

Issue 171

PS

PMF Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY

COMMENTARY:
SERGE, I SOMETIMES GET
THE FEELING THAT OUR OUTPAT
AIN'T BEEN KEEPING UP
WITH THE **MMO**, OR
OUR EQUIPMENT.

Carl E. Egan

You can help solve one of the Army's biggest problems.

That's right. If you're a maintenance or supply unit, you can be a big help.

It's like this:

Repairable parts taken off equipment and equipment needing repairs by higher level maintenance units get left in the corner of the shop or out on the shelf at your unit.

They won't do anybody any good sitting there, and they only clutter up your work area.

When you don't put them into the maintenance channels to get them fixed so they can be put in the supply channels ready for use again, you log down the whole supply and maintenance system. You might be the guy who needs that repair, generator or electronic transmitter or unit next.

So, if you've got some items in your area needing repairs, get rid of it. Turn it over to your direct support unit. If they can fix it, they will and have it ready for you in the next month or so. If they can't, they'll move it on to a general support unit or to a depot where it will be repaired and put back in supply.

Now that repairable items don't get — in the words that you like it, they'll be helping yourself.

SUPPORT



FOR MORE INFORMATION, CONTACT:
ATTENTION: 275 2000 0400
IN THIS ISSUE

REPAIRABILITY 2-11
REPAIRABLE PARTS
REPAIRABLE PARTS
REPAIRABLE PARTS
REPAIRABLE PARTS
REPAIRABLE PARTS



REPAIRABLE 2-11
REPAIRABLE PARTS



REPAIRABLE 2-11
REPAIRABLE PARTS
REPAIRABLE PARTS
REPAIRABLE PARTS
REPAIRABLE PARTS



REPAIRABLE 2-11
REPAIRABLE PARTS
REPAIRABLE PARTS
REPAIRABLE PARTS



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BRAKE MAINTENANCE



TIP



So what happens?

As dirt and water work into the left and right brake control lever shields and make a gap, their gaps around inside the shields.



The gap runs the master bearings and makes the brake apply, even hard as work. It also runs the guide dimensions and tube assemblies. In freezing weather the gap freezes hard as concrete and you have to pull the park and stop it out before you can use your brakes.

There must be an easier way.

Get your family company mechanic to check the rubber feet (shown) that fit up the controller between the tube assembly and the brake control lever shield. Look out for missing from some shields.

SHIELD
Rubber feet
Part 128-184-1011
1000
Inches
MS 202-179-112



If your mechanic finds this hole or believes it had a gap you can fit over the brake control lever shields are also plugged up.

JUST ADD THIS TO YOUR MECHANIC'S LIST OF SERVICES!



Place the park pedal and the double wheels off and disengaged. Your mechanic will also clean and lubricate the master bearings to the brake apply arms. If they're too far gone he'll be happy to put in new ones. They are 128-1218-120-5000, Item 7 on page 2-502 of TM 9-2196-24 5-2000 (Jan 67), and Item 15 on page 2-502 of TM 9-2196-24-20P (Jan 67).

If the rubber pressure or cover gasket is damaged or missing, the mechanics will replace it.

MOVING SAFELY ON ICE TO STOP YOUR ICE



Have the pressure checked every 20 cycles. Also, look it over when you make your start/stop check of the brake release like it says in your vehicle 10 TM. If there is no gap inside in your wear's have to have the park

pedal and the brake control lever shields checked out.

Most bad water can build up in the angle-comparators if the drain tubes don't work right. Usually, this ice causes the drums that some gap will work through the rubber protection lines on rollers and so lose the double.



Your vending company mechanic will be glad to check the drain tubes every 20 cycles and make sure they're working right.

Have you know they're OK, our mechanic you drive the truck make it a habit to check both brake valves and when you stop at the end of the day, open 'em up.

Follow this anti-gap program and you can put a permanent freeze on your frozen brake problems.

TANKERS, GET YOUR SNUBBERS!



When your tank needs to detrain snubbers, use hydraulic shock absorbers.

So if the Supply types try to slip you tankers a hydraulic job, snub 'em until they come up with a snubber.



The snubbers, listed in your supply manual as Shock Absorber direct action, PSN 2148-600-1114 (SHOCK) is the only one you should have on any of the M114-series tanks including the M48A3G, M58 and M58A1 tanks, M58 NTR and M58A1 CV.

The item in Fed Cox (240-11-A) lists the listing an alternate part number is being corrected. The only number is SHOCK.

KEY NO. FOR LOCK



When you order your padlock see the your M114 tank (TTR 5-2500-211-14) Feb 61, page 8-14), ask for PSN 1540-680-1145 if you can't get the old one, PSN 1540-680-1584. This new padlock is available at the Defense Industrial Supply Center, Philadelphia, Pa.

LOG BOOK NUMBERS



WHILE IN USE

The data plate serial number is the one you use for your log books and other records. The number stamped on various parts of the hull is just so you can get the part back on the right vehicle if it is ever taken off.

This goes for the M114 Series vehicles, the M108 and M109 SF howitzers and for all vehicles that have a number stamped on the hull that's different from the number stamped on the data plate.

WOOD SPACERS HELP HANDLES



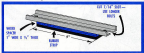
Handles get handy when you want to hang on to batteries by hand. But they're in the way when they hang up . . . like on the hold-down channels in some control vehicles.

Some the latest basic DTM-type batteries no longer have handles that can drop back with the battery top. The handles stick up just far enough to be a problem for the battery hold-down channels in your M107 HP 175-MM gun, M110 MP 81st howitzer and M378 light recovery vehicle.

An easy way to handle the interference situation is to make up wooden spacers to fit under each channel. Then glue a rubber strip to the bottom of each spacer to cushion the battery top.

Cutting a 7/16-in. slot in one end of each channel will also make it easier to put the hold-down cap screws in place. Adding the spacer will mean buying up longer cap screws . . . about 1/2-24UNF will do. You might try the country store for 'em.

Now that we're on the supply side, the rubber strip you need for cushioning material is listed under P/N 9526-105-0001 on page 6-11 of Fed Cat C8000-II-A (Oct 65). Glue it on with the adhesive, rubber, type III, MIL-A-9092, listed in Fed Cat C8000-II-A (Jan 66) on page 81. P/N 8048-102-0011 for a pint and 8048-115-1258 for a quart.



M114/M114A1 TENSIONER

TOPICS

So you've just had the new automatic belt tensioner (38094111) installed on the M114/M114A1 machine . . .

Really for you? Only thing, this is an IAF item.

If you IAF is General and Target, you may wind up in a bind with a loading belt wooooo.

If the machine's bind it can throw the belt just like the old tensioner (35). This could be a little bit hard on our gear vehicle has not been modified with the latest drive pump (36), M114D 9-2320-120 (3614).

The tensioner binds because it gets full of dirt. If you can't see a workable belt keeping you out of a "bind" — it's a death drive yourself.



Without making it apart, wash the tensioner covered in dry cleaning solvent or solvent spray paint thinner, then dry it and put it back in the vehicle.



To make sure you have the spring tension right and so that in the belt on, maintain the distance from the plunger and pin to the bracket. With a new belt this distance should be about 1/16 inch.

If the distance is less than 1/16 inch and the adjusting nut is loosened out, it's time for the new belt depending on wear of pulley grooves.

If you will have trouble adjusting the belt tension — like the plunger rod won't move when you adjust the adjusting nut, or the rod won't slide out beyond the bracket — up the top of the bracket with a hammer and the rod may slide out.

Will it lock? If tapping on the bracket won't get the plunger rod moving leave (36) take the tensioner apart and remove the stops or wedges from the plunger rod or bracket, or whatever else they need made to make the rod work like it's supposed to.

If plunger rod is bent, they'll replace the entire assembly since repair parts are not items of issue.

The tensioner assembly is a little tricky one in your -15F TM yet but you can order it anyway as PN 38094111 or PN 38094111.



All mechanics were taught that the arrow stamped on the tensioner bracket must always face toward the spring. This is still true.

In an emergency, this you're allowed to put the bracket in so the arrow faces away from the spring.

You'd only want to do this when the belt are so badly stretched you can't get tension on them in the regular way.

Remember, this is only for emergency use when you don't have new belts and you have to keep going with an over-stretched one. As soon as you can get new belts the bracket has gone to you back the right way with the arrow facing toward the spring.

MILITARY WEAPONS CARRIER

Handle with care. That's the word when you step into your MILITARY weapons carrier.

You don't have to get your head blown off in linear speed's respect for the 100 MPH maximum rifle pace of this carrier. In fact the very way you can handle the mounted M16A1 5.56 mm rifle that carries the weapon.

Control instead, your MILITARY eye the carrier at about 4,500 pounds. A lot of this weight is packed inside, giving you a higher center of gravity than the regular M16A1, so your top speed is 70 MPH — like the also-called speed-ometer eye.

Plus it, weighing over 20 MPH adds the customer service and plenty of driver carry to operate this weapons carrier safely.

Even more exciting located for when operating the vehicle without the weapon attached, because the driver will always see it follow. You can move the base vehicle around at low speed OK, but be mighty careful in taking sharp turns. Keep in mind — this carrier is not a utility truck.



All the parts you need for the MILITARY are the same ones listed in DA Form 150-6 for the M16A1 5.56 mm rifle and the M16A2 5.56 mm rifle.



(with M16) 5.56 mm sporting rifle and M16A2 5.56 mm. There's an M16 for the weapon you, too TM 9-100-0-211-000 is also about March 1982. The M16A2 APC carrier with TM 9-100-0-19-000.

Look for the M16A1 and M16A2 on the same cover for the M16A1 gun.

Spring, India, and other countries, see separate, TM 9-100-0-19-000.

M16A1 5.56 mm rifle in the M16A1 5.56 mm rifle, see separate, TM 9-100-0-19-000. This book is also separate, see separate reference.

Because of a change in the carrier system's M16 gun mount, when the base unit is attached to the vehicle, pull on these upper parts of the carrier to get the M16A1 in the carrier.

See separate, TM 9-100-0-19-000.

See separate, TM 9-100-0-19-000.

See separate, TM 9-100-0-19-000.



A new line using the M16A1, used in a unit for M16A1 systems. It's got good advantages for those of all vehicles in the M16 family.

OTHER EQUIPMENT

Your vehicle's M16 in the carrier or for the M16, but here's some updated M16's.

Survivability, TM 9-100-0-111-000
 Acc. single hit, M16A1, TM 9-100-0-111-000

Survivability, TM 9-100-0-111-000
 M16A1, M16A2, M16A3, M16A4, M16A5, M16A6, M16A7, M16A8, M16A9, M16A10, M16A11, M16A12, M16A13, M16A14, M16A15, M16A16, M16A17, M16A18, M16A19, M16A20, M16A21, M16A22, M16A23, M16A24, M16A25, M16A26, M16A27, M16A28, M16A29, M16A30, M16A31, M16A32, M16A33, M16A34, M16A35, M16A36, M16A37, M16A38, M16A39, M16A40, M16A41, M16A42, M16A43, M16A44, M16A45, M16A46, M16A47, M16A48, M16A49, M16A50, M16A51, M16A52, M16A53, M16A54, M16A55, M16A56, M16A57, M16A58, M16A59, M16A60, M16A61, M16A62, M16A63, M16A64, M16A65, M16A66, M16A67, M16A68, M16A69, M16A70, M16A71, M16A72, M16A73, M16A74, M16A75, M16A76, M16A77, M16A78, M16A79, M16A80, M16A81, M16A82, M16A83, M16A84, M16A85, M16A86, M16A87, M16A88, M16A89, M16A90, M16A91, M16A92, M16A93, M16A94, M16A95, M16A96, M16A97, M16A98, M16A99, M16A100.

Survivability, TM 9-100-0-111-000
 M16A1, M16A2, M16A3, M16A4, M16A5, M16A6, M16A7, M16A8, M16A9, M16A10, M16A11, M16A12, M16A13, M16A14, M16A15, M16A16, M16A17, M16A18, M16A19, M16A20, M16A21, M16A22, M16A23, M16A24, M16A25, M16A26, M16A27, M16A28, M16A29, M16A30, M16A31, M16A32, M16A33, M16A34, M16A35, M16A36, M16A37, M16A38, M16A39, M16A40, M16A41, M16A42, M16A43, M16A44, M16A45, M16A46, M16A47, M16A48, M16A49, M16A50, M16A51, M16A52, M16A53, M16A54, M16A55, M16A56, M16A57, M16A58, M16A59, M16A60, M16A61, M16A62, M16A63, M16A64, M16A65, M16A66, M16A67, M16A68, M16A69, M16A70, M16A71, M16A72, M16A73, M16A74, M16A75, M16A76, M16A77, M16A78, M16A79, M16A80, M16A81, M16A82, M16A83, M16A84, M16A85, M16A86, M16A87, M16A88, M16A89, M16A90, M16A91, M16A92, M16A93, M16A94, M16A95, M16A96, M16A97, M16A98, M16A99, M16A100.

The M16, for the weapon in the carrier or given in TM 9-100-0-111-000.

BEING USED BY THE MILITARY
 If you're assigned to today on MILITARY weapons carrier, your operator's license (M16) must be stamped to show this vehicle's base. (If you're assigned to this base, your license must be stamped to show this vehicle's base.)

That's the word that was passed in Part 10, Chap 1, TM 9-100-0-111-000.

Like the TM says, "special care must be exercised" in operation of this M16A1. It's not much carrying a 100 MPH rifle, carrier and 4-man crew.

NEVER ON (HYDRAULIC) BRAKE LINES

Copper tubing is not what you want in your truck's vehicle braking system. It may be OK for some of the air lines, but it won't hold up under the heavy pressure of hydraulic fluid. You're better off with the steel tubing listed in Federal Supply Catalog O471043-A (Aug 68). The address on page 4-4 gives you selected FSM's and also under the heading: Tube, steel, welded, double wall braided, cross threaded, cold finished. Try some.

IT REALLY DOES MAKE A DIFFERENCE

WHAT'S IT MEAN?

Some Tron truck jockeys and mechanics have been curious about the meaning of ENDT-673 — the Mack engine in the GM44-series diesel job. Here's the story: EN for engine, D for diesel, T for turbocharger, 67 for 673 cubic displacement and 3 for military. Now you can sleep sound.

ENGINE

ENDT-673

MILITARY

ENGINE

DIESEL

67 CUBIC
DISPLACEMENT

KIT THAT SHAFT

IT'S ONE OF THOSE UP-TO-THE-MINUTE KIT PARTS. A JOINT FRONT MOUNTED PROP SHAFT FOR 2000-2000-2000 (DUMP) MOUNTED, 1 SHAFT, SHAFT 2

Now you can fix up your GM44-series 16-ton truck prop shafts, no matter in asking for a whole shaft assembly when you need repair work. Part 16, U-joint, front end rear axle prop shaft, FSM 2420-016-002, may be all you need. Don't ask for the one listed on page 47 of TM 9-2526-213-10P (Feb 68) because it has the superseded FSM 2530-016-200. Another point . . . the kit only costs \$1.28 whereas the shaft assembly costs as much as \$100.00 . . . for this being in short supply.

BANISH BUMPER BANGS

Tired of slicks in your vehicle bumper when the front loading and tilting shuttles wheel back and forth?

Here's a way to cancel the slipping —

Wrap the part of each shuttle ring that hits the bumper with some OED self-sticking tape. If you don't have tape and you're outside, a new strip of nylon or canvas web does the trick.



TO EACH ITS OWN



No one ever confuses military with commercial design wheeled vehicles. That's because you can see they're alike as computers and humans. But when it comes to what kind of maintenance to pull on a tactical vehicle when assigned as an administrative vehicle, your eyes start getting watery.

Well, not any more. Now — or later — you can go to page 44 in the new TM 9-200 (May 80) Admin Use Vehicle Management, and be told to follow the maintenance procedure in each tactical vehicle's own manual regardless of how it's used or assigned.

HOOD BUMPER RIVETS

You can get rivets from your supplier for installing rubber bumpers on the top head panel of your C74-series 2½-ton or C76-series 3-ton truck. The rivet, PN 1540-01-10076, is in the very latest TM 9-1540-209-15P and TM 9-1540-211-15P. It's used with Bumper, Rubber hood apparatus, PN 1540-521-6097, listed in TM 9-2100-209-20P (Jan 80) and TM 9-2100-211-20P (Mar 80).



Dear Editor,

Over 4000 blue flap van trailers had a nasty habit of losing its mud flaps until we noted this cheap fix.

We threaded the long end of each mud flap rod about 2 inches back, then we used a double nut substitute for that this thing is a better job to hold the rod in place. Flap mount now holds the nut, and no driver need to replace mud flaps any more.

From Brookbank
South Dakota National Guard



Old Man Smith like a new grip job, all right. Another way is to stick a bar end nut on, P/N 316409-001, between the outer job, P/N 316404-002, and flap rod bracket. Give the outer job a bearing surface. anybody without flaps can replace 'em with P/N 316404-011.

SAFETY STRAP

Looking for the safety strap for your 2 1/2-ton G74-series cargo trailer? Ask for 1000, webbing, safety, P/N 4148-110-0004. It's the same strap that's listed in the -200 for the G74 2 1/2-ton and G74-series frame cargo trucks. Just remember the strap's not meant for towing. It'll break.

M332 TRAILER CABLE

If the intervehicular cable on your M332 110-ton armor trailer has come to grief, you can get a new one under PSM 2109-117-0009, and its supply source is Army Tank-Assemblies Center. It's listed in Fed Cat C1109-B, at (Jan 68). You'll find it too in TM 9-2509-201-1 AF-Shop 527 but only under Part No. 7045000.



If you're coming up empty-handed when you order Pexite, PSM 2140-040-5003 for your M332 110-ton armor trailer, try a substitute. Ask for Pexite PSM 2140-050-4700 ... it's slightly denser, but it'll work ... and it's available for immediate issue.

ANOTHER M172A1 NUMBER

If you're confused about the PSM's for the wheel hub liners and cone bearings on your M172A1 21-ton low-bed tank, read some more. TM 9-2590-211-21P (Jan 67) shows PSM 1118-108-0001, which is fine for the inner bearing. But the number you really want for the outer bearing is PSM 1118-108-0002 ... which equals PSM 705407. It's listed in Fed Cat C1118-ML-A (Jan 68).



M543A2 THROTTLE CABLE

There's no substitute when you need a new one: double cable for your M543A2 1-ton wrecker. Now your supply people get it from ATAC under PSM 2109-012-2110.

GET A BARRIER MOUNT

Double duty from the M15A2 15-ton semitrailer can now upgrade itself on wheels mounted OVMs.

Draw the trailer from converted into the M15A2 from the M15A1 (now longer made off the issue listed in the OVMs section of this T 500, 2 100 (Aug 93).

The OVM, by the way, is still the parts manual for the M15A2 semitrailer. And TM 9-707 (Feb 88) is still the AF's basic maintenance manual.

Here's the way the OVMs work:

Item	Quan.	Federal Stock No.	Item	Quan.	Federal Stock No.
Bag, seal	1	2900-170-0841	Case, 2000, left w/ track and pin lock	4	4210-071-0792
Bar, aluminum, 1/2" x 1 1/2"	2	3990-20-1130	Case 8 ball bearings, consisting of:		2440-790-1129
Bar, steel, 1/2" x 1 1/2"	2	3200-194-1095	Ball of 1/2" x 1 1/2" (8)	1	3950-000-1044
Block, shock, wheel	8	2340-720-1542	Ball	1	3010-370-0113
Block, shock, axle (up 4)	4	2940-711-0021	Collars	1	3040-170-0114
Block, jack, ground	2	2540-181-7583	Ball	1	3200-770-0115
Block, leveling, 1/2" x 1/2" x 1/2" (20 lb)	1	2840-200-2000	Traps	1	3040-001-0887
Case, engine, w/ tank, approx 1 1/2" x 1 1/2"	2	4010-441-0231	Wash	2	3040-170-0114
Case, box, 1 1/2" x 1 1/2" x 1 1/2" w/ ground hook and pin-shaped ring at both ends	1	4010-071-0166	Ball, 1/2" dia, 1/2" long, 2 1/2" dia, 1/2" long, 2 1/2" dia, 1/2" long	2	2900-770-7021
			Jack, w/ ball 20 ton up 1 1/2" x 1 1/2"	2	3100-100-1100

M15A2

SEMITRAILER

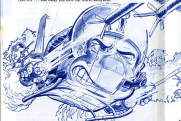
OVM

Item	Quan.	Federal Stock No.	Item	Quan.	Federal Stock No.
Jack, hydraulic, w/ ball, 20 ton up 1 1/2" x 1 1/2"	2	3100-100-1100	Level, aluminum, left, w/ cast	1	3300-710-1747
Level, aluminum, left, w/ cast	1	3300-710-1747	Level, aluminum, right, w/ cast	1	3300-710-1748
Level, aluminum, right, w/ cast	1	3300-710-1748	Pin, locking, dia. 1/2" ball race size, 12.5" long	11	3210-200-0701
Pin, locking, dia. 1/2" ball race size, 12.5" long	11	3210-200-0701	Pin, retaining, ground 1/2" dia, 1/2" long	4	3210-700-0700
Pin, retaining, ground 1/2" dia, 1/2" long	4	3210-700-0700	Pin, steel w/ ball	4	3240-144-0116
Pin, steel w/ ball	4	3240-144-0116	Ring, double	8	2040-720-0440
Ring, double	8	2040-720-0440	Shackle, under w/ frame pin	4	2940-700-1702
Shackle, under w/ frame pin	4	2940-700-1702	Shackle, under, level frame	4	2940-170-0011
			Shack, axle rail, w/ 1/2" dia pins and rollers, 1 1/2" dia	1	2940-600-1024
			Shack	11	2940-710-0700
			Shack, axle up	1	3100-170-0114
			Shack, under, offset handle	1	3100-001-0264
			Shack, adjustable	1	3100-170-7021
			Shack assembly, consisting of:		
			Shack w/ pin and ring size	1	2880-700-0740
			Pin, 1/2" dia, 1/2" dia, 11.50"	1	2840-200-0011
			Pin, 1/2" dia, 1/2" dia, 11.50"	1	2840-001-0002
			Pinlock for 1 1/2" x 1 1/2" dia	1	2880-070-0040

BORN for BATTLE

In one day in Wisconsin a couple guys tried out this idea, too. They pre-rigged some 2.75-in. rockets to the 980-speed 7.62-NM machine gun's subgun. Good old Huey 135-1B got the Mountain One cap on Charlie that day.

See and buy this just rig gun in the catalog through BMD 9-4805-243-500/4 (Or 85) ... and make you have the NM's subgun.



None of the stuff you know about the M1 and the M16 is with good including a lot of what was in PS 144 and PS 145. But not all of it. If someone, the NM's uses a couple different types of launchers, has a braked-up cartridge drive, an intermediate and a few other refinements that make it tougher than its ancestor.

This article aims to spotlight some of the potential trouble spots and to offer tips that'll help you BMD 9-4805's and crew chiefs—and pilots, too,—to keep your battle-born baby healthy.

RACK and SUPPORT ASSEMBLY

EXTENSIVE STRESS—Laser bolts and nuts, exclusive temperature-treated and freeze, heat or treated steel parts, lots of standard steel hardware and alloys.

RACK ACCESSORY—Gears or credits in the gun, braked or missing front facing anti-lock brackets, some of those steel-rod bolts, nut or damaged barrel and weak internal pin, bolt, ball or cracked arms, drive support pipe assembly, damaged forward drive system, loose steel from bolt, damaged pin.

DRIVER ASSEMBLY—Intermediate base rotating bolt, locked or lost or missing pin.



ELECTRICAL CABLES—Not plugged in and tightened, bent pins in the connector, taped or cut or badly worn wiring, especially near the connectors.

HYDRAULIC LINES—Oil leaks from loose connections or cut lines.

And keep your hydraulic shaft clean. Use those rubber discharge covers first. If dirt gets into those hydraulic lines, it could foul up the trigger as well as the armament system.

The LAUNCHERS

You'll have either the cylinder-type reusable but non-repairable XM157 or the slotted-type reusable and repairable XM158. They're light, easy to handle, so be careful. When you inspect 'em, examine each of the 7 tubes in each launcher the same way—with extreme care.



XM157 LAUNCHER — No ty, bent or cracked outer contacts, corrosion and socket residue in the tubes, especially in the rear half; dents in the cylinder that also dent the tubes; bent or loose suspension legs; missing or loose-up front and rear topplate covers.



XM158 LAUNCHER — Loose strands in head light or damaged suspension legs; cracks in the head joint and segments; missing, loose or damaged rods, bolts, pin, lock modification straps; tubes dirty; firing wire connections loose; tested lock wiring, lighter head dirty.

If any part of the XM157 launcher's body hurts, the whole thing's got to be wrapped.

You'll find the steps on replacing damaged tubes and other parts of the XM158, together with a list of repair parts, in Chapter 1 to TM 9-1090-201-1-2.

TIPS on CLEANING and LUBING

Fast results
Simple...

USE
TUBS ?

USE
TUBS !!

DON'T WASTE TIME TOSSING

FOR CLEANING BULKY TUBS



Get the Lube Clean in Chapter 1 to your TM and you should avoid cleaning.

Here's a tip for using the brush in your tubes: On the XMIT—Push in from the front only, no amount of the pressure at the rear. Push deep to you



don't leave the contact . . . push all the way through to the contact, then remove your brush and pull it out again.

On the XMITL—Once you push the spring arm aside, you can push-pull all the way from the front of tube.



To lube or not to lube—and how much lube?

Big questions around the launcher and rack assembly. Heavy really lube-up a clean system with clean grease . . . and clean and grit make a mighty rough abrasive when mixed with oil. So, yes, when you clean all parts like previously the best note of your Lube Chart, here's some chemical rules on lubing or not lubing:

1. Grease lube the inside of the contact tubes . . . and never lube the XMITL front end.



2. Always lube — but lightly! — the external surfaces, external edges, screws, pins and washers on the rack and support assembly. Apply, but it, the way shown you can by looking with a flashlight and looking at.

Put a dab of LAW Lubricating oil, weapon, IBM 5118-200-0000, 1-oz can on a clean rag and then just wipe the parts off.

Keep this same thought in mind when you're cleaning and lubing your machine gun and other components with reciprocating parts. The more oil the better.

Incidentally, you never touch the inside of the brush rack. Especially, don't let anybody try to work in its cleaning system. Too many identical parts in there!

the JETTISON

Haley situations multiply the rabbits if the pilot ever has to drop his load and the loadmasters refuse to go. Now, it's time for the inside of the MA-4A bomb rack cut-off limits to everybody below the direct support level, get your CRE's in-charge and repair 'em — cause a week's out time often. Here're a couple other steps you can make for certain the jettison system's CRE will work.



Impact and run (usually and characteristically) before every mission.

Recheck the rabbits that've impacted, and take, or are not, loose or not right (1) in shock needed on each side of the ship; base galleys, know or base break; or tell the guys to keep their feet off 'em.

Check cables and release mechanisms under base webbing.



Exhibit flight guidance under base webbing.



WALK JETTISON TEST — Forward check the table head and table control table, one end and top of the table.



RELEASE TEST — Forward check 'em on walk function, one in the table to test the JETTISON cable on. Both loadmasters should release immediately and at the same time.



ROCKETS



Your TM10 subprogram uses the same 3.75-in. (96.5 mm) used by the TM1, and the rules for using them are shown the same.

ROCKETS—Make sure they're modified correctly—as other kind will be, check 'em for dirt, grease, wetness; see if the lockwire tab's missing or there's a gap between the rocket motor and the warhead after it's been tightened.

Watch out if you get one of these rocket motors with a rubber ring under the lip of the warhead shipping support and a blue slide between the warhead shipping support and the warhead sleeve. Throw this ring and slide away before you thread the warhead to the motor—else, they may swell up and cause the warhead to work loose in flight.

TOOL LIST
Screw driver
Screw



When you're tightening the warhead to the motor tube, use 2 strap wrenches (FSN 14 20-242-1000, fit the first within 2½ inches of the motor tube and the second around the warhead). Then tighten the head as much as you can without creating the head sleeve to turn or to have the lockwire tab come out of the elongated hole in the motor tube lockwire groove. Oh yeah, if the wire comes within the elongated hole, that's normal.



But be real careful you don't force the lockwire tab down into the motor lockwire groove or out of the elongated hole. The collapsed tab traveling through the groove would lodge the motor tube and make it unsafe to fire.

Now cut the job without back-slacking to see that there's no gap—meaning you can't see the warhead in the motor tube with a full turn — or that the lockwire tab's out of the elongated hole. There are automatic rules the rocket HQ.



Incidentally, in a combat situation, some guys save time rightening the workload on the rotor by hand—loosening the workload half a turn, then snapping the rotor tight. This is OK in a real emergency, but, even then, doublecheck for tightness, gap and directional indicator tab. Don't let your co-helicopter guy go heavy up—and then blow up!

FIRST THINGS FIRST

The XM117 and XM118 launchers require different loading and unloading procedures, but the steps you take before you get to the loading and unloading stage are exactly alike for both launchers — and, for every guy's sake, never make any one thing 'em.

Before Loading Both Launchers

1. Level the rotor ground ring, ensuring the ship and dismount the ground ring tabs.

2. Make sure all shroud and cables on the sub-system are correct and tight about the launcher suspension framework.



3. Check the rotor voltage, using the E-1000 range of your multimeter. Connect one lead to the stator structure and the other lead to the rotor ring terminal on each rotor in turn. If you get any reading at all on the table, don't load the rockets, but tap out to replace the rotor ring slipper with assembly—on the flight.



4. Be sure all rotor transitions are locked off before you load or unload.



Before Loading and Unloading Both Launchers



1. Set the Backstop/Zero switch on the Intercommitter to 0000 and the Rocket Firing Selector switch to "0".



2. Make sure the dot on the red firing stopper switch is at 0000.



3. Move the OFF-ON/OFF-ON/OFF switch on the control panel to OFF.



4. Open the system circuit breakers.

5. Battery switch (if equipped) disconnect the external power source, if it's connected.

6. Disconnect electrical connectors from the launcher. This is insurance.

Loading the XM157

LOAD FROM THE FRONT, BUT STAY TO ONE SIDE!



1. Load the charging eye to the lower metal rail of the launcher to break off any static electricity.



2. Rotate the charging eye — and put it inside the launcher. Careful, though. It's electric — ... loads easy.



3. Look for the arrow markings on the launcher tube. Then insert the rocket, making sure the wire on the rocket is opposite the arrow when you push it in.



4. Push the roller all the way in don't even if you have a difficult shot — use this, however.



5. Double check the view of the breacher to make sure the rollers are held tight and are against the roller being removed.



Unloading the XM157

1. Use a long, straight, nonmetallic — or if you have it, one of these nonmetallic made locally — to push them on the front inside the tube.



2. As the roller hits, pull forward on the roller cap with your thumb till the rollers free.

3. They'll pull it gently from the tube.



4. Repeat the starting set tube.



Loading the XM158

You load the XM158 just like you load the 24-caliber XM83 — clean it, brush the tube, blow out.

1. Bring the rollerhead assembly down all the way and insert the roller in the tube and pull forward till the forward edge of the starting cap reaches the bracket of the tube.



2. Remove the starting cap.



3. Push the roller in all the way till you feel the bracket.



CAUTION

4. The guide behind the roller, but for the rollers, make sure you pull the roller back slightly till you have a second shot.



5. After you have the second shot, flip the trigger on for control.



Unloading the XM158

1. Using the spike assembly, remove from the breach.



2. Use a nonmetallic to remove the spring bracket holding the roller back into tube.



3. Push the roller forward till it sticks out of the front end of the tube.



4. Roll the roller gently from the tube and put the starting cap back on.



Warning tip: Never forget, whenever you're loading or unloading your breacher, make sure the breacher's facing away from other soldiers, metal wires, concrete blocks, and such like . . . and make sure nobody's standing in front of or behind it.

You've got to be mighty careful handling these breachers . . . or you might lose the perpetrator in the market square. This could cause crowd flight and roller break-up as well as other damage.

DEED 'N' DEED

Supply Tip: Talk to those guys over there — a little inside wordsi knowsi because if you need it and don't have it, the guy is gonna, don't make a chance on coming out of repair parts. Keep up to snuff on everything your organizational guidebook . . . and keep 'em safe till you need 'em.

Your M60CAJ Machine Gun



TM 9-1005-313-11 Key 83: w/4 changes in all the bills for your squad machine gun — so big changes here from the M60 subsystem.

MOUNT ASSEMBLY — Trayed, loose, leaking hydraulic lines and connections, loose, frayed electrical wiring and connectors.



Incidentally, be sure you read and heed para 81b (1) (g) in Change 1 to your M60 pub. The hydraulic mount

DRIVE CHAIN — (Special yearly greases and sticks and stuff, wrong number of links (pages 6-7 of your M60's TM tells you how many links are needed from the cartridge drive to the gun, from the ammo box to the cartridge drive on the M60) you need 82 upper 84, 85 lower 84, 85 upper 84 and 81 lower 84).



Speaking of chaining—which way should the open side face, up or down? Your pubs show both of the basic

files (shown inside the mount must be removed, inspected and cleaned during every Periodic (100 hours) of direct) operation. Clean it good with brush and degreasing solvent, then let it air dry — never use compressed air. If the fiber element or the perforated packing is shot, replace it.



chains with the open side up and both of the rear chains with the open side down.

You'd be smart to keep yours this way.

But some mounts have the rear chains up — especially the one running from the drive motor to the lower gun. They say it's easier this way to see and control the mount when they pass the drive motor.

But they also use this system only when operating in treacherous, brushy, sandy country. An up-facing chain like this is likely to catch sticks and stuff if you use it in brushy, stony, sandy country.



CARBIDE DRIVE—Chipped or badly worn splined shafts, bent or badly worn screws or missing pins, bent or open rollers.



WELLS—Spent pins in the main plug and loose connections in the control plug.

The selected carbide should be the last thing you put on when the gun's mounted, and the first thing to come off when the gun's dismounted.



CHARGER BOX—Missing roller pin or washer in the retainer pin.

DEFLECTOR SHIELD—Loose, badly bent.

Inside the SHIP

AMMO BOXES—Bands that's keep the ammo from falling right loose or missing screws in box trays, broken wood fasteners or too tight racking the ammo to bind in the box by pulling the sides of the box together.

The insides of these boxes are coated with a dry lubricant to help the ammo slide easier. This stuff won't stand up against grease and oil, so wash it with



dry kote. Oil causes, if the dry lubricant wears off, support can rust away and no kote is on for you.

FLUOROLUOX—You need a barrel of 'em for a combination calculator like the SHIP—and you'd better have 'em with 'em all. Here's what you should know:

IBM K Subsystem, TM 9-100-204-11 (Sep-88 w/FC) (May-88); TM 9-100-204-002 (Sep-88) (M) Subsystem, TM 9-100-203-01 (Rev. 88) w/4 Changes, 800 Meters Com, TM 9-100-204-11 (Sep-88).

INSTALLATION — Mounting holes slightly ground over the (2) 1/2" x 3/16" bolts.

Very, very important!

Doublecheck the Part Number on your instructions — it is 11810500 or 11899150?

If it's 11810500 — which comes with XM40 — and like 1 thru 118 — watch and Never use the 40-Blade mode as a "lock" position. It's for trees only!

Why? Cause if the switch is pushed forward to the 40-Blade and somebody presses the trigger on the cyclic stick, the rollers will go off — just like when the switch is pushed up or down to 3.75 (Parking).



Order up with
800-TAY-GATE,
#890 is #890C.

On the other hand, if your instructions' Part Number is 11899150 (which comes with XM40 model kit 311 and up), no problem. These have a different switch which will prevent roller being in the 40-Blade.

XR40 PILOT'S SIGHT — Dirty, scratched, or cracked beam splitter, lensed and lens cap damaged wiring.



XR40'S COLLIMATED SIGHTS — Dirty glass and shade, blemishes or damage to the sight and grip assembly.

That beam splitter (P/N 129-011-011, ... 1844-1887) is a sliding disk for guys who're not careful getting in and out of the chopper. When you're watch it. This plate is hard to get sometimes. Use a chamfer disk or fine stone or keep it clean and beware of leaving fingerprints on it.

Here's hot news: #890C 9.1276-009-001. (See file provides a new beam splitter and shield for your XM40 sight to eliminate beam splitter leakage. Get Support on the ball. The files are available.

When you check the lamp, make sure both filaments are good. The second filament is sort of back-up support to use the first one could cut on a minute. Keep a supply of lamp-on hand, too. They come under P/N 624-005-778.



JOE'S
DOPE

MWO
OR
BUST

HERE I
AM TO
SAVE
THE
DAY!

HERE'S
YOUR
REPLACEMENT
GABRIEL!

?

WREN'S THE
LAST TIME YOU
RECALLED AN
ARMY ON THAT
CONT!

NEEDY... WHO'D
NOT TAKE BY THE
CUP MAN DIDN'T
PUSH, SO WHY
DREAT IT?

WHY WAM
YOU
NOT A DORSE
IN GETTING
MARE'S
DOME PROBLE

HEP?



LATER

HEY, CONNIE, COULD YOU GIVE US A HAND ON THE ARMO BIT?

SURE, LET'S HAVE COFFEE!

RIGHT OR ALL... KEEP IN MIND ARMO IS ARE FOR EVERYBODY

YOU WANT UP-TO-COME EQUIPMENT TO OPERATE.

COMMANDERS

WANT AN OUTFIT THAT'S FULL OPERATING... NO DEADLINE RS,

THERE'S NO TIME TO WASTE... IF THERE'S AN URGENT ARMO THE EQUIPMENT'S ACCEPTABLE SO YOU'VE GOTTA SUPPLY IT IMMEDIATELY... MORNING ARMO'S GIVE YOU A MONTH TO DO IT.

BUT WHAT CAN I DO?

WELL, SINCE YOU'RE GOT TO LIVE WITH THE EQUIPMENT— YOU'VE GOT TO KEEP ALERT... KEEP YOUR EYES OPEN... COMPARE YOUR STAFF WITH THE LATEST MODELS... AND FOR GUNS TO THE LATEST ARMO... CHECK FOR THE RECENT LIST OF NEW PERS SENT OUT BY ST. LOUIS... NO WILL AS SA PLAN 810-6.

WHEN YOU SPOT ONE, TELL YOUR PLatoon SERGEANT... HE'LL HAVE NO TROUBLE GETTING FOR THE NECESSARY ARMO THROUGH YOUR SUPPLY SERGEANT.

Jobs Dope Sheet

Improvements Go On All The Time!!
So Your Gear Must Keep Up-Stay In Line!
Apply Your **MWO'S**
Keep Up-On Your Toes
They're **ORDERS** To Keep You Just Perfect!



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

WELL, WHEN DO I GET TO CHASE THE MAIL?

WELL, I'LL GET YOUR MAINTENANCE NEARBY... OR RELEGATED! ...OR, AT LEAST HE MAKES SURE THAT AWARD GOING IN GO TO THE MAINTENANCE OFFICER!

WELL, KAYAK, WHEN I HEAR ABOUT ONE I'LL PASS THE WORD, "STINKY"

NOT GOOD ENOUGH... YOU'VE GOT TO LOOK AFTER YOURSELF... FIND OUT IF -- ONE WAY IS TO LOOK IN YOUR OWN PAM, EO-4... (OR) AS NOT FULL FIND A NEW AWARD OR TWO!

... NOW, WHEN YOU FIRST FIND OUT ABOUT AN AWARD IN DA PAM EO-4, ENTER ITS NUMBER ON YOUR EQUIPMENT'S DA FORM 2408-2 OR 2409.

THEN WHEN IT'S APPLIED -- THE PAM RECAPTURES IT -- COMPLETELY THE RECORD SHOWING THAT IT WAS APPLIED AND SENDS IN A REPORT ON DA FORM 2407!



IF SUPPORT IS TO DO THE WORK, THEN YOU HAVE TO MAKE SURE A SPA FORM PROOF WORK REQUEST IS MADE OUT FOR THEM BY YOUR MAINTENANCE BOO!



AT ANY RATE, CHECK YOUR TA 38-150 FOR THE WHOLE POINT ON PROCEDURES!!



HEY... HELP IS THIS COFFEE OR CRACKER DEBRIS?? UGH!

HAH, IF YOU WANT, USE OLD-FASHIONED EQUIPMENT LIKE WIRE... FOWL...



WHAT ABOUT APPLYING A FISH BRUSH... I'LL GET THERE AT LEAST A FEW OUT ON THAT MACHINE!

WON'T THAT FOR MARCH?

I ONLY DO THAT I HATE YOU!



HAH, DON'T YOU REALIZE AN BRUSH IS AN **ORDER!**

DO I

SO TELL HIM, PEE!

OH... CORRE, CAN'T I TALK WITH YOU IN PRIVATE...





WORDS OF WISDOM! ...

HEAD OFF WOES WITH MWO'S

ZAP!

WON'T MWO'S
REPAIR my equipment...
AND THERE'S A CUT-OUT BOX
FOR ANYTHING MOST OF THE
NORMAL MWO'S.

FIRST OF ALL,
WHEN YOU'RE
DEALING WITH MWO'S
THE MWO IS... GET
THE WHILE THEY'RE
NOT... AND GET
THE DONE!

ALL THIS was up the current policy on MWO's. And IM 26-700 (Jan 64) and its Change 3 (18 May 64) lay down the rules on recording and reporting MWO's on equipment records.

So, let's line up the facts on MWO records and reports.

WHO RECORDS THE MWO?



TASK REPORT				MWO#		DATE	
NO.	DATE	DESCRIPTION	BY	NO.	DATE		
1	1/15/88	REPAIR OF ENGINE	J. SMITH	100	1/15/88		
2	1/20/88	REPAIR OF TRANSMISSION	J. SMITH	100	1/20/88		



YOU THE OWNER/USER RECORD ALL CURRENT MWO'S ON DA FORM 2400, 1 JAN 88, OR DA FORM 2400-2, 1 JAN 88.

TASK REPORT				MWO#		DATE	
NO.	DATE	DESCRIPTION	BY	NO.	DATE		
1	1/15/88	REPAIR OF ENGINE	J. SMITH	100	1/15/88		
2	1/20/88	REPAIR OF TRANSMISSION	J. SMITH	100	1/20/88		

... THEN THE DUTY THAT APPLIES THE MWO RELIGIOUSLY TO COMPLETE THE SECOND AND REPORT IT ON DA FORM 2400.



This applies to current MWO's listed on DA Form 2400 and new MWO's on duty cards.

THERE ARE TWO WAYS TO HANDLE RESCINDED MWO'S.



1. If the MWO is bad, there's no equipment to record, apply or report as a rescinded MWO.

Naturally you'll find it listed on the DA 2400-2 for equipment on which it was applied before it was rescinded. But if it didn't get applied before rescinding, draw a line through the entry on DA 2400-2 and note "Rescinded by DA Cir. _____ dated _____" in column 1, 4 and sign in column 5. Circle the circle that applied.

2. Or, if the MWO is still useful, all the instructions from Commanding General, 1st Army Materiel Command, AFM 2400-2, Washington, D. C. 20315.

If the instructions say to apply the rescinded MWO (or get it applied), then you'll record it on DA 2400-2 or DA 2400 and report it on DA 2400 in the same manner as a current MWO.

SCAFFOLD JARVIS
AND YE' LOOK BLIND!

IF IT'S NEW, USE IT!

To meet the MPO application on DA 1400,
you also check the MPO box in Section I.



WORK HERE

In the other hand, some
MPOs are on DA 1400-1
and reported on DA 1400.

There are MPOs that call for installation of a kit on your equipment or for a change that's required only for a special use of the equipment (Prerequisite, see TR 5-2000-280-30 [see 65]). In these cases you record the TR on DA 1400-5 or DA 1400 — but only at the time it's applied to the equipment — and write "TD" in front of the number to distinguish it from an MPO.

To report the TD application, you check the Maintenance Report box in Section I of DA 1400. In each case there's no need to record the TD application on DA 1400-1 or DA 1400-5. Entry on the DA 1400-5 or DA 1400 takes care of the log record and DA 1400 reports it to the national agency.)

HOW REPORT-CONFORM WITH

Since the equipment owner (user) is responsible for recording all applicable MPOs on the equipment or components DA 1400-1 or DA 1400, you have to keep a close eye on DA Form 510-6, and new parts bulletin if they're available.

If you find that a certain MPO applies to your equipment but there's no record of application of the MPO on DA 1400-5 or DA 1400, check to see if the equipment has been modified by a previous owner later.

When you find the work has been done on the equipment to comply with the MPO, here's the way you record it on DA 1400-5 or DA 1400.

Enter all MPO identification in only one column.

Then put the date the MPO was found to be previously complied with in column f. Leave column g blank unless the time required for the application is known. Enter in column h the initial PNLW (previously complied with) plus the maintenance organization that checked it out. And the man who checks it out signs in column i.

HEY DICK... NOW 'BORN
BORN... AND WHO WOULD YOU
KNOW BORN IN '82
ON THE
FOLLOWING
YEAR?



IF
THE WORK
HAS BEEN
DONE...
CUT THE
TAGS.



1. MAKE THIS TAG FOR THE WORK PERFORMED	2. DATE	3. BY
<input checked="" type="checkbox"/> DONE		
4. COMMENTS		

An MWO found to be previously applied but not recorded on DA Form 2408-1 should be reported on DA Form 2407. Check the MWO box, and enter data called for in para 1-7.1 of TM 38-750. If data called for in block 28 is unknown, write "link" in the space that apply.

(This tag duplicate is part a report that's already gone in, but your report will make sure that the national agency has complete data on these MWO's.)

READ THE TAGS FIRST

Before you list the MWO on the DA 2408-1 or DA 2409, though, make sure it applies to your equipment. Some apply to all items of a series or single work number. Others apply only to items with certain serial numbers.

You'll find the word on this in the MWO list, give the pub the same word with a sharp eye before you start writing.



URGENT MWO'S



Only 6 MWO's are classified Urgent. How about reballing your equipment now to see if any need to be applied?

MWO 5-4390-208-8071 (10 Dec 65, Generator Set, G.E.B., 3 KW, 500 Horse, using Wisconsin Engine Model WA2NLD. Install newly designed connecting rod.

MWO 5-3431-216-8071 (21 Mar 65, Welding Machine, Eac, Constant, Constant Drive, 300 amp, 115 v, DC, 3 KW, Handheld type Model WMG 800E, RMN 5011-0071-8070) Reinforce roller cord, replace roller air stream, and modify engine and magnet frame mounting.

MWO MOD 14 (21 Sep 58, and Ch 118 Feb 65, Modification of Light, Red, Universal Clamp.

MWO 5-1055-217-8071 (21 Jan 65, and Ch 103 Sep 65, Aircraft Rocket Fire Direction Set. Provide automatic reset of stopping switch (Helicopter Armament Subsystem L-75 in Rocket Launcher XM20 Used on LH-1B Helicopter). The MWO was upgraded from NORMAL TO URGENT by DA Message TB0264 (28 Aug 68).

MWO 5-2326-214-8071 (7 May 65, Barrow, 107-MM SP, M30641 (PWS 1508-075-0002) Engine transmit mount replacement.

MWO 5-2326-208-8071 (21 Sep 65, Semitrailer, Lowbed, Heavy Equipment Transporter, XM198E) Modification of goose-neck pivot shaft.

Your equipment's classified all you get that applied to it (See AR 750-5).

ESC COUNTDOWN



Dear Old Mac:

Item 9 in FM 9-8850-212-402 refers to DA 2408-8 for the age of the vehicle in months. But FM 28-730 only calls for "year of manufacture" in block 18 of DA 2408-8. How do I use this entry to get the age in months?

Major J. W. E.

Dear Sergeant J. W. E.:

It would be better if block 18 of the DA 2408-8 listed month and year of manufacture. But there's a way to get the month the equipment was accepted — if there's a Julian date in block 19.

Figure 18: Calendar Table—Calendar Date to Julian Date

Month	Day	Year	Julian
January	01	1961	001
February	01	1961	032
March	01	1961	061
April	01	1961	091
May	01	1961	121
June	01	1961	151
July	01	1961	181
August	01	1961	211
September	01	1961	241
October	01	1961	271
November	01	1961	301
December	01	1961	331

Note that in Fig. 18-1-1 of TM 38-710 the equipment was accepted on 2000, a reference to a Julian calendar as Appendix 1, Table IX, in the TM tells you that this is March 1961, so March can be considered the month of manufacture.

The equipment data plate also may list the month and year of manufacture on acceptance.

If you can't get the month of manufacture either from the Julian date of acceptance or from the data plate, use your ESC count from 1 July of the year of manufacture in block 18 of DA 2408-8.

Make sure you check each ESC TM, too. On some equipment that's been overhauled for rebuild, the ESC calls for a countdown from the date of depot overhaul for rebuilds instead of the date of manufacture.

TELL IT TO YOUR

Oil and grease and antifreeze. These, as well as fuel, are needed to keep your equipment ready — and able — to go.

So, make sure to apply the oil and grease — those slippery friction fighters — just to the LO side. And keep away from the wick antifreeze as spelled out in TB Oat 601 (Apr 84).

Waff waff! Not again. Not until you write down their service as spelled out in TB 18-750.

a

Oil. — Day, month and year. Make date easy to read & brief.

b

Oil. — How often to apply? How has been used? If tube inserted in 8 lines, estimate how it was used. In tube flow estimate if in applicator.

c

Oil. — Lubricant for equipment to speak. (Always fraction to support identification.) Write in separate for identification and oil to replace name.

TRACK NO. 1		TRACK NO. 2		TRACK NO. 3		TRACK NO. 4		TRACK NO. 5	
DATE	TIME	OPERATOR	LOCATION	TYPE OF WORK	QUANTITY	TYPE OF OIL	TYPE OF GREASE	TYPE OF ANTIFREEZE	REMARKS
1-1-78	7:30	J							oil 1 qt
1-1-78	8:30	J							oil 1 qt
1-1-78	9:30	J							oil 1 qt
1-1-78	7:30	J							oil 1 qt
1-1-78	8:30	J							oil 1 qt
1-1-78	9:30	J							oil 1 qt
1-1-78	7:30	J							oil 1 qt
1-1-78	8:30	J							oil 1 qt
1-1-78	9:30	J							oil 1 qt
1-1-78	7:30	J							oil 1 qt
1-1-78	8:30	J							oil 1 qt
1-1-78	9:30	J							oil 1 qt
1-1-78	7:30	J							oil 1 qt
1-1-78	8:30	J							oil 1 qt
1-1-78	9:30	J							oil 1 qt
1-1-78	7:30	J							oil 1 qt
1-1-78	8:30	J							oil 1 qt
1-1-78	9:30	J							oil 1 qt

d

Oil. — How often changed or if the unit, when applied, for each line.

e

Oil. — How to flow power line for fuel control complete. In line applied in 10. 8 out, after 10.

f

Oil. — How to fill fuel tanks to replace water. In antifreeze, water (approx. 1 to 2 qt) added.

g

Oil. — How often.



DA 2408-2

A space of oil added and then get recorded in DA 2408-1, but all major lubrication (grease) or to take care of critical operations in condition — including record — or other high rate will go in your equipment lubrication report, DA 2408-1. And all antifreeze — whether it's a complete replacement or a small amount added — is recorded on DA 2408-2.

After each lubrication service, make sure you update the copy in Block 4 of DA 2408-1 (daily) to show when the next lubrication is due. Make it in pencil. You'll want to be able to change several times.

When you're writing on DA 2408-2 copy the DA 2408-1 with the carbon, only in 1-4-5-7, otherwise the data record copy may generate all the way down to the second copy of DA 2408-2.

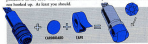
And hang onto that DA 2408-1. It stays in the log a year — even though it's filled completely.

NIKE HERC

OTAPES

A SUBSTITUTE

Just about everywhere you look with your Nike-Hercules system, you'll find protective covers used with cable connectors and receptacles—when the cable's not hooked up. At least you should.



And that's where the rub comes in. A cover will take a beating as it can't be used. Or maybe it'll wear up quickly. If you can get a replacement cover . . . no sweat. But not every cover has a twin in the supply system.

If you can't get a replacement cover, do the next best thing. Use some tape in its place. Page 4-40 of *Ball Gun (CGP) II-4 (1 Aug 65)* lists a roll, 1/2-in. wide and 100-ft. long, under **NSN 7570-00-0004**. It's rubber adhesive electrical insulation tape. Because there's always a chance that the adhesive might pull off the tape and insulate the contacts, use something like cardboard between them and the tape.

WEAR BATTER, TOO

The insulation tape also works on electrical connectors for your BA-471/1, BA-485/1 and BA-481A/1 metallic batteries—in case you lose the protective cap that comes with each battery.

The tape might not be as handy as a cap, but it sure does keep dirt out of the connectors and helps protect the pins. You also want to use cardboard here, too.



EITHER WAY, BUT

You say you don't know which nut is up when it comes to the hydraulic-pumping unit mounting bolts on your Miller-Milesite minidrill?

One side you get a minidrill with the bolts installed so the head is next to the equipment access door. And now there the locking nut is next to the door. Which is right?

Either way is OK, but it's best to have the nut by the access door to make it easier to torque the nut.



THERE IS



Best Bolt Size

Even so, we there might be a definite torque value set up for the chosen lock-washer bolts for the Miller-Milesite minidrill. Certain other bolts on the minidrill get torqued to a certain figure . . . and those other bolts are torqued when it comes to things like building up under stress.

—M.B. W. H.

Dear Sergeant W. H.,

The side you people agree with you. They say the bolts should be torqued to 50 lb-in. It's one of the things that hasn't found its way into your TM 9-1118-110-11 (Feb 67)—and you agree.



Ray Allen

DSU's JOB

BETTER LET
SUPPORT
DO IT!

You may be the best vibrator at your Mike-Hercules site, but you don't want to fiddle around with the Mystery pump cable (NA-3438) in your HEPAR air tubes.

Trust THE-1480-254-050/1/1 (see 65) for the tube for your air regulator.

Just there's one hitch. It's not tuned to the right frequency when you get it.

And that's the time for you to know well enough about because making the frequency adjustment is strictly a job for your support people. In when you requisition the tube, tell support you'd like to have it adjusted. They'll do the work according to para 18 in THE-1480-254-04/12 (see 65).



WHY FIGHT IT?

If you can't get the blow deflector to come up strong against the back frame of your Mike-Hercules switch bracket, don't blame the rubber wench that's fastened to the rod for moving the deflector back and forth.

Some guys do and then get a long pipe stuck in over the end of the wench. This gives 'em just the right amount of leverage—to beat the tip of the rod.



No... if the deflector won't move, maybe it's sitting on rough ground. Then the answer is to get a shovel and smooth it. If that doesn't do it, ask your support people to look things over.



Why fight the problem?

And fight it is just what you do when you don't remove the plug from the reservoir for the hydraulic jack on your Nike-Hercules mobile launcher.

That plug — it's cork — is strictly a shipping plug. Before the people up the maintenance line find you a new or repaired jack, they put in the plug to keep the hydraulic oil in the reservoir. When the jack is back on the launcher, and you haven't removed the plug, you can go home trying to lower the jack on the ground because you're pulling against a vacuum. With the plug out, tho, you have air pressure working for you.

The word on removing the plug is in para 105, on page J15-41 of Change 10 (12 Jul 64) to TM 9-1440-211-10 (27 Jul 59). And when you get a jack,



it could be you'll find a modified warning about removing the plug — on the side of the reservoir.

Another thing . . . whenever a jack leaves your outfit, fill the hole with a cork plug or use one you might make from a soft piece of wood. Once again . . . the idea is to keep the hydraulic oil from spilling out when the jack is in a position other than vertical.

GET THE PICTURE?

When it comes to a semiconductor device used in the RF amplifier of the receiver group in your Nike-Hercules Hiper, there is no substitute.

In what you designate semiconductor, PDS 1961-738-1728, add in big letters that you want the one that comes under MANHOLE — not DASHOLE.

Using the DASHOLE in the RF amplifier can get you big troubles — like no video.



RIDDLE:

What is it that you should always be afraid of?

1. When somebody falls on someone's feet.
2. The procedure is not in the operator's or representative's maintenance log.
3. Therefore, always use it and to be subjected to equipment used.

WHY DON'T YOU JUST STICK TO YOUR LEVEL OF RESPONSIBILITY?



Some support shops say they have to allow almost every possible use they make in, because somebody's bound to do it.

Since you've pointed toward possibilities, consider these uses on Park-It's, -It's and so on.

1. When you get the tubes in, be sure the end fits on the tubes on the frame with the feet on the side supports. Otherwise, you'll get no grip.



2. When you step on either the primary base of the structure, don't make use of the feet. They provide the "step" on that the structure. Do it over to the side supports.



3

When you painting, don't expect it as like you're painting a house, or for sure you'll stop connection and repair.



GETTING A GOOD CORD

WHEN YOU'RE TEARING UP YOUR RT-24, ADD-UP WITH THE BATTERY OR BATTERY BATTERY... TAKE A CLOSE LOOK AT THE CO-ORDINATE (AND OTHER) BATTERY... IF IT DOESN'T MEET THESE 2 REQUIREMENTS... GET A GOOD ONE!



BE SURE THE
WIRE IS
STRONG
AND A - 3, 00'

THE NEW
BATTERY
FINDS
BATTERY
SPACE

HOW TO KEEP A COOL RT-524

Assured vehicles and fans are combining to make life miserable for the RT-524 maintenance man of ANYME-524 series radio sets.

But, a little PM should help detect failures caused by overheating.

1. Check the RT's heat exchanger for corrosion, grease, dirt, dust.



2. Be sure the RT's access cover is on right and that the air intake and exhaust ports aren't blocked.



3. You may have to lower off the access cover if it is blocking the exhaust port.

COLOR ME... CLEAN

That non-pertinative green can make the scene on the cabling in your ANY TRC-04 radio terminal set.

In, you better take a look, Friends, at the RG-58 cable from the P-1 plug to the TB-2 terminal in the AM-014 amplifier-console's Critical receiver testing lead.

To get rid of that gummy green, turn off power and friskily brush the cable with a small wire or stiff-bristled brush.

Corrosion can collect on the cable under the clamp, and it'll eat at the cable until it shows out your equipment or damage tubes.

Your best bet's to remove the AM-014's cover and pull gently on the cable until you can see the part that's under



the clamp... to release the clamp and take a look-out at the cable.

That's where moisture can collect and corrode the cable.

WATCH FOR AWOL PARTS



A slipped plug on a spring spring could knock up your IM-007U essential clock line.

So, when you're switching the locomotive or ENGINE system in the radio frequency channel make sure the adapter plug (PN 300-045-1180) or the spring hasn't slipped out on you.

Cable routing points in the carriage assembly's RF channel can keep that channel line wrongside from doing its job.



PA SET'S DOUBLE TROUBLE

Spreading feedback in your AMT UHF-L public address set will give you more than a headache.

It'll burn out transistors in the set's pre-amplifier section's, you can play the blues in the Major 7's key.



IT'S FEED-BACK!
TUNE DOWN AND
NOISE CONTROL!



Turn the microphone volume control knob all the way down immediately, immediately when these speakers start tingling.

Bring the UHF-L system cable out of line with the loudspeaker.



Now, turn up the volume control for two decades and adjust it 1/2 way again. It's in 10-11-200-100-11 Day 100.

If the feedback comes back again, repeat these steps precisely.

YOU SHOULD ADJUST TO THIS ...

If you're the type who likes to adjust anything tunable on whatever-size set, don't.

This kind of "adjusting" normally runs wild, such as the more than the repairman can afford to give, and often puts the TV out of business — which sure wouldn't be helped if the word had to go out across.

Unless your TM spins it out for you, keep-away from controls or unauthorized adjustments. That's the only thing operators have to worry over on most TV's is master speed and range/line adjustments.

Otherwise, keep the power on or call the man who knows.



ARCTIC BATTERIES FOR PORTABLES

WHERE'S
YOUR MOST-
HEAVY
BATTERIES?

IT'S
LOOSE!
IT'S
LOOSE!

If the cold, cold world is hugging your portable radio set, wet-type batteries can do you much good. Your equipment T.O.'s or change orders for the wet-type power source.

Like, for the AN/PBC-8 thru -10 sets, you need the BA-377(U); for the AN/PBC-5 you need the BA-376(U), and for the AN/PBC-15, you need the BA-356/PBC-25. You can get all the batteries by using SB 11-6 (June 64)

and its Change 1. The marking identifier for the BA-376 is B16. It can be replaced by any unit in areas where the temperature is consistently below freezing.



LM-33(T) SHOCKER

Looking for something to lift your spirit?

Forget about removing the three BA-302 batteries from the Backlog of your LM-33(T) Shock unit before you mount the handset. Yes, forget it and it'll lift you right off the ground.

Like, leaving the batteries in and mounting the handset on a brace you wish more than 700 volts.

If you want to avoid that kind of lift, take a little caution in the Backlog that



reads like this: "Shock Bracket—Remove Batteries Before Mounting Handset."

Naturally, you do install the batteries as soon as the handset is attached.



“Dirty air filters get your units out of breath” is the point where it’s about to kick out on you!”

Well, here’s an eyeball along those lines if you want to help extend the life of your AN/ARC-102 or AN/ARC-119 radio sets.



—The RT-500 transmitter’s air filter (FSM 4158-008-1060) needs cleaning by your support at every scheduled 100-hour periodic when used with the ARC-102. Clean it usually or more often when used in the Mark-99.

—Of course, operate* in dusty areas with the filter changed* at shorter intervals.

The same goes for the filter (FSM 4158-001-0001) in the Mark-99’s T18E-1 receiver-transmitter group.

Guides for removing and cleaning the filter with strong soap in lukewarm water and rinsing, air-drying and oiling are spelled out in para 74 and 75 in TM 11-5028-11-12 (Nov 61). Be sure oil is no heavier than SAE 90.

Make sure the excess oil is drained from the filters or it’ll be sucked into the equipment.

A couple extra filters would come in handy for routine* instead of wackie*.

While on this air-cleaning jag, remember to keep caps, covers, pressure gauges and other debris from blocking the air intake or exhaust ports on common equipment. Working clogged ports is like trying to breathe in a plastic bag.



TAKE OUT FILTER SCREEN



You say your headbanging crew (44-155) just caused the traffic pattern (read above)?

Just to note, you create the finest organizational maintenance path, especially the special inspection section on the turbocharger — page 3-11, 1-10 & of TM 91-1130-204-2019 (see 66).

The turbocharger filter screen should be taken out and checked for metal particles and clogging after the first 10 hours of operation.

It's mighty important that you don't put the screen back because it restricts the oil flow and contributes to oil "caking." If the engine is shut down when the turbo is red hot.

This "caking" can be a real problem because it runs down on the efficiency



IF THERE ARE NO METAL PARTICLES, TAKE OUT SCREEN AFTER 10 HRS.

of the unit. For this screen, page 3-11, para 3-17 of TM 91-1130-204-10 (1) Jan 64 allows the pilot to run the engine 60 minutes at 1200-1300 RPM before shutdown, in order to cool the turbocharger oil.

Course, when you eye the filter screen and don't find any metal particles, you take out the turbocharger breather screen for leaks. No harm done because a clean mesh engine screen flows all the oil.

NO STRIPPING, PLEASE!

When you pull a T51 or T55 gas turbine engine from your field, be sure you don't encourage accidents from it or you'll upset the approval by creating part damage as overhead. TB AFM 24-16, Change 1 (1) May 64 lists all the accessories that should be shipped with your engine.

CLEAN CARB — NO BARR



Your Blud Dog (D-1) operating from dirt strips or over a sand-bard helipad? (It's-a-budoy!) Then the amount of dirt and sand pulled into the carb air filter is probably going to give you a rough running engine ... or worse!

Which means you have a special problem, like maybe the carb-air filter needs daily attention — the kind spelled out in Ch 1 (1 Aug 64) or TM 15-1118-203-20 (May 64), Special Inspection, chap 5, sect B, page 5.5.

Remove, pull, clean and lubricate the filter daily when the dust flies. Keep it clean, man, clean!

SHED A LITTLE LIGHT



Having trouble finding the right lamp for your aircraft magneto-timing light or for the lamp-type cylinder light? The same lamp don't need in the timing light is P/N 6148-175-101 4, P/N 5845. It's found in Fed Cat 65200-01-A of Jan 66.

The incandescent lamp for the lamp-type light can be ordered with P/N 6148-000-7114, P/M 1-6708.

Incidentally, these lights carry new stock numbers. The aircraft magneto-timing light is P/N 6148-211-1419 and the lamp-type cylinder light is P/N 6148-149-0038.

NEW LAMP
FOR 6148-175-101 4



INCANDESCENT
LAMP LAMP
FOR 6148-175-101 4



NEW
BATTERY PACK
FOR 6148-175-101 4

NO A-B-C MAINTENANCE



Dear Windy,

I have heard about the A-B-C system of maintenance for Army aircraft. Just what is it?

Sgt J. B. L.

Dear Specialist J. B. L.,

There is no such thing.

The A-B-C maintenance concept was given a trial run by the 11th Air Assault Division back a couple of years ago. But now all aircraft units operate under the system outlined in AR 710-1, with Organizational, Direct Support, General Support and Depot Levels.

Under the A-B-C concept, A was for Organizational, B for Field and C for Depot Maintenance.

Windy

ABOUT THOSE SLIPPAGE MARKS



Dear Windy,

What's the deal on those yellow painted slippage marks at the control ends of our Huey (UH-1H) tail rotor control cables?

Do we track up the paint or do anything else to them?

Sgt W. D. H.

Dear Sergeant W. D. H.,

Those marks were put on by the manufacturer to show any slippage of the cable in the control.

If the paint is shown clean, you can mark it up with yellow paint brush something in the hoop in TM 11-405-3, page 14, para 1 (b) (5) (2). Naturally, you keep an eye on 'em and yell if there's any slippage.

Windy

DOWN TO EARTH



I THINK THE
BASE YOU'VE
BOUGHT FOR
BATHROOM—
NOTICE!!

How to Use:
Drilling operates ground rods into hard or rocky soil is rough. Sometimes you may find people taking a chance operating without a ground.
One show needs a tool to dig from. Here's how it's done:

TO USE UP-GRAB

<p>1. USE THIS TOOL ON ONE END</p>	<p>2. USE THIS TOOL FOR THE OTHER END</p>
<p>3. USE THIS TOOL TO GET THE RODS</p>	<p>4. USE THIS TOOL TO GET THE RODS</p>

THE 2 THE DRILLING PART

1. USE THIS TOOL ON ONE END

2. USE THIS TOOL ON THE OTHER END

3. USE THIS TOOL TO GET THE RODS

4. USE THIS TOOL TO GET THE RODS

<p>1. USE THIS TOOL ON ONE END</p>	<p>2. USE THIS TOOL FOR THE OTHER END</p>	<p>3. USE THIS TOOL TO GET THE RODS</p>
<p>4. USE THIS TOOL TO GET THE RODS</p>		

To drive in ground rods, just cover the end of the rod with the tip shown into the bottom section of ground rod, and use the heavy-duty weight of your own 100 lbs. (45 kg) body to drive. When the first section is driven in, connect next, cover an another section of rod, then drill in top rod again, and ground your wires.

To remove rods, just reverse the action. Use the tool with drilling or digging plate or tip, lifting it with up-stroke.

Ground rods are able to be used in any soil, and are not affected by weather. Because they are so old, ground rods will do whatever the elements get without ever being.



If you ever before or after 2 minutes getting a rod in place, use the tool's weight, and we've never found ground rods enough to make pulling one out with this tool.

DR. J. W. BIRD
BIRMINGHAM

Ed Metz Show Show: Dept. to save lots of time, ground rods, and different conditions. The kit for \$6.95 (USA) Model 5000 1184-000-1111, and the top-1000 1184-000-1111 are in the No. 1 Supplemental rod kit.

CHECKED YOUR OIL?



TWO? I'VE CHECKED A LOT! CHECK!

When you crank up a hand-operated generator, gas engine-driven generator, it's a good idea to keep a close watch on the oil level in the crankcase.

Some engines, like the Wisconsin in the NEW Hallingworth JGCV20, have been known to gulp oil up in the first 10 or so hours operation.

Remember that factory run-in of the engine may not have completely sealed the piston rings. So be sure to check the oil sooner than the 5-hour interval called out in LO 3-011-200-13 (3 Star 6L) for normal conditions.

Also, verify oil consumption will stabilize—soon!—too!



CONTROL BOX BOUNCE



TWO, TWO, DADDY!



THAT'S FINE, BUT IT'LL BUMP YOU UP NEXT DOWN RANGE!

Kilowatt flicker? Strange in your NEW generator set? If you've got F09 0115-012-1005, F09 0115-012-1007, or F09 0115-005-1000, you could have control box pain.

It's vibration that causes the box to shake apart and drop the wiring—and that ground wire is your only protection.

But to fix, tip supports that the case and fan gear be balanced and the beam raises off the coupling plate to keep it from shaking apart. Otherwise the results could be shockin'.

YOUR COMPRESSOR COVERED...?



Yep, TB 34281-1.11 Oil-Fit Inspection and Test of Air and Other Gas Compressors, also applies to the air compressors used to charge the cylinders for your flashcorders.

The TB is not listed in the compressor TMs. So, until it is, best make a note of this number on your 1000-pressure maintenance SOP. And, check the TB for scheduled inspection and periodic use. That way you won't be surprised when an inspector pulls the TB on you.

Not mentioned in the TB but covered by it are the AN-MC-series compressors, the M-11, the M-2, and, the M-18.

MASK WATERPROOFING



The first element in your MIT field protective mask can take some moisture—but, if they ever get soaking wet they have to be replaced. So, before you go working, feeding, or otherwise slaking around in dampness, be sure to wrap your MIT in its plastic waterproofing bag.

Just remember, the mask is not to stay in the bag for more than 24 hours at one stretch.... and never use the plastic bag for storing food, smokes, or anything else you might chomp on. Because it could poison you.

The waterproofing bag (E5M 4240-571-244, page 41, SC 4240-4041, 21 May 56), comes in a small plastic pouch (approximately 27.5 in by 47.5 in), and instructions on its use are printed on the bag. When you're not using the bag you can stash it in the bottom of the carrier, or in the pocket for the smokes, if you keep the carriers stashed on the mask.

TAILOR

SAM... YOU MADE

OH NO, NO, NO, NO SPENDING JOB. I WILL YOU NO! REPAIRS!!



The M13 decontaminating and impregnating kit (M13 1058-987-8228), which replaces the M13-series preservative and treatment line, is a real sight to the eye in your work clothes. And, some of the problems may have to go to a little fixer-upper—

The pocket in most M13 canteens, used with the M17 hot preservative wash, make the new kit OK, but in case a pocket is not deep enough you can fix it by adding 2 easy fixes which will shorten the flap overlap and lengthen the pocket.

Here's how:



1. On the back of the pocket, and directly in line with the center of the existing fasteners, make a mark $\frac{1}{4}$ in from the top of the pocket.

2. With a sharp pointed tool puncture small holes, approximately $\frac{1}{16}$ in diameter, one each mark.

THE POCKETS TOO SMALL

3. Working from inside the pocket insert a long narrow M13 1234-CT-1428 in each hole.

4. Place the fastener's steel plate over the flap and shove outside the pocket.



5. Place a piece of steel (something you can hammer on) over the pocket and directly behind the fastener. Put a third punch on the steel shoving through the steel plate and hammer the pocket until the end is squared both below the edge of the steel plate opening.



No more on the old fasteners on the front of the pocket. They can just say adieu.

The new easy fasteners are available from the Defense Industrial Supply Center, 100 Robbins Avenue, Philadelphia, ATTN: Code 112. Your supply store can quote you DITW 1-6004 (reg 66) on its request to supply support.

THE NEW-NEW LINES

On the M13-series, for the M13-series and M13-series tank models, however, leaving the M13 choice and impregnating kit is a bigger choice. The kit pocket on these work clothes will be replaced by support according to-DR 1 (Aug 66), in MFWO 1-91273.



A search for an ideal location in London is undertaken before the final choice is made. The location must meet several criteria: it must be centrally located, it must be accessible by public transport, it must be a pleasant area.

Location Location

The location of the pub is a crucial factor in its success. The pub must be centrally located, it must be accessible by public transport, it must be a pleasant area.

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THE WINNER

PFC William B. Doolley, HQ & HQ Co, 2nd Inf Bde, APO 96224, won the best bar bar in the world in 1988. Here's his complete formula:

Old takes just minutes to drink...
That's not a big price to pay
for gear that will fight
when the pinch comes tight...
and they must be paid for strong.

A FEW OF ME
ON THE BELL...
MORE FOR ME!



Comic Road's BRIEFS



A Good Line

Try to keep track of those guy lines on the Caps, Plus, Dash, FMH 4528-262-0028, at your open layout, FMH 4528-252-4807, is a job. If they get away or break, order Card, Cover, Wiper and Ribbon Reelers, Type 1, Class 2, 1/2 in diameter, FMH 4528-252-5551 (3,800-8-004), 1/2 in listed in Red Cat Catalog B-4, (See 42).

Paint Saves Igniter

Makes sure there's no fire out of black paint on the glass tip of your new heater igniter. Some igniters for Street Warmer gasoline and multifold personal heaters have come thru without this paint that protects the coil from melting. If you get an unprimed igniter, either as an individual item or in a repair kit, dip the barrel 1/4" in (shown by the threads) in Paint, Black Enamel, heat melting, FMH 8018-207-8013. Any tin, flat black enamel, too, is better than nothing. Then let dry and make sure the new holes are open before installing. And remember, igniter, FMH (246-275-2813) (74 8208117), is only for gasoline igniter, FMH 4528-790-8417 (74 7814000) is only for multifold.

PN 107 A/R Pals

You can now order manuals through your publications discount for your PN 107a (Aggregator, FMH 8112-649-6474) or FMH 8112-649-6018. You ask for TM 1-1044 (Star 44) for maintenance and operating instructions, and 8993 T, B, and V-1144 for repair parts. Don't ask for extra copies because there're only a few available.

Tulipes for I-Towners

The tulipes for your M11 or M12C I-Tow truck is the same one used on the M25, M12P and M12A models. It's listed with FMH 2990-271-7990 on page 41 in Red Cat Catalog B-4 (See 42).

Keep that Wandet Doll

Hey, out there, if you happened to get a shiny toy W-1087/U or W-1087/P Wandet, look it up. It's the Wandet. To fill that doll, bring out for a 1/4 in. hole, connecting link, cut the Wandet gently with a very fine screw driver or something similar—until the thing is full. Which is the way it should've come to you in the first place.

Would You Stake Your Life ^{with us} on
the Condition of Your Equipment?

**LOOSE OBJECTS ... Like
COWLING, CLOTHING, CANVAS-**
Have No Place in Aircraft!



**If You Can't Secure It...
LEAVE IT!**