

Issue 239

PS

1972 Series

October

THE
PREVENTIVE
MAINTENANCE
MONTHLY



HOLD IT
RIGHT THERE!
IT SEEMS SOME
OF YOU CATS NEED
A REFRESHER
COURSE ON
ANTI-FREEZE.

Chuck Keamer

PM IN AIR POLLUTION CONTROL



What's new in the Army's air pollution control program? The slide rule-types are hammering away at the pollution problem to come up with a non-poisonous engine exhaust system. And they're making headway.

But what about right now? And what about you? What can you do about all that carbon monoxide, unburned hydrocarbons and oxides of nitrogen pouring out of your vehicle's exhaust pipe?



Plenty!

Maybe you think you got hit with something new in TB 9-2300-402-10 (Feb

71), Air Pollution Control Procedures For Tactical And Combat Vehicles.



Look again. It's your ol' sidekick, PM—Preventive Maintenance.

Yep, for you—the driver or mechanic—PM is what it's all about. You can help most in air pollution control by making sure your truck, tank, personnel carrier, power generator or whatever is in top shape—perking sweet 'n' true.

You've had the whole story right in front of you all the time—right there in your -10 operator's TM and your -20 maintenance TM.

CONTROL



You're the driver. Let's say you hop into an M151A2 ¼-ton truck. You flip on the switch and hit the starter. Trouble! In TB 9-2300-402-10 it's called "difficult starting" or "repetitive stalling". So you dig into "Troubleshooting" in your TM 9-2320-218-10 (Sep 71). You try everything. Still no go. Then, like your TM says, you "notify organizational maintenance".

HEY DAD, LET'S DIG INTO TM 9-2320-218-10 AND SEE WOT GOES.

RIGHT ON!



OK, Mr. Mechanic, now it's your baby. No sweat. With "Troubleshooting The Vehicle" in TM 9-2320-218-20 (Sep 71),

PS THE PREVENTIVE MAINTENANCE MONTHLY

Published by the Department of the Army for the information of organizational maintenance and supply personnel. Distribution is made through normal publication channels. Within limits of availability, older issues may be obtained direct from U.S. Army Maintenance Board, Attn: PS Magazine, Fort Knox, Kentucky 40121.

ISSUE No. 239 OCTOBER 1972

GROUND MOBILITY		1c-11
Pollution Control	1c-3	Lockwiring Poop 9
Truck Winches	4-5	Warranty Quiz 10
Radiator Cap	6-7	Right Tool 10
Electrical Testing	7	5-Ton Trestles 11
M35A2	8	M131-Series 11
Trailer Safety Chains	8	Nozzle 11

AIRMObILITY		12-27
UH-1D, H	12-23	M22 Subsystem 24-27

COMMUNICATIONS		37-45
SB-86/PT	37	Electric Cautions 42
TT-4 TG	38-40	RT-524, -246 43
AN/GRC-46 Kit	41	AN-566 PM 43
Alignment Charts	41	AN/USQ-46A 44-45
		AN/VRC-46 45

FIRE POWER		46-53
Blank Firing		Air Compressor Tip 51
Attachments	46-47	M1 Antifogging Kit 51
M16, M16A1	48-49	Gunner's 52
M60 MG	49	Quadrant 52-53
Signal Rocket	50	

COMBAT SUPPORT		
New Publications	28	SC 4910-95-CL-A74 63
Decal Info	54-57	Mantle Caution 64
FSN's For Specs	58	Supply 6, 7, 8, 9, 11, 27,
Seep Records	59	30, 35, 41, 45, 47, 51, 53,
DA Pam Indexes	60-62	54, 55, 56, 57 and 64.
Interchangeable Parts	63	

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,
Fort Knox, Ky.
40121

Use of funds for printing of this publication, has been approved by Headquarters, Department of the Army, 11 April 1972.

DISTRIBUTION: In accordance with requirements submitted on DA Form 12-4



GROUND MOBILITY
AIRMObILITY
COMMUNICATIONS
FIREPOWER
COMBAT SUPPORT

you nail 'er down—"defective spark plugs". Or, like it says in the air pollution TB, "burned or fouled spark plugs". You clean, regap and test the plugs. Or, if the old ones test out bad, you put in new plugs. And that ¼-tonner is back in business.



FOULED OR BURNT PLUGS ARE GREAT POLLUTORS! WATCH 'EM AND FOLLOW YOUR TM.

Good show?

Nope, only a so-so show. That's repair, not Preventive Maintenance.

Think back. That li'l vehicle has been acting up for weeks—hard to start, stalling, spitting 'n' coughing, poor power on a hard pull.



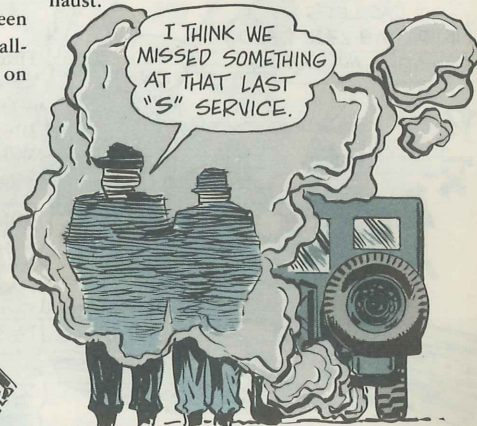
ATTABOY! GET IT IN WRITING.

Did you, the driver, report this trouble on your DA Form 2404?

Did you, the mechanic, spot this trouble when you pulled the last "S" service?

That's Preventive Maintenance—heading off big trouble while it's still little trouble—or before it even starts.

And you help cut down on air pollution. Like smoke pouring out of your exhaust.



Could be your air cleaner's clogged with dirt. Your engine's starving for air needed to mix with the fuel. Black smoke

can be telling you that your carburetor's set too rich. Blue smoke says you're burning oil. So you're wasting fuel or oil. You're putting a strain on your engine. And you're polluting the air.

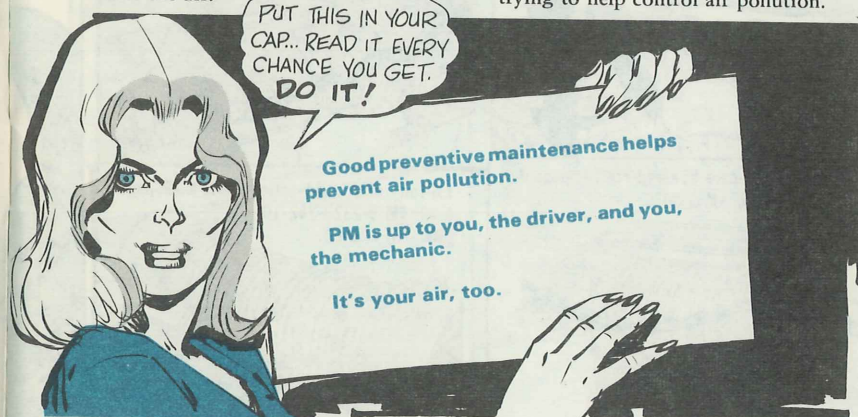
Or maybe your PCV valve is plugged up. (This's the "positive crankcase venti-

Just about anything that's bad for your engine—makes your engine work harder—makes for more air pollution. Like dirty crankcase oil wearing out your rings and bearings. Even dirty lube—or no lube—in your wheel bearings, prop shaft U-joints and gear cases that makes your engine work harder to move your vehicle and load.



lation" valve on most gasoline engines.) Your engine gets part of its air through the PCV system, too. And PCV helps your engine burn up that stuff that pollutes the air.

If you wait for trouble to give you the PM signal, you can't claim you're really trying to help control air pollution.





GROUND MOBILITY

I'VE GOT A STRANGE FEELING THIS ISN'T RIGHT.

WINCH WRAP-UP

Dear Half-Mast,

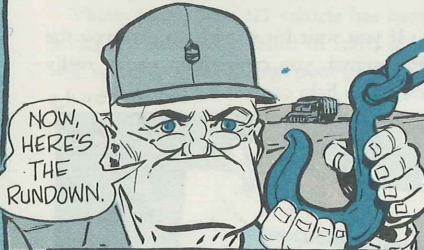
Where do I find the straight poop for stowing the cable-chain-hook on our front-mounted truck winches? I know the pictures in some of the TM's are wrong.

CW3 C. E. C.

Dear Mr. C. E. C.,

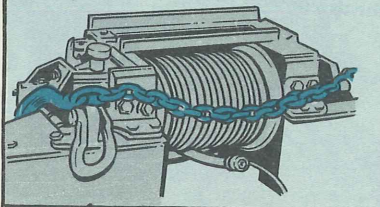
Pay no mind to the picture unless the TM says it's meant to show proper winch cable-chain-hook stowage.

Most of the operator's TM's give the stowage dope, but you've got to have the TM changes in some cases.

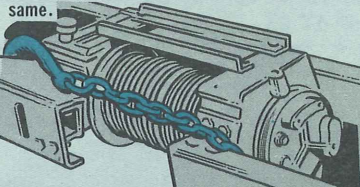


NOW, HERE'S THE RUNDOWN.

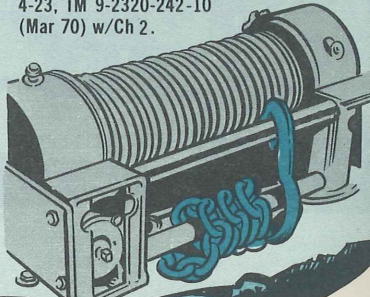
3/4-ton truck—para 55e and Fig 27, page 7, Ch 8 (May 65), TM 9-8030



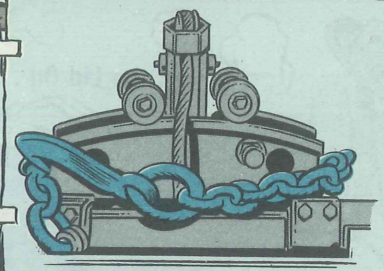
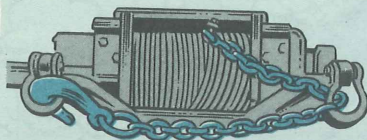
1 1/4-ton truck (M715-series)—not yet in TM 9-2320-244-10, but the winch is the same as on the 3/4-ton truck, so stowage is the same.



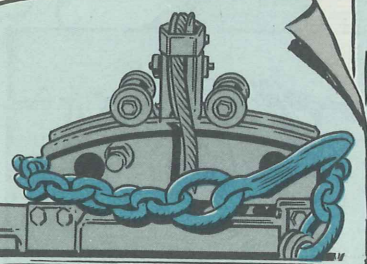
1 1/4-ton truck (M561-series)—Fig 4-19, page 4-23, TM 9-2320-242-10 (Mar 70) w/Ch 2.



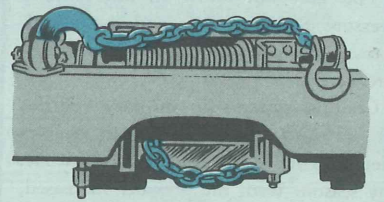
2 1/2-ton truck—para 53F, page 86, TM 9-2320-209-10 (Feb 65) and page 85, Ch 7 (May 71).



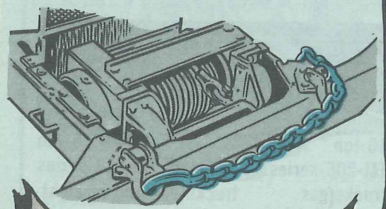
For both 2 1/2 and M39-series 5-ton truck with level winding device.



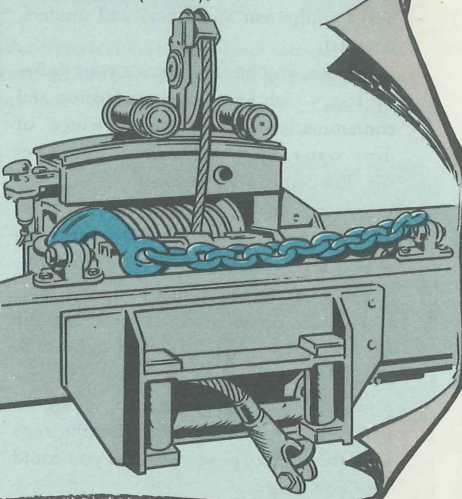
5-ton truck (M39-series)—para 19h, page 43, TM 9-2320-211-10 (Mar 63) and page 3, Ch 7 (Apr 68),



5-ton truck (M809-series)—Para 2-21b (7), page 2-45, TM 9-2320-260-10 (Jan 72).



10-ton truck—para 2-70d, page 2-36, TM 9-2320-206-10 (Feb 72).



5-ton truck (M656-series) —Fig 1-7, TM 9-2320-230-10 (Jan 69)—except, the chain goes through the right towing eye instead of around behind it.





Put the Lid On . . . **RADIATOR PRESSURE CAP STORY**

That radiator cap up in front under the hood does a lot more for your vehicle than just keep the lid on some liquid.

You may not know it, but that's a Pressure Radiator Cap, and that word, "pressure," makes a ding dang lot of difference.

Cooling systems in military vehicles are pressurized because that enables them to work in any climate, any altitude, any season. With the pressure increased, you can get working temperatures up to 250°F—and ask anybody who served in The Nam how handy that is. On such heavy equipment as tractors and graders, it's vital.

Besides, you have to service your radiator less, which keeps down corrosion and contamination. There's less chance of dirty water, mud and harmful liquid being dumped in your coolant.

Be sure you have the right cap. A pressure cap that's too high or low in pressure release level is going to give you trouble.

Your engine's designed to operate best at a certain temperature. If your radiator cap is lower than the PSI specified, your engine runs too cold and you lose power. If your radiator cap is higher than the PSI specified, your engine runs hotter than it's s'posed to—and you could ruin your engine.

FSN 2930-720-2677, 7 PSI



¼-ton TM-218 series trucks
5-ton TM-230-series 8x8 trucks
5-ton TM-211-series trucks—multifuel engine only

FSN 2930-741-1061, 3.25 to 4.25 PSI



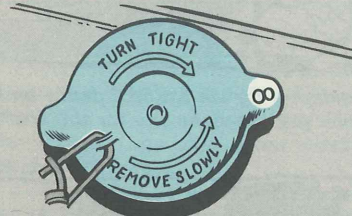
10-ton TM-206-series trucks (gas engine only) 5-ton TM-211-series trucks (gas and straight-diesel engines only)

FSN 2930-083-9560, 15 to 17 PSI



1¼-ton TM-244-series trucks

FSN 2930-338-1005, 6½ to 8 PSI



2½-ton TM-209-series trucks

FSN 2930-690-2701, 17 PSI



V100 Commando Car, Armd, Light

OTHERS . . .

FSN 2930-147-5202, 12-14 PSI for 5-ton TM 260-series trucks (on surge tank)
FSN 2930-933-6424, 15 PSI, for 1¼-ton TM-242-series trucks
PN 7066075, 4 PSI, for 10-ton TM-206-series trucks—diesel only



SCREWDRIVER SCREW-UP

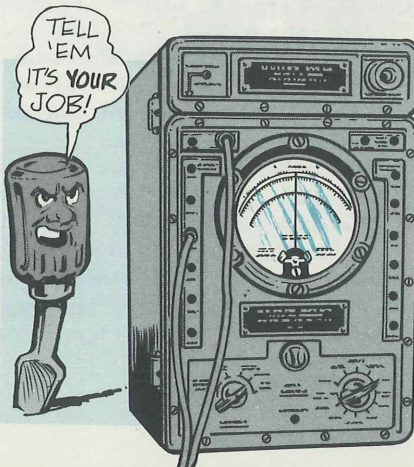
A screwdriver is not a tool for testing the electrical system in your vehicle.

If you don't believe it, just try to get some action out of that solid state turn signal system after some screwdriver-happy guy has been poking around in the light sockets to see if he's got juice.

Short circuit . . . blooey . . . one solid state flasher shot!

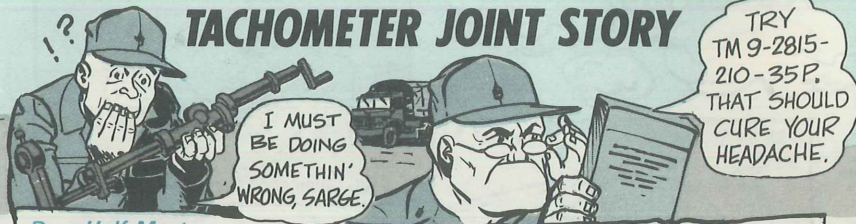
So, if you see some guy fondling a screwdriver and studying a light socket, just walk him over to the tool room and show him the multimeter in your No. 1 Common Automotive Maintenance and Repair Shop Equipment.

Then point his nose at a good electrical troubleshooting guide—f'rinstance, TM 9-2320-218-20 (Sep 71), Table 2-4, pages 2-66 thru 2-74, Directional Signal System Circuit.



For 465 - Group Engines ...

TACHOMETER JOINT STORY



Dear Half-Mast,

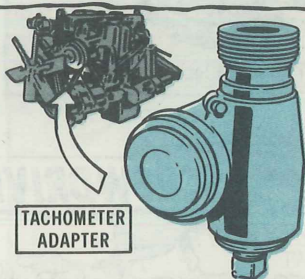
I've repeatedly ordered the tachometer adapter for our M35A2 deuce-and-a-half from TM 9-2320-209-20P and never get the right one for the shaft. Why?

C. L. K.

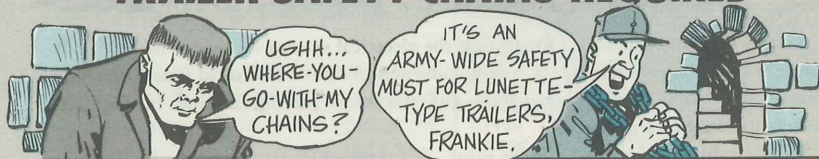
Dear C. L. K.,

TM 9-2815-210-35P (Apr 70)—the engine parts manual—gives a breakdown on 465-family tach adapters. What you likely need is the right-angle style, FSN 2815-995-1811. It's coded "O" for organizational maintenance.

Half-Mast



TRAILER SAFETY CHAINS REQUIRED

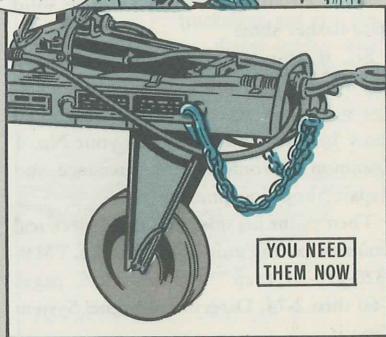


There was a time when you put safety chains on your lunette-type trailer just because your local command said to. There was no DA requirement.

But now safety chains are required Army-wide.

Paragraph 7-5, AR 385-55 (Jul 70), says, "Safety chains or devices to prevent break-away trailer accidents are required for all trailers when towed by Army vehicles."

Get 'em.



5TH WHEEL LOCKWIRING

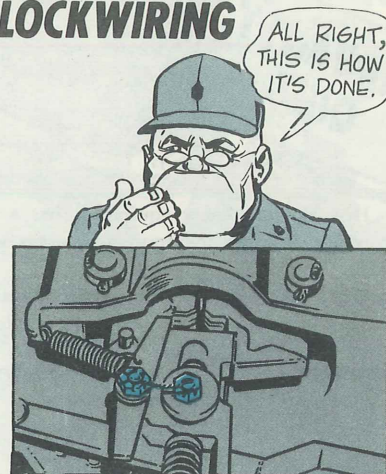


Dear Half-Mast,

Except for the caution note in Ch 3 (Jan 65), TM 9-2320-211-10, we don't find mention in any of the TM's for lockwire on our 5-ton tractor truck's 5th wheel.

Can you tell us exactly what wire we're supposed to use and how it's installed?

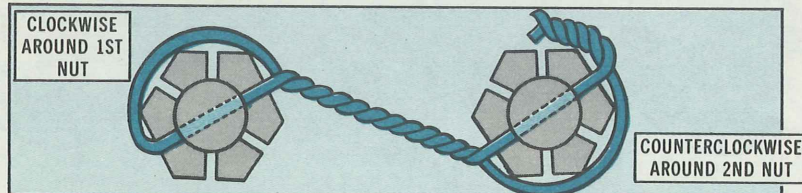
SP5 M. O. C.



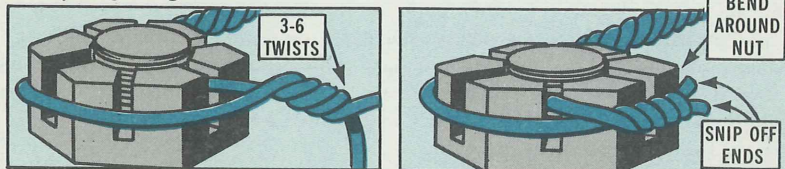
Dear Specialist M. O. C.,

First, you need Wire, FSN 9505-248-9842. This comes with more than 200 feet on a spool. Since you need only a few inches for each 5th wheel, your support may want to stock the wire for issue-as-needed.

You install the wire exactly like so. After going through the second stud hole, the wire is bent counterclockwise around the side of the nut so, as the nut tries to loosen, it puts tension on the wire.

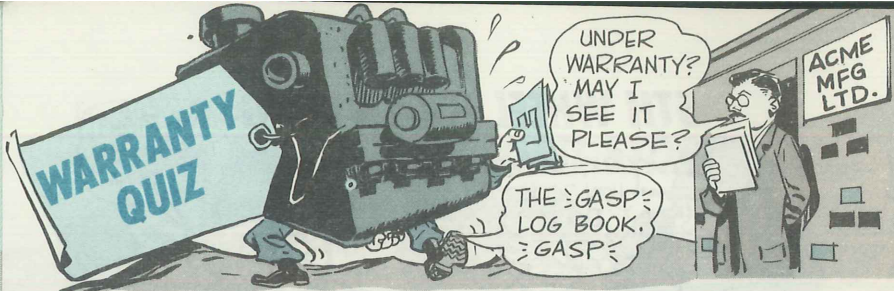


Make sure you've got 3-to-6 twists of the wire ends before you snip 'em off. Push this pigtail back and then bend it around the nut so it's snug and not likely to snag on anything and get broken off.



Finally, keep a close eye on this wire—replace it if it's broken, cracked or rusty.

Half-Mast



How do you know equipment has a warranty? Its log DA Form 2408-8—or, maybe a decal on the equipment—says so. And details will be found in warranty TB's (TB 9-2300-295-series).

What does the manufacturer do? Repairs the equipment or pays for repairs and replaces failed parts or components. For how long? While the warranty lasts.



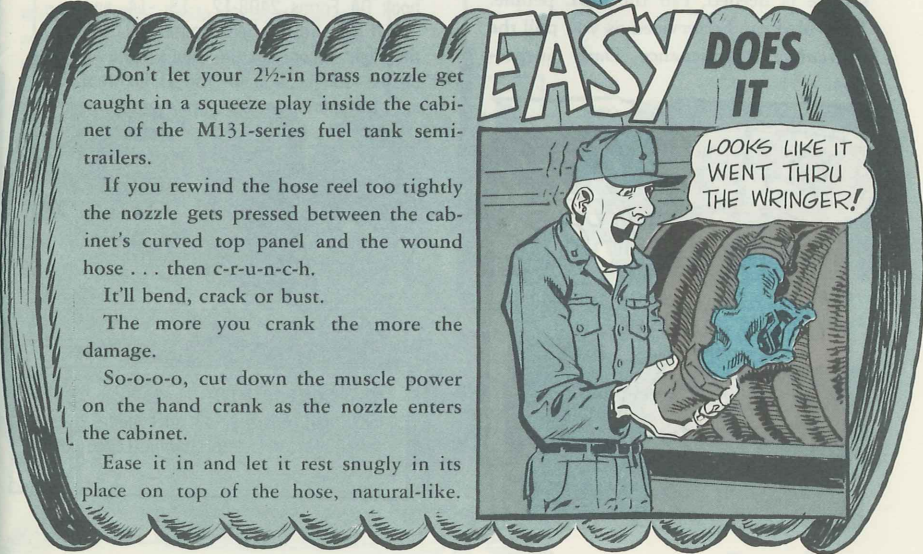
1. Tag the failed part or component with DA Form 2402 and hold it.
2. Ask DS to notify the manufacturer and tell you what other steps to take.
3. File a DA Form 2407 (warranty claim or action report, as needed) for non-DX items. (DX activity will file on DX items.)



No doubt many maintenance types know this is old hat but it's worth a repeat—cadmium- and zinc-plated tools are a no-no around gas turbine engines and aircraft that have magnesium and titanium base alloys. These platings have a tendency to chip and flake.

If the particles get into the lube system they'll cause deterioration of any magnesium they contact. Besides that, cadmium chips deposited on any titanium or nickel base alloy can cause the part to become brittle, cause cracks and possibly failure when under stress. And any such tool used on a hot surface like an exhaust manifold will generate poisonous gases.

Play it safe—use only chrome- or nickel-plated tools when pulling maintenance on aircraft and gas turbine engines.





AIR MOBILITY

UH-1D,H DAILY INSPECTION...

AS YOU LOOK-

AN OL' PRO CREW CHIEF IS PROUD FROM THE WORD GO. HE CHECKS THE PUBS AND DOUBLECHECKS HIS AIRCRAFT BEFORE TAKE OFF.

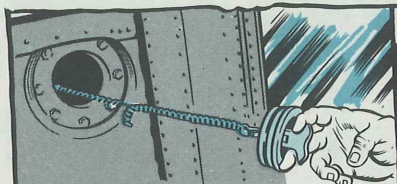
I KEEP HER IN GOOD SHAPE, RIGHT BY THE BOOK.



NOSE AREA

GETTING DOWN TO IT

Check all fuel and oil levels now. If service is needed, call the POL people. Your bird can be serviced as you pull the Preventive Maintenance Daily inspection.

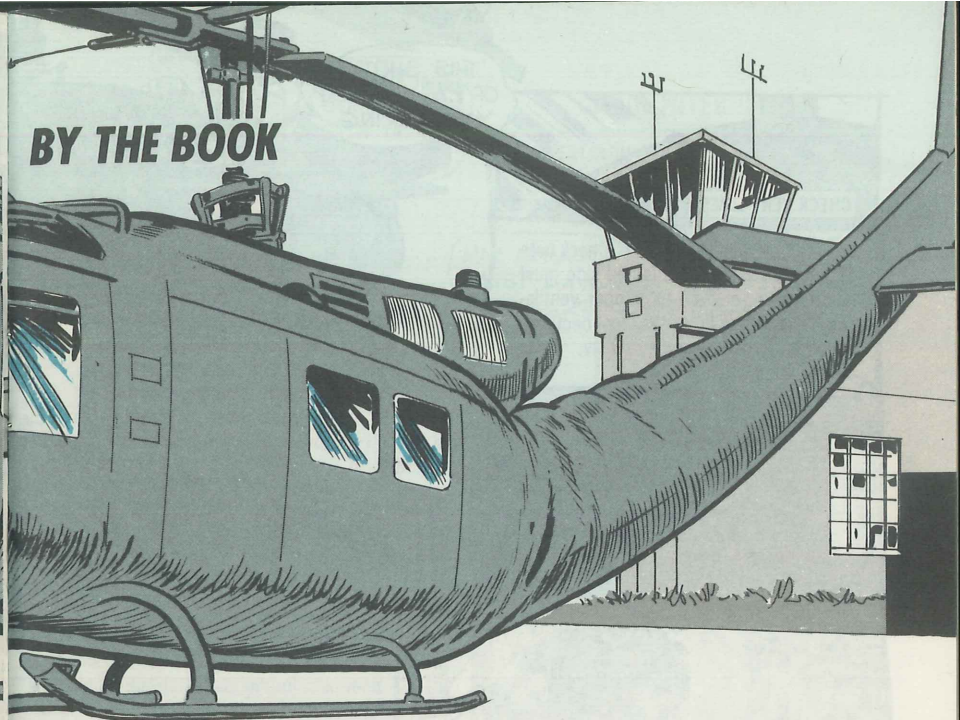


FUEL CAP—Chain broken at cap and inside the tank. Cap hinge aft.



NOSE COMPARTMENT—Loose door. Won't lock tight. Missing tail rotor pedal nuts, safeties. Wiring or line chafing. Loose connections.

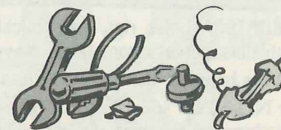
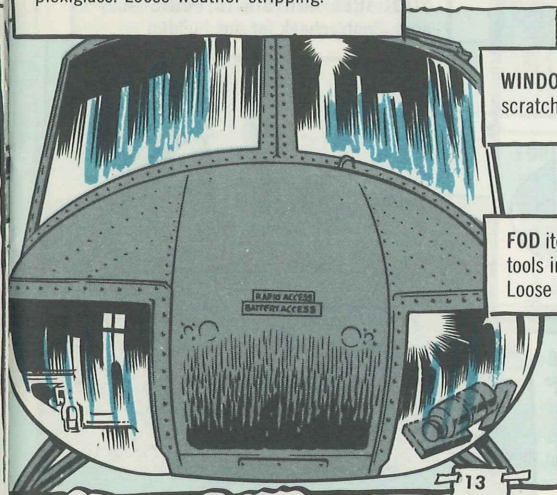
BY THE BOOK

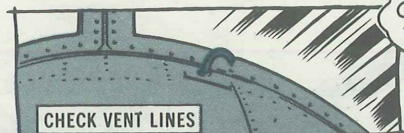


NOSE SECTION—Dents, cracks in fuselage and chin bubbles. Scratches or crazing on plexiglass. Loose weather stripping.

WINDOWS, WINDSHIELDS—Dents, holes, scratches, crazing.

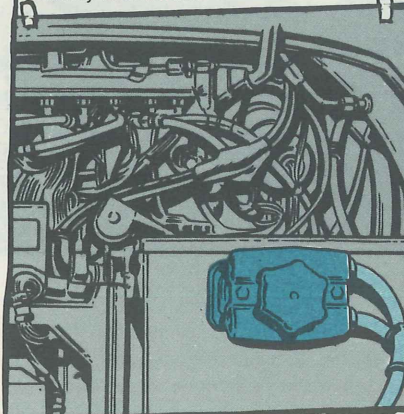
FOD items—Vacuum bottles, C-ration cans, tools in cockpit area. Circuit breakers out. Loose radio mounts.





CHECK VENT LINES

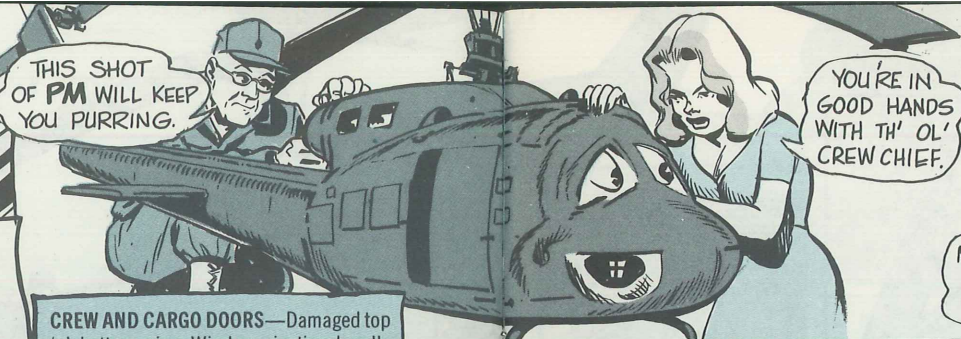
BATTERY—Plugged vent lines. Check both of 'em. One vent line's slanted side must face forward, one aft for proper ventilation. Loose static tube connections. Balloned battery cover. Dirty, loose battery connections.



CABIN EXTERIOR—Dents, holes in fuselage. Loose, missing weatherstripping.



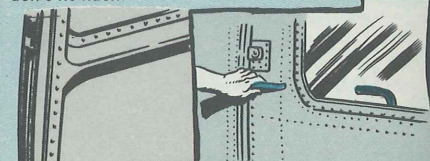
CABIN TOP—Holes, rips, tears, buckling. Ventilators get a second look. Anyone put his brogans thru 'em? Same goes for NO-STEP spots. Vents clogged. Broken, damaged antennas and anti-collision light.



THIS SHOT OF PM WILL KEEP YOU PURRING.

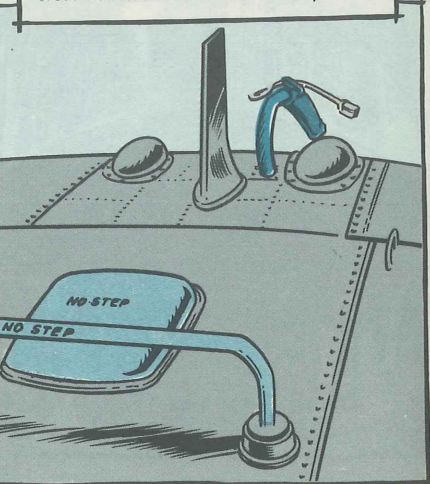
YOU'RE IN GOOD HANDS WITH TH' OL' CREW CHIEF.

CREW AND CARGO DOORS—Damaged top 'n' bottom pins. Window ejection handle up, safety missing. Dents, cracks, other damage. Rollers or sliders do the stutter step when cargo doors open or close. Doors won't stay put open or shut. Latches don't fit flush.

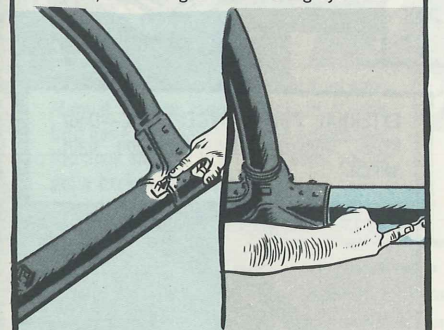


CO-PILOT'S DOOR—Missing jettisonable door pins. Rubber door stops deteriorated. Cracks in door hinges. Emergency jack won't work. Missing copper safety wire.

PITOT TUBE AND STATIC PORTS—Covered. Doublecheck for dirt buildup.



LANDING GEAR—Damaged steps and fittings. Deep scratches, scuffs, nicks, dents on tubes. Skids out of line. Missing cushions on skid brackets. Missing broken crosstube bolt. Broken skid shoe bolt. Loose, crooked ground handling eyebolts.



TIP: Skid shoes must overlap the right way so they'll not catch on PSP or ground wires.

CABIN INTERIOR

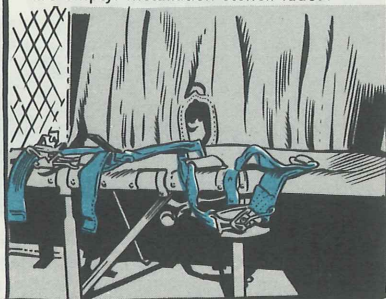
FIRE EXTINGUISHER—Missing pin. Out-of-date inspection tag. Loose bracket. Broken seal.



MAC MCNASTY MUST HAVE BEEN HERE.

FIRST AID KITS—Missing. Missing safety and inspection tag.

SEAT BELTS—Attached loosely to the floor. Ripped; torn. Hook 'em up if seats are empty. Installation stencil faded.

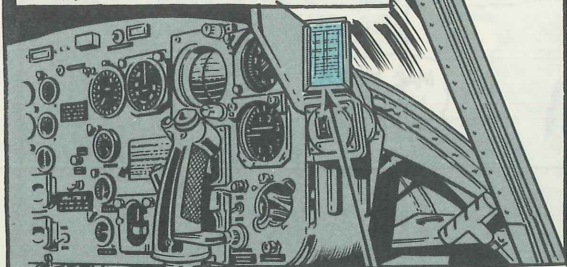


FOREIGN OBJECTS—Loose tools, helmets, ammo, clothing. (Stow helmet bag under pilot's seat.) Loose, flapping soundproofing panels. Damaged sockets, buttons.



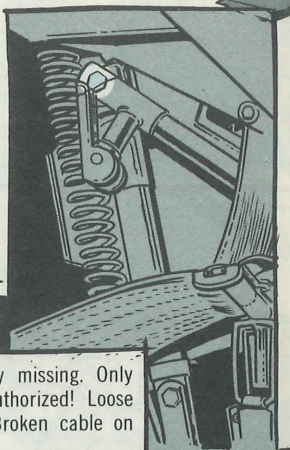
FOD?

INSTRUMENTS—Scratched, blurred sight glass. Missing slippage marks, loose. Unreadable operating range marks—green, red, yellow.



COMPASS CORRECTION CARD—Out of date. Missing plastic cover.

ARMORED SEAT—Safety missing. Only .020 copper wire is authorized! Loose sliding armor bracket. Broken cable on pilot's inertia reel lock.



CABIN, LOWER AREA—Stabilizing system fins bent, broken. Holes in fuselage. Loose or missing rivets, screws. Antennas bent, broken, loose.

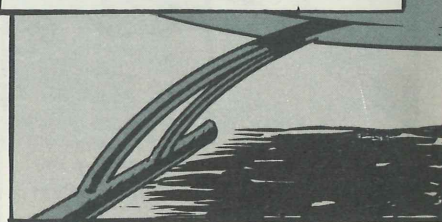


FUEL TANK SUMP DRAINS—Chafed, cracked, dented fuel lines. Dirt-clogged drains. Damaged, leaking fuel lines.

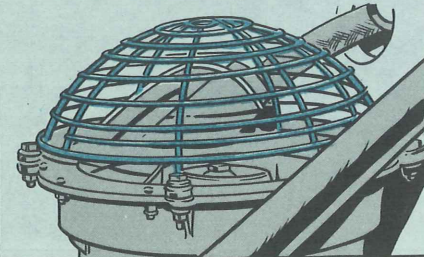


OOOPS!
BAD
FUEL
LINE!

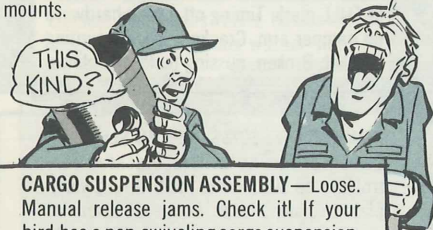
EXTERNAL POWER RECEPTACLE—Door loose. Damaged, loose caution light switch.



OIL COOLER—Gunk in duct, blower, screen and bleed air lines. Fan dirty; cracked blades or mount. Check 8 rubber grommets in the mount for A1 condition. Structural brace missing.



CONTROL LINKAGE AND HYDRAULIC CYLINDERS—Missing bolt and nut safeties. Leaks from cylinders and lines. Cracks in transmission dampers. Broken mounts.



THIS
KIND?

NO
WAY!

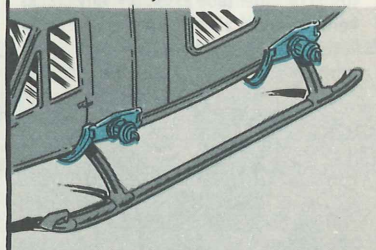
CARGO SUSPENSION ASSEMBLY—Loose. Manual release jams. Check it! If your bird has a non-swiveling cargo suspension, the hook shouldn't turn. If it does, you've got a broken shear pin.

If you have a hook mission, pull electrical and manual checks. You don't want a hangup here. Note: it takes a heavy hand for the manual check!

AHHHH!
THAT HIT THE
SPOT!

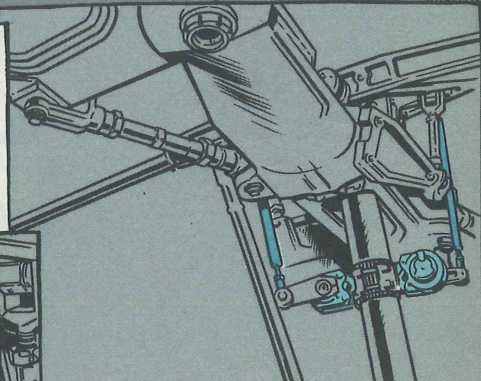
OPEN
WIDE...
LIL' BUDDY.

EXTERNAL STORES—Loose rack. Missing nuts, bolts, safeties. Chafed, broken electrical lines. Dirty connections.





MAIN ROTOR—Empty pillow block and grip oil reservoirs. These pillow block reservoirs can be put on upside down. Watch for this Murphy and for oil leakage and contamination. Nicks, gouges, cuts on hub assembly, blade grips, pitch horns, drag braces.



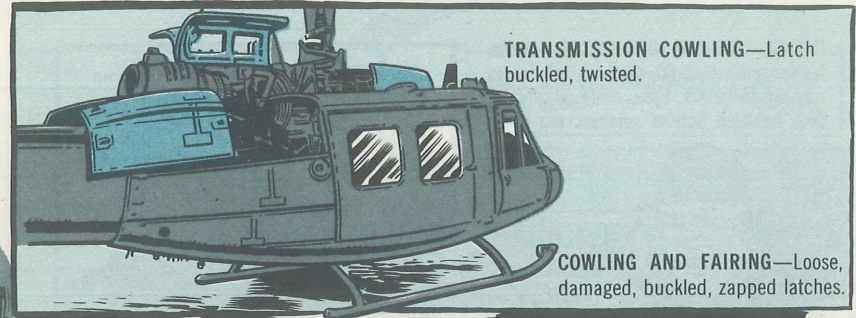
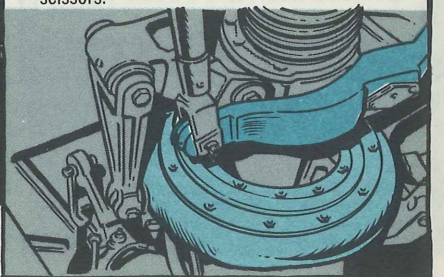
STABILIZER BAR—Damaged. Cracks, corrosion on outer tube assembly. Any cracks here and you call in support.



ROTOR BLADES—Dents, gouges, holes, deterioration. Top or bottom safeties missing.

STABILIZER DAMPERS—Fluid level short of FULL mark. Timing off. Loose hardware on damper arm. Cracked, loose mounting bracket. Broken, missing teeth on splines.

SWASHPLATE, SCISSORS AND SLEEVE—Damaged. Missing safeties. Cracks in control lugs on swashplate inner ring. Swashplate trunnions loose. Loose load transfer plates, excessive play on drive link to scissors.



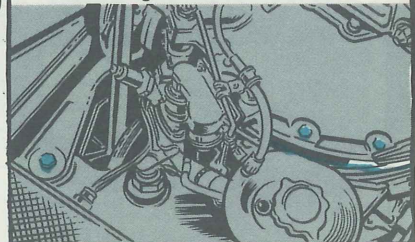
TRANSMISSION COWLING—Latch buckled, twisted.

COWLING AND FAIRING—Loose, damaged, buckled, zapped latches.

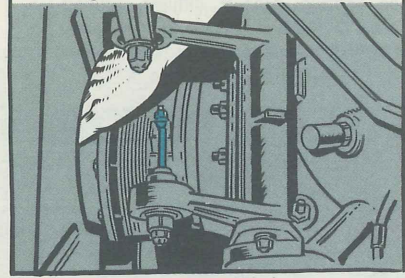
HYDRAULIC SYSTEM—Leaky, loose connections. Chafed or clogged lines. Damaged stand-off clamps and teflon liners. Dirty hydraulic pistons. Blade grip oil not level with bolthead. Can't see the red button on hydraulic filter.



TRANSMISSION—Cracks in housing. Lines chafing housing. Connections damaged. Oil leaks. Dirty, blurred sight gage glass. Slippage marks on transmission housing bolts missing.

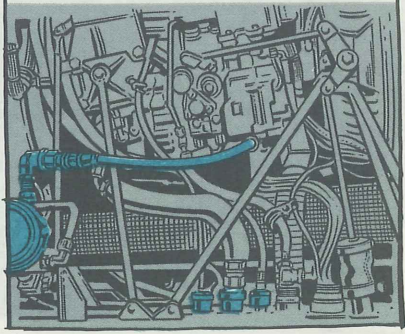


MAIN DRIVE SHAFT—Nicked, scratched. Grease leakage on couplings. Loose clamps. Bolt heads rotate backwards. Missing safeties. Wrong washer stack-up.



ENGINE AREA

POWER PLANT—Loose, leaky fuel filter. Loose engine mounts, connections. Twisted or chafed fuel filter lines. Not all pins on quick disconnects sticking out where you can feel 'em. Rust on the diffuser housing.



INTAKE SCREEN OR FILTER—Grass, leaves and other FO. Damaged, loose or missing fasteners. Filter material shifted. Gap between screen sections too wide.



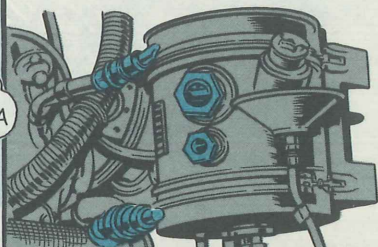
Your bird works best with a clean engine so keep sand and dust separator filters in top shape.

ENGINE COMPRESSOR—Loose.

INLET HOUSING, AIR DUCTS, INLET GUIDE VANES, COMPRESSOR BLADES—Gunk-covered or damaged blades. Deformed inlet screen. Torn seals and gaskets. Loose or missing rivets, loose adhesive. Metal surfaces scratched, damaged.

ENGINE INLET HOUSING—Oil streaks on guide vanes and compressor blades. FO, ice or crud in anti-icing probe.

ENGINE OIL TANK—Loose, oil level down. Leaky, twisted, chafed, damaged lines, connections. Blurred sight glasses.



CHIP DETECTOR PLUG—Gouged, nicked, burred, fuzz-covered. Goofed-up threads, wires.



ENGINE ACCESSORIES—Damaged, loose connections, parts.

ENGINE COMBUSTION CHAMBER—Cracked, dented, burned or buckled spots on housing, exhaust diffuser, support cone, fireshield or tail pipe. FO in tail pipe. Cracked, burned, dented, missing blades on 2d stage turbine.

20

ENGINE MOUNTS—Cracked, damaged, bent, scratched, loose. Cracks in attaching brackets, fittings, loose bolts. Engine mount deck dirty, holes, bulges, cracks.

VARIABLE INLET GUIDE VANE ASSEMBLY—FOD or other damage.

ELECTRICAL CABLE ASSEMBLY, IGNITION COIL AND LEAD, EXHAUST THERMOCOUPLE ASSEMBLY—Loose, cracked, chafed, rubbing.

MAIN AND STARTING FUEL MANIFOLDS—Leaks, loose.

FLOW DIVIDER ASSEMBLY—Leaks, damaged, loose.

FUEL CONTROL—Power lever has sticky movement. Bearing wear, roughness.



TAILBOOM AREA

TAILBOOM EXTERIOR—Gouged, ripped, torn. Elevators, antenna mount and tail skid loose, buckled.

TAILBOOM ATTACHING BOLTS—Missing slippage marks. Any rats or snakes lurking about?

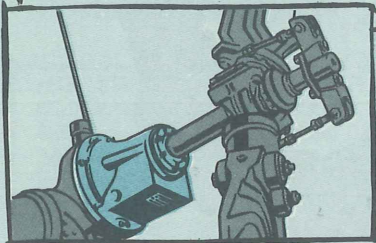
TAIL ROTOR DRIVE SHAFT—Coupling out of line, loose. More'n one drive shaft weight missing. If so, be sure there's a stamp saying the shaft was made that way. Missing slippage marks on bolts. Grease leaking on drive shaft coupling. Loose, missing, drive shaft access cover fasteners. Won't lock tight. Binding, damaged cover.

21

INTERMEDIATE (42°) GEARBOX—Loose. Cover won't fit snugly. Low oil level. Oil leaks. Stained, cracked, broken sight gage glass.



TAIL ROTOR (90°) GEARBOX—Same as for 42° gearbox, PLUS . . . ripped, torn dust boot. Check the spring-loaded oil reservoir caps at 42° and 90° gearboxes. (Caps will fit either oil reservoir, but the 42° gearbox gets the non-vented "black dot" cap, the 90° gearbox gets the vented "white dot" job.) Cap chains broken, missing. Aft battery vent tubes slanted opening facing in same direction. Lift bar out.



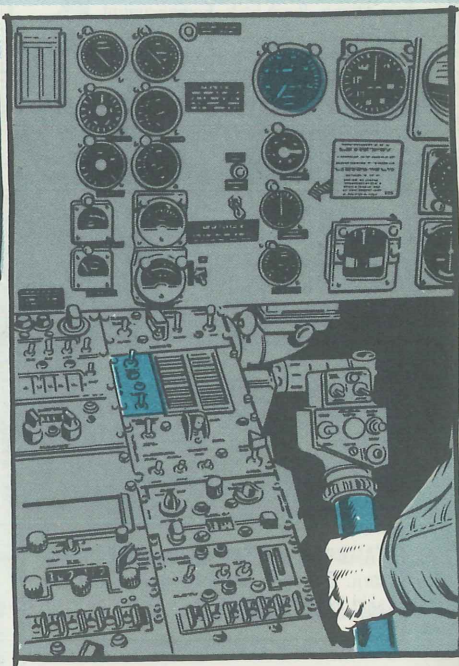
TAIL ROTOR BLADE AND HUB ASSEMBLY—Dents, cracks in blade. Blades installed in wrong direction. Binding tail rotor. Missing cotter pin. Pitch change links safeties, blade grip safeties missing. Tail rotor controls dirty. Broken wires in cable.

LUBRICATION

All items lubed by-the-book. Check lube chart in TM 55-1520-210-20 (Sep 71).

22

POWER ON

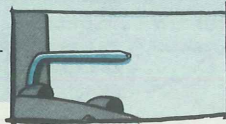


CARGO HOOK—
Electrical release won't work.

PERSONNEL RESCUE HOIST—Jams. Sluggish. Guillotine switch guard broken. Safety missing. Oil level low during the hoist operation. Damaged, binding rollers and pulleys. Cable storage drum wobbles during operation. Erratic cable winding. Hook pin missing. Too loose.



PITOT HEATER—
Doesn't work.



CAUTION PANEL—Defective wiring. Fails to light when test switch is flipped ON. After test make sure you reset switch.

INTERIOR LIGHTS—Broken, cracked, missing lens, bulbs for dome or map reading.

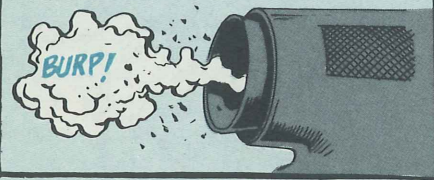
EXTERIOR LIGHTS—Broken, cracked, missing lens, bulbs. Loose mounting, wires. Paint-covered. Loose landing or search light. Not in stowed position, if day-light mission. Be sure it works if part of mission will be in darkness.

FUEL QUANTITY INDICATOR—Doesn't match up with the feel test at the tank. Needle doesn't drop and return to correct fuel indication when inverters are ON.

ENGINE CONTROLS—
Binds thru full range. Idle stop release zapped.

ENGINE—Pull circuit breakers before rotating engine. Rotate with starter for 40 seconds. No more. No binding allowed.

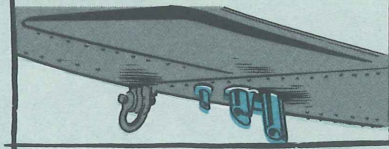
COMBUSTION CHAMBER—Clogged drain valve, tube. Fuel draining visible while engine's operating. No fuel draining overboard during engine coastdown or shutdown.



23

MAIN FUEL FILTER—Clogged, leaking. Water contamination in drain sample.

SEPARATOR OVERBOARD VENT—Spotty air stream flow during engine operation or before shutdown.



AVIONICS

TM 1J-1520-210-20 (Jul 70) is the book to follow when inspecting, checking and testing electronic equipment in the Delta and Hotel model Hueys.

ARMAMENT

Appendix A-1, TM 55-1520-210-10 and -20 lists TM 9-series pubs for your bird's firepower kits for a shoot 'n' scoot mission.

DOUBLECHECK DUTIES

Any bolt or nut you can hand-turn is suspect. Just be sure that you double-check any that's not supposed to turn.

Make one more check of the baggage compartment for oily rags, grease, guns, oil cans, and tools. Anything that could cause a short or fire has to go.

Congratulations! Your Daily inspection has been by-the-book.

PASS THE WORD

Before you head into the wild blue, tho, clue the passengers about using safety belts and shoulder harnesses—keeping feet and hands off flight controls . . . getting into and out of your whirlybird when the rotor blades are turning.

Be Your Own Inspector . . .

BUNKERBUSTING

M22



Forty-five Mike types don't pull a weekly PM services check on the M22 armament subsystem any more.

Now, you pull the PM eyeball trick every 25 hours—at the same time your 67N buddy pulls his PMI checklist.

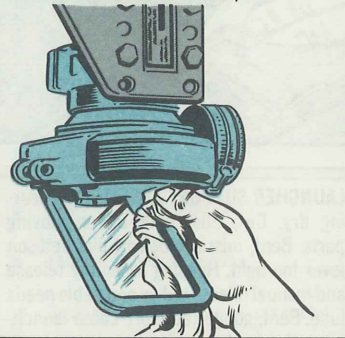
But just because these PM checks are made less often doesn't mean they're less important. Un-un! Fact is, you oughta be twice-as-nice to those 6 AGM/ATM22B missiles and their supporting hardware.

Here's the list of no-no's you wanta look for. If you find 'em, fix 'em.

CONTROL STICK—Dirty, won't move freely. This "joy stick" must be adjusted to your gunner's height and reach for best results. Deteriorated rubber dust covers.

ARMREST ASSEMBLY—Unlubed. Loose nuts, bolts. Gunner's armrest has to be extra tight so he can bull's-eye his target.

PILOT'S SIGHT AND JETTISON CONTROL PANEL—Dirt build-up that interferes with toggle switches, light intensity knob operations. Broken indicator lamps.



SELECTION BOX—Dirt, crud build-up on covers, key and missile selection switches. Loose, bent, broken spring-loaded covers. Power lamp shot. Loose knobs and switches.

GCU—Dirty. Loose knobs, switches, bolts and nuts. Dirty, loose electrical connectors. Frayed, broken, twisted wires. This guidance and control unit is the heart of your subsystem.

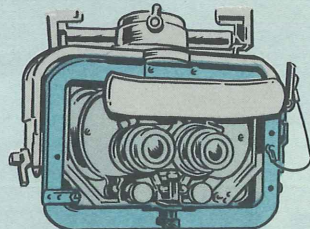
THE RIGHT KIND OF PM KEEPS THESE BUNKER BUSTERS RIGHT IN THERE.



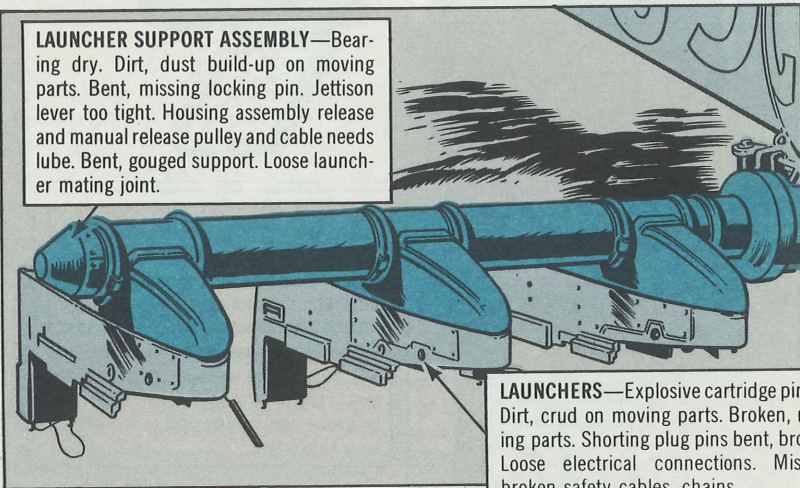
MANUAL RELEASE JETTISON—Unlubed parts could cause a hang-up—and that ain't healthy! Loose cable tension.



GUNNER'S AND PILOT'S SIGHT—Dirty, scratched, blurred lens. Lube spots dry. Deteriorated rubber.

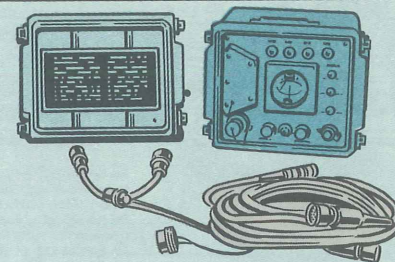


LAUNCHER SUPPORT ASSEMBLY—Bearing dry. Dirt, dust build-up on moving parts. Bent, missing locking pin. Jettison lever too tight. Housing assembly release and manual release pulley and cable needs lube. Bent, gouged support. Loose launcher-mating joint.

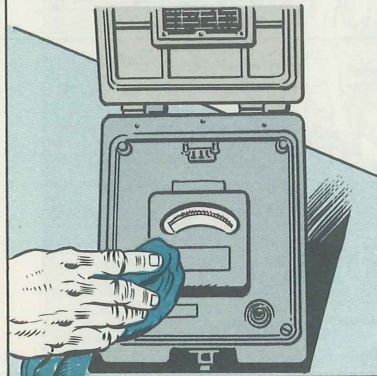


LAUNCHERS—Explosive cartridge pin dry. Dirt, crud on moving parts. Broken, missing parts. Shorting plug pins bent, broken. Loose electrical connections. Missing, broken safety cables, chains.

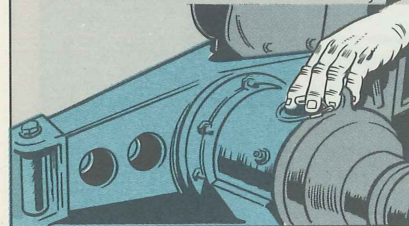
TEST SET—Dirty, dusty. Clogged toggle switches. Indicator lamps shot. Loose knobs. Dirty battery well. Damaged connectors (replace 'em). Set won't operate.



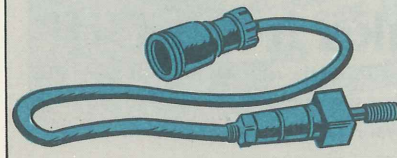
BATTERY TESTER—Dirty, blurred broken meter glass. Damaged hinges, handles and rubber feet. Loose switch.



FIXED HOUSINGS AND HOUSING ASSEMBLIES—Unlubed release assembly.



EXPLOSIVE BOLT—Frayed cables. Broken shielding. Connectors Murphied. Launcher and housing assembly won't mate. Loose screws.



Yep, your 6-shot antitank, bunker-busting M22 subsystem is a sweet operating piece of equipment—as long as you lube and love it!

TM 9-1400-461-20 (Feb 65) is the good book for homework.

Use MIL-G-23827 ONLY—and only on these parts.

- ✓ Pivot of missile locking lever
- ✓ Locking lever shaft
- ✓ Guiderails
- ✓ Explosive cartridge pin
- ✓ Junction box locking latch
- ✓ Launcher support bearing
- ✓ Housing assembly release assembly
- ✓ Manual release pulley assemblies
- ✓ Armrest assembly
- ✓ Remote firing switch assembly
- ✓ Gunner's and Pilot's sights

An 8-oz tube—FSN 9150-985-7245—is a handy size to have around.



TECHNICAL MANUALS

TM 5-2410-209-20P Apr Tractor, FT Allis-Chalmers Mdl HD16M
 TM 5-2420-221-20P May Tractor, Wheeled, J. I. Case Mdl M480CK
 TM 5-4330-233-12 May Filter/Separator, Liquid Fuel, 50. GPM Keene Corp. Mdl 844-4V50AL
 TM 5-6120-250-12 May Substation, Trlr Mdl Avionics Mdl 950-2200A
 TM 9-1005-299-12 May Helicopter Armament Subsystem M35
 TM 9-1010-205-10 C1 May M79 40-MM Grenade Launcher
 TM 9-1430-589-12 May Target Alert Data Display Set AN/GSO-137 (XO-2)
 TM 9-2320-206-20P C1 May 10 Ton Trucks: M123, M123C, M123A1C, M123E2 and M125
 TM 9-2320-209-10 C9 Apr 2 1/2 Ton Trucks: M44, M44A1, M44A2, M45, M45A1, M45A2, M45A2G, M45C, M45G, M46, M46A1, M46A1C, M46A2C, M46A2C, M46C, M57, M58; M185, M185A1, M185A2, M185A3; M34, M35, M35A1, M35A2, M35A2, M35A2C, M36, M36A2, M36C; M47, M59, M342, M342A2, V18A/MQ, M764, V17/MQ, M756A2, M49, M49A1C, M49A2C, M49C, M50, M50A1, M50A2, M48, M275, M275A1, M275A2, M567, M292, M292A1, M292A2, M292A5; M109, M109A1, M109A2, M109A3; M108, M60
 TM 9-2320-212-20P Mar 3/4 Ton Trucks: M43, M43B1, M37, M37B1, M201, M201B1
 TM 9-2320-233-ESC Apr Trucks: M520, M553, M559
 TM 9-2330-201-14 Apr Trailer, 1/4 Ton, 2-Whl M100, M115 and M367

TM 9-2330-223-14 C3 May Trailer, Rocket Transporter: 762-MM Rocket, M329, M329A1 and M329A2
 TM 9-2330-231-14 Mar Ammo Trailer: M332 1 1/2 Ton, 2-Whl
 TM 9-2330-258-14 May M354 4 Wheel, 15-Ton Trailer Converter Dolly
 TM 9-2350-238-20 Mar M578 Arm'd, Lt, Full Trkd Recovery Veh
 TM 9-4935-461-20P May M-22 Anti-tank Guided Msl Sys
 TM 9-4935-501-14P Apr Shop Equip, Guided Msl Remote Control Sys, AN/TSM-44 (XO-4) (Basic Hawk and SP Hawk)
 TM 9-6920-203-14 May M30, M30A1, M31A1 Target Holders
 TM 9-6920-470-12 May Operator and Organz Maint Manual for Training Set, Guided Msl Sys M-70 (TOW Heavy Antitank/Assault Wpns Sys)
 TM 9-6920-470-20P May Guided Msl Sys XM 70 (TOW)
 TM 10-500-1 Feb Airdrop Rigging Containers
 TM 10-500-84 Feb Rigging Wheeled Tractor M-RS 100
 TM 10-3930-242-20P C2 May Forklift Truck: Anthony MLT6 and Chrysler MLT6CH
 TM 10-3930-628-20P Apr Forklift Truck Mdl MHE219
 TM 11-6760-238-12 May Tools List Test Set, Control Panel, Facial Plane Shutter LS-78A
 TM 55-1510-201-20P-1 & -20P-2 May U-8D, F, G; RU-8D
 TM 55-1510-204-20/1-1 C9 Jun OV-1D
 TM 55-1510-204-20-1 C17 Jun OV-1D
 TM 55-1510-208-CL Mar T-42A

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 (Jun 71), and Ch 5 (Apr 72), TM's, TB's, etc.; DA Pam 310-6 (Jul 71) and Ch3 (Apr 72), SC's and SM's; DA Pam 310-7 (Feb 72), MWO's; and DA Pam 310-9 (Nov 71), COMSEC Pubs.

TM 55-1510-209-20 P C1 & C2 Jun U-21A, G; RU-21A, B, C, D, E
 TM 55-1510-212-C1 Mar T-41B
 TM 55-1520-204-20P C1 Jun OH-13E, G, H, S; TH-13T
 TM 55-1520-209-PMD C2 Jun CH-47A
 TM 55-1520-209-10 C14 Jun CH-47A
 TM 55-1520-209-10 C15 Jun CH-47A
 TM 55-1520-209-20-1 C41, C42 & C43 Jun CH-47A
 TM 55-1520-210-10 C2 Dec UH-1D/H
 TM 55-1520-210-20 C6 Jun UH-1D/H
 TM 55-1520-210-20P-2 C2 Jun UH-1B, C, D, H, M
 TM 55-1520-214-PMP Apr OH-6A

MISCELLANEOUS

AR 750-1 May Army Materiel Maint Concepts and Policies
 DA Pam 351-20 Mar Announcement of Army Correspondence Courses
 LO 5-2410-223-12-2 Apr Tractor, Crawler, Cat Mdl D5A
 LO 5-2805-203-12 May Eng, Mil Std Mdl 4A032-1 and 4A032-2
 LO 9-2320-242-12 Apr M561 1 1/4 Ton Truck, M392
 LO 10-3930-621-12-2 Mar Forklift Truck, GED Mdl MHE 209 and MHE 224
 MWO 9-1000-213-30/15 C2 Jun M140 105-MM Combination Gun Mount, Instal of Blasting Machine
 MWO 9-2320-244-20/2 Jun Truck, 1 1/4 Ton, M715, Ambulance, M725 Instal of Governor and Air Cleaner Kit
 TB 5-4200-200-10 May Hand Portable Fire Extinguishers for Army Users
 TB 750-933-2 Jan EIR and Maint Digest (Shillelagh)



MWO Of The Month

Keep your older Huey (UH-1) on the button by getting an improved hydraulic oil filter system for your bird. When you apply MWO 55-1500-206-20/1 (Aug 69) with Ch 1 (Sep 69), the filter element becomes a condition item. A popped red button will clue you when the element needs replacement.

Take It Off...Take It All Off!

When you're operating your AN/PRC-25 or -77 radio set, take off the battery-box cover every couple of hours to relieve gas pressure build-up—situation allowing. You get a hydrogen gas accumulation from your BA-4386 even if the battery is idle. This could damage equipment and injure you.

NOW, THERE'S SOME NEW POOP ON THIS NEW ANTI-FREEZE IN COMMERCIAL VEHICLES AND EQUIPMENT, IT'S ALL IN TB 750-981-2 (APR 71) AND TB 750-982-2 (APR 71).



WOT'S IT SAY?



IT SAYS YOU CAN KEEP COOLANT IN FOR 2 YEARS OR LONGER. DEPENDS ON TESTS, THO.



YIPPEE! NO CHANGES FOR TWO WHOLE YEARS. OH-WOW!

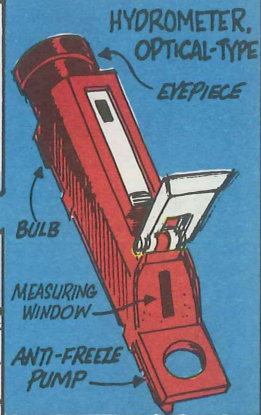


HOLD! ONLY IF THE TESTS IN TB 750-651 SAY SO!

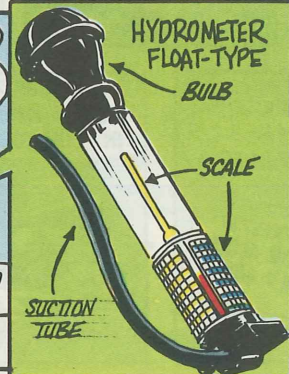
YOU GOTTA EYE-BALL YOUR ANTI-FREEZE STRENGTH THROUGHOUT THE COLD MONTHS.



YOU DO THIS BY TESTING! FOR THAT YOU GOT TWO TYPES OF HYDRMETERS AVAILABLE. FIRST, THE OPTICAL TYPE, FSN 6630-105-1418. NOW DIG THIS CLOSE-UP!



AND THE OLDER BULB-TYPE, FSN 6630-449-6609. TAKE A LOOK.



YOUR SOP WILL CLUE YOU WHETHER YOU, OR YOUR MECHANIC TYPE, USES THE TESTER. DIG IT?



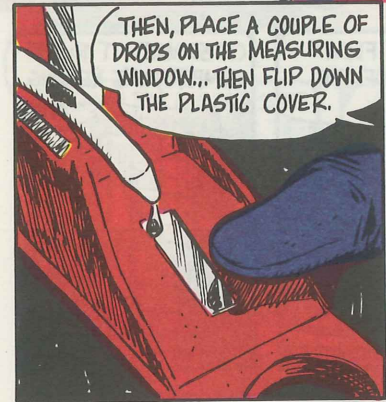
MAN-OH-MAN, THIS IS OUTASIGHT! HOW'S IT WORK, BONNIE?



TO GET GOOD RESULTS, ALWAYS KEEP THE EYEPIECE AND THE MEASURING WINDOW CLEAN.



NOW, YOU SUCK UP SOME ANTI-FREEZE SOLUTION FROM YOUR RADIATOR WITH THE PUMP ON THE HYDRMETER, LIKE SO...



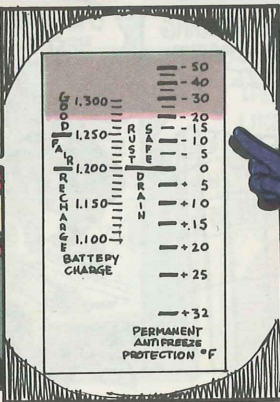
THEN, PLACE A COUPLE OF DROPS ON THE MEASURING WINDOW... THEN FLIP DOWN THE PLASTIC COVER.



NOW, YOU POINT YOUR HYDRMETER AT A BRIGHT LIGHT SO YOU CAN READ THE SCALE, HERE... HAVE A LOOK.

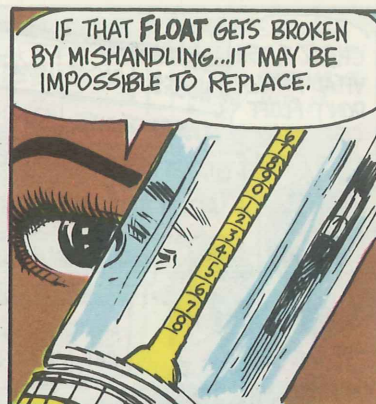
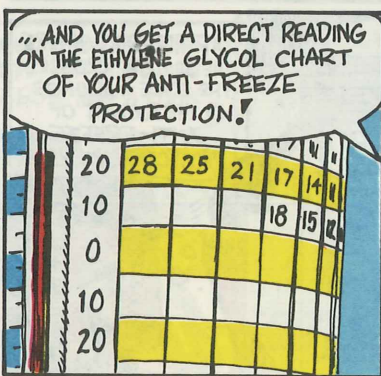
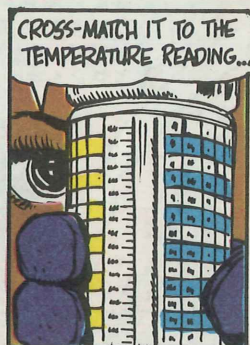
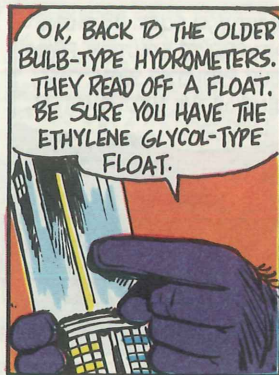


I SEE A SHADOW ACROSS THE SCALE.



AT THE POINT WHERE THE SHADOW CROSSES THE SCALE MARKINGS IS THE AMOUNT OF ANTI-FREEZE PROTECTION YOU HAVE.





CHECK THESE VITAL AREAS. DON'T FLUFF OFF ON IT.

HOSES	SOFT?	LOOSE?	CRACKED?	LEAKS?
CLAMPS+JOINTS	BROKEN?	LOOSE?	MISSING?	
GASKET SEALED JOINTS	DRIP?	RUST?	BROKEN?	
Y-BELT TENSION	TIGHT?	LOOSE?		
WATER PUMP	LEAKS?			

ANY DOUBTS, SEE YOUR UNIT MECHANIC, **NOW!**

IN THE SPRING 'N' FALL, WE TEST WITH TEST KIT, RESERVE ALKALINITY, FSN 6630-169-1506.

TAKE ONE OF THE KITCHEN-MATCH-SIZE STICKS FROM YOUR RESERVE ALKALINITY TEST KIT, AND DIP IT IN YOUR COOLING SYSTEM.

LOOKIT... IT CAME UP **BLUE!** THAT SHOWS YOUR SOLUTION IS O.K.

BUT IF IT'S YELLOW OR YELLOW GREEN, YOUR RESERVE ALKALINITY FOR CORROSION PROTECTION IS DOWN.

ADDING COOLANT AT ANY TIME OF THE YEAR WAS A HANG-UP. BUT, THERE'S AN **EASY** WAY.

REMEMBER, ALWAYS ADD COOLANT THAT HAS THE SAME PROPORTIONS OF WATER 'N' COOLANT AS WHEN YOU ORIGINALLY FILLED UP.

ORIGINAL ANTI-FREEZE MIX = 50% ETHYLENE GLYCOL

WATER = 50% WATER

ANY ADDITIONAL COOLANT ADDED SHOULD BE IN SAME PROPORTION

LOTS OF "WITH IT" MOTOR SERGEANTS KEEP A BARREL OF RADIATOR MIX ON HAND FOR THAT USE.

READY MIX COOLANT

NEVER USE RAW WATER ALONE. IT ZAPS OUT THE ANTI-FREEZE AND CORROSION PROTECTION.

SEDIMENT CAN REALLY DO A JOB ON COOLING SYSTEMS. SO CHECK INTO IT.

SEDIMENT

LOOKS OK, BONNIE. I JUST TOOK OFF THE RADIATOR CAP 'N' LOOKED IN.

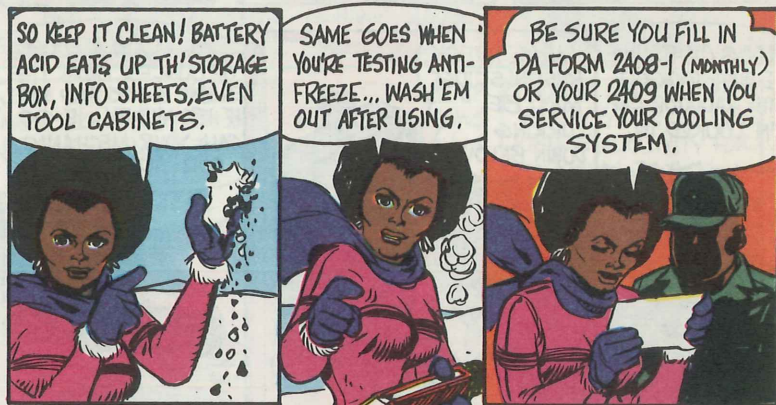
MAYBE NOT OK, RUST 'N' SLUDGE MAY BE LURKING DOWN BELOW.

WE DRAIN A COUPLE OF OUNCES FROM THE ENGINE BLOCK AND SEE IF IT'S MUDDY... IF SO, CALL YOUR MECHANIC FOR ADVICE.

IF SEDIMENT IS CHOKING YOUR COOLING SYSTEM, USE ENGINE CLEANING COMPOUND KIT, FSN 6850-598-7328.

INFO ON IT'S USE IS IN THE BOX. PARA 6, TB 750-651 AUTHORIZES ITS USE AT ANY LEVEL.

DON'T USE IT WITHOUT USING INHIBITOR, FSN 6850-753-4967. RAW WATER ON BARE METAL WILL REALLY RUST THINGS UP.



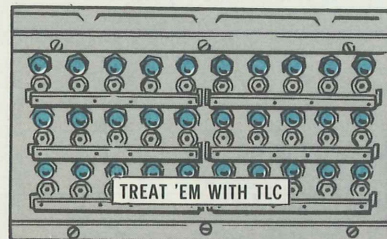
The SB-86/PT Switchboard

Care For The Cateyes



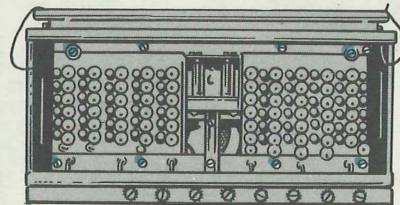
One thing about the SB-86/PT switchboard, you don't want a slip it a punch in the eye.

Those new cateyes are sealed units and you can't just pop 'em to DS for adjustment ... they're replaced strictly as units. Heavy jars and bangs from poor in-transit packing, or accidental knocks and punches when the SB's sitting, can knock out the wire windings that operate the cateyes.



Which means that it behooves all -86 switchboard Joes to guard their lovin' cateyes from bangs and jars and drops—whether the SB is working or in transit for a fixit job. So-o-o-o, pack it right!

In screwing down the TA-207 signal assembly case-holding brackets, stay straight and light with the 8 screws that fit into the locking nuts. The nuts and nut receptacles can be damaged.



EASY ON THE SCREWS



If the screw goes in hard and wedges, don't fight it. Back up and try again.

The same goes for the flathead screw on the spares-accessories kit holding clamp. If you over-tighten or really ram the pressure to it, you can break loose the clamp.

Be Your Own Inspector...

TT-4()/TG

DIG IT MAN. THERE'S ALWAYS A THING OR TWO YOU CAN LEARN ABOUT THESE "TT'S".

RIGHT ON, DAD.

The TT-4()/TG teletypewriter set is back in the news again—this time for the benefit of any Joe who'd like a little review of PM points, inspection-style.

Head off problems before they get serious, and you'll be able to bank on your

RUNNING SPARES—Improper storage, dirty.

INKING RIBBON—Worn, twisted, frayed, cut, torn.

SWITCHES—Loose, binding, inoperative.

GOVERNOR TARGET—Broken.

GOVERNOR ADJUSTMENT WORM—Broken.

KEYBOARD KEYS—Bent, mashed, missing.

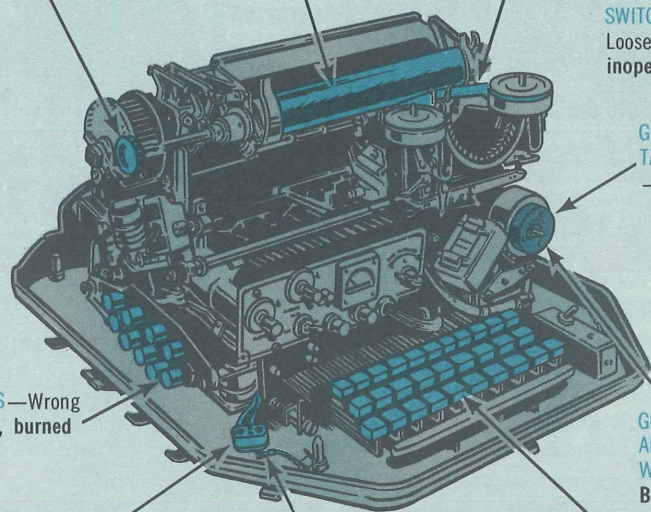
BINDING POSTS, TERMINALS—Loose screws, connections and mountings, cracks, dirt, breaks.

PLATEN—Hard, cracked, chipped.

PLATEN KNOB—Loose, missing.

FUSES—Wrong value, burned out.

PLUGS, CONNECTORS—Insulation chopped, cracked or broken, loose fittings, dirt, bent connector pins, bent plugs.



Teletypewriter Tick-Off

TT-4(), whatever the time, the place, the situation.

Here're a few things to consider, the more serious items are in bold type.



COPY LIGHT—Burned out, missing.

JACKS—Dirty, clogged.

RECORDING PAPER—Torn, discolored, moist, dirty.

MOTOR POWER CORD—Insulation off, cord missing.

RIBBON SPOOL LOCKS—Bent, broken.

RIBBON SPOOL—Bent, sticking.

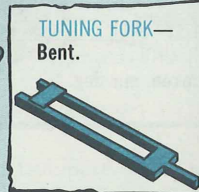
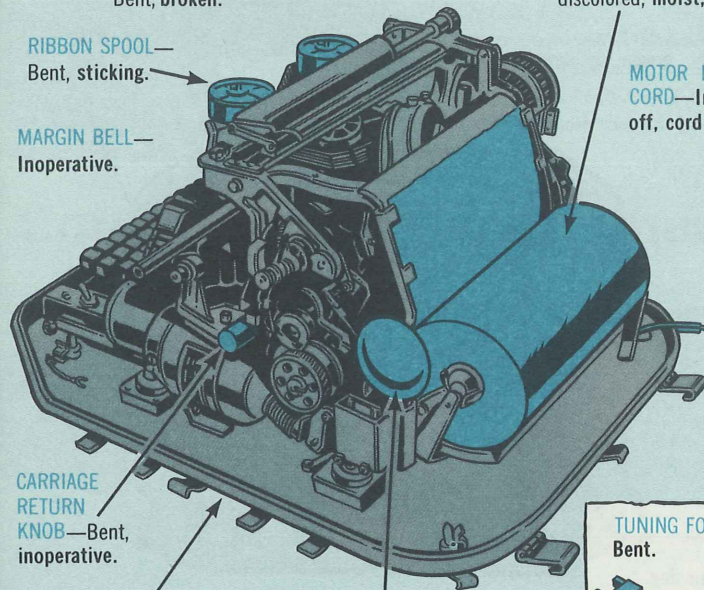
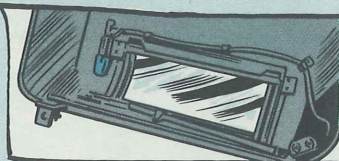
MARGIN BELL—Inoperative.

CARRIAGE RETURN KNOB—Bent, inoperative.

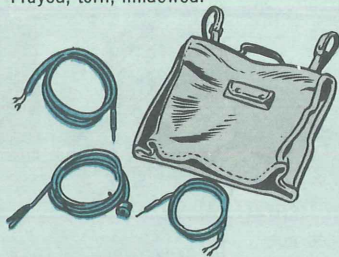
MOUNTINGS—Improper seating, loose or missing hardware.

SIGNAL BELL—Non-functioning.

TUNING FORK—Bent.

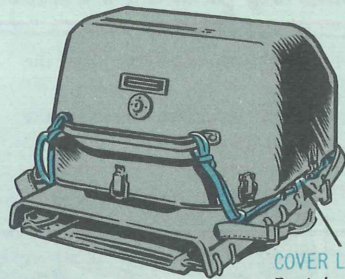


CW-356/U CABLE-ASSEMBLIES BAG
—Frayed, torn, mildewed.



CABLES, CORDS—Mildewed, dry-rot, cuts, breaks, bruises, kinked.

IMMERSION-PROOF COVER—Dirt, grease, fungus.



COVER LATCH—
Bent, broken.

PACKBOARD LASHING ROPE—
Frayed, broken.

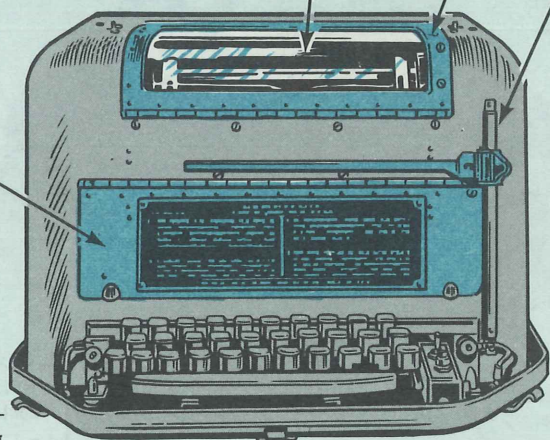
DUST COVER—
Dirty, greasy, mildewed.

ACCESS WINDOW—
Dirty, greasy,
fungus, corrosion.

TOP DOOR—Warped.

COPYHOLDER—Bent.

FRONT DOOR—
Warped, bent.



**DUST-COVER
GROUND LEAD**—
Broken, missing.

GROUND RODS—Too loose in the ground, wire connections loose, dirty.



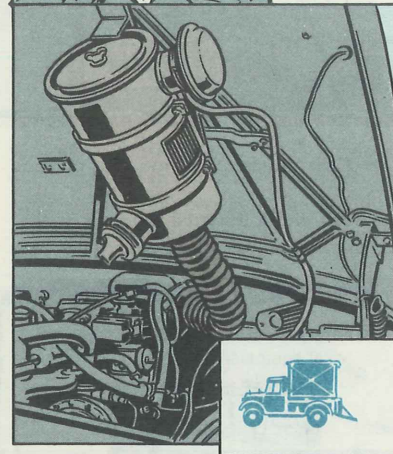
A Kit For Fit



Dear Half-Mast,

Our unit has an AN/GRC-46 radio-teletypewriter set mounted on a 1 1/4-ton M715 truck. We have a 100-amp alternator kit to power the -46, with the alternator to be mounted on the truck engine.

However, the air cleaner interferes with the mounting of the voltage regulator. What's the answer, Sarge?
CWO R. I. K.

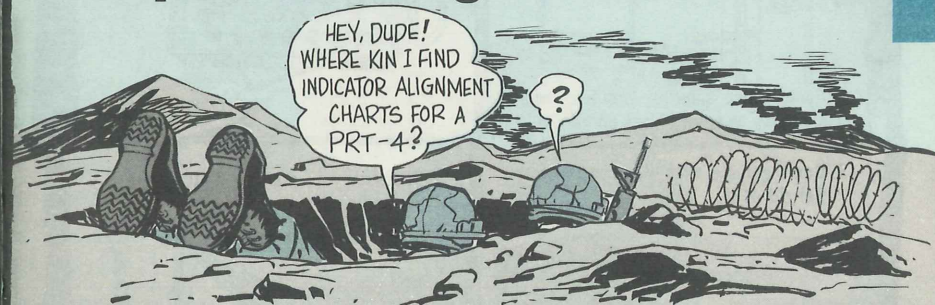


Dear Mr. R. I. K.,

To avoid air-cleaner interference with the alternator installation, you want Installation Kit FSN 2920-455-1321, which helps you re-locate the voltage regulator.

Half-Mast

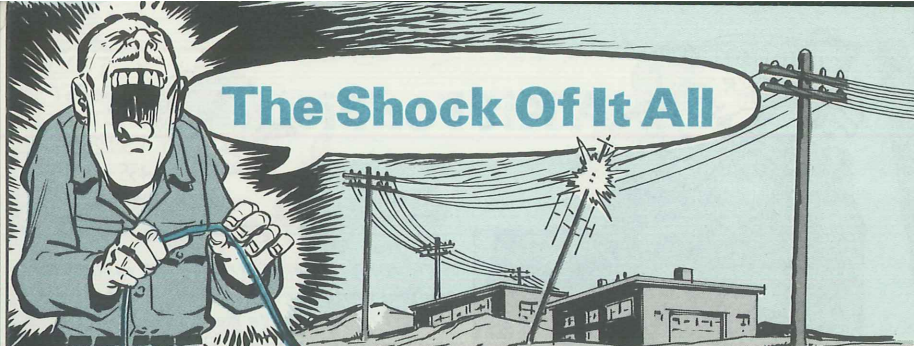
Squad Set Alignment Charts?



In a bind for ID-1189/PR indicator alignment charts for the AN/PRT-4 radio transmitter and the AN/PRR-9 receiver?

You can request 'em with FSN 6625-016-0128, for the transmitter chart, and FSN 9905-016-0228, for the receiver chart.

The Shock Of It All



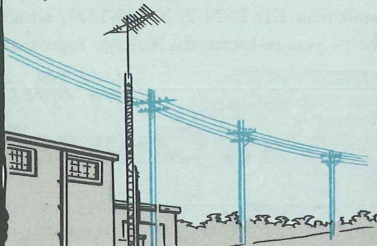
B. Franklin discovered electricity.

Parents of the world were shocked. So were their kids. You, too, can make it with the amperes . . . or avoid 'em.

There are 47,000 ways to avoid jolts from volts and a blistered hide. Or worse.

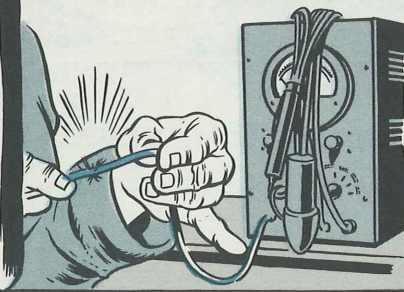
Here are 5 cautions which could have saved the lives of 27 military types in a recent 16-month period:

1. When working with antennas, avoid power line contact.

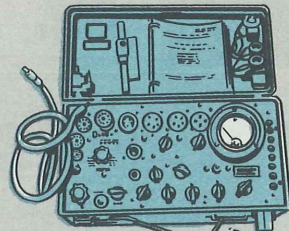


2. Avoid those same power lines when stringing or maintaining commo wire.

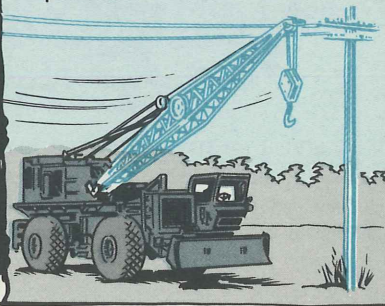
3. Don't gamble with defective wiring. Get rid of it.



4. Forget the gamble with defective electrical equipment, too.

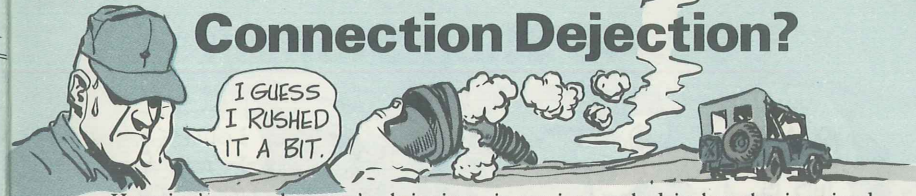


5. Operating a crane? Watch those power lines!



RT-524 and -246 . . .

Connection Dejection?

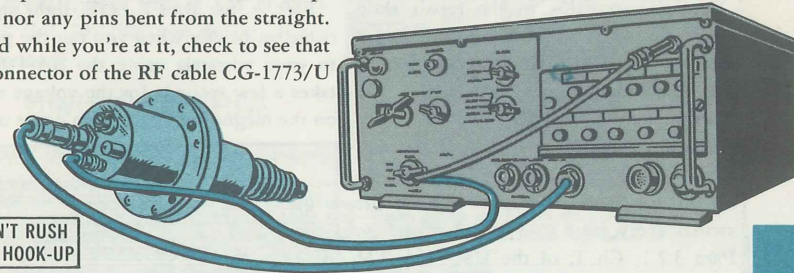


Hurrying's out when you're bringing the RT and the MX-6707 antenna matching unit together, using the CX-4722 cable assembly. Take your time . . . and you won't be staring at a chunk of torn-out Amphenol in the ANT CONT receptacle, nor any pins bent from the straight.

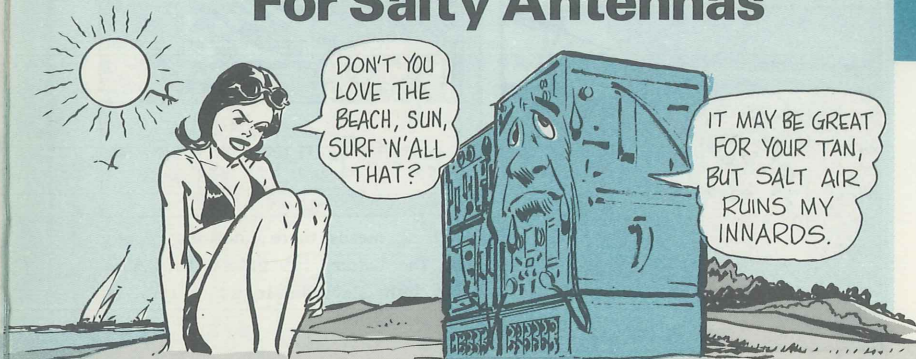
And while you're at it, check to see that the connector of the RF cable CG-1773/U

is not just pushed in but also is twisted until it locks on the MX-6707/VRC receptacle.

It could drop out, and in some installations you'd never see it ('specially in a tank or APC).



For Salty Antennas



Sea air is great for suntans, bikinis and smog relief, but that salty stuff is bad news for components of commo equipment . . . like the AN/TRC-24 radio set.

Like, you can't let your PM go . . . or corrosion will carry it away. Case in point: the AT-566 antenna element. Salt air zaps it, so to keep it putting out, spread some sight over para 4-14, page 4-9 of TM 11-5820-287-12 (Apr 67). Then, do what the book says.

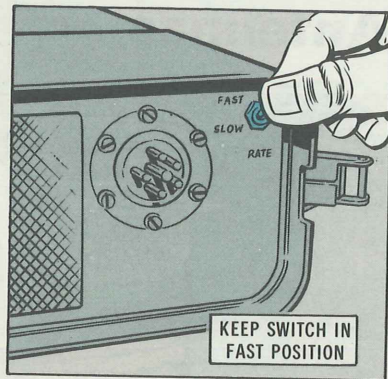
USQ-46 Shop Stoppers



Unnecessary trips to the repair shop with your AN/USQ-46A radio frequency monitor set (Phase III Portatale) are as easy to avoid as flipping a switch.

Example:

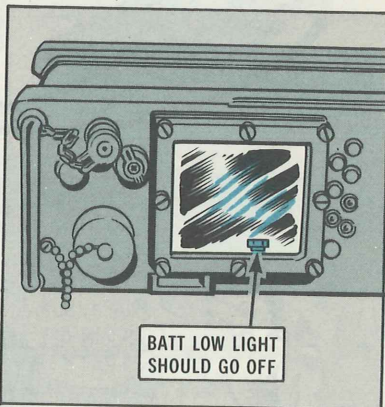
The FAST-SLOW switch in the battery compartment of the portatale should be set in the FAST position. Check the switch every time you insert a battery. Para 3.2.1, Ch 1, of the USQ-46A TM gives you detailed word on the switch.



LOW VOLTAGE?

A discharged battery isn't necessarily the cause of the low-voltage light coming on ... especially if you're using the BA-4386 magnesium battery.

Fact is, the BATT LOW light should come on briefly when you put the power to your portatale using the BA-4386. It takes a few seconds for the voltage curve on the magnesium battery to come up.

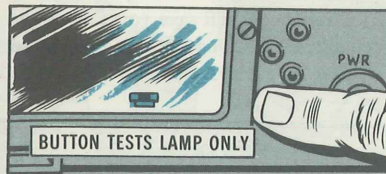


Which means there's nothing wrong with the battery ... unless the BATT LOW light stays on. In which case, replace the battery.

TEST BUTTONS

Another time not to reach for a new battery is when the BATT LOW light comes on as you push the bottom button on the TEST panel. That button, No. 71,

merely tests whether the BATT LOW lamp is good. The condition of the battery is tested on another circuit, and the light comes on automatically if the battery is discharged.



Meanwhile, para 3-2g of TM 11-5820-790-12 (Jul 70) fills you in on all the test buttons.

POWER SUPPLY FUSE

If your PP-6446/USQ-46 power supply

sports serial numbers from 501 thru 714, and if you don't have one in there, switch to a 3/4-amp, 3AG, slo-blo fuse, FSN 5920-755-3235. The 3/4-amp fast-blo fuse for other serial-numbered power supplies just can't hack it for 501 thru 714.

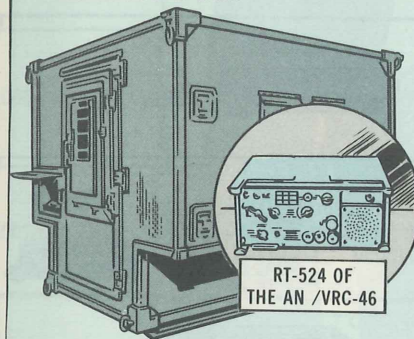
To end with an old song: keep the screws on control knobs tight ... to save knobs, proper readings, etc. (Well, somebody has to say it, because there's always somebody ignoring the screws.)



AN/VRC-46 Installation Information

Wanta install an AN/VRC-46 radio set in repeater sets AN/TRC-110, -113, or the -117 radio terminal set?

If your TO&E authorizes the -46 for your TRC-equipped unit, you can requisition installation kits with:



FSN 5820-156-4519
Installation Kit for AN/TRC-110

FSN 5820-156-4530
Installation Kit for AN/TRC-113

FSN 5820-156-4522
Installation Kit for AN/TRC-117

The kits include instructions, drawings, photos and components. Your GS shop makes the installation.

You'll find full info and authority on page 11 of TB 750-911-4 (Aug 71).


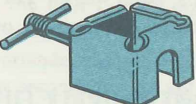







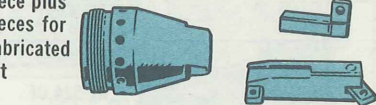

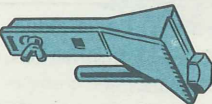


Blank Firing Attachments . . .

SOME HAVE 'EM - SOME DON'T

All rifles and machine guns use blank ammo. But not all of 'em have blank firing attachments—BFA's.

Paste this list in a handy spot for a quick reference. It'll save you time wondering and searching because only these weapons have a BFA.

RIFLES	BFA model	FSN
 M16/M16A1	 M15A1	1005-078-1792
 M14/M14A1	 M12 with M3 breech shield	1005-893-0902
MACHINE GUNS		
 M1919A4	 M6	1005-040-2888
 M1919A6	 M9	1005-716-2790
 M37	 M6 muzzle piece plus 2 filler pieces for receiver fabricated by support	1005-040-2888
 M60	 M13	1005-073-8467

CUT THIS OUT. PASTE IT IN YOUR HELMET.



If you M73 types have a BFA, FSN 1005-973-4001, don't use it! It causes a fast carbon build-up and ejection problems. So turn it in ASAP. This BFA is no longer issued, but you might see it around.

Here're 5 things that ought to become second nature to you whenever you're using BFA's on any rifle or machine gun:

1. Be c-a-r-e-f-u-l when you put on—or take off—the attachment. You don't want to damage any part of your weapon.
2. Never try to use the muzzle attachment unless the cartridge stop piece is adjusted OK in the feedway.
3. Always remove the muzzle attachment before taking off the cartridge stop attachment. This'll stop any chance of firing live ammo with the muzzle attachment installed.
4. Before firing make sure the muzzle attachment's clean inside.
5. After firing, clean the barrel with RBC to get rid of carbon build-up. This clean-up bit is a must before firing any other type of ammo.

HOW TO PLUCK KILLER ROUNDS

JUST ONE SHOT... JUST ONE'LL DO IT!

Spare the rod and spoil the rifle—that's The Word on plucking "killer-chicken" rounds from your M16 or M16A1 rifle.

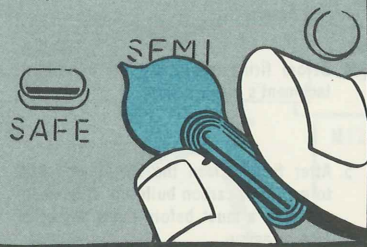
Like you already know, a killer-chicken round has little or no powder in its brass cartridge case. This happens about once every umpteen thousand rounds or so, and it's nothing to worry about provided you know what has happened and how to handle it.

You can tell real easy when you fire one of these underloaded rounds because you just hear a little "pop" like a kid's cap pistol and there's no recoil kick against your shoulder.

This pop sound is the primer going off and it may drive the bullet up into the barrel. Or maybe it won't even move it out of the chamber.

PLUCKING PROCEDURE

1. Keep the rifle pointed down range and try to turn the selector lever to SAFE.



2. No matter whether you can turn the selector lever or you can't, take out the magazine.

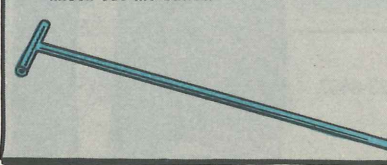


3. Pull the charging handle to the rear and secure the bolt.



4. If you don't already have the selector lever on SAFE, put it on SAFE now.

5. Try to force a cleaning rod down the barrel from the muzzle to the chamber to knock out the bullet.



48

I DON'T THINK THAT'S TH' WAY.

I CAN'T LOOK. :GROAN:

6. Chances are you won't be able to dislodge it so turn your rifle over to the Armorer who will try to pound it out with a steel rod.



NOPE... IT'S STILL IN THERE... CALL TH' ARMORER

NEVER FIRE

The only way anything could happen would be for you to ignore the fact that

you had a weak round in the barrel and go ahead and fire another round behind it.

This'll blow up your barrel, ruin your rifle and maybe yourself.



No need for it to ever happen, though. Just make sure every round you fire gives your shoulder a kick.

If you don't get a kick, stop firing the rifle until you have run a cleaning rod down it to make sure there's no chicken in the barrel.

M60 POSITIVE BARREL LOCK

Dear Half-Mast,

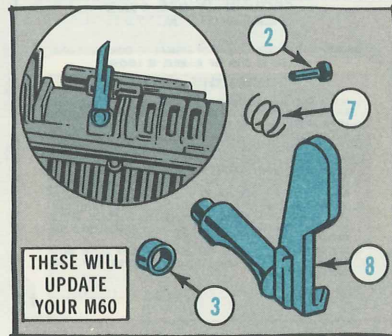
During summer training some of our M60 machinegun barrels came unlocked. Our newer models have an improved positive action barrel lock. What can we do to get all our M60's up to snuff?

SGT N. G.

Dear Sergeant N. G.,

Whee! Someone's been taking good care of those M60s 'cause the new barrel lock has been around for quite a spell.

However, you can stop those barrels from coming unglued by replacing the barrel lock lever, spring retainer pin, barrel lock plunger, spring retainer, barrel locking shaft, and helical spring with items 2, 3, 7, and 8, fig C11, TM 9-1005-224-24 (May 71).



THESE WILL UPDATE YOUR M60

Half-Mast

49

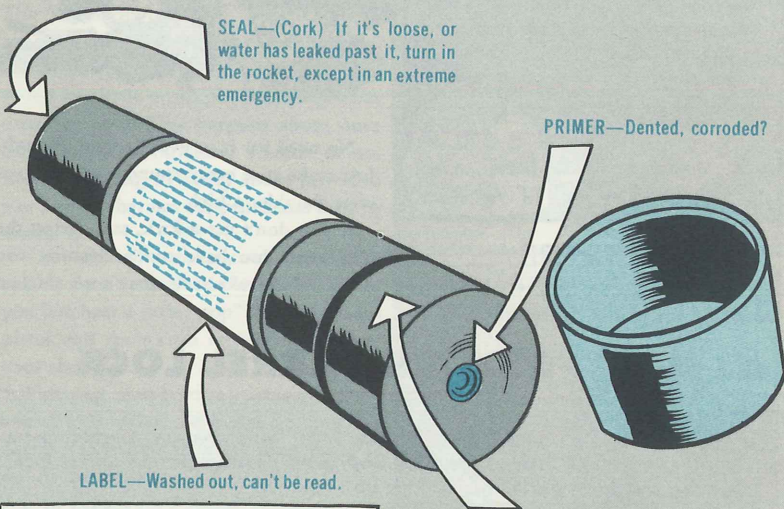
SIGNAL ROCKET MAINTENANCE TIPS

JUS' LIKE
4TH OF
JULY.

BUT, LIKE
ON TH' 4TH,
YOU GOTTA
BE
CAREFUL.

You won't need to know very much to set off the handheld signal rockets, but the little you do have to know is real important, because it can keep you from hurting yourself, or a buddy.

Any time the protective container has already been opened you have to check out the rocket before firing, like so . . .



SIGNAL ILLUMINATION, GROUND WHITE STAR PARACHUTE M127A1

WARNING—DO NOT FIRE THIS SIGNAL IF CORK SEALING DISC IN END OF BARREL IS LOOSE

TO FIRE THIS SIGNAL

1. HOLD THE SIGNAL IN THE LEFT HAND, RED KNURLED BAND UP, WITH THE THUMB AND FOREFINGER IN ALIGNMENT WITH THE RED BAND.
2. WITHDRAW THE ALUMINUM FIRING CAP FROM THE LOWER END OF THE SIGNAL.
3. POINT THE EJECTION END OF THE SIGNAL AWAY FROM YOUR BODY, AND SLOWLY PUSH THE FIRING CAP ONTO THE SIGNAL UNTIL THE OPEN END OF CAP IS IN ALIGNMENT WITH THE RED BAND.
4. GRASP THE CENTER OF THE SIGNAL FIRMLY WITH THE LEFT HAND, WITH FIRING CAP AT THE BOTTOM. HOLD AT ARMS LENGTH AND CANT SIGNAL, IF REQUIRED, TO PRODUCE DESIRED TRAJECTORY.
5. STRIKE THE BOTTOM OF THE CAP A SHARP BLOW WITH THE PALM OF THE RIGHT HAND, KEEPING LEFT ARM RIGID.

LOT PXC-0188 LOADED 050311

BODY—If it has a dent, no matter what kind or size, turn the rocket in because you can't safely fire it.

Read the instructions carefully before you line up your hands to fire.

Remember, when you fire, hold the center of the case real tight, in your left hand as far away from your body as possible. Point it toward the sky so the rocket will go there and not hit your buddies.

FLAME THROWER AIR COMPRESSOR

YOU'RE IN A PECK
O' TROUBLE, SONNY.
YOU NEED A
LICENSE FOR
THAT RIG.

HUH?

Dear Half-Mast,

Some people say a license is needed for operating the 3½ CFM, AN-M4-series compressors used with the portable flame thrower! True?

MSG C. T.

Dear MSG C. T.,

Not true. AR 600-58 (May 70) covers licensing of operators of mechanical equipment. It lists air compressors—but only those rated at 5 CFM and above.

Half-Mast

TOW TARGET ZEROED

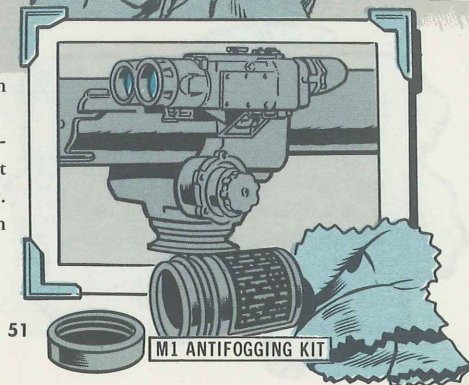
KINDA
MISTY OUT
THERE,
AIN'T IT?

⊘ GASP ⊘
YOU DIDN'T
USE THAT
ANTIFOG
KIT!

Having trouble with foggy lenses on the optical sight of your TOW?

Try an M1 antifogging kit, FSN 6850-127-7193. You'll like it! It's good against condensation but it won't prevent frost.

This kit is being added to TOW system -12 and -20P manuals.





HEY FELLAS...
TAKE THIS QUIZ AND
YOU'LL BE A WHIZ,
WHETHER YOUR GUNNER'S
FIRE CONTROL QUADRANT
IS AN M1 OR M1A1.

GUNNER'S QUADRANT QUIZ

FRAME SHOES —Scratched, out of line; screws missing, loose, shims present.

ELEVATION SCALES —Missing, pins loose or missing. Scales can't be read.

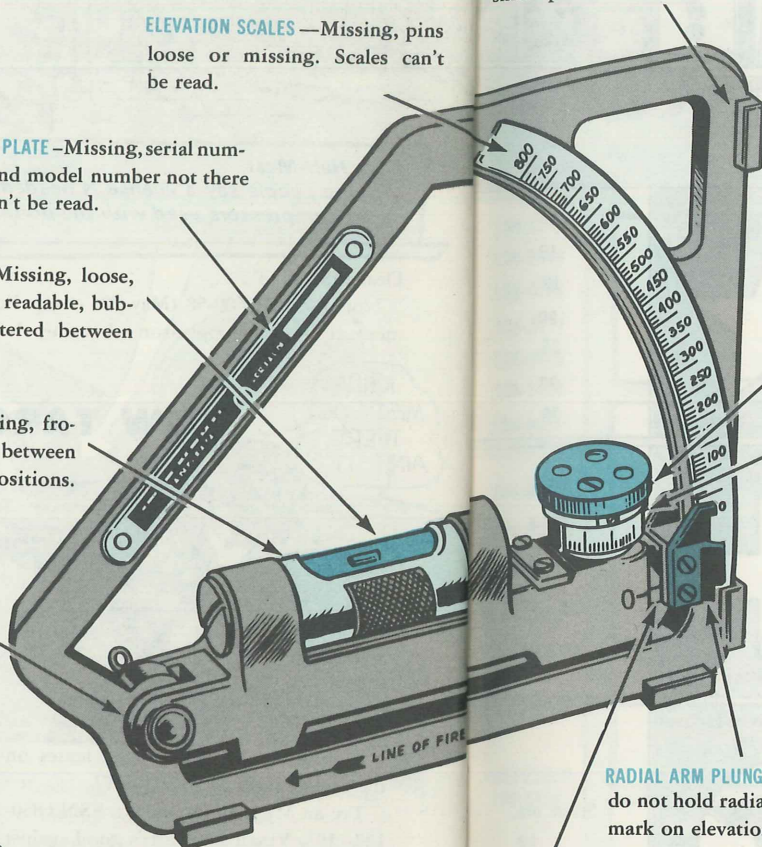
NAME PLATE —Missing, serial number and model number not there or can't be read.

LEVEL VIAL TUBE —Missing, loose, broken; lines not readable, bubble can't be centered between lines.

LEVEL VIAL COVER —Missing, frozen, won't move easily between its open and closed positions.

RADIAL ARM —Binds, movement rough. Moving parts gooked up with dirt or grit. Headed grooved pin complete with thrust washer and cotter pin.

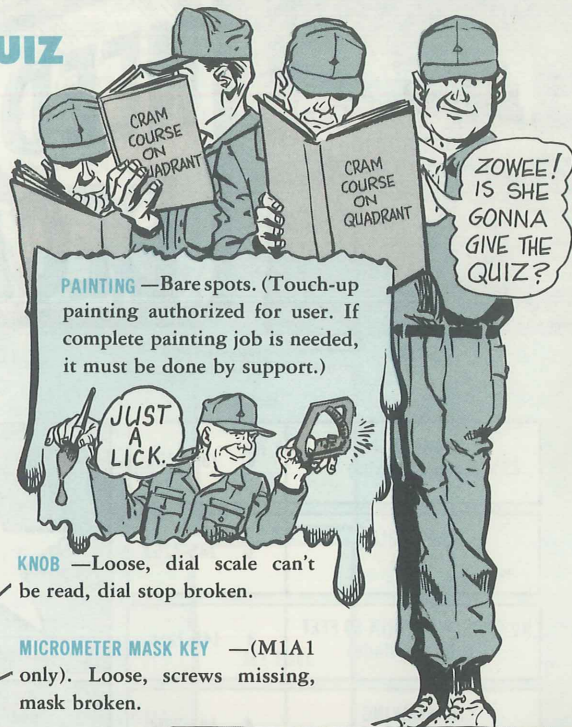
LUBRICATION —All metal surfaces must have thin film of grease or oil. Knobs and pivots that can't easily be greased are lightly coated with OE oil. Wipe off all excess lube with dry, clean, lint-free cloth.



GENERAL APPEARANCE —Bent, broken; screws, nuts, washers, pins, rivets, missing or rusted; bare spots on paint; not lubed.

RADIAL ARM PLUNGER —Teeth broken, clogged with dirt, screws missing or not secure.

RADIAL ARM PLUNGER PLATES —Slip, do not hold radial arm at a given mark on elevation scale.



ZOWEE!
IS SHE
GONNA
GIVE THE
QUIZ?

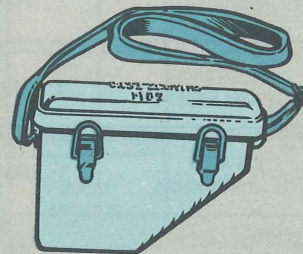
PAINTING —Bare spots. (Touch-up painting authorized for user. If complete painting job is needed, it must be done by support.)



KNOB —Loose, dial scale can't be read, dial stop broken.

MICROMETER MASK KEY —(M1A1 only). Loose, screws missing, mask broken.

M82 CASE —Snap fasteners missing, broken; lid won't stay shut. Pads and gasket missing, torn. Adjustable strap missing, cut; strap hooks missing, not secure. (If the case itself is missing, use FSN 1290-769-2958 to get a new one.)





NEED A DECAL?

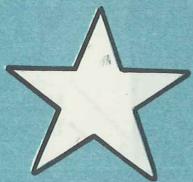



LOOKING FOR A DECAL FOR YOUR AMBULANCE, TRUCK, POL OR OTHER EQUIPMENT? HERE'RE SOME THAT MIGHT HELP YOU.






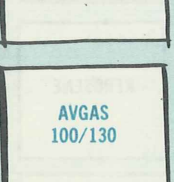


CONUS





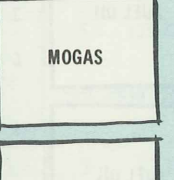
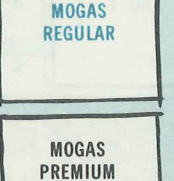

LEGEND	SIZE In inches	FSN 7690
FLAMMABLE (Lusterless white)	6	138-4125
FLAMMABLE (Black)	6	145-7253
NO SMOKING WITHIN 50 FEET (Lusterless White)	3	145-7256
NO SMOKING (Black)	4	145-7260
NO SMOKING (Lusterless white)	4	145-7263
NO SMOKING (Gloss white)	4	145-7264
ARMY MEDICAL SERVICE (Gloss white)	3	145-7269
AMBULANCE (Gloss white)	3	145-7276
U S ARMY (Lusterless white)	3	145-7277

LEGEND	SIZE In inches	FSN 7690
 Star (Lusterless white)	6	138-2473
	10	138-2474
	12	138-2476
	20	138-2477
	25	138-2478
	32	138-2479
	36	138-2480

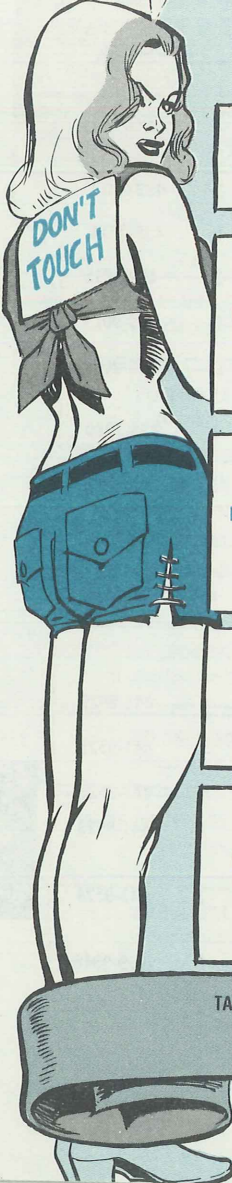
LEGEND	SIZE In inches	FSN 7690
 Red Cross (Gloss red and gloss white)	4 x 4	141-0116
	8 x 8	141-0117
	20 x 20	141-0118
	39 x 39	138-2481
	64 x 64	141-0119

LEGEND	SIZE In inches	FSN 7690
 Army Medical Service Insignia (Caduceus) (Gloss red and gloss white)	9 1/2-in. dia.	PREFERRED 138-5788
		OR 798-2407

LEGEND	SIZE In inches	FSN 7690
 AVGAS	1	439-8929
	3	180-6182
	6	439-8932
 AVGAS 115/145	12	439-8939
	1	438-4810
	3	438-4811
 AVGAS 100/130	6	438-4813
	12	439-8947
	1	438-7978
 AVGAS 80/87	3	439-8953
	1	438-4814
 AVGAS 80/87	3	438-4815
	6	439-8971

LEGEND	SIZE In inches	FSN 7690
 AVGAS W/TCP	1	439-2006
	3	439-2009
	6	439-2012
 JET FUEL	1	439-2014
	3	439-2015
	6	439-9025
 JET FUEL JP-4	12	439-9047
	1	438-7980
	3	438-7983
 JET FUEL JP-4	6	438-7987
	12	438-7990
	1	441-9520
 MOGAS	3	441-9521
	6	441-9522
	1	441-9523
 MOGAS REGULAR	3	441-9524
	6	439-9048
	1	439-9049
 MOGAS PREMIUM	1	439-9049
	3	441-9525

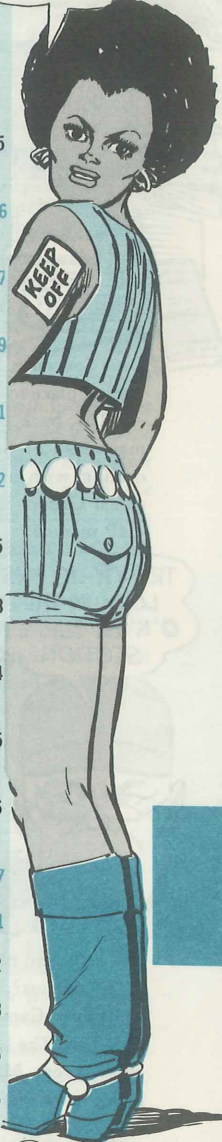
THE GROUP AND CLASS OF ALL DECALS IS 7690.



LEGEND	SIZE In inches	FSN 7690	LEGEND	SIZE In inches	FSN 7690
DIESEL FUEL	1	441-9526	FUEL OIL NO. 2	1	459-0319
	3	438-7992		3	459-0320
	6	438-7994		6	459-0321
DIESEL FUEL DF-1	1	439-9050	FUEL OIL NO. 4	3	459-0322
	3	439-9051		6	459-0323
	6	439-9097	FUEL OIL NO. 5	1	459-0325
	1	439-2031		3	459-0326
DIESEL FUEL DF-2	3	438-7997		6	459-0327
	6	438-7998	FUEL OIL NO. 6	1	459-0329
	1	439-2033		3	438-7999
FUEL OIL	3	439-9104		6	438-8001
	6	439-9106	KEROSENE	1	439-9152
	1	459-0315		3	439-9153
FUEL OIL NO. 1	3	459-0316		6	439-9169
	6	459-0317	SOLVENT	1	439-9170
				3	439-9046
				6	439-9226

TAPE, REFLECTIVE—YELLOW—50 Yd Lg Roll, U/I RO Price
 3 Inch wide RO 9390-057-4545—\$36.80
 4 Inch wide RO 9390-057-4543—\$49.10

NOW THAT YOU KNOW WHERE THEY ARE... USE 'EM.



LEGEND	SIZE In inches	FSN 7690	LEGEND	SIZE In inches	FSN 7690
AVGAS	2	762-5200	DIESEL FUEL DF-1	2	762-5215
AVGAS 115/145	2	191-7767		1	191-7776
JET FUEL	2	191-7768		2	191-7777
JET FUEL JP-4	2	191-7769	DIESEL FUEL DFM	3	191-7779
	1	762-5221		6	191-7781
JET FUEL JP-5	2	191-7770		12	191-7782
	3	191-7772		1	223-8595
	12	191-7773		2	191-7783
MOGAS	2	191-7775	DIESEL FUEL NSFO	3	191-7784
	12	762-5206		6	191-7785
DIESEL FUEL	2	762-5208		12	191-7786
	12	762-5210	KEROSENE	2	191-7787
	1	762-5211		12	191-7791
	2	762-5212		1	193-8532
DIESEL FUEL DFA	3	762-5213	MULTI-PRODUCT	2	191-7793
	6	762-5214		3	191-7795
	12	193-8529		6	193-8535



FSN's FOR SPECS

YAWN! IT'S NOT IN THIS ONE.

Dear Half-Mast,
It's all good and well to tell operators and mechanics to use lubricants, hydraulic fluids, oils, fuels, solvents, adhesives, greases and such according to the Military or Federal Specification Number given in the equipment's TM and lubrication order.

How do we get the stuff from supply? Sometimes finding their correct FSN for ordering purposes is a lulu. Do you have any suggestion where we can find them?

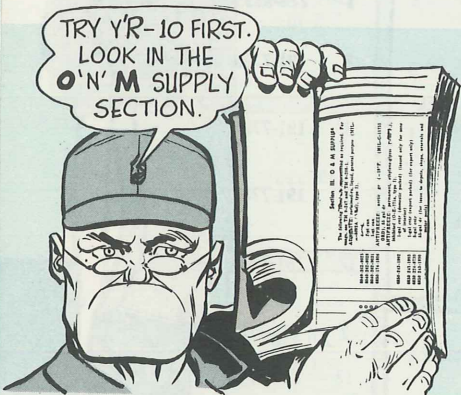
SP5 F. T. A.

Dear Specialist F. T. A.,

First place to look is in the equipment's -10 TM, back in the O & M (operator & maintenance) Supply Section. If you're dealing with aircraft, look in the Functional Group 70 section of your -20P or -34P manual.

will have more than one FSN. In those cases it means the item comes in several different quantities—pints, quarts, gallons, etc. To get the specific quantity supplied by each FSN, look in the C-ML-A, Federal Supply Catalog Management Data List.

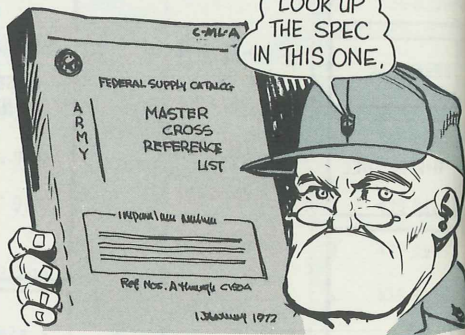
TRY Y'R-10 FIRST. LOOK IN THE O'N'M SUPPLY SECTION.



You'll find many of them there.

No success? Try the C-RL-1-A, Federal Supply Catalog, Master Cross Reference List. The list has 17 volumes and just about every Mil and Fed spec is listed along with the FSN. Sometimes a spec

LOOK UP THE SPEC IN THIS ONE.



If you know which FSC group the item belongs to, you can use the Federal Supply Catalog Identification List (IL's). Many give the spec and index under which the FSN's are listed.

The Fed Cats are usually found in your supply section. Or, your DSU has them.

SEEP-UNDER OBSERVATION



Dear Half-Mast,

Some equipment in this area has odd-looking entries on DA Form 2408-14. For instance, "Seep—Under Observation." What's the authority for this?

SSG M. H. V.

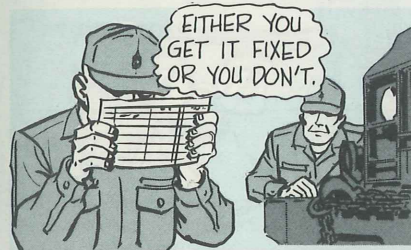
Dear Sergeant M. H. V.,

It must be some local SOP, but I can only guess.

Under current TM 38-750 rules, the only faults required to be recorded on DA 2408-14 are those which need immediate correction but on which corrective action has been deferred for some reason.

If the fault is minor (not a safety hazard and operation won't damage the equipment) you'd still correct it now if you can. But if there's a work backlog, or if a part has to be ordered and you need to keep using the equipment, then your maintenance supervisor can enter the fault on DA 2408-14. (This includes faults with a slash or dash status symbol on aircraft and also includes faults with a circled X symbol on other equipment.)

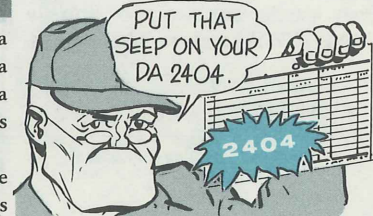
If you're not sure the condition is a fault (as seems to be the case with that seep) you don't record it at all—just watch it. Check it at each before-during-after operation inspection.



There are no provisions for recording a condition which may turn into a fault a day, week or month later. It's either a fault that needs correction now—or it's not.

The reason for use of DA 2408-14 is the fact that a fault may not be serious enough to stop use of the equipment while you wait for a repair part, wait for mechanics to catch up with their workload or wait till there's less need for the equipment.

PUT THAT SEEP ON YOUR DA 2404.



In case of doubt, it's a good idea to write that seep on the DA 2404 on the day the equipment's next lubrication falls due or the next time it goes for scheduled PM.

DA PAMPHLET INDEXES

HEY, MAN... WITHOUT AN INDEX, YOU CAN'T TELL WHAT PUBS ARE AROUND FOR YOUR EQUIPMENT.

DA PAMPHLET 310-1

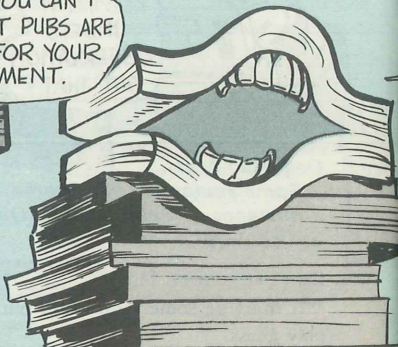
KEEP ME HANDY... I'M FULL OF THAT GOOD STUFF.

Your DA Pamphlet 310-1 is an index to Army Regulations, Army Circulars, Army Pamphlets, Army Posters, Joint Chiefs of Staff Publications, and Miscellaneous Publications.

There may be classified pubs listed in the 310-1, so look for these abbreviations.

- S (Secret)
- C (Confidential)
- CM (Confidential—
Modified Handling Authorized)

If the title's unclassified you'll find a (U) at the end of the title. If the title's classified, the words "Title classified" are shown in the title column. When you see an O, that means it's FOR OFFICIAL USE ONLY.



DA PAMPHLET 310-2

I'M LOADED WITH BLANK FORMS. ALL KINDS O' FORMS. I'M NOT "X" RATED EITHER.

DA Pamphlet 310-2 is an Index of Blank Forms. You find DA, DD, SF, Miscellaneous forms, and DA Labels listed.

The forms are listed numerically under each section. Keep an eye out for the "R" in the list of DA forms. That "R" means the form can be reproduced locally and you can find an illustration for most of the forms in the prescribing directive.

SO, IN CASE YOU'RE NOT WITH IT, HERE'S HOW TO DIG US INDEXES.

DA PAMPHLET 310-3

IF YOU WANT TO KNOW HOW TO DO IT, I'M YOUR MAN.

DA Pamphlet 310-3 is an Index of Doctrinal, Training, and Organizational Publications. It lists:

- Field Manuals
- ROTC Manuals
- Training Circulars
- Army Training Programs
- Army Subject Schedules
- Army Training Tests
- Firing Tables and Trajectory Charts
- Tables of Organization and Equipment
- Type Table of Distribution
- Common Tables of Allowances
- Joint Tables of Allowances
- Graphic Training Aids

THIS LISTS THE CATALOGS THAT HAVE PICTURES OF TOOL SETS.

DA PAMPHLET 310-4

IF YOU WANT TO KEEP IT RUNNING, LOOK ME UP.

The DA Pamphlet 310-4 is the one you'll use the most. It lists:

- Technical Manuals (TM's)
- Technical Bulletins (TB's)
- Supply Manuals (SM's-types 7, 8, and 9)
- Supply Bulletins (SB's)
- Lubrication Orders (LO's)

The pubs are listed numerically and also by subject. If you don't know the number, look for the subject, then turn to the numerical index to get more info on the pub.

DA PAMPHLET 310-6

IF YOU WANT TO KNOW ABOUT TOOL SETS... TRY ME.

DA Pamphlet 310-6 is an index to supply catalogs and supply manuals. You not only have an index of commodities to FSC classes and groups, but you have an index of FSC classes to publications. There's an index of components lists (sets, kits and outfits components list). This section is arranged numerically according to the compiler's code.

If you're not sure of the compiler's code, here's the list:

- 8 - The Surgeon General
- 90 - US Army Materiel Command
- 91 - US Army Electronics Command
- 92 - US Army Missile Command
- 94 - US Army Munitions Command

- 95 - US Army Weapons Command
- 96 - US Army Test and Evaluation Command
- 97 - US Army Mobility Equipment Command
- 98 - US Army Tank-Automotive Command
- 99 - US Army Aviation Systems Command

So, if you see a supply catalog number that looks like this, SC 3433-95-CL-A04, here's what it means:

SC	3433	-95	-CL	-A04
Supply Catalog	FSC Class	Compiler (US Army Weapons Command)	Components List	4th supply catalog in FSC Class

DA PAMPHLET 310-7



DA PAMPHLET 310-10



The index of modification work orders (MWO's) is found in DA Pamphlet 310-7. There's a section which lists the Urgent and Urgent with Limitations MWO's, and a section which lists all of the MWO's—Normal, Urgent with Limitations, and Urgent.

You should have no problem telling whether your piece of equipment has an MWO or not because they're listed by equipment.

DA PAMPHLET 108-1



If you use Army motion pictures, Graphic Training Aids, slides and recordings, then you'll want a copy of this pam.

Anybody who has to order pubs should have a copy of DA Pamphlet 310-10, Guide for Publications Personnel. It tells how to fill out the forms to order pubs and blank forms, how the publications supply system works, and other information for getting pubs. The list of pinpoint forms isn't up-to-date, so check your DA Pamphlet 310-2 for the latest list.

RESCINDED & SUPERSEDED PUBS

Most of your indexes have a section for superseded and rescinded pubs.

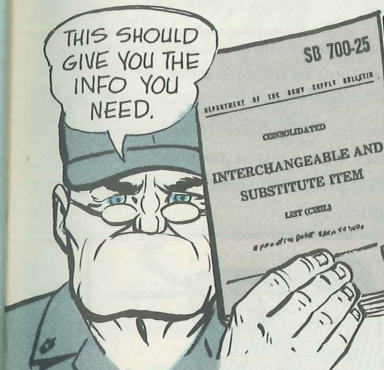
Check that section so you'll be using the latest pubs.

Be sure to order the changes to your pubs if you don't get them.

When you see a star beside a number or change number, that means the material has not been listed in the index before.

PARTS INTERCHANGEABLE?

THIS SHOULD GIVE YOU THE INFO YOU NEED.



Dear Half-Mast,
Is there a pub that will give me an FSN for a substitute part if the one I ask for is not available?

SFC K. G. B.

Dear Sergeant K. G. B.,

If you're looking for an interchangeable part for U.S. Army Mobility Equipment Command engines, then get TB 5-2800-221-15 (Feb 72), Engines—Fan Through Flywheel, Application and Identification.

Your parts clerk should have it.

Also, check with your DSU. It may have an Interchangeable and Substitute Item File on microfilm or a copy of SB 700-25 (Mar 72), Consolidated Interchangeable and Substitute Item List. The SB gives the interchangeability of some parts and is used as a companion pub to the C-ML-A, Army Management Data List.

Half-Mast

NEW SC FOR NO. 1 COMMON



MUST BE A NEW CODE, I GUESS.



C=Change, D=Deletion, N=New, and R=Replacement are the symbols you look for in the new SC 4910-95-CL-A74 (Jan 72), Shop Equipment, Automotive Maintenance and Repair: Organizational Maintenance, Common No. 1. The symbols are listed in the Action Code column (first column) of your catalog. Bring your set up-to-date by making those changes. You can also update your copy of PS 219, which shows the set. Extra copies of PS are still available.

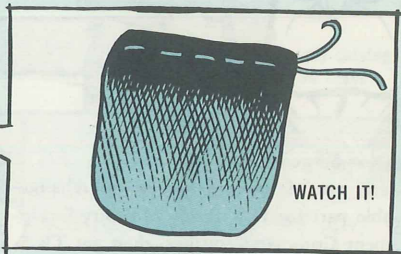
ACTION CODE	FEDERAL STOCK NUMBER	MA	DESCRIPTION
C	5120-278-6641	75	CUTTERS, DRESSER, CONTACT POINT: w
C	5345-250-1345	75	w x 0.025 in. thk x 4-1/4 in. lg o /
N	5130-889-9004	75	DRILL, ELECTRIC, PORTABLE duty, 650 rpm, ac / dc, 115
D	5130-640-6343		DRILL, PNEUMATIC, PORTABLE
C	5133-293-0983	75	DRILL SET, TWIST; HSS, sight r series, rh, w / case, c / o / ea of the f

HOW TO HANDLE THE MANTLE

Here's another safety precaution to follow when you're using a gasoline lantern.

That mantle, FSN 6260-270-4060, not only radiates light, but it radiates radioactivity . . . so take some extra care when handling it.

DON'T LAUGH. THIS OL' MANTLE IS RADIOACTIVE! BE CAREFUL.



When a mantle is damaged or has served its purpose, get rid of it like you would ordinary waste. Just remember, it's still radioactive!

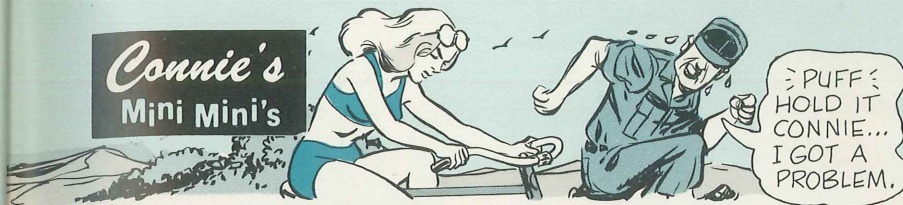
Keep your lantern clean and free of all mantle ash.

After you've handled a mantle or cleaned your lantern, wash your hands good with soap and water.

EQUIPMENT STATUS

You can't make an accurate status report on reportable equipment without the latest SB 700-20-1, List of Reportable Items—Army. These SB's are issued quarterly (before each quarterly report date). But you'll get yours only if it's entered on your publications request, DA Form 12-34, to the St. Louis AG Publications Center. List your need in Section 1, A-7, block 18 (same as your request for SB 700-20).

Connie's
Mini Mini's



Need A Nameplate?

Lacking identification plates or nameplates for your electronics equipment? SB 11-631 (May 72) gives you the scoop on how to get the plates through your maintenance shop.

Hold M114-25P

Hang onto your old TM 9-2320-224-25P (Dec 64) w/Ch 4—it's still good for ordering power cupola parts for M114-family vehicles. The new TM 9-2350-244-24P (Mar 72) doesn't have these parts.

Now You Know

The tire pressure for the landing wheel on your 5-ton flat bed cargo trailer, XM835, is 85 PSI. Stencil this in 1/2-in letters on the axle support bracket above the landing wheel.

Did You Know...?

A battery for materials handling equipment can last the lifetime of its end item, like an electric forklift. The secret of its longevity is PM care as told in TM 10-1690A (Jul 54). It's an old pub but a real goodie.

Mescalero Checkout

Attention, T-41B jocks, you now have a pilot's checklist for your bird. It's TM 55-1510-212-CL (Mar 72).

Compressor Safeties

Your suffering hand truck LP-512-ENG-2 air compressors can have an interstage safety valve and a gage mounting fitting. FSN 4310-870-5911 gets the valve, P/N Z-67-75 (75336), and the fitting is FSN 4730-496-9665. They're in Ch 1 to TM 5-4310-256-15 (Jun 70).

Maintenance Roundup

For a roundup of the latest maintenance rules, see AR 750-1 (May 72). It supersedes the old AR with that number and a slew of others—including the AR's on operational readiness float, MWO's and cannibalization. Besides, there's much new material such as special rules for certain types of equipment.

Antifreeze Tags

If tags, or stick-on labels, are a help in keeping track of antifreeze protection in your engine cooling system, you can get 'em. But they come only with the new, heavy-duty antifreeze listed in paragraph 2b(2), TB 750-651 (Jan 71). These're just "nice to have", unless your CO says you've got to use 'em. DA requires only that you record antifreeze and corrosion protection on your DA Form 2408-1 (monthly) or 2409.

Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

BIGGEST CAUSES OF SUPPLY FAILURE



HEY, DUDE! IT'S NOT SUPPLY'S FAULT. YOU USED AN OUTDATED PARTS MANUAL.

8.0.

WATAYA MEAN, OUTDATED!! A PUB'S, A PUB.

YOU EVEN GOOFED ON THE NUMBERS ON THIS DA FORM 2765.

12 GROSS
PANTIES, WOMEN'S; COTON,
KNT, WHITE; BRIEF,
CLOSE FITTING, WITH/LEG
HEM, FLAT STITCH,
SIZE X-LARGE
FSN 8425-160-2484

1

USING OUT-OF-DATE PARTS MANUALS

(KEEP UP-TO-SNUFF WITH DA PAM 310-4 AND CHANGES)

2

PUTTING WRONG FSN'S ON DA FORM 2765

(DOUBLE-CHECK ALL NUMBERS)