



THE PREVENTIVE MAINTENANCE MONTHLY

1. **Introduction**



FULL
 100% SATISFACTION
 GUARANTEE
 30 DAY MONEY
 BACK
 GUARANTEE
 NO QUESTIONS
 ASKED

IN ANY FIGHT...

PM

June 1981

PS

TM Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY

THE
MAGAZINE
OF
THE
PS
SERIES

I DON'T NEED
A TICKET HOME

THE
MAGAZINE
OF
THE
PS
SERIES

PULL
THE
ROPE
TO
SAVE
THE
DAY

PM
PAYS OFF

IS A TICKET HOME

WEAPON RECORD BOOKS



Being exposed to one is one thing, but to live a rifle club or women live about the same meaning for the guy who's gonna do the doing.

There's just about the deadliest by the guys who must know what you're doing when your support unit suddenly runs out of your gun's gun or mine. Otherwise you're the piece of the pie, but sometimes you have a few facts on hand to give 'em the lowdown on what might have led to the disaster' from going on the field.

IS YOUR
BETTER-
GANG
LIFE?



It's a real story when you don't tell the gun's full history in its Weapon Record Books (DA Form 7-15 and DA Form 7-16-10). The problem's even worse when you don't actually record books back itself. So how can you help the guys who are carrying make better guns? Here's how:

When one of your gun rifles or guns is condemned, make sure all the facts about it are jugged into its books before you let 'em go. Pull info should be in 'em when the weapon is retired onto the day.



Honest John Notes



NO PROBLEM
REPAIRING OR
REPLACING
YOUR FORD
JET TURBO DIE

JUST IN CASE . . .

Some of the reported discomfort and even accidents are still floating around in some Honest John notes . . . here's the latest scoop.

If yours is listed under FOM 1615, FOM-615B, mine is in and will do most behind the support work assuming you want The Mustang and Cam Assembly, FOM 605-315-615. He's got wood to exchange the assemblies on a one-for-one basis.

And go by the FOM—not looks. The cam assemblies are so much alike . . . they could almost be taken for real.

NO GOT GO-NOT-GO?

All Honest John notes with an MMB-leacher need a small, but important, check of how-a GO-NOT-GO page.

As it says in TM 9-1460-200-12 (Aug 68), before you fix an MBI motor cocker from the MMB-leacher, you have to take the old leaching shoe plate off the cocker and replace them with a leaching shoe plate.

And to get the right distance between the adapters, you need the GO-NOT-GO page like the TM says. You'll find the page in TM 9-1460-200-207.

GOT TO GO



How about it . . . have you opened water and released when you opened the drain cock on the bottom of the reservoir for your MMB leaching unit?

The stuff has a way of getting into the reservoir—and it sure doesn't belong there.

To make a mental note on your LD to do this once a week: Open the drain cock and drain the water and sediment and you get clean hydraulic oil. Close the drain cock and fill the reservoir with GHA until you hit the right mark on the oil level gage.



HANDS ON HIPS, PLACE



Exercise: The thing you hide from when you're the guy who's supposed to do it.

Exercise: means work for you—usually. But a guy in an Hummer John Deere can do his exercising by hardly lifting a finger. In this case it's his M25 generator set that gets the exercising.

There's no grinding around it... the generator used to be run under a load to keep all the parts lubed and the battery charged.

So give it a whirl. Start it electrically and run the generator twice a week for a 10-minute clip. And while you're at it, check the oil level in the air-charger and condenser... the oil pressure... and the DC output—the way it says in your TM.



LOOK NO MORE

There's no need to look through supply manuals for kinks in your M2 sporting instrument. There's no talk for any relation of maintenance.

That's because the sporting instrument has few and far between.

And so... unless your support unit can contribute parts to its your M2, they'll be sending you an M25 BC subassembly in reply.

THE M25 BC REPLACES THE M25 BC.

TENDER SKIN

So maybe it is easier to sit or stand in your Hummer John Deere when you cover it with the heating blankets.

But the skin surface can't take that kind of treatment. And it takes only one day to treat up the hullsides of the cockpit enough to make you think your shooting eye is off.

SOME BAR FACTS

For the want of a washer . . . the BAR was just out of commission. If you have a Browning Automatic Rifle, this diagram keeps you from needing any lock washer trouble.



When you disassemble your BAR and get to the point of removing the return spring and return from the return tube, that's when you have to be on the lookout for the lock washer.

Because the next thing you do is to remove the stock and then the stock is out that holds the lock washer. If you aren't eagle-eye this you could lose it—then comes the trouble. You can't use

just any common-hardware washer to take its place. 

That washer that holds a return down one and a half inches. If you put just any old lock washer that's too thick over the return tube you're asking for trouble. It prevents the loading of the stock and eventually you'll find that it'll change the stock. 

Remember just before that, here's how we are going to make sure you're getting out the right one.



You know that JPM 1113-1113-1113 lock washer's a steel alloyed machine-made item. So if you're going to keep your BAR in operating condition keep your eye on that lock washer and don't try substituting . . . it must be "Washer, lock, one, 11, 1/4-in. dia. to 11 1/2-in. dia. and 1/4-in. (11 thousand) THICK."

Something new has been added for you M&M's readers.



When you use the built-in insert of the ready-cut piece for carburetor air intake hoses, take special care to check the hose for spongey m&M's spots.

These hoses are made up in several layers and the inner layers have been known to wear away. This clogs the tube and makes your carburetor gasp for air like a man with asthma.



Your hose can be partly clogged even though it looks good from the outside.

Give your hose a feel now and then. If you find a soft spot, take off the hose and see if the inner layers have broken down. If they're broken down, replace the hose. Worn hoses pull air quite a bit when you speed up and choke the engine. This pullback leads to air leak-

age around or through the hose.

Check the hose to be sure no untreated air enters the engine. You can tell air leakage real easy by the glistening sound it makes and you can find the spot that is leaking by feeling for it.

While you're checking hoses, don't forget the hoses that connect the intake manifold to the engine.



Positively Outdoors



Your supply of — battery-actuated logs has been on the plus side . . . and your supply of + logs have been on the minus side. Right?

If your vehicles have been having—maybe even deadlined—the lack of positive logs. Double right.

But the supply hasn't been sometimes developed with Outdoors having the negative logs and Signal the positive could has been useful.

Outdoors began supplying both logs again in February 1961. They have the negative log under PGN 1840-040-0142 . . . and the positive one under PGN 1940-000-1119.



Blue streak holding

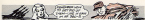


Did you hear the one about this fat man who had Blue Streaked on hand? It wasn't long before they were scolded that the man was available for pickup.

It seems it was a Thursday and the next day was a holiday. So what does this mean, do but say it won't be able to pick up the part because the holiday was

coming up and that means a bunch of guys would be off on 72-hour passes.

That might be all right with other kinds of regulations—but not a Blue Streak. A Blue Streak gets the action from the start. And it means to get the same kind of action as the holder—at your end of the supply line.



Only as long

You guys who take care of putting the "Receipts and Expenditures of Large Reaches and Guided Missile" reports (RCHGDS(R)) on to DA from LITR know that the job's done monthly. But doesn't nothing to say AIL that tells you how long to hold on to the reports. You can't go wrong if you keep 'em in your heavy bag as long as they're needed for local purposes. And when you go on get rid of the reports, do it the way it says in AIL 380-1—saying's how they're classified "Confidential."

Wax on the tracks

Wax, paraffin, wickstead. That's all you need to call a ball or sticking zipper slides on your Mils-Brevated track rubber covers. Hit the slides now and again with wax you can get from-Que-mamas. FPM/MSD-285-2044 gives you a compound rules. And it won't hurt to attach a note to your requisition telling the supply people why you need the wax. It's listed in RM 10-1-C4-1 (Federal Supply Catalog C4-1, FSC Group 04, Sept. 1955).

New address

Take a train...you realize that materials in the DQ 13-series serial ranges. You've been sending letters asking for technical help...for answers to supply

problems, etc., to Eastern Arsenal—but from now on you want to use a new address. That would be...

Commanding General,
Army Materiel & Guided Missile Agency,
ATTN: GMSA-1,
Eastern Arsenal, Dayton

A real cool number



The 404 question

Where can you get some acid-water alcohol compound that you can use with liquid oxygen-oxygen generating and charging equipment?



Here's a 54-cent answer:

You can get it through regular Regis-are repale parts supply channels under FPM 8055-775-0009.

Load that apart



Any time you move a M45 SP4T serial number 115 or under's rear it's only an inch-by-inch way to lock the axioms. Moving a SP4T with an unlocked gas can tear up the increasing

mechanism and break each of the top overage gear ring. To remind you, wear all this on the inside of the windshield frame like TR 9-2100-211-0011 (12 May 70) says:

"WARNING: INSURE TRUCKS LOCK BEFORE MOVING VEHICLE."

Help is on the way from another direction. A new, locked-up, loading P04 (508-767-0072) (Old Post P04 1000000-

42) now loaded by your support unit, should end some of this increasing mechanism damage.

BEYOND, LOCK THE TRUCKS BEFORE YOU MOVE.

Stop the under crane



Got a 424 114-400 make and platform truck, but no driver and how to keep your cargo neat and tidy? Then park that truck in a city place and load on our this way.

The manufacturer usually doesn't make cranes and how to drive vehicles. But it's likely that a supplier can be found in your area who'll make 'em up.

It'll be a local purchase deal, under provisions of RR 714-110-50 (12 Jun 74). Be sure to up with your Ordnance support. Give 'em a full description of the truck with all dimensions.



Getting loaded?

So... if the M42 wrecker is your vehicle remember:

The truck's not going to tip if you have all four outriggers down and set up the right way... like TIA 9-8833 says.

You give the pivot point a boost instead of breaking it by going along with the known weight limits on the safe load chart.



Hops on the big slope



The M42 Corporal crawler may look like nothing—can get in his way. Just... it can go most places—that's for sure.

But some guys are happening on things—you don't run that vehicle up or down any more's a 10 percent slope for long runs. It's a couple minutes OK when on the floor for a steady grade. The electrical circuit won't hold to take it.

Another thing... the crawler'll be having if you try to raise a minute with the crawler doing on anything more's a 10 percent slope.

CLEANING THE CLEANERS



If you don't know, you don't know what's going on with your truck. You've got to keep your main engine's air-chamber in the best condition ... to keep dirt and grime from being drawn into the engine. If not, your engine's working parts will wear faster than what is known as a stone's throw.

If the cleaner's oil level is too high the dirty air is going to get all mixed up with oil being sucked into the fuel system.

If the oil level is too low, the cleaner won't draw out the engine-killing particles of dirt as the air passes over the oil. Also, a dirty screen made with wire will cut down on the flow of air to your engine's fuel system.

So to keep your air cleaner working for you instead of against you, here's what to do:



WASH THE AIR FILTER
WITH HOT SOAPY WATER
AND RINSE WITH
CLEAN WATER.

1. Remove and wash the filter screen with dry cleaning solvent, P/N 1270-34-1000. Or get a replacement in your store, P/N 1270-117-2000. Or get.



WASH THE AIR FILTER
WITH HOT SOAPY WATER
AND RINSE WITH
CLEAN WATER.

1. Dip your finger into the air and feel the dirt on the filter. If there is no dirt on the filter, go to the next step. If there is a layer of dirt, go to the next step.



WASH THE AIR FILTER
WITH HOT SOAPY WATER
AND RINSE WITH
CLEAN WATER.



2. Wash the air filter with solvent. Wash the air filter with solvent. Wash the air filter with solvent.

3. Hold the air filter in the air and feel the dirt on the filter. If there is no dirt on the filter, go to the next step. If there is a layer of dirt, go to the next step.



4. Replace the filter in the air and feel the dirt on the filter. If there is no dirt on the filter, go to the next step. If there is a layer of dirt, go to the next step.



Then, after the filter is in the air, the air filter is in the air.



Then, after the filter is in the air, the air filter is in the air.



WASH THE AIR FILTER
WITH HOT SOAPY WATER
AND RINSE WITH
CLEAN WATER.

Then, after the filter is in the air, the air filter is in the air.

ADDING THE AIR FILTER

If you have a LTR fog, the air filter may be small, but it will need to be cleaned. So, it's necessary to the gas to remove the dirt from the air filter.

1. Remove the air filter from the side of the air filter.



2. Wash the air filter with solvent. Wash the air filter with solvent. Wash the air filter with solvent.



WASH THE AIR FILTER
WITH HOT SOAPY WATER
AND RINSE WITH
CLEAN WATER.

3. Wash the air filter with solvent. Wash the air filter with solvent. Wash the air filter with solvent.

4. Use your fingers to feel for dirt and grit on the bottom of the oil pan. If there's no more in there or if it is gritty do not install the oil pan on the air cleaner again until you clean the oil pan.



CHECK
DEPTH
OF
OIL

5. Fill the oil pan to the level level. You can use method two, too.



6. Check the filter again. If it's clean, put it back. If it's dirty, clean it with solvent.



7. Clean the oil pan with solvent. If there's no solvent around, use kerosene.



WASH
OIL
FILTER



WASH UNDER
OF HOSE



8. Loosen the clip, push the filter up in place and release the clip.

9. Tuck the oil pan in place under the air cleaner, hook the wire hooks under the lip of the pan.

10. Snap the holder on to the side of the air cleaner.

NEEDLE NING

Put the same weight oil in your air cleaner as the oil in your engine. In fact, it can be the same oil you drained from the engine when you changed, but your vehicle's LO for the right Oil to use.

Regardless of time or mileage... you want to change oil when the dip is as much as 1/4-in deep in your LO. Just air cleaner and in your main engine oil cylinder. Even if it means doing it more than once a day. For special help to the left in your LO. Near 1 about "Diary or Excessively Dirty Operation."

Make sure you that the filter are some/catchable garbage when they're put back. This is absolutely the latest official dips and you can rely on it.

DON'T SNUB YOUR SNUBBERS



That's quite a bunch of lines you got wrapped around you when you're riding in your MIRA2 medium truck. Being as heavy as it is there's one thing that rules whether you're going to have a smooth ride or a hard one . . . it's your truck's snubbers.

The snubbers take up the shock that hits your vehicle, don't snap your moments from becoming an attack up to a snafu with snafus keep hard joints from snapping to the harem and other parts of the suspension—here's what you might do to check the snubbers on each side of your MIRA2 truck:

1. Check snubbers immediately after a test run at 2000 to 3000 rpm of high-speed gear. Run at 4 miles per hour.
2. Push a finger lightly to each snubber at the center of the tube to see if it's better to the ball than the snubber. If the snubbers are working right they will be much better than the ball.

Continue to avoid a ball loss, track the snubbers lightly. They get hot enough to fry eggs, but when your fingers get too hot or feel at least 10 minutes before taking a new ball.



2. The first snubbers have four bolts on the top bracket and four on the bottom. The other two snubbers on each side have three bolts on the top bracket and four bolts on the bottom. Make sure that none of the bracket bolts are loose or missing. If a bracket bolt is missing get yourself a new one and install it right . . . straight, about 1/16 in. to the top.

3. Check the snubber seal or other seal where the bolt meets the bracket. If the seal is loose, tighten it with a 1/4 in. nut and 1/2 in. Allen I handle.

4. Make or make each snubber. If the snubber is not, repair it.

5. Be sure that there's a snubber pin in the top and bottom mounting pins of each snubber. If a snubber pin is missing or broken, get yourself another one. Then, push it through the mounting pin and spread the nut.



It's best to make these checks after operating your machine at an every 10 minutes.

BEEF UP YOUR FIREFIGHTERS



Cowardice is the biggest concern on the driver's back in the bush. But it can get even worse there . . . or in a snowbank . . . when your combat vehicle engine rumbles flat.

Here . . . you've got the fighting gear to get out any kind of mess. But have you checked it lately to see if it's fit to fight?

On maneuvers a while back one 10th tank crew got a bit offhand a couple days when they pulled their maintenance handles and there wasn't even a line. Winded up working down a passing creek to get help. And that tank engine was so well-down it had to go for a complete overhaul.



Before their firefighting gear had lost a lot of Oils . . . and a lot of weight, that tank's been missed until that day started.

Here's what you do to keep yourself and your combat vehicle from getting burned . . . and, way out of them.

Step-by-

1. Check your fuel for antigels for broken seals. If you find one broken . . . or the main control handle or the fuel control . . . replace the vehicle with the antigels in a separate one if the change is too low.



2. Take a special report at the inspection tag. Oil from DCA inside its waterproof holder, and the cylinder with the same seal.

3. Make sure you've got a spare safety disk and make sure the waterproof sealings on the cylinder. They won't be your backup, but your support may need it in a hurry.

4. Place tip of eye on the mounting bracket, and extinguisher controls to see if they're loose. And use the discharge handle to see if they're blocked up.



Every quarter—give those fire handles a daily check . . . plus those extra reviews . . . if your support or local SOP-CHE's let.

5. Disconnect the control head and pressure hose from the valve on top of the cylinder. Then disconnect the discharge hose.



6. Take the extinguisher down from its mounting.

7. Using a sensitive spring scale, . . . (the FM 6246-104-0244 1000 . . . weigh each cylinder separately, and record the weight and date on BG Form 752). Weights 100T and weight 100L are stamped on the extinguisher valve. Subtract weight 100T from weight 100L to get the weight of the charge. If 10 percent of the charge is gone, re-fill the extinguisher per maintenance.



8. If the safety shift's damaged, ask your support to replace it and the number. The shift gets replaced only after the extinguisher's completely discharged.
9. With the remote control gun removed from all the vehicle's extinguishers, pull the remote discharge handle if it drops or sticks, release it before you re-install the extinguisher.
10. Reinstall the shift in the control head, so that the arrow line up, and replace the head.
11. Make sure the extinguisher are re-secured. Use a tape reader of this copper color with head and that'll make sure when you give it a quick pull it comes away.
12. Give the portable extinguisher in the crew compartment a check-out, too. Fixed extinguishers only take care of fire in the engine compartment.

That way, you're ready if ol' monkey comes to town.

DANGER



Don't let your 740B motor grader slip into gear until you're ready to go.

The automatic transmission of 255-hp 740B tractors can slip into gear all by itself under certain conditions, just like TD 940024-1 did Jan 5th 1978.

To avoid something like that, or somebody else's when you have no longer the engine running with the work as a result.

1. Always, put the handle and transmission is neutral and cut the load lever until you're ready to roll. If you have to let it slip, be sure to throw on the neutral safety lock that keeps the tractor from putting your back difference "any back. Don't touch the handle until you turn off the engine. If you need to check the transmission oil level, take the necessary precautions and check the oil level it says in TD 940024-10 1 1978 Jan 1978.



2. The load handle shouldn't be pulled out any more than you absolutely need to keep up the engine at idle speed.

3. Don't let anybody stand under the vehicle or walk in front of it while the engine is running.



PAINTING CHEKAI!

ATTENTION

Your life, or somebody's, could "hang in the balance" unless the Hydra-Weld transmission linkages are adjusted, positioned or inspected just so.

A check and look-over at this TD 9-8024-1 is a must for every driver and mechanic on these trucks. Besides telling you to always set your parking brake before the engine is started, the TD also says only authorized mechanics'll make work with the adjusting and positioning of these links.

The reason a mechanic should be not familiar to this work is because it's really "tricky business."



For instance, say the manual valve control lever shift's got just less the control valve spline shaft far enough, it'll allow the shift lever to wander off the spline and you'll lose control of the shift range. You'll put your shift lever into neutral, but that's not what you'll get on the shift pattern in the transmission. Guess you see the picture now!!! You just might be in a forward gear right?

Follow the TD 9-8024 to a tee when adjusting the linkage—no close cuts. When the manual valve control lever is put on, make sure it's shoved on until the end of the shaft is flush with the outside surface of the lever, and then tighten up the lever lock nut right.

Check the pins, bolts, plates, etc., for signs of wear and get new parts pronto if needed. If the splined ends are bad, get support to help move even if this means disabling the vehicle.

Shaking out the connections in the levers and the shafts much up-and-not having them into place, is a must.

All this (Dope applies to 3H non-range trucks M100 and M211, dump-truck M110, gasoline-truck M117, dump-truck M200, truck crane M201, and water tank truck M202).

LEVER MUST BE ON PIVOT WITH END OF SHAFT





KEEP 'EM ROLLING



How about it.... are those forward rollers wheel rollers on your Nike-Roll roller XM 44181 body section truck giving you a hard time?

You know... the roller road gets clamped up and rips off under the weight of the inside air seal. When this happens, the air seal ring binds against the inner part of the wheel assembly—making it tough to roll the inside.

That's not problem you can blow out the window. The roller rollers are being replaced by hard plastic jobs, called Wheel Rollers. Polyurethane wheels. XM 2308-113-0030. So your support unit doesn't point on the new rollers. It's roller job.



M21 GAS MASK

Masking out, and anybody else handling liquid rocket propellant, take a look at TM 3-4240-210-15 July 68. For the story on the M21, the new rocket propellant gas mask.

The new mask's construction for you when you're operating in an area where there's only a few concentrations of fuel vapors.

It doesn't replace your old M21 compressed air breathing apparatus, which you depend on when the air's really bad... but, the M21 will hold up through three minutes of heavy vapors... so you can move away from big spills or leaks.



DOUBLE CHECK



There's nothing to it.

You fill out the Nike-Roll checkbook check sheet on the assembly and make issues of your Nike-Roll roller inside. Then you sign the "verified by" block... so there the first guy who passes by the signing.

There's nothing to it. But that's the wrong way.

When you make the checks, you want some for your breathing down your neck. He wants to know when the check is all done. And, if he's on the ball, he won't do any verifying until he sees you make every check.

A SHORT NIKE COMPUTER STORY...

BY L. G. CHECK



You know what they say... never put off till today what you should do yesterday.

And that was just for your Nike computer over-head checks.

You... some guy'll say to themselves, "I'll leave well enough alone." That's bad when things are going along smoothly. But it's real bad when the new game's not predicting right because of a loose part—like a roller—that you could spot in your checks.



NIKE PIT TRAP

An owner of pain is the screen board of a Nike B or C elevator screen panel could cost you a pound of screen-for-everything else in your only "out" if the elevator malfunctions while you're working under the lowered platform.

Here's the easiest way to whip that safety problem.

Simply replace the original National screen with a fresh lot of low-hand capscreen. Just ask Chalmers for the needed number of Screen Caps, here: **Read FORM 1305-217-1008.**

Even if the low-hands get pole-ripped, it's as easy to run 'em out and remove the pole.



DON'T USE THE MAIL



When ... say ... come to a working job.

You special weapons outfit that wind up with more classified publications than you need ... don't send 'em back to the AG publications center in St. Louis.

This is bad business 'cause they're classified. And the cost of handling a couple publications is a lot of class fightin's the pain themself re-classified material, or no.

If you have less than 18 copies of one publication, get rid of 'em according to the word in AR 380-5. And, if you have 18 or more, let the AG publications center people know. They're at 1891 Windsor Road, St. Louis 14, Missouri. They'll send word on what to do.

And ... say ... since an outfit's going to lose its special weapons mission, it wants to get word to the publications center by using section III of DA Form 12-6. That'll stop the flow of special weapons pain.

WHAT'S WHAT ON TOOL SETS



Maybe you two have been running low on love trying to find the love happy. Mutual number for your and me. There's something that should help. 100

[illegible]

[illegible]

Now, get out a D4 Form 1.7 and under the Title No. (Id. you copy from your job/contract location.

Perry Fox...

HOLD IT!



At inspection-time, do yourself a favor... hang on to your MP or M24 protective mask's qualitative cover.

Once the small, rubber cover's pulled off, it has a way of wandering off the lips.

Best way to guard is to be ready when it's pulled off, and then replace it soon's the valve's been inspected.

Course, you don't have to hold it in your mouth—but you should keep an eye on it, or find a definite spot for it.... like clipping it into your mask's carrier.... and, always remember to replace it before you pack your mask away.

As you well know, if that cover's lost



you're likely to be left holding the bag with an incomplete, unprotected, protective mask.... and, that might not be too good. That cover's got there to protect the qualitative valve disk.



Your MT-1-6 flame burner's fuel tank's not right, size . . . it's the painting that's too big.

Knock off that ten acre and add one die century when you read the "1,000 gallons" fuel measurement given in the one thing section in part 50 of TM 3-1040-206-10.

That part should read "When you test the your MT-1-6 flame burner you should have no less than 100 gal. less of fuel, and 1000 pounds of pressure in the high pressure system."

One hundred gallons of fuel, as you know, is equal to 17 seconds of firing time. So, check the firing time indicator, and if you have less than 17 seconds left, add the necessary amount of fuel before you test the.

Now half over to page 45 of TM 3-1040-206-10—part 50 should also refer you to TM 3-9022 . . . the book you read like your right arm when it comes to operation and maintenance of the components in the flame burner's M-6A1 tank fuel.

The MT-1-6 BAC (Appendix III in TM 3-1040-206-20 needs a few more



bits of references, like TM 3-1040-206-20P, TM 3-1040-206-10P, TM 3-1040-206-10P, TM 3-1040-206-10P, TM 3-1040-206-10P, TM 3-1040-206-10P, TM 3-1040-206-10P, TM 3-1040-206-10P.

All of these publications are available now, so even scribble' around for 'em.

It's a good idea to keep your eye peeled for any TM Changes in any guide that will give you new steps on your flame burner tank.



over upon a time, and all that jazz, there was stationed in Canada, a real cool line with, name of the Armored Knights of the Round Table.

Top honcho of this park was a loaded old cat, name of King Arthur, who, because he had drag up at personal managed to staff the outfit with some real sharp types.

Besides, they were really ape, and between the Old Man being huge for sliding races and a pack of crazy cats hot for jousting and dragon-killing games, this mob was the murder when it came to mortal combat.

One day an old down-on-his knees name of HALF-PENNY shows up.

WELL, sorry
about your A.M.A.

WAX THE HART
YUR HART

I WOULD NOT
HAVE BEEN
HERE IF I
HADN'T BEEN
SPECIALIZED



Meanwhile, the Red Knight from the first to the next decides to put the match on a fair doughnut dolly named Lady "K&D" (Given in nothing flat, he has this chick streaked in his well-defined nose pad and is demanding 99% of the company fund to spring her. All things considered, he figures he's got the situation pretty well knackered.



Suddenly the balloon goes up. The 1st Armored K. of K. T. is put on alert and the Old Man holds a meet in the war room back of the officers' club.



Joe's Dope Sheet

In olden days when knights were bold,
They kept tents "tight" and free of mold,
Kept ropes unfrayed;
Sewed seams that stayed -
'Twas P-M helped a knight get old!!!



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



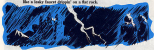
by the scene.... like it's Cinemascope.... there is the Red Knight's castle, and deployed and in sleep formation are the good guys—ready for the nuzzle.



Inside the castle the Red Knight (who has had no trouble getting appropriate for leaky weapons) pulls a real nuzzle from his arsenal.



And before you can say "Well, Jerry-Memo!"—he's got a new sword going for him that makes the Johnstown flood look like a leaky faucet (leaky!) on a flat rock.



Finally, if Arthur was one dead-end king, that only will
this turn up his chance for a second star, but the world will
be the laughing stock in the end.

PLEASE write, telephone or
mail your comments to:
PAPERWORK REDUCTION PROJECT
Dept. 2000-1

1000

1. **Local** - only the local
 2. **Global** - all the data
 3. **Global** - all the data
 4. **Global** - all the data

THE THE BOOK, SIMPLY, YOUR NAME is a
BOOK MADE ON TOP OF THEIR TEXT and covers
ANALOGOUS, which shows their skill.

O' BARRY, DON'T
 TALKING FOR BARNEY AND
 AND I AM YOURS. I WILL
 BE YOUR-CLIPPING WITH
 YOU! ANY TIME

QUESTION AND ANSWER DEPARTMENT

WASH. POST
THAT YOU HAD
A FIRE
EXTINGUISHER
TESTED?

EXTINGUISHER TESTS

Dear Hal's Mom,

Are you sure you gave us the right copy in June 88 on the hydrostatic tests for CO₂ fire extinguishers?

A.R. 700-61.20-1 (27 Sep 78), which covers Safe Handling, Storing, Shipping, Use, and Disposal of Compressed Gas Cylinders, says you give CO₂ cylinders a hydrostatic test every five years—only if they are empty. Otherwise, you empty filled cylinders and hydrostatically test them before refilling if it has been 12 years since they were tested before.

What say you?

LE B. J. B.

Dear Le B. J. B.,

As the date the article in FE 88 was set up, the info on the 5-year hydrostatic test was the straight dope based on A.R. 700-61.20-1 (26 Aug 74). But, right after that the new AR came out updating the old regs and changing the hydrostatic tests from five to twelve years if the extinguisher has not been discharged. You will have to see the cylinder if it has been emptied and five years have gone by since the last test.



Hal's Mom

BY THE TM ONLY



Dear Mail-Man,

How can we clean the most awful stains on our Nike-Mercedes shoes? They're dirty from all our roads.

Dear Specialist L. P.,

The only way of cleaning the odorous shoe Odorous OK's is in TM-9 1440-214-20. And on page 100 is way to use soap and water. You can also use a mild liquid detergent—as long as you follow the directions on the can. It says to do the cleaning once a month—but you can do it more often. If you want to remove the stains so you have to fairly like the washing one, that's all right, too. Don't rub so hard that you hurt the rubber, tho.

You don't go fooling around with solvent-solvents up, suspension, rub the natural spirit and the like—you think might make the rubber red white. They might ... and they ruin the efficient rubber covering in the process. The same goes with kerosene and other hydrocarbons and pumps made with alcohol. They're too rough.

SPS L. P.



And don't go fooling around with paint or stain after washing to make the rubber even whiter. That stuff looks up the color.

Remember ... washing, scrubbing and whatever you are working on the rubber all the time. You'll never get them as clean as the first day they were put up.

GROUNDING GASSER

Dear Sgt. Half-Mast,

What is the regulation way to ground the M114's gasoline semi-trailer? I have made a deal for that it's a lot of trouble. There must be an easier way.

Capt T. C.



Dear Capt T. C.,

TR 7-2000-212-20 (21 Jan 55) has all the details for rigging a ground line for the steps on grounding any kind of a gasoline tank vehicle. This TR also has

including the PM's for the needed parts.

Half-Mast

IT'S RIGHT TOOLISH

Dear Half-Mast,

We have a couple of pocket hand saws. They are the new kind and for working around equipment in the EPC zone at our Nike-Apex site. They have the dogs ... they have the T-shaped handle.

The trouble is, they're not long enough for a lot of jobs we have to do. So, what's the story on getting longer dogs?

Sgt S. L. C.

Dear Specialist S. L. C.,

Ordinance knows all about your problem.

And, until the long-series key can get put in your Ord T 5M, T144, your best bet is to pick one up on local purchase. You'll want a set that runs A-4-4s through N-4s across the line and goes under Rod Apex 650-W-412, Type I, Class B.



Half-Mast

LONG TIME NO RUN



Dear Hal's-Mail,

When vehicle engines can be started only once a week, how much running time is needed to keep them in operating condition?

I've recommended at least an hour. This will get the oil hot, evaporate any oil dilution, and re-charge batteries on our selected vehicles (1/4-ton through 3-ton), RVS APC's, M41 tanks, and M11 PTF's.

What do you think?

CWO A. P.

Dear CWO R. P.,

There's really no answer that'll fit all types of vehicles and weather conditions. Each commander's responsible for making sure his vehicles are in operational condition, so it would seem a hard RFP is called for.

Your one-hour running time may be a bit on the high side, depending on how long it takes these engines to reach normal operating temperature.



Under average summer conditions (60-80°s, temperature weather), 15 minutes of running after the engine is up to operating temperature should be about right. That's usually enough to remove most of the water and fuel dilution from the combustion, re-lubricate the engine, and sweep any rust off the cylinder walls and bearings.



In winter, it's likely to take at least 30 minutes, when the engine gets up to operating temperature, to do this job.

When you have the personnel and fuel, it's better to run 'em a little too much than not at all. Cause you may be saving through life from damage that's when caused by things like rust and safety valves.



TEST YOUR METAL



Dear Hot-Meat,

Some of the gaps at our engine system are certain metal mountings (MT-202102, for example) are made out of steel. Others say they're aluminum. What do you say, Target?

SFC R. F. M.

Dear SFC R. F. M.,

Both sides are right. Some of these mountings are steel, others aluminum. The aluminum mountings are lighter, rust proof, and require paint mostly for uniformity and camouflage. Rust is malaria.

Steel ones have to be watched for

rust, corrosion, etc., and will always need a zinc chromate primer whenever they get new paint.

A magnet will tell you quick enough which is which since aluminum is non-magnetic.

Hot-Meat



GAPING GAPS

Dear Sgt. Dwyer,

It's checked out a regulator installed by our field maintenance shop in a Car-12 RT series gearbox.

According to TM 1-3804-208-20, this regulator was set right. But something tells me that a gap of 0.008 to 0.011 inch is too big for the contact relay on this rig. What do you say, Target?

RTSgt R. G.

Dear Sgt R. G.,

I'd say you need a good paine. The E-fluxing voltage regulator that goes on Car-12 RT Series gearboxes should be set up with a contact relay gap of only 0.003 to 0.014 inch.



The gap of 0.010 to 0.011 inch given in TM 1-3804-208-20, or the gap of 0.005 to 0.008 inch given in TM 1-3804-208-80 would be OK for the contact relay in Series C, D and E regulators—but not for the Series F regulators on your Car-12 RT motor gearbox.

Sgt. Dwyer

ARMY AIRCRAFT



LOCK IT GOOD

No one would be careless enough to ignore the *cl* and try exiting a Bird Dog online (TL-103) with the student's instrument panel in the stowed position. But a careless preflight can give you the same results.

STAD-DUTY



It only takes an extra second to see that the latch screw on the end of the locking arm is seated all the way down in the right sidewall. Just try to jiggle the arm back and forth a few times to be sure the arm won't pull out in flight.



ONCE LATCH
DOWN AND
LOCKING ARM



The only reason you're being so worried about the integrity of the 5s is because the two checks that it contains are conducted by Richard together.

If the landing area should jump-out in flight, the lower edge of the rear lower-most panel could hinge back against the rear cockpit structure control, preventing back-sliding levers.

Which would tend to make interesting: in-flight observations for birdmen without other funds.

STUD NUMBERS



1000

One is fairly certain at this point identifying the two steel dies used for thermocouple terminals in the HZM (Chambers) fire detection system. The only place they've found is T&E 1-1001-4-2 (19 Apr 65), P&N 871227-811204 and 871227-3. But the serial number needs the final of each number to order by.

2010

David R. Hays, Ph.D.

These new P/N's are not in the Army's supply system. Tell your supply section to use P/N 9900-100-1200 (P/N 99 21000-01) for No. 1 and P/N 9900-110-1307 (P/N 99 20000-10) for No. 2 and. Right now there's no way to check out old old or AN part numbers with the newer MIL (military standard) numbers.

1000

MANEUVER, MEN



As every skipper knows, the real tricky part of handling a vessel comes when you've gotta maneuver in close quarters, like running in a crowded harbor, or docking or undocking.

The larger the vessel the more this is true. And when you get up on vessels that depend on the engineer to start, stop and reverse your engines, you've complicated the job by making a one-man task into a team play. **Practices**

Consequently, no smart skipper ever depends on a green man, either a helmsman or engineer when working in or out of harbor. Naturally, you may have gotta be trained in maneuvering the vessel, but you give 'em their first crack at it well offshore. A few

hours spent running that ahead, stopping, reversing, and going ahead again tell you that when you wear your engine room to check your approach to the dock, yours is what you'll get, and right when you ring for it. **Practices**

Small craft sometimes use practices both picking up a mooring and coming alongside the buoy as though it were the dock and they can handle their craft perfectly. Practices approaches upwind, downwind and crosswind will prepare you for any conditions when actually docking. **Practices**

And you won't have to push and pull your squidles.



VALVES IN RIGHT?

Here's a simple little trick that can save you lots of trouble. When you install or replace a globe valve anywhere in your vessel's piping system, always be sure you put it in so that the pressure comes in **under** the valve seat.

Why?

Be that whenever you close the valve the pressure is sealed away from the valve stem and packing. Then you can repack the valve stem when you have to without looking for another thread further back in the system, or perhaps



having to drain a tank or bleed off air pressure.

Simple, isn't it?

SPOTTING DANGER SIGNALS ON YOUR ...

DAVEY RPC-15



Your compact Davey RPC-15 compressor can do a man's job of ridding mulch piles. If it's not, chances are it's suffering from one or more of these telltale symptoms:

SYMPTOM

STARTS AND PRESSURE LAGS

Could be caused by:

1. Poorly perforated piston cartridge.

Seems like the compressor has trouble holding pressure at 3500 PSI while running, even though it's forced air through a fixed seal, but poorly perforated piston cartridge. If your perforated piston-cartridge upper or lower-carbon head, breaks or dull, that's your signal to straighten, sharpen or replace 'em pistons.



2. Piston rods not properly installed and sealed.

First you want to make sure that each 'glove' will fit snugly "glue" to do a good working job, and is sealed right in its groove.



When you screw down the head cover, keep the timing until the cover runs right against the cylinder. Then let the cover go back off about 1/12 turn so the O-rings can spring up just enough to give you a solid seal.



You can test clean and sweet by timing these screws by jamming some a piece of steel about six inch wide and long enough to fit over the heads through a pair of 1/4-in holes. You weld a square 1-in bar out in the middle, and you're all set to screw the cover with a ratchet wrench—twist it quick and snap on a pop bar.

SYMPTOM

COMPRESSOR FAILS TO START BEARING

You already have "valve-and-valve defective" listed as a probable cause in your pain—but that's not the whole story.

This solenoid should do the job for a long time if you keep it clean, warm and dry. When you move the compressor while it's not working, and keep it inside out of dust and rough weather, odds are the solenoid won't let you down.

Your special signal, when the solenoid is sick, is the sound of air-sucking down the drain tube when there's no pressure reading on the 2nd and 3rd stage gauges.



Sometimes you can goose the solenoid back to life by stepping up the drain tube for a few seconds—but you want to replace a weak solenoid quick like a wink.

SYMPTOM

DR. BACKS OUT OF AIR DRAIN



You won't find this signal of leaky operation in your TM for a very good reason. It should never show up.

But if you do see it looking out of the air line, don't try to "throttle" the needle with some remote. Call your support unit, and let them know the main valve or leaky O-ring that's making trouble.



SYMPTOM

CHATTERING DISCS

R A logging skidder wheel, falling in and up with the same and many in this amount of working air, is one more danger sign you can add to the other “probable cause” of overhauling found in your job.

Chatters are you'll find changed or worn-out friction discs on the wheel that's when the skidder gets off on its job.

Take a little time to pull the and point and the disc cover to get in them and replace those friction discs. But the



disc that is a better compared with the disc that blows up when you suddenly have a heat-treated composite on your hand.

SYMPTOM

WHEELS ARE MOVING IN ITSELF

R This condition won't cripple your Dwyer's capacity for compressing air, but it can limit the frame for towing purposes.

When you troubleshoot this situation, first thing you do is open the door and focus attention on the skidder tension there where it's been welded to the frame.

If the weld is broken, you don't have the Dwyer around to put any hard pull on the skidder until the weld is repaired. And if you want to keep this trouble from leaving your Dwyer, there's a couple things to do before that weld gets fractured—



1. Adjust the stabilizing plates (sometimes called stabilizing plates) so they are just loose enough to allow about 1/2 inch of free end-of-plate movement about 1/2 inch into the front end "plate" as an over-pull without breaking the tension weld.

2. Regularly take the stabilizing plates apart, use it up in time 1, 12 1-12 12-12-12.



at first, only mounted on...

YOUR TANK-MOUNTED SEARCHLIGHT

NO MAJOR DEFICIENCIES

SHUT
ON

SHUT BOTH
LIGHT

OK OK
NOW SHUT
IT OFF!

No reason worth, for you nations to operate in the dark when you can use your life-in threatened searchlights or cluster lights on the situation.

Like many another bright eye, if you're good to her—she'll be good to you. When you think that switch on, it's a mighty fine feeling to see that beam of light cut through the darkness.

Here's a look-out at some big points that you may run into with your searchlight... things that could darken your life.

Many shortcomings are the ones that won't keep your light from working, but could lead to a major deficiency.

The major ones—and they're in **bold type** — come every year and year, in make it unable to operate.

Make a note of any minor condition that crops up during the operation of the searchlight and take care of it as soon as you stop operating. Call a halt when you come up with a major defect that would damage the equipment if you continued to operate it.

In any event, pass the word along to your next-of-kin if you can't fix the light or don't have the OK to do the job. We'll want to know about it, pronto.



GENERAL

APPEARANCE — Lamp mounting. Rear. D'O Plaster missing, not replace. Paint scuffed, chipped.

INTERNAL OPERATION — Lamp fluctuates. Shutters fail to operate. Internal motor.



PUBLICATION — Missing the serializable. Should have SA Form 288 and TM 1-4750-201-15 or TM 1-7000 depending on model aboard.

PAINT NOT TOGETHER — Missing. Pinned, from. Unavailable.



PROTECTION — Over missing, under missing. Light uncovered when not in use.

SHUTTER HOUSING ASSEMBLY

SHUTTER — Bent, badly, won't close tightly. Springs weak, broken. Missing air lock bolts and screws.



HOUSING — Rings, pin broken. Bolt, both missing, damaged.

SCREENS — Housing badly scratched, cracked. **Refective shield.**



LEAF HOUSING CRACKS — Bent, broken, cracked, split wide. Mount worn, cracked. If loose, loose, damaged screws and nuts.

LENS — Cracked. Badly scratched. Dirty. Lens mount cracked, bent, fits loosely. Caskets chipped, cracked. If the paint will be destroyed if removed from lens. Remove, replace only as necessary.



FACE ASSEMBLY

SEARCHLIGHT MOUNTING BRACKET — Bent, broken, cracked, split wide. Missing, loose, damaged studs.



REFLECTOR CASE ASSEMBLY

LAMP—Cracked, bent or
out. Dirty. Wrong bulb.
Lenses, not correctly
sealed in housing. Out of focus.

MAIN REFLECTOR—
Bulbly, scratched,
cracked, bent, bent,
loose, dirty. Rust or
wear, cracked. Rust
missing, loose.

REFLECTOR CASE—
Cracked, Cracked, **Red**,
broken, bent, loose,
missing, damaged bulb,
cracked and bent, bent.

**SHIELDING
FLUORIDE**—
Red, Cracked,
bulbly
scratched
Lenses, Dirty.

FIGURING ASSEMBLY—
Red reflector support bracket
cracked, bent, out of align-
ment. Missing, bent, bent,
cracked, bent. Missing, con-
nection, loose or corroded. Missing
or loose bulb and wires.

Don't touch the lamp when it's hot.

Don't try to look it in the eye when it's lit. Protect yourself with a pair of
welding goggles or a piece of smoked glass.

Don't use strong acid or alkaline cleaners on the lens or reflector. Some good
for any type of cleaner that might scratch or damage the glass or polished surface.

Don't use a circular motion when cleaning or polishing the main reflector.



Use a soft cloth and alcohol, soap and water, or a liquid wax cleaner when
you clean the reflector. Stroke the cloth from the center of the reflector out to the
edges—not around in a circle of circles.

CONTROL AND ELECTRICAL SYSTEM

SWITCH-BOX — Loose mounting. Missing, loose, damaged screws and nuts. Cracked insulation. **Circuit breaker defective.**

POWER RELAY ASSEMBLY — Loosely, **improperly mounted.** Loose or damaged components if undrained oil, leak of fuel too close to unit. Binding, cracked, distorted. Missing, loose, damaged nuts and screws.

CONTROL SWITCH — Loose mounting. Missing, loose, damaged nuts and screws.

TERMINAL BOXES — Loose mounting. Missing, loose, damaged screws and nuts. Box cover missing or damaged.

WIRING — Cracked, frayed insulation. **Loose, loose wires.** Connections loose, corroded.

USUAL CONDITIONS

CRACK INSULATION — Cause and fix collected on nearby light, cables, connections. Fixed on lamp, line, and reflectors. Unrepaired when not in use.

EXPOSED WIRE — Swollen, frayed insulation on cables. Cracked, chipped paint on housings. Unrepaired when not in use.

SALT WATER DAMAGE — Rusting, dirt collected on wiring, cables, and connectors. Paint chipped, cracked. **Resistor faulty.** Unrepaired when not in use.

SAFETY LIGHTS — Lamp, out inside light lens contains, reflector, shutter shell worn, disconnected from. Unrepaired when not in use.



BE YOUR OWN MASTER ON...

YOUR AN/GRC-46



You'll see it parked here and there—but always somewhere close to the road and some of action.

Just about the fastest moving member of the Angry family. Yes, Sir, that AN/GRC-46 is built to move with faster fire units and keep their lines of communication open and secure.

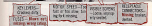
RADIO TRANSMITTER INSULATION AND DELTA
GROUNDING SHEET CORROSION IN PLACE
RADIO TRANSMITTER T-101/42-17
RADIO RECEIVER S-101/42-17



Naturally, when the traffic is heavy and the equipment's hot, there's little time for maintenance, repair, and all the rest. The time for that comes before.

Yet one of the cross sides of the Angry 46 is the ease of pulling preventive maintenance on it. Service will be in the payoff of that PM time too.

Like always, the built-in test items, equipment major trouble spots which should be corrected before the equipment is repaired.



One thing to bear in mind in the wartime equipment: "Service should make no adjustment of equipment. 'Military' means trouble." Usually a hands-off policy except for the simple checks needed to keep the gear operational.

ELECTRICAL EQUIPMENT

SHELTER 5-89C/G

RUB, TAPES — Loose, frayed, **connections loose**.EQUIPMENT WRT — **Chipped**.FAN — **Not working, loose**.HEATER — **Not working**.HEATER EXHAUST — **Chipped**, flexible hose not positioned right.BATTERY — **Leaky, not adjusted**.RECYCLED — Corrosion, **damaged**.WATERPROOF — Ceramic insulator cracked, **oil down signs and insulator missing**, mounting bracket loose.FUEL LINE HEATER — **Damaged, details chipped**.GROUND ROD — **Missing, badly bent**.AIR FLOW CONTROL — **Loose, not working properly**.

ROTARY CONVERTERS

CABLES — **Cracked, loose**.MOUNTING — **Loose, bolts missing**.RECYCLED — **Only**.

Manually, the folder hanging underneath the deck is where your EM Form 10-288 goes. Keep your preventive maintenance checks up to the minute and keep the forms for at least one month.

MANTAINO FORM — **Missing, not properly filled out**.

Pots, extra paper with and without and all that, of course, will be kept handy in the compartments over the heater. Keep that compartment free of anything extra—and keep it locked.

Routine, regular preventive maintenance servicing will make sure that your AN/SGM-45 does exactly what the war has to do with you.

TESTING THE TRACK 47



A thin strip of metal . . . a wire or two . . . and some common electronic hardware. Put them together and you have a combination that'll speed up another spot testing of any AM/FM-47 radio set.

The idea is to hook the Track 47 directly to a field telephone, without going through the twirlmaster. Easy enough to do.

Make one of the modify's simplest brackets from a piece of sheet metal 2 inches wide and 6 inches long. Then drill two holes: one to serve as mounting both as line up with the holes holding the back cover on, and the other (3/16 in. dia.) shown on back from the other end of the bracket.



Then secure a standard telephone jack [J-811 (POM 1991-191-6735)] over that second hole—the side as hole from the end. Follow that up by attaching one lead to the jack, and then secure the bracket so either the left or right side of the back of Case CY-1136/ TR02-47.

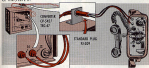


When you attach the bracket to the case, figure on leaving the end with the phone jack stick up about two inches above the top of the case. Also, slide some vinyl tubing or rubber spigot over the phone jack connection to serve as insulation.



Once the handset is secure, take the leads from the phone jack and connect them to terminals J1 and J4 of the Converter CP-541/TBC-47.

All that's needed there then is a standard 3-conductor wire—maybe five feet long—with a standard plug PJ-305 (POM 5555-100-0734) on one end. The other end of the wire, of course, is hooked up with a field telephone such as TA-41/PT or TA-511/PT.



With this simple hookup, a man can pull operational wiring and system line up of his TBC-47 without running back and forth twice (switchboard) and reduce speeds things up and reduce costs.

~~TIP FOR A TIP~~



Even PM tips to buy in metal for the tips on those MS-110A, MS-117A, MS-118A, AB-23/GB, and AB-24/GB man sections.

First, always keep 'em shiny with any kind of brass polish. Run much less. Run on the thin, shiny copper coating fades—and have metal shows through—it's time for a new tip.

The copper makes the contact—the brass metal breaks it.

RACK 'N' REEL



Dear Editor,

"Get 'em up in the other alley!" That was the cry for a while every time one of those E1-137U racks started making like a runaway bowling ball in the bed of one of our creeks.

We had knooked knees . . . knooked rails . . . knooked cargo compartments . . . and were pretty well knooked up all around. Until we rolled up a handy solution to our rolling racks.

It's a simple rack that secures the E1-137's against the frame panel of the cargo compartment. We used scrap lumber and auto-brake rods to make it. Just bolt, secure, or nail together a frame, or rack, that can be bolted right across the rear of the cargo compartment.

Build it up so close behind us as to give it a slight tilt toward the frame panel. Like the clutch shoes. That'll keep the rack tilted forward against the frame panel.

Our racks not only keep the rails in place, but also provide a handy spot for temporary storage of other equipment, tools, etc. We just lift them out when they aren't needed.

1 Sgt E. W. Penhale
Trail Hawk Co. 8th Army,
4 Battery, 7th Inf Div



STAND-BY WITH STAND-BY

Flashed readings? Just standing by now with your AM/CBC-10?

Why not put a finger or two on the Service Selection switch on the T-105 Transceiver and flick 'em on STANDBY?

That'll leave just the radio beeping and the Morse code running. Just standing by, so to speak. More important, though, it will cut way down on the drain imposed by the radio set on the vehicular battery. And anything that eases the load on the battery adds up to longer and stronger communcations.



REELING AND DEALING



IF REEL IN
WIRE ON BOARD...



FM TO
CABLE



WIRE, LEFT...

Wire and reels.

They go together like . . . well, Corbin Hood and pervasive maintenance.

And when you talk about FM on this kind of wire equipment, such things as nicks, tears, cracks and rough edges come to mind.

Because any reel worth its wire has to be checked for anything that might damage the wire during operation. Especially the rim or flange of the reel, which usually bears the brunt of the hanging around.

Two FM tips should govern your

WJ-1 wire from snagging or tearing on the reels, or maybe snagging a tool's hand.

First, try to sand in the reel carefully so's to help reduce any damaging contact.

Second, it only takes a few strokes with a file to smooth off any rough or sharp spots on a rim. Follow that up, of course, with a fine tooth-up palm.

A little care in handling . . . a few minutes work with a file . . . and a few minutes more with a palm brush will keep any reel ready to roll.

CONTRIBUTIONS



THIS IS A GOOD STEER

Don't believe.

Here's a handy trick that'll tell any M&S-series road driver which way to turn the wheel to make the road go where he wants it to. This applies to all situations, even the sticky ones like going backward in forward range.

ALL YOU HAVE TO DO IS CHOP A PIECE OF WHEEL TAPE ON THE RIGHT CORNER OF YOUR STEERING WHEEL, LIKE SO:



THEN YOU WANT A PIECE OF RED TAPE ALONG THE WHEEL CORNER OPPOSITE THE WHEEL TAPE, AND YOU'RE SET TO ROCK.

When you're in reverse range you use the red tape as your guide and you turn the steering wheel so the red tape moves to the left if you want the road to go left and right if you want it to go right. This works anytime you're in reverse range.





The white tape is your guide for over-
steer, low, or high. You want the tank
to go left, you make the white tape go
left. The same with the right.

Sgt. Jack Ballard

APC 148

*Old Man—Good idea, but once the driver gets used to it he can take the eyes
off entirely and the slope of the wheel will show him which way to turn. Ac-
tually, you should turn as guide by feel even in the daytime as you don't take
your eyes off the road as guide.)*

FUME FIX



Dear Editor,

Some of our radio operators have
been bawling about the fumes coming
from their Jeep exhausts. As you know,
the tailpipe acts as a guide underneath
the vehicle—instead of steering, he
pursues the bumper.

So when the Jeep is standing still—
with its radio operating and its engine
running—those exhaust fumes start
sneaking up into the vehicle instead of
being thrown out to the side. Hour after
hour. You can figure what that could
mean to the man operating the radio set.

In our CD gear, as the green lights
on add a short extension to the tailpipe so
to carry the exhaust as back as rear be-
hind the rear sight bumper. It's

nothing more than a six-inch section of
pipe held over the existing tailpipe with
the usual clamp bolts and there next need
to secure exhaust pipe system. No
modification of the vehicle required.
And if an inspector should make ex-
haust about it, don't come off in hot
water, run exhaust.



The important thing, as we see it, is
to keep those dirty fumes away from
the vehicle. And our extension does it
now.

Sgt. B. M. E.

Fort Hood, Texas

*(Old Man—Looks like you've come up with a guide. So for an exhausting prob-
lem, here as long as your CD says affirmative.)*

ENDS'RE DIFFERENT

Dear Editor,

There's nothing in with guns it's easy to see why the state who's supposed to maintain the .45-calibered doesn't have



doesn't a right way and a wrong way to assemble the recoil spring to the recoil spring guide and the recoil spring plug.

If they've assembled wrong, two things can happen when you take them apart. You might lose some of the parts. Or the spring can send the plug flying too and too.

So the guy who takes the pistol apart should know that the small end of the recoil spring is slipped on the guide. The larger end goes put in the plug and is pushed far enough for the small end of the spring to hook on to the lug inside the plug.



If the small end of the spring doesn't fit right around the guide, have your weaponsmith work on the spring so the coil is small enough to give you a right fit. He can also give the lug in the plug a few taps if it doesn't hold on to the spring.

R. W. Hollingsworth
Fort Benning, Georgia



GET YOUR GEL WELL



Dear Editor,

In operating our M12 rifle 40-mm gun, we have known replacing the gelatin containers in the drive container. They've leaked out and when the drive container became disconnected, we found out the entire assembly. But we've found a way to give the drive container added life.

We drill a 1/2-in hole in the top of the container, empty the drive container (Gelatin—Watch-the-heat. The drive container can be destroyed if it hits 100° or higher for an hour. So as soon as the drive container starts to heat, take it from the heat. Also, if the drive container doesn't contain much moisture to begin with, you can put the whole container in an oven set at about 100° heat. That saves you the trouble of removing the drive container.)

Take it under where long-term the drive container returns. Then we pour it back inside the container and seal the container with a 1/2-in thick plate of plastic. The seal is held by several screws.

We find we can use containers and maintain three times longer of use.

Amusement Section
Carnegie Hall Hotel Shop
Richmond, Va.

Connie Rodd's BRIEFS



Chassis TWA change

If your Chevrolet 1500 truck bumper are corroded about following the date 10/24/04-12/28/2014 or Aug. 08 ... forget this TWA. It's superseded by TEMA0-18-12-15-2418 (24 Oct 80), which puts the service life on your main outer fender. F24 1500-211-1117 and F24 1500-211-1112 (date 1/14 2013-2010), look to step with the replacement time in your A. Check the new label!

Not staked any more

You may have a vehicle that doesn't have the gas station lot staked. It's no good. It's been found that when the car's properly staked there's no need for the not to be staked.

Look for damage

Next time you've checked your Hilti-Hercules (H44) rocket motor tank, take a long, hard look at the bottom. If you spot any cracks or breakage, the tank quickly is welded to the valve assembly, have your supplier call.

Steel wool's wrong

Your publications don't say anything about using it ... so don't mess around with steel wool when you clean the electrical parts on your 3.5-in and 4.5-in rocket launchers. The chances are you'll leave some debris off the wall behind ... and that's a right good way to set up things for a short circuit. Stick with dry cleaning solvent or volatile solvent sprays for cleaning any electrical parts. If they don't do the trick, ask your support unit for help.

Guidance M700

APRO-5-2813-2013 (1/11) Sept 88: current modifications to your Guidance Model M700 manufactured. This is an original and used includes the installation of new gas tank, ground fittings to main launchback shaft, clutch cover shaft and transfer case shift lever, and guard over landing rail of main gas tank. Check with your support unit prints. You'll need the serial number of your rig on the registration for the M700 kit.

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

IN ANY FIGHT....

PM

PM

PAYS OFF

IS A TICKET HOME