

Issue 280

PS

March
1976

THE PREVENTIVE MAINTENANCE MONTHLY

O'FLYNN,
ME BOY... YE
MUST GET
THRU-- ELSE
ALL ELF-DOM
IS DOOMED!

WHADDAYAMEAN--
BATTALION DOESN'T
ANSWER?...THAT SWITCHBOARD'S
PM SMELLS! CAN YOU
GET THRU ANOTHER
WAY...?

IT'S NUMBAH
ONE **URGENT!!**
HURRY!!

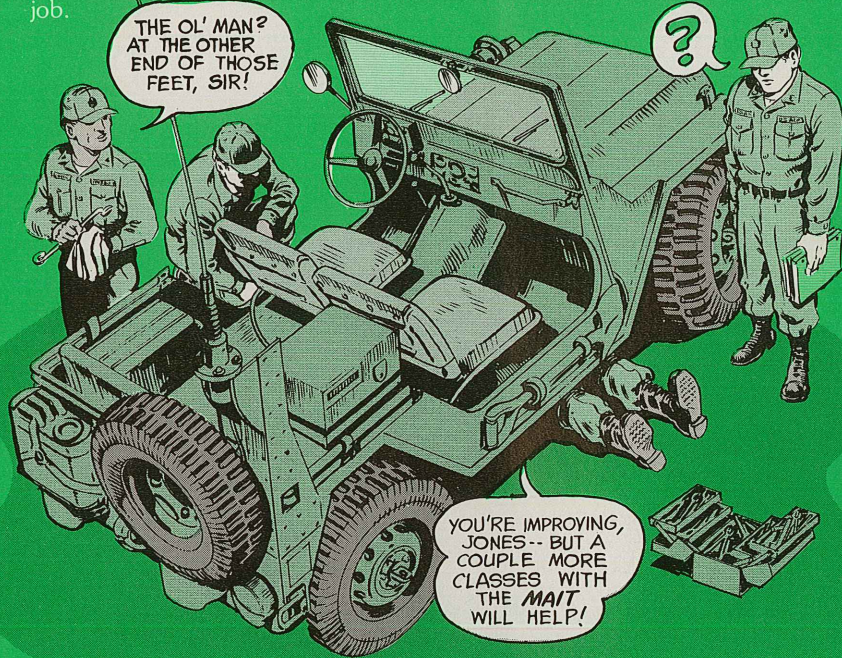
MURPHY
ANDERSON



Tell Your COMMANDER ABOUT DA CIRCULAR 700-18

PM (Preventive Maintenance) won't get far in your outfit unless your commander gives it his full interest and support.

He makes sure each soldier has the training to do his PM right. And, he allows plenty of time in your operations or training schedule to let you do the job.



Your CO makes sure you have the tools, parts and supplies you need to do your job in keeping your equipment maintained.

This interest in good PM comes all the way from the top side of the Army—Headquarters in the Pentagon—in DA Circular 700-18.

CIR 700-18

CIRCULAR
No. 700-18

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, DC, 12 March 1975

EXPIRES 31 December 1976

LOGISTICS

PREVENTIVE MEASURES FOR IMPROVED ARMY LOGISTICAL SUPPORT

- Purpose.** This circular prescribes the preventive measures for improving the logistical support to the Army. The theme of this circular is Preventive Logistics (PL) in furtherance of the Logistical Program Goals of Management and the achievement of the Army Logistics Master Plan (LOOMAP) objectives.
- Applicability.** This circular is applicable to the Active Army and the Reserve components. The general guidance set forth herein is also applicable to the US Army Health Service Command and will serve as the basis for further implementation in the area of medical logistics.
- Background.** a. Former phases of logistics improvement guidance defined actions to improve the Army logistics system and provide effective support to the Army's logistic operations in the future. Preventive Logistics is a command responsibility at every level in the Army. This circular sets forth responsibilities and areas to be emphasized by commanders and individuals to attain PL objectives.
- Objective.** a. To focus command attention on the prevention of logistic problems through and operations, promoting efficiency, and obtaining personnel support for the Army Logistics Offensive Program.
b. To instill in all members of the Army from the user to the highest levels an understanding and appreciation of all aspects of logistics supply discipline.

The circular is for commanders at all levels—company or battery right up to commanders of armies.

If your CO has not seen Circular 700-18, get him a copy and he'll do some mighty interesting reading. It tells him ways to improve the PM in your outfit.

Next Month in PS

HOW TO RUN A MAINTENANCE SHOP

SUBSCRIBE TO EIR DIGESTS

BLACK STICK-ON DECALS

TANK OIL ANALYSIS

VULCAN NEWS

AN/VRC-12 RADIO PM

PS THE
PREVENTIVE
MAINTENANCE
MONTHLY

Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties. Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Maintenance Management Center, Lexington, KY 40507.

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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: Or call: AUTOVON 745-3503.

MSG Half-Mast
PS Magazine
Lexington, KY
40507

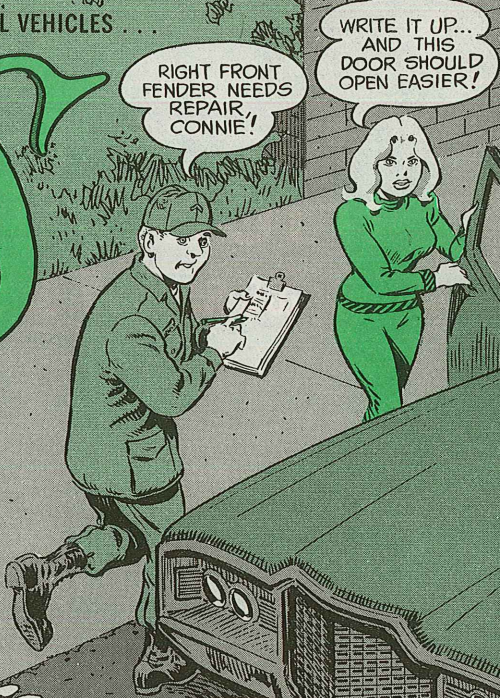
Use of funds for printing of this publication has been approved by Headquarters, Department of the Army, 23 December 1975 in accordance with AR 310-1.

DISTRIBUTION: In accordance with requirements submitted on DA Form 12-5.



COMMERCIAL VEHICLES

Let's do the



RIGHT FRONT FENDER NEEDS REPAIR, CONNIE!

WRITE IT UP... AND THIS DOOR SHOULD OPEN EASIER!

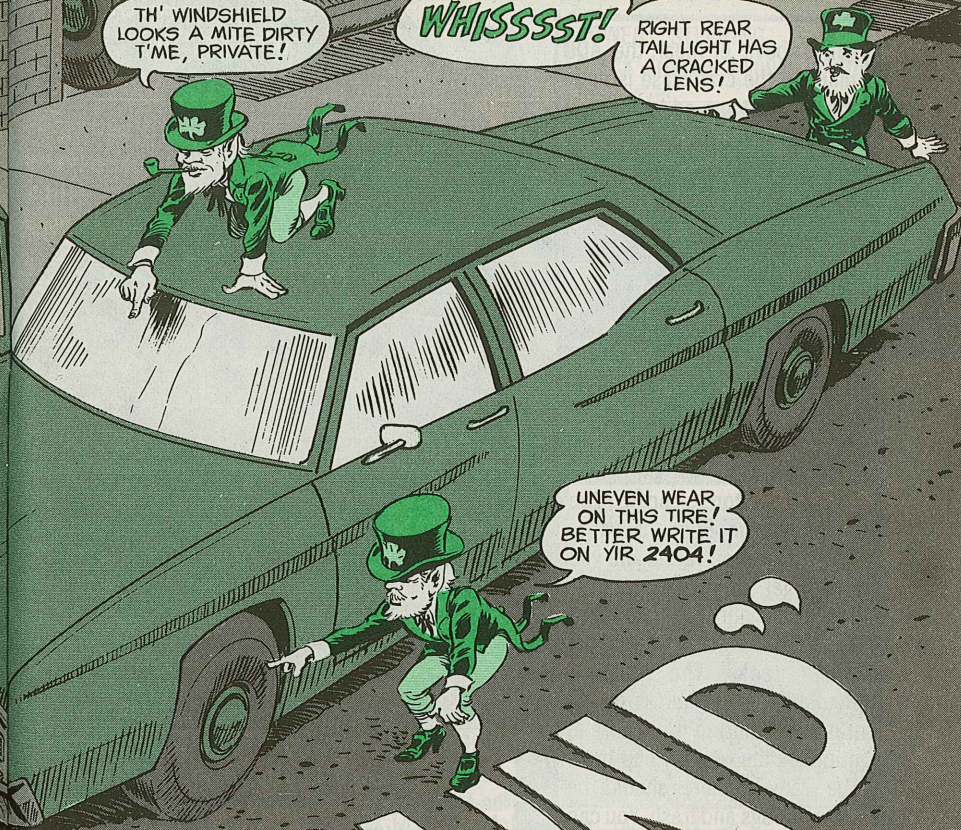
WALK AROUND

After you sign out a sedan or commercial truck, make an inspection tour of your vehicle.

As the driver, you're responsible for making sure the vehicle is going to get you and your passengers or cargo there and back. You can catch and correct

problems while they're small, and save a major breakdown. If you break down with a load of stars and eagles you won't get any points.

Let's get right down to it and go on that tour. You can do this with your own car, too.



TH' WINDSHIELD LOOKS A MITE DIRTY T'ME, PRIVATE!

WHISSST!

RIGHT REAR TAIL LIGHT HAS A CRACKED LENS!

UNEVEN WEAR ON THIS TIRE! BETTER WRITE IT ON YIR 2404!

FROM A DISTANCE

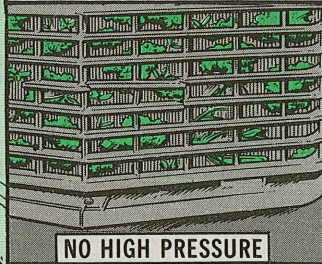
As you approach the vehicle, check for big, obvious things that won't be so obvious close up. Does it sit level? A corner tipping low could mean a broken spring. Are there any fresh fluid spots underneath? Is it clean?



OIL—Above or near the ADD mark. If the crankcase is more than a quart low, add enough to get it between ADD and FULL.



COOLANT—Don't open the radiator if the engine is warm. You'll waste antifreeze, and you might get burned. In a cold engine, coolant should be about 1 inch below the bottom of the filler neck. The coolant shouldn't have muck or oil (rainbow color) in it. Be sure to put back the radiator cap tight. The radiator core should be clear of bugs and trash. You can clean it with a low-pressure water or air hose, shooting from back to front.

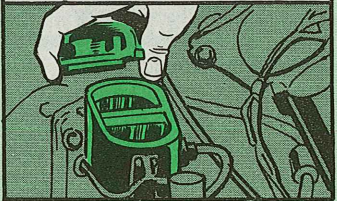


NO HIGH PRESSURE

UNDER THE HOOD
(Engine Off)

V-BELTS (There may be as many as 3 of 'em)—All there, not cut or frayed (get 'em replaced if they are), proper tension.

BRAKE FLUID—Enough in the master cylinder reservoir?

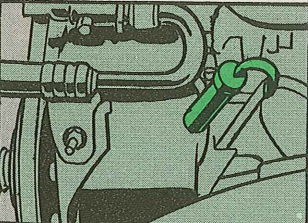


NOW, EYEBALL THOSE V-BELTS FOR CUTS, FRAYING AND CORRECT TENSION!

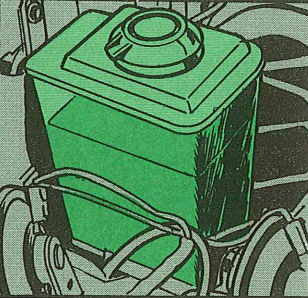


RIGHT ON!

POWER STEERING FLUID—Check driver's manual for the right level.



WINDSHIELD WASHER—Reservoir at least 1/3 full. Add water, but include special antifreeze/cleaning compound (not engine antifreeze) in cold weather.

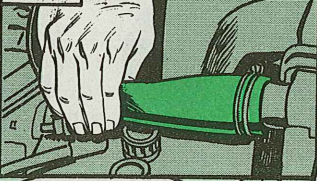


AN' CHECK TH' RADIATOR CORE FER BUGS AN' TRASH!

BATTERY—Electrolyte should cover the plates (check all cells). Cables and clamps tight, no corrosion on terminals. (The same goes for spark plug and coil wires.)



HOSES—Make sure radiator hoses and other plumbing are tightly connected and in good shape.



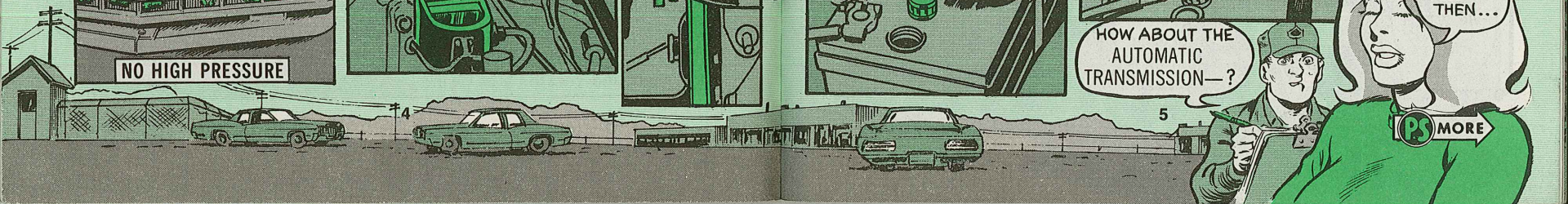
HOW ABOUT THE AUTOMATIC TRANSMISSION—?

WE'LL CHECK THAT LATER, WITH THE ENGINE RUNNING!

NOW CLOSE THE HOOD (MAKE SURE IT LATCHES TIGHT) AND THEN...



PS MORE



LET'S CHECK OUT THE...

FRONT



O'CURSE I'LL HOLD YIR PAD, LAD!



THANKS, PADDY!
THERE!
HOOD'S CLOSED!



Any sheet metal damage? Lights clean, unbroken and secure? (You can't tell if something's loose unless you get your hands on it.)

EXERCISE THE FRONT SPRINGS. IF THE CAR BOUNCES TOO MUCH, THE SHOCKS MAY BE BAD!



PRETTY BOUNCY, CONNIE!



I'LL MAKE A NOTE FER YIR MECH T' CHECK IT OUT!



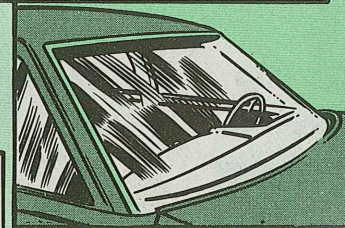
OK, COME AROUND TO THE...

RIGHT SIDE

AND LOOK FOR DAMAGE LIKE DENTS OR SCRATCHES!



WINDSHIELD AND WINDOW GLASS—No cracks or cloudy areas.



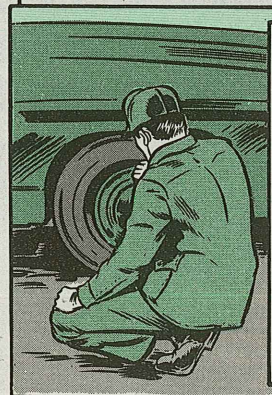
DOORS—Open and close each one to make sure they work right.



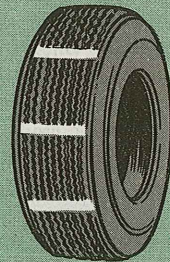
RIGHT ON, CONNIE!



LEAKS— Check again under the car for leaks. If you find any, call a mechanic.



WHEELS AND TIRES—Check the pressures with a gage. The vehicle manual gives the right pressures. Be sure to replace the valve caps. Also check the tires for wear. If the tread-wear-indicator bars show, or any tire is worn unevenly, write it down on Form 2404. If a tire is bald, replace it now. Nails or other foreign objects in the tread could call for replacement, too.



TREAD WEAR INDICATOR BARS

NEXT, GIVE THE... **REAR** ... A CLOSE LOOK...

RIGHT!
WILL DO!



US ARMY
CA1776

LIGHTS—Lenses all there, not cracked or broken.

SUSPENSION—Check the rear springs and shocks like you did in the front.



TRUNK—Check pressure of spare tire (should be the same as the mounted tires). Make sure jack, tire chains, flares and other required emergency equipment are there. Turn in any odds and ends you find.

Close the trunk, make sure it's tight.

LEFT SIDE

...IS NEXT! JUST FOLLOW THE SAME CHECKS AS FOR THE RIGHT SIDE!

OK-- FINISHED WITH REAR CHECKS... NOW WHAT?

8

NOW, IT'S TIME FOR THE... **INSIDE** ...JOB!

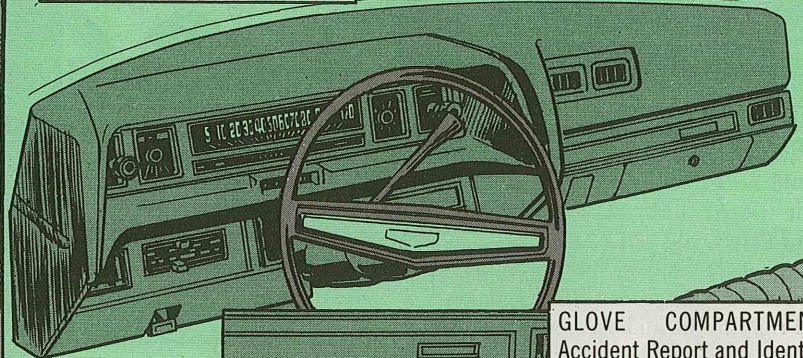
I'M WITH YOU, CONNIE!

HEY-- CAN'T A PERSON TAKE A NAP IN PEACE?

GENERAL APPEARANCE—Neat and clean. Check ash trays and under seats, too. (Put junk in a trash can!) Litter bags should be available and empty.



REAR-VIEW MIRRORS—If they won't hold adjustment, they're as bad as none at all. Get them fixed.



GLOVE COMPARTMENT—Accident Report and Identification Forms, other documents as required by your unit's rules.

DASHBOARD—Turn the switch on but don't start the engine. The oil and generator or alternator "idiot lights" will go on if they're not burned out.

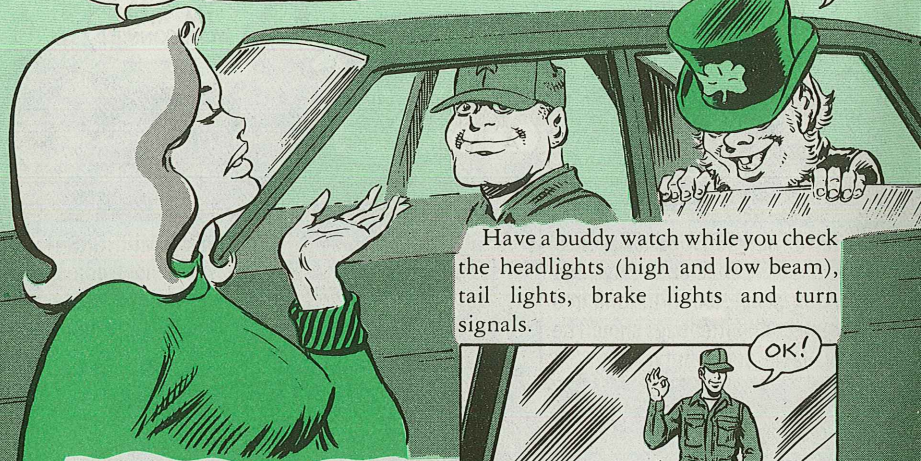
SEAT BELTS—Installed and working. AR 385-55 (Apr 74) spells out requirements for seat belts in Army motor vehicles. The driver must make sure the passengers wear them. Never make the passengers go digging under the seat to find 'em.



9

FINISHED?
GREAT!! YOU'RE READY FOR **START UP**

WOT MAKES YE THINK
THIS MICK EVEN HAS
A KEY, CONNIE?..



Have a buddy watch while you check the headlights (high and low beam), tail lights, brake lights and turn signals.

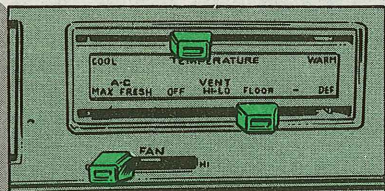


OK!

Now start the engine. The idiot lights should go out after a few seconds. If you've got an oil gage, it should move up at least $\frac{1}{3}$ of the scale. If it won't, turn off the engine immediately, and call a mechanic.

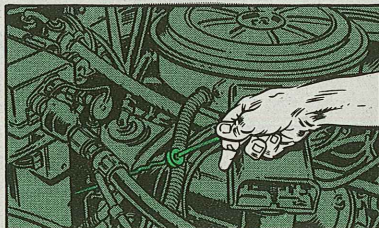
The engine should idle smoothly. The ALT or GEN gage (if any) should read right in the middle, or slightly to the "charge" side. If there's a temperature gage, it should rise slowly to normal temp.

Check the operation of the heater or air conditioner (depending on the



weather). Check operation of the windshield wipers and washer. Give the horn a toot.

Now it's time to go back under the hood. Check the automatic transmission fluid with the engine running. Be alert for leaks, sparks, smoke or unusual noises. (Watch out for the fan blades.)



Look and listen for exhaust leaks in the engine compartment and under the vehicle. These are dangerous—call a mechanic.

BEFORE YOU TAKE OFF

... MOVE THE VEHICLE A FEW FEET FORWARD AND BACKWARD...

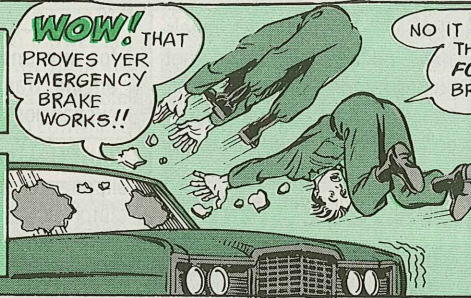
YEAH... MAKE SURE O' THESE THINGS...

• **Emergency (parking) brake works.**

WOW! THAT PROVES YER EMERGENCY BRAKE WORKS!!

NO IT DOESN'T! THAT'S THE FOOT BRAKE!

• **Foot brake works, doesn't go all the way to the floor.**



• **Steering is OK.**

HEY... ZOWEEE... DIDN'T YOU CHECK OUT THE STEERING?

I THOUGHT YOU DID!

• **Transmission works well and quietly.**



K-A-LUNK!!

ALL RIGHT-- SHE FINALLY KICKED IN!

• **Clutch works right.**

• **No unusual noises.**

NAAHH!! THAT NOISE DON'T MEAN NOTHIN'!

THEN THIS BUGGY MUST HAVE ONE O' THEM NEW ROTARY ENGINES!

• **You've got a tank full of fuel.**

ANY DIMWIT KNOWS TO CHECK THE FUEL GAGE!



WHAT ARE YA STOPPIN' FOR?

ALSO... **DURING OPERATION**

BEATS ME! IT'S GONE INTO BUSINESS FER ITSELF!

... KEEP ON THE LOOKOUT FOR ANYTHING THAT MIGHT INDICATE TROUBLE ABOUT TO HAPPEN!

BRAKES—Make sure all wheels are braking the same—not pulling to one side or the other. Watch for any unusual loss of pedal pressure when you apply the brakes. Keep your foot off the pedal when you're not using it.

NOISES—Keep a sharp ear out for any unusual noises in the engine, transmission, brakes or suspension.

CLUTCH—There should be no slippage or chatter when your clutch starts to engage. Never "ride" the clutch—keep your foot off the pedal when you're not using it.

ENGINE OPERATION—Should be smooth at all speeds. Listen for any knocks or pings. Report any trouble.

HEY! I DIDN'T KNOW YOU WERE GONNA TURN THIS WAY...

NEITHER DID I...

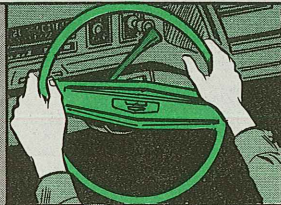
BAM-WHIRR-KLANGK

WHAT ARE THOSE NOISES?

DON'T SWEAT IT! YOU ONLY HEAR 'EM WHEN YOU GO OVER 20 MPH!

STEERING—There should not be too much free play in your steering wheel. Notice any hard steering, shimmying or wandering of the vehicle from side to side. If you think something's wrong, stop and check.

INSTRUMENTS—Keep an eye on 'em. A casual glance at the instrument panel every few minutes will help warn you of trouble. If any warning light goes on, stop right now.



LOOK AT THOSE DASH LIGHTS... LEMME OUT!

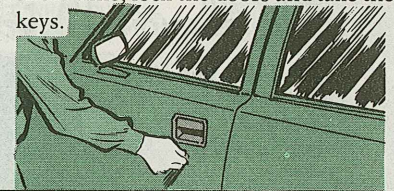
HMMM--AIN'T THEY PURTY... ALL OF 'EM RED LIKE THAT AT ONCE!

DON'T JUST LOAF AROUND WHEN YOU'RE...

AT HALT

At a scheduled stop, give the vehicle a once-over. Clean the windshield and lights if they need it. Eyeball the tires; if one is soft, fill it, but don't lower any pressures. A tire builds up heat and pressure while it's rolling, and it takes about 2 hours to cool down completely.

If you leave the vehicle, even for a short time, lock the doors and take the keys.



OK, CONNIE...

AFTER OPERATION ... I GO HOME, RIGHT?

WRONG! YOU'RE NOT FINISHED WHEN YOU DRIVE INTO THE MOTOR POOL!

RIGHT ON!

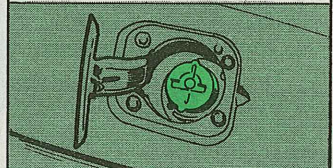
ONCE MORE YOU SHOULD MAKE WITH THE...

WALKAROUND—Give it the same kind of walkaround you did before you started. Check for loose parts, damage or anything else that might have gone wrong during the trip.

RECORDS—Finish filling out the Form 2404. Put down everything you noticed in any of your inspections that needs to be looked at by the mechanic.

This way, you'll get things fixed before the vehicle breaks down on the road and makes you hoof it to a phone. That can get embarrassing —after all, you're a driver, not a walker.

FLUIDS—Fill up the gas tank, and check the other fluids in the car. Now's the best time to check the engine oil: about 5 minutes after stopping the engine. The oil's still hot, and it's had a chance to drain back from the engine parts. Also, you can report if the vehicle's been using oil or other fluids, so it can be fixed before being assigned to some one else.



Check the vehicle as if the next guy to drive it will be you . . . it might.

IF IT'S DIRTY, WASH IT!



GOT IT ALL TOGETHER, NOW?
JUST TO HELP YOU KEEP IT THAT
WAY... HERE'S A HANDY...

CHECK LIST

BEFORE OPERATION

1. Damage (body and glass)
2. Leaks
3. Fluid Levels
 - a. Fuel
 - b. Oil
 - c. Transmission
 - d. Brake
 - e. Power steering
 - f. Coolant
 - g. Windshield washer
4. Lights
5. Wheels and tires (Including spare)
6. Suspension
7. Battery
8. Engine
9. Belts and hoses
10. Tools and emergency equipment
11. Seat belts
12. Paper work
13. Cleanliness
14. Mirrors
15. Horn
16. Windshield wipers and washer operation
17. Instruments
18. Heater or air conditioner
19. Brake operation
20. Steering
21. Transmission and clutch

DURING OPERATION AND AT HALT

1. Brakes
2. Unusual noises
3. Steering
4. Transmission and clutch
5. Engine operation
6. Instruments
7. Leaks
8. Wheels and tires
9. Windshield and lights
10. Vehicle secured at halt

AFTER OPERATION

1. Vehicle clean, inside and out
2. Damage (body and glass)
3. Fluid levels
 - a. Fuel
 - b. Oil
 - c. Transmission fluid
 - d. Brake fluid
 - e. Power steering
 - f. Windshield washer
4. Lights
5. Wheels and tires (including spare)
6. Suspension
7. Battery
8. Engine
9. Belts and hoses
10. Tools and emergency equipment
11. Mirrors
12. Horn
13. Windshield wiper and washer operation
14. Forms completed
15. Report vehicle checked and secured.

WHEELED VEHICLE DRIVER . . .

FM

IS FOR YOU!

RIGHT ON!
... AND FOR EVERY
DRIVER IN YOUR
UNIT WHO PUSHES
WHEELS!

FOR
ME...?

MY
OWN?
GREAT!!

GREAT
FER
ME,
TOO!



"Oh, yeah?" you ask. "Who's FM?"

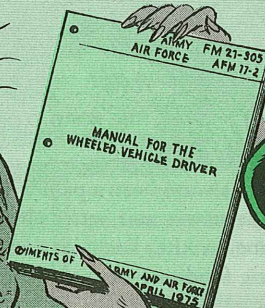
FM is not a "who"—it's a "what."

FM 21-305 (Apr 75), Manual For The Wheeled Vehicle Driver, replaces the old TM 21-305. This FM's got some new stuff in it—like convoy control and aircraft loading signals.

If you're new in the driving game, you need to know FM 21-305 better 'n you know your way to the PX.

Even if you're an old hand behind the wheel, you'll find some info you didn't know—or you've forgotten—in this FM.

Are you feelin' low? Nobody 'preciates you?



Then give yourself a lift—flip to page 2-3, para 2-6a, in FM 21-305:

"You are the most important single factor in preventive maintenance."

Yep, that's you, the wheeled vehicle driver.

What? You can't find a copy of FM 21-305 around?

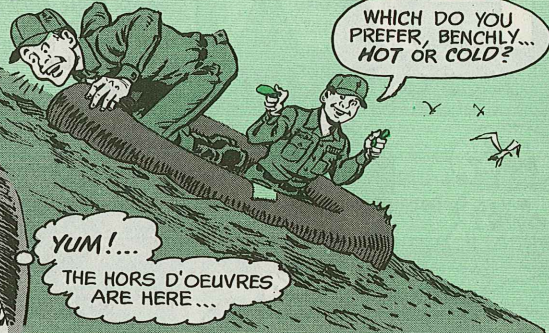
Then get your unit clerk to order some copies on a DA Form 17 from the Baltimore AG Publications Center. The clerk should order 1 for every driver.

PS END

TIRES AND TUBES:

COOL CHEMICALS REPLACE HOT PATCHES

FER PETE'S SAKE, HARRY!!!... HURRY WITH THAT PATCH!



WHICH DO YOU PREFER, BENCHLY... HOT OR COLD?

YUM!... THE HORS D'OEUVRES ARE HERE ...

Patching tubes has always been a pain with the hot patch method. The cool solution is to use the newer and better chemical cure patches.

The patches come in kits. Each kit includes 100 patches, a 1/2-pt can of chemical vulcanizing fluid, a 1-pt can of liquid buffer (cleaning fluid) and an instruction sheet.



IT'S KNOWN AS...

REPAIR KIT, PUNCTURE, PNEUMATIC TIRE AND INNER TUBE, CHEMICAL (REFILL)

NSN	PATCH SIZE
2640-00-092-4004	1 1/2-in round patches
2640-00-102-0978	2-in round patches
2640-00-092-4005	2 7/8-in round patches
2640-00-092-4007	1 3/4 x 4-in oval patches
2640-00-052-6724	50 patches of each size

NSN's for packages of patches of each size are listed in Table 4-1 of Ch 1 to TM 9-2610-200-20 (Nov 72). The chemicals are listed in Table 4-2.

The patches are made with a thin layer of uncured rubber on one side. When this is pressed against the vulcanizing fluid on the tire, it is cured chemically and creates a strong bond.



REMOVE BACKING FROM PATCH

FASTER, HARRY... FASTER!

HITTIN' HIM ON TH' NOSE WITH A HOT PATCH WASN'T SUCH A GOOD IDEA, PETER!



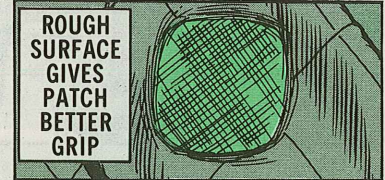
With this chemi-cure process, you don't need special equipment, and the patch doesn't need to be heated. Also, the shelf life of the chemical patches is longer than the hot patches.

Instructions for applying the patch are included with the kit. Preparing the surface for the patch is important. You roughen the rubber to a velvet-like surface by buffing it.



BUFF PUNCTURED AREA 1/2" BEYOND PATCH SIZE

That gives the patch a better grip, makes a stronger bond and gives you a longer-lasting repair.

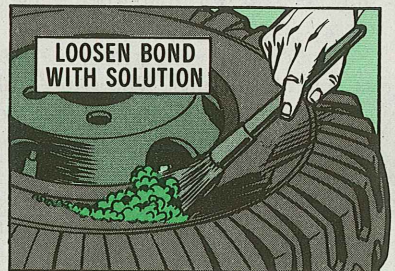


ROUGH SURFACE GIVES PATCH BETTER GRIP

While you're demounting and mounting the tire for this operation, you might try a liquid that makes the job easier.

NSN 2640-00-256-5526 brings you a liter (a tad more than a quart) of tire and rim lube. For a gallon, use 2640-00-256-5527.

You dilute it (1 part liquid with 4 parts water) and paint around the tire at the rim. After about 10 minutes it penetrates into the bead, loosens the bond and makes it easier to break the bead from the rim.



LOOSEN BOND WITH SOLUTION

This stuff is also good for mounting tires. It lets the tire slip on easier, slows down rust and makes demounting easier.

AIR LINE CUTOUT

The air line cutout plug cock, NSN 4820-00-350-6495, used on the trailer brake lines of 2 1/2-ton and 5-ton trucks, has been replaced by NSN 4820-00-420-5499. The new cock looks a little different, but it's interchangeable with the old one.

KEEP TIRE FLAP

HEY! WAIT A MINNIT... I FERGOT MY FLAP!

HMMMPHNN! IF I FORGOT MY FLAP--I'D BE GROUNDED FOR SURE!

?

Hold onto that tire flap when you turn in a tire.

You'll probably get a retread as a replacement for the tire—but you won't get a flap with the retread. You only get a tire-with-flap when you get a brand-new tire.

Flaps can be used over 'n' over again as you replace tires. The flap's still good as long as it checks out OK—see the poop in TM 9-2610-200-20 (Nov 72), paras 1-5g, 1-6c, 2-14, 2-16e and 2-16f.

You can get new flaps for most tires, but you may have a long wait for certain sizes.

HERE'RE THE NSN'S FOR AVAILABLE NEW FLAPS...

TIRE SIZE	NSN 2640-00-
6.00-9	535-7509
6.50-10	472-8645
7.00-10	799-0577
7.50-15	895-5767
7.50-16	696-0466
7.50-18	797-0510
8.25-20	699-9473
9.00-16	208-7541
9.00-20	147-5160
11.00-20	158-5617
16.00-24	806-0488

PLASTIC WINDOW POLISH

?

Dear Editor,

We've found that plastic polish, NSN 7930-00-634-5340, applied to vehicle plastic windows with a soft cloth gives the windows a clean, clear surface which aids in safety in vehicle operations.

This polish removes scratches, rust-spots, stains, etc., and is especially useful on M151A2 1/4-ton trucks, which have plastic windows on both sides and the rear.

The plastic must be clean—no grit—before polishing. And over-polishing is bad because the polish actually removes some of the plastic.

This polish is not for the glass windshield.

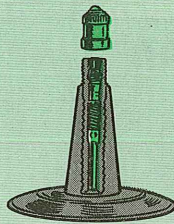
SP5 Richard L. Schoenfelder
200th Engr. Co.
South Dakota National Guard

(Ed Note: The polish is listed in the GSA Catalog (Oct 74) at 56 cents for a pint bottle. But check your QSS store first to see if it's already on the shelf. If it's not, ask your QSS people to stock it.)

Hey! Stop dropping those tire valve caps all over the motor pool! Somebody might slip on one and break his whatever. And besides, they belong on the tire valves.

You need those caps. For one thing, they keep dirt and water out of the valve, so it won't get clogged up. If a little piece of dirt gets into the valve seat, it won't hold air.

THOSE VALVE



TIRE VALVE



LONG TYPE CAP

CAPS HAVE VALUE

Also, the screwdriver type metal cap with a forked tip can be used to remove, install and tighten the cores.

If you need some caps, take a look around the motor pool area before ordering some. You'd be surprised how many you'll find still in good condition.



SCREWDRIVER TYPE CAP

HAH!... 'NOTHER CAP!

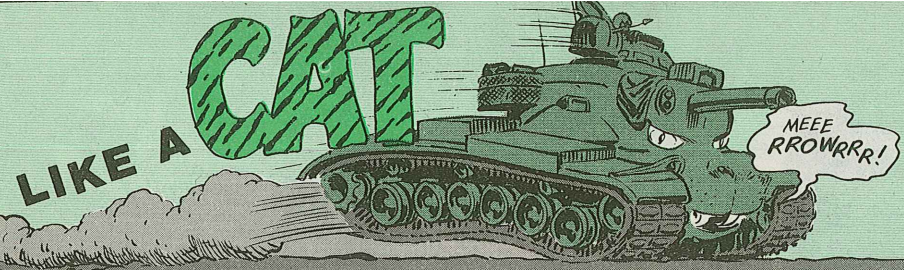


JIG'S UP, FELLAG!

WE GOTTA GO BACK TO WORK!



TREAD SOFTLY...



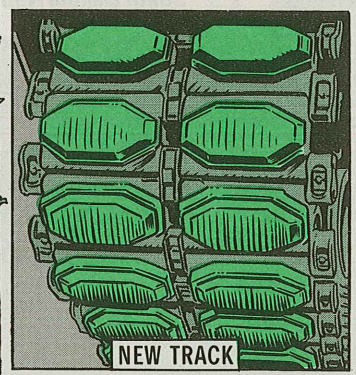
LIKE A CAT



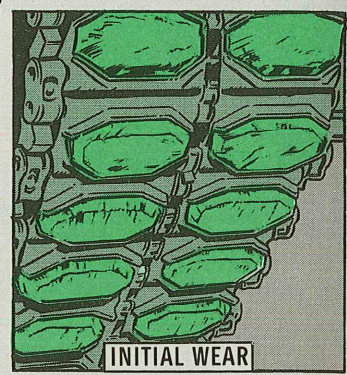
YOUR GO POWER DEPENDS ON YOUR TRACK !!



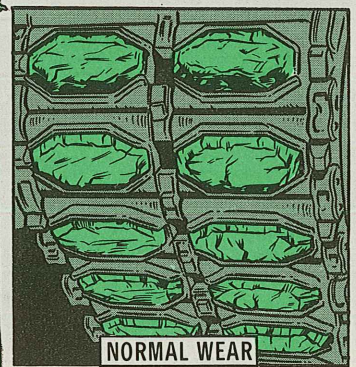
RIGHT, LASS, AND HERE'RE FOUR TRACK CONDITIONS TO KNOW BEFORE YOU GO !!



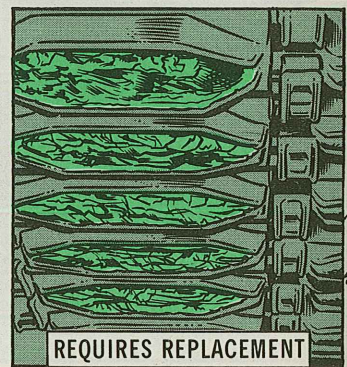
NEW TRACK



INITIAL WEAR



NORMAL WEAR



REQUIRES REPLACEMENT

Careful driving and good track PM make all the difference in the world in how long track and track components last.

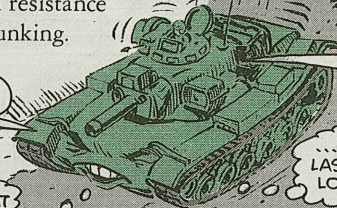
Your tank has proved what it can do—and you've proved you can make it do it. So you can cool the hell-bent-for-leather bit until your mission calls for it. Meanwhile, purr, tiger, purr.

TRACK SAVER TIPS

•Keep speed slow and steady as much as possible. High speeds—especially in hot weather—build up heat that weakens pad resistance to tearing and chunking.

REMEMBER!!! TO SAVE TRACKS & PADS... S'S ARE THE ESSENCE!!! SMOOTH TOP & SLOW STEADY PEED

WOW! BET WE'RE THE FASTEST TRACKS ON RANGE 80!



YOU SAID IT, MAN!

...I CAN'T LAST MUCH LONGER!

GAKK! WHAT'S YO-YO'S...

•Start and stop smoothly. Jack rabbit starts and panic stops increase tearing and chunking on the pads.

HEY... YOU FROM TEXAS, JACK?

YEH--HOW'D YOU GUESS?



URG! NO RABBIT EVER JUMPED MORE'N ME!



HERE ARE MORE TRACK SAVER TIPS...

• Turn in smooth, long curves. Pivot steering at any speed wears out more track rubber in a few seconds than a whole day's road march. Keep pivot steering to a minimum.

WOULDJA LOOKIT THAT! THEY SURE DON'T MAKE TRACK RUBBER LIKE THEY USETA!

YA GOTTA STRIVE FOR PURR-FECTION, MEN!

Remove debris from track after each operation. This includes mud—which can freeze—rocks, wire, brush and tin cans.

THINK WE OUGHTA REPLACE THEM T142 PADS?...

• Replace T142 pads when the grouser begins to mark a paved road.

UGH! MY OPERATOR MUST THINK I'M SCOTTISH!

• Keep your track tension adjustment right . . . like it says in the -10 manual with changes that cover your M60-series tanks. Poor track tension is the prime track killer—and remember track that's too tight is just as bad as loose track. You check and adjust tension after each operation as necessary.

• Reverse your T142 track at 3,000 miles. Among other things this'll shift the wear to unworn surfaces of the end connectors.

SEZ HE'S GONE 3,000 MILES AN' REFUSES TO BUDGE 'TIL WE REVERSE HIS TRACKS!

THEY'LL HELP KEEP YOUR BIG PUSSY CAT PURRING!

• Check your road wheels, wear plates, compensating idler wheels, support rollers, sprockets, bumper springs, torsion bars, center guides, and end connectors for wear and damage. Do it after operations and during halts. A fast eyeball tour won't cut it. Take your time and give 'em a careful going over.

YES, LADS! YOUR TANKER'S BAR IS AS USEFUL AS MY TRUSTY SHILLE-LAGH!

• Look for badly chunked or dead track blocks. They also rate high in the track killer list, so replace 'em pronto.

• If track is thrown, break the track so you can put it back on. Prying it on is a No-No!

YOU GOT YOUR PEANUTS—NOW BREAK!

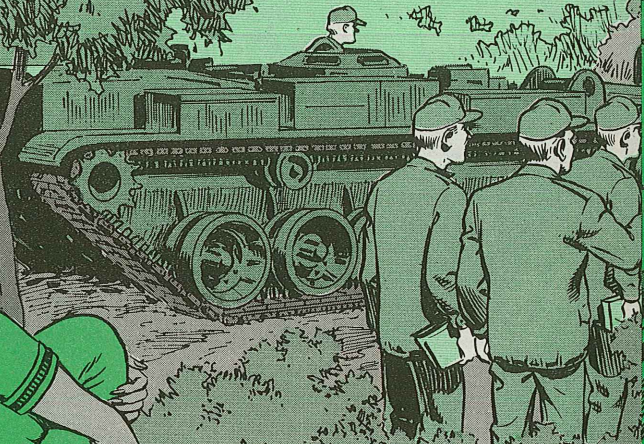
• Review TM 21-306—just to brush up on your driving techniques. All the inspections in the world go down the drain in a hurry if you "cowboy" your rig over hill and dale in an all-out effort to latch on to the Track Killer award of the year.

ER, YEH, CONNIE—I THOUGHT IT WUZ A GOOD IDEA TO HIT TH' BOOKS!

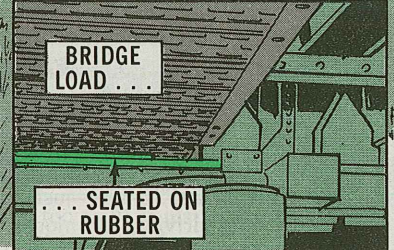
HOLD THAT BRIDGE . . .

CHAIN IT, MAN!

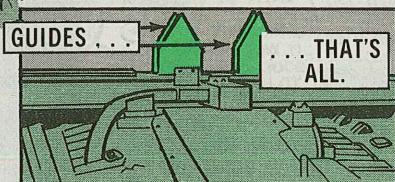
THIS INFO WILL HELP YOU GET IT DONE RIGHT!



When the 2 guides mate with the cut-out slots in the bridge your bridge load is seated just right on rubber cushions.

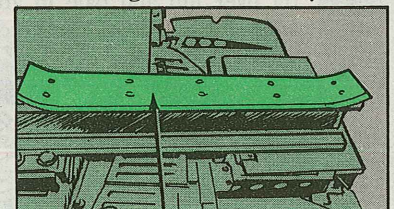


Those fixed bridge seat guides on your M60A1 AVLB launcher are just



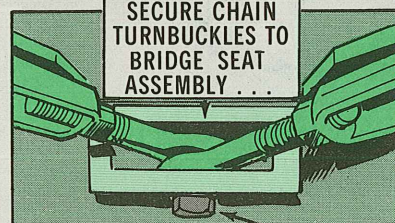
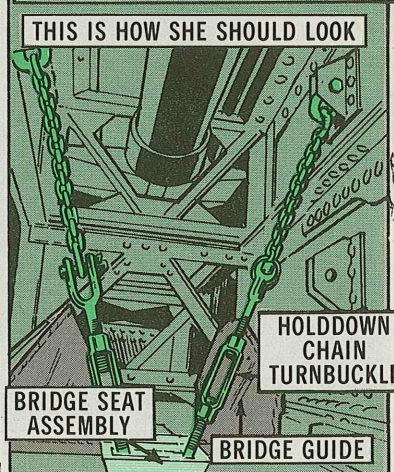
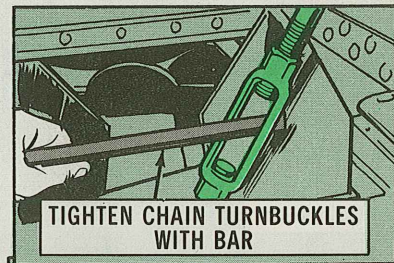
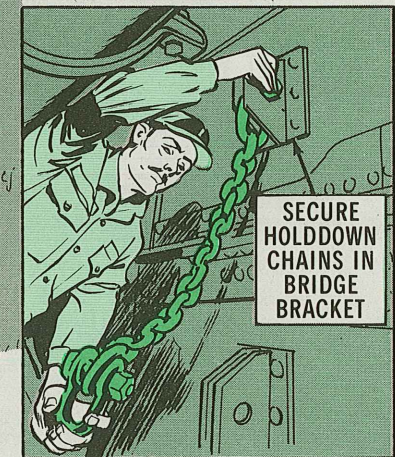
that—guides. They're not lockdowns, tiedowns or holddowns.

But to keep the bridge from shifting 'n' bouncing on cross-country travel,



you have to hook up the 2 holddown chains. Fig 2-22 in TM 5-5420-202-10 (April 73) shows you how.

After all, you don't need a busted bridge or broken bridge seat when you get to your working site.

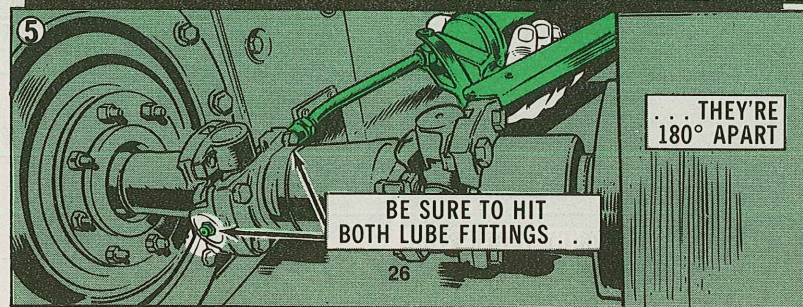
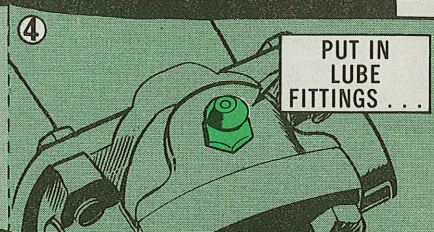
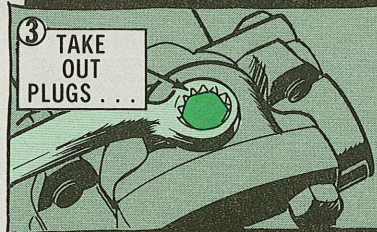
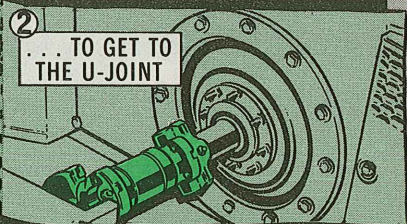
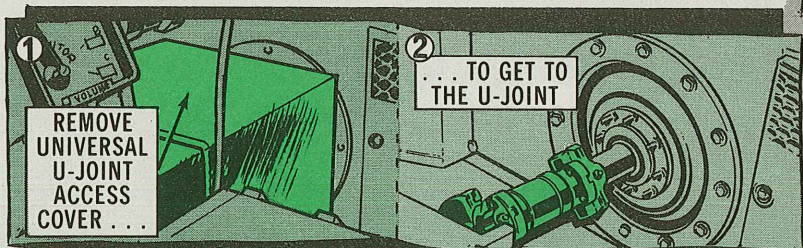


. . . WITH HOLDDOWN CYLINDER PLUG

U-JOINT PM

You're in a real bind when you get your M60A1 bridge launcher in place—and find you can't launch the bridge! You forgot to lube the universal joint?

Sure, it takes time to get at the lube points. They're under the U-joint cover. You gotta take out the plugs, put in the lube fittings and give the U-joint a shot of GAA with your grease gun. NOTE: The 2 lube points are 180° apart on the journals, so "bump" the starter to get 'em both on the driver's side. Makes your job easier.



POINTS



Now, wipe off the extra grease. Leave the lube fittings in to make your next lube job faster 'n' easier. There's plenty of space between the fittings and access cover so the shaft will turn freely. Finish the job by adding the protective access cover.

Speaking of U-joints, you'll goof it up for sure if you try to take out the power plant before you remove the power take-off in the crew compartment.

O'course, you know what could happen if you engage the clutch with the engine in high RPM . . . KERPOW! The journal—spider—snaps . . . and your vehicle stays put.

You get the same breakup deal if you leave the clutch engaged while driving the launcher vehicle. Fig 2-21 in TM 5-5420-202-10 (Apr 73) has the use/don't use clutch story for bridge launching or retrieving operations.





SORRY... WE DON'T HAVE
PUBS

FER THAT KIND
O' SHILLELAGH!

WHY
DON'T YOU SEE
CONNIE RODD?



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 (Nov 74), and Ch 1 (Feb 75), TM's, TB's, etc.; DA Pam 310-6 (Jul 75), and Ch 1 (Oct 75), SC's and SM's; and DA Pam (C) 310-9 (Aug 74) COMSEC Pubs.

TECHNICAL MANUALS

TM 3-4220-213-10 Sep Deacon Kit, Skin: M258
TM 3-4240-264-20P Oct Shelter System, Collective Protection, M51
TM 3-4240-278-10 Aug Field Mask, Chem-Bio ABC-M17/M17A1
TM 5-2805-256-24P Sep Engine, Gas 1 1/2-HP, Mil Std Mods 1A08-1, 1A08-11, 1A08-111
TM 5-2805-257-24P Sep Engine, Gas 3-HP, Mil Std Mods 2A016-1, 2A016-2, 2A016-3
TM 5-4320-273-14 Oct Pumping Assy, Flammable Liq GED, 350-GPM Gorman-Rupp Mod 04A12C-MVG4D
TM 5-4520-239-14 Dec Space Heater, Multifuel 15,000 BTU/HR Hunter Mod UH-48C Type 1
TM 5-5420-202-10 Dec Bridge Launcher, AVLB M60A1 Tank Chassis
TM 5-6115-271-24P Oct Generator Set, Gas Eng, 3-KW 3-Phase 120/208 and 120/240 Volts, 28-VDC (Less Engine) DOD Mod MEP-016A, MEP-021A, MEP-026A
TM 5-6115-323-24P Sep Generator Set, Gas Eng 1.5-KW, Single Ph AC 120/240 Volts, 28-VDC (Less Engine) DOD Mod MEP-15A, MEP-25A
TM 9-1340-211-12 & P Sep Warhead Sect 762-MM Rocket M144 and M186
TM 9-1340-213-12 & P Sep Warhead Sect 762-MM Rocket M6A1
TM 9-1340-418-12 Nov Ballistic Anti-Target Sys (BATS)
TM 9-1400-461-20P Sep M-22 Guided Missile Launcher
TM 9-1410-530-24P Oct Improved HAWK
TM 9-1425-382-10-2 Jun Pershing
TM 9-1425-383-10-1 Nov Pershing
TM 9-1425-473-8-ESC Oct Armament Subsystem Helicopter, TOW XM65
TM 9-1430-382-14 Nov Pershing
TM 9-1430-383-14 Nov Azimuth Laying Set AN/TSO-110 (XO-1) Pershing
Ch 2, TM 9-2300-224-20P Aug M113-Series APC (Gas)

Ch 3, TM 9-2320-206-20P Aug 10-Ton Series Trucks
TM 9-2320-266-ESC Oct Truck, 1 1/2-Ton Commercial-Design Dodge (M860, etc.)
TM 9-2350-230-24P/1 Sep M551, M551A1 Hull, Suspension
TM 9-2350-257-20-1 Dec M60A1 (Rise) Tank
TM 9-2350-257-20P-1 Dec M60A1 (Rise) Tank
TM 9-2610-201-14 Aug Tires
TM 9-4935-461-20P Oct M22 (Set A) Missile System
TM 9-6920-357-24&P Sep Laser, Gunnery Trainer M55
TM 9-6920-378-20P Oct Training Set Pershing
TM 10-3930-633-20P Dec Tractor, Wheeled Warehouse Gas 4000-lb Army Mod MHE-228
TM 11-1520-228-20 Aug Electronic Config OH-58A Helicopter
TM 11-5805-357-ESC Oct AN/TCG-61 Telephone Term Set
Ch 2, TM 11-5815-394-35 Nov Radio Teletypewriters AN/GRC-142, AN/GRC-142A, AN/GRC-142B, AN/GRC-122, AN/GRC-122A, AN/GRC-122B
Ch 8, TM 11-5840-298-12 Nov Radars AN/PPS-5, AN/PPS-5A
TM 11-5895-225-ESC Oct Panel, Patching, Commo SB-675/MSC
TM 11-5895-225-ESC-1 Nov SB-675A Commo Patching Panel
TM 11-5895-459-14 Oct Tropo Scatter Tactical Radio Relay System
TM 11-5895-836-14 Nov RP-224/U Line Printer
TM 11-6625-202-14 Oct Test Set, Relay TS-1775/U
TM 11-6625-486-14&P Oct AN/USM-159(1) Frequency Meters
TM 11-6625-539-24P-4 Nov Transistor Test Set TS-1836/U
Ch 6, TM 11-7440-223-15 Nov RP-157/G Page Printer
*TM 32-5895-230-12 Countermeasure Set AN/TLQ-17
*TM 32-5895-334-14 Antenna Rotator Group OE-154/G
Ch 1, TM 55-1500-333-24 Oct Cleaning Procedures, Army Aircraft
TM 55-1510-204-20-CL-5 Sep OV-1D
TM 55-1510-204-20 PMP/1 Oct OV-1D
TM 55-1510-204-20 PMP/1 Oct OV-1D
TM 55-1510-204-20 PMI/1 Oct OV-1D
TM 55-1730-218-12 Aug Aviation Jack Type 12-3-14 Malabar

TM 55-1730-220-12 Aug 10-Ton Hydr Aircraft Type A-6 Regent
TM 55-1730-221-12 Aug 10-Ton Hydr Aircraft Jack Type A-6 Columbus Jack Corp
TM 55-2320-211-15-1 Nov Transportability Guidance 5-Ton Trucks
TM 55-2620-201-24 Jun Appl Table for Aircraft Tires, Tubes

MISCELLANEOUS

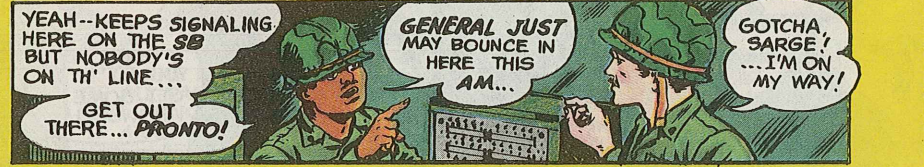
Ch 7, AR 340-18-14 Sep Logistics Functional Files
Ch 1, CTA 50-900 Aug Clothing and Individual Equipment
FM 38-746 Aug Logistics Packaging
DA Form 12-4 Aug Administrative Pubs, (Pinpoint) Regulations, Circulars
FM 43-3 Sep Shop Mathematics
LO 5-6115-233-12 Oct Generator Set Diesel 30-KW, AC, 120/208; 240/416-V, 3-Phase, 60-HZ Kurz and Root Mod Cleo-1
LO 5-6115-292-12 Oct Generator Set, Diesel 150-KW, AC, 240/416-V, 3-Phase, 60-HZ Cummins Mod NVH-12-G-150KW-AC
LO 5-6115-455-12 Aug Generator Set Diesel 200-KW, AC, 120/208-V, 3-Phase 60-HZ Waukesha Mod F1905 DSU
LO 5-6115-457-12 Aug Generator Set DED Skid Mid, 100-KW, 3-Phase 4-Wire, 120/208, 240/416-V DOD Mods MEP106A, MEP116A
LO 5-6115-458-12 Aug Generator Set Diesel, 200-KW, 3-Phase, 4-Wire, 120/208/416-V DOD Mod MEP009A, MEP108A
LO 5-6115-574-12 Aug Generator Set Diesel, 100-KW, 0.8 PF, AC 120/208-V/240/416-V 3-Phase, 60-HZ Ferromot Mod MB-16
LO 5-6115-575-12 Aug Generator Set, Diesel, 100-KW, 120/208, 240/416-V 3-Phase, 50/60 HZ Jeta Power Mod D9801M SB 740-92-1 Oct Storage Serviceability Standard (Missile Command)
*TB 43-321-4 USASA EIR Digest
TB 55-1500-206-20-24 Nov One-Time Inspect Tail Rotor Grip Assemblies UH-1
TB 55-1510-209-20-22 Nov One-Time Inspect U-21A, U-21G, RU-21A, RU-21D, RU-21E, RU-21H Main Wheel Brake Assy
*These may be requisitioned only from the US Army Security Agency Material Support Command, Vint Hill Farms Station, Warrenton, VA 22186.

TELEPHONE SYSTEM

JOE'S DOPE

GOOD PM TIES IT ALL TOGETHER

IT'S DOIN' IT AG'IN!
GET SPECIALIST O'FLYNN!

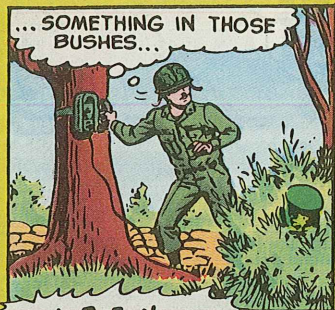


Right Tool Bag NSN

Need a tool bag for your 2 1/2-ton or 5-ton truck? Use NSN 5140-00-772-4142. The number shown on page 38.1 of TM 9-2320-209-10 (Feb 65) and on page B-4 of TM 9-2320-211-10 (Apr 73) is wrong.

M109 Howitzer Change

For the M109 howitzer family, LO 9-2350-217-12 (Jan 72) with Ch 1 (Mar 73) identifies GIA Grease, Aircraft and Instrument, as MIL-G-23877. The correct spec is MIL-G-23827. You can make a note about this on your LO.



... SOMETHING IN THOSE BUSHES...



GOTCHA!!

??!

☆! *! ☆!
UNHAND ME, VARLET!

GLAKKK

A-A-LEPRECHAUN?
HERE... IN TH' BLACK FOREST... I CAN'T BELIEVE IT!

CAN'T YE NOW, O' FLYNN!

I'D O' BEEN GONE ALREADY IF T'WASN'T FER YIR @ *!! #* TELEPHONE!

HEY-- YOU CAN'T TALK THAT WAY ABOUT ARMY EQUIPMENT-- UH-OH...

OH, NO-- I DON'T LET YOU GO 'TIL I GET SOME ANSWERS!...



... AND... MAYBE A POT-O- GOLD, TOO... EH?

WHY, YE MERCENARY MICK-- I THOUGHT YE SAID YE WUZN'T SUPERSTITIOUS!

I SEE I MUST DEAL WITH YE IN A STRAIGHT-FORWARD FASHION, SO...



WHOOSH!

ER... THAT WOULD BE NICE IF YOU FEEL LIKE IT, MR... MR... ?

SORRY 'BOUT THAT, LAD! I MUST BE GROUNDED WHEN I USE MY MAGICAL POWERS... MUCH LIKE YIR EQUIPMENT... ESPECIALLY GENERATORS!

NOW, LET'S DO SOME EXPLAININ'...

TIM DEE IS HIS NAME, SPECIALIST!

CONSTANCE! I'VE BEEN TRYIN' TO CONTACT YE!

CONNIE RODD! WHA... ???

SGT. MOORE SENT ME TO ASSIST YOU, O' FLYNN.

AND, TIM DEE, EXPLAIN TO ME, ALSO, WHAT THIS IS ALL ABOUT!



GLADLY, LASS! YIR MY ONLY HOPE! THIS MOUNTAIN IS TO BECOME PART OF A NEW TRAINING AREA THAT WILL MAKE GRAF LOOK TAME BY COMPARISON!...

WELL, TIM... ARMIES NEED TRAINING GROUNDS-- AND THIS MOUNTAIN SHOULD MAKE A FINE ONE!

BUT, CONNIE-- DON'T YOU REELIZE WHAT MOUNTAIN THIS IS? IT'S NAMED ELF MOUNTAIN...

'TIS THE HOME OF ALL EARTH'S "WEE FOLKS"-- YE MUST HELP US, LASS!

RIGHT, FOLKS?

RIGHT!

JA!

DA!

:GASP:

GOOD HEAVENS!

GENERAL JUST IS COMING HERE TODAY T'MAKE A FINAL DECISION IN TH' MATTER!.. WILL YE INTERCEDE?

IF I CAN SEE HIM, I'LL TRY!

SPEC O' FLYNN, RING UP TH' CORPS HQ FOR ME!

RIGHT ON!

SARGE-- GET GENERAL JUST'S OFFICE ON TH' LINE FER CONNIE...

WHAT-?!



Joe's Dope Sheet

When the WORD can't be scratchy or late,
How will your Telephonic DEAL rate?
Will your messages TRAVEL,
Or completely UNRAVEL?
Good PM can PREVENT that dire Fate!

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.



SORRY, CONNIE-- NO WAY TO GET THROUGH TO OUR BATTALION! ITS TELEPHONE SYSTEM IS FOULED UP--AGAIN!!

LACK OF PM STRIKES AGAIN!

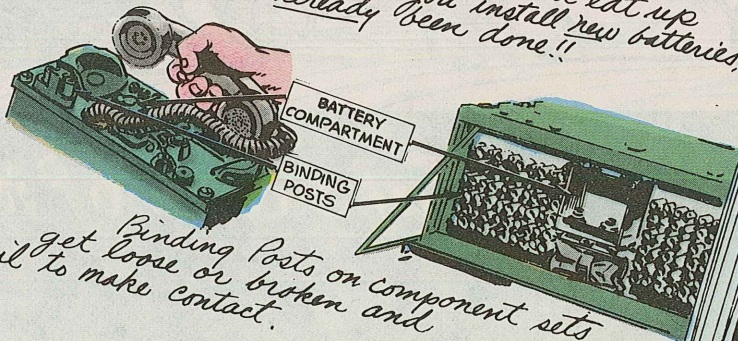
I'LL BET THE FOULUP CAN BE TRACED BACK TO SOME SIMPLE BREAD 'N' BUTTER PM JOBS THAT WEREN'T DONE-- WE KNOW YOUR OUTFIT'S COMMO PACKAGE IS TOP RATE.

YEAH-- ANYWAY I CAN HELP STRAIGHTEN OUT THEIR PM FOULUPS, CONNIE?

YES, INDEED, O'FLYNN, HERE'RE SOME TIPS YOU CAN PASS UP THE LINE TO YOUR BUDDIES TO GET 'EM ON THE COMMO BEAM.

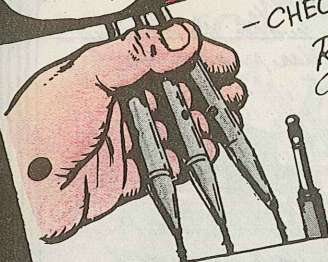
-CHECK BATTERIES AND BINDING POSTS-

Neglected batteries can corrode and eat up Spring Contacts. Even when you install new batteries, the damage has already been done!!



DAMAGE OR WEAR? TAKE CORRECTIVE ACTION!

-CHECK CABLES AND CORDS-



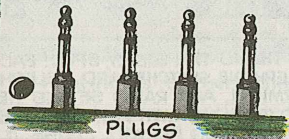
Rough handling or neglect of Cables and Cords can leave 'em frayed or broken on your Telephone Set, Switchboard or in your Terminal Equipment.

-CHECK CONNECTORS AND RECEPTACLES-

Worn or bent Connectors and Receptacles make poor contact or no contact at all.

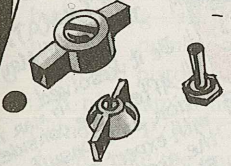


-CHECK SWITCHBOARD PLUGS-



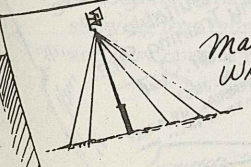
When the Switchboard Plug is corroded your poor contact can leave you with bad vibes. Wipe the Plug with a clean cloth and an abrasive rouge (NSN 5350-00-240-2212) to remove fingerprints and corrosion to keep the Plug making solid contact. If you have a bent Plug, get 'er replaced or you may not be able to plug it into the Jack to make contact.

-CHECK KNOBS AND SWITCHES-



Loose or broken Knobs and Switches on your Radio Set can keep you from lining up Frequencies.

-CHECK GUY WIRES-



Make sure your Radio Set's Antenna Guy Wires are not broken or frayed.

SEE PAGE 56 FOR MORE ON THE SWITCHBOARD

- CHECK FOR MOISTURE SIGNS -

Moisture is an Equipment Knocker. Keep your gear protected from water by keeping it dry. Make the hookups under protective covering when it's called for. Put Drip loops in your wire to keep rain and condensation from running into your gear. Like a Telephone Set secured to a Tent Pole or Tree needs Plastic or Canvas over it. And a Switch-board needs to be under a Canvas Cover or inside a Shelter

'COURSE, SPECIALIST, REMIND YOUR PALS TO GROUND EACH PIECE OF EQUIPMENT TO PREVENT DAMAGE TO THEIR GEAR-- AND TO THEMSELVES!

YEAH-- OUR FRIENDLY LEPRECHAUN TAUGHT ME THAT LESSON!

GENERAL JUST'S HELICOPTER!

GREAT! O'FLYNN, TAKE ME TO THE LANDING AREA QUICKLY!

RIGHT ON, CONNIE!

SEE YOU IN P.S. TIM DEE!...

BYE LASS!

SO THAT'S THE STORY, SPEC! EACH SET-TELEPHONE, SWITCHBOARD, TELEPHONE TERMINAL AND RADIO SET-- IS TIED INTO THE LINE WITH PM! ANY ONE OF 'EM LACKING PM WILL CAUSE A BREAK IN THE LINE!

GOTCHA!

SOMEWHAT LATER--

THE AIR-CRAFT DEPARTS, TIMOTHY!

HARK! SOME-ONE COMES!

WHY-- 'TIS O'FLYNN!

CONNIE HITCHED A RIDE BACK TO HEIDELBURG, TIM-- BUT SHE SENT YOU ELVES-- THIS!

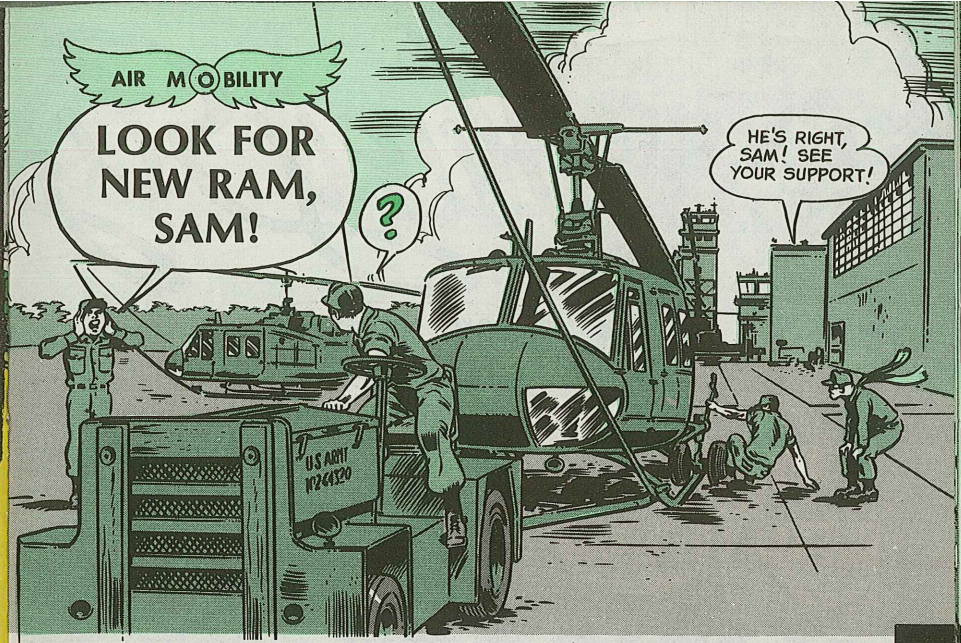
- HAMILTON • JOHNSON • LAURY • BROWN • SOCKS
- HARNAGE • ATE • STONE

PROCLAMATION:
To Whom it May Concern:
Be it Resolved:
After due consideration and consultation with expert counsel, the area known as EEF MOUNTAIN has been rejected, here and forevermore, as totally unsuitable as an Army Training Site.
I. M. Just
GENERAL, US ARMY

AIR MOBILITY

LOOK FOR NEW RAM, SAM!

HE'S RIGHT, SAM! SEE YOUR SUPPORT!



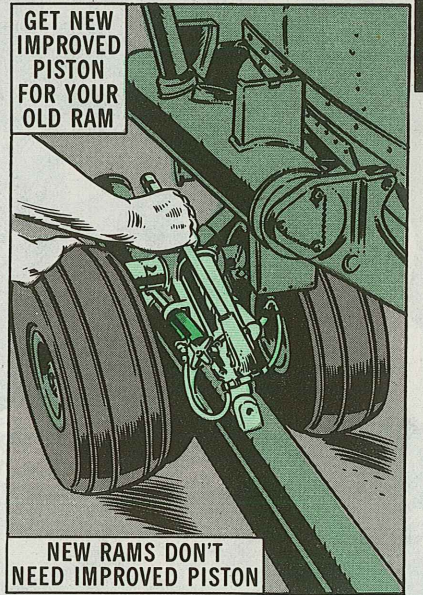
If your unit is repairing those aging ground-handling wheels used on the Huey and Cobra—and who isn't?—see your support unit. The only word is in their -34 TM, Chap 4.

If your hydraulic ram has cylinder, P/N BU0954B, but it doesn't have the improved piston, P/N 330617—which is machined for an O-ring and backup ring—ask for another piston by that number. You want the improved piston.

A new ram is now in supply with cylinder, P/N CB1003-38-02. It doesn't take the improved piston. So, if your wheels have this ram, you don't turn this baby back to tech supply—use it!

Look for a change to the parts pubs showing that cylinder parts in the old and new ram are not interchangeable.

GET NEW IMPROVED PISTON FOR YOUR OLD RAM



NEW RAMS DON'T NEED IMPROVED PISTON

THE UH-1D/H

BYOI-

Huey Style



WHEN YOU GIVE YOUR BABIED BIRD A GOOD GOING-OVER A LA **BE YOUR OWN INSPECTOR**, MAN, YOU'RE PULLING THE **PM** DAILY LIKE A **PRO!**

TO KEEP THAT HUEY BIRD BELTING TROUBLE-FREE THROUGH THE BLUE, HERE'S WHAT YOU'VE GOTTA LOOK FOR —

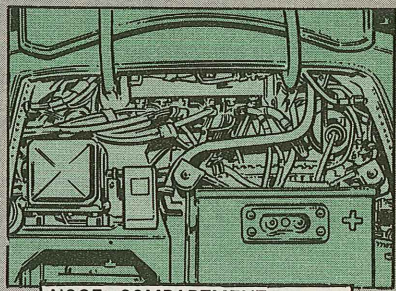


TELL 'EM LIKE IT IS, LASS!

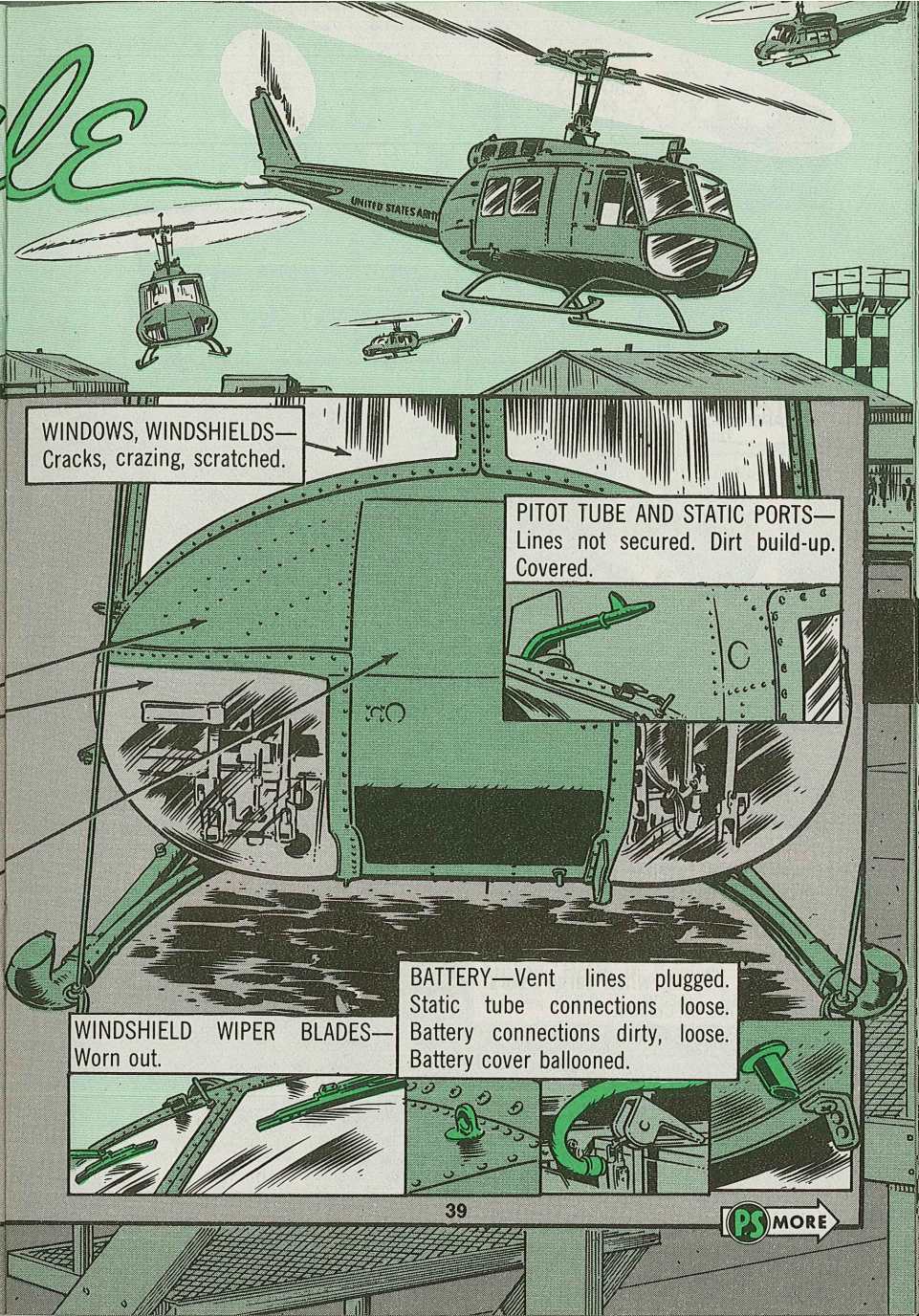


NOSE

NOSE SECTION—Dents, cracks in fuselage and chin bubbles. Plexiglass scratched, split. Weatherstripping loose.



NOSE COMPARTMENT—Loose door. Missing lock wire. Missing tail-rotor pedal nuts. Loose connections.



WINDOWS, WINDSHIELDS—Cracks, crazing, scratched.

PITOT TUBE AND STATIC PORTS—Lines not secured. Dirt build-up. Covered.

BATTERY—Vent lines plugged. Static tube connections loose. Battery connections dirty, loose. Battery cover ballooned.

WINDSHIELD WIPER BLADES—Worn out.



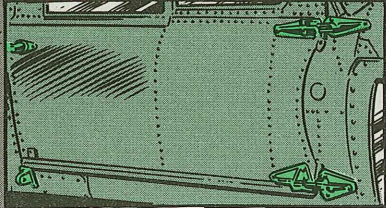
HOW'S MY LANDING GEAR LOOK, SARJINT?



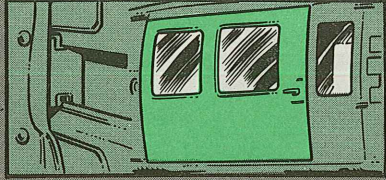
CABIN, LANDING GEAR

CABIN EXTERIOR—Loose rivets. Weather-stripping missing, loose. Dents, holes in fuselage.

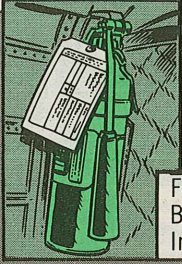
EYEBALL THE CABIN EXTERIOR AND THE LANDING GEAR CAREFULLY!



CREW AND CARGO DOORS—Doors won't latch. Latches don't fit flush. Damaged top and bottom pins. Window ejection handle up. Safety missing. Dents, pits, cracks. Rollers or slider catches when cargo doors are opened or closed.



FIRE EXTINGUISHER—Weight check due. Inspection tag out-of-date. Broken seal.



FIRST AID KITS—Broken seal. Inspection tag missing.

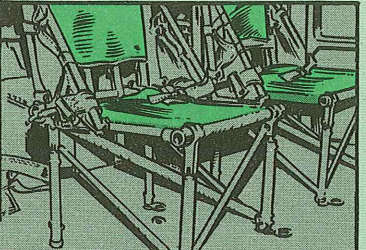
SAY, MURGATROYD, ARE WE FLYING IN THE RIGHT DIRECTION?



I CAN'T TELL, LLEWELLYN... MY COMPASS CORRECTION CARD IS OUT OF DATE!



CABIN INTERIOR—Dirty. Loose tools and equipment on board.

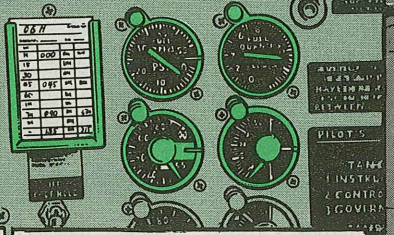


SEATS, MISSION EQUIPMENT—Loose, not properly stowed.

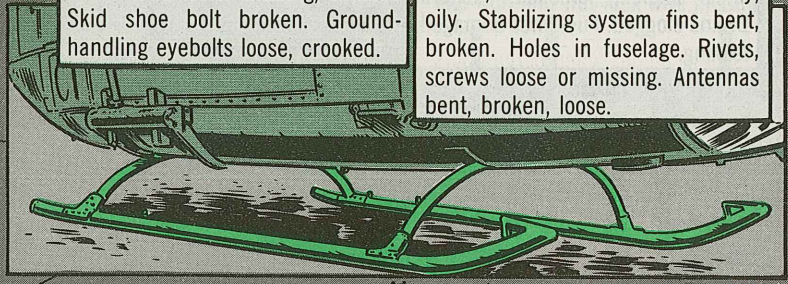
ARMORED SEAT—Copper safety broken.

COMPASS CORRECTION CARD—Plastic cover missing. Card out of date.

HEY... LOOSE RIVETS OVER HERE! BEST WRITE 'EM UP, SARGE!



LANDING GEAR—Tubes scuffed, scratched, nicked, dented. Steps, fittings damaged. Skids out of line. Cross tube bolts missing, broken. Skid shoe bolt broken. Ground-handling eyebolts loose, crooked.



INSTRUMENTS—Sight glass blurred, scratched and discolored.

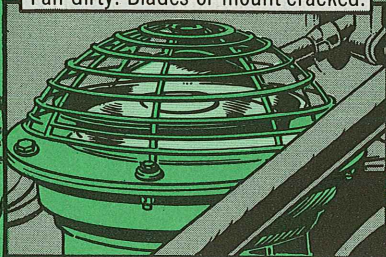
CABIN, LOWER EXTERIOR—Dirty, oily. Stabilizing system fins bent, broken. Holes in fuselage. Rivets, screws loose or missing. Antennas bent, broken, loose.

HOW DO THOSE
FUEL TANK SUMP
DRAIN'S LOOK?

HEY!
THEY'RE ALL
CLOGGED!!

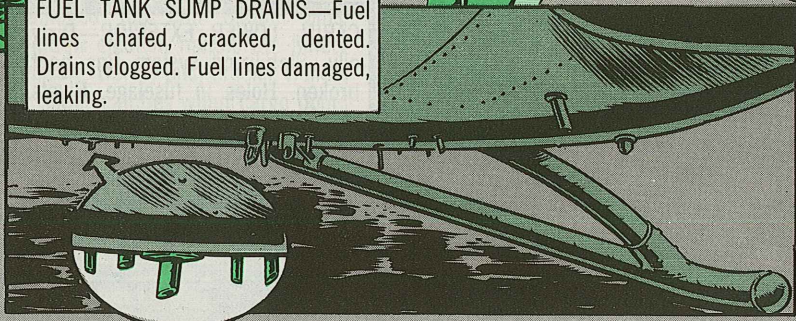
BETTER
WRITE 'EM
UP!

OIL COOLER—Structural brace missing. Rubber grommets in mount worn or damaged. Sludge in duct, blower, screen and bleed air lines. Fan dirty. Blades or mount cracked.

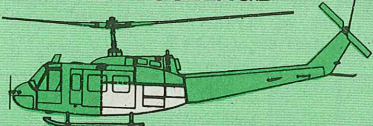


RESCUE HOOK KEEPER—Loose, bent. Spring weak.

FUEL TANK SUMP DRAINS—Fuel lines chafed, cracked, dented. Drains clogged. Fuel lines damaged, leaking.



CENTER FUSELAGE



WHAT TIME DOES
THIS BIRD ARRIVE
AT **DUBLIN, MICK?**



I DUNNO, DENNY--
YOU BETTER CHECK
WITH TIM OUT THERE...

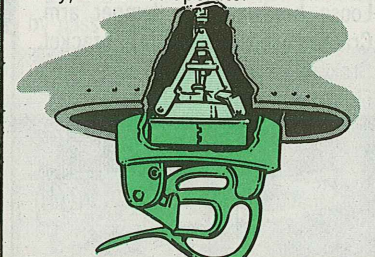


HE'S GOT TH'
SCHEDULE!

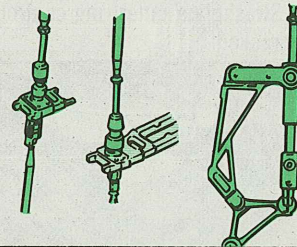
EXTERNAL POWER RECEPTACLE—Dirt build-up. Door loose. Caution-light switch damaged, loose.



CARGO SUSPENSION ASSEMBLY—Broken shear pin. Suspension assembly loose. Manual release jammed, cable worn. Safety latch dirty, does not operate.

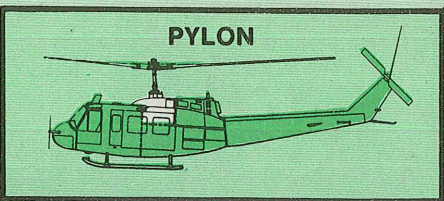


CONTROL LINKAGE AND HYDRAULIC CYLINDERS—Broken mounts. Transmission dampers cracked. Lines and cylinders leaking. Bolt and nut lock wire missing.



EXTERNAL STORES—Electrical lines chafed, broken. Connections dirty. Rack loose. Nuts, bolts, lock wire missing.

CONNIE, ME COUSIN IS DUE IN ON THAT UH-ID!

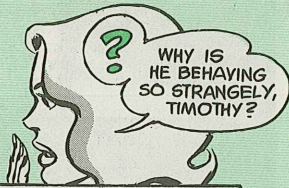


PYLON

MAIN ROTOR HUB—Oil leaking, level low. Hub assembly, blade grips, pitch horns, and drag braces nicked, gouged, cut.

AHH--HERE HE COMES...

CONNIE--MEET KEVIN, THE STOWAWAY EXPERT!



STABILIZER BAR, LINKAGE—Cracks, corrosion on outer tube assembly. Bar damaged.

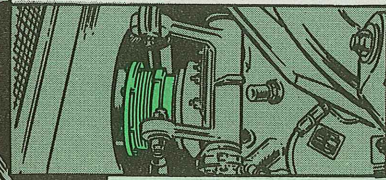


ROTOR BLADES—ID plate missing. Dents, cracks, nicks, gouges, corrosion on blades.

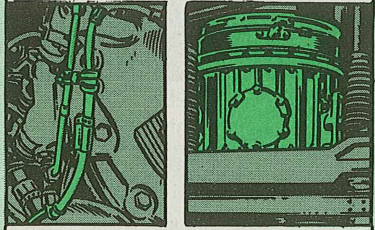
COLLECTIVE LEVERS—Cracked, corroded, loose.

TRANSMISSION COWLING—Loose, buckled, twisted.

MAIN DRIVE SHAFT—Missing lock wire. Nicked, scratched. Grease leakage on couplings. Loose clamps.



TRANSMISSION—Oil leaks. Sump contaminated with water.



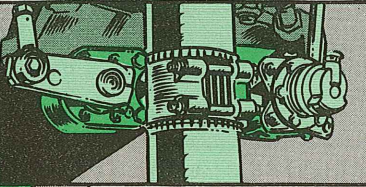
Sight gage stained. External oil filter by-pass indicated.



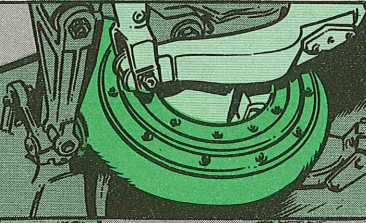
HYDRAULIC SYSTEM—Damaged stand-off clamps and liners. Connections leaky, loose. Lines chafed, clogged. Red button on hydraulic filter popped. Reservoir fluid level low.



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



SWASHPLATE, SCISSORS, SLEEVE DRIVE AND CONNECTING LINKS—Check slippage marks. Missing lock wire. Swashplate inner ring control lugs cracked.

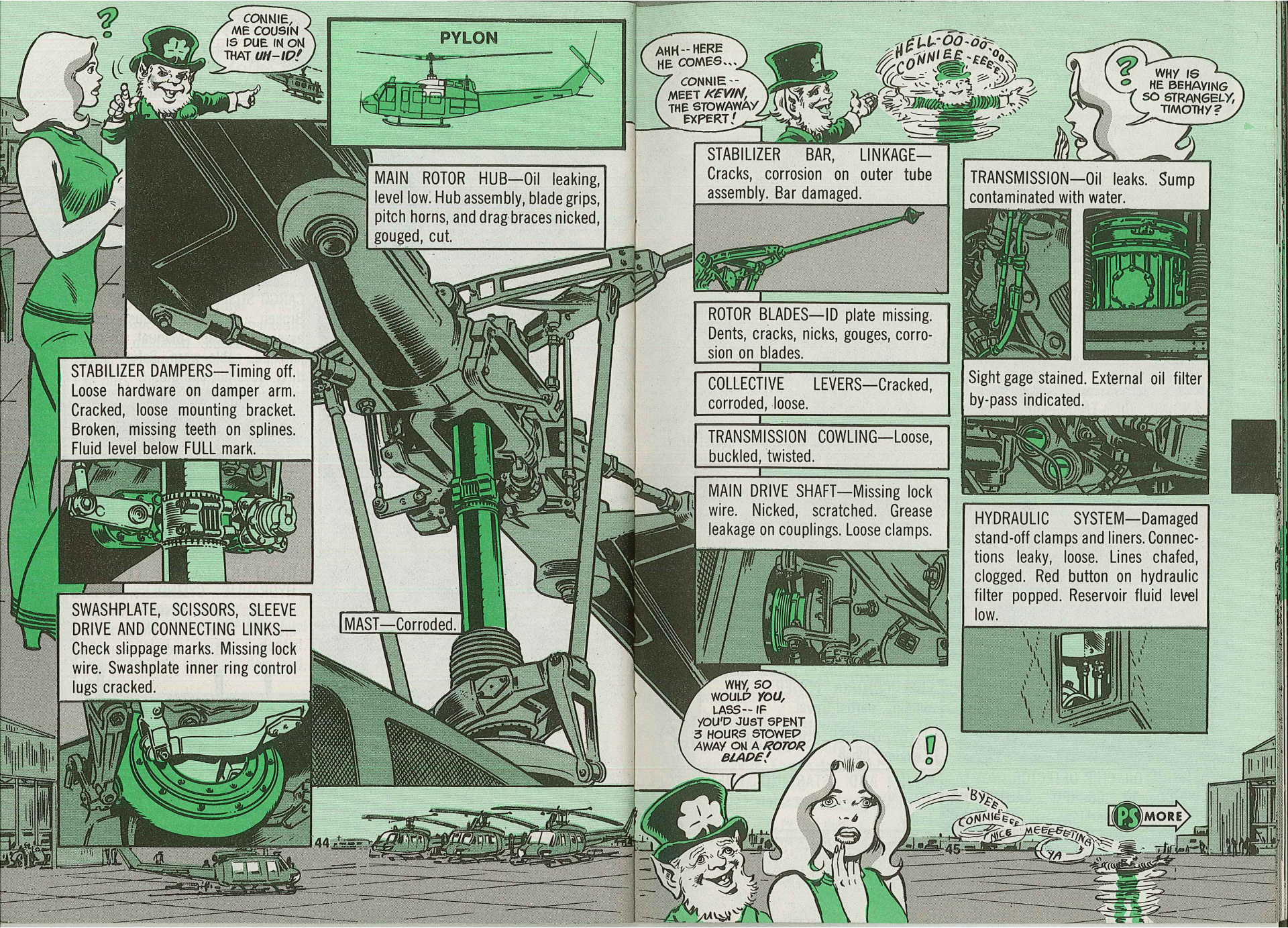


MAST—Corroded.

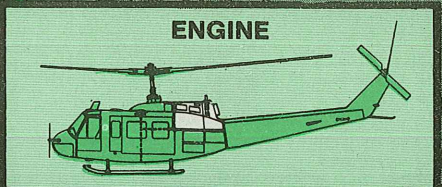
WHY, SO WOULD YOU, LASS-- IF YOU'D JUST SPENT 3 HOURS STOWED AWAY ON A ROTOR BLADE!



'BYEE CONNIEEE NICE MEETING!



BEWARE!!
THIS IS REAL
FOD
TERRITORY!



EVERYTHING
PROPERLY SNUG
AND TIGHT!

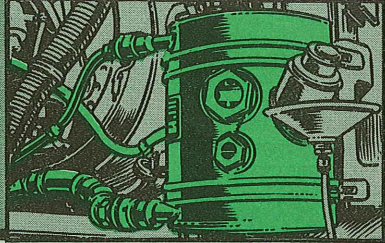
DON'T LET YIR
BIRD BE CALLED
A LOOSE-GOOSE!

COWLING, FAIRING—Loose,
fasteners missing.

EXTERIOR AIR INLET SCREEN—
Grass, debris present.

INLET HOUSING, AIR DUCTS, INLET
GUIDE VANES, COMPRESSOR
BLADES—Oil streaks. Blades erod-
ed.

ENGINE OIL TANK—Lines and
connections chafed, leaky, twisted,
otherwise damaged. Sight glasses
blurred, discolored. Oil level down.
Tank loose.



ENGINE ACCESSORIES,
CONNECTIONS—Loose.

FUEL CONTROL POWER LEVER—
Binding, partial travel.

FLOW DIVIDER (UH-1H ONLY)—
Leaking, loose.

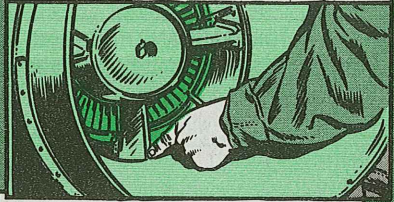
ENGINE OIL CHIP DETECTOR (NOT
WIRED TO COCKPIT CAUTION
LIGHT)—Not working.

MAIN AND STARTING FUEL
MANIFOLDS—Missing safety. Loose,
leaky.

ELECTRICAL CABLE ASSEMBLY,
IGNITION COIL AND LEAD—Exhaust
thermocouple assembly. Chafed,
cracked, loose.

ENGINE MOUNTS — Cracked,
scratched, loose. Engine deck dirty,
bulged, cracked, pitted.

SECOND STAGE TURBINE
BLADES—Cracked, burned, dented,
missing blades.

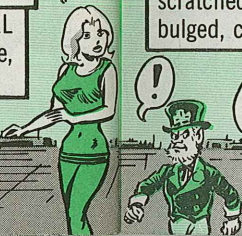


ENGINE COMBUSTION CHAMBER
HOUSING, EXHAUST DIFFUSER,
SUPPORT CONE, FIRESHIELD,
TAILPIPE—Cracked, dented,
buckled.

ENGINE COMPRESSOR HOUSING—
Cracked, corroded, scratched, loose.

NON-SELF PURGING PARTICLE
SEPARATOR—Intake screen loose,
excessive gaps. Foam and metal
filters dirty.

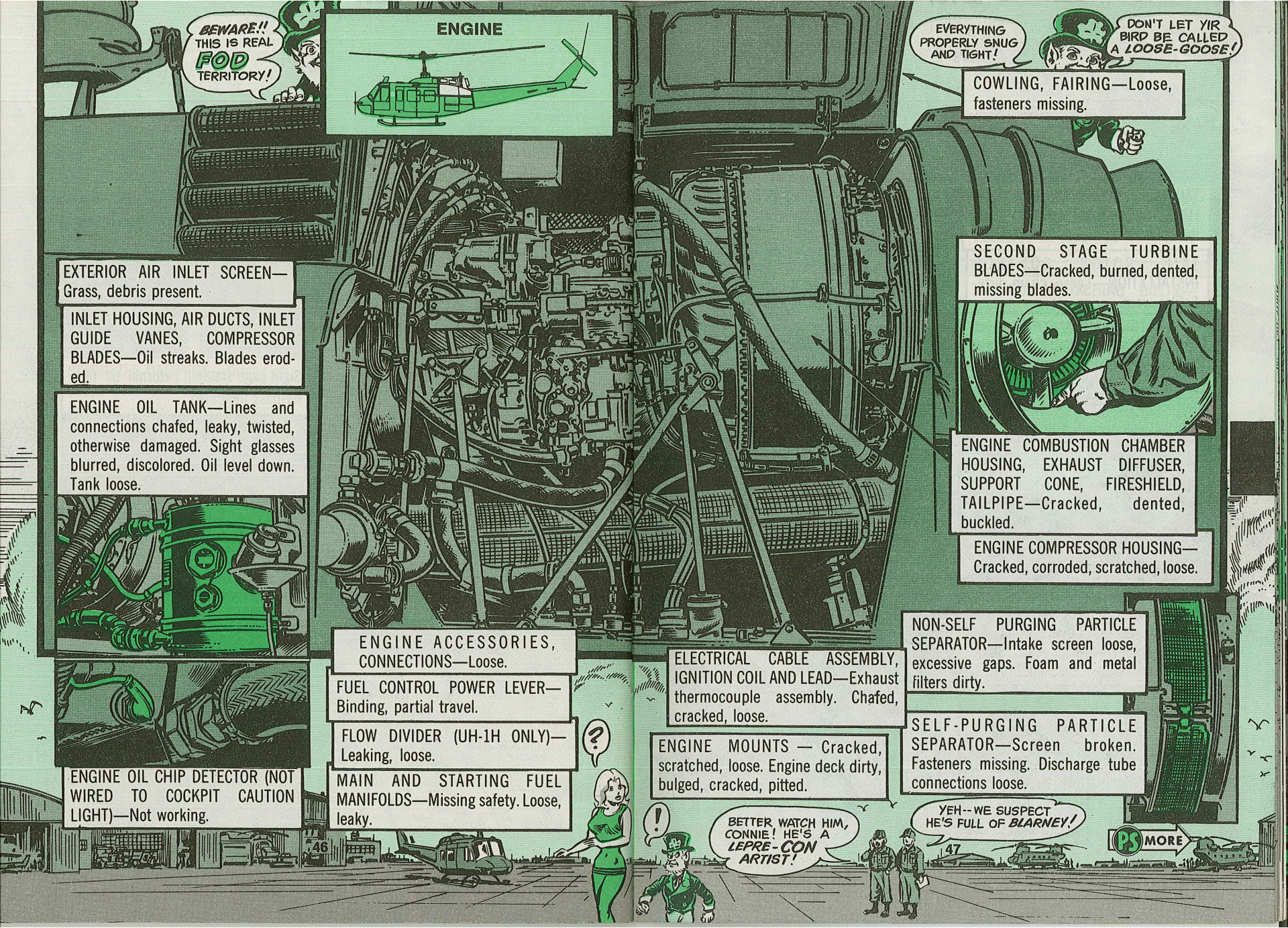
SELF-PURGING PARTICLE
SEPARATOR—Screen broken.
Fasteners missing. Discharge tube
connections loose.

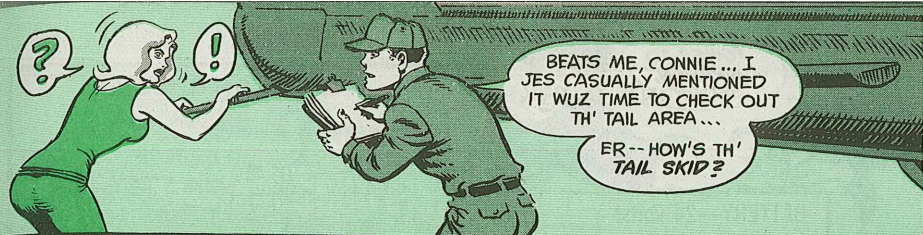
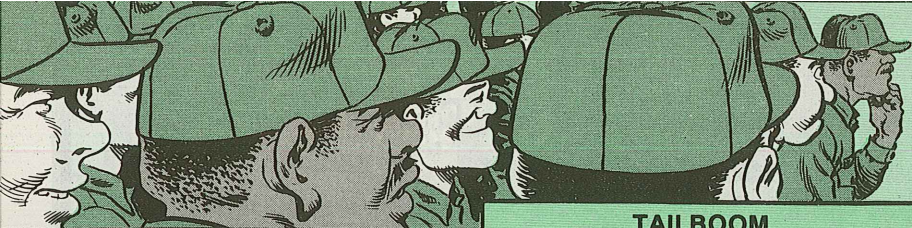


BETTER WATCH HIM,
CONNIE! HE'S A
LEPRE-CON
ARTIST!

YEH--WE SUSPECT
HE'S FULL OF **BLARNEY!**

PS MORE





TAILBOOM

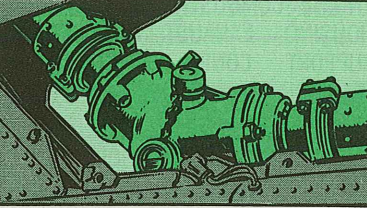


TAIL ROTOR CROSSHEAD TO SLIDER HARDWARE—Bolts and nuts loose in 2 places.

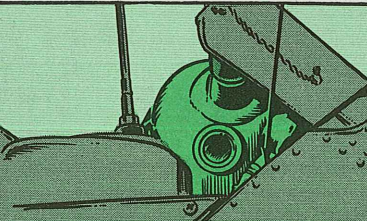
TAIL ROTOR CONTROL INSTALLATION—Loose, chain dirty. Cables worn.

TAIL ROTOR BLADE AND HUB—Hub loose. Dents, pits, cracks in blade. Cotter pin missing. Pitch chain links, blade grip lock wire missing.

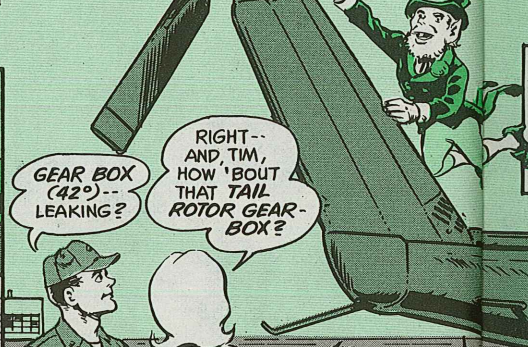
PITCH CHANGE LINK BOLTS, NUTS—Not lockwired in 4 places.



INTERMEDIATE (42°) AND TAIL ROTOR (90°) GEARBOX—Lock wire missing. Loose. Cover won't fit snugly. Oil level low. Oil leaks. Sight gage glass stained, cracked, broken.



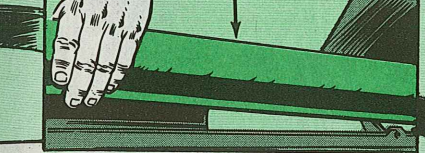
HEY!
COTTER PIN'S
MISSING!



GEAR BOX
(42°)--
LEAKING?

RIGHT--
AND, TIM,
HOW 'BOUT
THAT TAIL
ROTOR GEAR-
BOX?

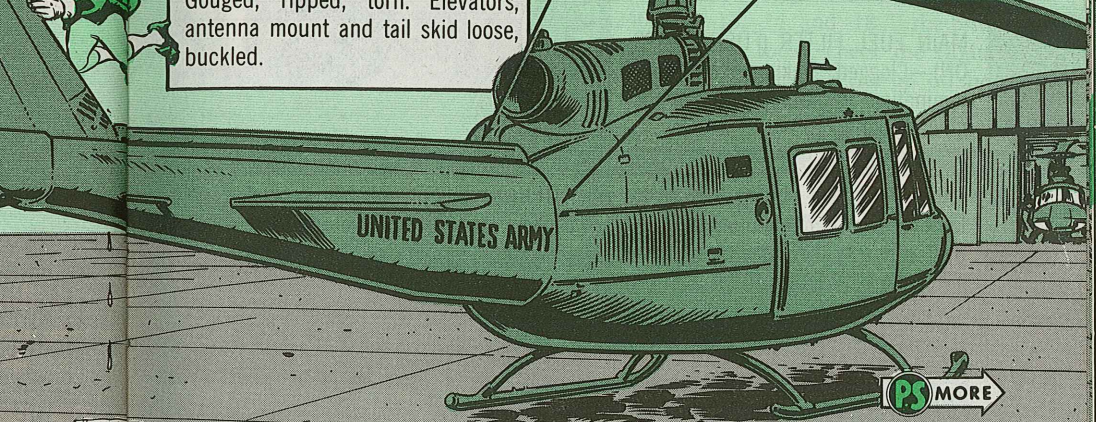
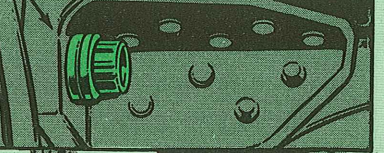
TAIL ROTOR DRIVE SHAFT—Drive shaft corroded, weights missing. Couplings loose, leaking. Missing slippage marks on bolts. Drive shaft access cover fasteners loose, missing. Won't lock tight. Cover binding. Hangers loose.



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

LUBRICATION—Bird not lubed by the book. Use lube chart in TM 55-1520-210-20 (Sep 71).

TAILBOOM ATTACHING BOLTS—Missing slippage marks, cracked fittings.



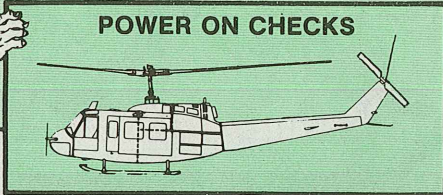
PS MORE

Back Issues Free
Back issues are free for the asking . . . as long as they last. Tell Connie which ones you want and how many copies. Write to PS Magazine, Lexington, KY 40507. Many of the issues since No. 231 (1972) are still on the shelf.



POWER TO TH' BIRDMEN, SEZ I!!

POWER ON CHECKS



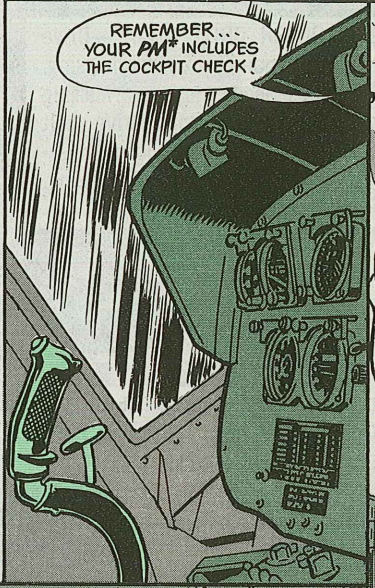
BATTERY—24 volts?

PERSONNEL RESCUE HOIST—Safety missing. Hoist sluggish, jams. Guillotine switch guard broken, safety missing. Oil level low during hoist operation. Rollers and pulleys damaged, binding. Cable winds erratically. Hook pin missing. Cable storage drum wobbly during operation. Broken strands on cable. Electrical wiring broken. Safety harness cut, frayed.

CARGO HOOK—Does not release electrically.

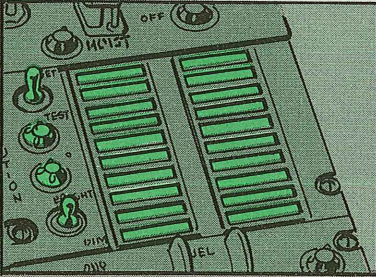
PITOT HEATER—Does not work.

MAIN FUEL FILTER (FUEL PUMPS ON)—Clogged, leaking. Water contamination in filter drain sample. Lines leaking.

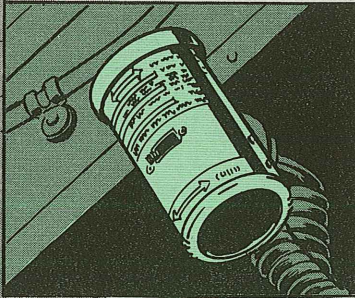


REMEMBER... YOUR PM* INCLUDES THE COCKPIT CHECK!

CAUTION PANEL LIGHTS—Fail to light when switch is moved to TEST. Switch does not reset after test.



INTERIOR LIGHTS—Lens cracked, broken, missing. Bulbs burned out.

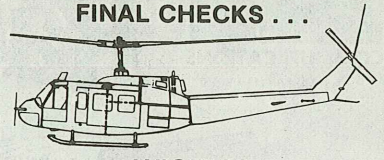


*** Preventive Maintenance or Pretty Maid**



... AND FER TH' WINDUP...

FINAL CHECKS ...



AVIONICS

TM 11-1520-210-20 and -1 are the pubs your avionics types use when inspecting, checking and testing this equipment in the D and H model Hueys.

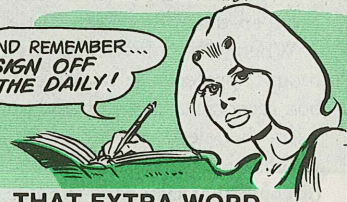
ARMAMENT

Appendix A-1, TM 55-1520-210-10 and -20, lists TM 9-series pubs the armorers use to cover your bird's firepower kits for a fast-breaking mission.

FORMS, RECORDS

Eyeball the log book DA Forms 2408-12, -13, -14, and -18. If the bird has been up today, check the flight record for the pilot's write-up on the -13. Transfer the correct pilot's flight time from the -12 to the -13.

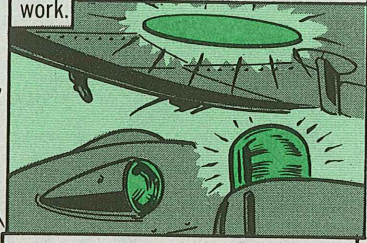
AND REMEMBER... SIGN OFF THE DAILY!



THAT EXTRA WORD

Before you head for the sky, give any passengers that extra little word about keeping their hands and feet away from flight controls... about buckling down with safety belts, shoulder harnesses, and using emergency exits.

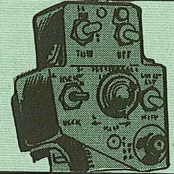
EXTERIOR LIGHTS—Lens or bulbs broken, cracked, missing. Mounting, wire loose. Paint-covered. Search light or landing light loose, does not work.



FUEL QUANTITY INDICATOR—Needle fails to drop and return to correct fuel indication when inverters are ON and test switch is pressed and released.

ENGINE CONTROLS—Bind through full range. Idle stop release broken. Governor RPM actuator does not work.

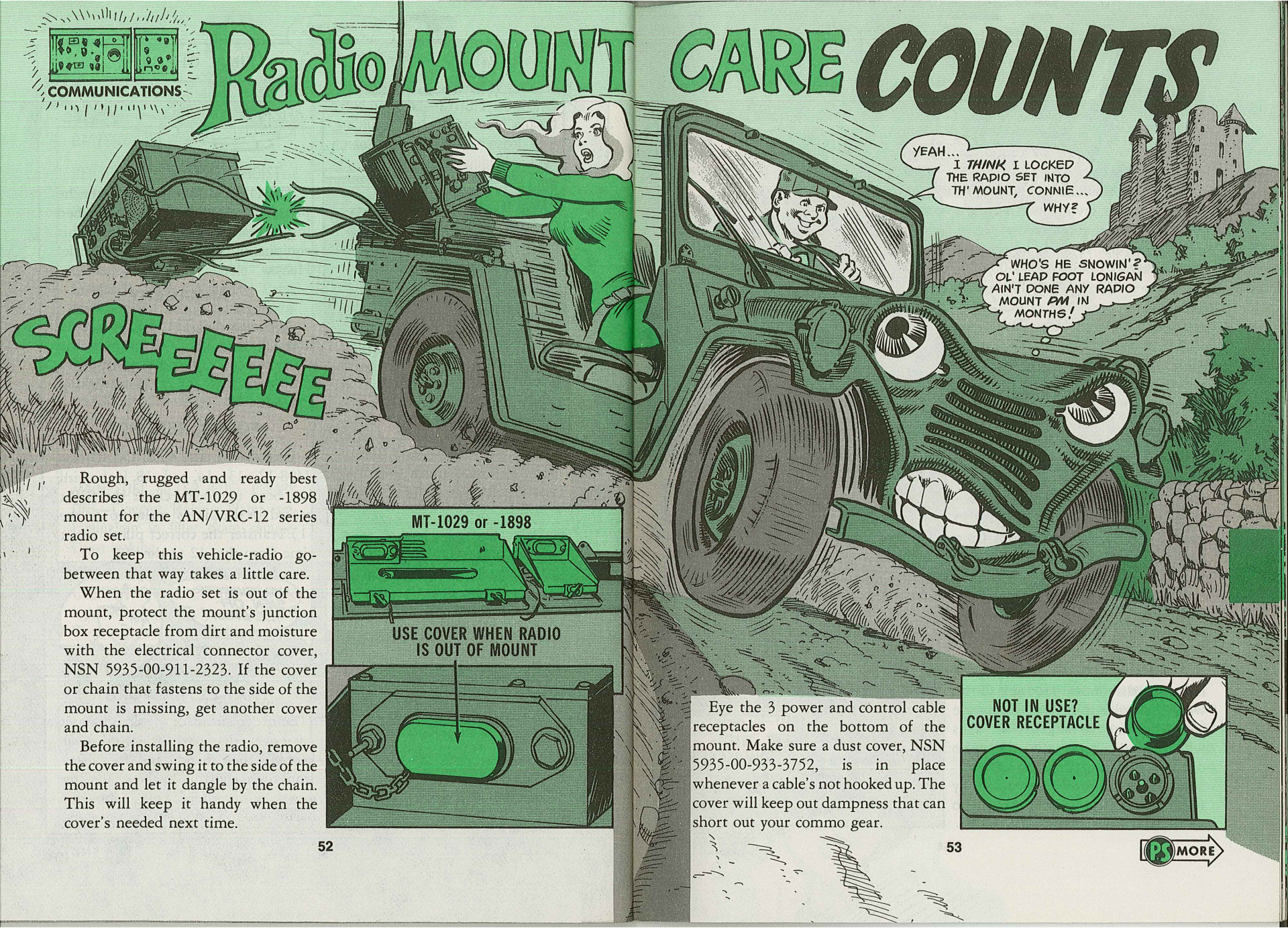
ENGINE—Check for binding noise. Pull circuit breakers before rotating engine. Rotate with starter for 40 seconds or less.



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



Radio MOUNT CARE COUNTS

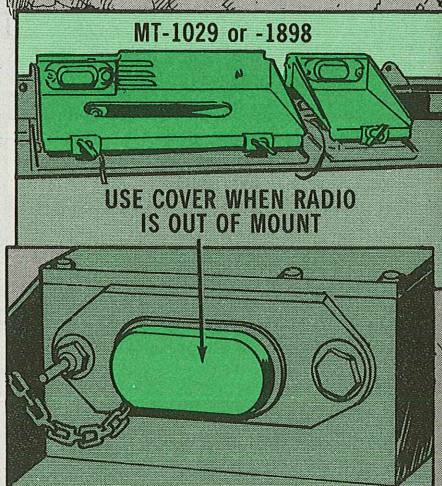


Rough, rugged and ready best describes the MT-1029 or -1898 mount for the AN/VRC-12 series radio set.

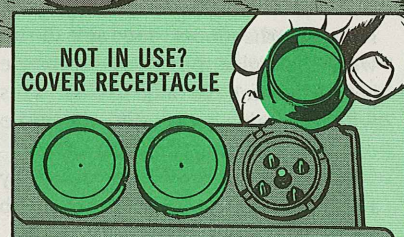
To keep this vehicle-radio go-between that way takes a little care.

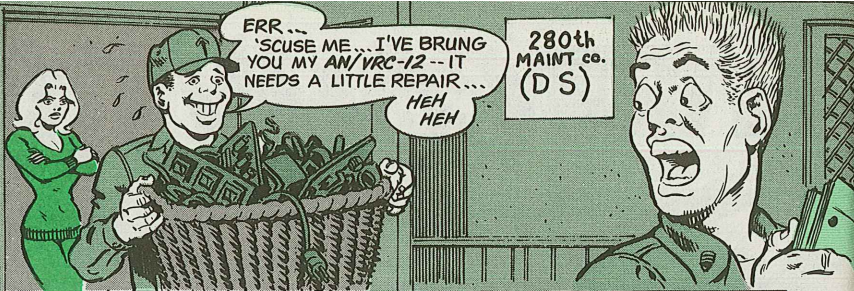
When the radio set is out of the mount, protect the mount's junction box receptacle from dirt and moisture with the electrical connector cover, NSN 5935-00-911-2323. If the cover or chain that fastens to the side of the mount is missing, get another cover and chain.

Before installing the radio, remove the cover and swing it to the side of the mount and let it dangle by the chain. This will keep it handy when the cover's needed next time.



Eye the 3 power and control cable receptacles on the bottom of the mount. Make sure a dust cover, NSN 5935-00-933-3752, is in place whenever a cable's not hooked up. The cover will keep out dampness that can short out your commo gear.





While you're giving that mount a going over, see that the ground straps are snugged up. A loose or missing ground strap, NSN 5995-00-426-1123, can set you up for all kinds of problems.

If you've replaced the mount in your vehicle and the radio doesn't work, hold up with the pliers and paperwork.

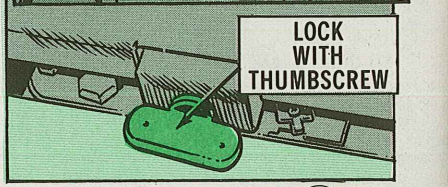
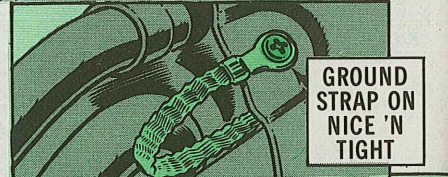
Focus in on the pivot terminal link in the junction box on the MT-1029. For manual on-off radio control, like in most wheeled vehicles, the link must go from the center or pivot terminal (E23) to the E24 terminal.

For a remote radio operation, as in tracked vehicles, the link goes from the center terminal to the E22 terminal.

On the MT-1898, the link goes to E14 for manual in wheeled vehicles, and to E12 for remote-in-tracked vehicles.

And, when you're putting your radio into the mount, line the radio up with the guide pins and receptacle before pushing the radio in place. This will keep the receptacle and radio connector from getting damaged.

Lock the radio into the mount by tightening the clamp with the thumb screw, NSN 5305-00-451-2924.



FUSE FOR T-195

Does your T-195() transmitter have the transistorized high-voltage power supply instead of the dynamotor?

If so, make sure the 30-amp fuse NSN 5920-00-565-0035 has been

replaced by a 25-amp fuse NSN 5920-00-280-3473. This'll give the supply better overload protection.

NO DYNAMOTOR, LADS? THEN YOU USE A 25 AMP FUSE HERE INSTEAD OF A 30 AMP!

CHECK PARA 3-8 OF TB 43-0001-9-3 (MAY 74) FOR THE WORD!



'COURSE YOU'LL ALSO NEED TO CHANGE THE FUSE PANEL MARKING TO 25 AMP!

O'course, you keep using the 30-amp fuse with the dynamotor.

If you're not sure whether you have the noisy dynamotor or the quiet power supply, pull the transmitter out of its case. If the T-195 has a dynamotor, you'll see it in the back on the bottom of the chassis, like in fig 5 of TM 11-5820-295-20 (Jun 60).

HMMMPH
AIN'T A VERY
GOOD
LIKENESS!

WITH FRIENDS LIKE THIS . . . WHO NEEDS ENEMIES?

WANT FOR SWITCHBOARD



PUTS BITE ON SB—

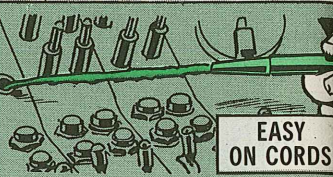
Leaves BA-30 batteries in switchboard when stowed. The batteries corrode and eat out the insides of the equipment.

TAKE BATTERIES
OUT WHEN
SWITCHBOARD
IS STOWED



CATEYE COVER

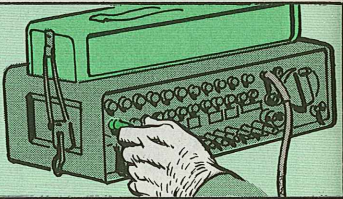
CRACKER—Breaks glass trying to get the cateyes to roll. Uses heavy, blunt metal objects when poking and gouging the cateyes.



EASY
ON CORDS

PLUG BENDER—

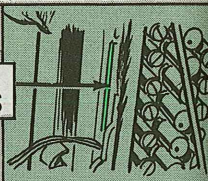
Uses heel of hand for jack plugs when a finger job is all that's needed.



GASKET GOOFER—

Damages gaskets with screwdriver and other sharp tools. Even lets gaskets dry rot without lifting a hand to help by getting 'em replaced.

TAKE CARE
OF GASKETS



ED: ABUSE

S. B. DAMMER,

alias

TELLY the PHONY,
MUMMER the MOUTHPIECE,
CAL the QUIET ONE

IS CARELESS WITH

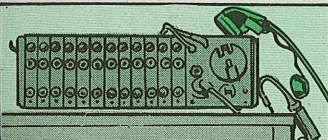
GROUNDING—Fails to make good ground because too big a wire is used when only WD-1 field wire is needed. This damages ground terminal and makes way for a shocker.

BREAKS LINE OF

TALK—Uses a lot of pull to fray and break answer and call cords.

AIDS AND ABETS

GRIME—Lets dirt, grit and moisture gang up on his switchboard.



ACCESSORY ASSASSIN

—Crushes headset, cord and connector when accessory is jammed into the cover instead of being snugged in place.

KEEP HANDSET CABLE ABLE



HOLD
IT,
HERC!



That H-207 handset cord's not strong enough to tow a tank. And, it's not sporting of you to use it as a jump rope.

So, back off the muscle strain on the cord.

Too much tugging on the tracked vehicle's external telephone spiral cord can damage or break the cable connector.

This'll give you lousy contact or no contact at all when it's connected to the C-2296 intercom control box.

COMMO LOGBOOK FORMS ...

...COURSE YOU KEEP LOGBOOK FORMS ON THE AN/GRC-106 AND THE TT-76! THEY'RE BOTH END ITEMS, AIN'T THEY?

RIGHT ON... THEY'RE BOTH LISTED IN APPENDIX E... WOT MORE DO YA WANT?

YER WRONG, MEN! THEY'RE ONLY PARTS OF AN END ITEM... THE AN/GRC-142 RADIO TERMINAL SET!

SIMMER DOWN, GUYS... HERE'S THE SOLUTION TO THAT PUZZLER!...

YOU TELL 'EM, SPEC!

THE IDENTITY PUZZLE

When it comes to keeping logbook records straight, commo people can get a bad case of the willies.

When is a commo end item an end item and when is it a component?

Well, hold off on the teeth gnashing. There is an answer.

Paragraph 4-21f of TM 38-750 puts the puzzle together.

COMPONENTS: NO FORMS

When commo and electronic items combine to become another commo or electronic end item, logbook forms are not required on the components.

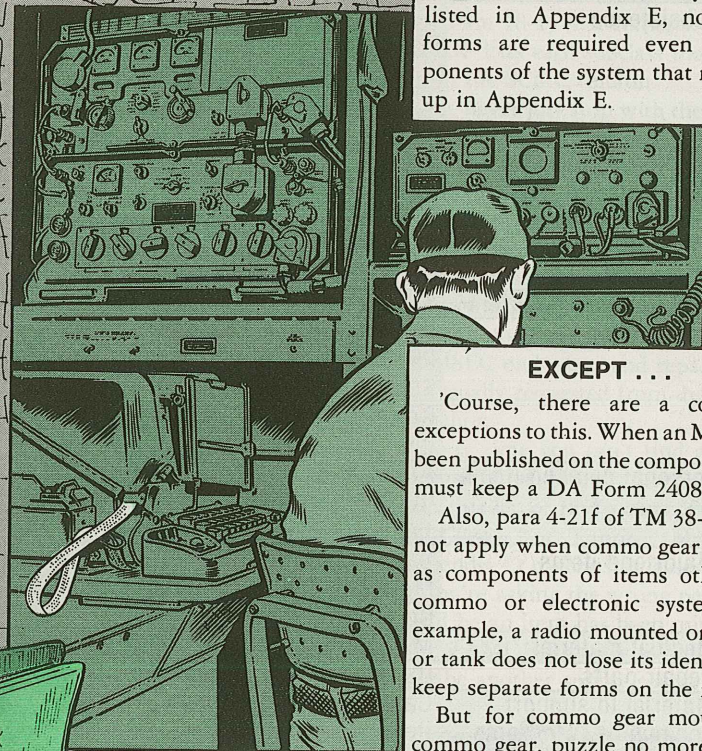
For example, you have an AN/GRC-142() radio set. Even though components of the set like the AN/GRC-106() and TT-76() are listed in Appendix E of TM 38-750, you do not keep logbook forms on the AN/GRC-106() and TT-76(). The only required forms are those listed in Appendix E for the AN/GRC-142().

**SUPPLY
HOTLINE:
AUTOVON
977-7431**

EVEN THOUGH COMMO COMPONENTS MAY ALSO BE LISTED IN APPENDIX E, KEEP LOGBOOK FORMS ONLY ON THE COMMO SYSTEM END ITEM.

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If you have a commo system not listed in Appendix E, no logbook forms are required even on components of the system that may show up in Appendix E.



EXCEPT ...

'Course, there are a couple of exceptions to this. When an MWO has been published on the component, you must keep a DA Form 2408-5 on it.

Also, para 4-21f of TM 38-750 does not apply when commo gear operates as components of items other than commo or electronic systems. For example, a radio mounted on a truck or tank does not lose its identity. You keep separate forms on the radio.

But for commo gear mounted in commo gear, puzzle no more.

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Classy Supply Sources

EVER WONDER HOW THOSE 10 SUPPLY CLASSES APPLY TO YOU?



Sure, the 10 classes tell you what supply group different items come under: construction, repair parts, tools and so on. But if you're really into supply, you know that those 10 classes also clue you in to where to go for the items.

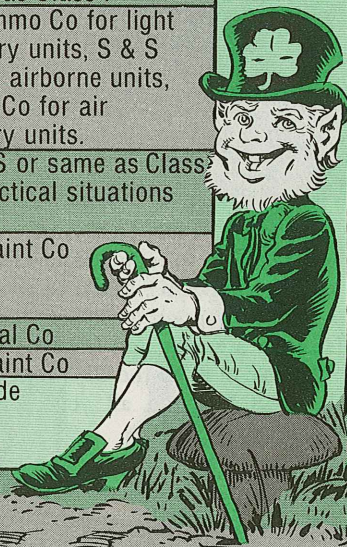


CHECK THIS LIST OUT AGAINST YOUR SYSTEM...

CLASS	ITEMS	DIVISIONS	SOURCE FOR NONDIVISIONAL UNITS
I	Subsistence	S & S Co	S & S Co
II	Clothing, kits, tools, individual and house-keeping equipment	S & S Co or Self-Service Supply Center (SSSC)	S & S Co or SSSC
III	POL (fuel, antifreeze, lubricants)	S & S Co	S & S Co
IV	Construction materiel	S & S Co	S & S Co
V	Ammunition	Class V Section, Supply Platoon (Ambl Div) or Main Supply Platoon (Abn Div). Ground divisions use non-divisional DS Ammo Co	DS Ammo Co
VI	Personal demand items	Army/AF Exchange (AAFES) S & S Co in tactical situations	Same as divisions
VII	Major end items	S & S Co or Trans Acft Maint Co (DS); DS Maint Co for float items	Same as divisions
VIII	Medical materiel	Medical Co	Medical Co
IX	Repair parts	DS Maint Co	DS Maint Co
X	Materiel to support non-military programs not in other 9 classes	Can be any organization at any level ordered items.	

SOURCE FOR SEPARATE BRIGADES
S & T Co, S & S Co for airborne units, Maint & Supply Co for light infantry units
Same as for Class I or SSSC
Same as Class I
Same as Class I
DS Ammo Co for light infantry units, S & S Co for airborne units, S & T Co for air cavalry units.
AAFES or same as Class I in tactical situations
DS Maint Co
Medical Co
DS Maint Co to provide

WATCH THOSE SUB-CLASSES!



The supply categories of materiel code (SCMC) on the Army Master Data File (AMDF) lists the class of supply and subclass for each item.

The subclass is a 1-letter code that breaks the class down even further. For example, a cable assembly coded 9P and a resistor assembly coded 9G. They're both class IX repair parts but the cable assembly (subclass P) belongs on ASA gear while the resistor assembly (subclass G) is a commo/electronics item.

The code reference guide (USAC-DA Pam 18-1) that comes with your AMDF lists each subclass that shows up in the SCMC column.

So, never just stop with the class of supply, eye that subclass, too.

Course, there's a little more than this to some items of equipment. For example, to move your ammo from the DS Ammo Co to your unit, you must get an ammo transportation order ok'd by the division ammo office (usually along the main supply route). COMSEC end items and repair parts are usually requested from the Signal Battalion.

Next time you can't find an item through your regular source, glance over this list or find a copy of FM 38-24 Classes of Supply (May 75). Appendix D covers subclasses. Could be you're asking the wrong people or could be an item has been mis-coded on the AMDF. Either way the solution may be another supply source.

ON YOUR SUPPLY REQUESTS—

PUTTING *the* PUDN into DODAAC's

For you supply types who thought pudding was something you got for dessert, there's a new kind in the supply system.

YOU SHOULD BY TRYING OR AT LEAST HEARING ABOUT...

PUDN DODAAC
 PUDN = Perpetuation of Unit Document Number.
 DODAAC = Department of Defense Activity Address Code.

YUM ==
 SPEEDS THINGS UP, EH?
 MUST BE HASTY PUDN--
 HEH-HEH!



Together PUDN DODAAC aim to save you time, effort and paperwork.

Course, DODAAC's are nothing new. They're those 6-place codes that show up as the first part of your support's document number.

But with PUDN DODAAC, every unit that puts in supply requests uses its own DODAAC. You'll be getting word from support when your supply is ready to handle unit DODAAC's.

Instead of using the UIC, you'll put the DODAAC on all your supply forms and records.

How does that help—other than giving you another number to remember? Your document number showing your DODAAC—not support's—will be sent through the supply system.

That means your document number will show up on every status card and release form you get on an item. Column c of your DA Form 2064 document register will be blank. Support's DODAAC will still appear on the cards—but in the supplementary address block.

Also there'll be no more due-in files with 2 document numbers—your's and support's.

DOCUMENT REGISTER FOR SUPPLY ACTIONS		ORGANIZATION/ACTIVITY		UNIT IDENTIFICATION		DATES (Day, Month, Year)		PAGE NO.
For use of this form, see AR 735-35; the proponent agency is Office of the Deputy Chief of Staff for Logistics.		Co A, 1st Bn, 60th Inf (Mech)		W3XEAA		6120		32
PRIORITY AND DATE	DOCUMENT SERIAL NO.	CONTROL NUMBER	REMARKS	SUP SPT ACTIVITY	REC OR TURNED IN	QTY DUE IN	DATE COMPL	MISC
14/6120	0506							
14/6120	0507		3030-00-833-1326 Belts, V	302	1			
14/6120	0508		2530-00-714-6155 Cap, Grease	302	1			8a ACI 6140 6152
07/6122	0501		6350-00-772-7664 Buzzer	302	1			6151
14/6122	0502		5930-00-991-6173 P. B. Annuc, CRT	302	1			
			5930-00-900-6201 Adapter	302	1			6130

WITH PUDN DODAAC COLUMN C OF YOUR DOCUMENT REGISTER WILL BE BLANK, YOUR DODAAC SHOWS UP ON STATUS CARDS AND RECEIPT FORMS.



Support uses your DODAAC and document number on the requisition for items you need that they do not carry on their authorized stockage list (ASL).

The same number you put in column b of the document register shows on the DD 1348-1 or whatever receipt form your supply system uses.

Course if support needs to order an item on their ASL for you, they keep on using their DODAAC. But that's support's headache, not yours.

PUDN DODAAC will also help on follow-ups. With 2 DODAAC's to key in on, your AF-series or AT-series follow-up will get quicker and more useful replies from the supply system.



DODAAC MAKE-UP

The first 3 letters and numbers in a DODAAC pin the unit's address down.

As a unit moves, those 3 may change.

↓
AK4 WB4

A-SERVICE (ARMY)

K- GEOGRAPHIC AREA (EUROPE)

4- GEOGRAPHIC SUBAREA (GERMANY)

WB4- UNIT IDENTIFICATION

↓
W36 QYN

W-SERVICE (ARMY)

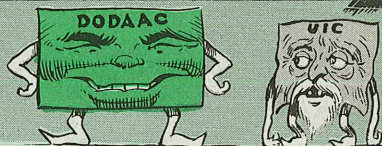
3- GEOGRAPHIC AREA (CONUS)

6- GEOGRAPHIC SUBAREA (NORTH CAROLINA)

QYN- UNIT IDENTIFICATION

But the last 3 numbers and/or letters belong to your unit alone. They stay with the unit no matter what mission or area changes you may go through.

DODAAC'S COME IN A VARIETY OF STYLES. BUT NO MATTER THE STYLE, THE FIRST 3 LETTERS AND/OR NUMBER LOCATE YOU; THE LAST 3 IDENTIFY YOUR UNIT ALONE!



If you want a little advance info on DODAAC's, support's supply pub, AR 725-50, has the word in paragraph 9-3. Your DSU's supply people will tell you when to start using your DODAAC.

AR 710-2 will pick up PUDN DODAAC in Ch 4 due out in June.

DODAAC's may look a little strange—but as long as they save time and paperwork—let's get it on!!

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PS END

Connie's Mini Minis

CONNIE... I GOTTA MAINTENANCE PROBLEM...

SORRY, TIM!... I'M NOT UP ON THAT KIND OF SHILLELAGH!...

YOU'LL HAVE TO FIND ITS PUB!



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Carb For 1/4-Ton Truck

Now there're no "if's" or "maybe's"—the only new replacement carburetor for all TM-218-series 1/4-ton vehicles is NSN 2910-00-255-0724. If you order by the old NSN's, your order will get bogged down at the head shed in switching to the good number. (This info updates the poop in "One Carburetor For All," pages 10-11, PS 278.)

Replace Lost Hand Tools

Interested in replacing lost or damaged hand tools? Check 2 DA messages: DALO-SMS-R 311755Z Dec 75 and DACA-FAL-S 192345Z Jan 76.

These messages explain how you can replace a lost or damaged authorized hand tool at a Self-Service Supply Center.

The December message has the word on getting the tools—without a statement of charges or report of survey. The January message changes and adds to the first message.

Usage Reports Cut

Good news for TAMMS clerks! DA Message DALO-SMM-F 162110Z Jan 76 cut DA Form 2408-9 usage reports to once a year. Turn in usage reports for combat vehicles on 1 August and tactical vehicle reports on 1 November. Commercial design vehicle reports still go in on 1 July.

☆U.S. GOVERNMENT PRINTING OFFICE: 1976 - 657-631/9

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

TAMMS And New 1/4-Tonners

New 1/4-ton trucks are on the way. The Army is replacing some tactical vehicles with M880 and M890-series commercial trucks. Forget AR 700-88 for these trucks. DA Message DALO-SMM-F 161758Z Jan 76 has the word on required forms. The next issue of PS will have more details on record keeping.

M127 Stake Semitrailer

To get the pins holding the stakes on these semitrailers, use NSN 4010-00-177-7809. They got left out of TM 9-2330-207-24P (July 73).

An M60 Afterthought

Forget those last 2 paragraphs on page 27 of PS 278 on the M60 machine gun. Of course you can change barrels from one gun to another.

Use That WSDC

Ordering parts for equipment that has a weapons system designator code (WSDC) listed in Appendix H of AR 710-2 or Appendix P of AR 725-50?

Remember this: Put the WSDC on every request you put in for that equipment—repair parts, components and end items that are part of your weapons system. Use the WSDC on NORS/ANORS and regular requests to support that equipment.

GROUND



OR **YOU**
GROUND
ED

...BUT

GOOD!

COULD BE

RIP

Thus ends the jig
of Private Figg:
He tried to run,
ungrounded,
His kilowatt-producin'
rig--
For him the
trumpet sounded.

