



# HOLD ONE!



## Stay a minute.

### Think.

Why do you have to keep your Army equipment maintained right?

Well, around your outfit and you'll get lots of orders from different guys. Most will make right good sense, too.

Soldiers know that a Modern Army has to have two things before it can fight and win: Men and Equipment. Both must be in good shape.... ready for combat.

You and the other men in your unit are in good shape. You keep physically fit, and you get plenty of training on how to use your weapons and other gear and how to do your part in various tactical operations. So, physically and mentally you're sharp.

Now, your equipment. A winning outfit is one that can shoot, move and communicate. Your weapons won't be much good with a busted firing pin. You won't move the way fast with only your feet inside how would you get heavy equipment, fuel, ammo and various gear when it has to be? And you won't get the word up or down the line if the radio and telephone work out. So, you see, it takes top-notch men and top-notch equipment to make a fighting outfit.

The kind of operation and maintenance you do on your equipment will tell if you win or lose.

So, stay a minute. Think.

Will the operation and maintenance you do now keep you going in combat?



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 1943 THE YEAR'S LONGEST SERVICE  
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Subscription information and contact details.



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# FIRE POWER

## RETAINER TALES

Always  
check  
the  
retainer  
before  
you  
use  
it.



Even when everything seems to check out OK ... don't let the M1 get on your M2M-7 ... possible flame thrower will suffer with run-away packings!

With, could be its lower-oxidation body assembly is much ... much with an oxidized packing retainer.

Here's why you can suspect retainer problems:

Your gun could have packing retainer, **PN 1130-120-0814**, which is being washed out of the system. Reason being that under some conditions the retainer doesn't support the oxidized packings well enough. And, when the packings aren't held firmly in place they can wear when the pressure's applied, and cause the nozzle valve to stick open.



If what they say  
are accurate...

...it must be  
checked for  
your gun.

The lower retainer works a lot better, but it must be installed right. We standard on both sides, but the widths of the chamfers are different. You have to know that the side with the wider chamfer faces the packings. When the packings and the retainer are assembled you can easily see that only the wider chamfered opening (approx. 1/16-in. wide) will fit the retainer and properly fit the second, smaller packings.

If this retainer is installed backwards the packings won't be properly supported, and they'll jam up the nozzle when you apply the pressure.

A heavy-duty fire gun  
can't do without the fire  
retainer. It looks like this.



Quality  
like this.



Its 16-inch neck stabilizes the packings ... keeps 'em straight when pressure is applied.

And, too, when your flame thrower's gun has this retainer, installation problems will be out the window. "Come with its distinct design, all you have to do is check that its wide chamfers locate the springs.

This packing retainer (**PN 1130-040-1000**) will seriously take over responsibility ... when work of the rock-rib retainer (**PN 1130-060-1111**) are all gone, that is.

## FEEDING A DRAGON LADY



Even an M4 service unit's food may M111 (M-4) self-propelled flame thrower. But, before you slide up for service, be sure the M4 carries the spe-

cial fuel and its hose connector is made to service the M111's M108 flame thrower system.

The M4's standard hose connector fittings (used for servicing the M141-5 SP flame thrower's main hose) apply for feeding the M111.



Without these new fuel and its hose connector fittings, an M4 service unit cannot ... repair hoses ... service your new self-propelled flame thrower.

The fittings are available through normal supply channels, and they'll be mailed to the service unit's commander first ... just waiting for you to call.

## AFTER-THE-MWO

More than likely your MWO or MWO Dave Cockett's been given some "50" type modifications lately — or will get 'em soon. Like, for instance, a new rear roller and leg locking system for the tripod... or a replacement roller assembly and locking lever for its opening gun... or a forward tapered guide for its nozzle gun.

Plus, Great! It means Dave's support's on the ball.

### MWO 9-1000-209-50/7

First of all, if the new rear roller and leg locking system supplied through MWO 9-1000-209-50/7 (22 Jul 64) to your MWO should happen to work loose, don't try to ignore it. That's nobody's job but the support's.

Here's why: If the gun boom is



REPLACE THE ROLLER PARTS IN A 500 PSI SUPPORT.

secured a sticky or adjustment that is locking the rear roller assembly to the rear tripod leg with a 1/4 x 1 1/2-in.-diameter screw. Unless this screw's adjusted to just the right height, the rear leg handle might walk out from the tripod leg and push into your face by the wrong leg. This could cause collapse of the tripod at an awkward moment. Like said, leave it to support!

Incidentally, those parts won't usually work loose if you give Dave's built-in device protection. So, stay there when you're loading or unloading or setting it up, eh? Especially, keep your leg far away from the tripod.

Don't forget to check the roller assembly and leg locking system for the tripod... or a replacement roller assembly and locking lever for its opening gun... or a forward tapered guide for its nozzle gun.



# PM!!

## MWO 9-1000-209-50/8

You guys with MWO's sure like the jockey wheel support through MWO 9-1000-209-50/8 (4 Aug 64). The model list reduces the number of parts... and provides more convenience, less breakage, easier making, and so on.

The new model called expansion roller, for instance, lets you know the open-



ing gun without even touching the jockey wheel on the side of the bracket assembly. In fact, indicators now replace the screws you used to have to loosen. The new curved roller's made of stainless steel which flows easy—also like the old straight-type fragile often aluminum roller that often cracked or broke before 500 supports.

## MWO 9-1000-209-50/9

You won't be bothered with tangled up threads or broken support after support applies MWO 9-1000-209-50/9 (4 Aug 64) to your MWO. The for-



ward guide assembly keeps the line out of trouble and the MWO's spread for

it goes without saying that they did Dave's favor by putting the locking lever at the rear of the firing mechanism instead of down inside. But, even though the lever's better protected, you



will have to be mighty careful about dropping Dave's.

The MWO also swapped the drain hole in the water tank—but don't you worry your handsome head about this. It's still support's job to remove the plug when draining the nozzle off from the nozzle cylinder during PM on the nozzle assembly.

evens the loads on the rear of the tapered guide allows enough snap during most of the opening gun.

Just you be sure, though, that there's a 1/16-in. space between the heads. If not, get yourself a new tapered with part 9000000-1115.

Yep, Dave's no order gun to get along with other let's see MWO's. Try to keep like happy by taking care of his new parts.





# NEXT BEST THING

Dear Herb Alpert,

Your world has graphical filing scales for the lowest 115-mm lowlines, which would be all right except for the fact that we do not deal with the M100 or 150-mm lowlines, and we can't look on as any company that'll tell us how to get the scales we need.

What say you?

ENR/10/11/81

Dear Mr. W. E. B.,

I say that you and other M100 dealers are in the same fix, but it's now you can get out of there!

As a temporary deal get paper scales that can be glued on the usual lowline ruler and then coated with plastic spray.

The paper scales can be had for the asking by writing to:



Executive  
W. E. B. Jeffrey & Sons, Inc.  
6776 Douglas St., Box 26  
Fort St., Western 7284



The regular scales will show up in the supply system soon.

Herb Alpert

## MEDIC

"Your spine is sagging... TUCKER  
—the 'Man of a Week'!"

No matter what you say about you've done it, you can't shake your backache when opening the camera tray in your M100 or 150-mm lowlines.

There just happens to be a nerve under the handle—in the perfect spot for you to bruise your backache.

You can lose the problem, tho. Take out the nerve and wonder that goes with it.

Show-here that'll be fixing the hold will be about the nerve and wonder.





## THE CONTROL SPRAY

The control equipment leaves you for an additional step or two, so put an eyelid thickener on while.



1<sup>st</sup>

First, don't forget to add the Fed Ex number on lines F04 64-0-077-0284 and elsewhere as mentioned, so you don't get the address.

2<sup>nd</sup>

Also, on the control staff, the whole like lines F04 64-0-077-0284, LU-8-0114, page 7 for the last results.

Also

As for lines F04 64-0-077-0284, use it when you can't get access for those numbers like and more. You might also grab a look at TMI 9-254.

And, too, should be the preferred cleaning liquid for the control spray. In the field, except in freezing weather, you can use Cleaning Compound, special, line, liquid, F04 7798-027-1487.

GET  
THE  
FINAL  
READY



Some final  
points on the  
care...



Never let  
dirt

Keep  
lens cap  
on around  
lenses.



build  
up.



Once in a  
while give it a

soaking with a tissue.

Don't use your  
fingers on lens  
glass... oil from



your fingers  
could ruin  
permanently.



Keep holding  
camera folded  
when wrapped.

## SMALL ARMS TIPS

### NO ROUGH STUFF, HEAR?

Would you use steel wool or coarse cloth to clean your Jolopy's chrome [old] Glock, no, you say. Well, some thing goes for cleaning the gas piston on your M16 marking gun. The piston's chrome plating's only skin-deep and'll soon wear away if you use rough stuff. That'll leave a wide open for a case of corrosion—and an untimely death. If the piston slides easy-like, you ain't even have to clean it well.



### MORE DUAL-DUTY ITEMS

Here's two more interchangeable parts for the M1 and M14 rifle that you can add to that pile-up in your tent room . . . the one published in PS 541.

**Extractor,  
Cartridge  
PN 100-10440  
CO4000**



**Pin, Inverted-Point,  
Rifle  
PN 100-10441  
CO4000**



Like all the other items on the pile-up, you'll find the M1 parts in TM 9-1009-211-120/1 (21 Aug 61) and the M14 parts in TM 9-1009-211-200 (16 Mar 62).

### YOUR CO DECIDES

Been wondering about the selector lock (PN 100-104-1587) of your M14 rifle's COF manual? Forget it. Ain't no such animal—and never was.

If you're collected, identify the No 1 cap in pic 1 of fig 1 (2) for M of your CO manual, your company books to you with the manual.



If you're not collected, BT come with the manual that lock.



Your local CO decides how many rifles can go to 1, and.



GRAND MOBILITY

# THERE MAY BE

# FIRE IN'ER, YET

Every guy has his own SOP with the gals, but there's only one right way to handle spark plugs.

Regular inspection comes first—usually every 4000 miles. But, minding ... spark knock ... poor filling ... defined starting are signals to eye ball these plugs. Don't just drive 'em out and run in a set of new ones.

SPARK PLUGS ARE THE HEART OF YOUR ENGINE. IF THEY'RE NOT WORKING PROPERLY, YOUR ENGINE WILL NOT RUN PROPERLY. ANY TIME YOU HEAR A RATTLE OR MISS, CHECK THE SPARK PLUGS.



Then, take 'em out and clean 'em thoroughly and check plug wire a distance. (TM 4474-104-0000 to get off on your own hook).



After scrubbing the plug with the wire brush, use compressed air to get rid of the cleaning residue. Use clean air from the hood or other clean tank. Don't make 'em wet before it they're still good, and it'll cause serious damage to them.



For every the plug ...



... after scrubbing of the electrode with a fine file or sandpaper.



BE CAREFUL. THE SPARK PLUG IS A VERY HOT PART. DON'T TOUCH IT WITH YOUR HANDS.



When they get on hand to the tune—well you might be glad to see the results of a check. A working a spark plug that has 4000, they go back to state to the engine. Now if they test only 4000 they're better than nothing. In case there's a shortage of new plugs, if the tests look 4000, it means get that.

When you get in new plugs, double-check the installation to get what the TM sets for. Don't pressure only new gaskets with either seal or new plug.



A big lot of vehicles equipped in the front will make it easier to get the plug out and then around.



Regular preventive maintenance on spark plugs is too easy to get—and too important—to be stuck by. Each step in the routine is just as important as the other, too, so just pull out TM 4474-104-0000 and see what it says.

Keep in mind, too, that your vehicle's own test your work on even the engine if all it needed was a little cleaning and adjustment, so don't junk spark plug until you're sure they're really shot.



THE  
MONEY YOU  
SPEND FOR THE  
OIL IS THE  
MONEY YOU  
SAVE.

ARE YOU  
SURE YOUR OIL  
IS THE BEST  
OIL AVAILABLE?

## FILTER TIPS

Like the sun breaking through a cloud of dust, exhaust smoke causes the straight flow of oil and dust filter elements for your filter needs. (M1241, M1441).

You're probably confused, in checking TSO 9-1320-211-009, due to the filter element. FOM's mechanical use for the gasoline-powered engine only.

So here's some filter tips and filter facts:

### Oil Filters

In adding the element for the first or primary oil filter, use the FOM 244-00-100.



Be sure, in ordering, of the element's ID 244-00-100.

Be careful in servicing the primary filter element. The spring is mounted vertically on top of every the sealing cap is properly located on the top of the element, and that the base plate seal is properly seated.



There's two fuel filters, too, of course.

The primary fuel filter is located under the left frame side rail. Its element comes under the 244-00-100.



To get the element for the secondary fuel filter, located on the left side of the engine, use the FOM 244-00-100.



702 244-00

Finally, before the engine is started, you drain the primary fuel filter. If any water or mud comes out, drain the secondary filter, too, to make sure none of that stuff gets through to your main in the fuel injection system.



If you find anything besides fuel coming out of the secondary filter, ring out for your organizational mechanic to change both filters. It's important, especially when changing the secondary filter, to prevent dirt particles from getting into the fuel-injection pump.

## WINCH PARTS NEED LUBE



Proper oil level in your winch, 6 to 8 inch's fuel-injector and frame is just before the drum end. This's mechanical wear's back and then the end where the winch isn't built' used.

This means the drum, jaw clutch and other parts above the oil level are under high 'ol' dry as far as lube's concerned. Unless oil gets up there once in a while, those parts rust and the whole works go stiff — or even paralyzed — or worse.

Operation is what gets the oil up there.

To run the winch at least once a month to lubricate and protect all the parts in the end-frame.

## CHECK POINTS

Dear Staff-Head,  
I need some  
check points for  
the base plate  
and pivot post  
bearing wear on  
the D-52, 5-Ton  
wrecker.

Can you give 'em  
to me, Serge?  
M. Sgt. J. M.



Dear Sergeant J. M.,

Well, it's sure impossible to come up with a go-no-go system of measurement in that area. Wear on the roller bearings would be all due to their durable quality.

But, here're some good guides for checking out the base plate and pivot post. Look for:



Check these out for fit. Any one of these is enough to require immediate repair.



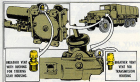
## GIVE 'EM RELIEF



You may have one of these 5-ton trucks that come through without breaker vents on the transmission and moving gear bearings. This's more likely to find on those vehicles furnished on Contract DA-11-021-ORD-4115.

If built-up pressure isn't relieved, you may find the dash and control valve oil seals popping.

You need two breaker vents and one bearing. The Breaker (Vent) Assembly (1130007), comes under PIN 2530-281-2873, and the Bearing (1440007) under PIN 4750-404-4150.



If your truck doesn't have these breaker vents, you'll find plugs where the vents are supposed to be. The only difference in installing the two vents is, the bearing goes with the one on the moving gear bearing.

## CAPS ARE BUM



Ignition trouble with the M174 1/2-ton truck may be traced to a distributor cap that's too thick on the coil side. This messes up the insulation on the primary circuit wire from coil to ignition points. Also, the spring and carbon pile resistors in the cap are loose. These four caps come through as Contract Number DA-58-069-OR13,1126 and are to be turned in.

If you need a new board contact insulator for your 1/2-ton truck, sound off. It's at your supply depot waiting for your requisition. Ask for ESM 2590-574-2000, it's for the SNL 6741 series trucks. The E'hole' insulator will come together' on down, and then your truck'll be wonder' off the ground.

SOUND OFF!

I NEED BOARD CONTACT INSULATOR



## WHY SPRING SPACERS?

Ever wonder why there's a spacer under the left front and rear springs of the 1/2-ton M17, M174, M15 and M1588 trucks? They compensate for the slight tilt in the vehicle's body with the added weight of the spare tire on the left side. One either knows or sees, the spacer is found on ESM 2510-737-4829 927405.



## M14A1 PILLOW BLOCK TALK



Dear Editor,

We've been having a problem with our M14A1 Shoulder-Carriers. The rear fan shaft bearings freeze up in the pillow block. This happened to 3 out of 4 of our M14A1's, so we had to come up with a solution.

We replaced the plug in the top of the pillow block, with a standard 45° angle grease fitting and pumped G&L into the bearing until it started coming out around the edge.

We repeat the treatment quarterly—or often if needed.

This works fine for us, in fact, it has saved our maintenance headaches better than a whole bottle of G&L grease.



G & L

(Ed Note)—Sounds real good . . . but help is on the way. The fan shaft bearing is being replaced in our vehicles by a different fan shaft bearing assembly which has a hole fitting and a seal. The new bearing should be available in Supply soon.

## M113 PC CAULKING COMPOUND

Some of your M113 PC's declined because you used caulking compound to seal the grill door after changing an engine or radiator? Well, don't even do that, just order general purpose caulking compound, Type 1, Spec MIL-C-18700, (PN 9950-577-414) for the one-pipe container. After you get all the old sealing compound off the hull and grill door surfaces you put on the new, using a brush on the grill door contact area to make sure the seal is watertight. Page 61 of TM 9-2596-224-20 (Rev 82) shows you how to install the grill.





EXHAUSTING CRUISE-UP GOVERN  
LARGEST ENGINE—OR ...

## OH—MY ACHIN' BACKFIRE!



The engine backfired—just once! But that was all it took to tear up a C-130, F-15 scowling with the exhaust-air switch in the wrong position during a start.

This just proves you don't want to start up your CN-2 engines with the toggle switch in **FILTER**. Since this closes the ram air bleed-off valve, early air enters through the filters on both sides of the intake door. In the full force of a backfire is blown back through the filters with enough power to tear pieces out of the top engine cowling surrounding both oil cooler doors.



If the **CARD AIR** switch been at **RAM** position, though, the ram air door wouldn't've been open instead of acting like a baffle for the backfire.

Even when used and that have to be considered, it's taken in place both toggle switches in **RAM** position during starts. But if the area is extremely windy or dusty, you'll want to flick to **FILTER** as soon as each prop begins working up gear into the intake.

Generally, the best time to close the ram door stop—by switching to **FILTER**—is when your rpm is stabilized, you've gone to mixture and the engine primer has been released. OK?

Now that you have the primer, you can see that backfires can be just as troublesome at taxi or that particles during starts.

## LOOSE BOLTS ARE USELESS BOLTS



A missing nut leads to a loose bolt. A loose bolt soon becomes a missing bolt. And a missing bolt leads to . . . trouble!

In this case the missing bolt hung around the nut to reach the nut. What it soon was a Semtex (F5-D) explosive hand-loading the main gear drive chain into the down and locked position, so the driver could land the ship.



This missing bolt was the same one that was supposed to be holding the main gear chain sprocket to the main shaft's torque tube. Even using the emergency gear handle didn't do much good with the bolt somewhere else.

Obviously, the self-talking nut called for in the parts manual would have prevented this aggravating case of affairs. But let's face it—the missing nut is hard to spot the way the torque tube is slanted. So you've got to deliberately check out that tube when you're inspecting the nut of the landing gear during each PE.

After all, missing nuts can be embarrassing—occasionally flight safety considerations—when you're trying to run an outfit without technicians.

## UH-19 CLINCHES LEAD



Murphy's found you more way to cause a false-ship disaster waiting in your UH-19 . . . install one long a wire lead to the plug. That way the hanging loop can be pinched accidentally between the clamped doors, and the light begins to flicker in flight. Clere . . . ah!





## YA CAN'T WRENCH 'EM THATAWAY

### Dear Windy,

IM 20-12864 10-75, 1 (2nd Ed) for the QM-22P shows three bolts securing the forward slip joint to the hull outer drive postion with the bolts toward the rear of the hullpostion. This is heads toward starboard for forward hardware. "Heads" means safety value for forward hardware. "Tails" means safety value for reverse hardware. "Heads" means toward the direction of rotation or motion.

We are using Fig 24-1-1 and Fig 24-1-2 as guides. But considering that the feeling we are about wrong on the subject, does these bolts would really be installed the opposite way without interfering with any other part of the helicopter.

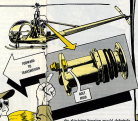
BT AML 8-8

YOU  
CAN  
THATAWAY

Dear Specialist M. R. G.,

You're right to believe those TM pictures. And there's a good reason for those bolts being all . . . you can't headly by a torque wrench to the nut proper like the other way, because we a big oblonged hex-eye torque wrench. In fact, you're liable to find bolts being all on some of the other QM-22's for the same reason.

Since there's no safety of tight condition involved here, there's been no official objection to reversing the usual bolt installation. For that matter, the safety rule you quoted generally has two more words in it: "... when applicable." In this case, I would say



the slip-joint bearing would definitely interfere with turning the nut, unless you had the torque wrench in there at a hazywangle angle.

By the way, the old N6M75A1 is being replaced with an M21602A1 nut. This one's made of lightweight steel and has a real slight oval, or egg-shaped ID for self-locking. If you run across any, be sure to install either all old or all new nuts on the same slip-joint assembly—for balance, like, remember to watch for a 3716-in. wrench to fit the smaller hex diameter of the 62 nut.

And that's the way the bolt points

## SHIP OF THE MONTH — 3-DAY PASS

Company A of the 1st Aviation Battalion at Fort Lewis awards a "Ship of the Month" plaque to display on its best maintained aircraft each month. The selection committee considers the actual condition of the ship, its log book records and the quality of work done by the maintenance crew. Then the winning ship's crew chief and mechanics are rewarded with 3-day passes. Plus a hot way to encourage good maintenance.

## RECAP THAT TWX



Our Army headquarters and create Army depots and on a monthly "recap" of all TWX's created on aircraft subjects. Then, all subordinate aircraft units and maintenance officers can check the "recap" to see if they missed any messages. Copies are available through their message centers. How about that!

Windy



Dear Windy,

For some odd reason the tools in our Gator (BFD) do give Tool #3, P/N 03-7-0, some its disappear.

Can you supply us with a list of what's supposed to be in the kit so we can bring it up-to-date?

Capt W. B. J.



Dear Captain W. B. J.,

Some of the tools seem to have become someone's friend.

Actually, most of the items are now stored in other tool kits and shop sets. The engine kit never was supported by the supply system and tools had to be requisitioned on an individual basis.

Some . . . message 0400010001140011412 01 Feb 60 has the maintenance officer remove the kit (if he chooses) from the aircraft inventory record, DA Form 2088-17.

## TALKING TO YOU UP AND OUT

*Windy*

It's a capital idea to be on your guard when you park the BT-50 of your ANTARCO-55 out of a Simulacri FU-55. Otherwise, the man behind their guard will take it on the chin!

THE BRACKET ON THE AIR (shown) IS THE CHAIN GUARD.



If you try to follow SOP on a non-cable "flexible" model by sliding the air out, the bracket will smack into the chain guard. Cause a guard bent toward the landing gear chain would cause quite a ruck.

No, don't be a leaver when you park the air. Get your hands on the rear of the air while you lift the front—straight up and then out . . . minus the guard every time.

## PEG YOUR TOOLS

Whoever said that "time was money" must know what he was talking about.

Try, for example, 20 mechanics in your outfit who don't have their personal mechanic's tool kit inventoried. This check takes the better part of a day, so multiply 20 by 8 hours and you get a total of 160 man-hours.

With your CEO's permission you can cut the inventory time by 75 per cent if you'll back out on a 4 x 8-foot sheet of plywood, some common hardware (nails and wire), and a suitable labeling or marking machine.

Put all the pieces together and when each mechanic fills the board it'll take only seconds to make the check. Using



this method 20 mechanics have been known to make the inventory in 2 hours flat... 40 man-hours.

The time you gain with this setup can be mighty valuable—when you're on a tight maintenance schedule.

Q-I DE LINE...

## FOUR WAYS TO STOP A CHAFE

A new flaring line from oil pump to oil pump (and can't stop wrap from chafing against some other part of the Bird Dog 10-1) plumbing.

It's obvious that line has to be braced, held, clamped or covered. For quality control purposes, a brace on the standard clamp supports some lights.



... of ... ..  
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**PERSONAL BUSINESS**

**THE LITTLE ... ..**  
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MORTA, BELLA  
BELLICIA!  
MIRATA UHAI!



"This is going to be a tough  
operal job -- so I've got all your  
good men with a few...uh...to watch."

UNO PONTI ANNO PONTI  
PONTI ANNO PONTI



"I've already learned my lesson  
and gonna stand for your head  
for now on."

STRA FINE  
MIO COMANDO  
COMO BRIO



"You found him, Lancelot... he's  
got... um... ready to die now."

SI, SÌ, UNO PONTI  
UNO PONTI COME BELLA!



"Here you...uh... got the  
best...uh... I've got a  
number just waiting..."

MAI, MAI MA... DELLA COMMA  
SONTO UHAI



"Here, we must have had a pretty good...uh...  
program this night... that could only mean a few  
men in all support."

UNPONTI...  
PONTI...  
NO!





BILTO  
FORNO NELLO  
COMTE  
P-BELLA

"Bilto, looked as if she... had  
with a good handle... she -- BB  
put out, like handle put out..."



EH COMMETTI  
HANDOLI D'VAITEROLA

"You talk it with a hand on  
from a good handle... now, like that  
support will do my handle  
the wrong thing for me!"



AND FIVA  
MARCHI BOMBI  
BOCCOVI

S'INADARLA  
D'INADOLA

"Gross, you have specialized  
a name! It's like a super  
reply!" -- "No, let support name."



EH CORTEI AND  
M SPILLETTI

COMPERA

"Bingo, which this handle of  
longness and handle collection  
...now, you missed, BOCCOVI!"



MIAMA MIA  
MIA BICOCCI

S'INADARLA  
D'INADOLA

"You a name you made name"... "No  
no, they're good for name  
name!"



PILA BOMBA D'EFICE

"Yeah... That pile that should  
stop down on them should  
name."

# Joe's Dope Sheet



When gear is removed for repair,  
Protect it from more wear and tear;  
Be gentle and pack it—  
Don't dump it or stack it—  
And then when it's needed  
It's there!

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

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







REMEMBER, ONLY AN  
EAGLE  
COULD  
SOAR  
TO  
THE  
TOP—  
AND  
ONLY  
AN  
EAGLE  
COULD  
SOAR  
TO  
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TOP—  
AND  
ONLY  
AN  
EAGLE  
COULD  
SOAR  
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THE  
TOP

WENT INTO  
REBELLION—



"Well, besides, you're blind..."



WOUND MYSELF  
AMONG BARBERS!



"I'll give you a special favor... you  
can sign up to my No. 1 hair oil..."

HEY, THE DOORING  
PROJECTOR BLEW AWAY—  
WHEN WE GET IN THE MEAN  
ONE, I GOT DOWN FOR A GOOD  
REPAIR AND ADJUSTMENT!



"SURE!" SAID, IT CAME TO  
THEM NEEDING MAJOR  
OVERHAUL... IT GOT BANGED  
UP IN THE TRUCK ON ITS  
WAY THERE.

WHAT A  
TIME TO  
BLOW!

GOOD!

JUST AT THE  
GOOD PART!

HEHE!



Remove that well-worn-out \$5 bill from your wallet and replace it with a snappy, new bank note.

Then, take care that they don't fill your car and replace it with a snappy, new-looking, snappy. Do the same with the crumpled and well-worn \$1 bills . . . and keep going till you've replaced as many of the "old" bills as possible. Finally, dump those old bills in any handy container set aside for the purpose . . . and here that brand name's guaranteed what?

That's it is . . . but some jobs are dead! Just show that my new thing with the "beach ball" technique to replace tubes and other parts of electronic equipment.

Like a new machine and expensive to discard without value, as it is to have dollar bills.

Like, when you're repairing common equipment, don't buy all the new stuff in what you're searching for in the old is better.

If you don't care a bit with a new part, why do you know, replace it with the old one . . . and keep up the "beach ball" procedure until you find the real cost of the work.

That's it, you can see the beach ball in it as . . . beach ball coming off perfectly good parts with it.



You give up a telephone operator—kinds eyes—at work!

She can move right along, like putting in and taking out plugs and throwing switches, without fumbling up the equipment.

Men's one rule would had a whole lot better if the guys who sit down at an M-50's would treat this switchboard the same way—before, during and after handling a call.

First-time... there's the operator who sits at the switchboard while chomping away at a sandwich that's loaded with mustard or mayonnaise. The stuff gets on his fingers... comes a call... he grills a plug... and the plug winds up clearing the connection. Things go from bad to worse when the plug gets pushed into a jack.



Then there's the guy who gives in to the temptation to take the line off a signal light or three—maybe for some thing to do or because he'd like to see what's inside. What he can't see is a

switch that can get locked up by itself. And the door it keeps shut by leaving the keys alone.

Having a board tipped over is just like having no lines at all. And if there's one easy way to smash a line, it's by leaving the plugs by back line place instead of using 'em in.



Playing with the switches is just the start of why it matters how they're worked. The switches get a good workout as it is without giving 'em extra wear and tear.



Treating the rack and answer cords is another way to kill time. It's also another on the work. The wiring can take just as much twisting and turning... then it breaks.



Some guys also get the rope in drive or double when they sit at the M-50's. And they pick the first thing that's handy as a drawing board—the log plate. It's not enough leaning up the log plate with pointed fingers, but the fellow who uses a screwdriver as the "wrench" on the log plate is really going off the deep end.



If you work with a screwdriver can also lock up the works when he is doing some wiring. This is what happens when you try to push wires through the rubber gaskets on the side of the switchboard. There's no need in getting the wire through by itself if you decide it fits.



You can't get into any trouble when you replace a steel pack—if you watch what you're doing. This means you never to make sure the terminal connections are out of the way. If they're not, the connections can get enough leverage the pack and the chassis... and there's a good way to handle the connection.

Those two BA-50 handles—one for the handset, the other for the talking circuit—should be removed if you know that the switchboard's not going to be used for a spell.



There's no trouble in opening and reworking the BA-50's, but you can buy yourself some problems if you don't take it slow with those 10 BA-100's/1 handles in the PP-000's/GC power supply for the switchboard. That is, the handles that hold the batteries in place can heat off if you get careless in your handling of 'em.

## STRIP INSIDE OUT



Dear Staff-Week,

As you know, the robber weather-stripping for the E-M door does it in a spot where the door latch and lock damages and wears it.

Is not to die?

We solved the problem by taking the stripping from the door latch side of the door wall and attaching it to the door itself. You've got to remove the rubber carefully so's not to crack it. It should be glued to the door with a good rubber cement. Use FINE SAND-FLUORIDE Adhesive, Silicone-Rubber, 5-minute delay.

The door's still weather-proofed (you'll never get that with damaged stripping), and the robber wears a lot longer.

By P. T. K.



## THE CRACKED UP TT



Try to read copy through a cracked view window on a TT-25/PD or similar kind of teleprinter under laboratory conditions.

The safety glass view window'll take a beating, but ... cleaning 'em clear, partial credit on the part by using one hand in an upper corner to clean 'em, or using the window for an aim you can crack it, Jack.

Close the second door by putting your palm at the upper corners. Use a little pressure with both hands at the same time. No more.

When cleaning the window with a damp cloth, wipe well but keep the weight off that wire screen.

The machine and the same on the photoplane windows. Their view screens are strictly ring finger operators, pencil grippers, metal human sensors and every cleaning solvent ever.

Solvents can give you a headache the which makes it hard for the program to pass through the pass.

Don't let 'em keep the communication window crack-free by keeping the pounds and part off it.

## HOW TO EQUIP A V-17, V-18 TRUCK

Dear Staff-Head,

We're all here ready to say just about what equipment comes with the V-17 and V-18 teleprinter communication vehicles.

Can you give us all the component parts and truck numbers?

Sgt. A. B. P.

Dear Sergeant A. B. P.,

We glad to. TB 500 514 (page 50) lists the equipment for the V-17A, TB 500 500 (page 50) and TM 11-2120-200-11P (18 Jan 64) list the auxiliary equipment, parts and tools you need for the V-17A. Each TB has new changes.

For the trucks, you need TM 9-8811 with changes and TM 9-2120-200-20P with changes.

*Staff-Head*

## THIS JACK CAN JILT YOU

What with the number of antenna jacks that've been around on various ocean equipments these many years, you'd think it'd take 'em that long to WOT the way you treat 'em.

Not so.

That million antenna jack model's has begun to clutter a more addition to the communications family, the AN-7 VHC-24 rolls in.

Some jolt jacks at it for a look ahead their vehicles... and land a-ground with jolt and occasion in hand. Oh, they jolt gear on it—or wrap it with gear—and do just enough of a job to break the jack or crack the interface.

The VHC-24 jack may be larger than most, but it's the same old material and gets the same old respect. Handle gently—not with gloves.



## KEEP THE JOINT CLEAN, JACK



A shiny bright antenna joint or jack can make the difference between good and poor transmission and reception... and they make good observations when the message isn't getting through to... or from... you.

Usually, a couple' fresh wipes with a good solvent do the job on a jack or joint.

## SWITCH OFF, PLEASE



Next time you're about to connect the battery of your AN/PBC-8, -18 radio set take a quick walk to the PUFFER switch.

The switch should be in the OFF position.

Connecting the battery with power on can blow the IF amplifier case—among other things.



Best the easiest way to tell if you've blown the IF case is to try the squelch. Blowing the case kills the muting noise of the squelch. Naturally, it leaves you with a set that needs some work.



Meow, Meow, Meow.

No, never use the cord for pulling the battery plug.

Both non-thinkers and thinkers when they reach the radio to disconnect the life line of their equipment.

Take your AN/PBC-8 down -18 radio sets, Friedman.

A couple flips of the clip and the battery case is loose from the chassis. But, when you take struggling 'em from there, CRCH! The whole gear grinding pain, especially around the socket.

Tuggie'll tear up the socket and plug, too. The angle of the cord's dangle gives legated noise on there.

And, before you can say, "Eager, Eager," you're an old codger. Your Ferk'll quit talking to you. She'll pay an attention to what you say, either.

To keep her talking, put that big ring around a couple or three fingers and gently, but firmly, pull.





How does it happen to you?

Like your transmitter, an OM nearby, wants power out with the RF and high ... your R-FOO/URR or R-ORR receiver spins wild. You can't pull in a whipper on the band the R-FOO's on to.

Well, maybe your support board is not for you when you work the net to the shop ... and then again maybe you are, instead that the R-FOO's BREAK IN switch was shut off when your transmitter started chattering. The switch gives you protection when the break-in circuit is connected to the transmitter control circuit.



Now, it's downright important to have the switch set right. First and foremost, if the BREAK IN switch's not in the ON position when a nearby transmitter goes on, or if the relay is not connected into the transmitter control circuit, RF voltage from the transmitter feeds through the receiver. With the break-in relay on, the receiver's protected.



When the switch is in the OFF position, RF voltage can feed back to the receiver. RF coils of the R-ORR and here out the coils. Which is a round-about way to get to the reason why you couldn't receive on the band during you were in when the damage happened.

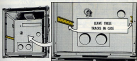
And, a final point: To cut out the receiver during transmission — when the break-in relay is connected to the transmitter control circuit — the switch has to be on.

## TRACKLESS AN/TRC's



Your Track 24 components need their tracks so they won't get knocked off their tracks.

The tracks are in the case which houses most of the components of the AN/TRC-24 radio set and other radio sets.



Like a squirrel stores nuts for the winter, some few rats and hoard the tracks whenever they come in the case, to the case and components, for repair. This could leave the T-40 transmitter, the R-407 receiver, or whatever, with no place to go.

Now the CY-341, or the CY-1508, and so forth, gets from the tracks so the components can get in and out, these "squirrels" give their support the problem of how to arrange new tracks.

Sometimes it's not easy—and sometimes support has to salvage an otherwise usable case for the rest of a track.

In case, removing a track all your case gets back might mean that you'll just start use the case again, in which case using the track "just in case," can make for a mighty expensive case.

Don't be a squirrel.

## KEY IN ON THIS TUBE



The key to this puzzle is in the tube.

Find it and you get the complete picture with your 5-MULTIAC accessory and with some of the amplifiers used with Radio Sets AM-100-04, AM-100-05, AM-100-06, AM-100-07 and AM-100-08.



Insert it and you can knock any one of these out completely out of the picture.

The clue: Focus is on the 48-1100 tube (it also goes by 7118 in the T-500 and Y1 in the AM-111, AM-112, AM-113 and AM-110).

See the key on the side, you shove the plug! Use it, and there's no more puzzle. It's the prism factor in installing the tube.

The key goes into the keyway of the tube socket again, 7118 or Y10.

To avoid damage to the socket, square up the key and keyway (the) before you press the tube into place.

Another clue: Never rotate the tube after the key's positioned.

Finally, after pushing the tube in squarely, you'll find it snug in place.

There, and not before, rotate the tube around over the top of the tube.

Prism solved! Fine. So spread the word on the solution.

## CYCLING YOUR PU-126



Dear Staff Sergeant,

Help! Get the word out that the PU-126/B motor generator set can be a low cycles per second set and still do a right decent job in providing certain radio equipment!

When you get users who turn in their generators for repair when they can't get the exact cycles per second reading called for in their radio equipment FM's data, maybe their command will call for 400 cps and the frequency meter reading of the generator will be pushing 600 cps. And, they can't get an exact 400 cps reading.



GENERATOR SET MUST  
A LOW  
CYCLES  
PER SEC  
READ ON  
FM'S

Well, the reading'll be higher every time—600-607 cps, for instance. Some read for higher readings, with less load or no-load. It's the nature of the generator to vary a few cycles, but it doesn't affect the generator's job.

There's nothing wrong with 'em, in other words, so they shouldn't be brought in for repairs for that reason.

Sgt. H. H.

Dear Sergeant H. H.,

You are so right. If there be any dealers, let 'em show their eyes on page 7 and page 52, page 61 of TM 11-508.

*Staff Sergeant*

# Creeping

In operation and maintenance of army equipment, salt and water — put together become a very, very mean, a MONSTER FROM THE SEA!

To get corrosion of metal — you need only moisture and oxygen. Add a pinch of salt and corrosion starts to go high gear.

Like cancer, corrosion attacks as it spreads steadily across, into and under. Where there's two different kinds of metal fastened together — welded, bolt-



ed, riveted or screwed — "galvanic corrosion" goes wild. The salt, water or steam may be the "different" metal in many cases.

AND WHAT KIND OF ARMY EQUIPMENT DOESN'T HAVE METAL IN IT SOMEBODY? It can be any one of 10 or more metals, other kinds, metals or combinations of these (alloys).

# Corrosion

Now, there's some metal even in latex boots, coats and shoes. But, vehicles, weapons, aircraft, missiles, generators and hundreds of pieces of other army equipment ARE PRACTICALLY ALL METAL.



Electronic equipment? There's some life in the air for radio gear, too, when there's salt in the air. Metal doesn't have to be changed to salt water to feel the growing of water-tinged salt corrosion.

## RAISE HANDED MEN

What is corrosion? Well, that red-dish, flaky stuff we know so well, is a "product" of corrosion. Technically, metal isn't really DESTROYED by corrosion — it's CHANGED to another form. Corrosion changes magnesium and aluminum to a white or grayish powder. That goes or black coating on electrical contacts. It also corrosion makes from copper or brass.

Always starting on the surface, corrosion weakens the metal near and

soon as it spreads. It causes corrosion and electrical failure, resulting in delays, costly replacement of parts and, sometimes, even injury or death to personnel.

#### IT'S ALL ABOUT CORROSION

How does corrosion get started? That's got to be saltwater and oxygen or there's no corrosion. Go on the moon and you probably won't have to worry

about that "oxygen corrosion."

When paint's missing—or even just cracked, blistered, soft or loose—salt water gets the job on. The same happens when oil, grease or other protective coatings have been neglected. Salt or salt water can creep through—EVEN ON A PROTECTED METAL SURFACE—and it'll make sure for a goodly amount of trouble.

AND WHEN YOU GO TO THE MOON, IT'S CORROSION TO

#### THE KING OF CORROSION

So, how does the enemy fight one of its biggest enemies, CORROSION? First off—like in any battle—WITH THE GUYS WHO ARE THE ARMY, especially the guys who operate and handle the equipment. It's up to each man to fight off the stuff that makes corrosion so in such a spirit of it that you get a start.

Further up the line, preventive clean-up can be used to lift out corrosion, and parts beyond hope can be replaced, but this is time and money spent on repairing what should have been better protected in the first place.

Why can you keep equipment a safe distance from salt water? We can't do that and have the man ready away in the world. But, you can keep salt water a safe distance from your equipment. Washed clean off it a safe distance, and the distance of a GOOD coat of paint or lubricant is a big help.

#### WASHING HELPS A LOT

Any equipment that can be washed, SHOULD BE—with fresh water and

as SOON AS POSSIBLE—also washing in salt water. This includes systems where there's salt water and water in lead.



Oil and grease HELP fight the line of corrosion, but even they can't hold up for long after a vehicle has been run through salt water. A complete "pull



down"—especially cleaning and re-packing of wheel bearings—is **MUST** after handling. Other lubrication points that have been checked MUST GET IMMEDIATE ATTENTION.

Water doesn't have to stay there going to rust through G.I. parts. A special inhibitor in the grease holds moisture in suspension. That'll give the grease a milky coloring. Under normal operating conditions this milky look doesn't mean the grease needs replacing before the DO calls for it. But, a salt water flooding is not a normal



operating condition, so that contaminated grease has to go.

Crustlike cleaning and settling in critical areas often is salt water mess. Every operator knows that a gasoline or diesel engine picks up contamination in its combustion. When the air pulled into an engine carries salt in with it, YOU GET SALT WATER IN YOUR OIL. If allowed to circulate in your engine, this salt water jumps at the chance to attack bearings and all other exposed metal.

#### WASHING IS CRUCIAL

Think that's a lot of time, work and expense to spend preventive maintenance, but it can be recovered in dollars compared to the cost of cars.

Like that tank headliner after a landing exercise on one of our tropical islands. The tanks weren't pulled down for cleaning and new holes show their run through salt water. Corrosion got into the metal around the bearings in the suspension systems. A year later HEAD WAS SPENT ON EACH OF THOSE TANKS TO REPLACE PARTS BLEMMED BY CORROSION!



Corrosion in gasoline, grease or oil lines, that was a lot of cost to make up for a little neglected prevention.



about corrosion, but today's army isn't going anywhere where there's not SOME moisture and SOME oxygen.

Ever see or hear tell how the old standard is a storage battery "run up" the lead plates? Plain old moisture and oxygen are the "electrolyte" while corrosion turns a truck body into a tank o' rust. Salt soaks up the water—oxygen electrolysis, back up the sea process, like in the tropics, and it's got



### ORSE IT WITH A WASH



You don't have to wash your face or wash in salt water to save it down the road to high-speed corrosion. Just a salt "honey" of the ocean can carry enough silt to give your equipment a honey-dew of salt. You can SEE it when it dries to a white haze or powder. That's the next worst thing to flaking your equipment right in salt water. IT'S GOOD TO BE KEPT CLEANED OFF. The next often used is cleaned, the best possibility of corrosion.

This salt is the salt you get beyond solution. Great because they make no generators, minutes, electrical and cables. You want it, YOU'VE GOT IT.

### FRANKS ON FURKS

These drying machines get around on a lot of places where they're exposed to corrosion, but just sitting in sight in the dew will mean getting a head worse.

And they're able to check the honey with, relief valve spray, smoke, exhaust fumes and gas.

Corrosion results into the mouth of these birds, too. Furrows affected along

with corrosion where foreign matter or particles may collect due to improper drainage or disposal. Where you don't get it, you get it in this trapped water. It's up to you to get it out if you can catch it.

### A SHIRT FOR SALT

Operate valves, a valve or any other electronic gear and it leaves up there in all and it starts down—AND "TACKLE A BIG BREATH" it makes in air as it starts and continues. If there's salt in the air, these valves and hardware will



corrosion—and a lot of other important metal—water dash away for corrosion. This corrosion gear'll get it where it lives!

Where it's less humid and easy, this washing is on the way down by keeping the equipment bound. Electrical corrosion and all other metal inside will be spared a lot of corrosion.

### FRESH AND DRY

Fresh water's called for if a valve is other parts of electrical or electronic gear gets flaked in salt water—and it happens in real operations. If at all possible, the salt water should be washed off and flushed out with fresh water before it gets a chance to dry.

Cleaning and drying have to be done thoroughly and carefully. It helps dirt or moisture left inside can flake up the works but quick!

Yes, don't salt when drying with a steam, absorption-dish. Compressed air's OK, too, if you take it real easy. If you're out in the field and a hot line isn't handy, rig up some light bulbs in a tent or a box for drying. Wash out the wet stuff first if drying in the sun.

Make sure all the moisture's out before turning the bit on.

### REPLACEMENTS—BE NOT HINDERED

No, you're on the ball. You wash your tank or tank off with PLENTY OF FRESH WATER right after loading—being might careful, of course, not to clean wiring or other parts that don't come to water.

You wash in, under and around for these little rocks and crystals where salt water might be hiding out, and you flush it out. You make sure drink holes are open.



You use the right oil and clean out so you get rid of salt and dirt with out creating as much damage as corrosion would. You know that ordinary fire holds moisture—including the only kind—you keep everything dry 'n' open.



You're right in there with the paint to mark up fresh weather and grease before corrosion starts to work into that honey sand.



No, salt's going to get by you—and be very long, anyway. But, suppose it don't.

Just a little more water, it's going to be a little more salt. It's not a big deal.



You spot a little coat of rust on a tank, wheel, joint or other part. Or it's a scratch or gap jewelry coating or magnesium or aluminum. Maybe



you picked a suspicious-looking place in the paint job with a sharp, pointed tool (like a raty screw, Hey!) and found a bad spot in the metal.

Now you choose in the corners—use the towel! You hand out the scraper.



wire brush, sandpaper, chains and the paint or whatever grease or protective coating's called for. Your equipment may still be a long way from going up the line for replacement of a part ruined by corrosion.

You get rid of the corrosion that's around, and, if you go about it the right way, you make sure corrosion doesn't get in another crack at the same place.

Some cleaning and treatment methods are strictly up-the-line jobs because of mixing and handling dangerous chemicals and because of special equipment. A lot of good stuff on corrosion is in TR 9-247, TR 9-268-1, TM 9-1



405-1 and TR 9-377 (the last one's for guided mobile systems). A good deal of it's for upper echelon maintenance, but there's useful info in them for operators, too. You can get the copy at "that guy who knows all about corrosion."

Find out the easy way—by reading. Instead of real experience—that ANY METAL SURFACE HAS TO BE ABSOLUTELY CLEAN AND DRY BEFORE YOU PUT ON GREASE OR PAINT OR OTHER PROTECTIVE COATING. Good up on this and you just seal in the stuff that causes corrosion. It'll keep right on work' up the metal and you'll have a hard time spotting it because it's covered up.

Remember, too, about what "different" materials do to each other, or on



a stainless steel wire brush and aluminum wool for cleaning magnesium and aluminum or you'll wind up polishing "different" metal right into 'em. And stay on the scraper with magnesium and aluminum. They're soft and some-



times thin, and you could take off too much metal.

Three points to write on the handle of your hand are PREVENT corrosion by washing, painting and lubricating. DETECT corrosion by frequent and thorough inspection. CORRECT corrosion by doing it yourself or, if it's real bad, reporting it.

Engage this on your handle.

LOTS OF VEHICLE EQUIPMENT ARE THE SAME (AND CAN BE REPAIRED) FOR PERIODS BECAUSE MANY CORROSION.





GENERAL & SUPPLY



## YOUR CARRIER PIGEON

Remember reading about how a pigeon named Cleo Ann carried a message that saved a battalion back in the First War?

Now there are other ways to carry messages.

Like, if you want to tell about an invention if you have an idea for improving one of your jobs—use a Red Form 2028, "Recommended Changes to DA Publications," to carry your message direct to the people who write the pub.

|  |  |   |  |
|--|--|---|--|
| TO: (Name and address of the person or organization to whom the message is to be sent) |  | FROM: (Name and address of the person or organization from whom the message is sent)    |  |
| SUBJECT: (Brief description of the message)  |  | CLASSIFICATION: (Indicate whether the message is CONFIDENTIAL, SECRET, or UNCLASSIFIED) |  |

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|--|--|
| RECOMMENDED CHANGES TO DA PUBLICATIONS |  |
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| 15. NUMBER OF COPIES TO BE REPRODUCED  | 16. NUMBER OF COPIES TO BE DISTRIBUTED |
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If you don't have a Form 2028, ask your company clerk for one. He can order forms just like he does manuals...on DA Form 17 from your outfit's pub section.

The Form 2028 has one side for Regular Parts and Special Tool Lists and SM's and the other for Technical Publications.

When you're putting down a publication number, be sure to include its date. And include enough info like page, paragraph and line so the people who get your form will read along with you.

After you fill out your DA Form 2028 (only one copy), send it to the address listed in the pub you want to change—direct.

So, if you think a change should be made in a pub, let your Form 2028 be your Cleo Ann. Maybe it won't get you the Croix de Guerre, but it'll get the message there and make it easier to take care of your equipment.

|   |   |  |
|---|---|--|
| 4. The equipment was used, and the user was not properly trained.<br>5. The equipment was used, and the user was not properly trained.<br>6. The equipment was used, and the user was not properly trained. | 7. The equipment was used, and the user was not properly trained.<br>8. The equipment was used, and the user was not properly trained.<br>9. The equipment was used, and the user was not properly trained. | 10. The equipment was used, and the user was not properly trained.<br>11. The equipment was used, and the user was not properly trained.<br>12. The equipment was used, and the user was not properly trained. |
|---|---|--|

## NEEDS HOW TO GET 'EM

# THOSE EIR DIGESTS



Along the horizon lines coming out these days are the Equipment Inspection, Repair and Maintenance Digest (EIR Digest).

The engineers and design guys have been looking over all the EIR's that you shoot at them. When they've got the word on a bunch of problems, they whip together a technical bulletin which the Army picks up and sends out as you'll know what's afield on your equipment.

To keep up with the times, here's a rundown on the EIR Digests and how you can get them. If the DA Directorate issues your unit has access to the St. Louis Publications Center don't get these digests for you, now is the time to read in our time.



| EIR DIGEST     | EIR EQUIPMENT                                  | EIR EIR                                 |
|----------------|--|---|
| EIR 1-100-1000 | EIR 1000                                       | (For Reference Distribution)            |
| EIR 1-100-1001 | Generators, compressors, pumps, turbines, etc. | EIR Form 13-04<br>(With a report)       |
| EIR 1-100-1002 | Weapons, ordnance, fire control systems        | EIR Form 13-04<br>(With a report)       |
| EIR 1-100-1003 | Work equipment                                 | EIR Form 13-04<br>(Formal Distribution) |
| EIR 1-100-1004 | Tools, tools, personal tools                   | EIR Form 13-04<br>(With a report)       |
| EIR 1-100-1005 | Communications, electronics                    | EIR Form 13-04<br>(With a report)       |
| EIR 1-100-1006 | General miscel.                                | EIR Form 13-04<br>(With a report)       |

# TWINKLE, TWINKLE LITTLE STAR



Dear Staff Sergeant,

AR 740-2 (20 Jan 64), "Marking and Tracking of Supplies and Equipment, Color and Marking of Army Material," says, a white 3-pointed star will be marked on all tactical and combat vehicles.

Are there stars already for this equipment? If so can you give me the FSN's?

Sgt E. M. V.

Dear Sergeant E. M. V.,

There are star decals available and you can use them instead of paint.

Here's the FSN's for some of these stars: M482R, pressure, sensitive adhesive, white, "STAR 3 POINT".

| Height, inches | FSN        |
|----------------|------------|
| 1              | M48-2P-100 |
| 10             | M48-2P-110 |
| 12             | M48-2P-120 |
| 16             | M48-2P-130 |
| 20             | M48-2P-140 |
| 24             | M48-2P-147 |
| 27             | M48-2P-147 |
| 30             | M48-2P-150 |

Now, when you want to get hold of the paint, call your local paint store or check on "MARKING OF VEHICLES."



## PAINT--FOR ON-OFF

If you've been looking for that quality-reliable paint for markings on your vehicles and other military equipment called for by AR 740-2, here it is: Paint, temporary, white (single), FSN 8010-07-0200 for 1-gal and the paint form. You'll find it in Federal Catalog (20000-2-4 11 Apr 64) and in the GSA Catalog (200 54).





**Dear Mail-Box,**

In a SOP update, our hand receipts covering property issued to the various warrens (pneumatics, maintenance warrens, water warrens, etc.) be signed by the MCOIC?

We've always had the common signs, but now I'm told that hand receipts must be signed by an officer. (The officers assigned to some of our warrens have the assignment as additional duty only.)

Can you tell me what AL says an officer must sign R/S's?

BP S C L

Dear Specialist C. L.,

The DA SOP on hand receipts issue is AR 731-55, Sec para 13a.

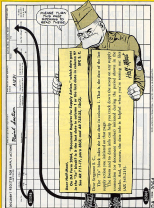
The AL says to the extent practical hand receipts issued will be made to the element that will use the property.

However, since a CO still has responsibility for the warren's property, regardless of who has it, on hand receipts, the AL has him decide how to handle hand receipt issue.

Another reason the AL doesn't spell out who can or can't sign is that government property is used by all types of mail units, grades and responsibilities. The AL recognizes that the CO having command responsibility for the property book can best decide who's to sign. So through his property book office he sets up whatever HTR SOP office he has control and convenience for his operation.



# REGISTER DATING



Dear Mr. Smith,

On 04 June 1964, "Document Register for Supply Station," which shows goods in the "To" column is the last date in column 1 in the last date in column 20 in the 04 11-19, 04 11-19, and 04 11-19, 04 11-19, 04 11-19.

Dear Ferguson & C.

The "To" block refers to the date in column 1. This is, the date of the last supply order you placed in that page.

The items listed in this table can help you track down the receipt on any supply transaction for document number entered during the period shown in the blocks. And, of course, the date table is helpful when you're working on the LMS 100-110.

*Hal P. Smith*

PLEASE PLACE THIS ORDER EARLY PLEASE

Account Number

Product Description

Quantity

Unit Price

Total Price

Account Number

Product Description

Quantity

Unit Price

Total Price

## GIVE 'EM THE RIGHT ID



Dear Staff, Admin,

I have a dozen 15kw generators with a lot of stress in the ID plates. In some cases, you can't even read the plates because some knock-happy other crew painted over them, then tried to scratch it off.

I don't want to get plugged, but I can't deal any info in the plate, instead, can you help me get new plates?

I need help.

Apr 4, 2013



LET SOME BUREAUCRAT LOOK INTO IT, OR, YOU'VE GOT IT!

Dear Mr. Generator,  
 I'm sorry to hear that you're having trouble with your ID plate. We'll get it fixed for you as soon as we can. In the meantime, please don't let anyone else touch the plate. We'll be in touch with you again soon.

Dear Engineer J. G. S.,

No stress, large. Installing and removing ID plates is the responsibility of your support unit.

On the way to them on a DA Form 2487, Maintenance Request. If the changes are minor, your support people will make minor corrections on the tag with a letter and figure punch us. If you need new tags, they'll make 'em and mail 'em.

*Handwritten signature*

## THE RIGHT POSITION

The right position can be equally important to doors.

Like when you're working the fuel release valve handle on the 15kw, 600-cyle Continental engine generator set.

Since then, a bunch of these handles have been installed so that their position doesn't line with the left or the right plate. When the pointer of the handle shows "AUX FUEL" or "OIL TANK," the valve is in the "OFF" position.

Whenever you correct the position, just rotate the valve handle and replace it so the pointer is at 180 degrees opposite the original position.



## SAVE YOUR PEEPEERS

Bright sunlight may be the answer when you're trying to get yourself a good tan.

But, it's unclear when you're working on or whether the workmanship lamps on your face. With the 15kw or a 15-kw generator set dim or slightly glowing.

Normally, you can't switch off the set, so do the next best thing—take off the milk white lens covering the lamp.

He operates now, even if you're not 187.26.

Once you take 'em off, be sure to keep 'em in a safe, handy place. You'll want to put 'em back when you're not operating in direct sunlight.



## THE PLATES ARE RIGHT

Here will show the wiring diagrams on the set mounted plates of the K302 and R307 (15kw FTRD) generator and the wiring diagrams in the TMs for the set don't like.

So, until there's a change to TM 1-6113-200-10 and TM 1-6113-200-10, you follow the plates on the generator—wiring diagrams, schematics, operating instructions, and connection, and change-over instructions.

# A SHOCKING STORY



There's no need to get a shock from your M100B Entertainment portable bath unit.

Your support people can remove the plug with MWD (M-2510-281-5812) (25 Sep 68). It will then have to be installed on electrical grounding system through a grounding wire in the power cord assembly.

So, fill out a DA Form 2087, and send it to your support as they can schedule the modification in their work load.

Meanwhile, as if your generator has a ground out. If it doesn't you should write: Ground Out, FSN 5871-041-8917; Chug, FSN 5871-243-0864; and Waa, FSN 6145-180-0005. This dog is also in the MWD.



## NO STRAIN ON THE STRAINER

THE ROAD TO HAPPY THAT DAY  
IS FULL OF WASHING MACHINES  
AND YOU WANT TO CHANGE YOUR FINE.

If the narrow interior of your M100B 6-shower-head portable bath unit gets backed up with wash, suds and such, you're not going to get a shower. Your EM (M-4500-280-10) (24 Oct 68) gives you the tips on protecting the strainer . . . but here's an other approach. Lower the strainer into a large non-metal bowl or bucket that's been put into the water so that it's completely covered.



# M1937 FIELD RANGE

Dear Staff-Sear:

We have some M1937 field range units. Due to the high humidity in this area, we have a real problem trying to keep these ranges free of rust when in temporary storage.

Our TM 10-781 (Jul 52) tells us to coat all un-dished surfaces with rust preventive compound, but it doesn't give the FM or manufacturer. Can you give us these?

W. L. E. M.P.

Dear Sergeant W. L. M.P.,

For temporary storage, use preservative corrosion preventive protection, type MIL-C-10881, FM 8030-110-1048. This is a non-toxic preservative. It's a G34-A-6 item, and this FM should get you a gallon. It costs about \$1.00 per gallon. You apply the preservative by spraying—or you can brush it on.

*Half-After*



## DUNKING AND SWITCHING'S OUT

Dunking in hot soapy water may be all right for cleaning your camera and writing equipment (like it says in FM 21-17), but it's not when it comes to the M17 field preservative mask carrier. That's the carrier your M17 mask fits into.

Some of them are stuffed with fiber-board and can't stand the hot soapy water treatment.

Clean the carrier with a brush dipped in clear-soil water.

Be sure to make a note of this in paragraph 25 of TM 3-4246-202-11 (Nov 52). If you don't get Change 1-11 Oct 53 to the TM.



Changing the filter element (FM 4246-278-6074) in your M17 field preservative mask may not be much of a job. But there's one thing you must keep in mind—that FM gives you a pair to left and a right. When you're putting them in the mask, make sure the left one goes in the left side, and the right one in the right side. OK?





# STOP THE DROP-OUTS

You may have eyed the under-400 of a piece of Electric Sun's equipment when suddenly the extension light went dead! How you found your feet reacting to this development might be, "Who da' GIPPs turned out the light?" But a glance at the wall socket would probably show that the light plug was out of the wall socket . . . again!



To prevent the plug from being yanked, kicked or otherwise removed from the wall socket, you might try this fix.

From a piece of hard wood cut out a card like the one.

They hold on to the plug. Pick a wood screw and insert the holder at least eight inches from the wall socket.



But the light goes out! The holder is too flimsy and soft! Don't use cheap cut wood for a holder!



## *Comic Rodd's* BRIEFS



### *Answer supply forms*

The new DA Form 881 (May 1964) "Request for Issue and Turn-in" forms are answer supply sheets as of 1 May 1964.

The new multi-line issue form is prepared in five copies, which work like this:

No. 1 — Yearly copy for account-able offices; No. 2 — Ft. (Financial Inventory Accounting) when needed; No. 3 — Current copy for requesting unit; No. 4 — Duplicate copy for requesting unit; No. 5 — Shipping copy returned with return order.

### *M14 and M14E2, too!*

Here is the M14E2 rifle—different from your buddy's old M14 E1—equipped with picture and stock numbers and all—in the new DA Form 202-12 (3 Feb 62), if your unit has the M14, order plenty copies on DA Form 17 from the DA Issue Policy Center.

### *New books*

There's a new book, DA Pamphlet 28-4 (Mar 62), for Supply Catalogs and Supply Manuals. Get yours.

### *Inventory list*

Your inventory of commercial design vehicles and military design vehicles in administrative use — called for by Change 1 to DA 28-758 but expanded by DA message — is in again. Details on completing DA Form 2486-T for these items are in DA Cir 750-8 (14 Apr 62), including codes to be used. Report commercial design vehicles by registration number — military design vehicles in administrative use by serial number. The circular lists specific vehicles covered.

### *PSR switch*

When you want to get or replace the 20-foot Cops and Pops Assembly used to initiate the flow on your 2-ton CP14 and 10-ton CP16-series trucks, order it under 154 2370-777-2942. This is a new 154 for the latest DA 9-2320-211-13 and DA 9-2320-266-12.

### *Recording help*

Get a training program on DA 28-758 equipment records procedures? The new Army Subject Schedule 28-1 (11 Sep 64) can help your plan.

**Would You Stake Your Life <sup>with you</sup> on  
the Condition of Your Equipment?**

# THEY CALLED HIM *SPEEDY* FOR SHORT... BUT NOT FOR LONG!

THE NEXT  
IS FASTER, BETTER,  
DIFFICULTER... IT RIDES  
SMOOTHER AND IS A  
LITTLE QUIETER... BUT  
IT REQUIRES A SLIGHTLY

DIFFERENT DRIVING  
TECHNIQUE. PRINCIPALS:

1. KEEP A SHARP EYE  
ON THE SPEEDOMETER—  
BARELY UPSET!

2. WHEN YOU'RE DRIVING  
UNLOADED—DRIVE A BIT  
SLOWER!

3. SHARP TURNS, STARTING.  
FANCY WEAVING IS MURDER.

4. WHEN ROAD TESTS TAKE  
UP ON THE OASIS TO KEEP CONTROL.

5. ON CURVES, KEEP  
CONTROL BY STEERING OUT  
OF THE TURN.

TAKE A CAREER LOOK AT  
YOUR OWN 4-DOOR-118-10  
AND ALSO ITS CHANGE 1.  
(MARCH 1960)