

Issue 171

PS
★
1968 Series

PREMIERE
MAIN
WEEKLY

Gotta hand it to Claude—
kept on sending in those
pics...



IN MY
PUBLICATION,
YOU...

Do it Yourself

A lot of people have this problem: "I've been reading a lot of magazines & books by 'do-it-yourselfers'."

Here — To get publications that are already printed, you order them at the ready-made stands. Do-It-Yourself, Inc. has ready administrative and financial type jobs like 401k, pensions, FICA from the publisher's office. Technical and supply jobs are in the 10. Look publications. Books are available at bookstores. Each volume gives you with an account number. It says to use it when you order.

How do you find out what is ready? Simple... use the Index. There are several, like Do-It-Yourself, Inc. 1991 for administrative jobs, Price 1991 for financial type, Price 1992 for technical jobs and Price 1993 for supply materials.

Second — You'll want to get your work lined up for someone to print. Publications of new publications to they come of the press, like All, 1991 with Changes 1, 10, and 11 for all the things you what make them to use. They're like Do-It-Yourself, Inc. 1991. Each item is for a particular type of publication. It says to order enough of every type you use make as you want to be sure to order, Do-It-Yourself, Inc. 1991 has a list of good ways to order.

Order now. It's a "do-it-yourself" project that you'll do big. You can appear and maintain your year right if you have the right books to tell you how.



USE A DO-IT-YOURSELF TO ORDER PUBLICATIONS FIRST.

ARE YOU GOING TO GET THE BEST FOR THE DO-IT-YOURSELF DO TWO AND DON'T MAKE A MISTAKE TO GET IT.

WHO DOESN'T... SO, READ IT TO ME, JUST!

HERE ARE THE FORMS YOU USE FOR PUBLICATION DISTRIBUTION.

- Do-It-Yourself, Inc. 1991
- Do-It-Yourself, Inc. 1992
- Do-It-Yourself, Inc. 1993
- Do-It-Yourself, Inc. 1994
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- Do-It-Yourself, Inc. 2029
- Do-It-Yourself, Inc. 2030

PS

THE PUBLISHER'S ASSISTANT...
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DO-IT-YOURSELF SYSTEM

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COMMUNICATIONS

WOW
HOW DID YOU
DO THAT?

GOOD! 'ERE!

WOULD IT
TURN THE
TM TO ON
OUR SIDE?

WHY?

WELL, COVER
THE LITTLE
OLD MAN
CHANGE-
OVER'S PART!

LOOKO... I
STILL WANT A
LITTLE MORE!

I WANT
READY FOR
RETRACT!

WELL, WE'RE
WORKING ON
IT!

ARE YOU'RE DON'T
WANT A TURN. AS LONG
AS IT'S DOING THE JOB, LEAVE
IT ON... UNLESS THE TM
CALLS FOR A PREVIEW
CHANGE.



I WANT
LAST WORDS
BEFORE A
NEW TURN!

WHEN YOU'RE OLD... THE LONGER THEY'VE WORKED.

THE LONGER THEY'RE LIKELY TO WORK



Dear Mr. Blank,

Is there in the supply system a special access cover for the W-200 equipment, called? Only one I've ever seen from Hammond.

Dear Specialist B. L.,

You bet ... it's the CW-600 cover. It's on page 260 of BC 5830-B-1 (CW-600, under item 5830-B-1-104).

The cover's also used for the RT-200 and AN/GRG-115 and AN/PRC-117 radio sets.

One thing, though ... it's bad business to use the cover in hounded up vehicles like tanks, or in places with high humidity and temperatures. The cover runs up the air flow, and the heat that builds up in the radio can cause circuitry troubles.

Some sort of thing happens when you stuff rags, clothes and the like behind covers just to get them out of the way.

Hammond



NOISE BLANKER BLANK





GETTING AN EAR FULL



Trying to listen through loose-fitting earphones can annoy the wrong way and make for a headache.

First, you can break your headset. The ear pads fit by the earphones and headset as you spread them, like when you're getting on or get 'em on.

Be careful not to put a permanent kink in the spring-loaded headset. This will keep right on working and into the headset's bones.

Also, rough handling could strain the connection between the headset and the receiver element, and mean call for a replacement receiver housing.

The right way to handle your headset or headset-microphone is to place your hands . . . gently, of course . . . around both the headset and the earphones, then spread the earphones apart.

Easy, like so . . . That should do the job.

HANDY HANDLE HUGGERS

You needn't be shocked by these heat-treated TE-134 pliers ... like you'll find in the TE-55 tool equipment.



The tube doesn't cost a cent ... it's easy to install ... and you get a nice touch of hand comfort, besides all the insulation.



Get 'em' the best in your signal equipment can ever get ... like in communication.

Take the TE-1837C telegraph-telephone signal converter.

The main heat will knock the ring-ring out of the rings by shortening the life of electronic tubes and resistors.

When it's on line you can't count the current loads on your head, do this safety puzzle' power to the equipment. Open up the TE-182 and remove the tube shields from the V2, V3 and V6 tubes and W1 and V8 resistors. If V1 and V8 are solid state resistors, then do not remove the shields. This'll give the converter a breather and keep 'er in business.

Of course, hang on to the shields and put 'em in a safe place so they can be reinstalled when you're not operating. They protect the tubes when you're on the move.



DOUBLE UP FOR SAFETY

Do you want to beat a real shocker?

Join AN/MER-5 Xerox searchlight operator-type crew and let ground cable war tearing away at you bottom.

The way to get around this half-baked situation when the searchlight's still in with your M31 truck is double up on the ground cable.

Get a 1/2-in wide braided wire, about 2 1/2-ft long, or as long as the present ground cable, from your maintenance support.

Connect one end of the braided wire to the ground terminal on the searchlight's control box in the vehicle.

Connect the other end to the back on the right side of the control box power cable connector on the lower mounting bracket.



ON AN/MQP-101

SWITCH WHICH SWITCH?

A big package with a lotta power can help you a little on a common wire or a mortar dump . . . that is, if its power is up to snuff.

One thing you've gotta be extra careful about with that AN/MQP-101 radio set is the order in which you flip the switches.

Like in the PP-747 heavy power supply . . . Make sure the transmission switch is turned OFF in the IP-177 automatic range indicator before the QPS-099



switch is turned OFF on the PP-747.

A switchboard on the switch turn-off can leave up the PP-747.

If wrong, your loss. Let's us follow the steps for control cable set shutdown in Para 79 of TM 11-1501 (see 14).

MK-1039(G)

FIELD FIX NEWS

WHAT KIND OF HEADSET MICROPHONE
WILL YOU HAVE IN YOUR COMBAT
VEHICLE CREWMAN'S HELMET?

If it's one of the MK-1039(G) or MK-1039(D) sets, you're OK and can go.
But if it's one of the early model MK-1039(G) jobs, here's a couple of field
fixes that'll make it run better than ever.

Fix No. 1—

The J-955 plug at the end of your cable
used in a field set works for the work it has to do.
It can't take too much shock and vibration, particularly
in cold temperatures. A wedge fit is best up this plug in use
in supply under FMN 9555-038-9899. Ask your supply man to
get one for you. The kit's stocked at Atlanta Army Depot, ATTN:
AMKXAYQ, Fortson Park, Georgia 30850; Sacramento Army Depot,
ATTN: AMKXAAQ, Sacramento, California 95815 and In Expedition Com-
mand, if you happen to be in Southeast Asia. When you get the wedge kit you
ask your unit's armorer man to put it on for you. You could even check yourself.
All it takes is a little sandpaper to a gun-kick.



MEANWHILE, BE
ESPECIALLY CAREFUL
NOT TO PUT ANY EXCESS
STRESS ON THE J-955
PLUG LEADS YOU
GET IT REBUILT UP!



Fix No. 2—Heavy rain (cloud
can take it) causes the "cut" on
about one week in your switch
if the waterproof coating has been
cracked or too eroded away
that one side by side.

Instead going where it should,
the current jumps between the
screws. When this happens both
radio transmission and reception
can be completely blocked out.

The original waterproof coating
you installed when somebody tight-
ens the screw terminals or takes off
the switch assembly and plays
around with it.

Get your unit's radio experimen-
tal waterproof these terminals if
you are getting above or if you
think the waterproof coating has
been eroded.

It'll do this by taking the whole
MK-1039(G) out of the helmet, and
thoroughly drying the terminal
wedges and surrounding area.

Using longer and uniform ex-
posed screws MK-7-113, he will
paint all 8 exposed screw connec-
tion and the exposed metal surface
of each connector. Order this ma-
terial in spare containers under



order FMN 9576-038-0397 or FMN
9576-038-0408.

After the terminals is completely
dry the MK-1039(G) can go back
in the helmet again. Be careful not
to touch the waterproof coating.

No problem if you have a low model MK-1039(G) because it comes equipped
with a reinforcing nut on the switch housing to support the connector and
to fix the right J-955 plug connection.

UPDATE GAGE GUIDE

The hydraulic oil reservoir dipstick gage on your 1980 or 1978 series tanks or 1978 CUV may need working over. Here's the latest info on the way to do it.

YOU MAY WANT THE LADY MODEL OR THE LADY IMPROVED. SO CHECK IT AND HER...

The early model gage, P/N 1130-144-5024, will have 8748847 on one side and FULL AT 1/2 INCH and FULL AFTER PUMP-ING on the other. If you have it, go over your money Metal Stamping Co. Box 809 1130-284-0021 or your local Automotive Maintenance Tool Kit Co., 2, Commons, P.O. 244, 704-6052 and call after the hour 2.

The late model gage, P/N 8888-794-1112, has the part number 1891483 marked on one side and FULL 4/5 INCH and CHECK OIL AT 1/2 INCH on the other side. If you have it, check hands with yourself because you're lucky. It's OK.

OK, now that you have the 2 1/2 in. gauge, here's how to update your old dipstick.

Mark a line 1/2 inch above the 1/2 in. mark and every 1/4 inch thereafter.

Now measure 1/2 inch below the 1/2 in. mark, mark a line and every 1/4 inch below it.



Using the 2 1/2 in. gauge, mark all the oil level lines. Call this end P/N 1130-144-5024 (marked) and the other end to this is a 1130-144-5024 (marked).

THE WORK AT 1/2 INCHES SHOULD BE QUANTIFIABLE

Once you have the old dipstick gage updated, you can check the oil level the same way whether you have the old gage or the new. This is how you do it—

1. Lock the front lock.



2. Turn the front power window off.



3. Rotate the dipstick in the system until the maximum pressure gage drops to zero PSI. Do this by holding down the pressure release finger while you move the pressure control handle left or right until the gage reads 0.



4. Check your dipstick level mark. The oil should be between the 1/2 in. and 3/4 in. mark. If it's below the 1/2 in. mark, add sufficient oil to bring level up to the 1/2 in. mark. If it's level or above the 1/2 in. mark, check oil level on next oil level top up. OK mark.



Falling air
power packs
on your
M60 or M10
series tanks can
do a lot of
damage if you
have the thing
cracked
backwards.



TRIAL FOR
ONE THING
YOU CAN BRING
THE LIFTING SPIN
AND CRACK THE
LEFT AND RIGHT
SOCKET JOINTS.

NO REMOVING CRIBS ...



WIDE HOOD
IS OPEN
MOUNT
HOOD

Use the sling on the bar of the "T" bar
found the front of the vehicle. When you
pull the engine can it backwards and you'll
end up with best fitting eye.

FOR REMOVING POWER PACK ...



WIDE HOOD
IS OPEN
MOUNT
HOOD

WIDE HOOD
IS OPEN
MOUNT
HOOD



BEFORE REMOVING A POWER PACK,
WEEP UP ON THE THINGS TO WHICH
POP IT YOUR REMOVALS -- GO TA.

For M60 series tanks read page
2189 or 2198. For the M10A1 series
the info is on pages 2182 or 2194A, and
for the M10A2 on pages 2179 or 2186.
A lot of good power packs have been
banged up and damaged because of
slippery and uneven handling.

Made sure your sling is OK with
cables of equal length, frames are bent
and no home-made rigging used, each
webbing in place of cables.



**CUPOLA
SPRING
FSN**



Dear Staff/Man,

After you see company mechanics under the
spring used to close the door on the M107 gun,
order amount on the M107 I read?

WTS is it.

Dear Specialist E. M.,

You can't. It's a direct support job using
Spring assembly, FSN 1200-001-0000 (FYW
1200-001-0000) which replaced Spring, FSN 1200-
001-0000 (FYW 001-0000).

Handwritten signature



M114/M114A1 TRACK LIFE

Dear Mr. Editor,

In PG 163 on page 66 you will have noted that FVN 3030-443-1000 with the year over mark EP and the year mark 64 or 65 had a only-track life of 1,000 miles.

This is good to know, but my track has number mark EP with year marks 64 or 65. What is its value like?

LTJ.F.M.

Dear Lieutenant K.F.M.,

GOOD QUESTION
AND, THE ANSWER
IS \$2,500 AND UP!

EP 64-65

ALL NEW MODELS WITH ONE MARKET
TRACK, FVN 3030-443-1000
IN BOUTS OF BOUTS
MARKETS OF
THE TRACK MARK
IS A 2,500
MILE TRACK

EXCEPT

IF IT HAS TRACK MARK EP
AND YEAR MARK 64 OR 65—
THEN, ITS ONLY GOOD FOR 1,000 MILE.

Early model track FVN 2030-473-1000 (with 4 holes on street) is good for 1,000 miles. The 9-2330-214-000 (Apr 68) has the word,

DRAIN YOUR FUEL TANK

DID YOU TELL ME THOSE FOTS WILL RUN SOME HOW IN THEM?

WHY? DO YOU THINK THE FUEL WILL CONTAMINATE THE SOUP?

All equipment with diesel or multi-fuel engines should have their fuel tanks drained empty at least once a year—often in wet places like Southeast Asia.

Do the job like it tells you in the 10 TM for your equipment or engine but if both the left and right fuel cells or tanks have drain plugs, pull 'em both.

Some vehicles have a petcock, some have washer-head drain plugs, some have square-head plugs, and some have no bottom drain at all. In this last case instructions for draining will be in your TM.

Get most of the fuel out of the vehicle tanks before you open the drains. Transfer the fuel to empty containers with the hand fuel pump, but cover the fuel filter opening around the hose with a clean cloth if there's any chance of sand, dirt or water getting in the fuel tanks.

Fuel gets contaminated by water formed by combination of moisture in the air and by dirt that gets in during fuel loading and storage operations. In fuel injection engines the water of heated fuel in the cell causes added contamination.

The longer you can keep the fuel the better your engine will perform and the less chance you'll have of engine failure.

Between drainings on equipment like an D50 tank, you keep on with your regular routine of drawing off sediments with your hand pump as your 10 TM shows you.



NEW WATER PUMP LUBE



How much for the pump?

How much? \$107.94. It's a 400-truck for older GM 4-cylinder vehicles gets Glean, aluminum and brass, for its water pump. This part's from GAA in the amount \$1 0-2508.1 11.12.

Better known as GAA 048-0-26027, this new lube for your pump has an "efficient temperature temp" of -55°F all the way up to 208°F. Where do you lose your pump bearings? GAA's a big sign of relief!

GAA is found in the GM 02000. Say 875 under a full-size 1997's for different size variations, but the cost you're more interested in are:

1994 1038-083-7248 11-1/2 cost

1995 1038-083-7247 11-1/2 cost

1996 1038-083-1149 11-1/2 cost

Now production vehicles come with the GAA already in the water pump. You just refill with GAA when it's needed.

If you're using GM, by the way this is an older vehicle, remove the lube-covered top, wipe out the GAA before-hand, and re-apply your lube every 1500 miles with GM. You never know just in case you had someone replace the GAA.



Now you should be looking off GM's water pump coupler you've been having—if you give the GAA a chance to do its job.



Use your 1000, every 1500 miles you can get your water pump lube—just in case you had it going again to the pump and looking like in the bearings.

Next, when you've covered the top all the way down, you put in a new GAA of GAA.

Remember, there's no longer any spare parts for this pump. When the given one, all you can do is replace it with a new pump—1997 1038-010-0848, listed in your GM 0-2508-111-287 11-1/2 cost.

ONE TO STAND ON



You need a leg under the tail end of your 1500s or 1 1/2-ton trailer if you're ever around a baby load of mounted equipment. Maybe you're a generator, pump, trailer or fuel-dispensing tank.

There's 2 different legs to look around. They're somewhat different, though, and both do exactly the same job.

One leg was put on 1 1/2-ton 8000-series and 1400-series trailers by 1997 0-2508-111-2875 11-1/2 cost. The 1997's have mounted, but the 1997's trailer was a 1997 0-2508-111-2875 11-1/2 cost.

The other leg is in the 1997 0-2508-111-2875 11-1/2 cost for a white load of trailer-mounted generator was 11/2 leg 1997 cost, 1997 1997-083-0004. There's no placement parts listed there, too. The 1997's trailer this leg for both 1500s and 1 1/2-ton trailers with the mounted equipment specified.

Parts for the 1997's installed support leg are in the 1997 0-2508-111-2875 11-1/2 cost. These "one-supply item" you see on page 150 were here 1997's and're available in the supply system like so:



Even with a support leg, you don't want to be pushing your trailer on a slope—you might wind up with the white marks in your leg.

LEAG WATCHER

Keep an eye on your 1997's 14-ton trailer's loading leg. There's no less than one of the trailer's trailer and shipping the front end of the trailer. Check it for cracks. Get a leg cost! Get a new one—1997's, 1997 1997-083-0004, in the 1997 0-2508-111-2875 11-1/2 cost.



**XM
TO
M**

NUMBERS

OLD	NEW
2474	2474
2475	2475
2476	2476
2477	2477
2478	2478
2479	2479
2480	2480
2481	2481
2482	2482
2483	2483
2484	2484
2485	2485
2486	2486
2487	2487
2488	2488
2489	2489
2490	2490

IF YOU'VE BEEN WORRYING HOW TO CONVERT THOSE XM NUMBERS FOR YOUR **1 1/2 TON** OR HEAVIER **TRAILERS** TO **M** NUMBERS, HERE'S A **RELIABLE** ANSWER!

FXM's for the new data plate and mounting screen are on page 137, TM 9-2150-211-14 (Jan 89).

CAPS FOR MULTIFUELS

There're 3 different oil filter caps for these 3 1/2" and 3" size multifuel engine cranks. Which cap you're get depends on which cylinder head cover's on your engine. Cap, FXM 2615-009-5219, goes with cover, PN 10000131, found on the L26 427-2 and early L26 405-1. Cap, FXM 2615-009-1418, fits the newer cover, PN 10011262, usually on the L26 405-1 and L26 405-1A and also on later L26 405-1 engines. You can tell the newer cylinder head cover by the longer filter neck.

Cap, PN 2615-009-5219



Cap, PN 2615-009-1418

FM-5, 18-IN. HOSE...

GAGE, HOSE SEPARATE

They're 2 separate items — for the inflation hose and gage in your truck's OEM. This goes for GM-Series and GM-Series 3-1/2-ton trucks, GM-Series 3-ton trucks and GM-Series 18-ton trucks.

MODEL 180 — FM 494-28-704, sold in 2' and 4' lengths for \$5.99 ea.

FM — FM 414-28-704, sold in 2' and 4' lengths for \$5.99 ea. (See also Model 180, FM 494-28-704)

This new FM is already in OEM? YES, GM says (see FM) but it's listed only for the 1800 truck starter. There's no one going to get the old hose-and-gage assembly, either. FM 494-28-704 or FM 414-28-704. Your equipment will just be covered.

NEEDS FROM...

C-C-CLAMP B-B-BUSTING?

Vibration is Manual for Manual's predecessor coil clamp on a lot of GM-Series 3-1/2-ton and GM-Series 3-ton modified engine trucks. That's because the old-type clamp (FM 4099-004) can't make the gaff. So if yours gives out, your support can replace it with the new clamp.

FOR 3000-
217-4099
(FM 4099-004)
WILL GET
FOR A
NEW
CLAMP!



NOT THE SAFE CHOICE... BATTERIES AND LADDERS

Let's make it right now—

1. You are not in for a run of bad luck if you walk under a ladder, and ...
2. There's no mysterious chemical or magic in concrete that'll discharge a storage battery.



But you could have an accident walking under a ladder. What if someone working up on the ladder dropped a load of bricks? So it's a good idea to check before walking under a ladder.

And a battery standing on concrete could discharge. Concrete is usually cooler than the air above it because of the ground under it. This makes moisture in the air condense on the concrete. Now you take a battery that's dirty and has electrolyte spilled all over it. But it's not damp concrete. Sure it'll discharge! And spilled electrolyte won't do the concrete any good either.

A battery will discharge anywhere if you give it long enough. A sorry, neglected battery will hold down.

So the best bet is:

1. Clean batteries out well before using 'em. Wash with lukewarm water. Wash brush bristles any time the battery and vice with plenty of fresh water.



2. Make sure the electrolyte level's up to and—at least $\frac{1}{2}$ inch over the plates. Bring 'em up to full charge—1.75 volts per cell. In the tropic, 1.78 is safer.



3. Put 'em on dry wood or cast concrete or steel deck. 'em and other to see if they need recharging.

Slippy handling is what runs down batteries.

TIPS**ON****BATTERIES**

Starting your trucked vehicle, especially in cold weather, takes a lot of zip out of your batteries.

In other words, the engine or other accessory an electrically operated device, makes sure your engine is kept going long enough to put back the electrical charge you took out of the battery — half an hour should do it.

Trying to start a vehicle with weak batteries can make your starter relay click. If this happens you may get wiring that will burn the points.

With weak batteries you may have to crank the engine too long to get it started. This is no good, either, because your starter can get so hot it will seize up.

Weak batteries can rub other parts of your electrical system, or keep 'em charged up.

Vehicle Tools

PULLEY POOP

You got a bearing, ball or bush pulley in your GM-series 1½-ton truck 100-amp generating system?

Here're replacements for those 4-groove pulleys (except in the list, P/N 2520-1012014, under 1970-1974 GM 474-7713 superseded by CL, Jan 68, TM 1-1011-2 and CL, Jan 68, GM3-8 574, G-740).

Pulley, for drive and crank, 474-7713-11-1015, is for GM 1970-74 1½-ton 474-7713-1015-1016 for 474-7713-1015-1016-1017 only. Buy for 1971-74.



Pulley, generator, GM 740-208-5075, used in TM 1-1011-2, P/N 1-1011-2011, 1-1011-2012 and 1-1-1011-2013.



Pulley, for water pump, GM 1974-208-1011, is used for 1974-75.





TAPING'S TOO RISKY

Dear Staff Sergeant,

Some guys in our company tape off tactical magazines together like this when they head into action. They claim it gives 'em more instant response for their M16A1 rifles. Do you think it's a good idea?

SFC L.O.B.
AFC San Francisco

Dear Specialist L. O. B.,

No . . . much too risky! Here's why:



1. The weight of the T-taped magazines could tear the magazine ribs.



2. The increased girth of T-taped magazines like that will cause feeding problems.



3. Taping the open ends of the T-taped magazine into skin and gear is, especially when you're belly-crawling, the type stuff could slip you down if it gets wedged on your magazines.



The best way's still the one in your FM 21-8. Keep your spare magazines in your pouch and whip 'em out real fast from your weapon as you need 'em.

The pouch'll protect the mags and the ammo and you won't be getting it stuck on your weapon.

Staff Sergeant

M16A1's FIGHTING CAP

CONFESSION!

THIS
CAP
DON'T
EXHAUST
YOU
FROM
ONLY
ONE
EXTENSIVE
CLEANING
AND
LUBING.

Yep, "fighting" it the hard.

You only use these new plastic protective caps (EPM 1148-200,7666) when you're in action . . . not when your shooter's put up for a day or more. The contamination'll build up and rub the bore.

The cap'll keep out rain, dust and dirt, but it won't keep water from seeping into the bore from the chamber and when your rifle gets soaked. This water's got to be removed before you try to fire.

HERE'S WHAT YOU DO . . . AFTER YOU REMOVE THE CAP.

POINT THE
M16A1
DOWN. . .



SHAKE
M16A1 HOPEY
CLEANER!



PULL FORWARD
SLIDE TO
SLAY BIRD!



To get with that routine in para 3-11 on your new .11 The Index you fire off.

Make sure the drain hole in your best neck cap cover is not plugged when you drain the bore.

It's OK to fire right through the cap if you don't have time to remove it first, but never put a cap on a hot weapon. The plastic will go soft and get into the back magazine groove, and will be hard to get off.

Good, for Work!

MAGGIE IN A BAGGIE



It's not smart to use a plastic bag (DON'T! 1-800-555-6662) to protect your MAGGIE's finished magazine from dirt, dust, rain and the like—but watch one thing!

The bag's apt to collect water condensation on the inside, and this could result in fustling up inks on to your wraps and raising the magazine's spring.

Every day or two, take the bag off, remove the magazine and take out all the cartridges. Wipe off each item—including every round—with a clean dry rag. Turn the bag inside out for a thorough drying job. Then put 'em all back. That'll do it.

You can use the same bag over and over, as long as it stays healthy.

Because of the condensation, it's not smart to store empty mags in these bags.



Incidentally, there's a little trick to opening a new bag in a hurry. Grab the top corner with your fingers or teeth and yank. It should separate along the dotted tear line. A slow rag will only irritate it.



MOONLIGHTING?



The lens cover for your ANIPYD flashlight helps the lens know to reflect moonlight—and that soft-side light can give away your position. When you near your mission location, slip the lens cover into your pocket. The removed lens is less likely to reflect light.

DUAL DUTY RACK



THE USE OF THESE RACKS MUST BE APPROVED BY YOUR SECURITY OFFICER.

Clear Shelf Above

Always use strong wood that meets or exceeds the code for your particular locality, and install at least within the vicinity of 1/4" to 1/2" from a clean's edge on wood studs or joists.

Keep brackets close to wall to keep from flexing joints.

Orange Hillborn, Architects
Huntington, California



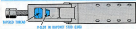
RIGHT WAY IS BEST WAY



Here, it'd be nice to have a long-paned muscle stabilizer on your M4A1 rifle. But all they come up with are, the type you make it so make sure your present and wear's work loose. This means putting the stabilizer on the right way.



First ... run the lock out up against the head of the mounting screw.
Then get the stabilizer over the lock suppressor and slip the push assembly over the layout stud.



Next ... use your fingers to turn the rotating screw so that the tapered end of the end of it goes into the 'T' slot in the layout stud. Tighten the rotating screw with your combination lock.

LOCK-UP THE MOUNTING POINT



Push up and down on the push assembly to make sure it has no give. If it's not loose, you're done—everything's tight as fat.

After you see tighten — and good — the lock out against the push. This keeps the rotating screw from coming loose during firing.



M&O AMMO RACK PADS

Keep reloading out the clutter of a loose primer falling through the drain hole in your M16-series rifle's empty rack case and blowing off on the battery terminal.

Tip your mechanic at manufacturing M160 9-2368-21 9-20210 (18 Day 47). Now he can make a new set of rubber mats with 4 holes instead of the one big one. The modification's for M16 models with serial numbers from 1 through 2289 and M16A1's from 2290 through 4276.



CLOSE BOLT FOR STORING

You'd be smart to obey this warning on them: Always put your rifle or carbine in the arms rack or your machine gun on the shelf with the bolt closed or locked.



CHROME OFF IT

Oh, M16-series rifles . . . this is for you.

Any time you put a chromed thing pin in the bolt and it binds you forward of the shoulder of the ramp (because of chromed buildup) . . . try this:

Fire the rifle a couple of times—dry or live. Or work the thing pin in and out of the bolt by hand a time or three.

If one of those checks doesn't stop the binding, a new firing pin is the answer.

PUBS



This is a collection of 100 short bits of news to supplement your main reading. It is a regular feature that will continue through the year. It includes news on the front cover of the magazine, and on the inside cover of the magazine, and also on the back cover of the magazine.

NEWS

THE BIRMINGHAM has been named as the most popular city in the country, according to a survey by the National Travel Association. The survey was carried out by the National Travel Association, and was based on the responses of 10,000 holidaymakers. The survey found that Birmingham was the most popular city in the country, with 28 per cent of respondents choosing it as their preferred destination. Other popular cities included London, Manchester, and Edinburgh.

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BUY NEWS

To Get 290000 Fins Spent

All parts of 290000 tractors — selling all 290000 jobs

Report every six fiber cartridge before you get — tested. The top shop thinks those cars, 290 000-000, 1994, that last up one working year of engine.

But what's needed is the list used from you. There're hundreds of engines of 29,000 each going then. Your DW's could help stop it.

And if fiber do go cheap, change 'em suddenly — even if it means one every two. Then send the info next — get it!



THE 'SECRET' OF THE EIR

OR
HOW TO MAKE 'EM
WORK FOR YOU



This is the tale of outfit "B"
and how they 'moved' the NMP.*
But, also, it's of Claude McFarr,
the all-time champ of the EIR.



AREN'T
FIGHTING
AGAIN FOR
THEY SHOULD
BEIN BETTER
CREW!

YEAH, GET OFFERED,
HOW ABOUT AN EIR?
WELL, I WOULD FOR
GODS SAKE, GET REAL,
ACTUALLY!

YEAH,
SO WHY
DON'T WE
GET NO
ACTION
THIS TIME?

BUT, MAN,
I WANT IN
AN EIR, ON
THEY FROM
LAST TIME.
WHAT MORE
CAN I DO?



*National Maintenance Pool





Joe's Dope Sheet



ARMY NATIONAL MAINTENANCE POINT



When those transmissions fall one by one
Here's how to be sure something's done!

Stick like a leech.

Send an **RM** on each!

That's the same way battles are won!



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

BY THE WAY TO DISPLAY THIS CONTAINER ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND OPEN IT UP.



YOU SEND IN AN
EIR TO COVER
EVERY FAILURE!!



YOU ASK IF IT HAPPENED THIS WEEK
I SEND IN AN EIR... AND I SEND
IN ANOTHER ONE IF THE SAME
THING HAPPENS NEXT WEEK
OR THE WEEK AFTER?



"EXACTLY!"



IN THAT YEAR,
THE OFFICE
ENGINEER AT
THE ARMO MEMP
SET THE
RECORDING
TAP AND
CAME!

TECHNIC
AND IS IT
RECORDED TO ME
IT WAS ALL
RECORDED TO OFFICER!



IF EVERY OFFICER
SEND ONE AN
EIR ON AN
INCIDENT...
THAT'S LIKE
SOUND IN
CLEAR!

RIGHT!
THE
MMP
CAN ONLY
WORK
WITH
FACTS!



THEY NEED TO
KNOW HOW MANY
FAILURES... HOW
OFTEN... UNDER
WHAT CONDITIONS
... HOW TO
SAFELY
OPERATE,
ETC...



CORRECTIVE ACTION IS BASED
ON A WELL-DOCUMENTED NEED, NOT
JUST AN OCCASIONAL FAILURE!

BECAUSE THE
EIR GOES TO
THE ARMO
MEMP... NOT
TO SOME
OTHER
AGENCY!



OH, OH, BUT HOW DO I
KNOW WHEN THEY START
ARRIVE... OR THE
RESULTS OF MY
BIDS?

WELCOME
TO THE
BIG
DIGESTS
... THEY'RE
PUBLISHED
QUARTERLY



WELCOME
TO THE
BIG
DIGESTS

OH, OH, YOUR CURRENT
PUBS. MUST MOST ADD
ON PREPENT
DISTRIBUTION, THE
DIGESTS LIST GAMES
COULD BE THE ONLY ALL
OVER THE
BANK.



NOT ONLY THAT, BUT THEY
SHOW YOU WHAT'S BEING
DONE... AND YOU WILL
MAINTENANCE INFORMATION
AND LIST APPROX. (HOW AND
REACHED) ... EACH ISSUE IS
GOOD FOR A YEAR!

CONGRATULATIONS,
YOU HAVE
A BIG
NAME ON
ME!



EIR DIGESTS

- TR 100-100-1 - ELECTRIC EQUIPMENT
- TR 100-100-2 - WIRE WORK
- TR 100-100-3 - SIGNAL
- TR 100-100-4 - PERSONNEL
- TR 100-100-5 - MAPS
- TR 100-100-6 - AM/TROOP
- TR 100-100-7 - COMM. EQUIPMENT
- TR 100-100-8 - WEAPONS AND TOOLS
- TR 100-100-9 - ENGINEERING AND CONSTRUCTION
- TR 100-100-10 - TRANSPORTATION
- TR 100-100-11 - SIGNAL AND COMMUNICATIONS EQUIPMENT
- TR 100-100-12 - FIELD AND BATTAL EQUIPMENT
- TR 100-100-13 - SIGNAL AND COMMUNICATIONS

* The last number of the TD tells you the quarter of the year it was published - 1, 2, 3 or 4.

AIR MOBILITY

KEEPING IT WORK...

HUEY HUB RUBBED

SAFEETY



It seems this Huey Helix (UH-1H) Murphy was installed the yellow black oil motoroil, P/N 204-810-121-0, on his bird and added the covers.

Filling the motoroil with M1-L-1000 oil is a beautiful built-in maintenance check, but when Murphy was added the motor oil, not a drop got inside one of 'em. It was installed upside down, and Murphy didn't notice his location, which could have caused the bird to come together while airborne, or shut itself off just when she was needed for a Huey mission.



WROTE



ROSE



WROTE WROTE ...



Huey aircraft parts are known as Murphy's Law. And you have checked out by the book maintenance to help stamp out this part. Use 'em.

**TAKE IT EASY
WITH **U\$**
CONNECTORS!!**



Everybody understands how our great low magnetic insert plugs get installed every FRI, FR-Sat Pro types know the international and will even give low electrical connectors set up instructions!



These connectors will break if you ever try to pull out the plug without giving it the wire in one direction or right to allow for the magnetic connector thickness even if the plug is in removed.



A broken or cracked connector means no outside signal—in some as all—in to show the plug that an extra level of metal is holding and riding in the gear set.

Here's a PM tip that will keep connections in one piece.

If the electrical wire is too short use a small paper and steel wrench to break the lock nut that holds the connector on the plug. This will allow the con-



connector is being loose—but stay put. You may have to use another wrench to hold the plug, but to you know the locking nut. No stress.

Remember, you don't have to be a genius to remove and check the loose plugs, and the heavy-handed treatment of the electrical connectors can show you that they don't lie, and it may, huh?

DO-I UNDERSTAND
THAT...

USE GAGE-
NOT GUESS

ABOUT
THIS BEARING
& TRUCK...



That's right, chopper operators. TM 55-1528-218-10PM01 (28 Apr 68) says engine mount bearings get replaced if allowable play (limits—0.004-in radial, 0.012-in axial)—are exceeded.

Same replacement prep applies to all types.

That excessive-bearing play can be just a headache-winner fix—like maybe 2.001 inch—and hard to measure with tripod engine mount handshakes. It's enough, tho, to cause the hydraulic lines to break, loosen, or leak—not to mention a gas sucking ride. And a helicopter without hydraulic power boost is in for a maintenance crew of pediatric. Maybe worse!

To sharpen your propset and use a gage to measure bearing play when pulling the 300-lb inspection. Ch 6-111 Apr 68 to TM 55-1528-218-20 has the inspection prep.... para 7-11. If you have to replace the bearings, be suspicious of it

MINNIE IS AN M134



If your older aircraft's automatic subsystem guns haven't caught up yet, don't let it show you. The 7.62-MM High Rate 4-Barrel Minnie—the GALL-20/A—has now been classified as the M134 machine gun.



Anything that goes with the aircraft instrument system within operating limits will tell him if a dangerous situation is developing. Trouble starts when some maintenance shortcomings get routine check marking instruments.

If instrument marks are off just a wee bit, *Aeroflot's* Andrei can open one his bird in the danger zone without knowing it—until it's too late.

Suppose he's flying in to his Delta Darling to make life worth living for a dozen years. If the exhaust gas temperature (EGT) gauge marking is off in 100 or one inch mark, his engine could be operating 20°C above the 400°C safe limit.

His bird's engine gas burner's a fire-cracker and popper... *boom!* If the fuel/air mix you'll be had a red face—and the bird gas a red X condition that calls for a forced inspection ASAP.

INSTRUMENT MARKING...
SEEING'S BELIEVING



When—for a healthy engine that won't let you drive long the exhaust temp on your EGT EGT within the limits marked off on the dial.

RED ... 400 degrees C, 750 degrees F is the maximum for starting and acceleration.

YELLOW ... 425 degrees C to 450 degrees C, for a maximum of 30 min.

GREEN ... 500 degrees C to 600 degrees C, for continuous operation.

All birds—except few—mark on green trip rings—always something less-like. Glass instrument gives some daylight and shows around a bit. And you stretched to maximums think tentatively to see if they're OK. If they're not, he follows the guidelines in Chap 7 of the TD Operator's Manual for the correct instrument markings—coinciding with gauging—and then re-balls the rich trimmings in TD 21-5000-200-20 (July 00).

Now check it to pair on the markings with respect. Red Span TT-1-22.

always method is to see pressure over side eye. These pairs each number will get you a square of the bright staff, and the tape numbers get you 70 yards of 1/2 in wide sticky stuff.

**1 THE GAUGE...
2 THE TAPE...
3 THE METHOD...**

**BE SURE THE GAUGES ARE
CORRECTLY MARKED ... AND THE
MARKING TAPE IS CORRECT**



City (State)	Phone	Fax (State)
800-251-2575	Fido	1716-251-7151
800-791-4800	Ed	1716-251-7151
800-237-2377	Wile	1716-251-7151
800-237-2375	Tom	1716-251-7151
800-442-8068	Don	703-428-2347

Don't forget to keep an eye on operating limits marks and those painted mark-up marks that let you know before you go that your bird's instrument markings are sharp, sure, & safe.

BY BOB FINE ON 10... KEEP 'EM FLYING

When it comes to keeping your Cessna (201444) in the frame a little worry goes a long way—the kind you get from seeing the maintenance tabs plus some OAT.

One of the "owners" when landing on TM 99-1100,214-20 (7 Day 47) is to follow the troubleshooting charts in the lower. I'll show you what and when goes.

TROUBLESHOOTING CHART	
1. Check oil pressure gauge	2. Check oil pressure gauge
3. Check oil pressure gauge	4. Check oil pressure gauge
5. Check oil pressure gauge	6. Check oil pressure gauge
7. Check oil pressure gauge	8. Check oil pressure gauge
9. Check oil pressure gauge	10. Check oil pressure gauge
11. Check oil pressure gauge	12. Check oil pressure gauge
13. Check oil pressure gauge	14. Check oil pressure gauge
15. Check oil pressure gauge	16. Check oil pressure gauge
17. Check oil pressure gauge	18. Check oil pressure gauge
19. Check oil pressure gauge	20. Check oil pressure gauge
21. Check oil pressure gauge	22. Check oil pressure gauge
23. Check oil pressure gauge	24. Check oil pressure gauge
25. Check oil pressure gauge	26. Check oil pressure gauge
27. Check oil pressure gauge	28. Check oil pressure gauge
29. Check oil pressure gauge	30. Check oil pressure gauge
31. Check oil pressure gauge	32. Check oil pressure gauge
33. Check oil pressure gauge	34. Check oil pressure gauge
35. Check oil pressure gauge	36. Check oil pressure gauge
37. Check oil pressure gauge	38. Check oil pressure gauge
39. Check oil pressure gauge	40. Check oil pressure gauge
41. Check oil pressure gauge	42. Check oil pressure gauge
43. Check oil pressure gauge	44. Check oil pressure gauge
45. Check oil pressure gauge	46. Check oil pressure gauge
47. Check oil pressure gauge	48. Check oil pressure gauge
49. Check oil pressure gauge	50. Check oil pressure gauge
51. Check oil pressure gauge	52. Check oil pressure gauge
53. Check oil pressure gauge	54. Check oil pressure gauge
55. Check oil pressure gauge	56. Check oil pressure gauge
57. Check oil pressure gauge	58. Check oil pressure gauge
59. Check oil pressure gauge	60. Check oil pressure gauge
61. Check oil pressure gauge	62. Check oil pressure gauge
63. Check oil pressure gauge	64. Check oil pressure gauge
65. Check oil pressure gauge	66. Check oil pressure gauge
67. Check oil pressure gauge	68. Check oil pressure gauge
69. Check oil pressure gauge	70. Check oil pressure gauge
71. Check oil pressure gauge	72. Check oil pressure gauge
73. Check oil pressure gauge	74. Check oil pressure gauge
75. Check oil pressure gauge	76. Check oil pressure gauge
77. Check oil pressure gauge	78. Check oil pressure gauge
79. Check oil pressure gauge	80. Check oil pressure gauge
81. Check oil pressure gauge	82. Check oil pressure gauge
83. Check oil pressure gauge	84. Check oil pressure gauge
85. Check oil pressure gauge	86. Check oil pressure gauge
87. Check oil pressure gauge	88. Check oil pressure gauge
89. Check oil pressure gauge	90. Check oil pressure gauge
91. Check oil pressure gauge	92. Check oil pressure gauge
93. Check oil pressure gauge	94. Check oil pressure gauge
95. Check oil pressure gauge	96. Check oil pressure gauge
97. Check oil pressure gauge	98. Check oil pressure gauge
99. Check oil pressure gauge	100. Check oil pressure gauge



HOW DO YOU KNOW?

Yes, for example, you get a high engine oil pressure reading. Don't leave the pressure by adjusting the regulator valve—this will give you low temperature readings. Check on the valve is backed off 1/4 turn which is the right setting.



Next, follow the first step in the chart which says to check out the gauge and the oil pressure number. You'll probably find that the reader measuring the pressure reading to the gauge is slow. Replace this control valve and your oil pressure will read in the green.



KEEP FILTER CLEAN



IT'S FILTER
CLEANING TIME
AGAIN, FOLX!

When the sun turns your operating area into a dust bowl, you really get a chance to use your waxy.

Take the engine air filter filter. Sure, you have a differential pressure switch which cuts off the hp-pass air flow — meaning the filter is clogged and the pilot has to pull the filter by gas filter retaining cable release.



Usually, once the filter is cut out the engine will work in the dirt like a vacuum cleaner when the filter comes in its room. Under real dusty conditions you're got an engine change on your hands due to foreign object damage (FOD), sure 'nuff.

What to do? Clean that filter daily before it gets so clogged with dirt that it has to be replaced. Here's how:



REMOVE AIR FILTER FROM

Take the filter out and level it on a flat or inflated surface to avoid damaging the screen.



TAKE IT CLEAN ...

Take with an up and down beating motion until the dirt shakes loose from the pleats in the filter.



... SHAKE IT CLEAN

If pleats separated or heavily distorted, filter with no more dirt is present. Be sure you don't hold the lower screen against the filter, the filter material can be damaged.



WASH IT CLEAN

If you're lucky enough to have extra handy you can also wash the filter with general purpose detergent, PO 1904-004-001, and let it air dry.

After cleaning, eye the filter for holes or breaks in the outer screen. No dirt's good! You've got to make it the shade!

DOCK FOR CORROSION

When the tide comes down in back-
ets be sure you give birds quickly a good
going-over for corrosion. Several mag-
netic parts aren't affected too much,
but those nonmagnetic parts... they want an
overdose and fast from scratches caused
by lock wire and tools.

Especially on the tail cone bolt-
crank and benches. Other parts that
need the eagle eye include the collector
motor bellcrank and scrubbers. You'll
find all the gump you need to rid your
bird of corrosion in Chap. 3, Sect. II, of
TSM 94-089-5-112 Jet file. A good way
to keep corrosion from getting a toe-
hold is to keep dirt and grime from
building up on the surface of your
bird.

Try to wash your bird every week with clean, cold water and mild soap.

Remember grease will never using dry-cleaning solvent, P-D-688 Type II,
before your wash job. Use 60 parts, most of the solvent goes on plastic surfaces,
electrical connections and wiring... damages 'em for real!

During the winter months try to keep your bird under cover. If you can't, a
top of canvas tied down over the nose hook gives a long way toward keeping
your bird dry.

WATER — A HOLE IN YOUR SOCK!

The main rotor blade attachment works will hold
water, which could lead to corrosion on the blade
tips. A simple solution!

Make a 1/2-in. diam
hole on the bottom of each
sock, centered 1/2 inch from
the outboard end.



SAVE THE DOORS

WINDING THROUGH
CHOPPER BLADES?

FROM THE DOORS IN A
SAFE PLACE OR
OVERHEAD WIND



The wind whipped up by rotorchoppers can have quite an effect on your lightweight bird.

Like—if the doors are not latched in the closed position following a mission the wind from a hovering Huey or Chinook can yank them right off the hinges!

The wind blast from a larger chopper hovering close to a shut-down Coyote can also damage the main rotor blades—'nuff said!



A point or two when you fly a doors-off configuration.

Try to find a place to store your doors where they won't get trampled or handled by moving from place to place . . . a lot of doors get damaged in storage.

When you do store cover and cargo compartments closed, be sure you plainly mark the tail number of the bird they came from, on the inside. Doors are replaceable but are interchangeable. Any old door won't fit when it's time to put it back on your bird.

KEEP YOUR HEADLAMP

The insulation blankets across the rear of the passenger compartment are there for a purpose—to dampen high-frequency sound so it won't have a harmful effect on your ears.

Now, it takes a little more time to remove those Mylar-like sections to get to access doors. But this is time well spent if it saves your eardrums. Keep that insulation installed, just!



The main transmission insulation is bonded to the cover and comes off in its entirety. The new insulation bonding wrap is used as the upper air restrictor of the potting compartment . . . no problem with it staying put.

WIRE RELEASE PINS TIGHT!

Changing main cover blades on your Canyon is a breeze with the quick-release pins. Just be sure the pins are seated with the rubber flange and the bottom pin locked. A pin may hold if it's not fully seated but you'll get extra wear on the pins and on the lead leg tube . . . means early pin replacement.



NEUTRAL CYCLE

You're also in for some surprises when exposed part changes unless pilots exercise the cyclic prior to engine start and shut-down. Neutral cycle is 30 percent from full aft and forward.

The idea is to have the cowcatcher level on the rollers when the drag stop surface plates at the same time. This prevents straining the plates in case of the B-2004a link.



ON TWELVE, PLEASE

When cycling your field go easy on the muscle power in places that require a physical check.

Take the horizontal roll over. Check for tightness with a flare and aft more main line don't roller the stress or you'll loosen in the oval . . . another part replacement!!



Remember, 10th speed needs under 1000' cars to stay in the pink — the kind that only your army can provide.

A PRESSING PROBLEM

OK... you make good use of that lift on a ladder and scissor control to change the cut of your Milwaukee ladders to see whether the ladder for the job is better in working.

But no lighter than the best scissor lamp. Right? The lamp is also . . .



...OK, SUPER! IT'S A GREAT THING TO HAVE. A SCISSOR ADJUSTMENT!

...leave the two lockers on the back of the post . . .



...and then adjust the four mounting tabs to fit at either end to light come down you under the gear-tooth shell. Now tighten the two lockers.



If the lamp is going to be given a chance to light, you need room between the lamp holder body and the lens assembly. You don't want the lens to bottom against the lamp holder post and believe the lamp has a chance to get on.

You make sure you have the needed space with a little glue and rub.



Now . . . make use of the 10 gears inside in 20. First, use a jumper wire between the 20:1 and 27:1 gear teeth, the idea being to double before normal battery recharges so that the lamp will go on automatically.

Use on the 20 gears. Use the best scissor lamp light! You make a job of adjusting the four mounting set right 100 to 200 1/2 inch for a set best scissor lamp.

ON THE LEVEL, JACK



FOR THE 100 LAMP IN THE SCISSOR LAMP IN SERVICE

Are you looking to keep your Milwaukee ladders in good shape? What take a good look at page 2-10, of Chap 2-10 to 2-10 2-10-100-100.

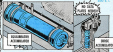
You'll see a couple of questions — one that will get you to get in the job exactly whenever a jack is forward or called so that the jack won't collapse under load when the hydraulic pressure is released . . . and the other that says when the jacks are under load, we should extend or retract them at the same time to keep the ladders from being warped.

NO NEED TO NEED

See Definition.

One of our Milwaukee ladders also can have a state and warning gear on the equilibrium mechanism. It says the gear's not needed. Right or wrong?

800-8-1-1



See Diagram 2, 1.

You're right. The same gear for the lamp mechanism in the hydraulic power unit. The gear's not needed there, either, so to need to order 'em.

High Power

NIKE

CHANGE OF HEART

Dear Half-Mast,

A note on page 7 of LO 9-1488-258-20 (See 43) said to remove the four address assembly from the lower star assembly on the Nike-Hercules launchers and spirit penetrating oil on the trunnion pins. But the note's missing from Ch 3 (May 67) to the 99. A wonder?

REG H. L.

LET
THE
NOTHING
STAY
PUT.



Dear Sergeant M. L.,

Mr. The people in the lower decided there'd be less damage to things if the screws stayed put.



BY THE NUMBERS

I NEED
TO KNOW
THE NAME
OF THE
MANUFACTURER
OF MY HOME
WORKSHOP
LAUNCHER...
BUT I DON'T
KNOW HOW
TO FIND OUT.



HERE YOU ARE!

Serial No.

1904-1906
1907-1981
2000-2005
2006-2007

Manufacturer

Single Photo-type
Single
Red Head Round
Wireless Head

DOES JOB TO A "T"

Do you have the latest copy of LO 9-1488-258-20 for using around your Nike-Hercules launchers?

No... see the reprint that includes Ch 1 and is dated Jan 65. But the one that also has "Corrected Copy" stamped across the top of the front cover.

If you're using the plain reprint copy, page 34 tells you to use G&A grease on the inverted T on the launching-handling rail. But the corrected copy says to put CT—corrosion preventive compound—on the inverted T. And CT is right—use G&A.

NEW
CORRECTED
COPY



BETTER PLUGGED

Don't Pull That!

These three plugs in the bottom of your Milwaukee van are the way to leave you in as tight a seal as you want.

SEE P. 21.



Dear Stephen P. D.,

Leave 'em in. The air conditioners in the DC and EC vans can suck all sorts of junk up inside when the plugs are out. And even without the air conditioners doing any sucking from the outside—like with the handblow control valve—stuff can blow up into the drains.

So set up a schedule on DA Form 514 for the van crew to check that you've taken out the plugs every so often for a drainage.

Ray

OPEN AND SHUT CASE



It happens in your improved Milwaukee DC van whenever you learn that the electronic motor generator chain in the exhaust and temp indicators. The screw for the clamp on the P7 connector fits the J1 connector cable, that's what.

One day the screw will break through the insulation and with 6,000 volts running through the cable, you'll have trouble. Like maybe a ruined power supply for the storage . . . or a shock that'll send you from here to there.

What to do? Cut off about 1/2 inch of the screw. The part left will hold the clamp.

READY AND SET TO GO



Can't see and painted . . . that's the way on the plastic escape hatch covers for your Milwaukee vans. Right . . . your support can no longer see it—cut out the cover from a plastic sheet.

The cover goes under FSM 2149-149-004 and is listed on page 4-29 of Fed Car CH-48-E-4 (Jan 88).

MIKE



WRONG CLAMP IS PUNCHY



Next time the man from Direct supports comes around, you might drop a line or two—if he's going to change the spring clamp assembly in your Mike-Marcos cage—or mini-tracking rollers. The clamp goes with the console amplifier for the YTB, MYB and improved MYB . . . and it sits on the inside wall for the receiver-assembly in the improved YTB.

The clamp the D&L man should use is the 1-piece job listed under PIN 1-04-110-9991 on page 67 of TM 9-1486-105-1 (2/75) (Jan 87).

It replaces a split clamp that has a habit of gouging a hole in the aluminum if it's not mounted right. And a heated aluminum means cooling troubles for the D&L electron tube in the YTB and the 2BA7 tube in the MYB.

WAIT ONE

Once MPPO-9-1486-210-10702 (2A-87) has been applied to your Mike-Marcos cage tracking rollers, you need to hold out! With 90 minutes after being up the screen before making necessary frequency control and receiver gain control checks and adjustments.

If you don't hold out, you're messing time with the checks and adjustments. They just won't work out because those 90 minutes are needed to stabilize the amplifier diodes (the old tubes and phototubes).



THAT SHE BLOWS



Dear Bill-Mike,

Would you pass along this information to other Mike-Marcos units as they'll learn from our experience?

The other day one of the above mentioned in the glove! One for our MPMA, for god. And with all the pressure that goes with it, the glove was mounted up the elevator . . . to the top of a low frequency generator. The final cut line that blew had done a right glove job of the effort . . . and if we had spotted it sooner, we could have stopped the trouble before we had it.

In it goes to keep an eye peeled for leaks and leaks, especially at the connections. It's also a good idea to look through the opening for the recognizable one and again, if things seem damp inside, check out and proof that glove's feeling from connections.

SEE W. S.

Dear Stephen W. L.,

We've passed the word, and thanks.

Bill-Mike

CRACKED CONE COSTLY

Consider yourself lucky . . . or cursed—or both—if you're taken off to get on the rollers for your Mike-Marcos console or tracking rollers without knowing the diaphane cone costs.

Some guys are better . . . so when they move the rollers around with a hoist, it shatters the cone. A cracked cone can be in evidence and this stuff is the diaphane printing one play job with B.F. even better.

Cones . . . the idea would be to replace the cone . . . and if you've ever been hit with a measure of change for one, you know it's not on the bargain counter.





SOMETHING SERIOUS!

Friessens . . . when the oil gets too low in the capacitor on the computer frame in your IBM, yes, the capacitor has to be replaced and breaks down. This means shoving inside the capacitor and the components that are vital to the capacitor.

And believe it . . . when you see oil leaking from an oil-filled capacitor or transformer or equipment on your Micro-Modular site, it's time to call your support people.



ROUGH AS A COB

What's that . . . the T2088 capacitor in your Micro-Modular computer's charging roller keeps coming up—the ink works one minute and not the next?

Could be that some guy went overboard when he cleaned the magnetron and its roller. That is, he used an abrasive like sandpaper to get rid of corrosion. Sandpaper scratches and tears away the plating on the roller contacts. And when this happens, there's a bad connection between the roller and magnetron.

To make sure you're sure that a scratched roller and magnetron are giving you troubles . . . and then use a light abrasive—the coarse stuff—to get rid of the stuff. Some guys get saggies, moldiness and the like in all your rollers.

Support the T2088 magnetron and its roller are clean and the saggies will

never slide. You might have a marker that won't make quite right. Send it along with a J-207 200 to:

Learning System
11, Amy North, Cleveland
1275, 14104 5800
14104 5800, 14104 5800



The Micro-Modular people will find out right quick if a box roller is in blame.

TRICK UP YOUR SLEEVE

You know how you have wiring harnesses with cable connectors clamp around 'em in your Micro-Modular IBM/MSX/XT alternative system.

That the wiring harness in the right-angle section of the IBM shell cables is a Friessens. You can tighten the clamp to make sure the insulation will be cut . . . and this can mean shoving the +120 volt regulator in the power cables.

What you need to make plastic shoving between the wiring and the clamp. Your support people can get it for you. There's a little call on page 86 of the 9-1-88-100-100-101 (page 87). It comes under P04 100-100-100.



Can what you need to fit under the clamp . . . then its lengthwise . . . slip it on the wiring—under the clamp . . . and then tighten the clamp. Careful . . . Don't tighten the clamp as you'll break the wiring.

GOOD READING

Reading news for Micro-Modular readers: T20 9-1425-200-11-1 120-001, a pub that identifies components in your system and the M200s that have been applied to the components . . . and T20 9-1425-200-11-1-001 (page 88), a run-down on ground and PM services for flow units.





Not all compressed gas is packaged the same way. Labels by AS 198-68 and color-coded like 32L-07D-1914 say, for if a gas looks above up out of control, you don't use it until the contents are positively checked out.

That AS 198-68 (Jan 67) says compressed gas cylinders carry the label 42 or 44 if they're flammable gas and 44

TRADE TAG IS IN FRONT

WRONG KIND'S

YOU CAN DO WITHOUT



Label 45 or 46 otherwise. It also says when you get the gas handling label to be posted wherever such gases are used.

The rule is, commercial gas cylinders don't always carry the firm's name codes or labels, so you can't tell them from O.D. tags.

As the only way these types can use commercial cylinders is to—

- 1. Be sure they're from checked according to Para 4 of AS 700-68, and
- 2. Make sure the right Interstate Commerce Commission labels are on all cylinders. Post in any cylinder of bottled gas ought to show FCC tags anyway.
- 3. Before using gas, make sure the kind of valve 32L-7-2 calls for it is plain.

And no matter how obvious it may somebody claims to have, for nobody will tell you the one check cylinder contains with it. You may guess don't have any color at all, and not many are poisonous, but deadly.

When it looks as flammable from down to in the — there are a cylinder of gas when you're already out when it's in. If it looks don't use it!

DS2 DECON AGENT



CHECK
THOSE
3
MILLION
POUNDS
OF DRY
MATERIAL!



Here's the latest scoop on storage life of DS2 for your M11 portable decon. The stuff is OK as long as the M11 doesn't leak. Some goes for DS2 in 1.1-Lb. sprays (P/N 0810-711-0171) and in 1-gal. drums (P/N 0800-751-0870), as long as the containers are sound. Storage life of DS2 is supposed to be indefinite. And, the DS2 info in EM 58 (Jan 87) will be changed to say so.

So, just remember to never fill an M11 from a can or drum that shows signs of leakage. And, when the M11 is kept filled, check it carefully for leaks, especially between the spray head and the container. A leak there of course, means the preformed packing (P/N 1530-205-1084) needs attention or replacement.

After the leak is fixed, the M11 will need a fresh batch of DS2, of course.

INVENTORY HELPER



When used on inventory tags, rolls "found the description in the supply catalog comes in mighty handy.

Handled well, it is a sheet of plywood on which all items of the stock are placed. The manufacturer or P/N is also placed on the board.

Search for all items—especially when there's confusion as to an item.



WATCH THAT DATED HOSE



As you wear — portable flame-and-disperser gear.

The M5 hose, P/N 1040-105-0718, used on the M141-C flame thrower and the M1 dispenser, must always tell its age. Here's why:

The hose is good for only 3 years after manufacture, and for 2 years after its date of issue.

You'll find the manufacturing date stamped on the coupling on each end of the hose. The date of manufacture is first, and number is next — you'll find the date of issue.



5 mo.
AFTER MANUFACTURE

2 yr.
AFTER ISSUE DATE
AFTER ISSUE

HERE'S THE
CODE:

A THRU L, THE
NUMBER,
I HAVE GIVEN THE
OTHER COUPLETS
FOR THE YEAR ...
(EXAMPLE)
A-2 — 02 '68

The dates are coded: A through L for the months and a number to call out the last digit in the year. Example, when you find 8B on the second date stamp on the coupling, you know the hose was issued in January 1968. The hose is OK for 2 years from that date.

When the life of the hose is expired, you shut down the weapon right now, and replace the bad hose.

Some guys, yeah, if for some reason there's no date at all on the coupling.

And, of course, during its 2 years-of-life in the field, the M5 is due its preventive war every 3 months.

BY THE NUMBERS



ACROSS ONE
THEY FINALLY
CROUCHED UP
THEir MIND!

3000
3000
3000



Propaganda-type signs, how you know!

The M100 portable open digester (PHN 1-800-754-6666, LHM 1110000) — better known as the May Min — is up for registration. Well, quick-like check up on local DEP for registering the number of M100's your outfit has.

The report goes on CD, U.S. Army Ammunition Procurement and Supply Agency, ATTN: SWLAP-BSR, Julia, Illinois 61816. And, be sure to add your outfit's identification, EPA, etc., to the letter, message or whatever you use to make the report.

You'll soon get back serial numbers for your digesters, and instructions on how to go about branding the M100.

The word went out in USARPA May 80 00701027.

MECHANIC'S STRAIGHTENER OUTER



Hold on! Before you mechanize your towing in rock, make sure you're looking at the right supply source.

Here's how to make up your EDP's, RC's and ROP's for the mechanic's kit.

PHN 1-800-754-6666	
EDP	ROP
Tool Kit, Automotive Mechanic's LN 100000 LN 100000-01-000 04-000	Tool Kit, Automotive Mechanic's LN 100000 LN 100000-01-000 04-000
PHN 1-800-258-6278	
Tool Kit, Mechanical Equipment LN 100000 LN 100000-01-000 04-000	Tool Kit, General Mechanic's LN 100000 LN 100000-01-000 04-000 05-000 06-000 07-000 08-000 09-000 10-000 11-000 12-000 13-000 14-000 15-000 16-000 17-000 18-000 19-000 20-000

ORIGINAL FPM'S DOUBLE CHECK ... AND STAMP 'EM OUT!

Keep an eye out for different FPM's which have identical FPM's. Both FPM's are double-checkers, cause they cover you and the same item.

In case you're forgotten:

The first 4 digits of an FPM identify an item's FSC (Federal Supply Classification) which tells what commodity group and class an item belongs to.

The last 7 digits of an FPM make up an item's FPM (Federal Item Identification Number).

Once a FPM is assigned to an item, that FPM is never supposed to be duplicated... It's never to be used with any other FSC on identical any item.

Anytime you find different FPM's with identical FPM's in supply records, supply publications, etc., alert your supply support system. They'll get back to you with the correct FPM for the item.



WABCO 330HAD PUBS

No, you don't also need parts of the TM's for a Model 110 and a Model 440 and only two to get TM's for a Model 330HAD road grader. Which do it call M330H from No. 10340-1-3000 and send back — our'll fly a parts pub and maintenance book.

MEDIC'S PM MANUAL

Need to know about Preventive Maintenance Procedures and Serviceability Standards for Medical Equipment? Then get hold of TM 8-605 (Rev. 68). It can provide MD 8-70 (Op. 61) and TM 8-605 (Rev. 61).

These legal gas cans and water cans are mighty important in keeping you and your equipment on the go. To make sure they're there when you need 'em, give 'em a break when they're taking a break with more 'em right.

CAN STORAGE

Gas Cans

Make sure the cans are clean and free from dirt, rust and leaks.

Get the inside with clean oil.

Use PLS preservative (VY-L-800, Lube Oil, general purpose, preservative.) PSM 1919-219-8882 gives you a legal can. If you can't get the PLS from our CD #2486-1-2084, Lube Oil General preservative engine. PSM 2185-265-9411 is good for 1 quart and PSM 2185-265-9412 for a 5-gal. can.

If you're in Europe and have the lead cans, you don't have to coat the inside. Just clean 'em well with fuel or dry cleaning solvent and cap tightly. Ventilate real well before you store 'em.

POUR A COUPLE OF QUARTS INTO THE CAN, COVER THE CAP OR AIR DRAPE THE CAN, BUT DON'T BE NAIVE. WE KNOW YOU'VE BEEN GETTING A GOOD DEAL.

WHEN POURING THE OIL INTO THE NEXT CAN, KEEP THIS UP LEVEL AS ON THE GOOD AIR CONTROL!

STOCK 'EM PROPERLY. SPOORIT GO ON THEIR BACKS.

NEVER UPRIGT DOWN!

STOCK 'EM IN SHEDS. IT'S THE BEST WAY TO KEEP 'EM FROM GETTING WET.

Use the same oil until it gets diluted with gasoline. Be sure you clean the oil lines each time after you've stored it. Clean the filler caps hand tight before you store the cans.

Stock the supplies indoors or outdoors, whatever your CD says to do. Be sure you store 'em with a cap of 100% in mind.

STOCK 'EM IN SHEDS. IT'S THE BEST WAY TO KEEP 'EM FROM GETTING WET.

If you're going to stock 'em more than 4 cans high, you'll have to use support at the end of each row so the stack won't tilt.

When you have a lot of cans to store, it'll pay you to make a can storage rack. Its size depends upon the number of cans that have to be stored.

Take a good look at TM 1-4101 (4) Ch 4 (May 67) for all the scoop on the cans, including how to make the racks.

Water Cans

If you have water cans for any length of time, make sure they're dry inside. Leave the closures open and tilt the cans so they'll drain and no moisture can collect inside. You'll need to make a rack or pallet to keep 'em off the ground and tilted.

Check these often to see if they're "rusting." If they are, dry them on the inside too but be sure to leave the closures open when you put them back.

SCAN THE RELATED PUMPS

Anytime you need more scoop . . . in a hurry, on your equipment or some general know-how on maintenance or supply operations, just crack any handy pump.



Check the publication's content page for a paragraph or an appendix titled "Advertisers", or "Related Publications". You'll very likely find a handy list of pumps which'll steer you in the right direction.

From the reference list, of course, you have to go to the right ENR Form, index or publication, for the date and any changes on the publication you selected. And, from there on in, no sweat, you should have enough info to know exactly what to pick off the shelf.



Conrad Rodd's BRIEFS



WFOF All Data Plate

Are you sure you've got the right data plate identifying your 40-0940 2-Stroke shop-vac brush? This's the job with the 400 407-2 modified engine. If you need a new plate, get it from (561)4004, BIC 814, under PGM 1000-712-1042. Tell the right PGM for your vehicle — with which it's PGM 1000-442-8208, without which it's PGM 1100-442-8115.

Care For The Aged

WFOF-Florida coffee, TE 11-4110-200-0241 (Mar 87) is for you. It tells you what to do with unserviceable and average batteries — the BA-4708/1, BA-4708/2, BA-481/1 and BA-482A/1. The TE doesn't mention the BA-617/1, but the info in the job is the same for this battery — except it doesn't reach average until it's 8 years old, figured from the day it was assembled.

Survival Kit Pack

Buy them, almost! The tools have been set for your survival kit & now in C-1 (if they sell) to TM 10-8440-204-13. Replace these missing parts, pronto.

Keep Parts Moving

Hey, you supply types! When a seal fails in a badly part area, let it collect dust on the shaft. Take the direct action route. Buy the parts you need & if the item is recoverable get it moving to support for repair or overhaul. Keep the parts pipeline clear.

Medical Check

Have your medical equipment records had a checkup (and) latest copy as maintenance and historical records for medical equipment is found in TE 20-700-0 (12 Mar 87). It supersedes the 1907 TE with that number.

Coming on Strong

Is that TA-182/2 telegraph-telephone signal receiver doing too strong by your carrier terminal equipment? No sweat . . . Take it out of the case and run it a 20,000 ohm resistor in at pin 10 or on terminal board Y2. If there's no resistor across K2, then see your support maintenance about getting one put in. It takes only a few minutes. If you've having trouble locating the resistor get your support to identify it.

Would You Stake Your Life ⁴⁰⁰ on
the Condition of Your Equipment?

Man THE EIR Digest IS THE THE SCENE



- It tells you what's the latest on EIR'S filed.
- It tells you who's MWO-ing what.
- It gives you a chance to find out what some of the latest maintenance problems are all about...you get some good useable ideas that way, see!!
- But most of all it may publish YOUR EIR - so you can see what action you produced.

Like, Make the Scene, Man
IT'L BLOW YOUR MIND

ADVERTISING
MAINTENANCE