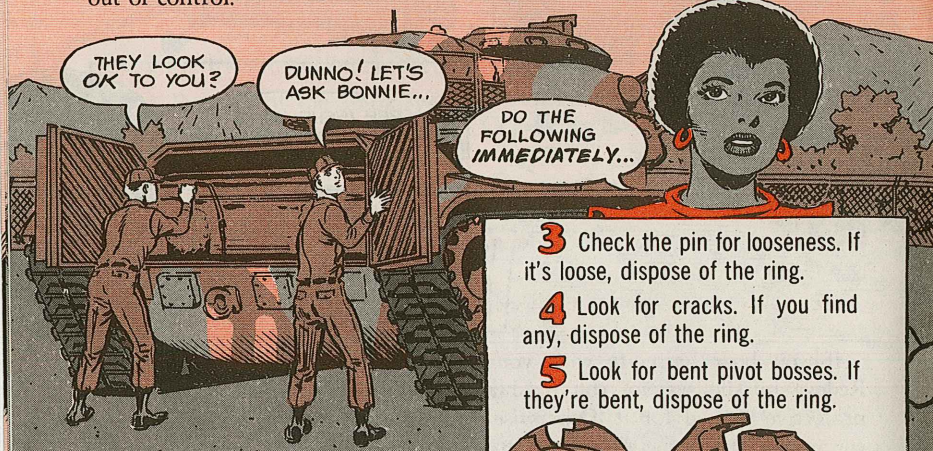
Quick Disconnect

DANGER

The quick-disconnect ring-assembly on the left and right final drives can fail and can put your tank out of control.

Your tanks must be inspected now to insure that the quick disconnects are safe for operation.

Quick disconnects which don't meet the requirements are deadlined until fixes are made. Be sure to check new disconnects in the same way.

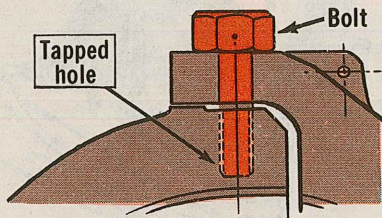


THEY LOOK OK TO YOU?

DUNNO! LET'S ASK BONNIE...

DO THE FOLLOWING IMMEDIATELY...

1 Remove and clean disconnects thoroughly, especially the tapped hole.

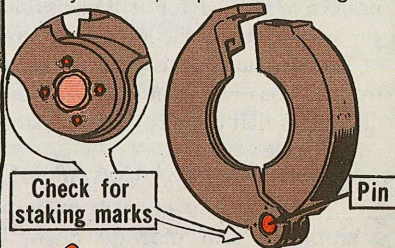


2 Inspect the hole for cross-threaded or stripped threads. If there's damage, dispose of the ring.

3 Check the pin for looseness. If it's loose, dispose of the ring.

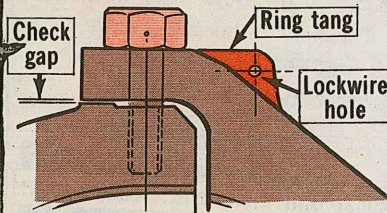
4 Look for cracks. If you find any, dispose of the ring.

5 Look for bent pivot bosses. If they're bent, dispose of the ring.



6 Check the pin staking marks. They should be on the brass and deep and wide enough to move brass over the pin. If the stake is on the pin, restake on the brass in four places between stake marks on the pin. If the chamfer on the brass is so large that metal won't mushroom over the pin when it's staked, dispose of the ring.

7 With the ring closed and the screw turned finger tight, measure the gap of the stop. If the gap is .005 inch or less, the assembly is



serviceable (metal-to-metal contact is preferred).

8 Insure the screw is not damaged in any way. If it is, use another screw, NSN 5305-01-042-4436.

9 When installing, lightly tighten the screw with a ratchet, then tighten to 10-20 lb-ft with a torque wrench.

10 Safety-wire the screw to the ring assembly.

For more details, check Field Service Bulletin No. 31 (3 Feb 81) which is available from your field maintenance technician. If you need help, contact your local Logistics Assistance Office.

Tank Safety Tips

Like your good sense tells you, never work on the engine, fuel or electrical system in a tank or other combat vehicle at any time or anywhere without first taking out all the artillery ammo and explosives.

This is part of your safety SOP. Learn it!

One crew blew up a round in the tank when they changed vehicle batteries, and 2 crewmen were badly hurt.



DID A METEOR STRIKE?

NO... THAT'S WHERE A TANKER CHANGED BATTERIES!

The tank commander must see that all artillery ammo and explosives are out of the tank before moving it into a maintenance area or shop facility.

TM 9-1300-206 (Aug 78) Ammunition and Explosives Standards lets you know how far you should keep an ammunition-loaded combat vehicle away from inhabited buildings and public traffic routes. The info's on pages 5-9 to 5-29.

NO Washing Tank

BOY... THIS FILTER CAN SURE USE A BATH!

HOLD IT, NEWTON!

DID YOU SEE THIS MESSAGE?

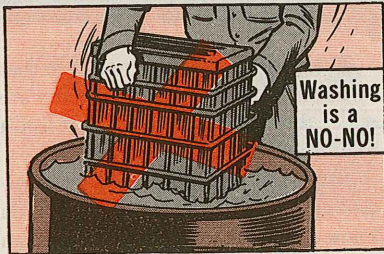
SO NO MORE WASHING AIR CLEANER FILTERS!



Your tank -20-1 series TM's say it's OK to wash air cleaner filters in water and a non-sudsing detergent.

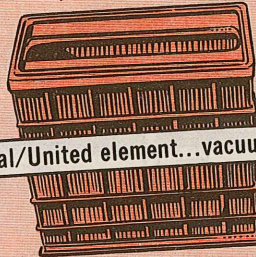
However, that's not the latest dope.

The headshed wants the washing of tank air cleaner filters stopped. Seems



washing the filters causes more problems than it solves. (The filters come apart or pack with mud during washing.)

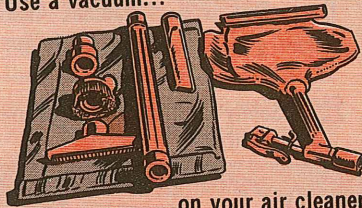
Future changes to the -20-1 series TM's will also show this information. The only authorized way to clean



Ronal/United element...vacuum only!

the Ronal/United element is with vacuum cleaner NSN 7910-00-807-

Use a vacuum...



...on your air cleaners

3704 (LIN E34179). If you can't get the vacuum cleaner, you have to replace the air cleaner element. You have no other choice.

nk Filters

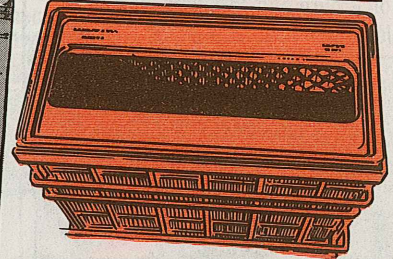
USATACOM Msg
DRCPM-M60-L 071600Z Jan 81
HAS THE WORD!

GOOD NEWS... BUT WHAT DO WE DO WHEN WE DON'T HAVE COMPRESSED AIR OR A VACUUM?

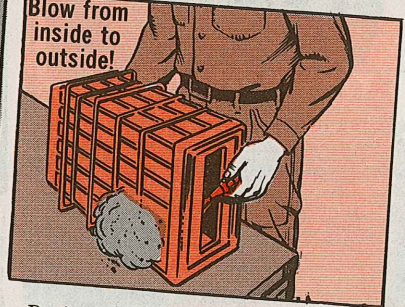
?



Donaldson element...clean with compressed air or vacuum!!



Blow from inside to outside!



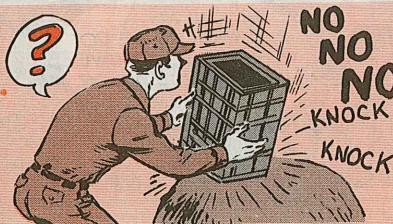
Both Ronal/United and Donaldson air cleaner elements can be cleaned under emergency conditions by shaking and lightly tapping the element.

FOR YOU CREWMEN, THE 3 NEVERS ARE STILL IN FORCE, EVEN IF THEY DON'T HAPPEN TO BE IN THE -10 TM FOR YOUR PARTICULAR TANK...

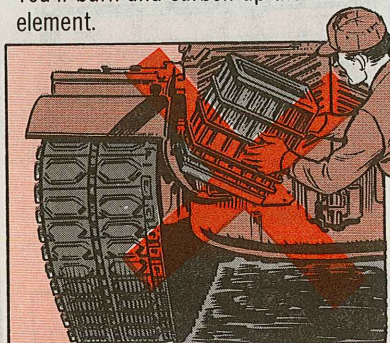
Periscope Stud Replacement

You organizational mechs can now replace stud, NSN 5307-00-924-7666, in the M36 or M36E1 periscopes of M60A1 and M60A3 tanks.

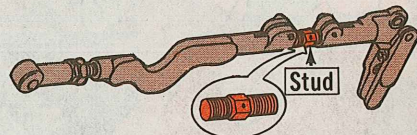
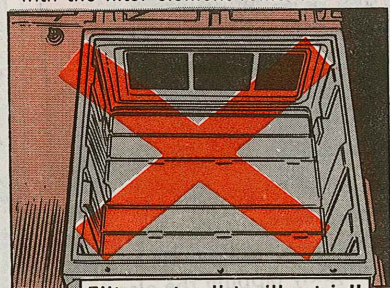
1 Never hit the filter element against a solid object.



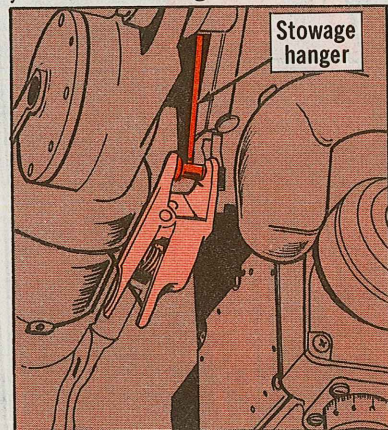
2 Never try to clean the filter element with the engine exhaust. You'll burn and carbon up the filter element.



3 Never start or run the engine with the filter element removed.



The stud, which joins the rod and the clamp, often gets damaged and needs replacement. This news will be in future changes to the -20 and -20P manuals for the M60-series tanks but you can start doing it now.

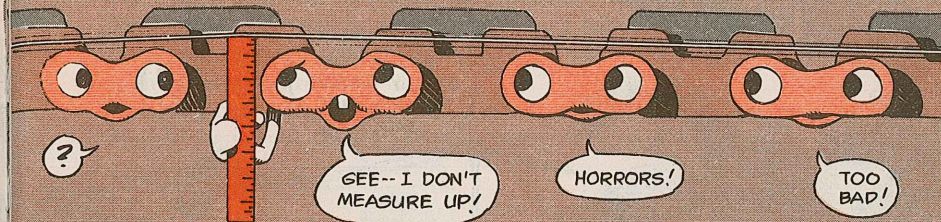


It probably wouldn't get broken in the first place if tank crewmen always remembered to stow the linkage that includes the stud on the hanger when they remove the machine gun.

Remind them about that and you mechanics can save yourself some work and Uncle Sam some money.

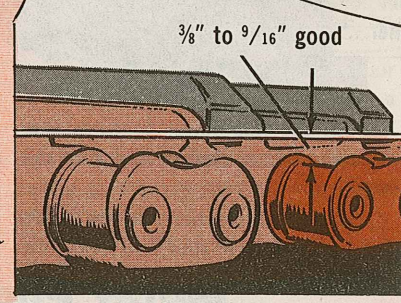
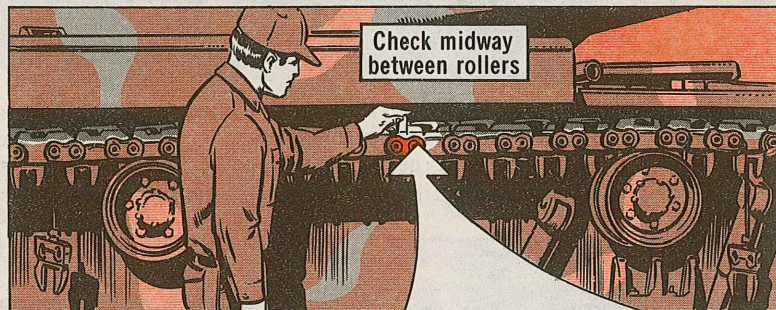
M60-Series Tanks—

T142 Track Tolerance Change



From now on you'll have a little more leeway when you adjust the track tension on any M60-series tank with T142 replaceable pad track.

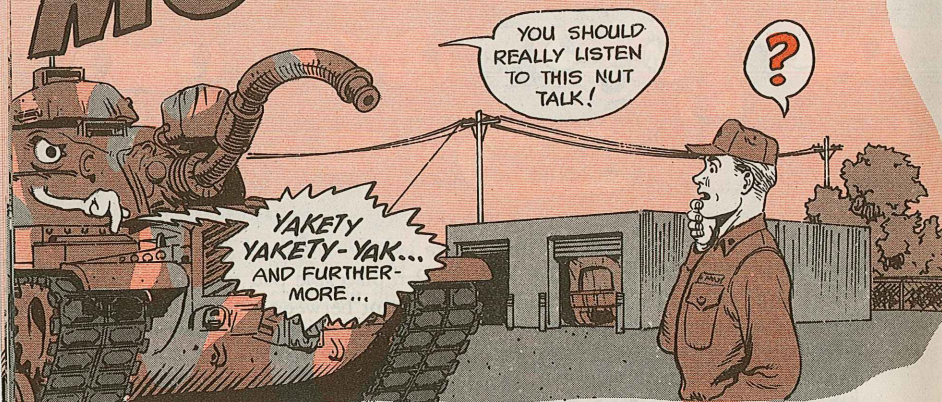
All the -10 TM's now call for a measurement between $\frac{7}{16}$ and $\frac{1}{2}$ inch.



Changes to the -10 TM's will have the new tolerance, but you can start using it right away.

If you happen to have the old, T97E2 fixed block track on your tank, the clearance on it remains $\frac{1}{4}$ to $\frac{5}{16}$ inch (6.3 to 7.9-MM).

M60 Tank Nut Talk

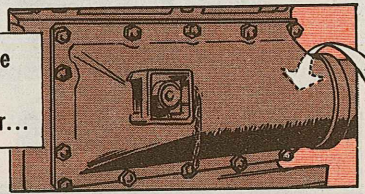


The armored air cleaners on M60-series tanks have a nut on the air cleaner outlet elbow that can be torqued only if you take off the entire air cleaner.

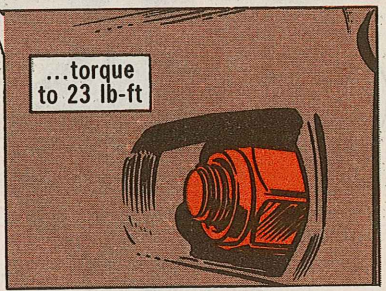
tighten it with an open-end or box-end wrench.

When you hull mechanics have the air cleaner off for any reason, make sure these self-locking nuts, NSN 5310-00-950-0039, are torqued to 23 lb-ft.

Remove air cleaner...



...torque to 23 lb-ft



With the nut loose, dust can leak through the air cleaner and ruin the engine.

Feel the air cleaner and see if it's loose. If it is, have your hull mechanic

Motor Pool Champs




Congratulations to the 1/14th Infantry's first-rate motor pool personnel. They were honored for having the best battalion-size motor pool in the 25th Infantry Division for the second year in a row.



M60 Tanks...

Air Cleaner Door Bolt Torque

Air cleaner door bolt torques are not listed in your tank's TM's. Some tankers tighten too much and twist off bolts. Some tankers don't bear down enough. The cover doesn't seal. Dirty air gets into the engine and ruins it. The bolts must be torqued. Here's a simple way to tell which bolts are used in your tank's air cleaner door and how much torque to give them.

- Grade 1-2 bolts—no marks on the head—get 10 ± 1 lb-ft. 
- Grade 5 bolts—3 marks on the head—get 30 ± 3 lb-ft. 
- Grade 8 bolts—6 marks on the head—get 44 ± 4 lb-ft. 



Top loaders with the spring-loaded bolts get 44 ± 4 lb-ft.

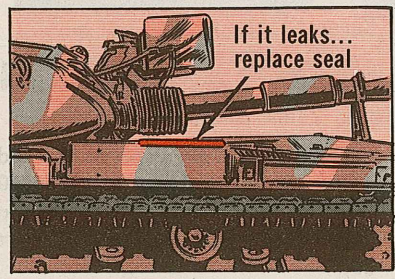
Air Cleaner Green Tape



Never use green tape on a tank air cleaner access door to cheat on your maintenance.

If air is getting through the door because the seal is cracked, has a permanent "set" or is no longer elastic, you gotta get the seal replaced. Using green tape instead of getting a new seal is cheating.

Seals for air cleaner access doors are:



- Side loading—
NSN 5330-00-411-2060.
- Armored, top loading—
NSN 5330-01-030-6807.
- Aluminum, top loading—
NSN 5330-00-259-0469.

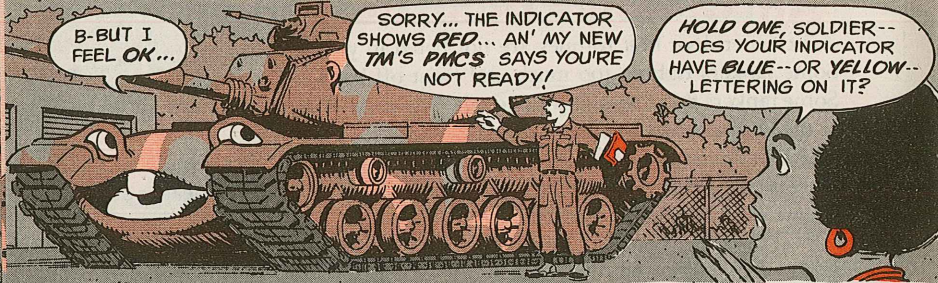
M48A5/M60-Series Tanks...

Restriction Indicators Restricted

B-BUT I FEEL OK...

SORRY... THE INDICATOR SHOWS RED... AN' MY NEW TM'S PMCS SAYS YOU'RE NOT READY!

HOLD ONE, SOLDIER-- DOES YOUR INDICATOR HAVE BLUE--OR YELLOW-- LETTERING ON IT?



The air restriction indicator on the new style armored air cleaner elbow can do a real job for you tankers—if you have the right one. It lets you know when the air filters need cleaning.

Your new -10 TM's PMCS make your tank Not Ready if the restriction indicator stays red after resetting.

And if you have the wrong indicator, the element will show red when nothing's wrong. The filter elements really don't need cleaning. The indicator is rated too low for tank engines.

Parking Brake Cable...

Save Time, Sweat and Money

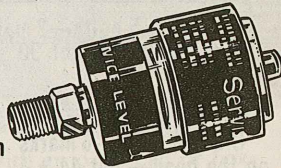
It takes about 11 hours to replace a kinked parking brake cable on your M60 tanks. It's a backbreaking job and the time spent is like money thrown away.

The cable gets kinked when the power pack is out for a scheduled service and a grille door gets slammed shut on it.

The kinked cable must be replaced or the parking brake won't work—or work right.

There's a new indicator to get you out of the red, tho. It's NSN 6685-01-055-5116.

New air restriction indicator



NSN 6685-01-055-5116

Check your indicators now. If yours has blue letters on it, it's the wrong one. Replace it with the new indicator, which has yellow lettering with Model RBX00-2354 and the number 30.

But no more 11-hour jobs. No more sweating and hard work.

Connect cables with special tool ...

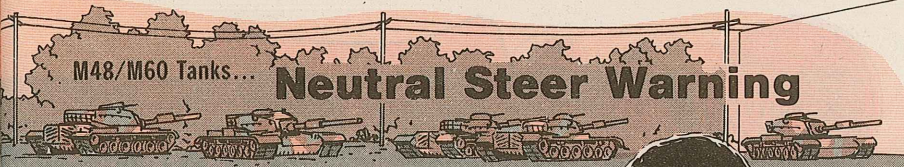


...and pull new one thru

Now you can get a special tool and do the job—using 3 men—in about 40 minutes. You'll find the details on page 2-11 in TB 43-0001-39-3 (Oct 80).

M48/M60 Tanks...

Neutral Steer Warning

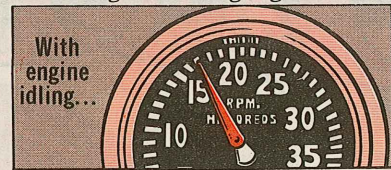


Your tank can neutral steer in park with the brakes set.

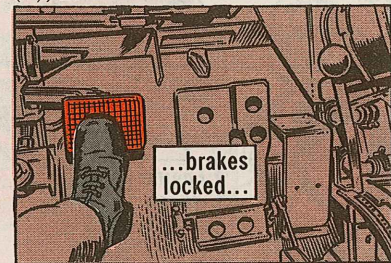
This could be real dangerous, especially in close quarters or when slave starting.

Here's how it goes:

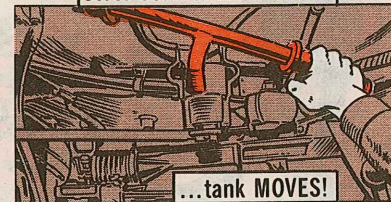
The engine is idling high at 1200-



1800 RPM, the transmission is in park (P), ...



...someone grabs the steer control lever and...

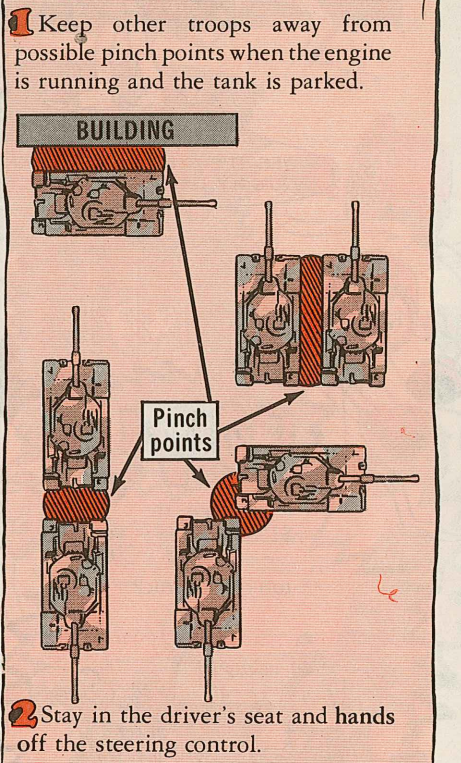


The tank's going to MOVE—twitch—turn. The high engine idle produces enough power to override the brakes. If the steer control is held, the tank'll go into a neutral steer turn.



HERE ARE TWO THINGS...

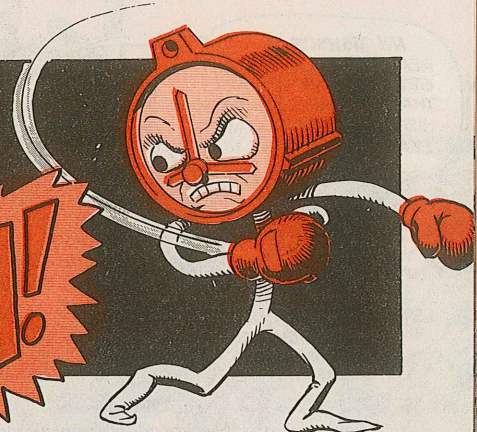
... YOU DRIVERS CAN DO FOR SAFETY...



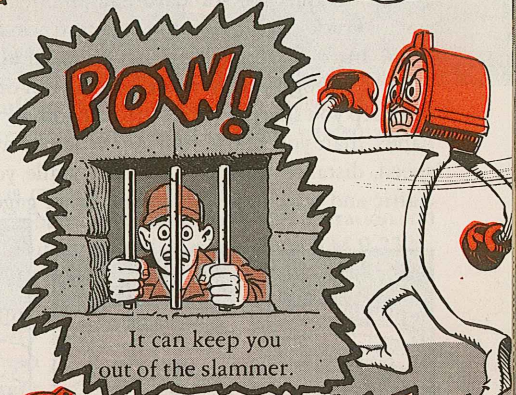
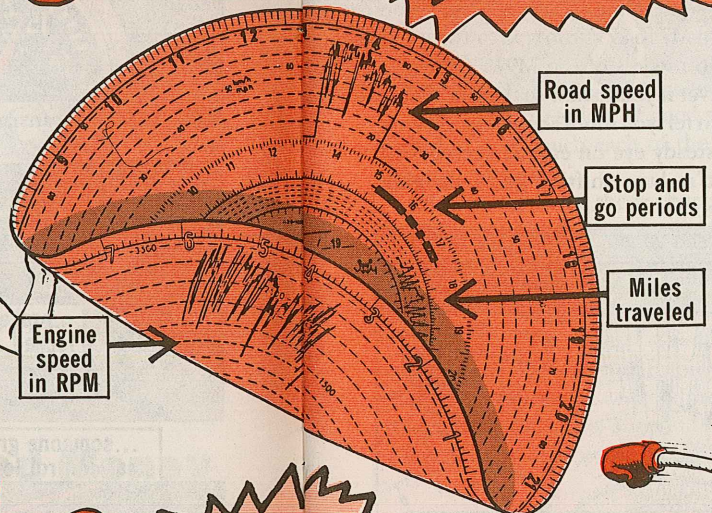
You mechs can help prevent "tank twitch" by making sure brake adjustment is up to snuff and there are no hydraulic brake fluid leaks.



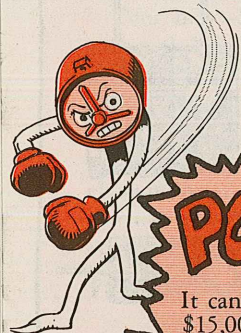
Tachograph Packs a PUNCH!



YES, IT'S ONLY A PAPER DISK WITH SQUIGGLY LINES SCRATCHED ON IT, BUT...

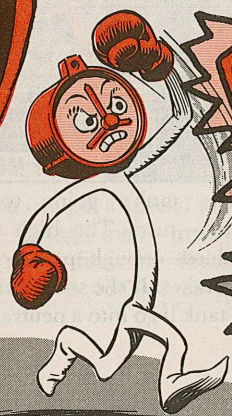
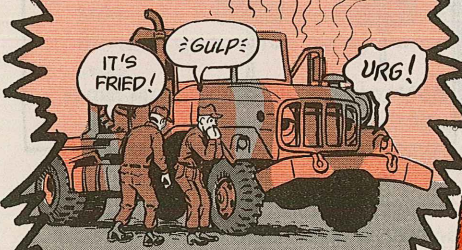


It can keep you out of the slammer.



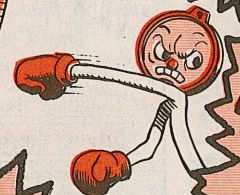
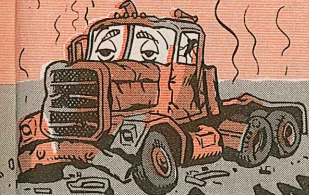
POW!

It can save the \$15,000 engine in an M818 5-ton tractor truck.



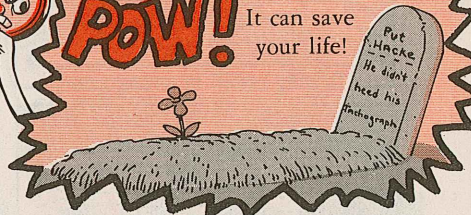
POW!

It can prevent the destruction of a \$45,000 M915 tractor truck.



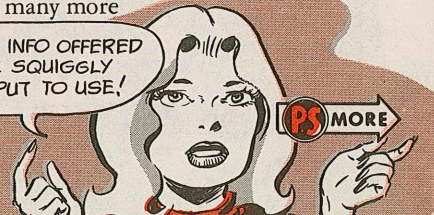
POW!

It can save your life!



That tachograph chart can do all of these things—and many more

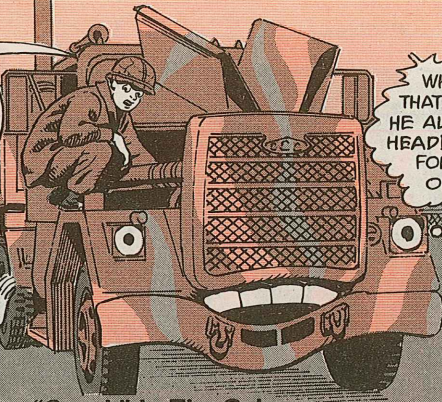
... IF THE INFO OFFERED BY THOSE SQUIGGLY LINES IS PUT TO USE!



PS MORE

MY TRUCK'S A REAL FUEL HOG! I DON'T GET NEAR THE MILEAGE THAT SMITTY GETS WITH HIS--AND WE'RE MAKING EXACTLY THE SAME RUNS!

WHOA! BEFORE WE GO BLAMING THE TRUCK, LET'S LOOK AT YOUR TACHOGRAPH CHARTS! YOU MIGHT BE SURPRISED!

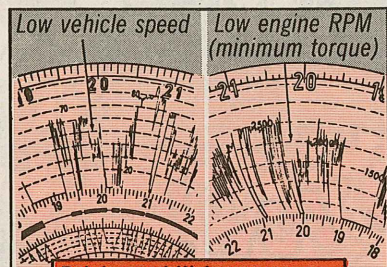


WHEW! THAT WAS CLOSE! HE ALMOST HAD ME HEADED UP TO DS FOR A MAJOR OPERATION!

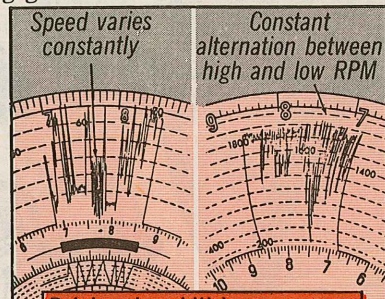
"Coach" In The Cab

Tachographs are standard equipment in some later model M52A2 5-ton tractor trucks, in M818 5-ton tractor trucks, in M746 22½-ton tractor trucks, in M911 heavy equipment transporters, in all 6 models of the M915 fleet.

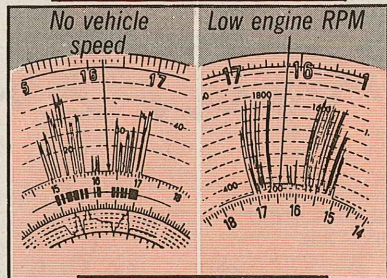
That tachograph can make you a better driver if you're new to the game, or it can keep you sharp if you're an old hand. It can tell you more about your driving habits than you know yourself. It keeps a steady eye on engine speed, road speed, distance traveled and time while you're busy shifting gears, dodging traffic and watching instrument panel gages.



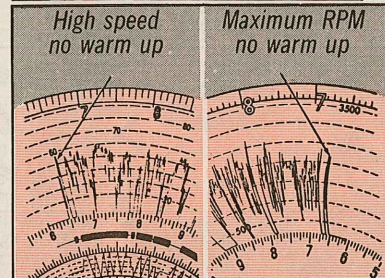
Driving uphill in wrong gear



Driving downhill in wrong gear



Excessive engine idling



Poor cold starting procedure

You can improve your truck's fuel economy—more miles to the gallon—by eyeballing the tachograph charts. They tell you if you idle your engine too long for warm-up or not long enough before shut-down, if you drive in the proper RPM range, and if you let vehicle speed get out of hand.

You may bless that li'l ol' tachograph chart if you're nailed for speeding or if you're in an accident.

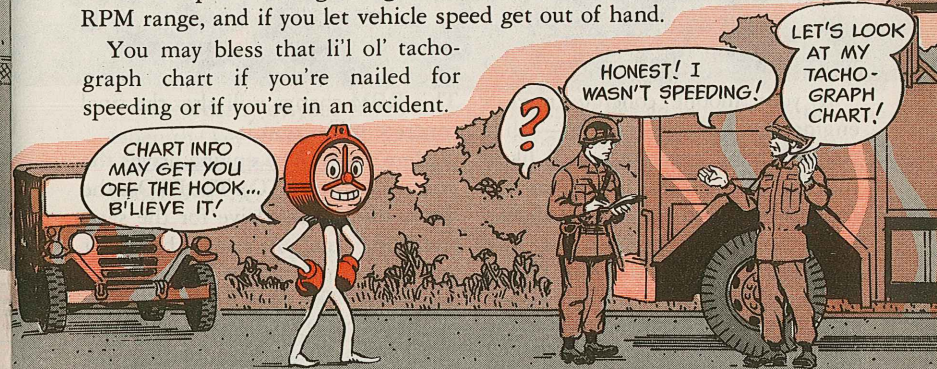


CHART INFO MAY GET YOU OFF THE HOOK... B'LIEVE IT!

HONEST! I WASN'T SPEEDING!

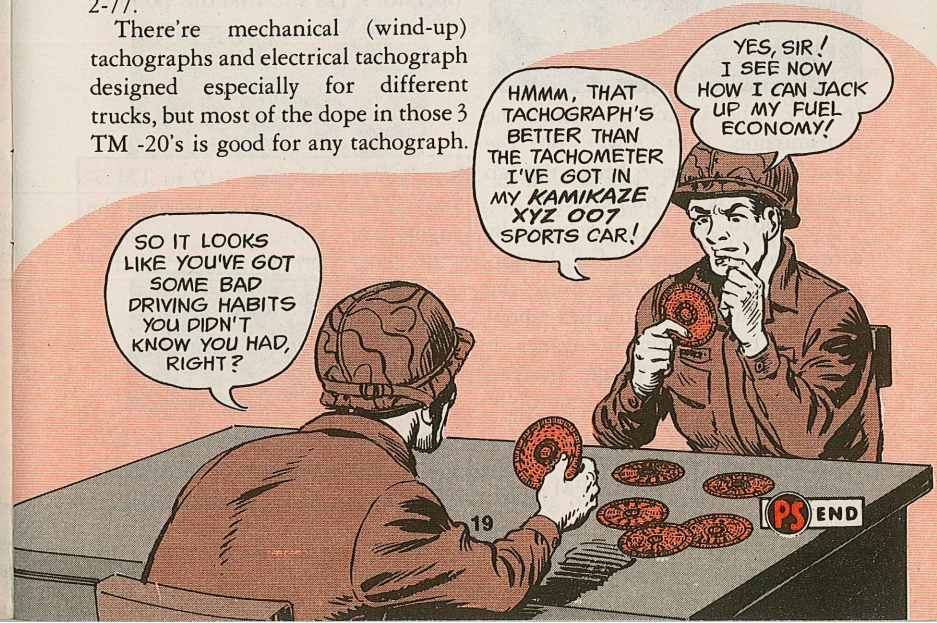
LET'S LOOK AT MY TACHOGRAPH CHART!

Your CO can get lots of good stuff from those tachograph charts. They're a record of how much each of the trucks is being used—called "percentage of vehicle utilization".

All of the info on those charts is mighty good poop!

TM's on some equipment give only bare details on tachograph operation and on how the chart info can be used. But there's a full rundown in TM 9-2320-211-20, Para 2-340; TM 9-2320-260-20, Para 2-307; TM 9-2320-258-20, Para 2-77.

There're mechanical (wind-up) tachographs and electrical tachograph designed especially for different trucks, but most of the dope in those 3 TM -20's is good for any tachograph.



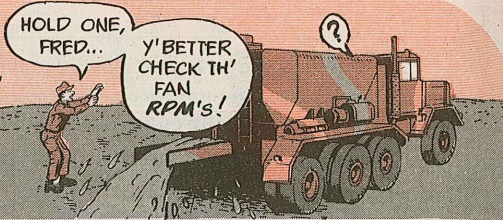
SO IT LOOKS LIKE YOU'VE GOT SOME BAD DRIVING HABITS YOU DIDN'T KNOW YOU HAD, RIGHT?

HMMM, THAT TACHOGRAPH'S BETTER THAN THE TACHOMETER I'VE GOT IN MY KAMIKAZE XYZ 007 SPORTS CAR!

YES, SIR! I SEE NOW HOW I CAN JACK UP MY FUEL ECONOMY!

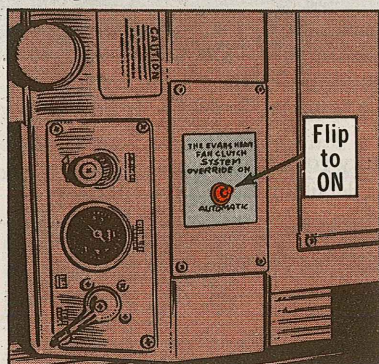
M919 Concrete Mixer...

Mixing up a MESS



If your mobile concrete mixer's engine fan kicks in—or out—while you're mixing concrete, you'll likely ruin the load. It's real important that the mixing speed stays stable during the complete mix cycle.

So, before you set up to mix, flip up the engine fan clutch override switch



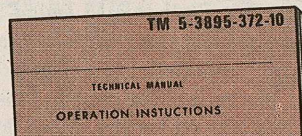
to ON. The switch is beside the transmission shift tower on the console. The override keeps the fan engaged during the mix cycle.

The M919 has a thermostatically controlled, air-activated fan. It normally does not operate until the coolant temperature reaches about 190°F. When the clutch engages, it takes about 40 HP to get the fan started turning. This'll cause a drop of almost 400 RPM, which lasts 2-3 minutes. Or, if the fan is running and it kicks out, you'll get an RPM surge.

This RPM change will alter the final concrete mix—ruin it.

Here's why. The engine drives the power take-off (PTO). The PTO is the direct mechanical drive for the sand and stone auger, the cement bin auger and meter, and the dry admix auger and meter. The main drive belts turn the water and hydraulic pumps. A change in engine RPM will affect the PTO speed, which changes the rate of mix of some ingredients but not others. Changing the engine RPM makes it impossible to control the quality of the cement. In short, it makes a mess.

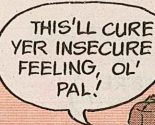
You have to use both of your operator's TM's to find this poop.



Step (2) (a) on page 2-19 in TM 5-3895-372-10 tells you to lock up the engine fan.



Step 4 on page 2-19 in TM 9-2320-273-10 tells you about engaging the fan.



M915/M920 Security



The security of your M915-series commercial design truck is a little loose when the key to one truck works on all others in this fleet. But you can add a chain-and-padlock for steering wheel security. See the instructions in TB 43-0001-39-3 (Oct 80).

Wrecker Tire Pressure



Your M816 5-ton wrecker truck is too heavy for the 70-PSI highway front tire pressure specified in Table 2-5, Page 2-29, TM 9-2320-260-10-1. So increase the front tire pressure to 85 PSI. The word is out in TACOM Msg DRSTA-M 101500Z Dec 80.

Hauling a Load?

Remind yourself that fragile parts need protection during transport by tacking up DA Poster 750-68. A processed DA Form 4569 for Baltimore Pubs Center gets it.

Oil/Water Separators

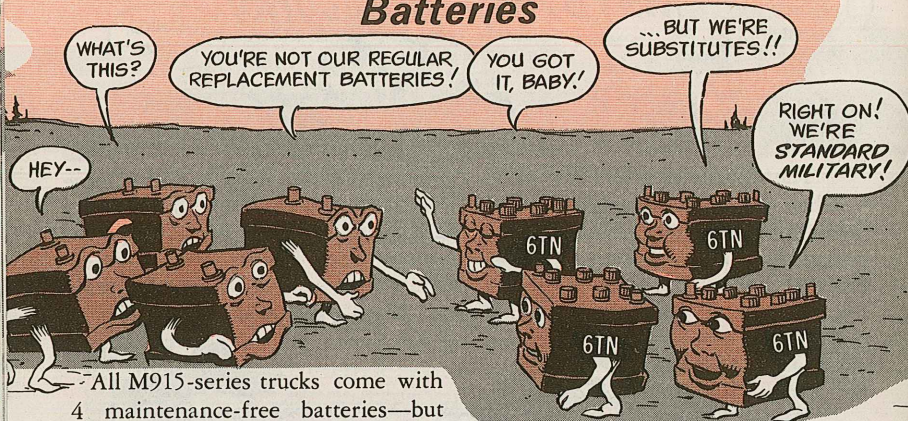
NSN 4940-01-031-7259 gets a Repair Kit—metal sediment bowl and gaskets—to replace cracked, leaking or missing plastic bowls on your Eclipse model separators, NSN 4940-00-242-4100 and -242-4101.

The kit number is not on the AMDF. Order on DD Form 1348-6, add Advice Code 2F in Block 22 and use B14 as the RIC.

Tanker Meter NSN

Forget the NSN for "Meter, Volumetric" shown on page C-48, TM 9-2330-272-14. Get the meter for the M131-series tankers with NSN 6680-01-036-6734. It's the same meter as the one on the M970 tankers. The NSN shows up on the AMDF but is tagged with the wrong nomenclature.

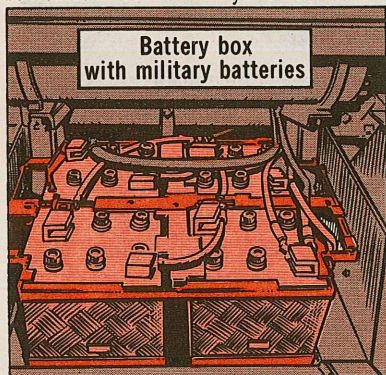
Substitute Batteries



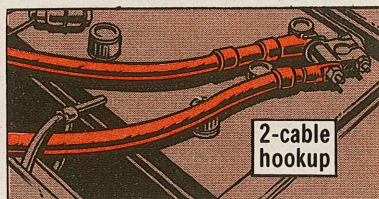
All M915-series trucks come with 4 maintenance-free batteries—but replacements are sometimes hard to get. You can use 4 standard military batteries instead.

Set 4 6TN batteries, NSN 6140-00-057-2554, in the battery tray. Put the hold-down clamp on and tighten it only enough so you can't move the batteries around with your hands.

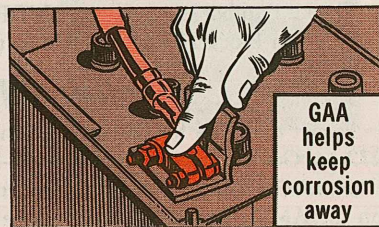
When you hook up the cables, mount the cable to the terminal lug with the cable terminal under the head of the bolt. Then it won't loosen when the cable bounces. If you have 2 cables going to the same terminal lug, put one cable terminal under the bolt head and the other under the nut.



You'll need 4 positive terminal lugs NSN 5940-00-549-6581, 4 negative terminal lugs NSN 5940-00-549-6583 and 8 terminal lug covers NSN 2920-00-738-6272.



Give the terminal lug and battery post a 1/8-in coating of GAA to head off corrosion.



Save The Hydraulic Pump!



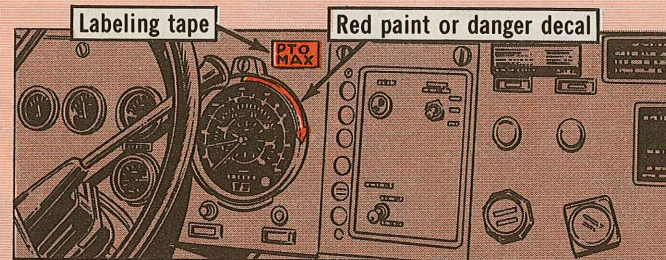
Some heavy-footed drivers are revving up more than 1,700 RPM when dumping with their M917 dump truck. This tears up the hydraulic pump.

Keep engine speed down to 1,700 RPM and your transmission in R1, N, 1 or 2. That's the limit when the power-takeoff (PTO) is engaged.

Stick to the limit shown on page 2-4 in your TM 5-3805-274-10.

YOU CAN ADD A REMINDER TO YOUR TACHOGRAPH IN A COUPLE OF WAYS...

- ★ Put the letters PTO MAX on strips of self-adhesive red tape. Stick this to the dash panel just to the right of the tachograph key slot.



- ★ Then paint, with red paint, from 1,700 RPM around the outside edge of the tachograph bezel about 2 inches. Or, apply the danger decal, NSN 7690-00-924-8314, to the same area. The authority for the decal is Appendix A, CTA 50-970.

TM-266-Series
1/4-Ton Truck...

Axle Nut Lock Puzzle

HOW 'BOUT TAKING
ME ON, BUDDY?

I NEVER PICK
UP STRANGERS...

'SPECIALLY NUT LOCKS
WHOSE *NSN* IS UNKNOWN
TO ME!



There's a new NSN for the troublesome Lock, Adjusting Nut, PN 1922455, shown in TM 9-2320-266-20P as Item 5, Fig 59.

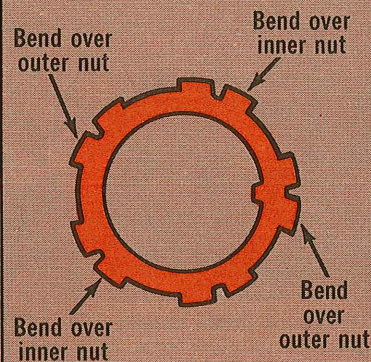
Use NSN 5310-01-097-8192 to get the correct adjusting nut lock for your M880-series trucks with 4031368 and 4032948 axles. This lock is good for all M880-series 4x2's built before 15 Aug 76 and all M880 4x4's built before the 13th hour, 27 Sep 76.

To learn when your vehicle was built, check your 1/4-ton truck's certification plate on the driver's door latch post. Additional good dope on this is also in Para 4.i in your -20P manual and page 12 of PS 337.

To get the adjusting nut lock for the M880-series trucks with the 4032949 axle, use NSN 5310-00-478-6728.

Caution: When you install the lock, bend 2 tabs over the inner nut, then install the outer jam nut and bend 2 tabs over it.

Lock, adjusting nut
PN 1922455 FSCM 86403
NSN 5310-01-097-8192



Use on M880-series 1/4-ton trucks
with 4031368 or 4032948 axles

THE WRONG
NSN FOR THE
ADJUSTING NUT LOCK
IS ALSO SHOWN
IN FIG 50.
**FORGET
IT!!**

THE STRAIGHT
DOPE IS
SHOWN
HERE!

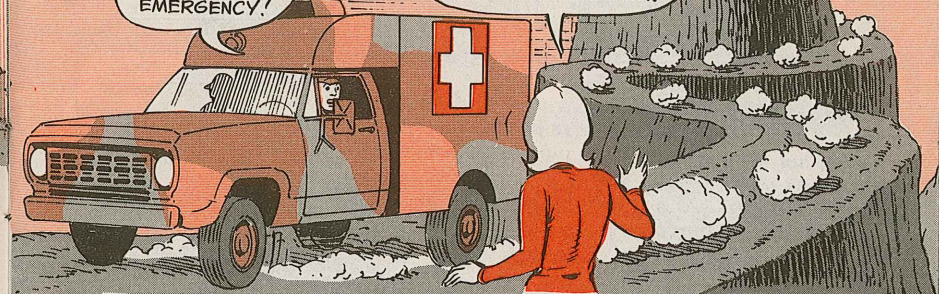
Anti-Sway Saves The Day

CONNIE--
QUICK! WHICH WAY
TO TH' HOSPITAL?

WE GOT A
VERTIGO
EMERGENCY!

WHEN DID IT HAPPEN?

BEFORE OR AFTER
YOU STARTED DOWN!

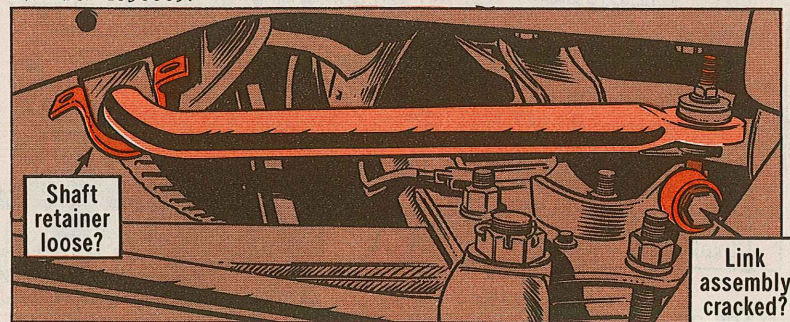


You may be in for a bad day if the sway eliminator on your truck gives out! This is especially so if you're driving a 4x4 with a heavy load, like the M886 ambulance or one of those trucks carrying a signal shelter.

Steering and handling trouble can come from the sway eliminator breaking away at the link assembly or coming loose at the frame.

All M880-series trucks—both 4x2's and 4x4's—have a sway eliminator up front. But it's 'specially important on those heavyweight 4x4's.

It's in the interest of your own neck—and your equipment—to check that sway eliminator often. Look close for cracking of the link assemblies. Got a bad one? Get it replaced. Altho 2 different links are listed on Page 2-104, TM 9-2320-266-20P, one of 'em is now used on all 4x4's. That's the one with Part Number 4036005.



Also make sure the shaft retainers are fastened securely to the frame. Are all screws installed? Are they tight?

M886/M893 1¼-Ton Ambulance...

Surgical Light Fix



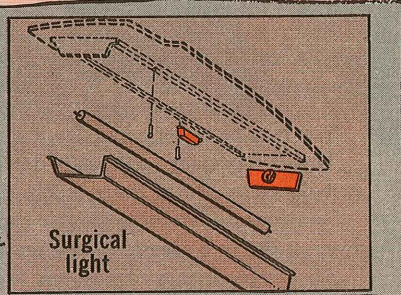
Dear Half-Mast,
We're having a problem with the surgical light in our M880-series ambulance. The wiring seems to be OK and we have replaced the flourescent lamp, but the light still won't work. Any suggestions?
SP5 L.G.

Dear Specialist L.G.,

Sounds like the trouble could be with the surgical light's inverter, shown as items 8 and 8A, Fig 90 in TM 9-2320-266-20P.

Get the end-type inverter with NSN 6130-01-035-6412 and the box-type inverter with PN 51-1992 FSCM 25022 and advice code 2B.

Half-Mast



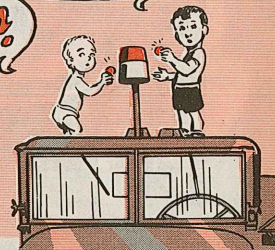
Warning Light NSN's

AUTHORIZED A WARNING LIGHT FOR YOUR WRECKER OR EMERGENCY VEHICLE?

CHECK THESE NSN'S AND PICK OUT THE LIGHT YOU NEED...

HEY, CONNIE! WHERE DO WE PUT TH' NICKLE IN?

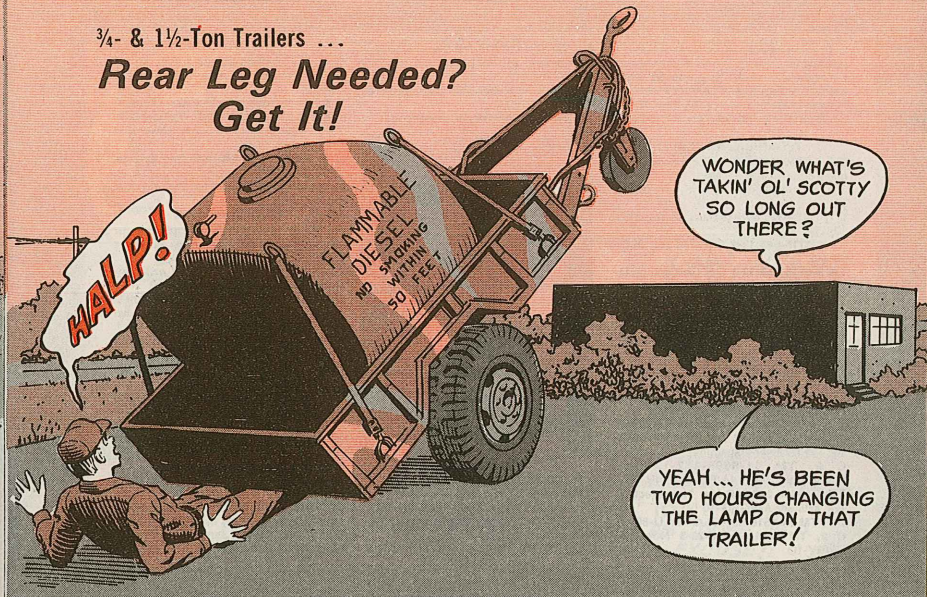
Warning Light Rotating	NSN 6220-
24-volt, Amber	00-947-7570
24-volt, Blue	00-947-7621
24-volt, Red	00-958-7897
12-volt, Amber	00-947-7535
12-volt, Blue	00-947-7572
12-volt, Red	00-892-4507



The only way to get replacement lamps or domes for these warning lights, tho, is to identify the light's manufacturer and have your support local purchase the items.

¾- & 1½-Ton Trailers ...

Rear Leg Needed? Get It!

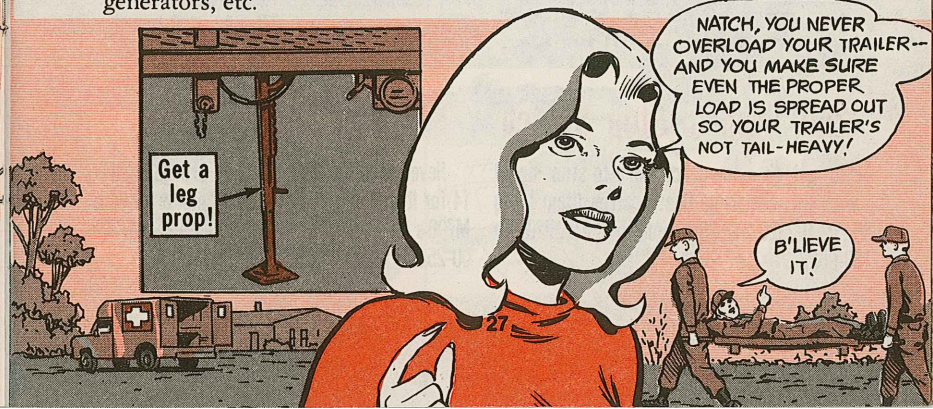


A soldier writes that he nearly lost his legs—maybe even his life—when a heavily-loaded trailer tipped backward as he was getting underneath it—and it pinned his legs to the concrete parking area.

Don't let this happen to you! Get the OK from your CO to add a rear support leg to any of those ¾-ton or 1½-ton trailers that carry heavy equipment—like fuel pods, radar, generators, etc.

There're 2 support legs available, NSN 2590-00-318-6691 and NSN 1450-01-026-4179. They're pretty much the same and do exactly the same job.

With or without a rear support leg, tho, take care where you park your trailer. If it's parked on a slope with the rear downhill, you're asking for trouble. Even that support leg's got its limits.



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, DA Pam 310-6 and DA Pam (C) 310-9.

TECHNICAL MANUALS

TM 5-4540-202-12&P Dec Heater, immersion 35,000-BTU, M67
 TM 5-4940-228-24P Nov Spray outfit, paint
 C 1, TM 5-6115-275-14 Dec Gen set, GED 10-KW
 TM 5-6115-545-12-1 Oct Gen set, DED, 60-KW
 TM 5-6115-585-12-1 Oct Gen set, DED, 10-KW, MEP-003A, MEP-112A
 TM 5-6115-585-24P Jan Gen set, DED 10-KW MEP-003A, MEP-112A
 TM 9-1310-249-12&P Dec 60-MM mortar training device
 TM 9-1430-655-20-2 Sep AN/TSQ-73
 TM 9-2330-358-14&P Feb Semitrailer, 2% ton M 371
 C 1, TM 9-2350-217-24P-1 Nov M108, M109, M109A1, M109A3 howitzers
 C 5, TM 9-2350-232-10 Oct M60A2 tank
 TM 11-5821-318-12 Jan RT-1354/ARC-186 (V) receiver-transmitter
 C 8, TM 11-6665-232-12 Feb Radiacmeter IM-174A/PD IM-174B/PD
 TM 11-7440-242-23P Mar Fire direction sys, artillery AN/GSG-10 (V)
 C 1, TM 55-1510-201-CL/5 Jan U-8F
 C 2, TM 55-1510-213-23-3 Nov OV-1D/RV-1D



C 1, TM 55-1510-217-PM Dec OV-1/RV-1
 TM 55-1510-217-PM Dec Jan OV-1B, OV-1C, OV-1D, RV-1D
 C 4, TM 55-1520-209-23P-1 Dec CH-47A, CH-47B, CH-47C

(mod)
 C 1, TM 55-1520-236-23-1 Feb AH-1S
 TM 55-1510-217-PM Dec Jan OV-1B, OV-1C, OV-1D, RV-1D
 C 8, TM 55-1520-237-MTF Oct UH-60A
 TM 55-2835-203-23P Dec Aux power unit T-62-series
 C 2, TM 55-2840-248-23P Dec Engine, T700-GE-700
 TM 55-4920-383-13&P Dec Test set, fuel quantity gage

MISCELLANEOUS

DA Form 12-4 Nov Pinpoint order for admin pubs other than regs, circulars (older form obsolete)
 DA Form 12-38 Dec Pinpoint order for trucks pubs (older form obsolete)
 DA Poster 750-71 Oct Engine coolant
 MCRL-1 Apr Master cross-reference list Part I (fiche)
 ML-A Feb Management Data List (ML) (fiche)
 PAM 310-2 Dec Index of forms, labels (fiche)
 PAM 310-9 Dec Index of COMSEC pubs
 PAM 310-99 Jan Index of obsolete pubs (fiche)
 SB 700-20 Mar Army adopted items (fiche)
 SB 708-3 Jan Ammo code
 SB 708-41/42 Feb Fed supply code for mfrs (fiche)
 SC 3470-95-CL-A32 Dec Torch outfit, cutting, welding: Org maint, Set No. 5
 SC 5180-97-CL-A01 Jan Tool kit, aircraft mech general (fiche)
 C 13, TM 55-1520-234-23-1 Feb AH-1S

AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

TEC LESSONS

020-171-5383-J M226 grenade launcher
 043-441-5465-F IHIPIR synchro alignment, Part II
 043-441-5476-F IHIPIR desiccator replacement
 043-441-5478-F IHIPIR inspect, replace motor gen, tachometer brushes
 043-441-5486-F IHIPIR 043-441-5493-F High-volt power supply test, Part II
 043-441-5527-F Electrical align of stabilizing sys pre-selector on IPAR, Part III
 043-441-5532-F IPAR transmitter power check
 043-441-5536-F IPAR maint svcs
 043-441-5558-F Removal, replace, checkout of IBCC CRT's, Part I
 043-441-5565-F IROR maint

services, Part V
 043-441-5977-F Vulcan carrier M741, Part II
 043-441-5980-F Vulcan carrier PMCS, Part II
 043-441-7903-F Inspect missile comp after separation
 043-441-7914-F PMCS, energizing checks on the OMSS shelter
 043-441-7915-F PMCS on OMSS pneumatic supply unit
 043-441-7926-F Semiannual PMCS Chapparral launch sta (M54), Part II
 043-441-7927-F Semiannual PMCS Chapparral launch sta (M54), Part III
 102-906-1021-A Basic SG-6771 signal gage
 102-906-1091-A Op guide for ME-30/U mod voltmeter
 121-083-6603-A TFTS PMCS, self-test
 250-171-5151-J M176

grenade launcher
 551-101-8203-A Intro to supply record keeping
 551-101-8204-A High-priority supply requests follow-up
 551-101-8205-A Follow-up high-priority requests
 551-101-8206-A Cancelling supply requests, Part I
 551-101-8207-A Cancelling supply requests, Part II
 551-101-8211-A Prep manual property book for multi-line, substitute items
 551-101-8222-A Processing supply status cards, Part II, rejections
 551-101-8223-A Processing supply status cards, Part III, cancellations
 551-101-8232-A Prep DA Form 2062 as a shortage annex
 580-113-6567-A (FOUO) In-stall TSEC/KW-7

580-113-6576-A Op maint SB-22/PT (switchboard)
 580-113-6577-A Op maint on LS-147 (P)/F1, TA-312/PT, TH-22/TG
 580-113-6578-A Shut down, prep AN/TSC-58 for movement
 580-113-6592-A Op maint AN/MGC-17
 580-113-6593-A Shut down, prep AN/MGC-17 for movement
 610-091-6159-F Uprighting an overturned tank
 610-091-6280-J Trouble-shoot, maint of fuel, air, exhaust sys on Detroit Diesel engines: Analyzing exhaust
 SPA LESSON
 ETM 948-071-2032-Y TOW weapon system

Goat Push-to-Stop Switch

To get the emergency push-to-stop signal switch for your Gama Goat's carrier (Item 1, Fig 36, TM 9-2320-242-20P), order by NSN 2920-00-133-9629.

Bolster Trailer Elbow

Never mind the NSN listed in TM 9-2330-287-14 for Item 4, Fig 36. Get the right elbow for your M796's air-hydraulic brake lines with NSN 4730-00-253-4413.





WHILE A FEW HUNDRED FEET BACK...

NICE DAY FOR OUR EVENT, HUH?

YUP!

FORT ABERDEEN HAS ITS SHARE OF SCENIC BACK ROADS DOESN'T IT, HALF-MAST?

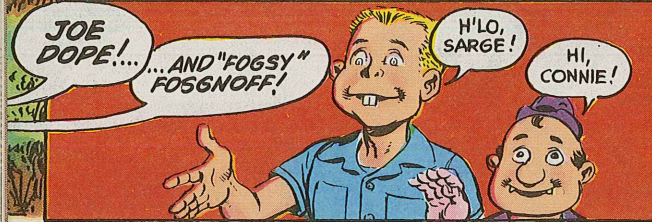
ER... GUESS SO, CONNIE...

HEY... TROUBLE AHEAD!



SARGE, STOP... IT'S...

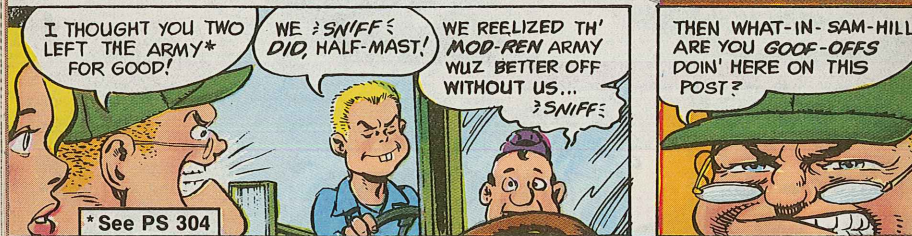
ARGHH-- OUR LUCK'S RUN OUT!! IT'S...



JOE DOPE!... AND "FOGSY" FOGSNOFF!

H'LO, SARGE!

HI, CONNIE!



I THOUGHT YOU TWO LEFT THE ARMY* FOR GOOD!

WE ^{SNIFF} DID, HALF-MAST!

WE REALIZED TH' MOD-REN ARMY WUZ BETTER OFF WITHOUT US... ^{SNIFF}

THEN WHAT-IN-SAM-HILL ARE YOU GOOF-OFFS DOIN' HERE ON THIS POST?

* See PS 304

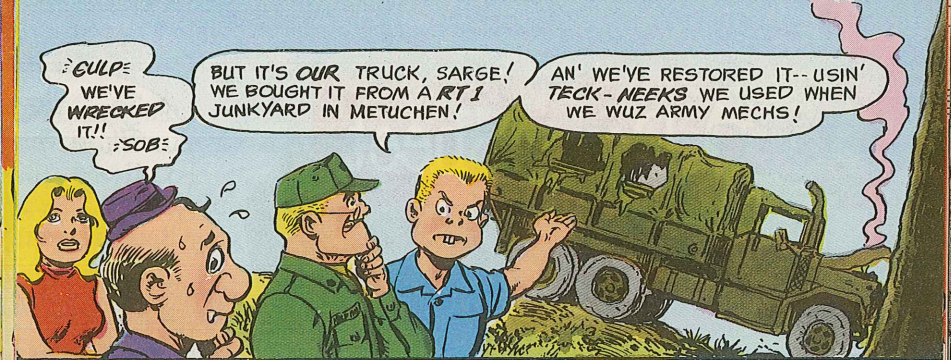


WE-WE BEEN ASKED, SARGE!

RIGHT! I INVITED THEM!

OH!

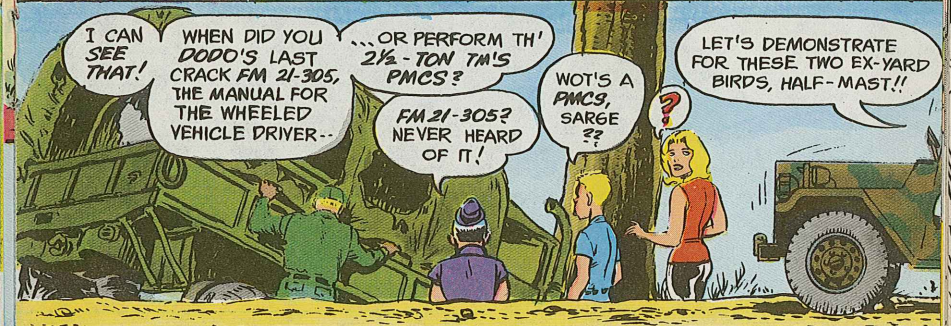
OK-- BUT WHAT'RE YOU DOIN' WITH THAT ARMY TRUCK... AND WHAT HAVE YOU DONE TO IT?



^{GULP} WE'VE WRECKED IT!! ^{SOB}

BUT IT'S OUR TRUCK, SARGE! WE BOUGHT IT FROM A RTI JUNKYARD IN METUCHEN!

AN' WE'VE RESTORED IT-- USIN' TECK-NEEKS WE USED WHEN WE WUZ ARMY MECHS!



I CAN SEE THAT!

WHEN DID YOU DODO'S LAST CRACK FM 21-305, THE MANUAL FOR THE WHEELED VEHICLE DRIVER--

...OR PERFORM TH' 2 1/2-TON TMS PMCS? FM 21-305? NEVER HEARD OF IT!

WOT'S A PMCS, SARGE??

LET'S DEMONSTRATE FOR THESE TWO EX-YARD BIRDS, HALF-MAST!!



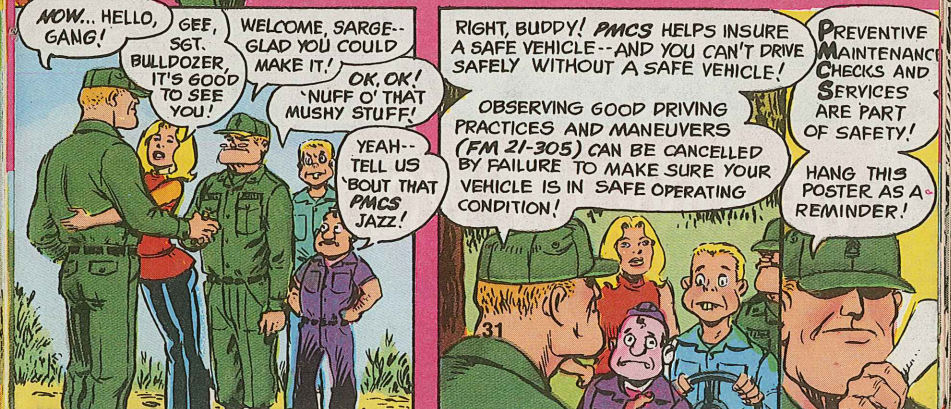
WHY, IT'S...

TIME FOR HELLO'S IN A MINUTE, GANG...

... BUT FIRST...

... GOTTA GET THIS OL' RETIRED DEUCE -AN'-A-HALF BACK ON TH' ROAD...

... WHERE WE DEMONSTRATE PROPER PMCS PROCEDURE!!



NOW... HELLO, GANG!

GEE, SGT. BULLDOZER, IT'S GOOD TO SEE YOU!

WELCOME, SARGE-- GLAD YOU COULD MAKE IT! OK, OK! 'NUFF O' THAT MUSHY STUFF!

RIGHT, BUDDY! PMCS HELPS INSURE A SAFE VEHICLE-- AND YOU CAN'T DRIVE SAFELY WITHOUT A SAFE VEHICLE!

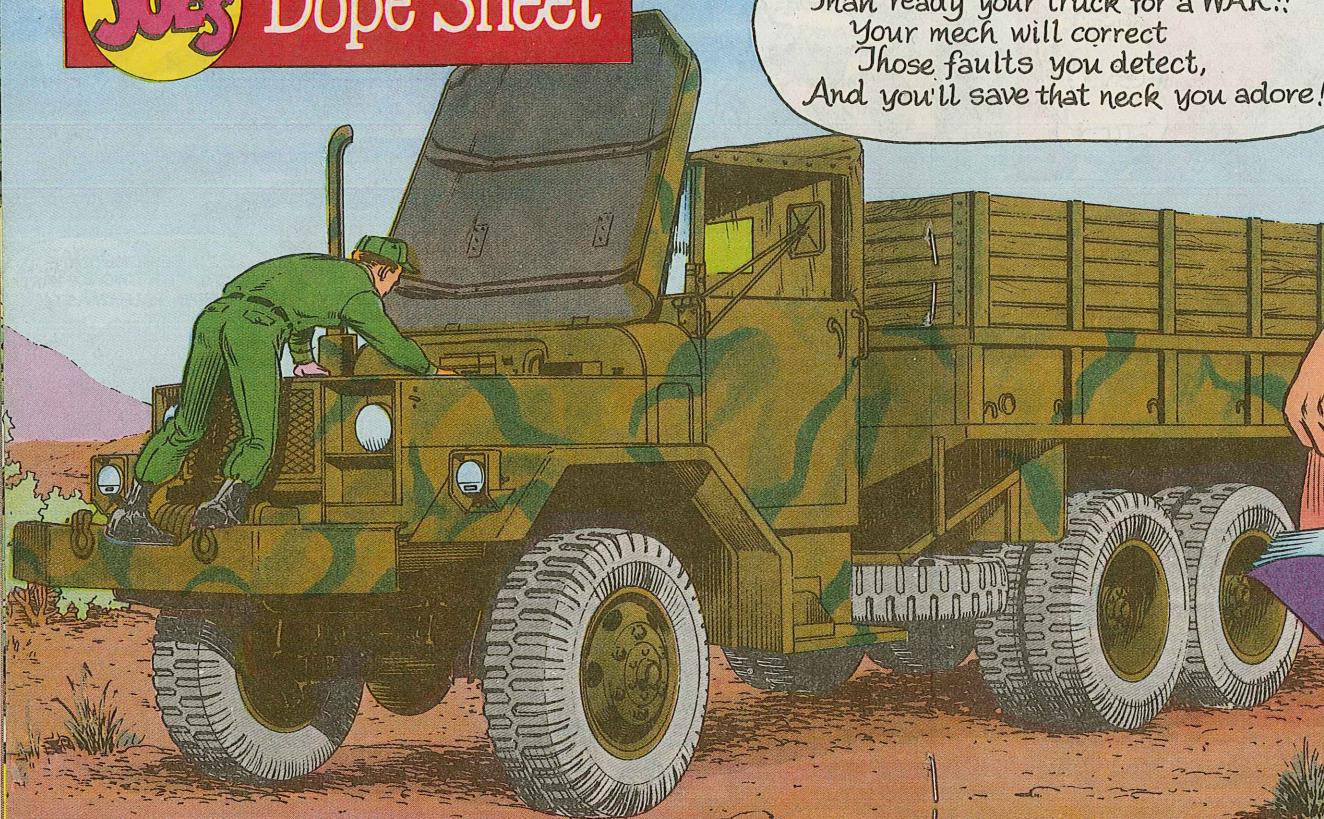
PREVENTIVE MAINTENANCE CHECKS AND SERVICES ARE PART OF SAFETY!

OBSERVING GOOD DRIVING PRACTICES AND MANEUVERS (FM 21-305) CAN BE CANCELLED BY FAILURE TO MAKE SURE YOUR VEHICLE IS IN SAFE OPERATING CONDITION!

HANG THIS POSTER AS A REMINDER!

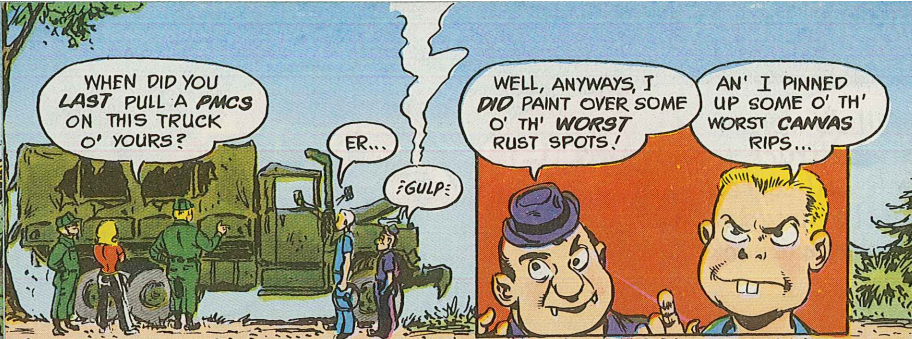
Joe's Dope Sheet

Your PMCS will do more
Than ready your truck for a WAR!!
Your mech will correct
Those faults you detect,
And you'll save that neck you adore!



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.



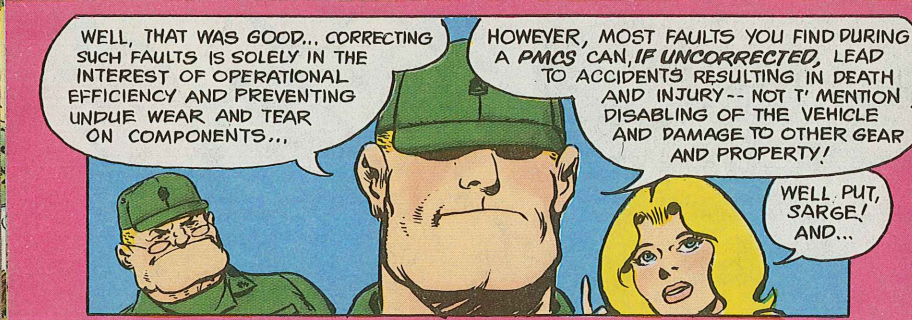
WHEN DID YOU LAST PULL A PMCS ON THIS TRUCK O' YOURS?

ER...

!GULP!

WELL, ANYWAYS, I DID PAINT OVER SOME O' TH' WORST RUST SPOTS!

AN' I PINNED UP SOME O' TH' WORST CANVAS RIPS...



WELL, THAT WAS GOOD... CORRECTING SUCH FAULTS IS SOLELY IN THE INTEREST OF OPERATIONAL EFFICIENCY AND PREVENTING UNDUE WEAR AND TEAR ON COMPONENTS...

HOWEVER, MOST FAULTS YOU FIND DURING A PMCS CAN, IF UNCORRECTED, LEAD TO ACCIDENTS RESULTING IN DEATH AND INJURY -- NOT T' MENTION DISABLING OF THE VEHICLE AND DAMAGE TO OTHER GEAR AND PROPERTY!

WELL, PUT, SARGE! AND...



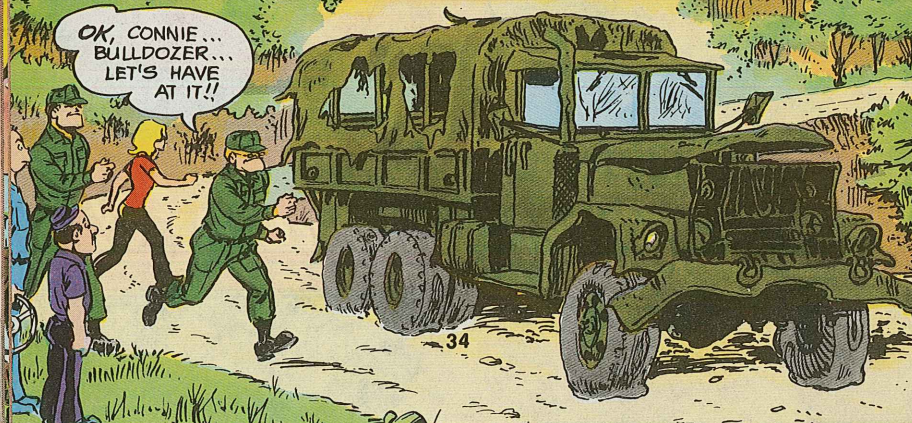
... WHAT IT ADDS UP TO IS THAT THE QUALITY OF DRIVING SAFETY AND THE QUALITY OF OPERATOR/CREW PREVENTIVE MAINTENANCE CHECKS AND SERVICES ARE INSEPARABLE!

AND IN THIS CASE ZERO + ZERO = ZERO

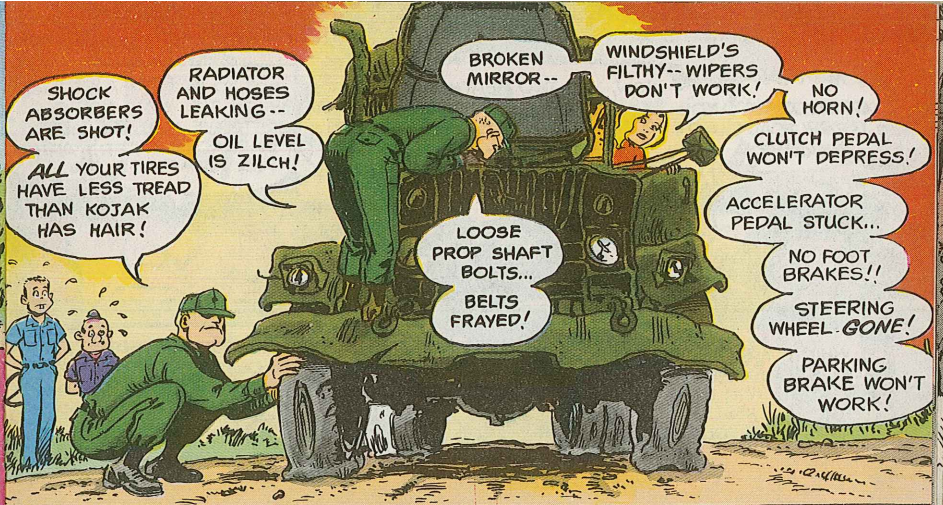
OH, YEAH? GO AHEAD AN' DO YER PMCS ON OUR TRUCK AN' WE'LL SEE!...

AFTER ALL, I AM ITS MECH!

AW, HALF-MAST...



OK, CONNIE... BULLDOZER... LET'S HAVE AT IT!!



SHOCK ABSORBERS ARE SHOT!

RADIATOR AND HOSES LEAKING--

BROKEN MIRROR--

WINDSHIELD'S FILTHY-- WIPERS DON'T WORK!

NO HORN!

CLUTCH PEDAL WON'T DEPRESS!

ALL YOUR TIRES HAVE LESS TREAD THAN KOJAK HAS HAIR!

OIL LEVEL IS ZILCH!

LOOSE PROP SHAFT BOLTS...

BELTS FRAYED!

NO FOOT BRAKES!!

ACCELERATOR PEDAL STUCK...

STEERING WHEEL GONE!

PARKING BRAKE WON'T WORK!



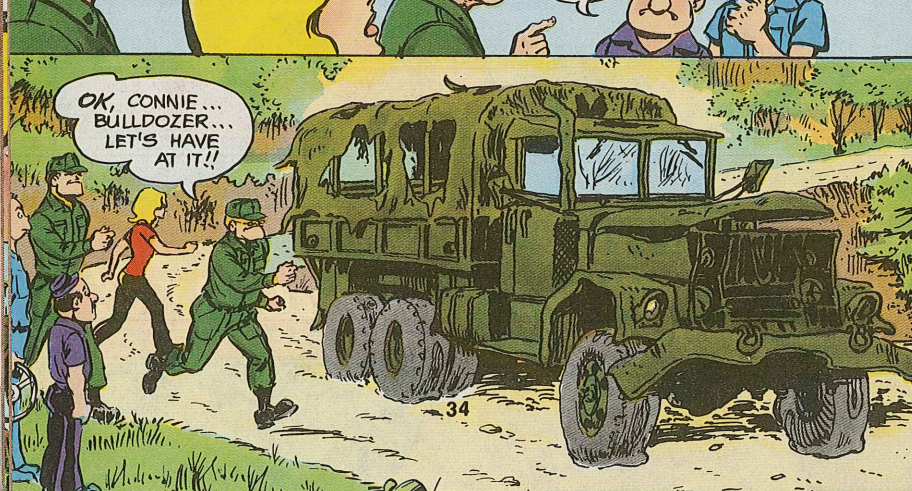
THAT VEHICLE IS A MENACE! NO WONDER YOU FOUND IT IN A JUNK YARD!

WITH ALL THOSE FAULTS, HOW'D YOU EVER MAKE IT THIS FAR?

WELL, WE TOOK TWO WEEKS... ALL BACK ROADS (SO'S NOT TO BOTHER ANY COPS)... AND WE PUSHED IT A BIT!

AN' YOU NUTS BELONG BEHIND BARS FOR DRIVIN' IT!

YEAH... CUZ WE HADDA GET HERE T'DAY!



HERE-- I WROTE UP ALL THE FAULTS WE FOUND... TOOK SIX DA FORMS 2404 TO LIST 'EM ALL!

THEY'LL HAVE TO BE FIXED BEFORE YOU CAN DRIVE THIS TRUCK AGAIN!

OH, THAT WON'T BE NECESSARY, SARGE! WE'RE GONNA TAKE TH' SAME BACK ROADS HOME... EH, FOGSY?

YEAH!



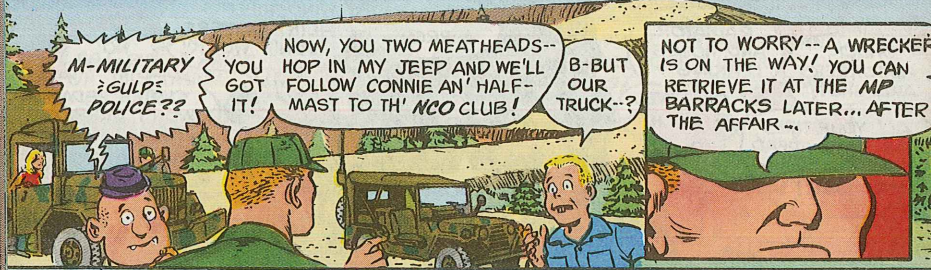
YOU EX-YARD BIRDS MUST NOT HEAR WELL...

THAT TRUCK IS ON DEADLINE! NO ONE DRIVES IT 'TIL IT'S OFF!

EVIDENTLY YOU DON'T KNOW SARGE'S NEW MOS SINCE HE TRANSFERRED FROM PS...

Y-YES... SIR!

IT'S 95B...



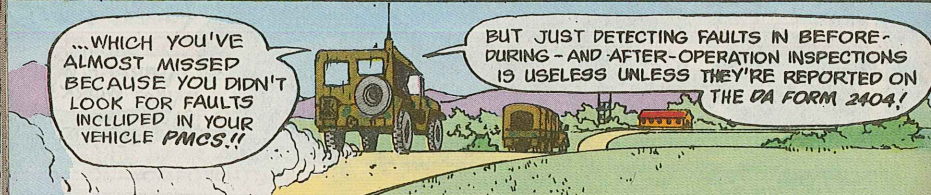
M-MILITARY ?GULPS POLICE??

YOU GOT IT!

NOW, YOU TWO MEATHEADS-- HOP IN MY JEEP AND WE'LL FOLLOW CONNIE AN' HALF-MAST TO TH' NCO CLUB!

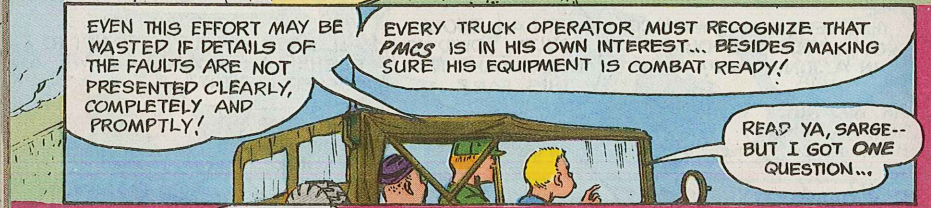
B-BUT OUR TRUCK--?

NOT TO WORRY--A WRECKER IS ON THE WAY! YOU CAN RETRIEVE IT AT THE MP BARRACKS LATER... AFTER THE AFFAIR...



...WHICH YOU'VE ALMOST MISSED BECAUSE YOU DIDN'T LOOK FOR FAULTS INCLUDED IN YOUR VEHICLE PMCS!!

BUT JUST DETECTING FAULTS IN BEFORE-DURING - AND AFTER-OPERATION INSPECTIONS IS USELESS UNLESS THEY'RE REPORTED ON THE PA FORM 240A!



EVEN THIS EFFORT MAY BE WASTED IF DETAILS OF THE FAULTS ARE NOT PRESENTED CLEARLY, COMPLETELY AND PROMPTLY!

EVERY TRUCK OPERATOR MUST RECOGNIZE THAT PMCS IS IN HIS OWN INTEREST... BESIDES MAKING SURE HIS EQUIPMENT IS COMBAT READY!

READ YA, SARGE-- BUT I GOT ONE QUESTION...



HOW DID YOU KNOW ME AN' FOGSY WUZ IN TROUBLE?

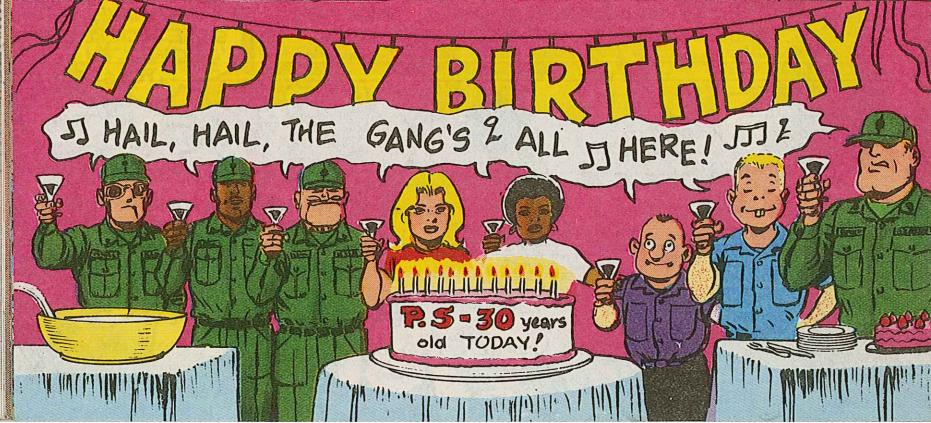
SIMPLE... WINDY SPOTTED YOU AS HE FLEW IN FROM FT BRAXTON AND RADIOED ME!

SEE! HE SAT DOWN ON THE PAD NEXT TO THE NCO CLUB...

...AND HE PICKED UP MACON AND BONNIE ON HIS WAY!

C'MON IN, GANG! MACON, WINDY AND I HAVE THINGS ALL SET UP!

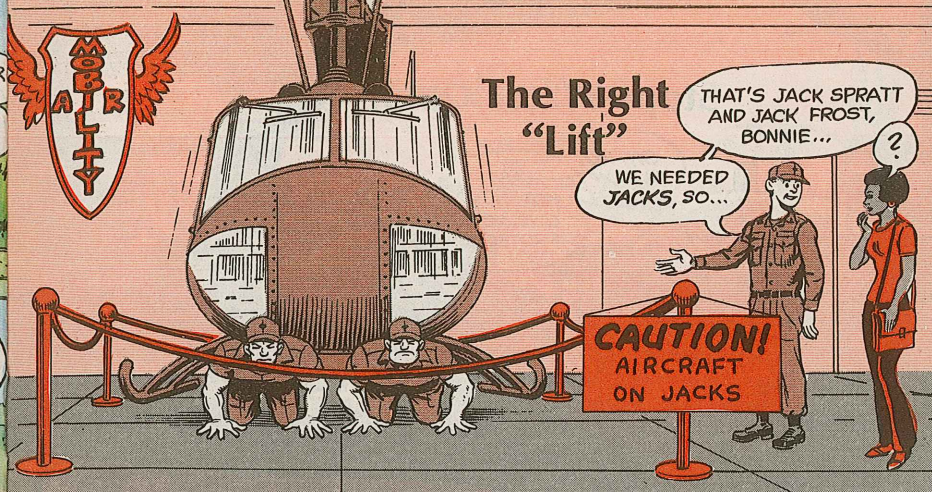
GOOD! HALF-MAST AND I HAVE THE CAKE!



HAPPY BIRTHDAY

♪ HAIL, HAIL, THE GANG'S ♪ ALL HERE! ♪ ♪

P.S - 30 years old TODAY!



The Right "Lift"

THAT'S JACK SPRATT AND JACK FROST, BONNIE...

WE NEEDED JACKS, SO...

CAUTION! AIRCRAFT ON JACKS

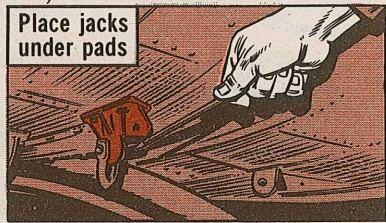
Jacking your Huey up the wrong way to change a skid shoe will result in a sudden letdown—if the bird slides off the jacks.

So, place the jacks under the jack-pads on the aircraft and raise it up evenly. Be sure to set the locknuts on the jacks.

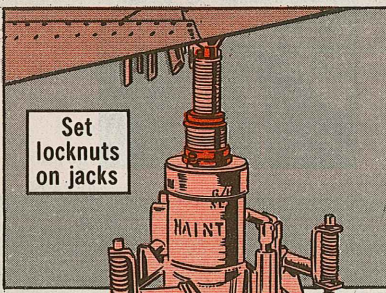
If you plan to remove the skid tubes, use a hoist in addition to the jacks. Attach a hoist rated for 10,000 pounds to the main rotor retaining nut, and take up the slack after you've jacked up the bird.

While you have the bird up on the jacks, never climb on it...or bump it, either. You don't want to knock the aircraft off the jacks—that's a real "downer."

Rope off the area, and put up signs that read, "Caution: Aircraft on Jacks."



Place jacks under pads



Set locknuts on jacks



TAKE YOUR BIRD DOWN NICE AND EASY, SLACKING OFF EVENLY ON THE JACK LOCKNUTS!

Stops Water Cold!



GOOD NEWS, SNAKE, OL' BUDDY... I'M CLEANING YOUR INNARDS!

OH, NO, YA DON'T... LEAST NOT 'TIL YOU GIVE ME SOME PROTECTION!

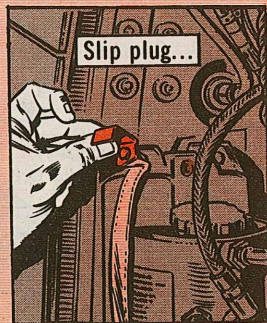
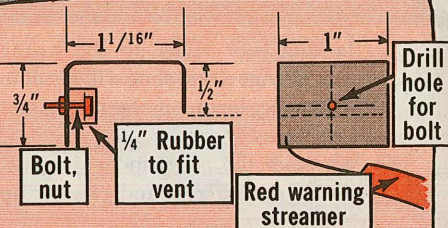
Dear Editor,

Washing the innards of a Cobra can present a problem. Water enters the vent in the hydraulic reservoir and contaminates the fluid.

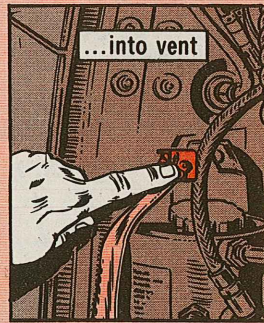
So we made up a simple little rubber plug attached to a piece of steel, that keeps water out of the vent.

We used 0.020-0.025-in stainless steel in the form of a "U" so you can clip the plug right onto the reservoir...works like a charm!

SP4 Leroy Frye
Ft. Eustis, VA



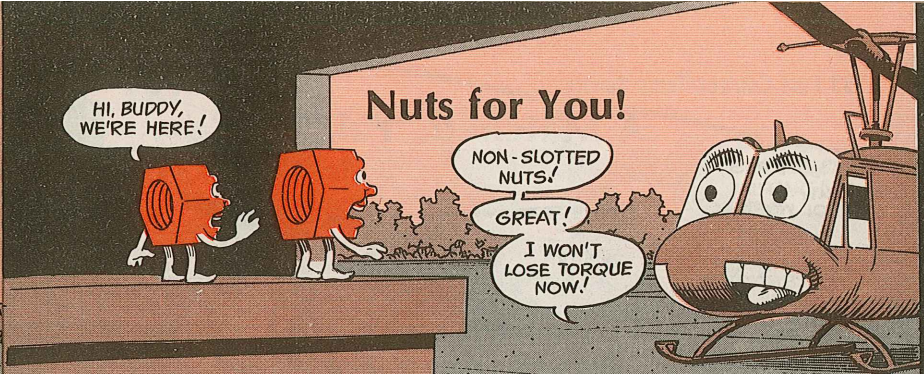
Slip plug...



...into vent

(Ed Note—Looks like a handy work aid. You can also protect the vent with waterproof pressure sensitive tape, NSN 7510-00-663-0199, but be sure to remove the tape after washing.)

Nuts for You!

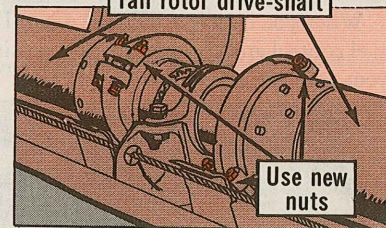


Looking for self-locking nuts that won't lose torque on the tail-rotor drive-shaft clamps of your Huey or Cobra?

Good news! The headshed has approved 2 non-slotted nuts in addition to slotted Nut NSN 5310-00-688-2069. You can now use "SPS-H19" and "VS". They both come under NSN 5310-00-702-5020.

Be sure not to mix different nuts on the same clamp.

You'll find the word in TSARCOM Msg DRSTS-MEA (2) 172010Z Nov 80.



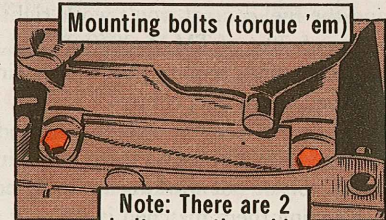
Guessing's Distressing



When you're installing the 42° gear box on your Huey or Cobra, be sure to use the right torque on the 4 mounting bolts—50-70 lb-in.

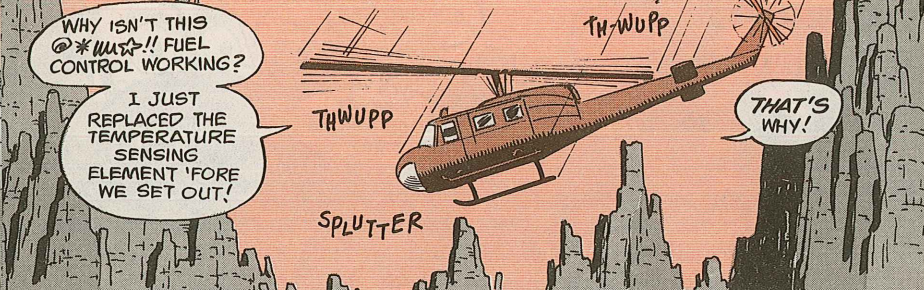
If you don't get the bolts tight enough, they'll work loose and the gear box can shimmy. If you get them too tight, the bolts will shear off.

Don't guess—use your torque wrench.

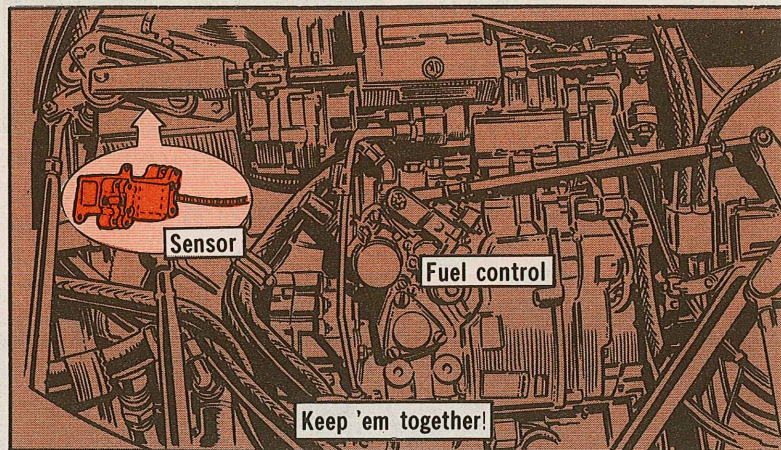


T53 Fuel Control/Temp Sensor...

A Matched "Pair"



When you handle a T53 fuel control on your UH-1, AH-1 or OV-1, keep the fuel control and the temperature sensing element together. Mix them, and your bird can come down—real fast!

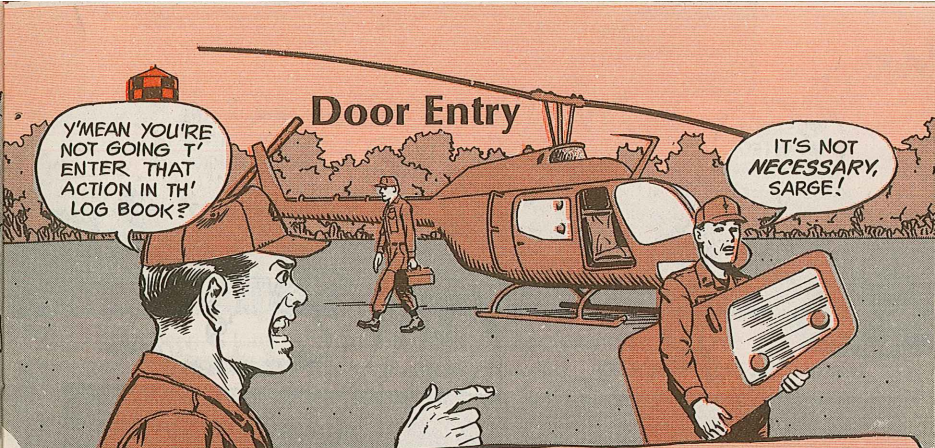


How come? Simple! Each temperature sensing element is calibrated for only one fuel control. A different element will give the wrong temperature signals, and the fuel control won't work right.

Para 5-70.c. of TM 55-2840-229-24 and Para 5-82.j. of TM 55-2840-233-24 on the engines require that the sensing element's capillary tube also remain attached to the fuel control.

When you remove a fuel control, handle the capillary tube carefully to prevent nicks, dents and sharp bends in the tube. Damage to the tube can result in the sensor not working right, or not working at all.

Keeping them matched is the way to "keep 'em flying!"



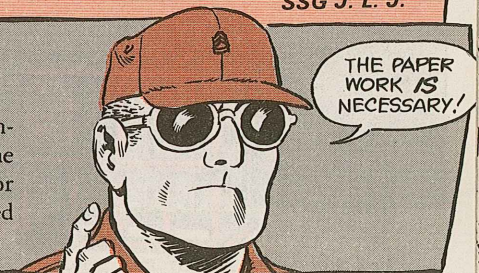
Dear Windy,
 With temperatures climbing, we're removing the pilot and observer doors on our OH-58.
 I say we need an entry in the log book but my buddy says it's not necessary.
 Who's right, Windy?

SSG J. L. J.

Dear Sergeant J. L. J.,
 You are!

With the doors off you have a non-standard bird. So make an entry on the DA Form 2408-13 on the door removal and put the bird on a red diagonal status.

Windy



Aviation Messages

If your unit has not received a message in which you have an interest, check with your next higher headquarters.

CH-47-81-06 Maint Notice CH-47 fire ext cartridge retire sched DRSTS-MEA 192030Z Feb 81
 AH-1-81-02 Maint Notice AH-1 ground

handling wheels DRSTS-MEA 031500Z Feb 81
 AH-1-81-03 Maint Notice AH-1 engine tailpipe ejector P/N 209-060-301-1 DRSTS-MEA 631730Z Feb 81
 AH-1-81-04 Maint Notice Ultrasonic inspect 540 main rotor blades DRSTS-MEA 061445Z Feb 81
 AH-1-81-05 Maint Notice AH-1 ground

handling wheels DRSTS-MEA 261400Z Feb 81
 UH-1-81-01 Maint Notice Ultrasonic inspect 540 main rotor blades DRSTS-MEA 061445Z Feb 81
 General 81-01 Maint Notice Low return rate of unservice submerge elect fuel boost pump DRSTS-MEA 261515Z Feb 81

Open the Drains!

After your wash job on a UH-60A, be sure you check all the drain holes to make sure they're clear of dirt and debris. Plugged holes under the co-pilot's seat, for example, will submerge a couple of antennas and give you water damage.

Try This for Size



YESSIR--I WANTED WINGS...

BUT NOT THIS KIND--SO SOON!

DIDN'T HIS OUTFIT HEAR 'BOUT MAKING CAGES LOCALLY?

YES, BUT THEY JUST GOT THEIR FIRST BLACK HAWK!

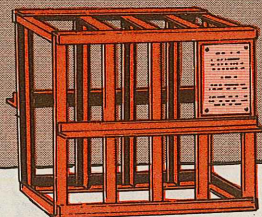
Dear Editor,

With the introduction of the Black Hawk with landing gear wheels instead of skids, more tire maintenance is being performed.

So I made a cage from angle iron for use when inflating a tire. It's smaller than the cage shown in Fig 7-1 of TM 55-2620-200-24 (Aug 78) on tire maintenance.

We added a plate to the fixture with a list of the right stock numbers for bolts, nuts and washers used on various wheels. Tire pressures were also added.

The cage provides real protection for mechanics in the event of a tire explosion.



SGT G. A. Meadows
149th ATC Plt
Texas National Guard

(Ed Note—The tire manual calls for making cages locally and your design looks real fine.)

By Parcel Post

SORRY, BUT WE CAN'T COME TO YOUR SHOP BY PARCEL POST! BUT WE CAN SEND YOU THE BACK ISSUES OF PS MAGAZINE!

YES! WE HAVE ABOUT 40 DIFFERENT ONES ON THE SHELF! JUST JOT A CARD OR LETTER TO US, CONNIE OR BONNIE, PS MAGAZINE LEXINGTON, KY 40511.



Tow Bar Parts Here!

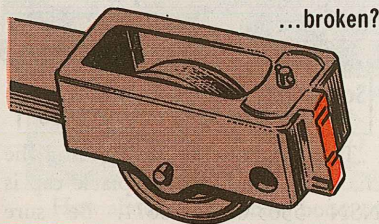
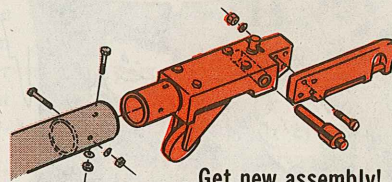
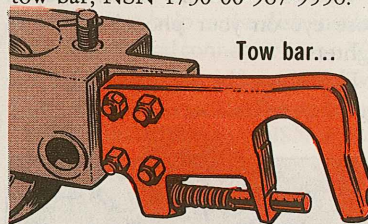
...STUBBED HIS TOW BAR!

BAD!... BUT AT LEAST WE CAN GET PARTS FOR A FIX NOW!



It's been a long time coming, but TM 55-1730-225-23P has hit the field with the repair parts for your aircraft tow bar, NSN 1730-00-967-9556.

For example, you can get a new housing assembly—swivel wheel included—and slip it right into the tube of a broken tow bar.



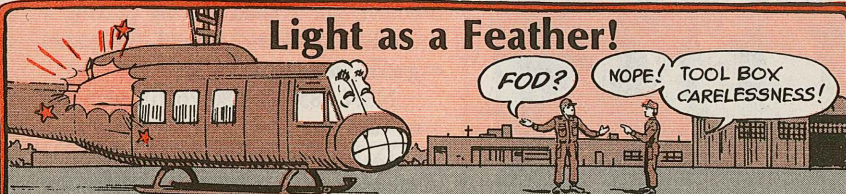
Get new assembly!

From then on, just ask for wheel replacements.

One point, tho. The new wheel won't fit an old housing with its non-swiveling wheel. So the way to go, at wheel replacement time, is with a new housing.

Keep 'em rolling...with the right replacement parts!

Light as a Feather!

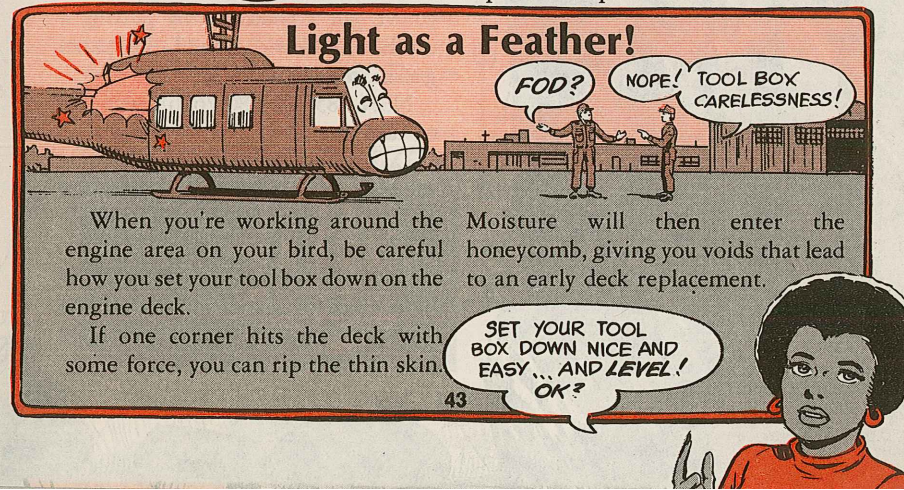


When you're working around the engine area on your bird, be careful how you set your tool box down on the engine deck.

Moisture will then enter the honeycomb, giving you voids that lead to an early deck replacement.

If one corner hits the deck with some force, you can rip the thin skin.

SET YOUR TOOL BOX DOWN NICE AND EASY... AND LEVEL!
OK?



TA-312 Telephone...

PM Rings the Bell

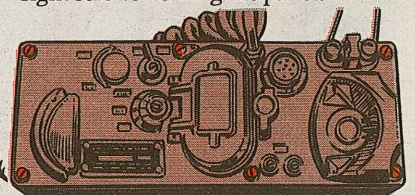
YOUR FIELD PHONES BELONG IN THE FIELD -- NOT ON SOME-BODY'S WORKBENCH!

THEY'RE TOUGH -- AND CAN TAKE A LICKIN' ... AND KEEP ON! BUT A SOLID DOSE OF MAINTENANCE IS WHAT THEY CRAVE!

LINE'S DEAD... JUST AS WELL TURN IT IN!

Water's a commo killer. Keep a close eye on your phone's moisture fighters.

For instance, be sure you've got the right screws holding the panel.



Screw NSN 5305-00-054-6670 and Packing NSN 5330-00-448-1018

The longer screw for holding the chain for the U-79 receptacle cap is NSN 5305-00-054-6671. Be sure you've got a good seal by putting a touch of silicone around the panel gasket, too.

NSN 6850-00-880-7616 gets an 8-oz tube.

Do the same with the gasket inside the battery compartment. Need a new gasket? Order NSN 5330-00-663-5777.

You can prolong this gasket's life by unlocking the battery compartment when storing the set. That takes the pressure off the gasket.

the Bell

NO WORD YET, SIR...

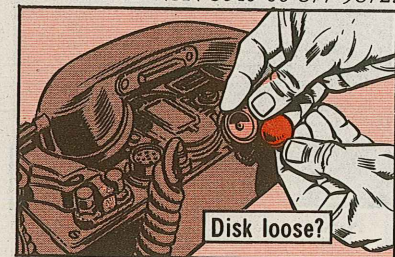
DIDN'T YOU SEND SPEC JONES TO CHECK OUT THAT PHONE?

AN HOUR AGO, SIR...

SGT. SPARKS WAS GOING OUT THAT WAY... MAYBE HE'LL HELP HER TROUBLE SHOOT!

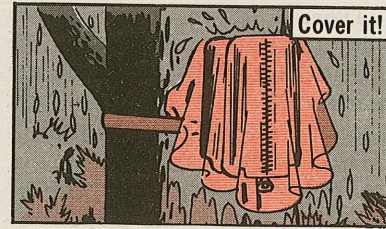
Dry's Right

Another moisture fighter that needs your help is the disk inside the U-79 electrical connector cover. When it's loose, you lose it. Lose it and water can get in. If yours is loose, secure it with a little Adhesive NSN 8040-00-270-8150 or NSN 8040-00-877-9872.



How about using rubber boots over your binding posts? They're not required by the TM, but do offer an extra measure of protection. They're NSN 5970-00-869-6263.

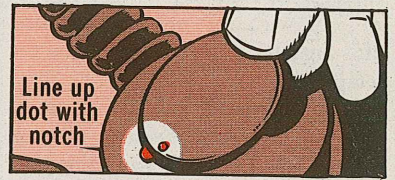
Course, when using your set in the



rain, cover it with a poncho or something similar. Keep its canvas cover on, too. It's there to protect the set. If it gets wet, tho, remove it to dry. Then towel or air hose the set dry. Natch, you'll want to eyeball the battery compartment for wetness.

When it's raining, be sure you've got a drip loop on any wire leading down to a telephone set. Without one, you've opened a superhighway for raindrops.

Finally, your deicing shield is a cold-weather moisture fighter. Snap it on when the temp dips toward freezing. It'll keep your warm breath from condensing and forming water inside the handset.



Keep the shield handy. Store it inside the canvas case. When it's needed, just match the shield's dot with a similar one on the handset. Then press down around the shield with your thumb to seat it.

Cut the Rough Stuff

Your TA-312 is tough, but it can't take abuse, like lifting it by the handset.

The retainer holds it snugly, but the weight of the phone is too much. It'll break free and might really break—when it smacks the ground. Never lift it by the cord. It'll stretch or snap off for sure.



Test the retainer assembly's tension by setting the phone on end. If the handset stays in place, the tension's right.

Keep it right by removing the handset with forward pressure and lift. Snatching it out weakens the retainer.

Fold the handcrank back into its recessed area when you're through ringing. That keeps it from breaking off.

Don't poke around with sharp objects. A pair of supersensitive spots are the buzzer diaphragm and the deicing shield. Putting a hole in either cuts effectiveness.



Keep commo coming (and going) by being sure your binding posts are binding. You need a good tight clamp on field wire to keep your connection. So, be sure you've skinned enough wire for a connection. Don't leave any rubber bits in the post—they'll screw things up.



Next, watch battery polarity. Batteries go one up and one down.

Some troops have tried to make things easier on themselves by silencing the element covers. Things go easier for awhile, but pretty soon the grease and plastic form a glue and freeze the cover on.

Other troops have lost commo when the sharp ridge inside the receiver end of the handset cuts the element wire. If you have that problem, too, send the set to support. They'll file the ridge down.

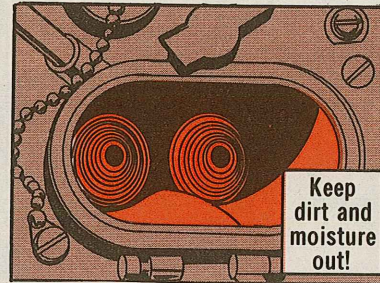
The battery compartment needs a lot of attention. Creeping corrosion,

Operators!



dirt or moisture can put you out of business quick-like.

Your first line of defense is to remove the BA-30 batteries when the set won't be in use. They can bubble over and gum up the works if you don't.



Clean the compartment with a clean, dry cloth, using Cleaning Compound NSN 6850-00-597-9765 for extra tough spots.

A Burnisher NSN 5120-00-255-4458 will clean contacts.

Sandpaper will take care of any corrosion. To clean the springs, use a Cleaner-Lubricant NSN 6850-00-003-5295.

Finally, if you need repair parts, you need 2 TM's. For your telephone set, get TM 11-5805-201-20P. For the handset, it's TM 11-5965-224-14P.

TA-312 Data Plate Loose?



If the data plate on your TA-312 or -43 telephone is missing a screw—or rivet—replace it.



Replace it soonest!

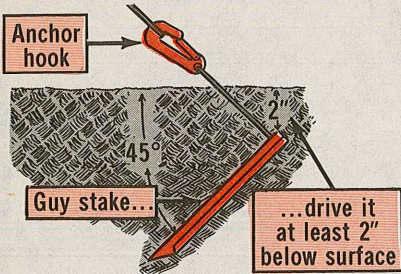
If your plate is screwed down, order Screw NSN 5305-00-054-5635. Newer models have rivets, NSN 5305-00-253-5609.

Beat the

Some things that go up should stay up. Especially your OE-254's mast. Without that tall friend, you'll have a short signal.

HERE ARE A FEW TRICKS OF THE TRADE YOU CAN USE TO KEEP YOUR MAST IN BUSINESS...

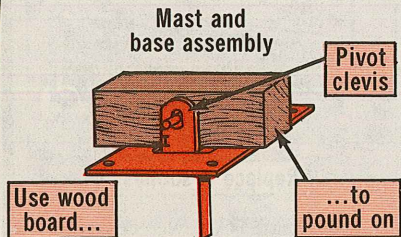
First, if you're anchoring it in soft or sandy soil, drive the tops of your stakes at least 2 inches below the surface. At



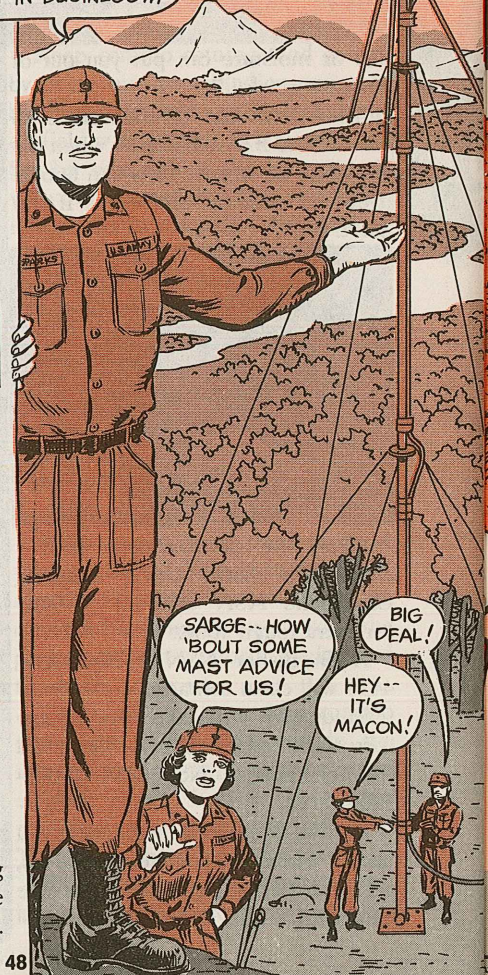
that depth, you'll leave the anchor hook just above the ground.

In hard ground, drive your stakes at least to the cable connection hole.

Until an improved OE-254 is fielded, use a board or something



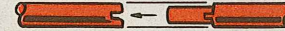
similar to pound on when anchoring the stake of the mast and base assembly pivot clevis or guy stakes.



LAW (of Gravity)

This'll keep the hammer from damaging the pivot clevis, stake cable or stake head.

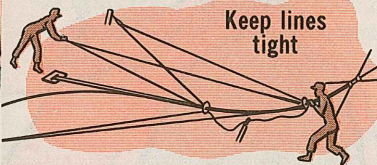
As you assemble the mast, line up the tongue in one section with the



groove in the other. Sections should fit together smoothly.

And, any time you erect a mast-type antenna, keep it twice its height from any power lines.

Now, before you push that mast skyward, review the instructions in TM 11-5985-357-13. It shows the proper techniques. Even so, keep these things in mind:



Be sure the side guy ropes are even, and keep a slight tension on 'em. Then, when it comes time to raise the antenna, work with your partner, not against him.

Your partner is your assistant. He should walk toward the base plate pushing the mast up as he goes along. He must not push up faster than

you're pulling. Coordination is essential.

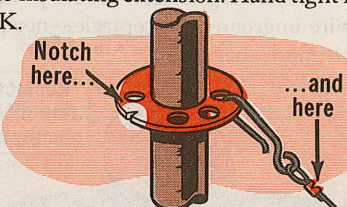
If he pushes up too fast, he could reverse the mast bow, causing it to buckle and damage mast sections. And, remember, always wear gloves during installation.

To head off problems, put your erection team through a couple of dress rehearsals before the real thing.

Leave off one upper mast section and the antenna when you practice. Go ahead and adjust the guys to their final length, tho.

Once you've got it, lower the mast, install the antenna and raise your mast for real—keeping the bow as shown in Fig 2-15 of your TM.

One caution on the feedcone assembly. Never use force to screw in the insulating extension. Hand tight is OK.



Finally, if you figure on putting the mast up at night, notch the top (red) guy plate and guy (red) assemblies. A $\frac{3}{8}$ -in cut should help you pair 'em up.

TROOP
SUPPORT

Pioneer Power Tools...

Update

Your Connectors

Some items in the Portable Pioneer Electric Tool Outfit SC 5180-97-CL-E21 won't work with the new Electrical Power Cable Assembly NSN 6150-00-682-3460 or the new Power Distribution Box NSN 6115-01-056-0683.

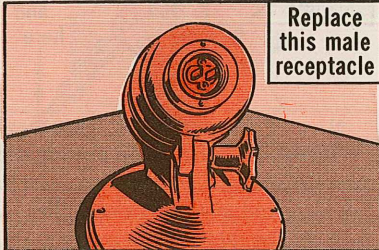
To get your power tools to work, replace the male connectors on all tools that have 3-prong in-line plugs with Electrical Plug Connector NSN 3935-01-005-3579.

Use connector
NSN 3935-01-
005-3579



The floodlight—if it has a 2-pole, 2-wire ungrounded receptacle—needs a bit more changing.

Replace
this male
receptacle

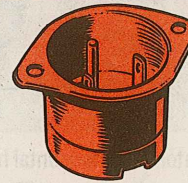


LIKE
SO...



1 Replace the 2-pole, 2-wire ungrounded receptacle with 2-pole, 3-wire male inlet Receptacle NSN 5935-00-660-5207. Be sure the ground prong is at the 6 o'clock position.

3-wire male
replacement
receptacle



2 Mark the location of the mounting holes in the connector flange on the machined surface of the lamp housing.

3 Use a No. 29 drill bit to make 2 holes 0.136-in dia and 1/2-in deep where you marked the lamp housing.

4 Tap the holes with a No. 8-32 thread tap.

5 Connect the wire leads from the lamp socket assembly to the new receptacle: Black lead to the bronze screw; white lead to the silver screw.

NOTE: You don't have to connect the lead from the green—ground—screw to the housing because the terminal is grounded to the floodlamp connector by the 2 mounting screws.

6 Fasten the connector in the lamp housing with two 8-32 x 1/2-in long screws NSN 5305-00-984-6193. You may have to make the flange mounting holes larger to line up with the tapped holes.

Generator Fuel Hose

Use NSN 4720-00-274-9480 to get the 12-ft long auxiliary fuel hose w/couplings for your 1.5- and 3-KW GED generator sets. You can save a buck or so on each hose assembly by making it with Hose NSN 4720-00-639-9907 and 2 Adapters NSN 4730-00-842-2200.

10-KW GED Generator

NSN 5306-00-195-4735 gets the 6-in long shroud mounting toggle bolt for your DOD Mod MEP-018A 10-KW generator set. The PN is FFB588, FSCM 81348, TM 5-6115-275-24P. Use DD Form 1348-6 to get this bolt.

Pioneer Tool Power



YOU SED YOU NEEDED PIONEER TOOL POWER, SARGE!

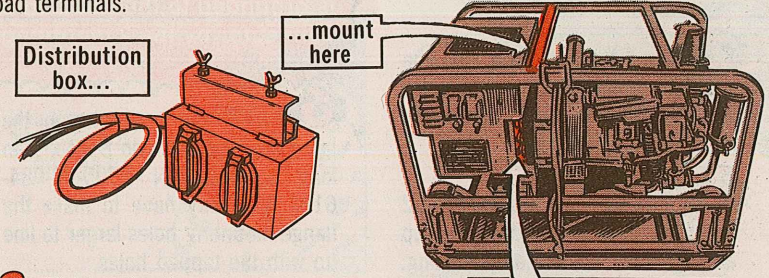
Using the portable electric power tools in your pioneer tool outfit calls for a power distribution box hookup to the 3-KW generator set.

Trouble is, you don't get any mounting or hookup poop with the box or the generator set.



HERE'S HOW TO DO IT...

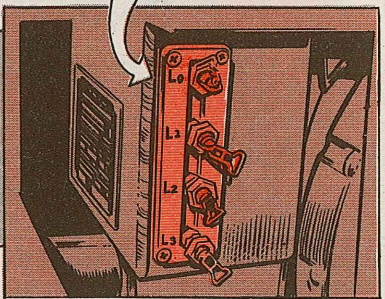
1 Mount the distribution box on the generator's top horizontal frame...next to the load terminals.



2 Tighten the thumbscrews and locknuts.

3 Connect the wire leads from the distribution box to the load terminals like so:

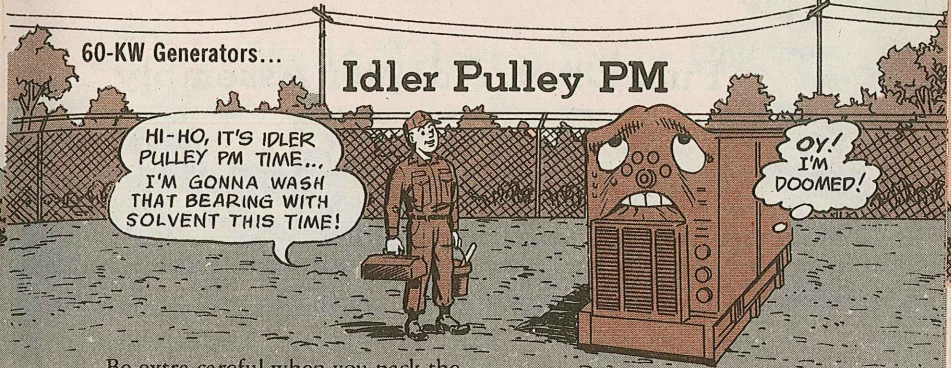
Black wire to terminal L1
White wire to terminal L2
Green wire to ground



4 Set the circuit breakers ON.

60-KW Generators...

Idler Pulley PM



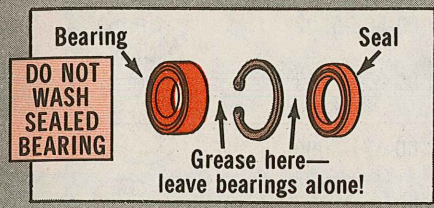
Be extra careful when you pack the area between the idler pulley seal, Item 7, Fig 3-45, C 3, TM 5-6115-545-12, and the sealed bearing, Item 9.

Pack the area ²/₃ full of Chevron BRB No. 2 grease...and leave the sealed bearing alone!

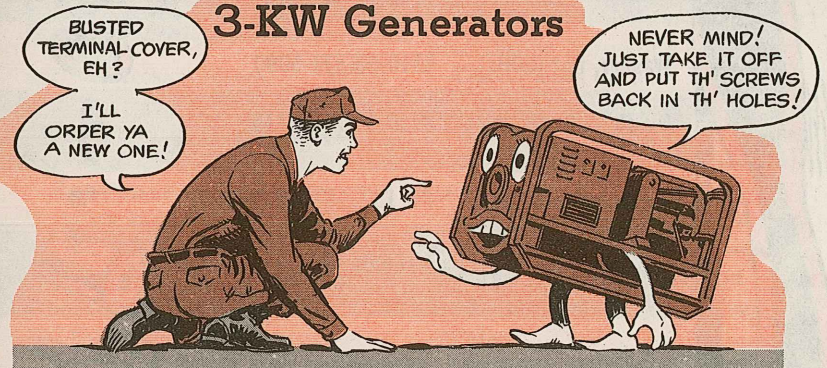
Some troops are washing the sealed bearing out with solvent when they repack the area. The results: Bearing failure, fan shroud and radiator damage.

Here's a PM point you can cover, tho: Doublecheck the engine drive belt tension on the idler pulley. A belt that's too tight puts the bearing in a bind and causes it to fail.

Item 7, Table 3-1.1 PMCS, C 6 has the word on right belt tension.



3-KW Generators



Forget the plastic hinged load terminal covers for your 3-KW generator sets. The headshed says they're no longer needed. Got a damaged hinged assembly? Just take it off and put the screws back in the holes.

Generators,
Power
Units—

Fuel Drum Adapter Assembly

HERE'S THE LATEST
NSN/PN BREAKOUT FOR
THE FUEL DRUM
ADAPTER ASSEMBLY
NSN 2910-00-066-1235...

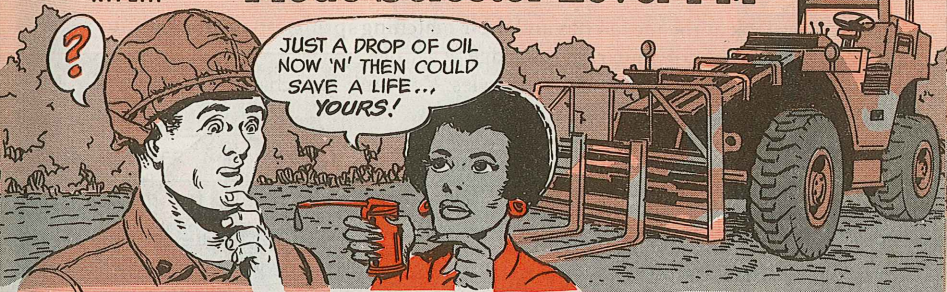


These numbers update your 3-, 5- and 10-KW generator pubs and TM 5-6115-365-15.

Item	NSN/PN/FSCM	
Pipe, extension	4710-00-597-8731	
Pipe, stand	4710-00-185-6948	
Washer, flat brass	5310-00-566-9502	
Washer, Lock	5310-00-209-1239	
Washer, steel (400Hz)	5310-00-571-5090	
Washer, rubber	5310-00-408-2561	
Washer, flat (60Hz)	5310-00-571-5090	
Nipple (adapter, pipe)	4730-00-277-5115	
Screw, shouldered	PN 13211E7545 (97403)	
Head	3740-00-902-1479	
Clamp	3740-00-902-1481	
Seal	5330-00-402-5125	

6,000-lb
RTFL...

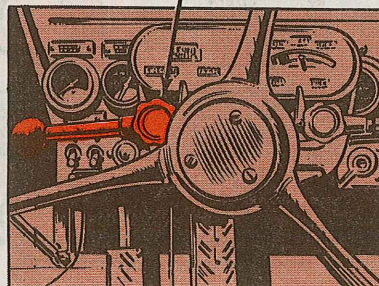
Mode Selector Lever PM



A bum crab-crank-2-wheel steer control lever on your RTFL can get you hurt or killed.

Make sure the mode selector lever is

Check mode selector lever

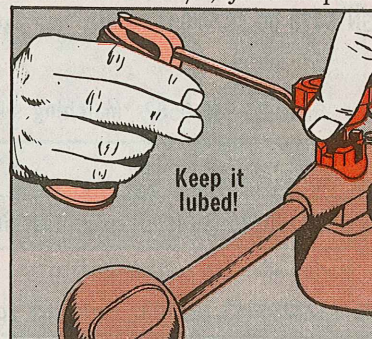


not corrosion-frozen, "locked", broken or loose. A defective mode selector lever or lever lock deadlines the machine.

Sequence 2, Table 4-1, Organizational PMCS, TM 10-3930-242-12, calls for a quarterly inspection of control levers and pedals. Para 4-52 says to inspect 'em for breaks, cracks and loose hardware.

You'll find defects a lot quicker if you clean the levers first with PD-680 solvent.

Keep the shift lever knob mounting lock pin lubed (Item 15, Fig 64, TM 10-3930-242-20P/1). Just a drop of oil



now 'n' then on the pin will keep it from rusting or freezing up.

The oil lubes the shift lock spring, too. The crab-crank-2-wheel steering control lever will work easier...be less likely to break or seize when you shift modes.

A warning word: The RTFL is an operator-only vehicle. No passengers allowed anywhere...not on the forks...not in the cab area...not anywhere!

Operators and O-level mechanics for 10,000-lb RTFL's can use these PM tips and warning, also.

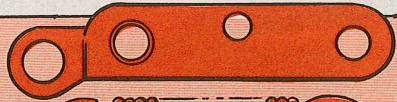
Ribbon Bridges... Tee Latch Tangle

Take a look at the tee latches and their matching springs on the roadway-to-bow ponton part of your ribbon bridge.

These latches come in 2 sizes and styles. You can't interchange the long and short style components. And each tee latch uses its own springs.

HERE'S HOW TO STOP A MIS-MATCH AND GET THE RIGHT TEE LATCH/SPRING MATCHUP...

NSN 5420-00-507-7051 "short" tee latch



NSN 5360-00-936-9562 matching spring



PN 13222E0545 (97403) "long" tee latch

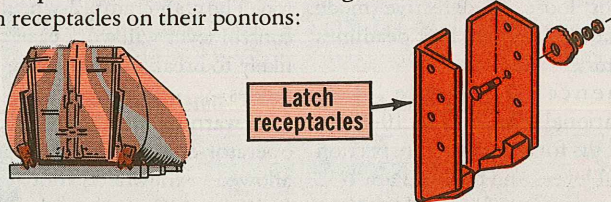


PN 13222E0543 (97403) matching spring



Use DD Form 1348-6 for the non-NSN items.

Here's a special PM note for ribbon bridge units with the old short style tee latch receptacles on their pontons:



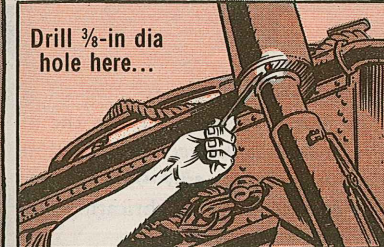
The receptacles stick out below the rest of the ponton when it's on the ground. A careless transporter operator could knock 'em off if he dragged the ponton across rocky, uneven ground. So set the ponton on cribbing and protect the receptacles. Saves a heap of downtime.



HERE ARE SOME MINOR IMPROVEMENTS TO THE RIBBON BRIDGE TRANSPORTER...

...THEY SHOULD MAKE IT EASIER TO LIVE WITH!

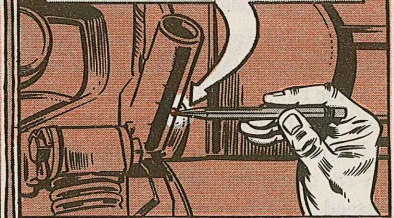
Water collects in the upper tube section of the transporter's guide stanchion. It causes a mess if it stays



there. Drill a 3/8-in hole in the plate at the bottom to let the water drain.

The pry bar tube on the rear tie-down hook catches water, too. Cure that with

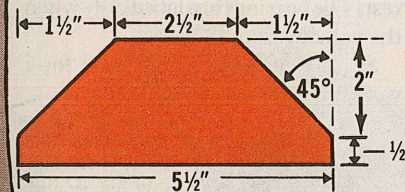
Drill 1/4-in dia hole centered, 3/4-in from the top of the tube



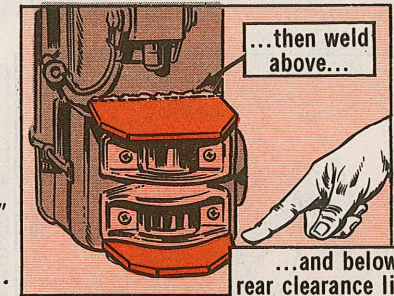
a 1/4-in hole drilled near the tube's base.

Save the rear clearance lights on the transporter by welding metal plates above and below them.

Dimensions of plate



Make from 3/8-in metal plate material...



...and below rear clearance lights

These field fixes have been OK'd by the headshed. Just get your CO's approval and you're ready to start drilling and welding...and saving maintenance downtime.

Vibratory Rollers...

Las Vegas Roll



YOU CAN'T ARREST ME FOR BEING A HIGH ROLLER...

THIS IS VEGAS!!!

O, YEAH?

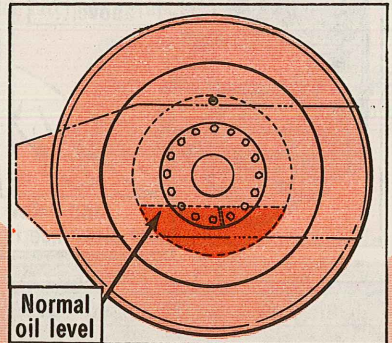
YOU GAMBLER WITH WATER AND RUINED THE ECCENTRIC SHAFT BEARINGS OF YOUR ROLLER... YOU LOST!!

NOW COME ALONG QUIETLY!!

Some troops are PM-gambling with their self-propelled vibratory rollers.

For instance, some Tampro Model RS-28 operators are putting water instead of lubricating gear oil in the 7-gal oil tanks located on each side of the roll. Gear oil is needed to lube the roller bearings on the eccentric shaft assembly.

Water ruins the eccentric shaft bearings and you wind up with a heap of roller downtime.



Be sure a mechanic checks the oil level in both tanks weekly. NSN 9150-01-035-5392 (qt) and -035-5393 (5-gal) get the 80-90W lubricating gear oil that's authorized.

PM Tips

Never operate the vibratory system when the roller is "taking 10." Here's why: The oil level in the drum is below the roller bearings and will not lubricate them while the roller is at rest. The bearings are lubed only when the roll is turning.

So, if your roller is not used for a week or more...

...CRANK 'ER UP AND GIVE THE DRUM A COUPLE OF TURNS TO KEEP THE BEARINGS LUBED!



BLAST!! THIS LOCK IS STUCK!!

CLP Saves Padlocks



SIMMER DOWN, OL' BUDDY! I GOT THE KEY TO YOUR PROBLEM!

HOLD ONE/A SHOT OF THIS CLP MAY SAVE YOUR DAY!

A cover helps some to protect padlocks from the weather.

But even with a cover, dampness can get into your padlock and cause rust 'n' corrosion that'll ruin the guts of the lock.

Head off this problem by giving new padlocks a good dose of CLP—cleaner, lubricant, preservative—and another shot every once in a while. Get the CLP inside the lock.

Do the same for padlocks already in use. And try CLP to free stubborn locks.

CLP comes under NSN 9150-01-053-6688 (1-gal can), NSN 9150-01-054-6453 (1-pt spray container), NSN 9150-01-079-6124 (4-oz bottle), NSN 9150-01-102-1473 (½-oz bottle).

Or hit up your armorer for some CLP. He's probably already got it for use on weapons.

Air Compressors...

New Muffler News



The steel muffler assemblies on your Champion Pneumatic air compressors are being replaced with plastic ones.

Plastic muffler available



Update the part numbers in TM 5-4310-332-15, -334-15, and others, like so:

Item	Old PN	New PN
Muffler Assy intake	Z66A	Z-828
Filter element	M673	Z-837
T-stud	M1711	P-4751 (machine screw)
Wing nut	M1712	P-4752 (square nut)



If you need just the filter element for a steel muffler, you can still get it with the old PN. Use FSCM 11568 for all parts.

ALICE...

GLAD T' SEE YOU GOT AN EMPTY ALICE CARRIER, SOLDIER...

New LC-2 Components

ALICE HERE IS A RETIRED ARMY VET! SHE'S A MITE PUNY AN' CAN USE A LIFT DOWN TO HER VET... HOW'S ABOUT IT?

“GULP”
ER, WELL... I...
ER... UH...

The improved LC-2 All-Purpose Lightweight Individual Carrying Equipment has some new components and NSN's.

All LC-1 and LC-2 parts are interchangeable.

HERE'RE THE NSN'S FOR THE NEW LC-2 PARTS...

NSN 8465-01-	Nomenclature
073-8326	Frame, pack w/straps
075-8164	Strap, waist, webbing w/lower back pad
078-9282	Strap, shoulder RH
00-269-0482	Strap, shoulder LH

You'll get the new improved items when the old stocks are exhausted.

Flexible Spout Parts

No need to turn in the flexible spout—NSN 7240-00-177-6154—for your 5-gal fuel can just because the filter screen is missing. NSN 7240-00-132-6433 gets you a replacement cap and screen assembly.

You can get the synthetic rubber bushing for the bottom of the spout with NSN 7240-00-132-6431.

It Shouldn't Happen!

One unit used condemned 5-gal metal water cans as fuel cans—and spent the whole exercise cleaning fuel lines and filters! The fuel dissolved the enamel protective coating inside the water cans and fouled up everything. TM 10-7200-200-13 has the complete scoop on water and fuel cans.

The Tie-Down That Binds

DRAT!!...

TM'S SLIPPED FROM MY GRIP!

WHY DON'T THEY COME UP WITH A GOOD SYSTEM FOR HOLDING ALL THESE BULKY TM'S TOGETHER?

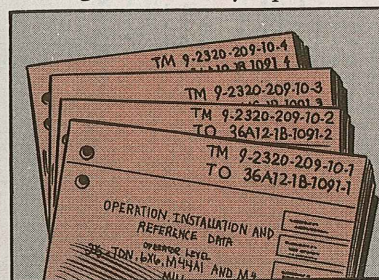
HAVE HEART, SOLDIER!

YES...

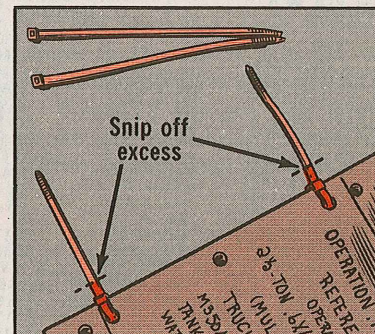
HELP IS HERE!

Having a hard time stowing the new operator's TM on your equipment? Some of 'em take up more space because they're broken into several volumes—such as a -10-1, -10-2, -10-3 and -10-4. They stack up bigger than the single volume they replace.

You may solve your problem with electrical tie-down straps—the same plastic straps you use in your equipment to keep battery cables from flopping around and to keep other wiring snugged up.



Even if you can squeeze all of 'em into a loose-leaf binder, the binder itself adds to the size.



These straps come long enough to bind a pretty tall stack of TM volumes.

HERE'RE THE 3 DIFFERENT SIZES...

NSN	Length
5975-00-074-2072	6.5 inches
5975-00-570-9598	10.20 inches
5975-00-156-3253	13.25 inches

DA Form 2406...

Counting the Days

$$h + i + j = g$$

When it's time to prepare your DA Form 2406 Materiel Readiness Report, you need to know where all your equipment was for the report period.

Figuring equipment availability is one of the bigger trouble spots on the DA Form 2406.

The total of the available days (column h) plus all nonavailable days (columns i and j) must equal the number in the possible days column (column g).

To put it another way, possible days is the number of items on hand for the entire report period, multiplied by the number of days in the report period, plus any items on hand for any portion of the report period.

Never confuse column f with column g. Those entries do not have to agree. The entries in column f show the number of items on hand on the last day of the report period. Those in column g reflect the days over the entire period.

After you finish counting, double check your report for accuracy and make sure the next guy can read it before you pass it on.

MATERIAL READINESS REPORT				REQUIREMENT CONTROL SYMBOL					
For use of this form, see TM 38-750; the proponent agency is DCSLOG.				CSGLD-1043(R2)					
1. PERIOD OF REPORT FROM: TO:		2. DATE PREPARED		3. UTILIZATION CODE		4. PAGE NO.			
5. TO: (Include ZIP Code)		6. FROM: (Include ZIP Code)		7. UNIT IDENT CODE		8. TOE NO.			
SEQ NO.	NOMENCLATURE	DENSITY	EQUIPMENT AVAILABILITY				FIELD USE ONLY		
			ON HAND QTY	POSSIBLE DAYS	NON-AVAILABLE DAYS				
e	f	g	h	i	ORG		SPT		j
					S	M	S	M	

AVAILABLE DAYS	+	NON-AVAILABLE DAYS				=	POSSIBLE DAYS
h		i	ORG	j	SPT		g
1500		24	13	40	23		1600

FIGURE YOUR POSSIBLE DAYS LIKE THIS!

Connie's Mini Minis

CAN YOU BELIEVE IT? WE MAKE THE CAKE AND ALL THESE GUYS HAVE TO DO IS LIGHT THE CANDLES...

SORRY, GIRLS--WE GOT A MAINTENANCE PROBLEM...

WET MATCHES!

PS-30 years old TODAY

Missing M880 Washers

TM 9-2320-266-20P shows Item 2, Fig 101 as eyelet and washer. Not so! NSN 5325-00-281-8643 will get you only the eyelet. To get the washer, use NSN 5325-00-604-9662.

No Brake System Leaks

Some TM's classify small hydraulic fluid leaks as Class I or II, which permit the operation of the vehicle. This does not include leaks in hydraulic brake systems. Any leak in a hydraulic brake system makes the vehicle not operationally ready.

M203 Sight Storage

When you store your M203 grenade launcher in an M12 rifle rack, put the quadrant sight at the 50-meter setting. That way the sight avoids the locking bar and damage from the rack itself. Forget the 200-meter setting on page 13 of PS 341. That's for the Modified M11 rack (175-200 meters, depending on the modification). On some M11's you may even have to remove the sight to store the M203.

TBO Gone

The word in TSARCOM MSG DRSTS-MEA (2) 091605Z Dec 80 on Cobra and Mohawk engines is that the Time Between Overhaul has been removed. "Keep 'em flying" until the T53-L-701, -701A and -703 no longer perform as advertised.

Blade Kits Here!

If your Cobra S Model has the new fiberglass main rotor blades, 2 repair kits are now available. Ask for erosion guard bonding kit, NSN 1615-01-089-0438, and erosion guard patch kit, NSN 1615-01-089-0437. The kits are used to repair the erosion guard on Kayman 747-003-series blades.

Tubeless Tire Repair

Picked up a nail hole in your tubeless tire? Fret no more—even steel-belted tubeless radials can be temporarily repaired. Plug the hole with tubeless tire repair kit, NSN 2640-00-922-6921. It's part of your No.1 Common Shop Set. For final repair of your tubeless tire, follow the word in Chap 5, TM 9-2610-200-20.

1/4-Ton Tool NSN Change

You can't get the right size tubing to make those seal sleeve and bearing drivers with the NSN's shown on page 5 in PS 336. Instead use NSN 4710-00-162-1022 for the 1 1/4-in ID tube, 4710-00-640-0287 for the 2 1/4-in ID tube and 4710-00-162-0974 for the 3/4-in ID tube.

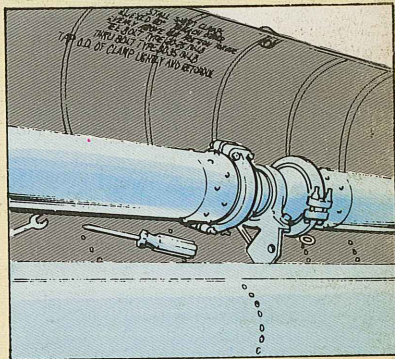
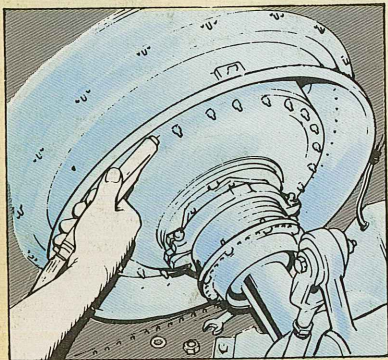
5-Ton Steer Breather

You can get a breather vent valve for your TM-260-series 5-ton truck's power steering pump reservoir. Order by NSN 2920-01-094-0791.

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