

Issue 335

PS

October  
1980

# THE PREVENTIVE MAINTENANCE MONTHLY

HALLOWEEN  
IN TH' BOONIES  
IS SPOOKING  
YOU GUYS,  
HUH?

HONEST, SARGE -- A LITTLE GUY--  
6 INCHES HIGH -- ATTACKED US!

YEAH! HE SAID  
WE'RE NEGLECTIN'  
OUR FIELD  
EQUIPMENT!

HMMMM--  
YOUR GEAR  
IS IN POOR  
SHAPE!

NO GNOME WORTH HIS SALT  
CAN ABIDE TH' ABUSIN' OF  
ANY PERSONAL GEAR!



See Page 29.

MURPHY  
ANDERSON

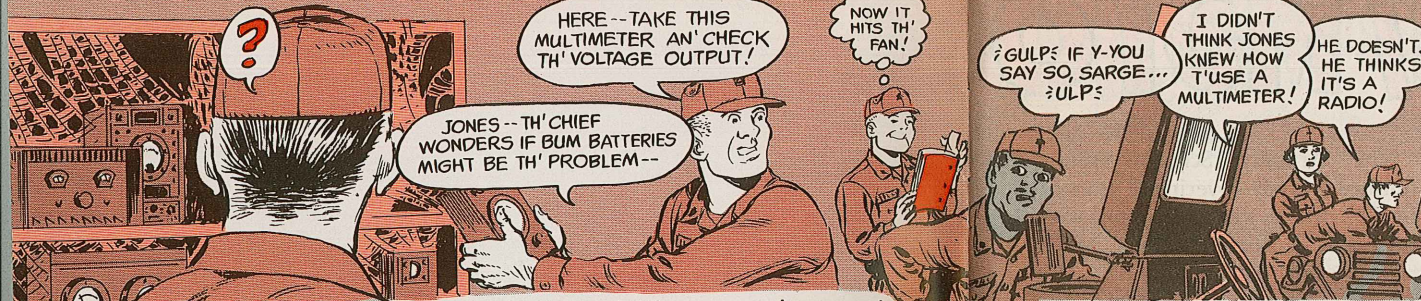


For Supervisors—

(Like Sergeants,  
Warrants,  
Lieutenants,  
Captains...

# Test of Responsibility

(...and Majors,  
Colonels  
and  
Generals)



His supervisor might've chuckled—if he hadn't been so embarrassed. A wheeled vehicle mechanic was asked to demonstrate his savvy with a multimeter—the basic tool for electrical system troubleshooting. He\* was to check the battery voltage—in a pair of 12-volt batteries connected in series to produce 24 volts—in an M151A2 ¼-ton truck. He touched the multimeter probes to the ends of the short cable connecting the batteries, expecting to get a voltage reading.

Naturally, he got no reading at all. He might just as well have been trying to get voltage from a rock. With a start like that—one of the simplest tests in electrical troubleshooting—it was painfully clear that any further checks of the system were 'way out of his range.

Unusual? Not at all. An ongoing survey in the Army reveals many such shockers. Each case represents a lot of dollars down the drain. This starts with the cost of training the mechanic. Then there's the pay he gets for his specialty. Add the expense of test equipment gathering dust on the shelf because he doesn't know how to use it. Finally—the worst—there's the waste of electrical components replaced needlessly as he works his way through trying to find 'n' fix the trouble.

As another mechanic put it,

I DON'T HAVE TIME TO USE THE TEST EQUIPMENT, SARGE--I'M TOO BUSY REPLACING STARTERS, GENERATORS AND OTHER PARTS!

? SOB? WHERE DID I FAIL?

The bottom line, though, is the drag on equipment readiness. Equipment backs up on deadline while some mechanics go through their grope-and-guess for half a day instead of using their test equipment to whip the job out in half an hour. There are the delays waiting for repair parts—unnecessary parts—to come through. And everybody suffers from the drain on the entire parts supply system which sometimes stretches delivery time out to months!

What kind of mechanics do you have? "Qualified?" or **QUALIFIED!**

One's a mechanic in name only. The other's a mechanic who knows—and does—his stuff!

What are you doing to make your **QUALIFIED?**

\* Also means she/her.

## PS THE PREVENTIVE MAINTENANCE MONTHLY

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

MSG Half-Mast  
PS Magazine  
Lexington, KY  
40511

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FIREPOWER

# M110A1/M578

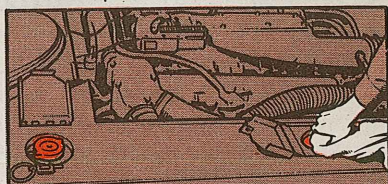
The Artillery School recently finished a study covering 2 years of field reports on what goes wrong with M110A1 howitzers and M578 recovery vehicles.



HERE'RE THE PROBLEM AREAS THAT NEED YOUR SPECIAL ATTENTION!



**C**OOLEANT SYSTEM. Look after your cooling system the way it says in the -10 TM for your vehicle. Poor coolant system maintenance is the single biggest cause of trouble, with low coolant the prime reason.



Check for low coolant

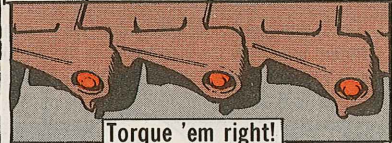
See TB 750-651 and TM 750-254 on anti-freeze and cooling systems.

# Maintenance Misses 3

**SUSPENSION.** Problems were found on the trailing idler arm, self-locking hex nut, hex head screw cap, and track shoe pads.

**Trailing idler arm.** Does not get the quarterly lube with GAA called for in NOTE 32 of LO 9-2300-216-12 (May 77) or NOTE 10 in LO 9-2350-238-12 (Jul 77).

**Track pad and pin self-locking hex nuts.** Nearly all were torqued either too tight or too loose. (Should be torqued to 180 lb-ft, ± 20 lb-ft.)



Torque 'em right!

**Track shoe pads.** Replaced before they are completely worn out. T132E1 track pads are serviceable until the grouser begins to mark a paved road.

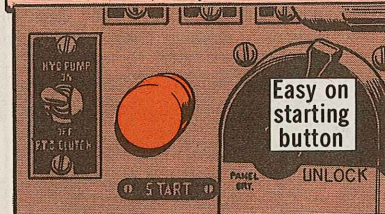


Pads still serviceable?

**Hex head cap screws for sprockets.** Most of them were too loose but some were too tight. (Should be 175 lb-ft, ± 5 lb-ft wet.)

**E**LECTRICAL SYSTEM. Mistakes are made in starting, slaving and switch rammer.

**Starting.** In cold weather the starter button is often held down too long so the brushes get burned. (Do not operate the starter continuously for over 30 seconds, and let it cool off for a minute between attempted starts.) If it doesn't start after 3 tries, call your mechanic.



**Slaving.** The most common slaving mistake is leaving the MASTER switch ON in the vehicle that is being slaved. (The MASTER switch should be OFF in the vehicle being slaved and should not be turned ON until after the vehicle being slaved has been started and the slaving cables have been disconnected.)



Master switch OFF while slaving

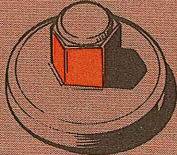
**Switch rammer.** The switch is often positioned wrong after adjustment and the plunger gets damaged.



## 4 HULL/CARRIAGE. Problems with engine and transmission deck fasteners, air cleaner door and air cleaner bags, and (M578 only), cab door latches.

**Deck fasteners. (M110 series only)**—Many of them get lost because they're torqued down so hard the threads are stripped. Tighten deck fasteners only to 50 lb-ft. Order new ones as NSN 5310-00-229-4336 (P/N 11642647) if any are missing.

50 lb-ft torque only

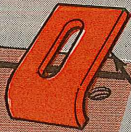


**Deck fasteners. (M578 only)**—This is a different type from the kind found on the M110 series vehicles. It is a 4-part assembly and takes a 10-12 lb-ft torque.

IF ANY PARTS ARE MISSING, ORDER FROM THIS LIST...



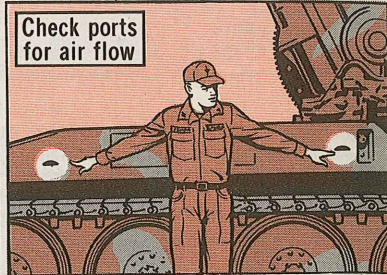
Cap screw —  
NSN 5305-00-269-9531  
Lock washer —  
NSN 5310-00-637-9531  
Flat washer —  
NSN 5310-00-080-6004



Fastener (clip) —  
NSN 2510-00-020-2331

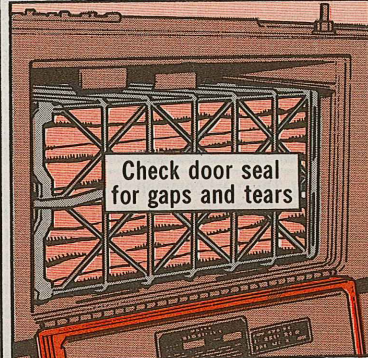
**Air cleaners.** Check both of the 2 blower motors by turning master switch and instrument switch ON and then holding your hand at each blower exhaust port to feel the air flow. Air cleaner compartments should be checked often

Check ports for air flow



for water, which should be mopped up if found. Make sure air cleaner compartment doors are shut and locked before moving out. Clean the filter element by washing in water and a non-

Check door seal for gaps and tears



sudsing detergent, if you can. (This is the preferred method. However, you can also use the other methods mentioned in your -10 TM).

**Cab door latches (M578).** They must be in good enough repair to secure the cab door both in the open and in the closed positions. The cab door should be fixed in one of the 2 positions before you move the vehicle.

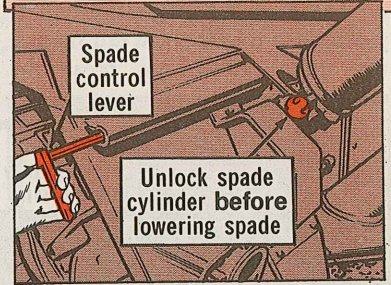
## 5 SPADE/TRAILS. Problem with dirt on the spade cylinder rod and forgetting to unlock spade from travel position.

**Spade cylinder rod**—Dirt on spade cylinder rod (often caused by crewmen using the rod as a step to climb on the vehicle) works under the seals, making them leak.



Keep feet and dirt off cylinder rod

**Unlocked spade.** Some crewmen still try to lower the spade with the spade control lever BEFORE they make sure that the spade cylinder lock for each of the spade cylinders is in the unlocked position.



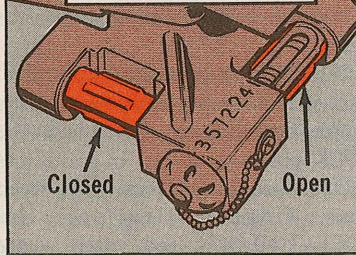
Spade control lever

Unlock spade cylinder before lowering spade

## 6 FIRE CONTROL. Problem with level vials. Problem with water.

**Level vials.** They have to be pretty fragile or they won't work right. They are "armored" with level vial covers which should be in the closed position except when the level vials are being used. Crewmen forget to do this and the vials get smashed.

Keep level vials covered when not being used



Closed

Open

**Water.** High pressure hose is great to clean mud from the suspension, but if you use it on fire control mounts, it can ruin them.

HEY, SOLDIER-- CAREFUL!

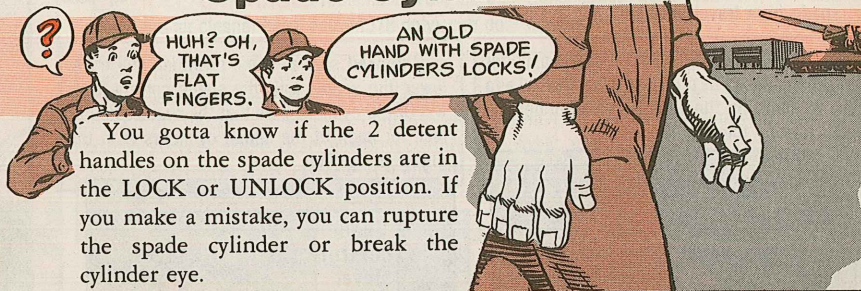
HIGH PRESSURE WATER ON FIRE CONTROL INSTRUMENTS CAN RUIN THEM!



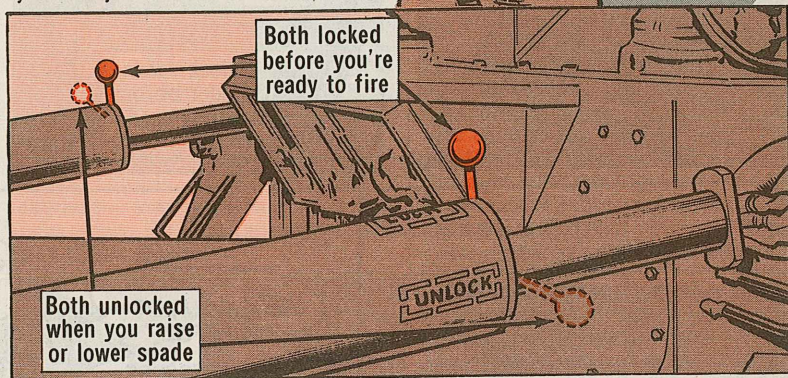
PS END



# Spade Cylinder Locks



You gotta know if the 2 detent handles on the spade cylinders are in the LOCK or UNLOCK position. If you make a mistake, you can rupture the spade cylinder or break the cylinder eye.



Only thing, the words LOCK/UNLOCK have been painted over on some howitzers.

So remember, the UNLOCK position is with the detent handle knob turned as far outboard as it will go. The LOCK position is 90° from the UNLOCK position with the handle upright and pressed against its inboard stop.

To make this easier to remember, have your organizational maintenance stencil LOCK and UNLOCK in the right places with ½-inch stencil letters.

Here's another jewel to keep inside your head: Both handles have to be in step. If one handle is in LOCK and the

other in UNLOCK, you're going to have problems if you raise the spade, lower the spade or fire the howitzer.

Both handles should be in UNLOCK when you raise or lower the spade.

When you have the spade completely raised and also when you are ready to fire, both handles should be in the LOCK position.

One more thing to remember: Keep your fingers clear of the LOCK/UNLOCK rod when you're raising the spade. Fingers caught between the rod and the back of the weapon could get crushed.

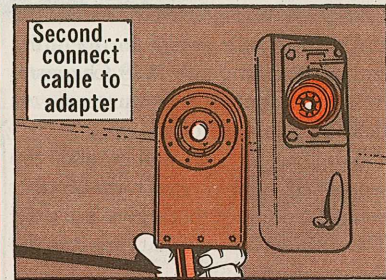
# NATO Cable Warning

You can get a bad burn if your NATO slave cable, NSN 2590-00-148-7961, short circuits.

This can happen if the vehicle slave receptacle outer shell makes contact with the pins of the NATO cable adapter, NSN 5935-00-322-8959.

The way to keep all this bad stuff

from happening is to first push the NATO adapter onto the vehicle slave receptacle. Then you can connect the cable to the adapter without any danger of a short circuit between the adapter and the vehicle slave receptacle.



# Tank Searchlight Dangers

Are tank mounted searchlights dangerous?

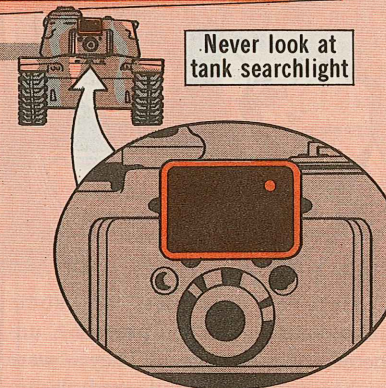
Not if you know this simple rule.

Look where the light is going to but never look where the light is coming from.

If you are centered in the beam of a searchlight and look back at it from less than 200 meters, you can injure the retina of your eye.

As an armor crewman, never point the searchlight at friendly forces at close range (within 200 meters).

Both the visible and the infrared (IR) searchlight modes can damage your eyes so don't look back at a tank behind you.



You can even injure your eyes in a scaled-down exercise. Your eyes could be damaged as far away as 100 meters even with a cardboard covering the light except for a 2¼-inch hole.



# The DON'Ts

# Can Do You In

HEY -- IT'S CONNIE... ?

BROUGHT ALONG A LITTLE HELP? HUH, CONNIE?

HERE'S HOW TO DO IT RIGHT...

The do's and don'ts in operating and maintaining the M48 Chaparral missile system are as numerous as fleas on a rabbit hound.

Trouble is, the don'ts and the reasons for them aren't made clear enough, so some troops give 'em a try. The result is damage that runs into the thousands of dollars.

THE CURE IN MANY CASES IS ... DO IT BY THE TM

Here're examples of some procedures which prevent unnecessary damage. They were gathered from painful examples in which troops operated or maintained M48 components the wrong way. The damage cost the Army many thousands of dollars and flattened a few wallets of troops responsible.

If you ride with the turret even partly erected, about the least you'll do is bend the 4 jack screws (helix screws)

## Transit

Before you roll your M48, be sure the turret is fully retracted. That means the turret has to be all the way down. It applies whether you're going cross country or just 50 feet across the motor pool.

STICK THIS THOUGHT IN YOUR HEAD IN CAPITAL LETTERS!

**NEVER, UNDER ANY CONDITIONS, MOVE THE CARRIER WITH THE TURRET ERECTED!**

YESSIR!!

... HELP ME CLUE THE MEN IN, PLEASE GNOME GNERF!

MY PLEASURE!

## Big Slue

You revolve the turret as the training or tactical situation demands. You do not slue it for the "fun" of it, because that "fun" can empty your wallet to pay for damages.

Slue not in fun!

that extend through the mount base plate. Chances are good that you'll also damage the turret drive chain. The turret can jam in the up or down position causing extensive damage.

Turret down? GO!



Continued sluing overheats the oil in the hydraulic pump unit (HPU) and heat exchanger, which causes damage. The heat exchanger can blow up.

The point is, slue when you have to but leave the "fun" to kids.

## Flag Pole Practice

Another "fun" bit your turret can do without is the old up and down the flagpole routine just for kicks.

When you play the erect/retract game too often, you damage the energy absorbers (crush blocks) in the left and right trunnion. That sets up other damage.



CAN YOU GIVE THESE MEN THE WORD ON MPU OPERATION, GNERF?

SURE, CONNIE.

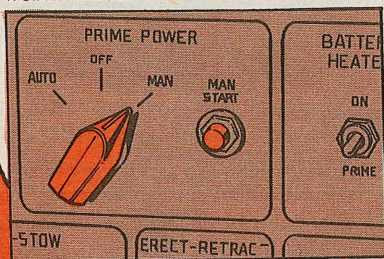
GENTS, YOU MUST BE NIMBLE AND QUICK WITH THE MPU BUT...

PATIENCE IS THE KEY!

## Troubleshooting

Troubleshoot the system with the main power unit (MPU) running.

If you try to troubleshoot with battery power only, the batteries will discharge quickly. That'll drop out relays. You won't get actual readings and your troubleshooting won't be worth much.



FOLLOW THIS RULE...

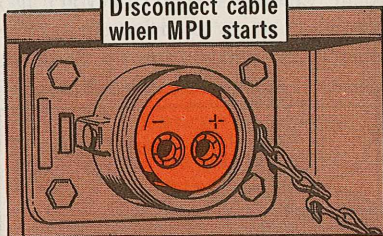
WHEN YOUR MPU IS DOWN, FIX THE MPU AND THEN TROUBLESHOOT...

WITH THE MPU, THAT IS...

## Slave Starting

When you slave start the MPU with the carrier's electrical system, you've gotta be quick and nimble to prevent major damage to carrier components.

Disconnect cable when MPU starts



REMEMBER THIS...

AS SOON AS THE MPU STARTS, DISCONNECT THE SLAVE CABLE!

If you allow the MPU to load up with the cable connected (it takes less than a minute), you'll burn out the carrier's generator and voltage regulators, among other things.



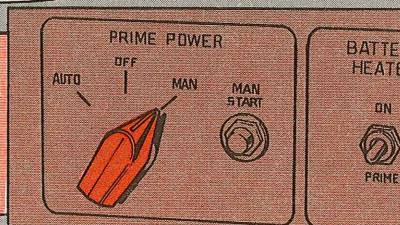
## MPU Delay

Patience as well as speed is required when you work with the MPU, and that goes double when you first put the power to the system.

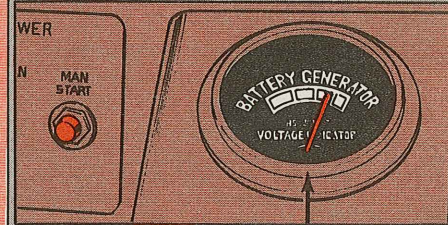
There are 2 delay periods when you're supplying power to the system with the MPU. If you don't wait, you can blow relays and hang the turret half way up, waiting for repairs.

HERE'S WHAT YOU DO TO START SYSTEM POWER...

**1** Turn on the PRIME POWER switch and wait 1 minute. Along about then you'll hear the ventilating fan come on. The fan clears explosive fumes from the MPU compartment.

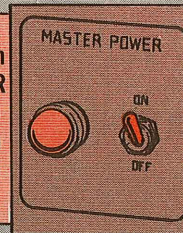


**2** After a minute, push the MAN START button. When the MPU comes on, wait another minute. Look at the batt/gen voltage indicator on the inside of the electrical compartment door. When the indicator needle's in the green, you're ready for the next step.



Needle in green

**3** Now, turn on the MASTER POWER switch ...and you can safely erect the turret.



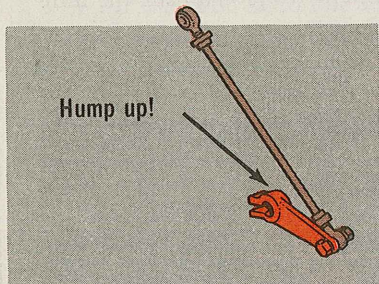
IT ALWAYS PAYS TO DO IT BY-THE-BOOK!



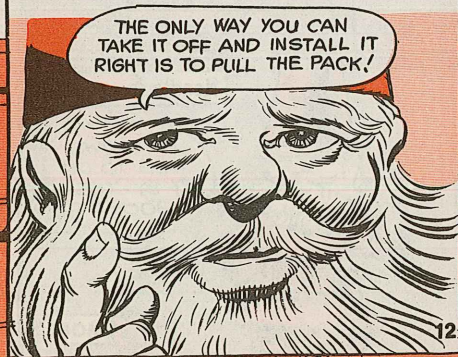
# Brake Linkage

When you pull the pack and are about to reinstall it in the carrier, be extra careful with the transmission shift valve arm.

The shift valve arm must be on right side up or you'll have to pull the pack again to put it on right. That's a lot of work to exchange for a minute's eyeballing, because if the arm's on wrong, the carrier can't shift gears.



To avoid the problem, put the valve arm on as shown in Fig 2-153, Item 25 TM 9-1450-585-20. The hump on the arm stays up. If you reverse it, forget about shifting.



If your system has an external air filter (as most now do) for the air compressor, then you know how it hides the air compressor oil dipstick.



The trick is, don't let it wipe the dipstick out of your PM checks. Some troops are forgetting or ignoring the oil check, and that can lead to expensive compressor damage.



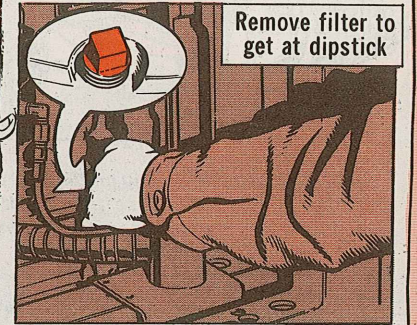
# Air Compressor

THE NEW FILTER LOCATION MAKES IT HARD TO GET AT THE DIPSTICK WITH A WRENCH...

...SO, FOR EASY ACCESS, DO THIS...



Remove the cover and the filter from the filter assembly.



That way, you can reach in easy-like with your wrench, loosen and remove the dipstick.

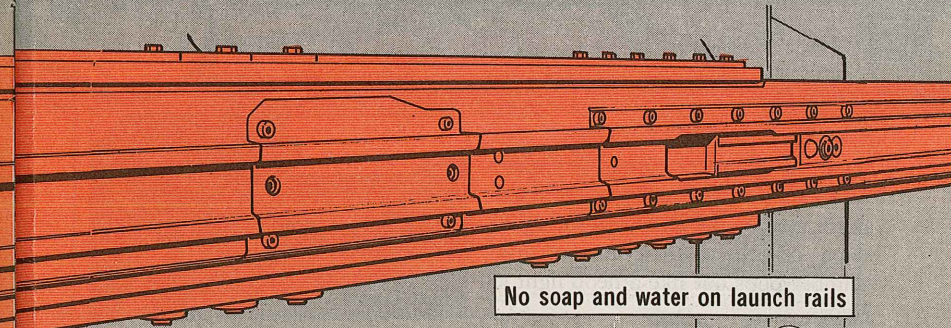
When you pull the dipstick back, be sure its O-ring is still in place. If you lose the O-ring, you won't have a seal, and the compressor will leak oil.

Be sure O-ring is on dipstick



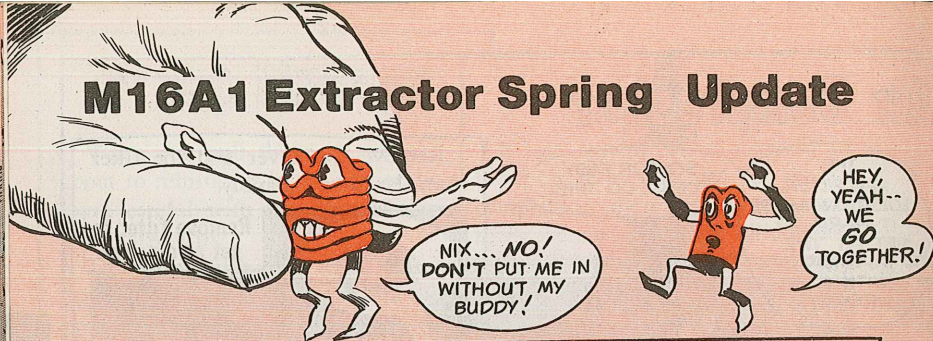
# Rail Cleaning

Some troops use soap and water on the rails, and that combination rusts detent assemblies and coats contacts that shouldn't be coated.





## M16A1 Extractor Spring Update



NIX... NO!  
DON'T PUT ME IN  
WITHOUT MY  
BUDDY!

HEY,  
YEAH--  
WE  
GO  
TOGETHER!

Dear Half-Mast,

Can you give me a reading on the new neoprene extractor spring insert for the M16A1 rifle? Must units use it? Is the NSN for the spring the same? Will RBC or other lubes and cleaners damage the insert?

SSG J. F.

Dear Sergeant J. F.,

The NSN on the extractor spring assembly, 1005-00-760-3768, will stay the same. Yes units must use the newer spring and neoprene insert.

Do not  
remove  
insert



Extractor spring

Tests using all lubes and cleaners for the rifle (including RBC) showed no damage to the insert.

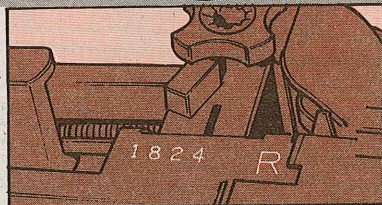
The newer spring and insert will be issued as stocks of the older ones are exhausted.

Actually, the insert eases tension and wear on the spring and helps the spring do a better job. It's to an armorer's best interests to use it (less maintenance, for example), and it'll cut a little downtime on the rifle itself.

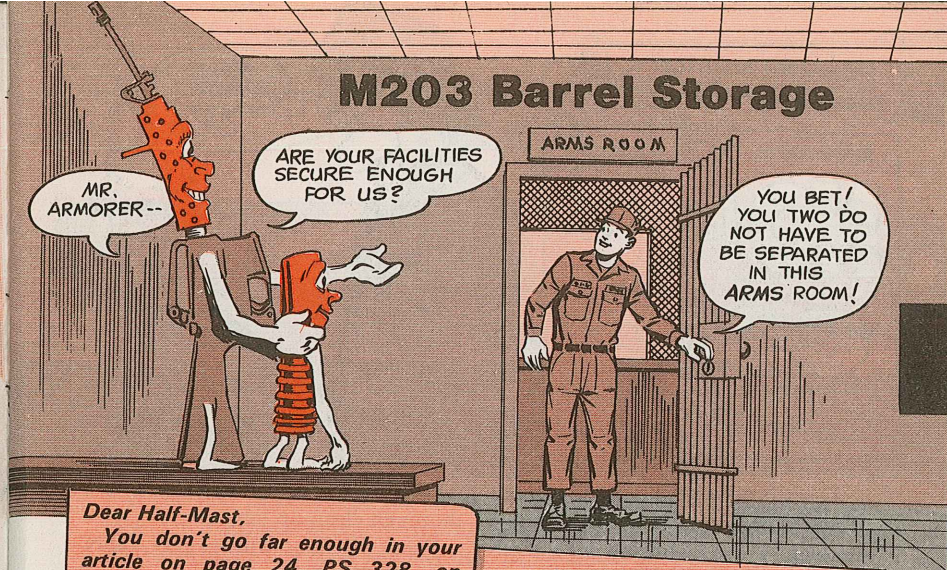
*Half-Mast*

## Serial No. Aid

Having trouble reading your weapons' serial numbers... for whatever reason? Get a piece of white chalk, go over the number with it, and wipe off the excess. Presto! The number pops out like a neon light in Vegas.



## M203 Barrel Storage



MR.  
ARMORER--

ARE YOUR FACILITIES  
SECURE ENOUGH  
FOR US?

YOU BET!  
YOU TWO DO  
NOT HAVE TO  
BE SEPARATED  
IN THIS  
ARMS ROOM!

Dear Half-Mast,

You don't go far enough in your article on page 24, PS 328, on separate storage of M203 grenade launcher barrels. In many arms rooms,

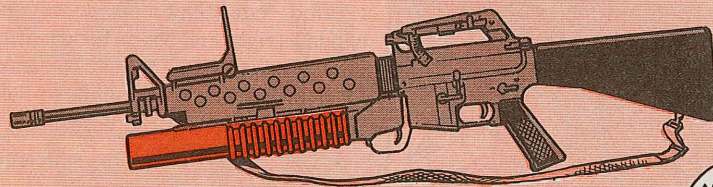
removing the barrel is not necessary. It depends on the security of the arms room.

SSG F. G.

Dear Sergeant F. G.,

Right you are, Sarge. The article in PS 328 was intended for arms rooms which cannot be adequately secured per AR 190-11.

Store barrel separately  
as necessary



Keep it on rifle  
in secure arms room

In that case, bolts or barrels, etc., are removed from weapons and stored separately. If an arms room can be secured and/or if it has a guard patrol or other suitable security, the barrel can remain on the M203.

ADEQUATE  
SECURITY  
AS PER  
AR 190-11  
IS THE  
KEY!



M880-series 1/4-Ton Truck...

# No Leaks Are GOOD Leaks

Leaks in your M880 are bad enough. There's no need to make a soggy problem worse by hosing out the cab. The water shorts out electrical connections and rusts the truck's steel insides...especially when it collects in the pad under the rubber floor mat.



Remove step plates to get mat out

Take the mat out to get to the floor. Hang the mat where it can dry. Dry up the water with rags or compressed air (low pressure). Use a wire brush or

16

sandpaper to remove rust, then do a thorough clean-up job.

Paint the floor with primer, NSN 8030-00-852-8013, and a light coat of non-skid paint, NSN 5610-00-141-7838. Make sure the paint is completely dry before you replace the mat.

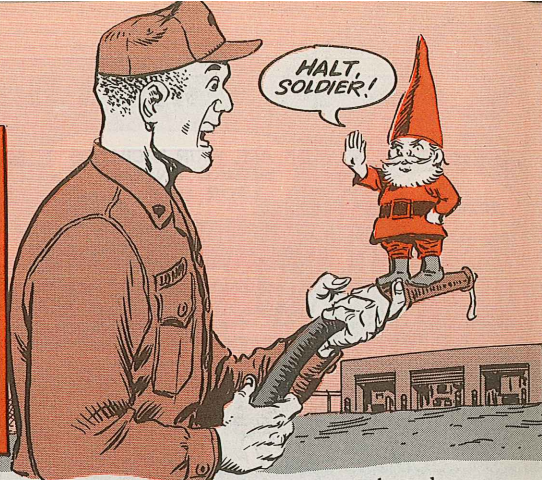
You don't need to put the mat back in, tho, if your local command approves.

Stopping the leaks can be tough, 'cause before you stop 'em, you've got to find 'em. Shut the doors and windows tight and have a buddy turn a hose on the truck. Watch for leaks from inside. Use a flashlight to help spot leaks up under the dash.

MEET GNERF, THE GNOME, BONNIE!

HE'S OUR EXPERT ON HARD TO FIND 'N' FIX LEAKS!

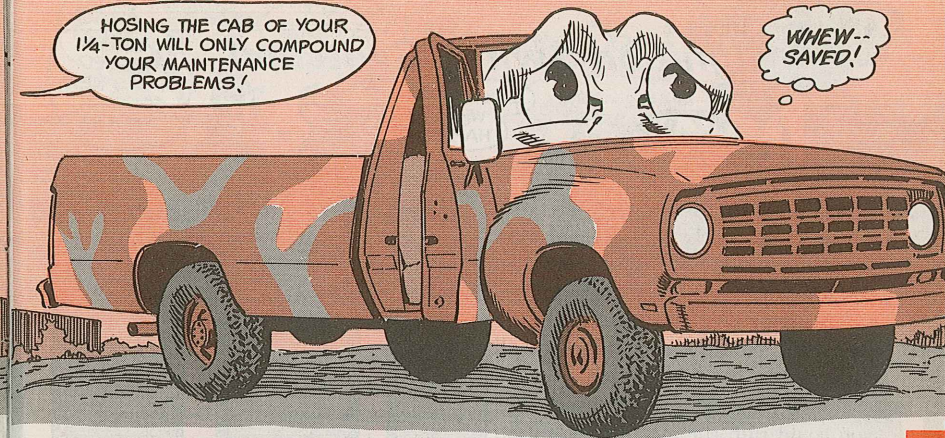
'SPECIALLY UNDER DASH BOARDS!



HALT, SOLDIER!

HOSING THE CAB OF YOUR 1/4-TON WILL ONLY COMPOUND YOUR MAINTENANCE PROBLEMS!

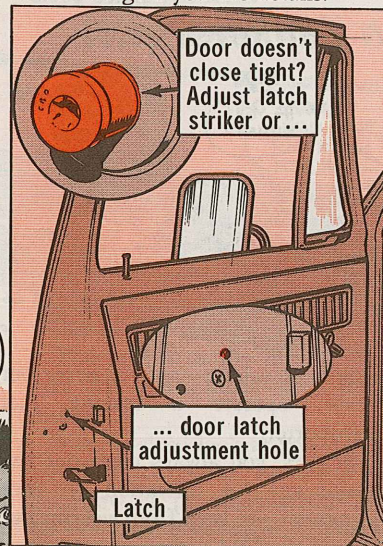
WHEW... SAVED!



If you find leaks around the doors, look for damaged weatherstripping. TM 9-2320-266-20 (Jan 76) has the scoop on replacing it in Para 2-116b. Doors that don't close tight enough might need a latch or latch striker adjustment. Para 2-118 and Figs 2-106 and 2-108 give you the details.

Water coming from inside the door could indicate a water shield that's out of place—Fig 2-103 of your -20 manual shows where it belongs.

Use sealant, NSN 8030-00-874-5875, to stop leaks along the caulked seams of the firewall, around the windshield and where the roof drain gutters attach to the truck.



A bit of sealant cures leaks along the firewall

Vent windows that won't close tight can be fixed with a new seal. TM 9-2320-266-20P (Feb 78) lists NSN's for each side as item 5 on page 2-113.

Leaks may show up in other places on your M880, but with some smarts on your part and a good set of TM's, they should be no problem.

17



M880-Series Trucks...

## Ignition Switch Switched



GOSH!  
WHAT HAPPENED?

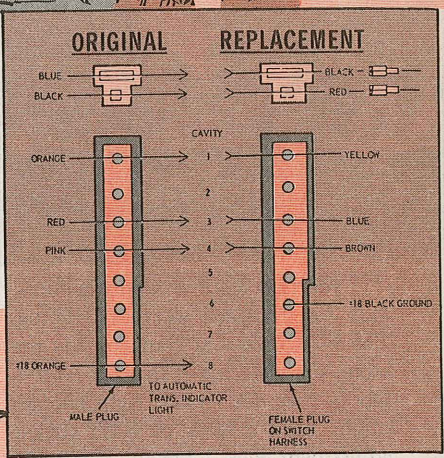
MURPHY HOOKED UP HIS NEW IGNITION SWITCH!

The new ignition switch, NSN 2920-01-034-6891, for your TM 266-series 1¼-ton trucks doesn't look like the old one.

The new switch has 6 wires. The old one has 5. And the wire colors are all different on the new switch.

If the wires get hooked up wrong, you could ruin the electronic ignition and the starter.

HERE'S A DRAWING THAT SHOWS HOW TO HOOK UP THE SWITCH!...



## Chains on Tankers?



NOW WILL YOU AGREE THAT WE SHOULD PUT THE CHAINS ON?

IF YOU INSIST!

Yes, you can use tire chains on your M49-series 2½-ton fuel tank truck or on a cargo truck carrying a tank-and-pump unit.

Sparks may be thrown by the chains if you operate on bare pavement, but there's no danger as long as the fuel

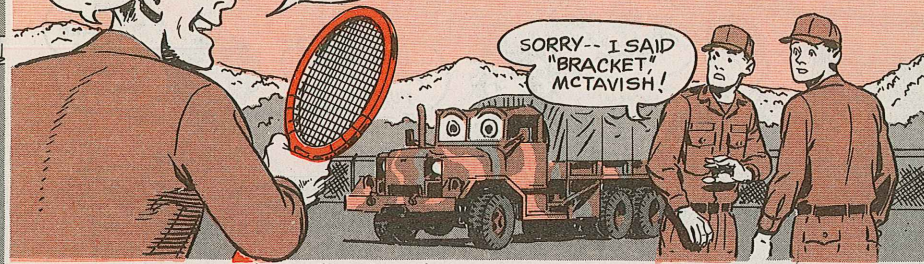
tank's not leaking—and you never, but never, operate a leaking fuel transporter.

Besides, you always take your tire chains off for operation on bare pavement—to keep from wearing out your chains and damaging your tires.

A \$12.03 RACQUET?

HOOT, MON! I'LL TAKE THRRR-EE!

## Pioneer Tool Bracket



SORRY-- I SAID 'BRACKET' MCTAVISH!

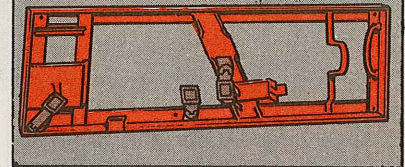
Have you been hunting for a pioneer tool carrier bracket that's not there?

New 2½-ton and larger trucks no longer come equipped with the bracket. But if your unit requires the pioneer tool carrier bracket—based on the unit mission—it can be requested and installed.

It's the same bracket that's in the TM 211-series 5-ton truck operator's M390-Series Trailers...

No need to look for the bracket in other heavy truck's TM's...it's not there.

Get the carrier bracket with NSN 4910-00-357-5494. It costs \$12.03.



## Why Did You Leave Me, Lunette?



SNIFF! IT WAS SOB! TOO MUCH FOR HER...



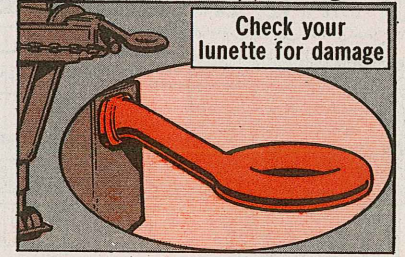
BUCK UP, BUDDY! HERE'S INFO ON A BIGGER, TOUGHER LUNETTE!

That's a sad song you may be singing one day. Especially if the lunette on your M390 or M390C trailer chassis goes bad.

The lunette is too lightweight to take the punishment those trailers dish out.

Take a close look at your trailer's lunette. If it's cracked, twisted or bent, get a new one pronto. Use NSN 2540-00-999-5584. It's a bigger, tougher job.

Jot down the NSN until your TM 9-2330-235-14 (Nov 72) is changed.





# M915-Series Truck Pubs



There's a big surprise for you when you get your new M915-series trucks. You may not have received regular TM's and lube orders. Some are draft manuals. These have been printed:

- TM 9-2320-273-10 all models
- LO 5-3805-274-12 M917
- LO 5-3895-371-12 M918
- LO 5-3895-372-12 M919

Order these from the St. Louis Publications Center.

Most outfits got a set of draft manuals. If you didn't get yours, you can get them by writing to:

Commander  
US Army Tank-Automotive Materiel  
Readiness Command  
ATTN: DRCPM-HTL  
Warren, MI 48090

That draft LO 9-2320-273-12 is goofed up on intervals, lubes and notes. The headshed sent out 2 letters to major commands with corrections. If your command didn't pass the word, you can get copies of those letters from the address above.

Remember, 3 of the trucks in this M915-series fleet carry special equipment that calls for extra pubs.

TO GET ON PINPOINT DISTRIBUTION FOR THESE TM 5-series, SPECIAL EQUIPMENT PUBS, YOU HAVE TO "WRITE-IN"...

DA FORM 12-25B  
1 FEB 71

HIGHWAY CONSTRUCTION AND MAINTENANCE EQUIPMENT - CONTINUED	OPERATOR	ORGANIZATIONAL	DIR & GEN SUPPORT	DEPOT
B-24) EARTH DRILLING MACHINE	385)	386)	387)	388)
B-42) M918 bituminous distributor	957) 2	958) 1	959)	960)
B-43) M919 concrete mixer	961) 2	962) 1	963)	964)
B-44) M917 20-ton dump	965) 10	966) 4	967)	968)
B-45)	969)	970)	971)	972)
		975)	976)	

# NSN Booby "6" or "5"?

SECTION II

(1) ILLUSTRATION	(2)	(3)	FEDERAL STOCK NUMBER	NUMB	FSC
(a) FIG NO.	(b) ITEM NO.	SMR CODE			
68	1	MFOZZ		8712396	
68	2	PAOZZ	2530-J0-78-1753	7331407	
68	3	MFOZZ		11630516	
68	4	PAOZZ	4730-00-176	639778	
				125	
				909	
				46	10
				110	
				102	635997
				486	11639776
				615	MS51928-3
					11639770-1
				8975	10885144
					11669158
				7462	7697462
				0780	MS35335-33
				7837	MS90728-5
				0501	MS90725-5
					11644878
					21
68	20	PAOZZ	5310-00-821-6269	MS35334-19	
68	21	PAOZZ	5310-00-809-4058	MS27183-10	

A REAL COMMON SLIPUP -- A "6" THAT YOU MIGHT THINK IS A "5"!

Look again! Maybe that NSN is not what you think it is. Your parts manual can be right but still give you a bum steer—if you don't sharpen up those eyeballs.

This's most likely to happen with those parts manual listings that're right off the computer printouts. If they're not printed clearly in your TM, you may guess wrong. Your NSN will not hold up in the AMDF (Army Master Data File)—and your order will be kicked back.

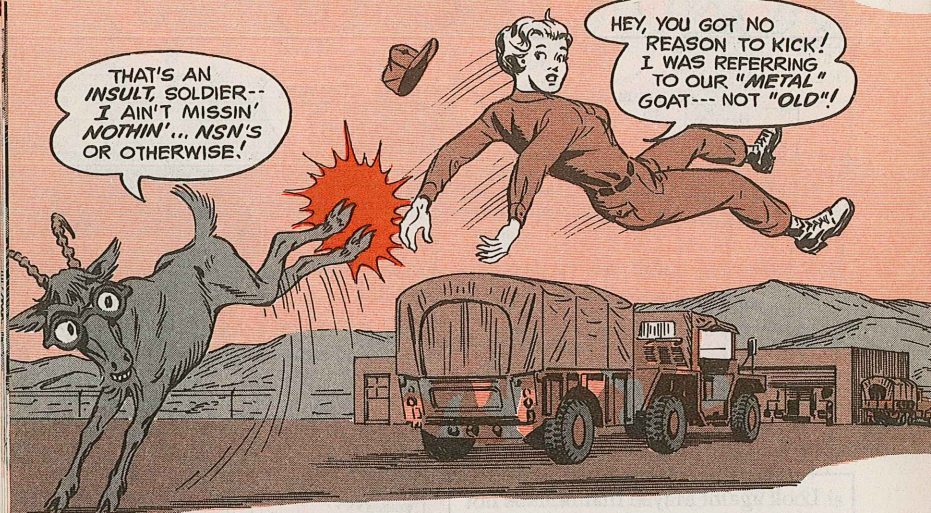
A real common slipup is in TM 9-2320-218-20P (Dec 78) for the ¼-ton trucks. A poorly printed "6" may look like a "5". This shows up a lot in the 3-number group "678"—as on page 149. You may think it's "578"—but, fact is, there's no "578" group in any of the NSN's in that TM.

Check the NSN index in the back of your parts manual if you're not sure.

12  
FRC  
390  
KE C  
LY BR  
288939  
EL 471  
ACK  
FI  
19207  
19207  
14  
46  
110  
102  
486  
615  
14  
8975  
7462  
0780  
7837  
0501  
11644878  
21  
MS35334-19  
MS27183-10



## Gama Goat Parts



THAT'S AN INSULT, SOLDIER-- I AIN'T MISSIN' NOTHIN'... NSN'S OR OTHERWISE!

HEY, YOU GOT NO REASON TO KICK! I WAS REFERRING TO OUR "METAL" GOAT--- NOT "OLD"!

TM 9-2320-242-20P (Mar 77) left out some NSN's from its Group 18 items, but don't let the missing NSN's get your Goat.

To get the frame assemblies for the driver and co-driver seats, Item 20, Fig 140 and Item 4, Fig 141, use NSN 2540-01-039-5385.

To get the hinge for the Goat's troop seat, Item 2, Fig 147, order by P/N and FSCM or get a 5-in piece of

bulk hinge material and fabricate it. NSN 5340-00-354-3726 will get you bulk leaf butt hinge.

There's still no NSN assigned for the front bumper on the Goat's tractor, but you can fabricate it from a piece of bulk I-beam material, NSN 9520-00-277-4457. You need 62 inches of the material for each bumper.

Get the rear bumper angle bracket, Item 7, Fig 125, with NSN 5340-01-030-3326.

### Goat Wiper Arm

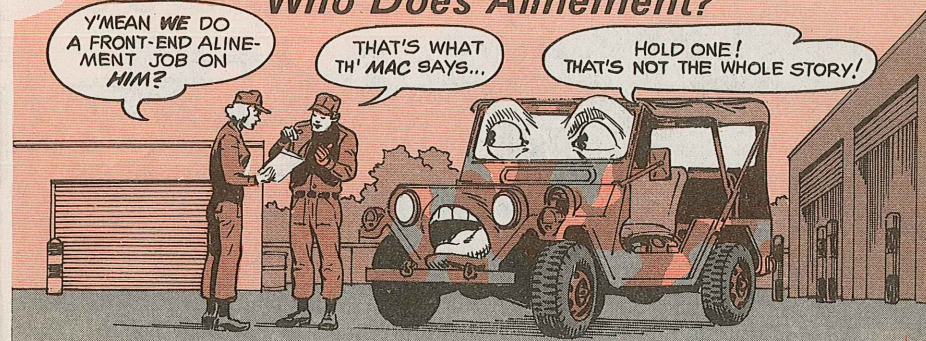
NSN 2540-01-043-5380 gets a windshield wiper arm for those newer universal windshield wiper motors. If your Goat still has the old "right-left" motors, use NSN 2540-00-081-9518.

### Goat Tire Valve NSN

Use NSN 2640-00-729-6081 to get a tire valve for your Gama Goat. Item 1, Fig 103, TM 9-2320-242-20P lists the wrong NSN for the valve.

TM-218-Series 1/4-Ton Truck...

## Who Does Alinement?



Y'MEAN WE DO A FRONT-END ALINEMENT JOB ON HIM?

THAT'S WHAT TH' MAC SAYS...

HOLD ONE! THAT'S NOT THE WHOLE STORY!

No, organizational maintenance does not do complete front-end alinement on the M151A2 or other 1/4-ton vehicles. So don't let yourself be confused by the Maintenance Allocation Chart in C5, TM 9-2320-218-20

(Sep 71). The TM will be changed.

You get the straight story in Para 2-150. Only the toe-in part of alinement is done by organizational maintenance. Other alinement adjustments are made by direct support.

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

## Needle-Nose Adapter—A Must!

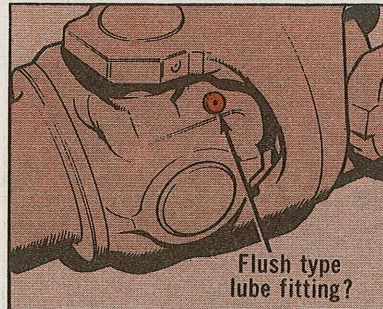


THERE'S A NOSE THAT KNOWS!

Some 4x4 M880-series trucks have a flush type lube fitting in the centering ball in the front prop shaft.

If you don't keep it lubed, prop shaft failure is in your future.

You need a needle-nose adapter for your grease gun to hit that fitting. NSN 4930-00-200-1841 gets an adapter for 68 cents. Appendix A, CTA 50-970 (Jun 79) is your authority.



Flush type lube fitting?



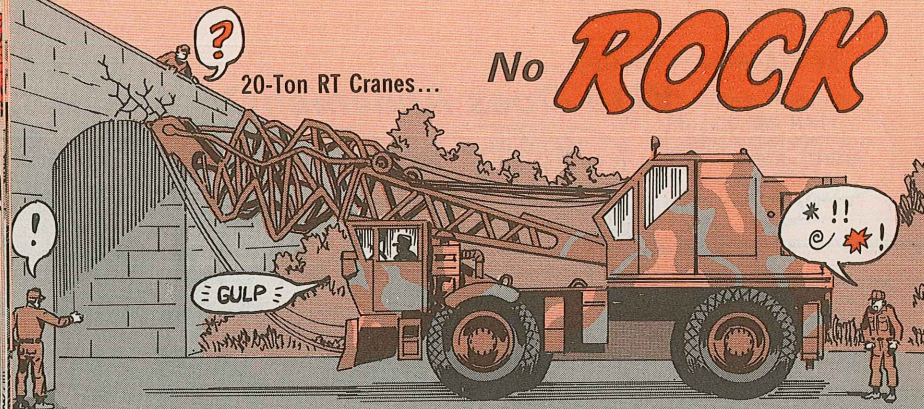
Get needle-nose adapter NSN 4930-00-200-1841



20-Ton RT Cranes...

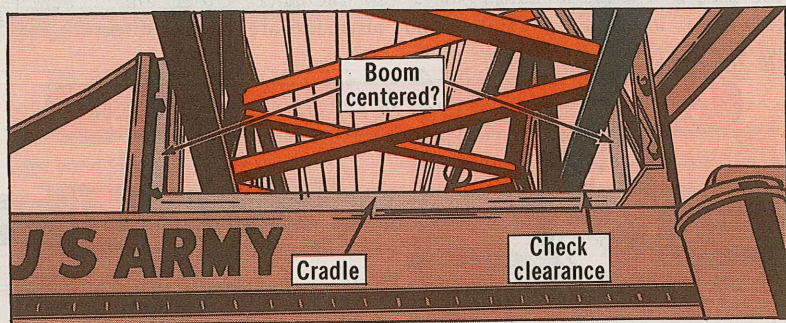
No

# ROCK



Rocking your 20-ton crane's boom while traveling is a PM bust. You'll bend the boom—main cord angles— and crush the wooden cradle pads for sure.

Never let the boom assembly rock—or rest in the boom cradle—when you move the truck-mounted crane to a new worksite.

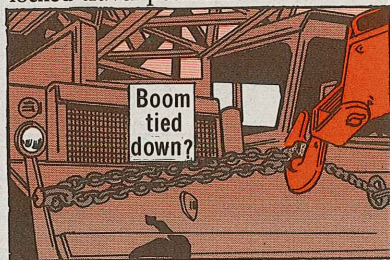


Before you get in the traveling mood, take off the crane load—bucket, frinstance.

Secure the utility blade...in the locked travel position.

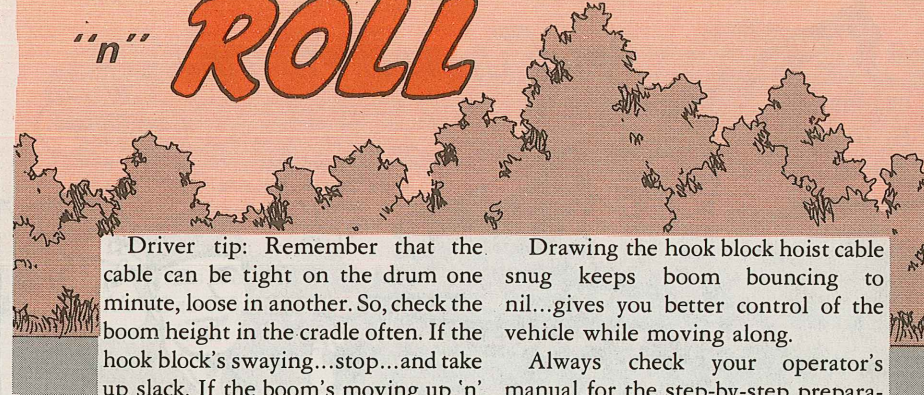
Center the boom between the boom cradle's upright posts.

Leave 8 to 9 inches between the bottom of the boom and the cradle. You must have these minimum clearances after you tie down the boom to the blade. Take up all the slack on the chain and load cables. Set the drum brake.



"n"

# ROLL



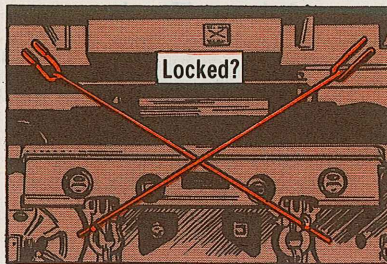
Driver tip: Remember that the cable can be tight on the drum one minute, loose in another. So, check the boom height in the cradle often. If the hook block's swaying...stop...and take up slack. If the boom's moving up 'n' down, slow down.

Drawing the hook block hoist cable snug keeps boom bouncing to nil...gives you better control of the vehicle while moving along.

Always check your operator's manual for the step-by-step preparation for over-the-road travel. See Para 2-3 in TM 5-3810-232-12 for the 2380, 2385 cranes, for example.

Brace or lock the cab to the carrier frame.

Be sure the tires have the right amount of air—55 PSI—before you start to roll.



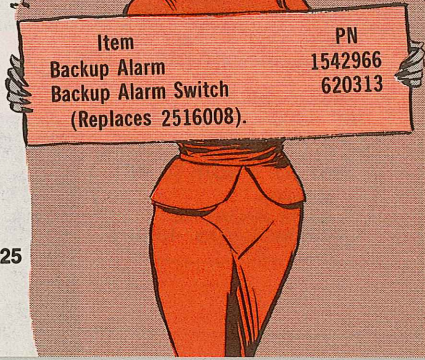
Know the crane's height for bridge clearance.

Take off only when you're sure everything's secure. Move at a slow speed...specially when crossing railroad tracks or along washboard roads.



## No Alarming NSN's

There are no NSN's for the backup alarm or backup alarm switch for the Clark Model 175B Scoop Loader, but you can get these items by going the exception data request route. Use FSCM 12603 and these part numbers from page Z48-1 of your Parts Manual No. 2998.



Item	PN
Backup Alarm	1542966
Backup Alarm Switch	620313
(Replaces 2516008).	



## Pick Up This PM Tip

25-Ton Hydraulic Cranes...



HEY! TH' HOSE SPRUNG A LEAK!

DON'T MAKE 'EM LIKE THEY USETA, EH, HALF-MAST?

?!! OPERATORS, Y' MEAN!

Operators who telescope the boom to move a load are causing a heap of downtime and parts replacement.

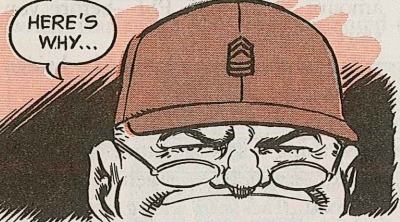
As the boom telescopes, the enlarged hoses ride on the outer edges of the hose reel sheave. The sheave turns unevenly, and the hoses chafe 'n' scrape until they leak or fail.

This "loaded" boom action also causes excessive wear on the boom Nylon slide pads during telescoping.

Never extend or retract the boom with a load hanging on it.

The telescoping boom lets you get the boom length you need, and put the block directly over the load you intend to lift.

Once the boom is set for a lift operation, leave it be. Treat it as though it's a fixed boom.



HERE'S WHY...

Extending or retracting the telescoping boom when it's carrying a load puts extra pressure and stress on the hydraulic hose assemblies. This extra pressure causes the hoses to enlarge and become more rigid.

## By Parcel Post

SORRY, BUT I CAN'T COME TO YOUR SHOP BY PARCEL POST...  
 BUT I CAN MAIL YOU THE 40 BACK ISSUES OF PS MAGAZINE!  
 JUST JOT A NOTE TO ME:  
 BONNIE  
 %6 PS MAGAZINE  
 LEXINGTON, KY, 40511

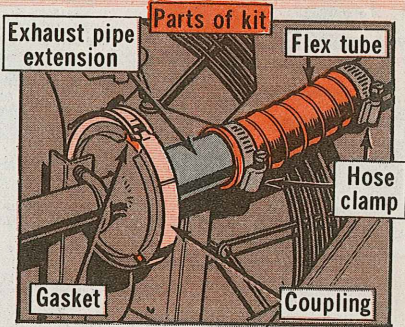


## Heater Exhaust Kit

Carbon monoxide is a sneaky killer. To cut down on the amount of poisonous fumes from your American Air Filter 400,000-BTU heaters, add a new exhaust kit, NSN 4520-01-023-3475. It's free.

No special tools are needed for the job. Instructions come with the package.

Pay no attention to the heater serial numbers in the kit.



HERE'RE THE HEATERS THE KIT WORKS ON...

NSN 4520-00	Model	Serial Nos.
792-8257	BT400-40	90943-91924
915-7789	BT400-40-1	BT4400001-BT4400628
223-3221	BT400-40-1A	BT4400629-4400864

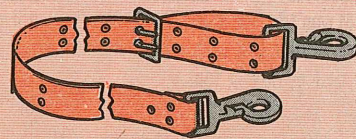
## Safety Belt

Dear Half-Mast,  
 We have the Lineman's Industrial Leather Safety belt, NSN 4240-00-684-7317, but need the safety strap to use with it. Can you help us with a number?  
 Mr. P. B.



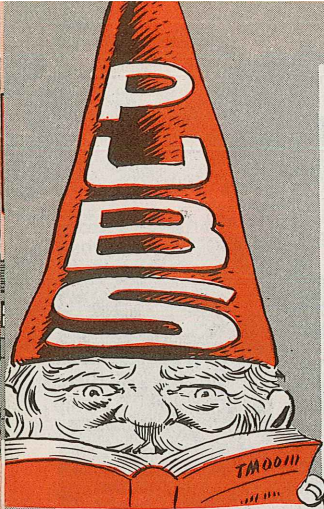
Dear Mr. P. B.,  
 NSN 4240-00-752-9715 gets the Industrial Safety strap.

By the way, CTA 50-970 shows NSN's 4240-00-926-4121 thru -4125 as the preferred safety belts. If you have to reorder a belt, use one of these numbers.



Half-Mast





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.

TM's, TB's, etc.; DA Pam 310-6, SC's and SM's and DA Pam (C) 310-9, COMSEC pubs.

#### TECHNICAL MANUALS

TM 5-811-5 Jun Army aviation lighting  
 TM 5-1940-273-10 Jun 15-pers inflatable assault boat  
 TM 5-3810-293-14&P Jun Crane, 25-ton (CCE) Mod MT-250  
 TM 5-6115-596-14 Jun Generator, 4.2-KW, 28V, DC  
 TM 5-6675-312-14 Jun Theodolite, surveying (Wild-Heerbrugg Mod T16-75 Deg)  
 TM 9-1005-286-20P May M167A1 Vulcan  
 TM 9-1425-470-L Apr Pub for TOW  
 TM 9-1425-472-12 (Interim C1) May TOW M220A1  
 TM 9-1425-585-10-1 Mar Chaparral  
 TM 9-1450-382-24P May Pershing 1A  
 TM 9-2320-273-10 May M915-series trucks  
 C 2, TM 9-2350-256-10 Apr M88A1 VTR  
 TM 9-2350-259-20P May TOW veh M901  
 TM 10-4930-204-23P May Tank and pump unit  
 TM 11-1510-209-20-5 May Electron eqpt config RU-21H (GR-V)  
 C 3, TM 11-1520-237-23-2 May Avionics fault isolation procedures UH-60A  
 TM 11-5820-873-12 May Radio AN/URC-92  
 TM 55-1520-221-10 Mar AH-1G/TH-1G  
 C 2, TM 55-1520-236-10 May AH-1S series  
 TM 55-1520-236-23-1 May AVIM, AVUM

AH-1S series  
 TM 55-1520-236-23-4 May AH-1S (prod), AH-1S (ECAS), AH-1S (mod Cobra)  
 C 5, TM 55-1520-237-10 Feb UH-60A  
 C 5, TM 55-1520-237-23-2 Apr AVIM, AVUM UH-60A  
 C 4, TM 55-1520-237-23-5 Apr AVIM, AVUM UH-60A  
 C 4, TM 55-1520-237-23-6 Apr Powerplant, fuel, related sys task manual UH-60A  
 C 5, TM 55-1520-237-CL Feb UH-60A  
 C 2, TM 55-1520-239-10 May AH-1S  
 TM 55-1520-239-23-4 Apr AVIM, AVUM AH-1S  
 TM 55-1905-219-14-5 Jun Landing craft util LCU 1667-1670  
 TM 55-1905-219-14-6 May Landing craft util LCU 1667-1670  
 C 1, TM 55-2840-248-23 May Engine, aircraft, T700-GE-700  
 MISCELLANEOUS  
 LO 9-2350-257-12 Feb M60A1 (RISE) tank  
 MCR3-3 Jul Master cross-reference list Pt 3 (fiche)  
 ML-A Jun Management data list (fiche)  
 PAM 710-1 Jun Aviation intensive mgt config RU-21H (GR-V)  
 C 3, TM 11-1520-237-23-2 May Avionics fault isolation procedures UH-60A  
 TM 11-5820-873-12 May Radio AN/URC-92  
 TM 55-1520-221-10 Mar AH-1G/TH-1G  
 C 2, TM 55-1520-236-10 May AH-1S series  
 TM 55-1520-236-23-1 May AVIM, AVUM

#### AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

**TV TAPES**  
 TVT 44-110 AN/TPX-46 IF Mark XII Interrog set  
 TVT 55-108 Loading, unloading 1200-gal tank truck  
 GS 19 Green scene 19—XM-2 Infantry Fighting Vehicle (IFV)  
**TEC LESSONS**  
 020-171-1141-F M240 machine gun  
 020-171-5314-F Zero gun/launcher, M50 periscope, M126 telescope (M60A2)  
 030-051-6325-F M4T6 float bridge/rat  
 043-441-5526-F Electrical alignment Improved HAWK Part II  
 101-113-7122-J Verify installation AN/GRC-160 (in track)  
 121-093-6621-A TOW verif

tests  
 202-113-5219-A Op telephone test set AN/USM-181, Part I  
 202-113-5221-A Op telephone test set AN/USM-181, Part 3  
 250-061-6315-A Calibration  
 561-161-5026-A Identify types of prop, use GSA catalog  
 610-091-6151-F Rigging, tackle systems, Part I  
 610-091-6152-F Rigging, tackle systems, Part II  
 610-091-6152-J Calculating mechanical advantage for vehicle recovery  
 610-091-6153-F Recovering a mired tank (rigger) Part I  
 610-091-6154-F Recovering a mired tank (rigger) Part II  
 610-091-6155-F Recovering a mired tank (mechanic)

610-091-6156-F Recovering a mired tank (driver)  
 610-091-6157-F Recovering a mired tank (commander) Part I  
 610-091-6259-A Troubleshooting, maintenance of fuel, exhaust systems on Detroit diesel engines  
 610-091-6262-J Fuel, air, exhaust systems on Detroit Diesel engines (inspect air, exhaust)  
 610-091-6263-J Inspect fuel system on Detroit Diesel engine  
 611-171-1600-A Remove/install suspension items, M60-series, Part I  
 611-171-1601-A Remove/install suspension items, M60-series, Part II  
 611-171-1700-J Before-op checks hydraulic sys M88A1

recovery veh  
 611-171-1702-J Starting, stopping APL  
 611-171-1706-J Impact wrench  
 830-191-6027-F Maint of Cal .45 pistol M1911A1  
 944-171-0080-A&J Adjust toe-in on an M151-series 1/2-ton truck  
 944-171-0081-A&J Remove/replace suspension arms M151-series 1/2-ton truck  
 944-171-0083-A&J Remove ball joints on M151-series 1/2-ton truck  
 944-171-0108-F Before-op checks on 5-ton truck, Kit III  
 SPA LESSON  
 ETM 121-093-6627-V TOW

### M880 Blackout Kit

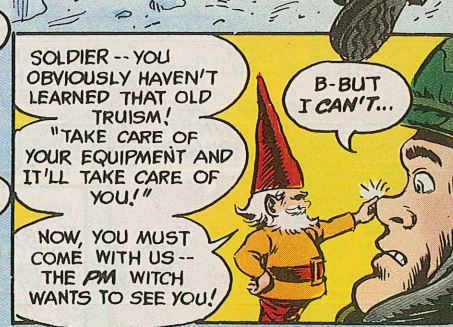
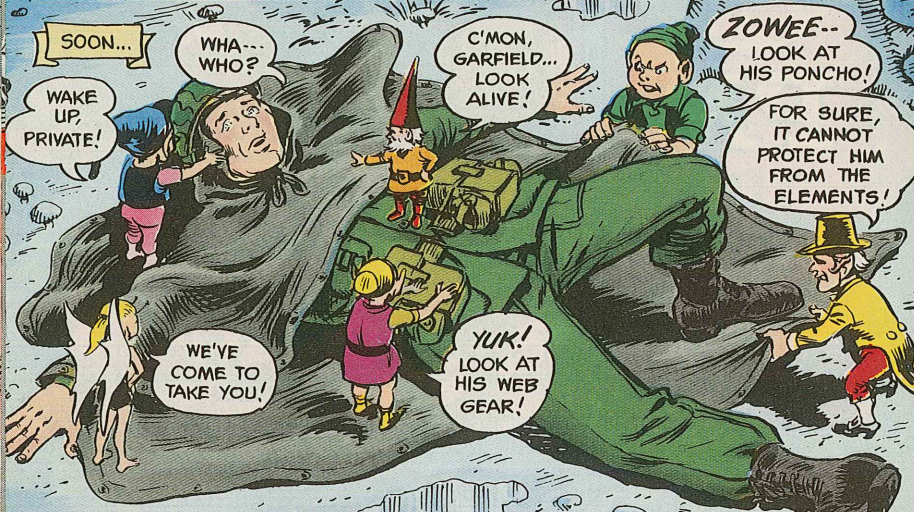
It's not listed in your TM, but you can get a blackout light kit for your M880-series 1 1/4-ton truck. NSN 2540-01-062-0838 will get you the kit, complete with installation instructions. Make sure your unit has a need for it, tho. Check with your commander.

### M886/M893 Exhaust Tubing

To get the flexible exhaust tube for the ambulance compartment heater on your M886/M893 ambulances, the NSN in the parts TM won't do. Use NSN 4720-00-278-8015. It'll get you flexible pipe with a 1 1/4-in inside diameter at a cost of 66¢ a foot.







# PONCHOS

★ Never machine wash or machine dry them.



★ Wipe the poncho clean with soft cloth...

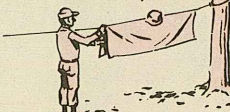


...then hand wash in warm water and mild soap.

★ Rinse thoroughly in clean water



★ Hang to air dry



Note: Never dry 'em in hot, direct sunlight or near a hot stove. Extreme heat cracks the poncho's light weight fabric and destroys its water repellency.

You also handwash the poncho liner.

★ Take extra care when folding or rolling up the poncho... avoiding sharp objects such as stones and sticks that can puncture and tear it.



★ Never use pressure-sensitive tape to secure the poncho in a package or roll. When you remove the tape, you'll peel off the water repellent.



When you fold or roll your poncho, always make sure it's clean and dry.





# JOE'S Dope Sheet

BRR-RR!  
AH'M  
COLD  
AN'  
WET!!

THIS DURN  
PONCHO LEAKS  
LIKE A SIEVE!

IF HE THINKS  
THAT'S BAD-- WAIT'LL  
HE FINISHES GUARD  
DUTY AN' TRIES  
HIS SLEEPIN'  
BAG!

NOT T'  
MENTION HIS  
LEAKY AIR  
MATTRESS!

Bad weather is nothing to fear  
When you take good care of your gear!  
Do it right, don't fake--  
Your comfort's at stake--  
If you goof you'll surely pay dear!

GLAD I AIN'T  
SLEEPIN' UNDER HIS  
SHELTER HALF!



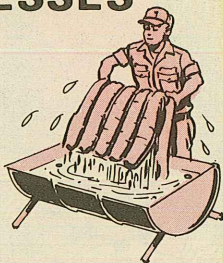
WE HAVE THE WORLD'S BEST EQUIPMENT ... *Take care of it*

IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

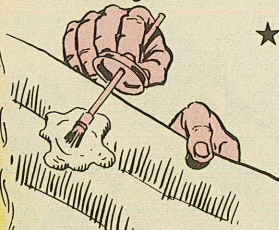


## PNEUMATIC MATTRESSES

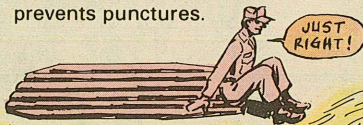
- ★ Wash and scrub your mattress with water and soap...then rinse it clean. Make sure that the stopper is tight in the inflating tube.



- ★ Never wash the mattress if it has any holes in it. Patch small holes or tears with a repair kit, NSN 8465-00-753-6335.



- ★ Take care not to over inflate the mattress. Careful handling prevents punctures.



## ARMOR VESTS



- ★ Keep your armor vest clean for longer protection. Brush off mud and loose dirt and hand-wash it.

Using cleaning solvents or gasoline to clean the armor vest is a **NO-NO!**

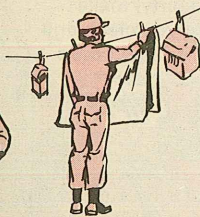
- ★ After washing, air-dry the vest. Be sure to keep it away from direct heat and open flame.
- ★ Never abuse the vest by folding it or using it as a pillow or seat cushion.



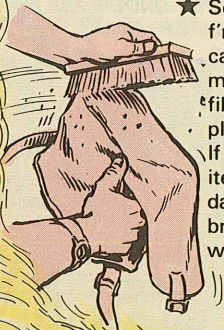
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## WEB EQUIPMENT

- ★ Wash webbing items in warm water and soap. Never use chlorine bleach, yellow issue soap, cleaning fluids or dyes. Bleach, cleaning fluids and direct sunlight discolor the items.



- ★ Some items— for instance, the carrier for your mask—may have fiberboard or plastic stiffeners. If so, clean these items with a damp, soft brush and cool water only.

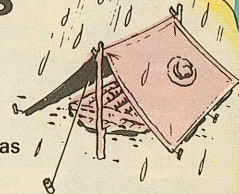


- ★ Load carrying equipment is not fire resistant. It can be damaged by sparks from open fires or by drying it too close to a hot stove.



## SLEEPING BAGS

- ★ While sleeping bags are water repellent, they're not waterproof. Try to keep them as dry as possible.



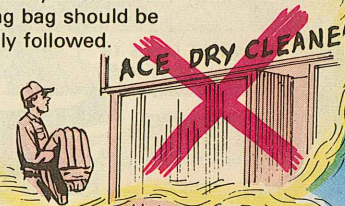
- ★ Remove dirt and grease by spot cleaning with a damp cloth and mild soap.



- ★ Never use cleaning fluid or attempt to wash the sleeping bag while you're in the field.

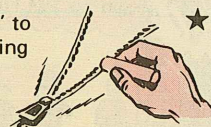


- ★ Never dry-clean sleeping bags. The laundry instructions on the sleeping bag should be carefully followed.

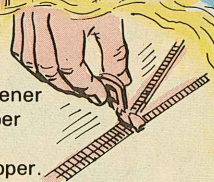


## ZIPPERS

- ★ Use "Zipper Ease" to keep zippers running smoothly.

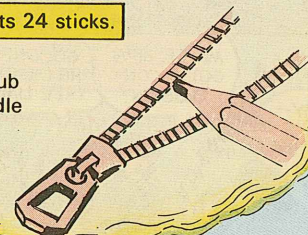


- ★ Rub it on the fastener and work the zipper back and forth to lube the entire zipper.



NSN 9150-00-999-7548 gets 24 sticks.

- ★ For a quick field fix, rub the zipper with a candle or the graphite from your lead pencil.



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DRAT!...END OF BREW'S POTENCY!

SP-SPLT!

★ Keep all your equipment clean and dry because wet, dirty gear will mildew and rot.

★ If you have to move in a hurry and you stow your gear wet and dirty, make sure you clean and dry it first chance.

WHAT IT ALL BOILS DOWN TO IS...

YOUR INDIVIDUAL FIELD EQUIPMENT CAN PROTECT YOU FROM HEAT, COLD, RAIN AND SNOW. BUT YOU HAVE TO TAKE CARE OF THE GEAR! FAIL IT AND IT WILL FAIL YOU!

NOW--BACK TO YOUR POST...

YIPE!

ZOTZ!

YOUR FRIENDS SEEK YOU!

AND...

AH, THERE HE IS...

HE MUSTA RAN INTO THAT TREE LIMB...

WH--WHERE AM I?

OH--H'LO, ARMISTEAD--S-SARGE!

SINCE ARMISTEAD'S BACK, HE'S RELIEVIN' YOU, GARFIELD!

HURRY-- THE OLD MAN WANTS YOU BACK AT HQ... ON TH' DOUBLE!

ER--WHAT DOES TH' CAPTAIN WANT ME FOR, SARGE?

HE WANTS YOU TO ATTEND A PROGRAM SET UP BY THE ARMY'S TOP PM AUTHORITY...

... SAYS YOU REALLY NEED PM ADVICE...

HEY--STOPPED RAININ'!

SHOW'S READY T'START, I SEE!

GASP-- TH' LITTLE PEOPLE... AN' WANDA WITCH!

WANDA, PM WITCH, AND THE PM PUPPETS

HA-HA-- NO, JUST ME--CONNIE RODD... WITH A SPECIAL HALLOWEEN PM PRESENTATION ON CARING FOR INDIVIDUAL FIELD EQUIPMENT!

GRAAARGHNN

HEY--HE'S FAINTING! CATCH HIM!

MAYBE HE'S GOT A CONCUSSION!

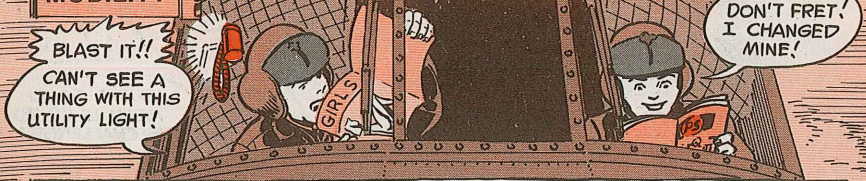
GOODNESS! HOPE HE DIDN'T BUMP THE TREE LIMB THAT HARD!

TIP:

For other good help in taking care of your gear, eyeball FM 21-15 and TM 10-8400-201-23 which have a complete guide on spot and stain removal for all your equipment.

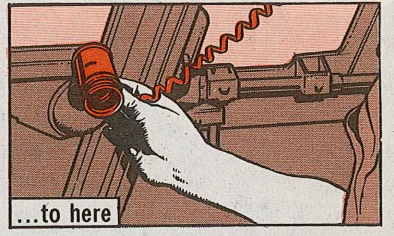
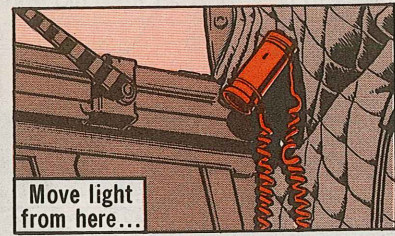
**AIR MOBILITY**

**Add A Remote Mount**

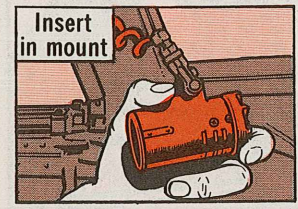
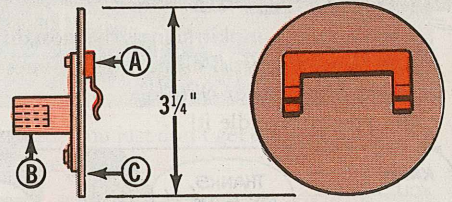


Dear Editor,

The current position of the CH-47 pilot's and copilot's utility light leaves a lot to be desired—located about 48 inches from the knee boards. At maximum intensity the red filter is not enough to illuminate an approach plate—or any other material on the knee board—during night flights. Now it just so happens that the ashtray receptacle is an excellent place to hold the light about 12 inches from the knee board. The flexible light cord is long enough to extend to that location.



So we removed each ashtray and installed this mount. The light mount is secured close by to the airframe with a tether of suitable length, so you can use either one.



- NOTES**
- A —Clip assy (same as found on back side of pilots/copilots ashtray)
  - B —Std mount for utility light, common to most aircraft.
  - C —Any suitable material such as aluminum or stainless steel.

The remote mount sheds some light where it's really needed.

Cpt W. E. Benjamin  
Ft. Rucker, AL

(Ed Note—Looks like a fine optional field fix.)



Severe Weather Warning...

# TAKE COVER



SURE!...  
COLD WEATHER  
AIRCRAFT PM IS  
TOUGH DUTY...

... BUT A GOOD  
MECH IS UP TO  
THE CHALLENGE!

BR-RRR!

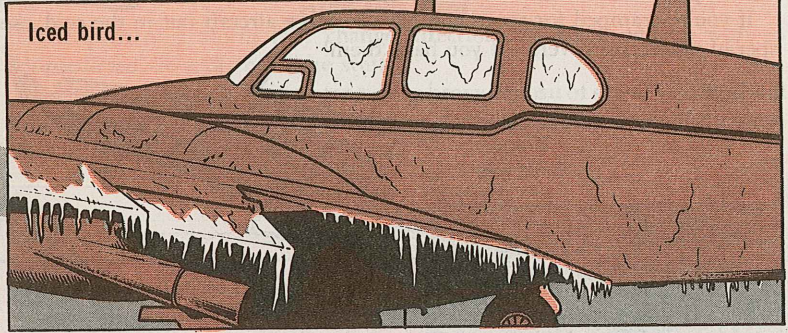
GLAD WE'RE INSIDE --  
TH' WEATHER OUTSIDE  
IS FRIGHTFUL!

HOW  
'BOUT  
US?  
GROAN!

HEY --  
DIDN'T  
KNOW AIRCRAFT  
COULD MOAN --

MUST BE  
TH' WIND!

It's the aircraft, tho, that can really take it on the chin. Freezing rain, hail and snow can really put a crimp in your operations. Unlike other vehicles, you can't

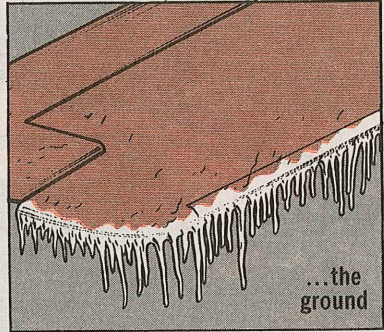


Iced bird...

operate 'em until the deposit is removed. You just don't get enough lift from a distorted airfoil to get your bird off the ground.



...won't  
get off...



...the  
ground

Frost on the pumpkin signals the most difficult time of the year is at hand for maintaining aircraft. Pulling PM becomes a chore, as your movements are hampered by heavier clothing. But you can handle it!



KNEW,  
YOU  
COULD  
DO IT!

THANKS,  
MR. GNOME!  
ER...

... YOU  
FROM  
ALASKA?



## Covers Help

FORECAST IS FOR SEVERE WEATHER, CONNIE--

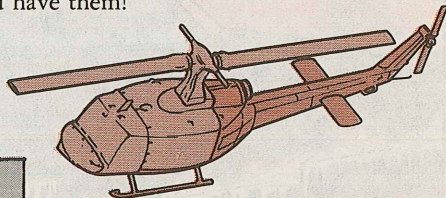
...SO WE'RE MOVIN' OUR GEAR INSIDE!

GREAT!

'Course, the best way to protect your charges from a big blow is to move 'em into a hangar, building, tent—any shelter you have.

If you're cramped for space and have to leave aircraft out in the cold, use special protective covers—if you have them!

Use covers if you have 'em



Some Chinook outfits have made up covers to protect the rotor blades from damaging hail.

Protected...

...from hail

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## Before Storm Hits...

ANTI-ICING FLUID'S GREAT, HUH?

YUP! OUR BIRDS ARE PROTECTED!

You can protect exposed birds prior to a storm by applying Anti-icing Fluid, MIL-A-8243, on the airframe. NSN 6850-00-901-0591 will get you a 5-gal pail.

Use the fluid on rotor blades also, unless individual aircraft pubs say it's a no-no.

You'll find other info on how to prevent frost, ice and snow deposits from remaining on your birds in Para 2-22 of TM 55-1500-333-24 (Oct 74) on cleaning aircraft.

## After Big Blow...

The path of a storm may change direction and you'll end up with an "unpredicted" foot of the white stuff.

Never use anti-icing fluid to get rid of a heavy deposit of snow. The fluid will turn the snow to slush. You've really got your work cut out for you if the slush ends up in any controls and refreezes!!

REMOVE THE BULK OF THE SNOW BY SWEEPING OR BRUSHING IT OFF YOUR AIRCRAFT!

If a layer of rough ice remains, you can remove it by using heated, diluted anti-icing fluid. Para 2-23 in TM 55-1500-333-24 has the word on how to mix the fluid. Never use scrapers, picks or other sharp objects; they could damage a bird's skin.

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PS MORE



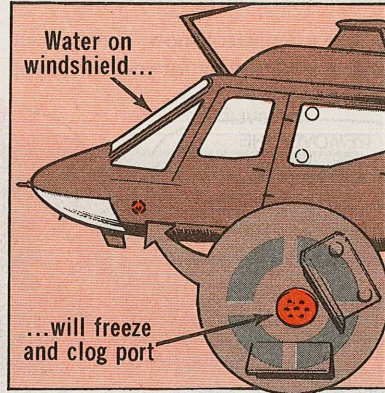
## Frost Removal

In most cases, tho, it's a light coating of frost that you'll be facing in the AM. Frost can easily be removed by spraying cold, undiluted anti-icing fluid on your bird.

Never use water—hot or cold—to clear a windshield. Hot water will crack cold Plexiglas. Water used on an OH-58, for example, will run into the static ports and freeze...put the instruments out of whack.

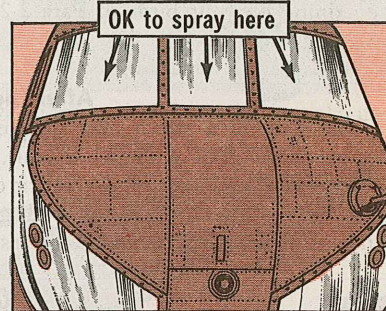
Use only the defroster to clear a Plexiglas windshield in your bird.

You can use isopropyl alcohol, Mil



Spec TT-I-735, to clear a glass windshield, tho, NSN 5810-00-855-6160 will get you a 5-gal pail. Keep the fluid off Plexiglas, tho...causes crazing (small cracks).

There is a handy, 16-oz aerosol can of deicing-defrosting fluid, NSN 6850-00-835-0484, that you can also use on glass windshields.



Remember—deicing and anti-icing fluids are toxic (even poisonous) and highly flammable. So follow all the safety precautions in the cleaning manual.

Keep 'em flying, bird mechs, frost free!

## Aviation Messages

If your unit has not received these messages, check with your next higher headquarters.

OH-6-80-03 SOF Inspect OH-6A main Transmission, TB 55-1520-214-20-42 DRSTS-MEA 041120Z Jun 80  
OH-6-80-04 SOF Amends OH-6A-80-03 DRSTS-MEA 111510Z Jun 80  
OH-6-80-05 SOF Maint Notice, Recurrent Inspect OH-6A main trans ring gear bolts DRSTS-MEA 191905Z Jun 80  
OH-58-80-08 SOF OH-58A/C fuel sys maint. Op DRSTS-MEA 261510Z Jun 80  
UH-1-80-10 SOF Op proced Lifting NOE fit restriction, ground 25-hr Fit checks for UH-1H/N, EH-1H, AH-1G, TH-1G DRSTS-MEA 042045Z Jun 80  
UH-1-80-11 SOF Maint Notice (RCS CSGLD-1860) Change to TM 55-1520-

210-23 (May 80) DRSTS-MEA 231910Z Jun 80  
AH-1-80-14 SOF Op Proced Lifting NOE fit restriction, ground, 25-hr flight checks for UH-1H/M, EH-1H, AH-1G, TH-1G DRSTS-MEA 042045Z Jun 80  
AH-1-80-16 AH-1 Insulating blanket in tail boom DRSTS-MEA 161910Z Jun 80  
GEN-8L-17 SOPE Msg-Removal 5-yr installed svc life on aircrew restraint eq DRSTS-MAP1 021950Z Jun 80  
GEN-80-20 SOF Maint Notice Aircraft altimeter three pointer, counter drum pointer type DRSTS-MEA 261515Z Jun 80  
UH-60A-80-27 SOF Operational (RCS CSGLD 1860) UH-60A Black Hawk cargo hook wt limit DRDAH-EEB 101905Z Jun 80

## For Separator Repairs

You won't find the particle separator repair kit for your OH-58A/C engine illustrated in Fig 55 of TM 55-1520-228-23P (Mar 79). But it's listed on page 187, along with the other repair parts, as NSN 2945-01-018-2486.

## Do the Swivel!

If the external cargo you chopper-types haul dances all over the place, maybe what you need is a swivel hook. NSN 4030-00-129-6086 will get you one rated to safely lift 6,000 pounds.

## For Your High-Flyer

If you crew an aircraft that requires oxygen—like the Mohawk—you'll find a lot of good general info on maintaining oxygen equipment in the new TM 55-1660-245-13 (Sep 79) on oxygen equipment. Eyeball a copy!

## Same Time!

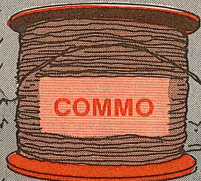
Take the oil sample on the PT6A-38 engines in your C-12 bird using the same interval for other turbine engines—12½ flight hours. That's the word in TSARCOM Msg DRSTS-MEA (2) 152000Z Nov 79.

## How's Your Weight?

Some units are replacing the acrylic plastic windshields in their Hueys with the new glass windshields—without adjusting weight and balance on the DD Form 365C! Additional weight is added for each glass windshield. A note about this is going in the Huey manuals. 'Course, if you go back to plastic, you have to subtract the weight.







Reelers  
Dealers...

# Wiremans\* Roundup

COMMUNICATIONS  
IN ANY WEATHER IS NO  
BETTER THAN YOUR COMMO  
GEAR *PM!*

\*Wirewomen, too.

Neither rain nor sleet nor gloom of night can keep a wireman from his appointed rounds...but bad PM might.

A bad splice here, broken insulation

there or bad batteries in the CO's phone will sure stay his rounds. Maybe his promotion, too.

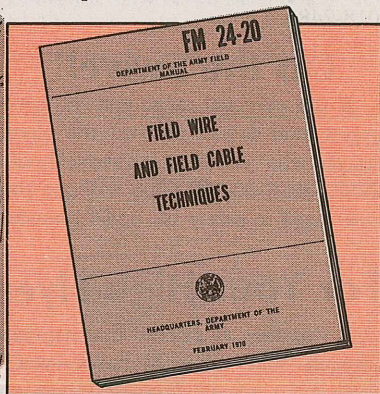
For you wiremen who want to change your stripes here're some things to keep in mind.

## THE GOOD BOOK

You're probably old friends with the wireman's good book—FM 24-20 (Feb 70) Field Wire and Field Cable Techniques.

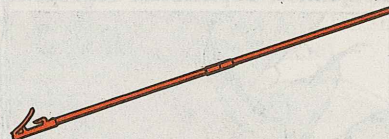
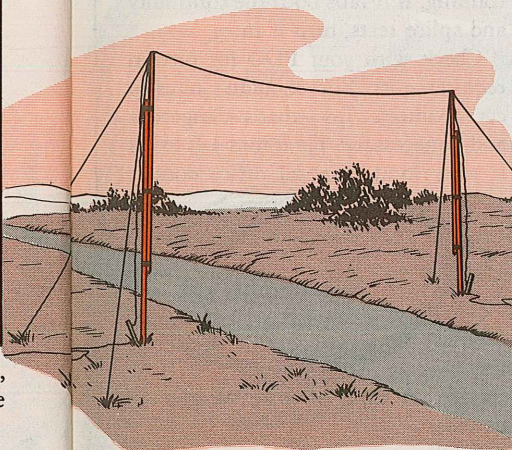
It forgets to give you stock numbers for some of the items you need, tho, like the PO-2 lance pole, NSN 5975-00-407-6371. There's the MC-123

wire pike, too. Order it with FSCM 81439, PN MILP43116ATYPE1-9FT.

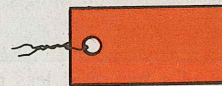


It'll give you the lowdown on laying, recovering and splicing wire and the kind of gear to use.

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Need wire tags? Get them with NSN 9905-00-537-8954 (red); -8957 (white); -8955 (yellow) and -8956 (green).



Need sleeves for your MK-356/G splicing kit? Order the copper goodies with NSN 5940-00-818-1774.



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PS MORE



# STAYING WIRED

THE MAIN INGREDIENT IN YOUR OPERATION IS WIRE!

KID GLOVE TIME?

'COURSE NOT!

BUT TAKING CARE OF BUSINESS INCLUDES A FEW COMMON SENSE ITEMS LIKE...

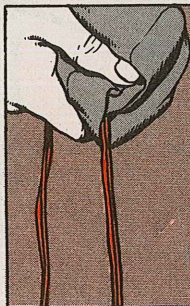
TO DECIDE WHAT WIRE YOU KEEP, AND WHAT IS A CANDIDATE FOR THE DISPOSAL OFFICE...

...USE THESE GUIDE-LINES...



Once you've recovered as much wire as you can after a field problem, give it a good eyeballin' to make sure it's still good.

Look for obvious faults like nicks and cuts on the insulation, deterioration, excessive splices and worn spots.



Eyeball wire for cuts and nicks while cleaning

If you find a bad spot less than 3 inches long, tape it. If it's longer, cut and splice.

If the jacket exposes less than 2 inches of conductor, strip the damaged insulation and cover it with electrical tape. Friction tape goes over that to complete the job.

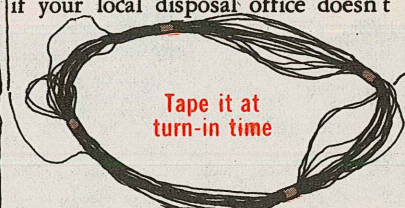
With a multimeter, check for loop resistance. WD-1 should show 200-230 ohms per mile at 70° F.

Remember that cold weather will reduce resistance. Also, wire length and resistance change proportionately. So if you have a 1/2-mi loop, you should have 115 ohms resistance.

A considerably higher reading than normal means bad splicing or breaks. A lower reading means a leak or short.

OK, your wire passes resistance tests. Does it have more than 4 splices per 1/2 mile? Then it's only good for training. If it fails both the continuity and splice tests, turn it in.

Check with your PDO for turn-in requirements. You shouldn't have to cut it into strips—that's dangerous and unnecessary. Tie it into 3-ft loops if your local disposal office doesn't

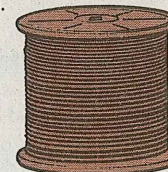


Tape it at turn-in time

specify. A mile of wire weighs 48 pounds.

# WIRED

on a DR-8 spool, NSN 6145-00-226-8812 are available for high priority request only. That means you and your support have to hold the line on wire use.



1/4-mile on DR-8 spool for Hi-Pri only

To save you the trouble of hauling 1-mi reels of wire to the field, the headshed is taking steps to change the expendability code of the DR-8 spool, NSN 8130-00-407-7859. Altho it will be coded X, it is not available as a separate unit of issue, so hang on to the ones you have. Until the AMDF is changed to reflect this coding, your authority is CERCOM Msg DRSEL-MMR-MT-2 211620Z Jan 80.

You've probably heard that a new wire is on the way. Well, 'tis. But it's not here yet. And, WD-1 is in short supply. Limited amounts of a 1-mi length of wire on a RL-159, NSN 6145-00-243-8466, and 1/4-mi of wire



HERE ARE TAPES YOU'LL FIND HANDY WHEN YOU'RE WORKING ON WIRE...

WANT SOME VARIETY? TRY THESE DIFFERENT WIDTHS.

	NSN
TL-636 electrical tape (for use in temperate or tropical zones)	5970-00-685-9059
TL-600 electrical tape (for use in arctic or cold weather)	5970-00-240-0620
TL-83 insulation tape	5970-00-644-3167

	NSN
3/4-in	5970-00-419-4291
1-in	5970-00-419-3164
1 1/2-in	5970-00-150-2009

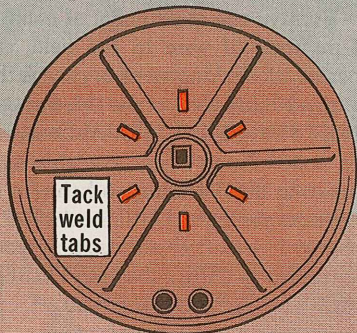




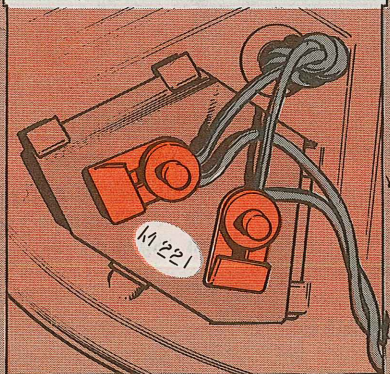
# FOR REEL!

There are no big secrets with your reeling machines and spools. PM 'em by the manuals and you've got no sweat.

One thing's not in the TM on the DR-8, tho. If you still have spools with bent-over tabs holding the end discs on, get your support to tack weld 'em. Otherwise, those discs can pop off if you drop a loaded reel.



Need an M-221 terminal board from your DR-8? Get a new one with NSN 5940-00-164-8112.



On the other hand, don't go searching for repair parts for your RL-39 reel. There are none.



YOUR RL-31 REELING MACHINE IS A LITTLE MORE COMPLICATED...

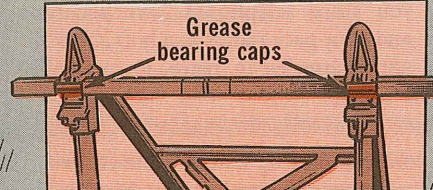


RIGHT, BONNIE!

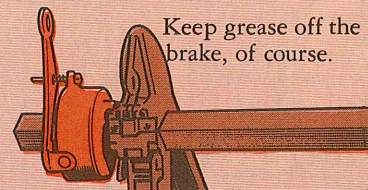
AN' HERE ARE SOME TIPS TO KEEP IT TURNING!



First, keep it greased per Para 22c of TM 11-362 (Jun 56). That's a generous dose each 8 hours of use, and a good cleaning and greasing each 40 hours.



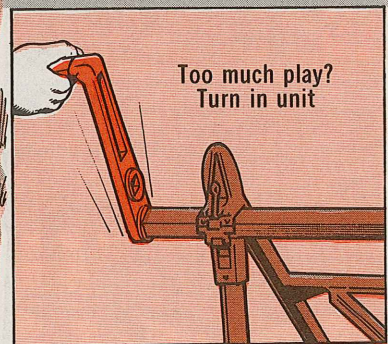
Grease the divided axle, too, if your machine has one.



If your machine needs PM painting, keep it off the bearing. That grinds you to a halt quick-like.

Now that you're turning easily, watch the crank. Use it for reeling in only. At pay-out time, the crank can become free-wheeling club. Once wire is collected, store the crank.

If you can't get a good fit between axle and crank—like too much play—turn the machine in. It's unserviceable.



Finally, if you're having trouble getting a kit to install that RL-31 on your M151 truck, use NSN 3895-00-537-7947. The NSN added by C 7 to TM 11-362 has been dropped from the system.



# ASSAULTED BATTERIES?

KEEPING BATTERIES UP TO SNUFF IS NO GREAT HASSLE, EITHER!

ARRGH!

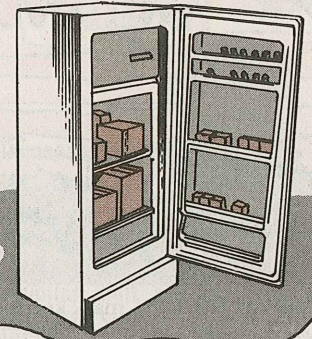
RIGHT! THESE FEW TIPS WILL SOLVE ABOUT HALF THE TROUBLE!

Don't store equipment with the dry-cell batteries installed. That means overnight as well as for weeks. 'Course, you're guaranteed trouble if you store telephones, switchboards and man-pack radios in a hot CONEX with batteries in place. Corrosion'll kill 'em.

But the creeping crud can foul up battery contacts and compartments in a couple days in normal temps, as well.

When storing batteries, keep 'em cool. CTA 50-909 (Nov 79) OK's a refrigerator for your unit. If you don't have that, keep 'em as cool as possible. Be sure to use the oldest first.

Watch battery dates. If a battery gets old (see SB 11-30 (Apr 77) for storage life), don't bother sending it on a hot mission. Use it for non-essential work—like the office flashlight.



## TALKIN'

NOW, LET'S LOOK AT THE BIG THINGS YOU'VE GOT TO TAKE CARE OF, TOO, LIKE SWITCHBOARDS AND TELEPHONES...

TA-312's aren't stepping stones or



door stops. They don't bounce well,



either. Neither do plastic-cased TA-1 phones.



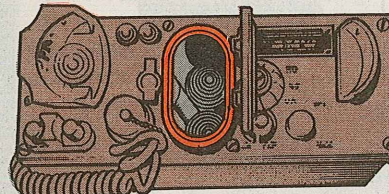
Once you get 'em to the field in one piece, give 'em a chance to do their job.

## MACHINES

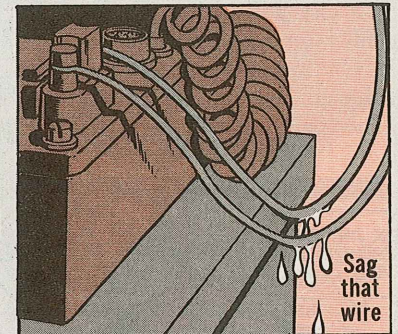
That means having all moisture protectors in place. F'rinstance, battery compartment gaskets, panel

Make sure there's a sag in wire hanging down to the gear. There's a

Gasket in place?



screw packing, and U-79 cover disks on your -312's.



Sag that wire

Don't lose disk



nice path for water if the sag's left out. Cover your gear in rain, too.

You've got to watch the new plastic case on the SB-22 switchboard now, tho.

Grounding has changed a little with that new case. It comes with a ground wire permanently hooked to the case.

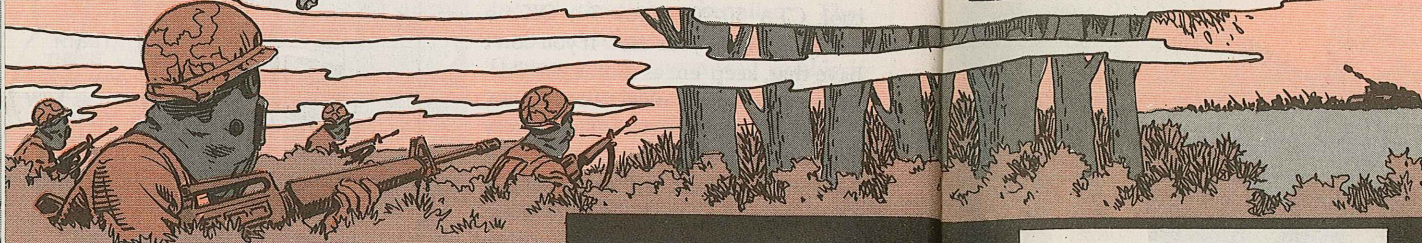
THAT END STAYS HOOKED!

PS END



TROOP SUPPORT

# M17/M17A1 Protective Mask

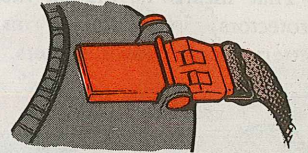


Your M17/M17A1 mask keeps you alive during a CB (chemical, biological) attack. You can return the favor.

Pull PM checks every 6 months and after each exercise or training mission to keep your mask in good condition. It only takes a few minutes.

Check mask and carrier for dirt, damage, and loose or missing parts. Then put the mask on to test for leaks.

**CLIP AND BUCKLE ASSEMBLIES**—Damaged, corroded, torn, missing, not fastened to tabs, cuts or tears which might cause tabs to pull out of faceblank.

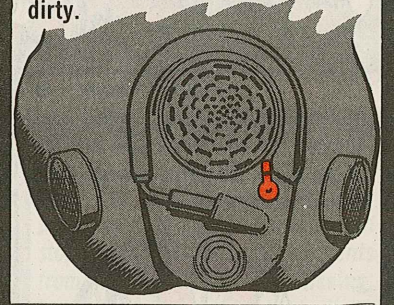


(Note: A white or rust-colored waxy film is OK. It protects the mask. Wipe it off gently if it accumulates).

**FACEBLANK**—Dirty, moldy, torn, holes or splits, unusual stiffness or brittle surfaces, dry rot (fine cracks).

**VOICEMITTER OUTLET VALVE ASSEMBLY**—Cover loose, ripped, grimy, gummy, stiff or out of shape. Frame crimping ring damaged, loose; locking studs damaged; valve seat dirty, damaged, broken or bent.

**LEVER (M17A1 only)**— Damaged, binding loose (has to turn easily left and right to control breathing hoses inside). Drinking mouthpiece and breathing mouthpiece damaged, loose, dirty; coupling half missing, clogged, damaged. Storage channel split or dirty.



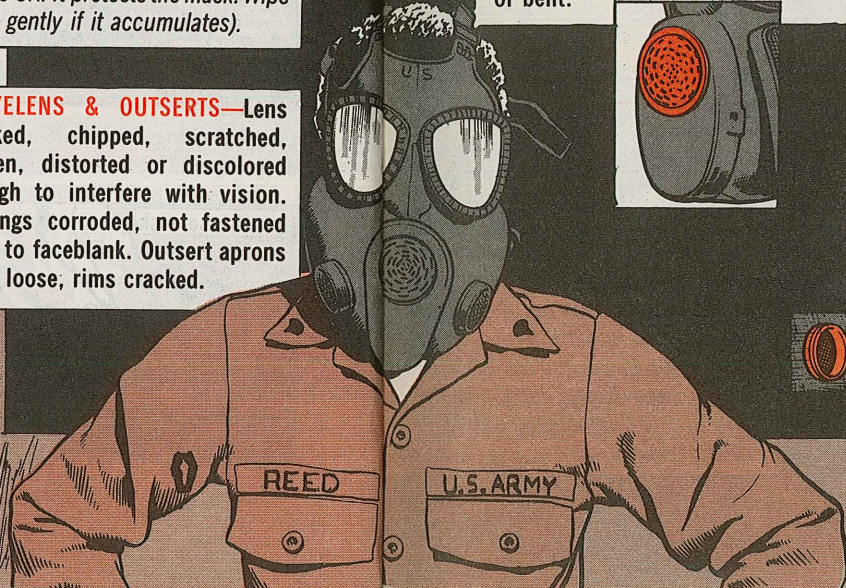
**EYELENS & OUTSERTS**—Lens cracked, chipped, scratched, broken, distorted or discolored enough to interfere with vision. Eyerings corroded, not fastened tight to faceblank. Outsert aprons torn, loose, rims cracked.

**INLET-VALVE ASSEMBLY**— Covers loose, dirty, damaged; woven part of cover damaged or clogged; inlet valve seat damaged, installed upside down ("TOP" is marked on the assembly ring. If it's not marked or is off-center, check the louvers inside the cover; they must slant down).

Valve disks torn, folded, kinked, brittle, not in place on studs (flat and centered), discolored. (Pull this check for the other disks, too. Dark brown spots or brittleness mean you need new disks.

FIX ANY OF THESE DEFECTS YOU CAN...

...AND LET YOUR NBC SPECIALIST KNOW ABOUT THE REST!



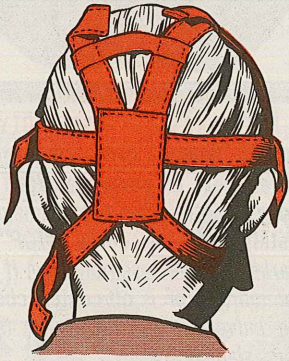




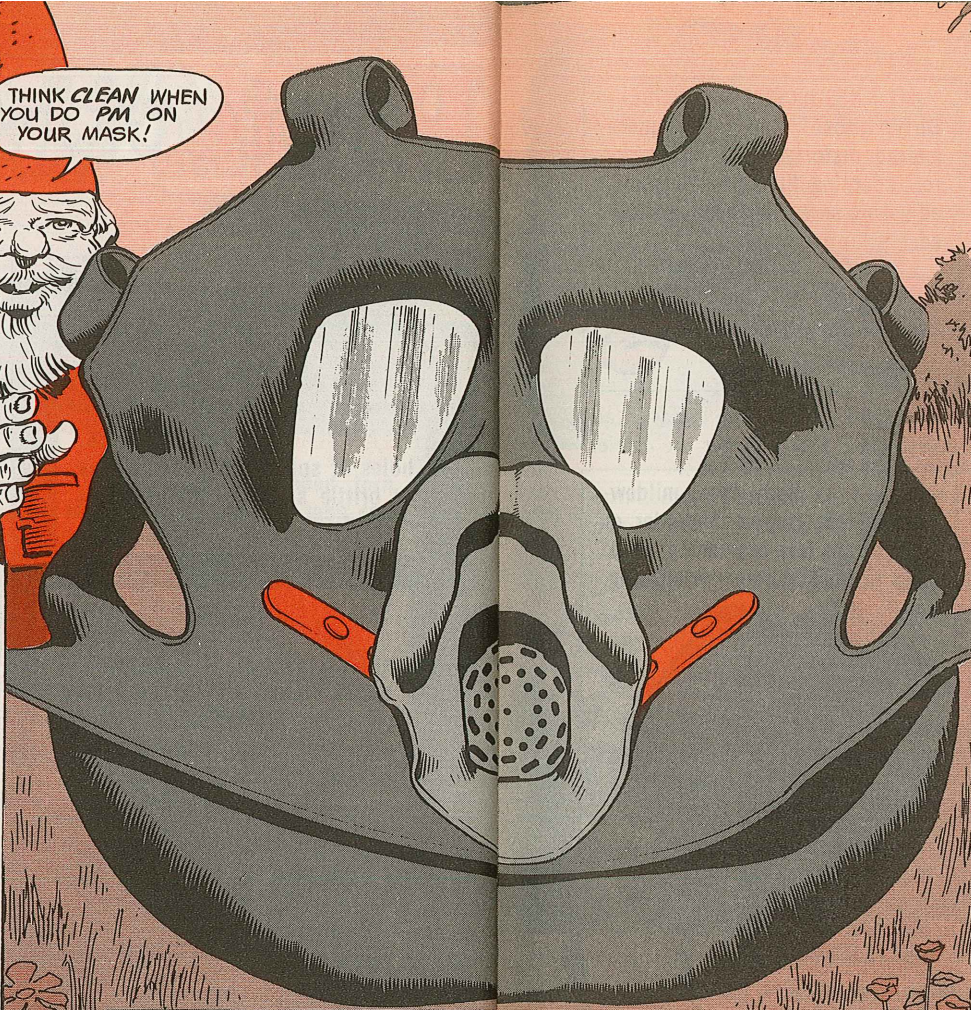
THINK CLEAN WHEN YOU DO PM ON YOUR MASK!

LOOK AFTER YOUR MASK AS THOUGH YOUR LIFE DEPENDS ON IT --  
IT MAY--

**HARNESS**—Straps worn or frayed, floppy, dirty; metal tips missing, straps won't give enough to let mask fit right; canvas pads ripped, mildewed, dirty.



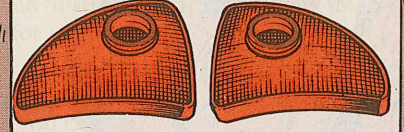
To check the inside of your mask, let out the harness all the way and flip it forward gently. Don't let it go below the eyelens. Unbutton the nose cups and pouch flaps.



**POUCH FLAPS**—Buttons missing, damaged, buttonholes split (to replace the buttons put the longer one in the forward button holes nearest the voicemitter and the large button head facing down into the pouch. Bad buttonholes call for a new mask).

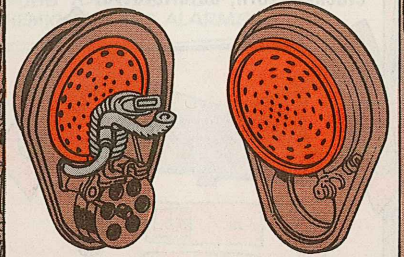
Pouch flaps dirty, contain foreign matter, not fastened by flap buttons, fastened wrong (top flap closest to eyelens goes over bottom one. It folds over the outside of the pouch so sweat and moisture from your breath won't get into filter elements and ruin them).

**FILTER ELEMENTS**—Connector loose where it fits to filter; mesh screening torn; connector flange out of shape; filter elements not matched, wet, discolored, dirty, mushy, crushed, installed wrong (elements are marked left or right and are not interchangeable. The pointed end goes to the rear fitting into the cheek shape. The facepiece will look warped and leak if the elements are put in wrong). Connectors fitted in faceblank wrong.



**NOSECUP**—Loose, dirty, torn, chin flap tucked under or onto pouch area (flap must fold over chin stop to protect the filter elements from moisture). Buttons missing, buttonholes torn, valve seats dirty, damaged, separated from nose cup.

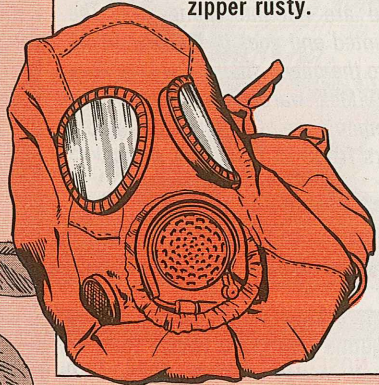
**VOICEMITTER DIAPHRAGM**—Clogged, dirty, damaged. Deflectors tubes clogged, punctured, split, distorted.





Do you have authorized accessories for your mask? Give them the once-over, too.

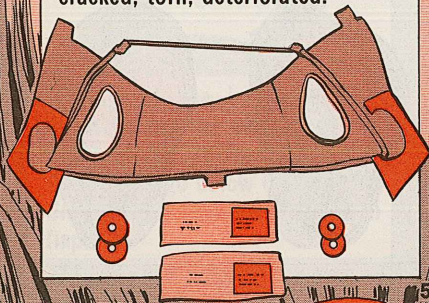
**M6A2 HOOD**—Fabric dirty, torn, contains foreign matter, cracks, broken stitching, cord frayed; zipper rusty.



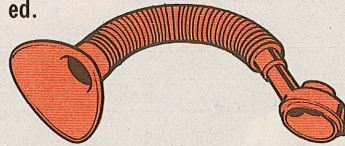
**M1A1 WATERPROOF BAG**—Dirty, leaks, locking strip broken.



**M4 WINTERIZATION KIT**—Missing parts, cloth deteriorated, damaged; plastic retainers broken, deteriorated; inlet valve disks cracked, torn, deteriorated.

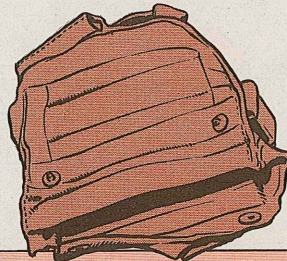


**M1 RESUSCITATION TUBE**—Dirty; hose and mouthpiece marred, distorted, torn, cracks (dry rot); coupling dirty, parts missing, adjusting screw damaged, corroded.



Finished with the mask and accessories? Don't forget the carrier.

**CARRIER**—Body torn, mildewed, stained, ripped. Shoulder or waist straps torn or missing; snap, rings or buckles loose or missing.



If your mask needs cleaning, you'll find the info you need in TM 3-4240-279-10.

Just remember, the mask doesn't have to be shiny black.

USE ISOPROPYL ALCOHOL TO REMOVE CAMOUFLAGE GREASE FROM YOUR MASK!

NSN 6505-00-682-6529 GETS A PINT!



PS END

## Mask Inlet Valve Disk

Two different inlet valve disks for the M17/M17A1 protective mask are issued under NSN 4240-00-678-0728. One is heavier than the other but they're both OK.

Turn to page 7 in Change 2 (Nov 77) to TM 3-4240-279-10 and make a

note about the changes for page 3-3: "The inlet valve disk is properly seated when it lies flat and makes complete contact with the valve seat." If your disks won't lie flat, replace them.

## M258 Skin Decon Kit

Use NSN 9905-01-068-5066 to get an instruction plate for your M258 skin decontamination kit. The plate is for all kits that don't already have a caution label on the lid.



## Chemical Alarms Pubs

HERE'S A LIST OF PUBS YOU NEED FOR YOUR AUTOMATIC CHEMICAL AGENT ALARMS...

TM 3-6665-225-12

M8, M10 thru M18 Alarms  
M10 Power Supply  
Mounting Kit  
Installation Kit

TM 3-6665-261-14 & 24P

TM 3-6665-273-20

TM 3-6665-274-20

TM 3-6665-302-20P

M43 Detector Unit  
& M42 Alarm Unit

TM 3-6665-260-14 & 24P

M74 Test Set.









# SPOTLIGHT ON

TROUBLESHOOT YOUR USAGE REPORTS!



Despite what you may think, the DA Form 2408-9 Usage Report is more than "just one more piece of paper to fill out."

Usage Reports help the headshed decide when to buy replacement gear, how much and when to buy POL...and figure out how well your equipment stands up or will stand up if the balloon goes up.

Those are pretty hairy decisions to make. And when you figure those decisions are made on the information you give 'em—well, that makes your Usage Reports mighty important. Especially when you consider that those decisions may affect your health and safety.

YOU FILL OUT USAGE REPORTS BY THIS SCHEDULE...

- Combat Vehicles as of 1 Aug
- Tactical Vehicles as of 1 Nov
- Commercial Design Vehicles as of 1 Oct
- Floating Craft and Ammunition Peculiar Equipment (APE) as of 1 Feb and 1 Aug.

CONTROL NO. <b>218366</b>	1. ORGANIZATION <b>HHC</b>
6. NOMENCLATURE <b>Truck</b>	
11. YEAR OF MFG <b>M74</b>	12. MANUFACTURER
16. TYPE REPORT	
g. ACCEPTANCE AND REGISTRATION	
b. <b>C</b>	
c. GAIN	
f. OTHER	
21. REMARKS	
22. INSPECTOR'S SIGNATURE	
EQUIPMENT CONTROL RECORD	
DA FORM 2408-9	

C always goes in Block 17b for Usage Reports

# USAGE

UIC...not DODAAC here

8th Inf	2. LOCATION <b>APO NY 09085</b>	3. UNIT IDENT CODE <b>WARDIO</b>	4. UTILIZATION CODE <b>ON</b>	5. VEHICLE USE CODE
7. MODEL <b>M151A2</b>	8. FEDERAL STOCK NO. <b>2320-00-177-9258</b>	9. SERIAL NO. <b>A22356</b>	10. REGISTRATION NO. <b>N88926</b>	
13. CONTRACT NO.	14. PURCHASE ORDER NO.		15. WARRANTY PERIOD	
17. REPORT CODE	18. USAGE	19. SHIPPED TO ORGANIZATION		15. SHIPPED TO UIC
a. HOURS	b. MILES	20. RECEIVED FROM ORGANIZATION		20. RECEIVED FROM UIC
c. ROUNDS	<b>11481</b>	Make sure Block 18 includes the figures For any meter changes		
23. JULIAN DATE <b>0306</b>				
REPORTS CONTROL SYMBOL CSGLD 1608				

NSN, Serial Number and Registration Number must be filled in

Make sure Block 18 includes the figures For any meter changes

Make out Usage Reports only on those items in Appendix C of TM 38-750 with an X under the DA 2408-9 Use Data column.

A lot of people get careless with Usage Reports. They send in old info, no info or bad info. That's gambling with your survival.

With the crunch on POL now, the people at Lexington are checking the info on your forms. If you leave off a serial or registration number or give 'em usage data (miles or hours) that

doesn't follow on last year's, you'll cause some real headaches. Some people may even get the form back with a letter asking for the missing info or for an explanation for your figures.

Save yourself some time and hassle. Do it right the first time. Check and double-check that NSN and usage info. The new gear or extra POL they buy based on that info could be a lifesaver—yours!



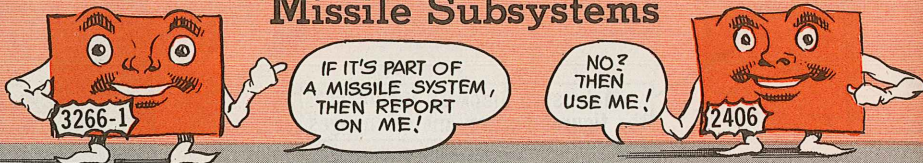
## TM Tie-In

Pulling a check or service on gear with more than one TM—like a vehicle with mounted radio? When you switch from one TM to another and find a fault, draw a line under your last entry on the DA Form 2404. In column c below

TM ITEM NO.	STATUS	DEFICIENCIES AND SHORTCOMINGS	Draw line — list second TM	INITIAL WHEN CORRECTED
35		Sender storage box handle missing		
		TM 11-5820-401-10		

the line, write the TM number of the new manual. That ties your fault directly to the right pub and saves headaches all around.

## Missile Subsystems

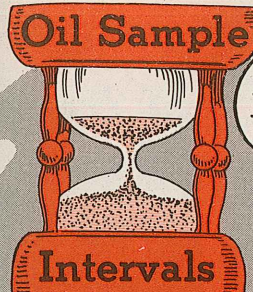


Units with missile systems have a new readiness reg, AR 750-40 Missile Materiel Readiness Report (Jan 80). Appendixes of the reg identify each system. When an appendix lists a subsystem—like a radio or a vehicle—of a missile system, report the item only on the DA Form 3266-1. Do not report it on the DA Form 2406. Your other gear—not part of a missile system—will be reported on the DA Form 2406 as usual.

## Missile Reporting Time



New reporting info for small missile systems! DA Msg DALO-PLR 131435Z Mar 80 and DALO-PLR 212153Z Mar 80 changed reporting of Chaparral /FAAR, Land Combat Support, TOW/Dragon missiles and Guided Missile Air Defense (AN/TSQ-73) systems for AR 750-40 Missile Materiel Readiness Report. Now you report by days instead of hours. If your system can be fixed within 12 hours, it's Mission Capable (MC). Only count it Not Mission Capable (NMC) when the fault takes more than 12 hours to fix. Large missiles—Nike Hercules, Improved HAWK, Pershing and Lance—report by hours with 4 hours to correct before counting NMC time.



I THINK WE ADD HOURS TO THE TIME THE SAMPLE WAS DUE!

NO WAY! I BELIEVE HOURS ARE ADDED TO TIME. IT WAS ACTUALLY TAKEN!

ASK HALF-MAST!

Dear Half-Mast,

What is the right way to figure oil sample intervals for aeronautical and ground equipment? Do we add the hours to the time it was due or the time it was taken?

SSG R.L.B.

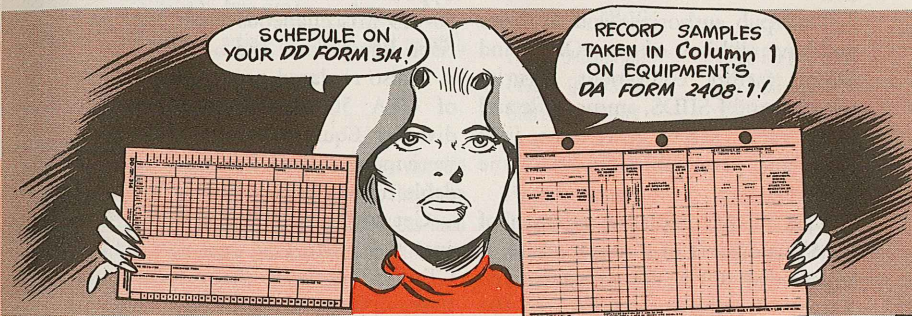
Dear Sergeant R.L.B.,

To figure the time for your next oil sample, add the hours between samples to the time when the last sample was taken.

Samples are taken and scheduled on actual time—when you actually take the sample—not when it was due.

Half-Mast

## AOAP Form-ation



Lots of ground-type gear is now under the Army Oil Analysis Program (AOAP).

TB 43-0210 and command messages set sample intervals. Remember to schedule those samples on your DD Form 314 and record samples taken in Column 1 of the equipment's DA Form 2408-1.

No symbol has been identified for

oil samples. You can use T (for Test) — unless that code's already in use. Or you can make up a symbol of your own—as long as it's explained in the Remarks Block of the DD Form 314 or in unit SOP.

Keep tabs on oil samples—when they're due, when they're pulled and the results. You can head off a lot of work and headaches with AOAP!



## Catch-All Catalog

GET THIS PUB PRONTO... IT REPLACES A BUNCH OF CTA'S!



CTA 50-909 Field and Garrison Furnishings and Equipment (Nov 79) should be on every outfit's best-seller list!

That pub authorizes you to order and have all kinds of gear: Office and dining facility equipment, security cabinets and J-SIIDS, ammo, rifle and pistol racks, safety gear, tents, field desks and parts cabinets—you name it!

CTA 50-909 replaced a bunch of CTA's and parts of a couple more. It superseded CTA 23 Targets and Target Equipment, CTA 23-101

Miscellaneous Ammo and Explosives, CTA 23-103 Dummy Ammo and Special Weapons, CTA 50-913 Office Type Furniture and Equipment, CTA 50-915 Miscellaneous Field and Garrison Equipment, and others.

It also replaced part (safety items) of CTA 50-900 Clothing and Individual Equipment. And 3 NSN's were moved from CTA 50-970 Expendable Items to CTA 50-909.

Get with your pubs clerk and make sure DA Form 12-4 gets marked for CTA 50-909. Have them order you a hurry-up copy on DA Form 4569.

## Troubleshooting Pams

Troubleshooting? DA Pamphlets 750-22 (Nov 73) and 750-33 (Dec 76) can ease the job. For vehicle electrical systems, DA Pam 750-33 helps you get the job done with a multimeter, and DA Pam 750-22 has tips on use of various troubleshooting equipment. Your unit can order them on a DA Form 4569 to the AG Pubs Center, Baltimore, MD.

## Connie's Mini Minis

I DUNNO, SARGE... SHE ASKED IF I HAD A MAINTENANCE PROBLEM AN' I SAID, "NO 'M"!"

HMMMPHH! SOME NERVE, HUH, GNERF?

WHY'S CONNIE SO UPSET WITH YOU?



## CLP Is Here

You can now use CLP (for Cleaner, Lubricant and Preservative) on all weapons from pistols to artillery. ARRCOM Msgs DRSAR-MA 192000Z Jun 80 and 181745Z Jul 80 have the word. You use CLP for lubrication and as a bore cleaner.

For large weapons:

NSN 9150-01-053-6688	1 gal
NSN 9150-01-054-6453	pt (spray)

For small arms:

NSN 9150-01-079-6123	1 oz
NSN 9150-01-079-6124	4 oz

See a bigger article on this in next month's issue.

## Bottle Shortage

Scout around your hangar for unserviceable U-8, U-21 and RU-21 oxygen cylinders. They're no longer in production, and overhaul types need 'em. Keep the supply pipeline filled by turning in:

Cylinder, compressed  
NSN 1660-00-011-9124  
NSN 1660-00-557-8341  
NSN 1660-00-805-4859  
NSN 1660-00-877-6373

## Driver Label Rescinded

Some units are still trying to get the Good Driver Label, DA Label 76. Forget it! It was rescinded by DA Circular 310-6 (Aug 78).

☆ U.S. GOVERNMENT PRINTING OFFICE: 1980—657-085/12

## M151 Thermostat Change

Table 1-1 in C 5 of TM 9-2320-218-20 lists the wrong temperatures for the M151's thermostat opening range. The thermostat is OK if it fully opens between 177 and 183° F. The TM is being corrected.

## Bird Turn-in Items

Check your storage bins and shelves. If you find any of these excess repairables, turn 'em in.

UH-1H, M; AH-1G	NSN
Pump, submerged	2915-00-017-9021
Starter-generator	2925-00-063-0788
Starter-generator	2925-00-927-9483

OV-1D; RV-1D	
Propeller assy	1610-00-179-6275
Droque gun assy	1377-00-321-8557
Actuator, emerg hatch	1680-00-887-9183
Inverter, power static	6130-00-407-0865

## M60 Brake Control Cable

Tired of fighting with that 1-piece parking brake control cable every time you pull the powerpack? Get a new 2-piece cable with a quick-disconnect in the middle. Use NSN 2590-01-061-4289 for the front piece and 2590-01-061-4290 for the rear.

Would You Stake Your Life <sup>right now</sup> on the Condition of Your Equipment?



No **NSN** for  
the part you  
need?

Break the  
part's **SMR**  
code in the manual.

SECTION 11

(1) ILLUSTRATION (a) FIG NO	(b) ITEM NO	SMR CODE	NATIONAL STOCK NUMBER	PART NUMBER
b8	1	MF0ZZ	75:0-00-578-1753	8712394
b8	2	PA17Z	4730-00-116-9488	73314
b8	3	MF1ZZ	4730-00-678-1814	1163
		PA17Z	4730-00-116-9488	11
		PA17Z	4730-00-678-1814	11
		MF0ZZ	4325-00	11

**BLAST!!**  
DOESN'T HAVE  
AN **NSN**!



**HAH!** TH' MF IN TH'  
**SMR** CODE MEANS  
**DS** HAS GOTTA  
MAKE IT FOR US!

Then order by  
**FSCM** and  
part number!

