

Issue 134

PS

1964 Series

THE PREVENTIVE MAINTENANCE MONTHLY

BOB: LARRY,
WELL, HERE'S A LITTLE
TIP FOR YOU: THE
BEST WAY TO TAKE CARE
OF YOUR CAR IS TO
KEEP IT CLEAN. THE
FRESH FROM TAPS
PAGE IS 287.



Know Your "Traffic Light" Pubs GREEN-AMBER-RED

"Can an unarmable rifle, Mr. Secretary?"

"Will your Division meet this equipment, General?"

"Is the Far Brigade ready, Colonel?"

"Can your Battalion meet it, Colonel?"

"Are your positions, Captain?"

"Can you be sure, Lieutenant?"

"Is your tank green, amber, or red, Sergeant?"

There's a big difference and a lot of distance between all of these questions—but the answer to all of them starts all with the last one. The answer you give, about your tank, or jeep, or machine or what, however, will influence what the man tells The Man who reports to THE MAN, who . . .

The combat conditions of any unit—platoon, battalion, or division—is the man next to you and your equipment—and the man next to you, and his, and all out the line.

That's a YIP—

That's where you come in. The Army's "traffic-light" concept of Equipment Serviceability Criteria (ESC) makes you a YIP in a reporting system that influences command decisions all the way to the top. You flash the word.

How? Well, by using the ESC, you check your tank (or other equipment) to see if it's green, amber or red. What's that? We'll get into that in a minute, but for now, let's look at the why of the system—and explore the how later. While you're measuring the traffic-light condition of your equipment, the other guys in your outfit are doing the same.

The Color Your Equipment Flashes Goes Right to the Top



THE PUBLISHER'S REGISTRATION NUMBER
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DISPOSING PROPERTY OF IT
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GENERAL AND SUPPLY
SOLDIERS' RIGHTS TO DISPOSE OF THEIR OWN PROPERTY
BY JAMES M. HARRIS



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For more information
on equipment
that's new to
you.



When you're all finished, your CO can quickly total the amount of green, amber or red equipment in the whole outfit.

RECON... REFCAT.

Your commander includes that in a Unit Readiness Report to higher headquarters. There's lots more to it than the equipment profile—per cent of TOE strength, training status, critical MOS strength, ATT results, IG report, OSM results, technical proficiency inspections, participation in major field exercises, specialized training, presence of promised supply loads, PAOR—all go together to measure the Readiness Condition (RECON) of your unit.

This is measured against the Readiness Category (REFCAT) that has been assigned to your outfit. Under REFCAT, different units are expected to be at different stages of readiness.

A unit company sitting on a border assembly, for example, will have a higher REFCAT expectation than a newly organized support unit back in CONUS. But so low-rate CONUS outfits, though—a STRAC unit in CONUS might have a higher REFCAT assignment than a similar unit company in the Pacific.

REFCAT says: Your outfit is expected to perform to a certain level of TOE minimum—for a certain amount of days (or hours).



RECON is the measure of what your outfit is really capable of doing—and how long it can continue to do it. (AR 220-1 has all the nitty-gritty.)

The measuring of readiness is a tricky business. Most any troops will answer quickly: "I'm ready, and so's my gear!"

The first reaction of any commander is: "Can do?"

But enthusiasm is tricky, and emotions are not based on facts. Also, modern warfare demands dependable equipment and men, together. That's where you and the ESC make the unit profile picture.

Like a "Readiness Report"...

One way of looking at it is to consider it an "equipment inventory report." Since the days of Julius Caesar, the inventory report has been an essential part of the information that influences command decisions. Its purpose is all the same—to tell the commander what his units have been, what his effective strength is, and what kind of a chance he can see out for himself for that day—with a reason-



able expectation of accomplishing it. The ESC system provides a factual, no-opinion "morning report" for the equipment in a unit.

OK, you say, enough of why we have it and what it is! If you're the man who has to do it you want to know how!

Come along.

Here's How—

The ESC "checklist" system of evaluating equipment readiness is based on three points.

—The system is designed to be used by you, the operator or crew—not specially trained mechanics or technicians, but by the man who uses it all the time, every day.

—It measures readiness only with the equipment's ability to perform its combat mission—not operational or administrative stuff.

—It's based on factual, objective, measurable factors, no opinion-in-the-making, blow-dry opinion.

—It's set up so that it is visual and simple, requiring no two-deck.

—It measures the remaining life capacity of the equipment to maintain performance in a 24-day operation with normal operational maintenance.

—It's more than a go, no-go system—it compares the fact that equipment does not have a "must" "history-free" year to be combat-effective.

—It gives you equipment facts . . . (since you're not to actually give it an operational check like a real test to a tank or tank before you can say "good" or "bad" it means you don't have to operate your equipment separately for an ESC check, if it's already being operated that day.)

When do you find these ESC—these questions that are not your equipment check itself?

They're in TR's and TM's—

You'll find them in technical bulletins and changes to crew TM's. (See AR 750.30 and EIC Circular 750-11.)

What equipment is measured this way? ESC have been developed for those TOE items which a unit must have to do its job—mission-essential. There is limited to those mission-essential items which also have a big impact on maintenance activities—maintenance-significant.

For example, a rifle and an artillery piece both are certainly mission-essential items of equipment. However, the rifle (as compared to the artillery piece) doesn't need a lot to tell if it's combat-dependable, and it doesn't need the kind and amount of scheduled maintenance that the artillery piece needs. So, the rifle is not covered under ESC but the artillery piece is—it's considered to be a mission-essential maintenance-significant weapon.

By mounting the same things in the same way on the same items of equipment, ESC gives the operator and the commander an accurate picture of just how much his equipment can be trusted on a day. The more checked up by a piece of equipment, the more it is trusted as green, amber, or red.

Green: You're A-KOOL!



Green equipment is the best stuff. It's dependable, has plenty of life left in it, and has everything right up to snuff. It's the stuff it's expected to do and you can count on its continuing to perform to a good while.

Amber equipment, has it fully operational. The equipment still does, moves, and communicates, just like the green, but it won't have the same amount of reliability left in it. In other words, you can start out with it but the odds are against its completing a Wiley campaign without making quite a bit of mistakes.

Red equipment is in need for a number of reasons. If you can't don't know it, it's not OK. Sometimes, if it doesn't move, that, or communicate, or whatever it's supposed to do, it's OK. If there's an urgent need that hasn't been applied, it's not OK's latest standard or standard. It's not.

Also, a missing or malfunctioning essential part—like a ballistics computer, can make the entire tank and
 Dear Papa: You're A-KOOL!



Never confuse the ESC checks with the CMMI. The CMMI is a maintenance inspection; ESC is a performance check. The only tie between them is that good maintenance usually makes for good performance.

A tank with a leaky gun or a cracked wheel could be making serious mistakes out on a CMMI—but it could still stand way high in the green column. On the other hand, a tank with its main gun in the shop might be perfectly covered.



paperwork, with all the work orders and requisitions that a CMMI requires—but without that gun, it wouldn't be COMBAT-READY under ESC. You can't shoot with a tank.

When... Oh, When?

How often do you make these checks? Constantly. You have to know at any time just what color your equipment's condition is. Why? Because your unit commander has to know his unit's equipment profile on a daily basis. Change of color status is keyed to DA Form 1084... or 2084, no change. The difference the 2084 will show if a color change is needed.

You keep your eyes open all the time you're operating so you can tell your commander or yourself in the log book something that goes wrong or affects your equipment's traffic light color.

Also, each sub-system of a major item is graded separately. On a tank, for example, there are separate ESC for the automotive, the control, automatic and communication portions. But the green, amber, or red designation of the overall tank can be no higher than the lowest rating of any portion. Thus, if the tank's automotive, fire control, and armament sub-systems are all green and the radio is red, the entire tank is red.



Another big clue to keep posted in the back of your mind is that this traffic-light system of ESC makes the accuracy and completeness of your log books more important than ever before. Why? Why, because once you get to applying these ESC you will find that the answers to many, many of the questions—in some instances almost half of them—will be information that comes right out of your log book.

Remember—the ESC traffic-light system is a systematic method of providing sound, factual information that will be used in connection with critical tactical and strategic decisions by the Commander-in-Chief, on down.

That's a powerful pencil you have in your hand—you're not to put it down.

ARMORER'S TOOL KIT



Who'd it go? That's the question that's been buggin' some of you. Since like some people have been having trouble finding the Armorer's Tool Kit (PKM 1180-714-0400).

To help you a bit, it's now found in 384 30-4-1180-419 (14 Jan 81). So you'll have an idea of what the tools look like, how they are. Remember though, you may have some tools in your kit that don't look exactly like the picture here. That's due to the fact that different manufacturers make them.

The tools listed below are USA military stock. You'll get one each unless shown.

PKM 1180-714-0400 (shown) This is a kit in a 7 1/2 lb. case.



PKM 1180-714-0401

PKM 1180-714-0401 This is the case.



PKM 1180-714-0402

PKM 1180-714-0402 This is the case.



PKM 1180-714-0403

PKM 1180-714-0403 This is the case.



PKM 1180-714-0404

PKM 1180-714-0404 This is the case.

PKM 1180-714-0405

PKM 1180-714-0405 This is the case.

PKM 1180-714-0406

PKM 1180-714-0406 This is the case.

PKM 1180-714-0407

PKM 1180-714-0407 This is the case.

PKM 1180-714-0408

PKM 1180-714-0408 This is the case.

TOOL KIT

PKM 1180-714-0400
PKM 1180-714-0401
PKM 1180-714-0402
PKM 1180-714-0403
PKM 1180-714-0404
PKM 1180-714-0405
PKM 1180-714-0406
PKM 1180-714-0407
PKM 1180-714-0408

PKM 1180-714-0409

PKM 1180-714-0410



PKM 1180-714-0411



PKM 1180-714-0412



PKM 1180-714-0413



PKM 1180-714-0414



PKM 1180-714-0415

PKM 1180-714-0416

PKM 1180-714-0417



PKM 1180-714-0418



PKM 1180-714-0419



PKM 1180-714-0420



PKM 1180-714-0421



PKM 1180-714-0422



PKM 1180-714-0423

STEEL, SHARPENED, rounded tip, 16-in. x 1/4-in. dia pt.



FIG. 12-10-203

STEEL, SHARPENED, flat, right hand, 7-1/2-in. rounded length pt., 5/16-in. dia pt.



FIG. 12-10-204

STEEL, SHARPENED, flat tip, plastic handle, 7-1/2-in. x 1/4-in. dia pt., 7-1/2-in. lg. handle



FIG. 12-10-205

STEEL, SHARPENED, flat tip, plastic handle, 1/4-in. x 7-1/2-in., 10-in. lg. handle



FIG. 12-10-206

STEEL, SHARPENED, flat tip, plastic handle, 1/4-in. x 7-1/2-in., 10-in. lg. handle



FIG. 12-10-207

STEEL, SHARPENED, flat tip, plastic handle, plastic light blue, 7-1/2-in. right-hand flat tip, 5/16-in. dia pt.



FIG. 12-10-208

STEEL, SHARPENED, flat tip, plastic handle w/ pointed tip, 7-1/2-in. w/ round, nonconductive tip, 7-1/2-in. lg. handle



FIG. 12-10-209

STEEL, SHARPENED, rounded tip, 16-in. x 1/4-in. dia pt. w/ silver handle, self-lubricated, 7-1/2-in. pt., 5/16-in. dia pt. x 7-1/2-in. lg. handle



FIG. 12-10-210

STEEL, SHARPENED, unrounded ball tip, 1/4-in. dia pt., 7-1/2-in. lg. x 1/4-in. x 1/4-in. dia pt. overall



FIG. 12-10-211

STEEL, SHARPENED, unrounded, square ball, 1/4-in. dia pt. x 1/4-in. dia pt. x 1/4-in. lg.



FIG. 12-10-212

STEEL, SHARPENED, 7/8-in. dia. pt. & pointed ball tip, 1/4-in. dia. pt. x 7-1/2-in. x 1/4-in. dia. pt. w/ nonconductive handle, w/ silver handle, lg. flattened ball, non-angled ball, 7-1/2-in. additional length located in side



FIG. 12-10-213

STEEL, SHARPENED, 3/16-in. dia. pt. w/ silver handle, w. ball ball, 2-1/2-in. x 1/4-in. dia. pt. w/ cone



FIG. 12-10-214

STEEL, SHARPENED, flat, 1/4-in. dia. pt. w/ silver handle, 1/4-in. x 7-1/2-in. w/ rounded tip, 5/16-in. dia. pt. w/ overall



FIG. 12-10-215

GUARD DUTY

BOB: I HATE THIS THING! YOU ARE TERRIBLE! YOU'RE A LIAR! YOU'RE A LIAR!

BY GARDNER BERRY: BOB'S A LIAR! YOU'RE A LIAR! YOU'RE A LIAR!

Dear Editor,

We were really having a time of it for a spell in our Nike-Herc units.

It seems it seemed like the power indicator light on the gun-launcher signal simulator would hit on something and break whenever the simulator was moved to and from the launcher.

But we licked the problem—with a sheet of aluminum 1/32 inch thick. You can use a sheet of less thickness if that's what your screwing gets you.

The idea is to make a guard for the light. And it didn't take much doing.

The first thing you do is make some drawings on the sheet of aluminum the way you see it in the picture.

Put 90-degree bends in the aluminum and it takes this shape.



These two holes don't have any dimensions beside 'em for a reason. Actually . . . you just let it be to make them about you've formed the guard. That way, you can be sure the holes in the guard line up with those in the simulator in case you're a little off with your bending.

The best way to measure for the holes is to take the two holes out of the corner of the simulator . . . put the guard on top of 'em . . . and come up through the bottom of the holes on the simulator with a pencil to mark circles on the guard.

Once the holes are made in the guard, you can lower it in place by putting both the nuts, bolts and washers you had removed from the simulator.



You can see that about the only way that light's gonna break is for somebody to do it on purpose.

CWO Robert E. Currier
Room 4, 5th Mail Box, 337th Army
Albany, Texas

FOR EASY REMOVAL



REMOVE
TRANSITION PLATE
BEFORE
REMOVING
PISTON RODS
FROM THE
CYLINDER ASSEMBLY
TO PREVENT
DAMAGE TO THE
PISTON RODS

REMOVING
THE PISTON RODS
FROM THE
CYLINDER ASSEMBLY
IS EASIER IF THE
TRANSITION PLATE
IS REMOVED
BEFORE THE
PISTON RODS
ARE REMOVED

Once again a time-out is a matter of fact—it was before the latest (Apr 62) LC 9-1440-110-20A for the screw.

Anyway . . . it used to be that there wasn't any screw in the old (Apr 59) LC above removing the two hex-head screws in your Niko-Horvath transition's cooling beam cylinder assembly. So the transition pin screw got reached with penetrating oil the way it says in the latest LC.

Some critics really had a dose of it when they read in the LC that the hex-head screws should be removed so's the transition pin could get a dose of penetrating oil.

Never having been taken out before,

the screws were stuck fast—and then some. The screws would get so tight—before they'd split or maybe break up so jammed was applied with the wrench. Then followed telephone calls to the support unit for help in getting what was left of the screws out—usually with a drill.

Now that you're removing the screws over a month to get to the transition pin, the screws shouldn't be giving you any trouble.

THE LATEST VERSION OF THE TRANSITION PIN SCREW IS MADE OF INCONEL ALLOY AND IS NOT TO BE REMOVED WITH A WRENCH. IT IS TO BE REMOVED WITH A DRILL. THE SCREW IS TO BE REMOVED TO PREVENT DAMAGE TO THE TRANSITION PLATE.



DO NOT
REMOVE
THE
TRANSITION
PLATE

FUSE CAN BE HAD



Dear Half-Mast,

As you know, RFD F15-R15 and F15-R20 put a compressor and deltamethrin in our Mite-Nervicide sprayer and target tracking rollers. And it adds five fuses to each roller—three 3-amp fuses for the compressor and two 1.5-amp fuses for the deltamethrin.

The authority for requisitioning the 3-amp fuses are done, but just how do we label on its three 1.5-amp fuses?

SFC H. C.

Dear Sergeant H. C.,

That 1.5-amp fuse, Type F04A1001-01A, RFD 7028-000-4990, is found in TM 9-1400-128-12P1/4/1 and TM 9-1400-128-12P1/5/1. And you'll be using it in changes to TM 9-1400-280-12P1/1/1 . . . 12P1/1/5 and 12P1/5/1.

Oh yes, if the fuse wasn't in any TM, the idea would have been to get hold of what you need the way it tells you in SR-3-760 (28 Jun 77).

Half-Mast

YOU'D BETTER BELIEVE THIS!

Now that you've field stripped the 28-mm spotting gun (MSG) on your Deep Crocker, look for the sign THIS SIDE UP before you put the locking spring seat back. And do what the sign says.

It's possible, y'know, to put the spring in backwards. Only then the gun'll be loose in its bracket.

Now, if you have one of the older models—they don't have this sign—you can still get the spring in right by facing the lift or nose in which the keypad is cut inward toward the rear of the gun bracket.





— Heck, y'right? But, yup, that's right! If the tape's accurate on both sides while firing, it's OK. True, oil in the small system'll expand slightly during firing, it'll return to normal after it cools down.

The replinisher, y'know, serves both as an oil reservoir to replace any oil that might get lost through leakups, and also to handle expansion during firing.

If the tape shows one long number, bleed it, same as you do if it's too full. Incidentally, many replinishers also have an automatic bleed hole to handle a situation like this. In, if you see oil coming out of this hole, don't think the replinisher's leaking.

THEY'RE THE TROUBLE-MAKERS

Get the habit of checking the condition of the tape while you're reading it to make sure it's not broken or stuck or gives a false reading. Here're a couple ways you can make:

**KEEPING THE OIL CLEANER
LET TAPES
YOUR TAPES WORK!**



1. Take the tape between your fingers and give it a slight tug to see that it's connected to the piston. If it comes out, it's broken. Give your support guy a bump-up call.

2. While you're firing or checking the replinisher, watch how the tape goes. If it won't return to normal, you can bet the piston's loose in the cylinder, maybe just be support.

And while you're at it, check the condition of the plug and washers. If they're badly worn or damaged, or if the plug threads are crossed, or the washer's bent, cracked or twisted, replace 'em.

Incidentally, you do the "before-firing inspection" during the period when the weapon's being prepared for action after it's been idle for a spell . . . or after a fall in the firing.

The "during firing check" is considered the normal brief eyeballing you give it during action.

There're couple two dozen weapon models ranging from the T4 to the M16-man rank gun, and some howevers, that have the same replinisher assembly (MARPAL . . . FSM 1003-500-5201). But, whether yours is one of 'em or not, you and your piece can profit if you stick along on this "tough, rough—but enough" duty.

ATTENTION, FINGER LOVERS!



Are you fond of your fingers?

Then listen real sharp if you work with the M109 SP 105-mm howitzer (the former T106E1) or the M109 SP 117-mm howitzer (the former T106E1).

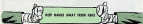
The cooling fans on these vehicles are like juicers. They suck in and grind up anything that comes near them—including fingers. Several soldiers have already traveled this the hospital way.

The little finger of Fate can't handle you if you make this a mechanical' matter'...



Now, listen, and FWIW, get your hands in the engine compartment with the engine running.

Example, some mechanics sometimes have to work with the engine running. However, if you work close to the fans—their lightning the steam-off line—keep the engine before you start. There's nothing you have to do close to the fans while the engine's running. And stay clear when ground-hopping.



SLIP STICK SWITCH

DO NOT
POUR
THE HOT
OIL!



IT'S DARK,
THE BOAT'S ON A ROLL,
AND YOU'RE TRYING TO
GET THE SLIP STICK SWITCH
TO WORK. DON'T PANIC!
IT'S DARK,
THE BOAT'S ON A ROLL,
AND YOU'RE TRYING TO
GET THE SLIP STICK SWITCH
TO WORK. DON'T PANIC!

Hey, Red Leg!

How are ya' fixed for night?

Like when the big wood cases start sliding, ordinary water moving from yards to meters—didja kinda get lost in the graphical being scale stuff?

And, you've been huggin', hawkin' and wakin' anything you can get your mind onto, in order to catch up before the Old Man really shows his cards?

Hold it—don't need your ten

stranger one again might as a moon-light equidimensional trip. He could become major bait . . . and besides he just might catch some of the old yard-apple sticks in the dark.

Here's a handy reference table that'll put you back in business in a hurry. It ties the graphical being scales and sizes to the being tables they represent by gun and model number . . . and gives you the FNV as well.



THESE GRAPHICAL
BEING TABLES
ARE THE ONLY
ONES YOU
NEED TO
GET THE
SLIP STICK
TO WORK.

PN	DESCRIPTION	SIZE	REV. (REV.)
120-01-1-00	Stick, Graphical Being	120-001, 120 W-1	1E-100-0-1
120-01-1-00	Stick, Graphical Being 1/2"	120-001, 120 W-1	1E-100-0-1
120-01-1-00	Stick, Graphical Being	120-001, 120 W-1	1E-100-0-1
120-01-1-00	Stick, Graphical Being 1/2"	120-001, 120 W-1	1E-100-0-1
120-01-1-00	Stick, Graphical Being	120-001, 120 W-1	1E-100-0-1
120-01-1-00	Stick, Graphical Being	120-001, 120 W-1	1E-100-0-1
120-01-1-00	Stick, Graphical Being 1/2"	120-001, 120 W-1	1E-100-0-1
120-01-1-00	Stick, Graphical Being	120-001, 120 W-1	1E-100-0-1
120-01-1-00	Stick, Graphical Being 1/2"	120-001, 120 W-1	1E-100-0-1
120-01-1-00	Stick, Graphical Being	120-001, 120 W-1	1E-100-0-1
120-01-1-00	Stick, Graphical Being 1/2"	120-001, 120 W-1	1E-100-0-1

*For 120-01-1-00 use remaining model only

BLOWING O-RINGS

Check out the new **Blow-Off Valve** that's built into the **DMC** charger.

Many a brave Steve's yanked off the workshop 'cause some man-type gentleman with a 'loggie' in his loggie driveway here to get rid of the **TRAPPI** pressure in the pneumatic charger hoses of the **DMC** automatic subsystem before he disconnects 'em.



Frugal Steve may think that if he shuts off the charger handle valve he's done all he has to. Not so. This only traps the pressure in there.



Result: As soon as he disconnects, the pressure blows the O-rings out of the couplings. This keeps the charger assemblies from working 'cause there's no way to retain the pressure between them and the charger handle—and the **DMC** machine gun's deadlier than yesterday's hamburger.

It's easy to blow your O-rings off.

Oh Steve, you've gotta replace the coupling (Coupling, Quick-Block . . . **PN 4515-886-8067**) to bring the gun back to life, but how's you take the right precautions next time you disconnect the hoses you'll be back at the state of **Alaska**.

Here's the way to do it:

1. Shut the valve on the charger handle.



2. Tap the master battery switch in the **LOCK** or the **OFF** position. This'll supply electrical juice to the automatic subsystem.



3. Move the automatic switch to **START** and then to **STOP** position. Do this twice and you'll get rid of the live pressure that was trapped when you closed the valve on the charger handle.



4. Now it'll be safe to remove the quick disconnect from the charger handle.

This'll do it every time.



AIR MOBILITY

ARE YOU TALKING PIG — ROTOR BLADES?

HOW ARE YOU CHECKING YOUR ROTOR BLADES FOR DAMAGE? ARE YOU CHECKING THE ROTOR BLADES FOR DAMAGE? ARE YOU CHECKING THE ROTOR BLADES FOR DAMAGE?

IT'S EASY TO MISS DAMAGE TO ROTOR BLADES IF YOU DON'T CHECK THEM CAREFULLY.

BEFORE LEAVING THE AIRCRAFT, ALWAYS CHECK THE ROTOR BLADES FOR DAMAGE.



FOR BLADE DAMAGE

First, about the rotor rotor blade flap!

Yeah, blades have been taking it on the chin—taking up cross, poke, wire and rock. On to much damage. Then, we add loads on injury, many of those general-purpose blades are being converted into shipping containers and are in overload . . . without historical records.

It's no wonder maintenance types are clearing off their copy of AR 706-1 (14 Sep 44), "Maintenance of Supplies and Equipment." Why, one of the basic principles of maintenance is to repair replaceable equipment to a serviceable condition with the least cost in manpower, money and material.

Shipping blades that should be scrapped, aren't packed right and get ruined during shipment, don't have a historical record included and have to be looked . . . all add up to some mighty expensive "oops."

Of course, good blade care all along the line, from normal rotation on up, can help prevent blade damage.



Take the Chinow (CR-34) as an example. TM 11-1530-200-10 (30 Feb 42) has breakdown examples of how to pack blades when the total number is even.

But she's being moved in a baggage. More nobody's going to make with a pair such as break clearance with the baggage door. Here's a quick



LOOK! THE BAGGAGE IS FULL OF ROTOR BLADES. ARE YOU CHECKING THE ROTOR BLADES FOR DAMAGE?

check of the final dimensions in the organizational maintenance job will show you that the bird has a gummy-bag spread—40 lbs or so more.

That's why whenever she's moved you want to be sure there are several hands over checking dimensions of baggage, poke, maintenance records and vehicles.

Shoppers you find and control make your blades there's a chance they can be damaged. Take the rotor case in which some Chinow (CR-34) was shipped with the blades folded.

The receiving unit noticed the rotor bolts were not locked. This means that during loading, the shoppers wanted to rotate around the bolts when they were hit by the main sling. And with the blades freely folded, well—many of the blades end in on the chin.

No, the rotor blades have to be locked during the folding operation, just like it says in TM 11-1530-204-20 (30 Apr 42), Chap 2, Sect 1, page 11. It's also a good idea to check the blades and make sure it's locked before any main sling is hooked up.

Yeah, it pays to follow pointers like these, which are part of the blade folding group in your Chinow organizational maintenance job.

To use the rotor bolts is allowed before leaving the maintenance job.

Now handle the blades with a rope or other the blades, more than the last time for second drop.

Lock the rotor case with the rotor bolts.

Be careful when you leave the blades into the pocket of the storage assembly, so the blades don't get scratched by the hinges or any metal part of the assembly.

Now try to fill the rotor case blades with the main slings engaged.

Now try to rotate a blade with the main slings engaged.

So the blades storage assembly pockets for support of the blade ends.

If correct, if you're folding the rotor, the only protection needed on the rot case blades is to rotate them so that they'll don't the rot case.



1. ROTOR BLADES TO BE STORED IN THIS POSITION

The only time you want to meet your enemy really close-up is when high winds are headed your way. Daily mowing will head the blades striking edge first.

When you do come for a big blow, though, don't use too much muscle on the spark ropes. Go beyond the 6-in. maximum bend from the normal drop and you'll likely bend the blades.



might bendy.

Some other pointers on blade care: Don't wash the blade with solvents or cleaners like kerosene thinner, naphtha or carbon tetrachloride. Organic compounds will weaken blade bonding, so use mild soap and water. And no painting of the blades either... distorts them out of balance for real.



To prevent the blades during bad weather, the bird covers also come in

LET'S GET IT

When the time comes to change a blade, for one reason or another, extra handling care is needed all along the line. But the big-differ mowing decisions are made in the field, just after the blade is taken off the tool and put in its padded storage rack.

The first step, which separates the man from the boys, is to check TB AWW 23-18 118 top 611, "Aircraft Accessory Replacement and Repair Procedures."

Right off the bat the TB says that all repairable accessories should be tagged. Course, even without checking the Ed. Part 50-6 index, almost everybody knows that the pop on marking and tagging air items is in SR 3-15-11 Q1 Aug 65.

The 50 goes up with pop about the CO picking an inspector who knows his nuts on blades.

INSPECTOR: ARE YOU SURE THAT IT MEETS A COPY OF MIL-STD-1780? (The inspector is looking at a blade.)



740
 Yellow, 24 June 74-76
 Green, 24 June 75-77
 Red, 24 June 73-75
 Blue, 24 June 70-72
 Buff, 24 June 74-76

741 742
 Accepted as replacement blade
 Expedite as reserve blade
 Reserved as replacement blade
 Spare replacement blade
 Exchange blade

For example, some blades have been getting a green tag when they should get a red one. A badly damaged blade, or one that's over the hill, should be a likely prospect for a red tag. You can bet your hat back that nobody is going to send a red-tagged blade any place, except to the local scrap heap.

Of course, whatever tag is used, it should be filled out completely.

There's a couple of other angles that can turn even a repairable green-tagged blade into scrap once it gets to overhaul—the lack of a historical record . . . and poor packing.

WALK WITH A TAG

The main cover blade is a replacement kit-type accessory, listed in the Replacement and Reclamation Schedule of the organizational maintenance jobs. In TRAIN 23-18 says TM 10-118, "Army Equipment Record Procedures," states the process.

When a blade is shipped from a depot to you it has to have a filled-out DA Form 2410, "Component Removal and Repair Overhaul Record," with it.

So when you use the new blade all of the DA Form 2410 says it came from with a DA Form 2408-15, "Component Identification and Removal Record," for your file.

But remember that this is a two-way street.

So when a blade is damaged beyond field repair, or it's to be taken off your shopper for use on another one, you make out a new DA Form 2410, transferring all the info from the DA Form 2408-15 onto it.

The DA Form 2410 is then put into the blade container, along with a green tag, for shipment. Don't forget to put

another green tag on the outside of the container too! Of course, the DA Form 2410 says with the blade used it's put on another filed, the TM 10-118 says.

How important is this blade info?

Well, take the case of some 28-000 Series (OH-13) blades, PN 1500-001-2110, that showed up at a contractor's plant recently without a DA Form 2410.



The blades could have gone 200 hours, but nobody knew the serial time on them. And with an unknown on such an important item, the whole batch had to be sent to the scrap pile . . . all that material and shipping cost down the drain.

Of course, there may be rare cases where a blade has been in storage and, much as you might, don't just use it any more on it. In this case your bet bet is to contact AVSCOM, ATTN: SMOCM-511, for disposition . . . like TRAIN 23-18 with Change 1 says.

REMEMBER TO PUT THE CYCLES AND HOURS ON THE DA FORM 2410 WHEN YOU REMOVE THE BLADE FROM THE SHOPPER.



Once a replaceable blade has been tapped, and the D8 Power Shift made over, the last step is putting.

To make sure the blade doesn't become "wavy" or uneven, the blade wants to get the same protection as a new blade. It should be wrapped down so it can't hang around inside the container.

When you put the lid on the container, remember to tighten all of the fasteners, for a real good reason. Due to the length of the container, its full strength can only be realized when the cover is on tight. It's a real working with a loose cover.

As a hint or related reminder would affect the condition of the blade inside, and make reuse of the container impossible.



**COVER BLADE
BEFORE USE**

There's no doubt about it. From the time a new wear blade is ordered, until it's shipped back to overhead, it needs a lot of extra care . . . the kind only you can supply.



CHECK FOR CHIPS

How important is the job in the special inspection and gear maintenance sections of your organizational maintenance plan? Rightly.

The same principle goes for a TWE that changes the pump from time to time. Follow it in the house and you can let the chips fall where they may.

Take TWE www.mack Trucks.com 1004 (28 Aug 81) on the Heavy LB-1A and B models.

Just like the replacement and replacement schedule in the organizational maintenance plan has a replacement time of 1000 hours on some of the maintenance most assemblies. But that was before the main bearing in them started to set up.

Bearing, P/N 30440-130-5, just doesn't have the seal that good bearings are made of. So the TWE says the main assembly on your bird now get

replaced at 400 hours, and the bearing is retined for keeps at the same time.

Part 4011 of TB-AVW 25-70118 Sep 62), on necessary changes, don't let you go past the 400-hour, either.

The most card-bearing? TBO is even less—500 hours—if you're in the area covered by TWE 2002M BLEN-108-1180 (LI Aug 64).

But no matter where you hang your cap, be sure to make a special check of the transmission gateway oil filter and the magnetic drain plug every 100 hours, for metal chips.

Naturally any metal chips mean that the bird's probably going to wind up at a shop for a substantial check. And if those chips in the filter are brown—



well—the most sensible bearing may be on its last legs for real.

Of course, the bearing piston can change, what with a new, improved bearing, P/N 284-008-156-T, in the works.

That's why it pays to keep the special inspection and the replacement and retirement schedules up to snuff. Who knows, maybe now the group is coming over the wire right now!



NUT A PRO

NOT ONLY



Dear Editor,

The intermediate inspection in the Nuts (ENR 1/11/79 p. 12) and 2/4/79 (ENR 1/22/79 p. 20) calls for checking the 480-480 in-the-torque-to-the-nut-plate-drive shaft lock-nuts. ENR 4/1/84-4/1/84, is now 1/8.

We examined the check using a standard spacer wrench on all the nuts except the one installed in the plate assembly. There just wasn't enough room for the spacer.

So . . . we made our own spacer wrench from 1/8-in. flat mild-steel stock, using one of the nuts as a template.



BLEM?



Now, checking the threaded nut is a breeze. All we do is slip the spacer on the torque wrench, engage the nut, and make the reading.

FOR CHECKING THE SPACING ON ALL TYPES OF TORQUE WRENCHES, WE USE THE FOLLOWING FORMULA:

FORMULA: FORCE APPLIED TO THE END OF SPACER = TORQUE DIVIDED BY DISTANCE

$$S = \frac{T \times L_a}{L_t + L_s}$$

WHERE: S = FORCE APPLIED TO END OF SPACER
 T = TORQUE
 L_a = LENGTH OF SPACER
 L_t = TORQUE WRENCH
 L_s = DISTANCE TO NUT

$$S \times L = \frac{T \times L_a}{L_t + L_s}$$

$$S = \frac{870 \times 24}{12 + 24}$$

$$S = 870 \frac{lb}{in}$$

$$S = 250 \text{ lb/point}$$



Ground Care
 485 Ave. Co.
 Fort Lewis, Washington

1/8" Note—Good going: Some like some other. Some might have made up similar spacers as they can make the torque check.

LIGHT UP



What you can't see can hurt you.

Especially if your I-15 pilot can't see his instrument panel.

That can happen if you don't have a live bulb in the Electronic Instrument Light.

When you need a replacement, you ask for Lamp, Fluorescent (P/NW P1000), P/NW 4148-118-0055, 5W 1-1/2 (Sep 84) with you it comes from the

Engineer at an estimated price of T74.

You'll also find the word on it in Fig 155 of TM 91-1510-201-20P (3 May 84).

Before replacing the lamp, disconnect the leads at the circuit like it says in para 9-81 of TM 91-1510-201-20 (4 Apr 84).

So no guessing in the dark. Light up.

ROCKING BLUE ONE ...

**BLUE GO --
PINK NO**



If TM
Determine
P/NW 4148-
118-0055 ...



... if it
says P/NW
4148-118-
0055 (Sep
84)

One of the nice features about a Cramer (CR-34) is its J-2 gyro magnetic compass. But there's a lot more to the system than the little indicator on the cockpit panel.

Built in the electronics compartment you'll find most of the key components in this system ... the directional gyro motor. And lined up with the face and air exit of the motor housing is a silicon-gel dielectric plug.

The silicon-gel crystals inside the plug must always be some shade of blue as an indicator that either no moisture,

or very little, is inside the instrument housing. Anytime you notice that crystal turn pink, call your field maintenance shop immediately ... if not sooner. You could have internal corrosion that makes the gyro unreliable until it can be torn down and checked.

Adding your support to just change the plug won't help ... since the silicon-gel, although it's a dielectric, can't be relied on to absorb all the moisture in the instrument. They'll have to find out when the moisture's coming from and get it stopped.

UPDATING THE SEQUENCE

It's been a few years since aircraft publications came under the influence of the Army's multipart manual system. By what with new aircraft being added to the inventory—and redesignations for all our birds—it's time to update things here.

Besides, a quick reference list that you can pore up in your unit library always comes in handy anyway. The sequence is still the same in each group and class:

FC 1000 Aircraft—Fixed Wing

- 1. 101 — 1-1 series 1-10
- 2. 102 — 2-1 series 1-10
- 3. 103 — 3-1 series 1-10
- 4. 104 — 4-1 series 1-10
- 5. 105 — 5-1 series 1-10
- 6. 106 — 6-1 series 1-10

- 7. 107 — 7-1 series 1-10
- 8. 108 — 8-1 series 1-10
- 9. 109 — 9-1 series 1-10
- 10. 110 — 10-1 series 1-10
- 11. 111 — 11-1 series 1-10
- 12. 112 — 12-1 series 1-10
- 13. 113 — 13-1 series 1-10
- 14. 114 — 14-1 series 1-10

FC 1000 Aircraft—Rotary Wing

- 1. 101 — 1-1 series 1-10
- 2. 102 — 2-1 series 1-10
- 3. 103 — 3-1 series 1-10
- 4. 104 — 4-1 series 1-10

FC 1000 Helicopters

- 1. 101 — 1000-101-101-10



Group 10 covers aircraft components and accessories, for which there are no operators' or organizational maintenance manuals. Prop and landing gear components, for example, require only overhaul and depot maintenance manuals.

And you won't see any Group 17 manuals . . . covering aircraft launching, landing and ground handling equipment . . . either these:

FC 1700 Aircraft Ground Handling Equipment

- 1. 101 — Maintenance Platform, Type B-1
- 1. 102 — Jack, Hydraulic, Tripod (Mobile Crane) Type B-2
- 1. 104 — Multipurpose Aircraft Ground Lifting Set, Type B-3



You'll have to keep a constant check on your 101, Part 101-101-101-10 index to be sure you have all mechanical and available parts in each series for your equipment. If the principal initial distribution system lets you down, use a 101, Form 17 to order what you need.

Your unit library is just as much a part of the system as anything else. Each -10 = operation . . . -20 = maintenance . . . -30 = supply. You need 'em all to get with the program—and stay with the program.

I HURRY
YOU'RE BE
NEEDING PLANE
IN A HURRY



URGENT NEWS

There is a lot of air with these
planes and you know the old
one in the air and the old one
and the old one in the air
and the old one in the air.

THE NEWS

There is a lot of air with these
planes and you know the old
one in the air and the old one
and the old one in the air
and the old one in the air.

THE NEWS

There is a lot of air with these
planes and you know the old
one in the air and the old one
and the old one in the air
and the old one in the air.

There is a lot of air with these
planes and you know the old
one in the air and the old one
and the old one in the air
and the old one in the air.

There is a lot of air with these
planes and you know the old
one in the air and the old one
and the old one in the air
and the old one in the air.

AND MORE "TRAINING LIGHT" PLANE (20)

There is a lot of air with these
planes and you know the old
one in the air and the old one
and the old one in the air
and the old one in the air.

THE NEWS

There is a lot of air with these
planes and you know the old
one in the air and the old one
and the old one in the air
and the old one in the air.

There is a lot of air with these
planes and you know the old
one in the air and the old one
and the old one in the air
and the old one in the air.

There is a lot of air with these
planes and you know the old
one in the air and the old one
and the old one in the air
and the old one in the air.

JOE'S DOPE

WHY CAN'T YOU AND THE GUY WHO'S BEHIND YOU BRING ME MORE MONEY? I TELL YOU I'LL PAY YOU TO BRING ME MORE MONEY!

NOW, there was this book, really that was written and there had a picture of 'em and on a page with



the hole on earth as easy in the U.S. of America . . . they was always for one thing . . . 'twas the most-esteemed . . . all the paper had, heavily to-qualify-it, but not a one in one were a word should the billion (thousand fold) go up in the middle.

Now you see what the idea of the CAME upon them . . . so I figure here's a little business I can do . . .

WE'LL GOING GET A LITTLE MORE AS THREE AND LOONEY THE STAFF OF THE LUNCHES.

WELL, some that say they going to come behind the last guy when . . . they say coming and a deal. . .

WELL, I'LL BRING A LITTLE MORE MONEY TO YOU. . .

LOONEY!

STAFF!

A LITTLE MORE CLOTHES. . .



BOLDEN!

TOP OF THE HAT! BRAGGING
SQUADERS... TAKE YOUR
SIZES! ARE YOU QUITE
LITTLE BRAGGERS! THE
SQUADERS' VEILS
HONK!

NO BRAGGERS! BUT THE
SQUADERS' CLIMBS! BRAG
YOUR VEILS...
"SQUADERS' CLIMBS" I
REMEMBER THAT... THAT
LITTLE BRAGGER, YOU!

HEATHEN!
NO, HEATHEN!
NO, HEATHEN!
NO, HEATHEN!
NO, HEATHEN!
NO, HEATHEN!
NO, HEATHEN!
NO, HEATHEN!



HEATHEN! HEATHEN! HEATHEN!
HEATHEN! HEATHEN! HEATHEN!
HEATHEN! HEATHEN! HEATHEN!
HEATHEN! HEATHEN! HEATHEN!
HEATHEN! HEATHEN! HEATHEN!
HEATHEN! HEATHEN! HEATHEN!
HEATHEN! HEATHEN! HEATHEN!
HEATHEN! HEATHEN! HEATHEN!

HEATHEN!
HEATHEN!
HEATHEN!
HEATHEN!



HEATHEN!
HEATHEN!
HEATHEN!
HEATHEN!

HEATHEN!
HEATHEN!
HEATHEN!
HEATHEN!

There, in the shade of the woods, one little English introduced one of members of his class, behind a dreadfully large monster called a goblin acquisition order . . . of all things . . . with a mass of people all over the lower were quite transi-
tion . . . was a change . . .

WELL
A BIRD,
LIVE BIRD.

WELL
THE BIRD
WAS A
LITTLE BIRD
LIVE BIRD.

WELL
THE BIRD
WAS A
LITTLE BIRD
LIVE BIRD.

Mark here . . . The area behind
with the bird . . .



In the "morning" . . . or evening, the area showed "night" changes.



WELL THE BIRD IS A BIRD ALL THE TIME.
WELL THE BIRD IS A BIRD ALL THE TIME.
WELL THE BIRD IS A BIRD ALL THE TIME.
WELL THE BIRD IS A BIRD ALL THE TIME.

WELL THE BIRD IS A BIRD ALL THE TIME.

WELL THE BIRD IS A BIRD ALL THE TIME.

WELL THE BIRD IS A BIRD ALL THE TIME.

Joe's Dope Sheet



Sure, luck 'n the shamrock
are fine,
When you're puttin' your dough
on the line.
But when in combat
up savacin'
The PM you're gettin'
Will serve better'n
Any luck sign.

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

IF YOU WANT TO DISPLAY THIS ADVERTISER ON YOUR GALLERY BOARD, OPEN STAPLES, LEFT IT OUT AND PIN IT UP.



WELL, PART OF THE PROBLEM IS YOU ONLY TALK ABOUT THE MONEY, AND THE PROSECUTOR, UH...

WELL, THE STATE HAS COME UP WITH ME AN ANSWER, YOU SEE.



WELL, YOU'VE TAKEN THEM, THAT'S OK.

WELL, IN THE END, THERE'S NO CHANCE FOR THEM... A GOOD LOT OF CHARGES BUT THEY'VE BEEN DEACQUITTED WITH THESE THINGS AS THE PROSECUTOR'S IN LAKE... NOT FORTH...



WELL, YOU'VE TAKEN THEM, THEY'VE NEVER BEEN SET BY US.

WELL, IF ANYTHING, YOU'VE TAKEN THEM, THEY'VE NEVER BEEN SET BY US.



WELL, YOU'VE TAKEN THEM, THEY'VE NEVER BEEN SET BY US.

WELL, IN THE END, THERE'S NO CHANCE FOR THEM... A GOOD LOT OF CHARGES BUT THEY'VE BEEN DEACQUITTED WITH THESE THINGS AS THE PROSECUTOR'S IN LAKE... NOT FORTH...

WELL, IF ANYTHING, YOU'VE TAKEN THEM, THEY'VE NEVER BEEN SET BY US.

But didn't he have better get off the ground, Team, at 0700!

WELL, ALRIGHT...
THEY CAN'T BE OFF,
THEY'VE BEEN ASSIGNED
A MISSION IN THE
SOMETHING AREA.



WELL, ALL THIS
COMPLIMENT IS
CONNECTED WITH
THEIR MISSION,
BUT YOU'RE DO
WELL IN THE
MIDDLE?

THE MISSION IS
NO ONE'S BUSINESS
BUT... THAT'S ALL
THEY'RE ABOUT
TO HIT THE GROUND
TWO!



WELL, I
DON'T
KNOW...

WELL, I
RECOGNIZE
THE MISSION.

Now, this means a major combination of people helped for operation!

WELL, WE'VE BEEN
TALKING, BUT YOU
DON'T KNOW...
NO NO

WELL, WE'VE BEEN
TALKING, BUT YOU
DON'T KNOW...
WELL, WE'VE BEEN
TALKING...



WELL, WE'VE BEEN
TALKING, BUT YOU
DON'T KNOW...
WELL, WE'VE BEEN
TALKING...

But... all the tactics of the hyper-chassis went up its smoke, when two days later the non-bionic' Justice was pushed and...



WOW!

AND DID IT EVER HIT THE FAN...



GROUND MOBILITY



HEAVY METAL PUTS A TANK ON THE MOVE... BUT IT'S THE HINGES THAT MAKE IT GO.

LETTERS ARE FROM THE EDITORIAL BOARD... IT'S GREAT TO HAVE YOUR VOICE HEARD... WE'LL BE HAPPY TO HEAR FROM YOU.

M88 YTR HINGE LUBING

Everything hinges on the way you lube the jointed drive hinges of your M88 YTR. They can work easy or hard—make your choice.

If you want 'em to work easy, it'll mean some hard work for you—up front at first. Once you get 'em in good shape it's no trick to keep 'em that way. Just oil 'em good with PL oil like it says in the LO, range you should do it quarterly or often.

If they're pretty ramped up to begin with, get some penetrating oil from the counter store or your support work. If your

YTR works OK, but there are two things you gotta watch:

1. Don't let any of this oil leak your die. Some people are sloppy to leak fluid and it gives 'em a leak.
2. Lubed the cap you show this one to and make sure nobody can't be mistaken for somebody else.

Have your maintenance keep the hinges with a steady flow of an oil equal gas. It'll also help to brush the mix along the top and bottom of the hinges with a stiff brush as you move the drive back and forth.

IF YOU WANT TO BE SURE YOU GET THE MOST OUT OF YOUR OIL, TRY PL OIL.



The hinges need to be worked on during damp weather or whenever the vehicle's been washed or rained on.

When you get 'em so they work as easy as a stripper's zipper, keep on lubing with PL oil. It has more staying power than any mix oil or penetrating oil.



everyday store is 50-50 mix in the counter. It's a mixture of 50 percent brake fluid and 50 percent GE 10 oil.



Dear Half-Min:

I'm wondering what the little light is for above the steering wheel in my new B108 (1000cc HP engine). It says P0000 P00 TEST but what are you testing when you press it? I can't find any info on this in my operator's TR.

Right A. G.

Dear Sergeant E. A. G.:

This light is to warn you if the oil in either your engine or transmission is too low or if the oil pressure is too low.

This light will go on when you flip the master switch ON but it should wink out when you bring the engine to a high idle.

If it comes on while you're in normal operation it means you did something is wrong. Take a look at the pages on your instrument panel to find out where the trouble is.

This warning light is the guardian angel of an engine/transmission worth many thousands of dollars—so you want to be sure it's in shape to do the job.



The light can be out because everything is OK with your engine and transmission or the light can be out because of a burned filament in the bulb—in which case it will give you an warning—and you can ruin your vehicle.

That's where the PRESS TO TEST comes in. It lets you know your bulb is in the job and ready to flash you a warning. To test the bulb, bring your engine to a high idle. Your bulb will be on. Without taking your foot off the throttle, press a thumb on the warning light. If the bulb's OK, it'll light up.



Don't try to test your own engine/transmission or fuel system. Call your instructor for assistance. If you're a student, you'll have to wait until you're a qualified instructor to test.



MIST DIPSTICK DOPE



Dear Herb Alton,

Will the oil dipstick for the M31 be free or included in the party manual? The dipstick is not M31's friend at the first sign, and we can't get replace-
ments.

Also, when it breaks, the lower end of the dipstick falls in the pan, which could cause damage. Has anybody figured a way to get it out without taking off the pan?

Dear Sergeant E. A. E.,

First, get that broken dipstick out—just as quick as you can and the best way you can. Even if taking off the pan is the only way, get it out! And, check every once in a while to be sure the one you're using's not broken.

The damage you mentioned includes dirt in the oil. Like, foreign matter can't get to the oil when the dipstick's in place. The cap and seal of the dipstick help keep dirt from entering the oil.

Sgt E. A. E.,
pan through the oil level indicator tube.

Now, just what question takes these pictures on your part. The "whats" know the dipstick's breaking, as they're redesigning it. It'll be made of heavier material, and the method of joining the two ends will be improved.

The dipstick (Std. No. 675-4100) won't be in the supply system, which means your supplier's gotta contribute. It's a replacement item.

Herb Alton

WINCH CABLEGRAM REVISED



TO ORDER USE
FORM 4010-010-7007

In PM 427, page 17, we said when you order winch cable for your M37 M-line truck you will get 180 feet of 3/4-in. cable. That's still true, but the PM has been changed.

TM 9-2520-212-00P (1 Feb 68) lists it on page 78, Item 3, but don't use that PM. To order it you use PM 4010-010-7007.

To save us some \$\$\$ it's in the "Quantity" entry. Blank it out your DA Form 11-6. If you put 1 there they'll just send you 1 foot. So now you're up to date.



BALLS RIVETED?

IF YOU'VE EVER BEEN
NOT PROUDLY CALLED
"BALLS RIVETED" ABOUT YOUR
TRUCK, YOU'VE BEEN RIVETED!

You see your outfit just took delivery on some brand new 19-ounce 2007B1 model Ford ball.

But before you start to roll 'em, (your store belly takes on the steering tiller arm on the left hand). It seems that on your vehicle the 19-oz ball and ball cover is, page 60, TM 9-2020-212-2007 printed into the tiller arm were not riveted to the arm during manufacture.

A broked or stoned ball means it's in there no way. But if the ball and is



DONT BLOW YOUR GASKET

Watch that cylinder head gasket on your 2007B1 19-oz truck. Don't let it blow its top.

A head that's torqued right will cover its pistons, but when the cylinder head nuts lose their torque, then you can expect the gasket to blow.

Although it's up to field maintenance support people to keep the head nuts at their proper torque, either the truck driver or with maintenance have got to keep an eye on the head gasket area for



Ball Riveted



straight or only lightly riveted—and you can spot one right off—then you know the ball is not riveted properly to the tiller arm.

Covering it doesn't make much mechanical sense to make what happens when an tiller arm falls—no steering . . . maybe no vehicle, so if you spot a ball that isn't riveted you want to make with a GM Form 2007 work request to your support, or the dealer.

possible trouble.

Look for any signs of leakage. If you see any definite signs of a suspicious disturbance that could indicate a leak, let your support people know . . . it may be time for a re-torque job.

The torque on the head bolts is real critical. The procedures for torquing the cylinder head bolts are covered in TM 9-2020-204-21 and they must be followed to a T.

Give the engine block and cylinder head joint a quick glance every time you stick your head under the hood—then about once a month give it a closer look. The idea is to catch any loose head bolts before they cause the cylinder head to warp.

GO GET 'EM



Here's the best on getting over here for your M125 30-ton truck cargo body.

The new list just let this you don't have to make 'em any more.



You probably won't find these items and P/N's in any TM or MIL you have — they're in the new TM 9-1270-206-20F that's on its way to you.

HEATER P/N CHANGE



Get out a pencil and change the P/N that's given on page 48 in your copy of PS 129 for the heater assembly that's part of the 24-rail low water pressure heater kit. The P/N for this wheeled vehicle heater assembly was 2940-518-0155, this has now been replaced as P/N 2940-518-0117. This is the P/N for the preferred heater assembly.

CHOPPER STOPPER

Lightweight, rugged, easy to use, simple to install, easy to maintain, and available in over 100 models, the Chopper Stopper is the most complete chopper stopper on the market.



You've got a real "personal service" problem there on your truck if you don't use your hood safety locks.

To remind you, let's see your truck get recalled like TM 0823 1048 (14 Jun 83) says—

**WARNING: HOOD HOLES IN
SAFETY PEDALS WITH
LEFT HOOD HOLES
SERIOUS HAZARD...**

This warning goes under hood, out of panel, in white letters, 1/4" high.



FREE PEDALING

You may have noticed that TM 9-8014, Change 6 (Jun 83) gives 5/4 to 1 inch free travel for the Jeep service brake, and gave 2 1/4" to the TM given 1/4 inch. No reason. Either will do the job, but the full-half free travel will give you better braking.

YOUR LATEST DATE

Do you just get a brand new M151 1/2 ton truck? But what edition of TM 9-2330-218-10 came with it? Some recent M151's have been landing its units with the old Operator's Manual dated May 1980. If that's your problem, take a DA Form 17 in hand and order the new edition (Oct 82) with Change 1 (Mar 83).

DONT MIX YOUR LOAD



Handle only one type fuel at a time—never mix your load. This is a must for every operator that handles a M1F, M1FC, M4B or M4C fuel tank truck or any of the M11-series tank vehicles.

TM 10-111 "Procedure, Tank Vehicle Operation" (Sep 1951, para T1, spells it out like so: "...Crossmixing (loading) in tank vehicles should be avoided. This can be done by loading only one fuel at a time and keeping vehicles in the same service as far as possible."

One big reason for not carrying mixed loads of fuel is that the starting

system must be flushed each time a different fuel is dispensed. This flushing operation usually takes about 30 gallons of fuel which can't be used for anything else.

Switching from one type of fuel to another while a fuel tank vehicle en route increases the amount that can be disposed. Undesirable or even hazardous changes can be made in the fuel's octane or performance rating, vapor pressure and flash point.



TRAILER CABLE CARE



You know how.

But, next time you see your buddy pulling the cable to release the trailer coupling plug from his vehicle, stop him. Quick!

He probably didn't put any tabs on the plug shell to begin with, but if he pulls the cable, he's loaded his man's vehicle with far more force than he can handle. It'll cost him, and it'll be more than just a shoving war.

It don't matter if the coupling plug's hooked to a 14-ton, duct-and-weld-on when. You will him if he pulls on the cable, he'll almost surely end up with wire wrapped in his hands—and the plug will be the coupling connection receptacle of the vehicle.

But that it to wrap a couple" fingers in the groove at the rear of the plug and pull straight back, like so:



Just remind him that he's got to disengage the stop on the cover of the connector receptacle before he does any pulling. While we're with the stop, that has to slip into its groove in the coupling plug when the connector's made. Otherwise, the cable and plug just might become all while the trailer's being uncoupled.

If your buddy gripes about the right fit, remind him it's that way to insure waterproofing. It makes it a little tougher to get the plug and receptacle apart and together, but like we said earlier, a little help helps a lot.

Minwax, insulating compound, chemical, PSM 9178-334-5176 (8 oz. tube). Put a thin smear on the tips of the plug before making the connection, and it should go in and out with practically no stress.

In a pinch, varnish oil, PSM 9178-334-5158, will do just about as well.

You reckon he'll get the point?



Is the BB-620 battery powering your drone down? Like you've said just about everything, and your GA-3343/3624-174 drone still won't drone?

Two big reasons why the drone "bails out" before her time are: The necessary pre-flight warm-up battery drain . . . and, less than adequate battery maintenance.

Like we said back in PG 114, use an auxiliary BB-620 for the warm-up. Don't use the BB-620 internal drone battery until just before launching.

Now here's doing as a crying need is to keep your BB-620's in shape with the following methods. They're in addition to info in TR 11-5894-246-12.

When you take the battery out of your drone the first thing you want to do is discharge it . . . all the way.

How about it with a dry cell? Well, the best is to use a 9V battery. Check something you can get by, without taking the battery apart. It's OK to use an old one or two AAs.



SEE HOW I LOOK? I'M PROBABLY NEW! PLEASE TRY TO BE NICE TO ME! I'M SORRY!

Inspect the battery for leaks, cracks, bulges and corrosion. Make your scheduled repairs, or ship the battery off to your dealer repair for higher voltage work.

If the battery's in good shape, or you've replaced it, remove the seal caps and bring the electrolyte level to its best above the plates. PG 443-543-023 will get you fresh electrolyte.

Fully-charge the battery with the BB-1247's recharger assembly. Its discharge is for at least 12 hours with a 100 or 150-watt bulb, in a weather-proof cabinet, with leads that go to the positive and negative terminals of the battery.

Now, charge it for two hours with the BT-2210-2 battery charger. Keep the constant time as the charge, since it's only under 90 minutes. Follow the normal charging procedure in TR 11-5894-246-12.

If you're doing standard jobs the drone at least 24 months. Right now.



BB-620



BT-2210

After charging, disconnect the battery from the PSE-1011 and let it stand for two hours. Recharge the electrolyte after the two hours and add water if the 1/2 in level (you may have to take some out).

Replace the vent caps, check all electrolyte that spilled or spilled over, put on the battery cover, and the battery's ready for duty.

If you can't do within a week of the charge, it should work fine. If it says around more than seven days, repeat the full discharge and charging procedure as listed here.

If the battery's still not up to par performance, try this:



1—Discharge it a full charge.

2—Completely discharge it.

3—Reassemble it and drain out all the old electrolyte.

4—Flush the cells with fresh electrolyte.



5—Allow the cells to drain for 24 hours.

6—Reassemble the battery.

7—Refill the cells.

8—Recharge it.



TYPE IT, AND YOU'LL
 GET IT, AND YOU'LL
 GET IT, AND YOU'LL
 GET IT, AND YOU'LL



HANDS OFF



They make you wonder.

The better machines in the three-machine slots that come with your TI-104/FUNDO-115 computer can see and what not you or somebody your local.



The better machines have a kind of pig tail (tail) to them and no two tails are the same.

Maybe you think you ought to try to do some twisting so that all the machines look the same. It's all right if you don't do any more's think about it.

The deal is that the manufacturers utilized the better machines by putting the heads and tails in them. And they don't want to be changed.

SO THAT'S IT, HUH!



You say the possible mass of your ANY/FUNDO-115 what something not just doesn't work up like it shows in Fig. 11 of TI-104/FUNDO-115 (Doc. 101)



Like maybe you can't find any better place or less changing not whether where!

Well, you can quit feeling so kind of guilty now. The best place and less changing not control only on the per production model of the mass and they aren't part of the production model you've got.

No sweat, just go on with your routine as if they never existed.

SLOW DOWN ON BUMPS



Throwing your weight around on the heavy sides of the AN/MFQ-4 makes me see you just as a mathematically slow in a smashing lesson.

Like, it can keep your wheels flat for years ... and years ... and years.

Your weight means all that poundage of the Q-4 supported by the heavy side assembly, which you've responsible for.



So all right. Now, figure you're taking the Q-4 for a ride on its wheels. The terrain's flat, and you're trying to make a little drive. Suddenly, wham! Up comes a bad bump and you wouldn't

look it dead.

At night, especially, you could be in or at a hole the second you realize it's there. And you can hit it—but good.

These rugged heavy sides can support a lot of weight, but the force of that weight really multiplies when you hit a bad bump or more than a crowd. If the sides go, the expensive components and sub-assemblies they support really crumple. Parts damage running in the thousands of dollars.

When do you do to avoid that? Start from having another vehicle running interference and signaling you, go slow and use your good common sense. When you see a bump, try to avoid it. If you've gotta go through it, really go slow. Like, be it not your wheels are just about tearing. Just big your light a minute and you'll see that the track you're on is considerably more ragged than the Q-4 or its wheels.

These few minutes saved that you lose could save you, and Uncle, a small fortune.

... ABOUT THAT PU-107A/U



Dear Mr. Mann:

We've looked high and low but haven't been able to find any publications or parts manual for our Commander for, Goodwin Engine, PU-107A/U. The parts on the PU-107A/U don't help since the A model is a different model of car. Can you help?

Dear Captain R. E. H.,

It's easy to see why you're having some trouble.

There's no TM on the PU-107A/U, even though TM 11-5840-504-10 on the MPQ-4A motor lists a TM 7-1264.

The preventive maintenance service for the A model are in TM 7-1264-1 (Jan 50). The parts list is EMO 7, R & 7-504 (Dec 54) and the LO is LO 7, 504 (Jan 54).



WE'VE BEEN TOOK
SEE WHAT WE CAN DO

Capt R. E. H.

The PU-107A/U was on its way out when it got a new lease on life by becoming associated with some new equipment, like the AN/MPQ-4A. The U.S. Army Mobility Support Center at Columbus, Ohio, has the maintenance responsibility for this gear, and they'll back it up to the hilt with maintenance and repair parts.

Help!

BASE FOR A TIPSY-25

CLAMPING BRACKETS
FOR AN/MPQ-4A



Been looking for an FM on a part listing the clamping base for the AN/TTS-25 motor set?

Breaker easy. There's a part out that fits the FM. If you haven't got it, you should get it.



AN/TTS-25

What you want is Base, Clamping, FM 11-5840-505-1004. It's in TM 11-5840-117-10P, dated June 1953.

Just don't confuse it with Plans, Another, FM so-and-so. They're different animals. O.K.?

TWO TUBES JOIN HOT LIST



1962 CHANGE
12-121, 12-122

VACUUM TUBE

REAR VIEW ONLY



That's the latest on a couple tubes used with the AN/TPQ-13 and -13A radar sets and the AN/FGC-61A telegraph terminal. New changes to the equipment TMs also include revisions on tubes previously listed as obsolete—the 6A2P5 and the 1B17, listed in TB 502 125 and TB 02D 028.

The new data didn't make either TMs list use the 6A2, in the volume and current level indicators of the FGC-61A, and the 02E in the MPQ-13.



Both the 6A2 and the 02E are included in the mounting space of their real bins, which means you're going to double-check.

The real hazard with all four is when they're broken. If one does break, keep away from it until you can grab a book or TB 502 205. Take measures to keep other guys away. When you do read the docs on handling the tubes, be on guard or you don't get cut. Whether they're broken or in real place, be extra careful when you're handling them.

You'll find more docs on the tubes in Change 1 (18 Jul 62) to TB 12-1302-22-12 and Change 6 (18 Jul 61) to TM 11-2105.

While we're on it, that Change 6 to the MPQ-13 TM includes a reminder on the radiation hazard, while transmitting, from the radar set's antenna reflector. You can get serious RF burns if you come within 50 feet of the reflector when the set's operating. It's not safe to stay within 100 feet of the reflector for an extended length of time.

REMOVE THE TUBE

REMOVE
OPERATIONAL
FROM THE
ANTIQUE-13



AN/TCO-13



MD-179/TC MODULE

The AN/TCO-13 multiplexer can also use AN/TCO-13 telephone terminal and relay unit instead of relays.

That kind of arithmetic you don't want. So, look at symbols on how to extract one from one and get you smooth-working equipment.

Before connecting the telephone terminal to the multiplexer set, slide out the MD-179/TC module of the Antique-13. Remove the Y1 (12AT7WA) ringing tube from the MD-179, and insert the tube in the necessary case.

It's that easy.

When you hook up the Antique-13 to the Antique-7 with the Y1 tube in the module, the ringing voltage (90-100V) burns out a couple of resistors in the TA-205(1) telephone module of the Antique-7. Obviously, the circuit of the Antique-7 isn't designed to take the ringing voltage.

You gotta remember, also, that the tube comes out of the MD-179 only when you're using the Antique-13 with the Antique-7.

And it's a good idea to cap the front panel of the Antique-13 with

—REMOVE THE Y1 TUBE FROM RINGING
TUBE OPERATOR WITH AN/TCO-13—

That sums it up.

CARRIAGE TRADE NOT WANTED



A little camera-carriage can bring you the kind of carriage-ride that leads straight to grief.

Like, specifically, the ride you'll need if you get careless with the carriage on cameras such as the PPA 124 or K3-4.

The way to avoid this, naturally, is to release the yoke levers, roll the focusing shaft all the way toward the camera housing and push the whole works back in the box before you hold up shop, close the camera, and go home.

If you forget that extra push before

you close the box, you can damage the rings, carriage bed, focusing shaft and a couple' other parts. And the believe you'll have won't be from the camera.

And, like the terrible construction you see, you know you've got to stop and see if the carriage is that the wire on you feel resistance. It's a good sign that something's stickin' out just a little too far.

Do yourself a good turn and don't let that thing that's stickin' out be your neck.



A LITTLE PHOTO FLASH

The easy thread sticking through the cable clamp of the lampless power connector on an EM-1410 photographic flash unit can easily cause you to lose a few of your own.

The too-long screw can easily snag on your clothing and pull when you're making the power supply. Your maintenance people will be happy to cut off the end of the screw so it's about flush with the clamp.

Or maybe they can give you an screw nut that'll cover the extended threads.



PUSH-PULL SUCCESS STORY

LEARNER: JOHN
LAW: 1-800-275-5857
BERRY: GAIL.

With a little push and the right kind of pull, a man can make a dent in the world.

Conversely, the right push and pull when you're working with the ANTPP-1 projector can save you a dashed head—or worse. Like when you're removing the amplifier input cable from the AM-024 amplifier.

To get ahead with that little dent, you're gonna push the connector back gently against the connector with your thumb.



Keep your index finger over the connector at the cable end,

and give the connector a steady pull.

If the connector's stiff, a slight wiggle or rattle may be needed to get it out.

The cable, which goes to the Projector 1 or Projector 2 receptacle of the amplifier, can act a "wrecker" a dashed head from his over-worked direct support . . . or a deplorable wailer—since he may have to "buy" the cable.

A "wrecker's" the kinda guy who'll press the flesh, grab the cable, and yank! Beware: the connector says where it is, since the cable's no longer attached.

The amplifier input cable's different from the junction power cable, speaker cable and amplifier power cable, which have their latches on the plug. The input cable's latch is on the receptacle.

Whether thing a "wrecker" will do is disconnect the cables and let 'em swing on the floor with a loud crash. Since the plug's insulation is protected by an't metal, the fall lands in the metal and usually always cracks the insulation.

Naturally, a right guy with the push or least this ol' world wouldn't even consider a fool thing like that.

Right?

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THE HOSE KNOWS

If the radiator hoses on your AHE 171 look like this . . .

. . . instead of this . . .



You either have the wrong lower radiator hoses on there, or they're installed wrong.

Either way, your engine's in a hot spot.

Listen for clumps. Take off the hoses. Make sure the lower hose is cut the right length from the Egly bulk deal TM 35-5930-231-20P (36x 65) with the . . . PSM 4730-211-8711 (2nd).

Then check the lower radiator hose tube. If it's damaged, get a new one. Replace the pre-formed water pump-to-radiator hose.

Now put the hoses back on just right. Get them real snug at the lower radiator and water pump ends, and fit 'em just so over the tube ends. And—get tight—clamp 'em at the right angle to keep the tube from jamming into the greatest stress bearing.

Trouble is, the housing on the Continental engine sticks out farther than on the Whitestar (MEE 500) and you have to allow extra for clearance. Unless you do, the pre-formed hose will collapse, the flow of coolant will be cut off or down . . . and goodbye!

Take only a minute more to do it right. If you don't get it right the first time, loose the clamps and start over. Don't try to twist or push the hoses to get that clearance.

ARREST THAT SPARK!



If your gas or diesel-powered MHE doesn't have a built-in flame or spark arrestor built, make darned sure it is

YOU CAN KEEP UP A FIRM SCHEDULE AND KEEP YOUR MACHINES SAFE FROM EXPLOSIONS WITH SCREENING WIRE INSIDE.



built into the end of the outpipe when you're working around stuff that'll burn or explode.



The close tolerance on the end of the outpipe is to let you operate in close quarters.

The whole scoop is spelled out in a new part 58112412 in the safety chapter of The 745-000 (June 51, w/changes).

You want to remember, though, that this screen will need cleaning at least every 50 operating hours. Might be a handy idea to get down the maintenance routine on the DA Form 2400, when you install it or when cleaning this screen can be made part of the weekly PM check.

GENERAL PURPOSE LACQUER

Dear Sirs,

Our maintenance shops have found that the Army supply stores like colored lacquer spray cans. These work real fine for quick, easy painting operations.

The use of the standard 35-oz can is safe, takes little room, works as well as best in cleaning paint guns or mixing paint to thickness required.

HERE'S A LIST OF
ITEMS FROM THE
ENTERTAINMENT GALLERY

	Number
8096-296-4984 Black (opaque)	17708
8096-296-4349 BK	18044
8096-297-4999 Primer (clear yellow)	
8096-296-4983 White	17878
8096-297-4998 Gray	18009
8096-297-4987 Green	18062
8096-296-4400 Blue	18146
8096-297-4982 Red	18126
8096-296-4348 Orange	18088
8096-297-4970 Light tan (gray)	18440
8096-297-4986 Yellow (opaque)	18334

John A. Satalis
Apt. 2002, Virginia

Old Man—Mandy information is here around when you need glass lacquer for small jobs. Remember, though, that these JEM's are for glass, so you can't use 'em on metals or rocks—or anything else, for that matter—where a denture or something is called for.)

END-FOR-END IT

Ever found yourself in a bind when making a tight turn with your Bowmac Model 401 (28381 150) (44281)?

The 401's steering gear can get in a bind if the front drag link can't slide forward on the left inboard side. In that case you can turn as far left as desired.

If you run into this trouble on the same, check the clamp. A simple switch will take care of it. Turn the clamp bolt end-for-end and install the washer and nut on the inboard side of the clamp.



That'll get your hitchhiker out of its steering bind.

COMMERCIAL VEHICLE PAINT

Dear Half-Mast:

We've been looking for some paint to match the color of our new 1/2 ton truck (Chevrolet). We need some for patch-up purposes, but nothing we've found matches the color of the truck. Can you help? BPC-C. L. B.



YOUR CANVAS AND RUBBER

If you've got engineer-type items which are made of canvas or rubber (or items which have components made of such materials) you might need TB Eng 200-114 (May 62) and its Change 1 (5 Feb 63) "Images, Impurities, Tearing, Repair and Protection Instructions for Engineer Canvas, Rubber and Allied Products."

It covers such things as collapsing water tanks, canvas water bags (liner bags), pneumatic drive belts, tanking boats, diving equipment and a slew of other stuff.



SOLDERING GUN TIP

You're only kidding yourself if you think you can keep cleaning the tip of the heating element on your TL 850/85 soldering gun with a file, coarse cloth or anything else just as effective.

Oh... it can be done all right, but usually you're going to wind up with a useless heating element.



The tip is anything but solid... so it doesn't take much rubbing with something that has a "bite" before you're clear through the copper shell, scratch and heating element.

What it comes down to is this—there's only one safe way to clean the tip... with a wire brush, and keep that cleaned tip wiped clean with a dry cloth.

IS THAT DIP NECESSARY?



Dear Neil-Rex,

I hope that you can clear up a point for me. Recently I was issued a new general purpose tent. Even before I unpacked it and checked it out, I was told to waterproof it.

The point is—is it necessary to waterproof a new tent?

ENC. J. J. D.

Dear Sergeant J. J. D.,

It's not necessary to waterproof a new tent because the cloth has already been treated with a compound. And, according to the spec, it should be fire, water, weather and mildew resistant.

If you do have a tent that needs waterproofing, take a look at TM 30-250 (Jul 48). You use Compound, wax, mildew resistance, FSM 4020 (24-1040 for 1 gallon) (RM 1-C800-11).

Neil-Rex

CURE FOR GAPOSIS



DON'T HOLD—
THE ONLY PLACE
FOR THE TIE.
THE TIE IS
THE ONLY PLACE
FOR THE TIE.
THE TIE IS
THE ONLY PLACE
FOR THE TIE.



These market had handles coveralls, PSM 8411-271-5004 through PSM 8413-273-5013, are made so you'll be protected in case of spills, splashes, or spray.

You have to take care of these coveralls if you expect them to be in tip-top shape when you need 'em. And, you'll need 'em when you're handling fuels and solvents.

One of the things to keep in mind is that "take care of" means when in storage, too.

There are loops on the coveralls to hang them by the loops in a clean, dry place. The bottoms of the coveralls should be at least six inches off the floor.

Never, upon never, fold or crush these coveralls. Here's what can happen if you do—Gapolis. There are two rubber lips that seal the side seams. When these coveralls are folded you may find that the seal is no longer a seal and they may gap open in spots.

Inspect 'em like it says in para 11b (1) of TM 10-278 and see not only that are defective. (You might want to make a note that TB 10-277 and TB 10-276 are superseded by TM 10-278 and not TB 10-275.)

DEMAND DATA CARD



Dear Phil-Matt,

I've checked several plans and I've come up with several different amounts. Can you tell me:

Is the initial demand for an item passed on the item's BOD? "Based of Demand"? Or does the card take only replacement demand into?

PHIL M. M.

THE ANSWER
WAS: INITIAL
DEMAND FOR
AN ITEM
ON THE BOD IS 100%

THE BOD
WAS 100%
AND THE
REPLACEMENT
WAS 100%

TABLE 10 - DEMAND

ITEM	QTY	UNIT	PRICE	TOTAL	DATE	BY
1000	100	EA	1.00	100.00	1/15/77	JAN
1001	200	EA	2.00	400.00	1/15/77	JAN
1002	300	EA	3.00	900.00	1/15/77	JAN
1003	400	EA	4.00	1600.00	1/15/77	JAN
1004	500	EA	5.00	2500.00	1/15/77	JAN
1005	600	EA	6.00	3600.00	1/15/77	JAN
1006	700	EA	7.00	4900.00	1/15/77	JAN
1007	800	EA	8.00	6400.00	1/15/77	JAN
1008	900	EA	9.00	8100.00	1/15/77	JAN
1009	1000	EA	10.00	10000.00	1/15/77	JAN
1010	1100	EA	11.00	12100.00	1/15/77	JAN
1011	1200	EA	12.00	14400.00	1/15/77	JAN
1012	1300	EA	13.00	16900.00	1/15/77	JAN
1013	1400	EA	14.00	19600.00	1/15/77	JAN
1014	1500	EA	15.00	22500.00	1/15/77	JAN
1015	1600	EA	16.00	25600.00	1/15/77	JAN
1016	1700	EA	17.00	28900.00	1/15/77	JAN
1017	1800	EA	18.00	32400.00	1/15/77	JAN
1018	1900	EA	19.00	36100.00	1/15/77	JAN
1019	2000	EA	20.00	40000.00	1/15/77	JAN
1020	2100	EA	21.00	44100.00	1/15/77	JAN
1021	2200	EA	22.00	48400.00	1/15/77	JAN
1022	2300	EA	23.00	52900.00	1/15/77	JAN
1023	2400	EA	24.00	57600.00	1/15/77	JAN
1024	2500	EA	25.00	62500.00	1/15/77	JAN
1025	2600	EA	26.00	67600.00	1/15/77	JAN
1026	2700	EA	27.00	72900.00	1/15/77	JAN
1027	2800	EA	28.00	78400.00	1/15/77	JAN
1028	2900	EA	29.00	84100.00	1/15/77	JAN
1029	3000	EA	30.00	90000.00	1/15/77	JAN
1030	3100	EA	31.00	96100.00	1/15/77	JAN
1031	3200	EA	32.00	102400.00	1/15/77	JAN
1032	3300	EA	33.00	108900.00	1/15/77	JAN
1033	3400	EA	34.00	115600.00	1/15/77	JAN
1034	3500	EA	35.00	122500.00	1/15/77	JAN
1035	3600	EA	36.00	129600.00	1/15/77	JAN
1036	3700	EA	37.00	136900.00	1/15/77	JAN
1037	3800	EA	38.00	144400.00	1/15/77	JAN
1038	3900	EA	39.00	152100.00	1/15/77	JAN
1039	4000	EA	40.00	160000.00	1/15/77	JAN
1040	4100	EA	41.00	168100.00	1/15/77	JAN
1041	4200	EA	42.00	176400.00	1/15/77	JAN
1042	4300	EA	43.00	184900.00	1/15/77	JAN
1043	4400	EA	44.00	193600.00	1/15/77	JAN
1044	4500	EA	45.00	202500.00	1/15/77	JAN
1045	4600	EA	46.00	211600.00	1/15/77	JAN
1046	4700	EA	47.00	220900.00	1/15/77	JAN
1047	4800	EA	48.00	230400.00	1/15/77	JAN
1048	4900	EA	49.00	240100.00	1/15/77	JAN
1049	5000	EA	50.00	250000.00	1/15/77	JAN

Dear PHIL M. M.,

Whatever amount you pass on with you passed on the item's BOD (Based of Demand) and—just like any other demand.

What makes for keeping BOD Form 2137 is to help you adjust your authorized allowance of repair parts. See page 306-31, AR 315-31 and page 306 in the AR's Change 4 (27 Nov 63). If you don't record all demands you won't have the same plan "demand" every when you go to tally-up your record.

Phil M. M.



DON'T LET THE #1
Choice in your area keep
you from becoming the
winner. The #1 choice
is the #1 choice. The
#1 choice is the #1 choice.
The #1 choice is the
#1 choice.

EASE UP, THERE!

The buffer at the end of that cleaning maintenance's made of lightweight plastic. Shows it is too hard and the buffer'll break . . . stuff'll slip preventing your left's muscle from bearing.

WATCH YOUR DIET

If you're thinking of taking a bite out of one piece of equipment to get another into shape, read the news first. Rules for consolidation of low mortality parts for all your Army equipment are in AR 750-1, AR 750-2 and AR 750-50. For some equipment there are special rules, like AR 3-106 for Engineer-type items. Watch things-keep an eye close to follow the AR Part 210-1 and 210-4 for the latest changes to your repair parts consolidation diet.

HUNG ON TO 'EM

Think about your authorized storage of distributor assemblies. Page 11, 45, 132 says that since the P-3300-210-20P (also 52) no longer has distributor assemblies as an authorized storage item, you no longer stock 'em and you turn in the ones you were have. Well, the has all been changed. Hang on to the distributor assemblies near your shaft because they're again being authorized at organizational level. The article also has been reviewed and the latest change is in Change 1 to AR 9-3300-210-20P (2 Dec 68).

MINDS THINK LIKE DOPE

NO P-3300-210-1 2 (Aug 67) for your M48A2 tank get you shook up? On page 12 it says you take your track support rollers until grease appears at the relief cut. These track support rollers don't have pressure relief like things so you haven't been shock-dropped. Just take the track support rollers quarterly with LSA like you would any other tank without pressure relief cuts.

THAT FAT IS

AR 750-20 (Sep 67), "Army Adopted Items of Material," gives you a whole lot of a lot of supply scope. It replaces AR 2-22, AR 2-24, AR 9-122, AR 9-207, AR 11-203 and AR 30-21 which listed the adopted items of material of the old technical services. It gives you a lot more than the old AR's—the PMS, item nomenclature, expendability info and the item number.

BY REPLACEMENT ONLY

Repair by replacement. That's the way the H-100/LJ tankard (FM 390, 640-1070) used with your AM/PM-4 radar set. Because of its low original cost and other factors, it is classified as essentially irreplaceable. In your mind trying to regulate replacement parts. Just turn in the old one for a new one.

right now

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

YOUR

BATTERY
WON'T BE
COMBAT-
READY
UNLESS
SHE'S
DATED

TO GO THE SPOOF ON DATE
STAMPING YOUR BATTERY,
SEE TM9-6140-208-15

USE THE NUMERICAL AND NUMERICAL METAL OIL
STAMPING SETS IN TOOL KIT 2, COMMON
TOOL KIT (SM-64-500-000, 64-500-1)