

Issue 26

PS

1970 Series

December

THE
PREVENTIVE
MAINTENANCE
MONTHLY

NOW, IF WE
CAN ONLY GET
DOWN IN A TENTH
OF A SECOND
OUTER, THEY
WELCOME WOULD
HAVE SOMETHING.

CLICK
CLICK

STAND UP
IF YOU CAN
LITTLE P.M.
ON THE FEEL
MECHANISM.

Gold Star

SUPPORT COMES TO YOU...

THE (NEW) FLYING FIXERS

Support maintenance comes to you, you don't always evacuate with equipment to the rear!

In the area of high dollar, low density pieces of equipment, maintenance may go to the equipment.

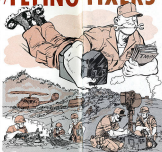
Sound the advance signal! Hope... by again. This one is part of the Army's logistics initiatives that will result in Direct Support coming to your outfit to fix your gear.

"Mobile Maintenance" will mean that DC will have combat teams come right to your unit and check out and repair by using plug-in type components that slide in, in many cases. It'll be a lot like the TV repairman who comes to your pad and puts your set back in operation. The Army's mobile maintenance team may be called "Thing Team," because they'll slip in by air in some cases.

Not only that, but DC will be doing more flying of major pieces of equipment with you when you need repair. Support will have a "hot" item to swap for your bad one. Then, they'll repair it and have it ready to swap with your unit or with some other outfit they support.

The idea of taking maintenance support to the unit's location has been there a long time. In Vietnam, it has worked with missiles, aircraft and fixed communication type of equipment.

So, look ahead to mobile maintenance. It's aimed at keeping our equipment ready all the time.



THE AIRBORNE SUPPORT CENTER
P.O. BOX 1000
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6 SHOOTER RIDES AGAIN

Good as for a single-barrel gun carrying 6 shots was used to knock 'em over in the Old West. These come that mean of 6-barrel/feeding gun that moved 'em down to modern. Now come a 6-barrel cannon cluster that packs its own drum full of bullets and rides an 800/100 vehicle chassis.

You know it as the Vulcan... or 24115 24115 24115 24115 24115. Like all rapid-fire weapons, much of its ability to maintain the range depends on preventing feeding jams. That calls for being careful right from the start, as you're loading.

"THE ONLY THING I
NEED THIS GREAT FEED
MECHANISM THE BEST OF
A FEW... JAM!"

The 6-barrel drum inside the Vulcan's mounted 24115 fully moves over 2000 bullets that means at full capacity. So the only way to load that many rounds without carrying dirt, sand and gravel into the drum is to follow the loading instructions in para 2-18 of TM 7-2008-800-10 (Jul 08). Lower the ramp and also use the ammunition cover to keep the rounds off the ground.

Even though the 1-in hole drilled in the base of the drum lifts out some of it, too much dirt will eventually pack the bearing race in the drum's rotating and motor gears. If dirt buildup reaches the point where you can no longer see that drum, the vehicle has to go to DE for a bearing cleaning and repair job.

Raise the ramp to open at gun's internal loading to keep dirt from blowing into the exposed feeding mechanism.

If you have to retreat during a fire mission, slow the turret to the left 90° from the direction of travel.

If you're only loading slung rounds during a retreating mission, be sure to cycle the drum regularly to keep the system checked.



TURRET



WEAPON GEAR POINT IS TURRET GEAR POINT

After you finish loading, check your slack point in the field chain between the conveyor unit and chain hoister. More than 33 rounds slung means the slack point's high, less means it's low. Either way you'll have to adjust it by following step 28, page 51, of change 1 (Jan 65) or TM 7-215-100-1E (Jul 65).



If you're going to camp just a partial load, be sure there's no empty conveyor elements feeding rounds from conveyor unit up to the detaching feeder. The round element will naturally be empty.



WEAPON GEAR POINT

The wrong number of contact elements may be the problem. The correct amount is 121 . . . about 'em . . . elements.

Learn to be suspicious if you get too many jams due to stretched elements. Although the stretched elements may be the usual cause, they might also be a clue to a gear backlash problem in the discharging feeder.



CONSOLE PIN POSITION

Of all the pins used in this weapon system, perhaps the most important is the one located in the speaker assembly shaft. If it comes out, the final drive assembly will be out of line.

Be sure the speaker unit is completely locked in place in the firing position, after loading ammo into the drum, so the direction control switches won't be able to roll if the gunner is preparing to load or fire the weapon.



RUE IS YOUR MESSIER



If you've just changed from M219 TP-T ammo to M219 HEIT-65, or vice-versa, make certain the ballistic correction card inside your sight correct gunner's matches the ballistic for the ammo you expect to fire next.

Which is the only double-corded plug-in card in this gunner's. It has separate circuits, each wired to its own connector. Remember to replace the connector's protective cover whenever you reverse this cord.

DO NOT ABUSE BOMBS

Speaking about circuit cards, don't forget that I include inside your distribution box (DB), 10 the means holding these boards, the cards will release during firing.

A loose cable delay card allows the length of each fuse. This will cause certain fuses in which the weapon fires some seconds, but there are others around.

A loose cable timer card will cause firing difficulties. The reason won't show as all of this circuit runs out completely.



There are some on the inside of this DB which are just as vulnerable to random handling. For instance, you can damage these cable connectors unless you use a standard type pair of slip-joint pliers to install and remove them. This card is identified as DOM 1120-624-0007.



At any time you move the EM, you take a chance on damaging the exposed circuit harness on the back. This can happen as a result of laying the box on its backside when you remove it for maintenance. Or you might accidentally bang them up against the turret support when you're putting the box back in place.

Thorough sliding around, or tripping over it with careless feet, may also knock off some of the 22 small cover screws, allowing dust to enter the box.



NO PROSPERITY — RAGE

Talking about feet, keep them off the terminals of those nickel-cadmium batteries. This has power position may help clear the turret when the jaws is off, but it sure doesn't do anything good for the terminals.



THREE IS A MYSTERY

Your Vulcan's 3 batteries include 1 nickel-cadmium that are definitely different from the lead-acid batteries that power your XM741 chassis.

Since the 3 nickel-cadmium batteries juice the weapon system, they discharge rapidly during a fire fight. Although the chassis generator recharges all 3 batteries when the vehicle's operating, it doesn't do near enough recharging to make up for this extra heavy drain on the nickel-cadmiums. So when the vehicle engine's not running use your 1.5-KW APU to charge the battery. It'll keep you in business.





Be sure you don't add pure distilled water to your nickel-cadmium batteries until after they've fully charged. This is just opposite to how you add water to lead-acid batteries.

Some of the 15 cells in each of the nickel-cadmium batteries will be less discharged than others. So you've got to be careful about damaging those cells by pouring over 20 volts into them dur-

ing charging. Just keep watching the voltmeter on the EMU. And constant charging until the voltmeter reads below 18 volts.



ing charging. Just keep watching the voltmeter on the EMU. And constant charging until the voltmeter reads below 18 volts.

Let the batteries rest for a while after charging before you check the levels. The electrolyte should be just above the



top of the plates in each cell. It's too low if you can't draw any more the syringe. That's because this special nickel-cadmium syringe has a hole just above the needle and that lets air into the syringe if the level's too low.



It's better to remove another gas vent's nickel-cadmium springs rather than risk contamination from a lead-acid battery. Flush the springs with water after you use it (distilled water if you have it). Be sure it's dry . . . if a few drops get on battery connections, that's bad. Use only the springs that come with the battery.

This level check should be performed weekly unless the voltage has been fixed more recently. Normally, you should not lose much electrolyte, unless your charge voltage regulator is set too high.

Correct regulator setting is 28.7 to 28.8 volts (you'll have to get ED to check this). If this setting allows higher than 30 volts, the regulator may be boiling off the electrolyte in your nickel-cadmium batteries to the point where the level gets low enough to cause battery overheating.



Or you may have cell leakage, which you can spot by the white powdery formations around the cell vents. One way to treat this is to take the leaking battery out of the vehicle and flush the porous water between all the cells.

Don't smoke while servicing nickel-cadmium batteries and remember to take off all rings, ID bracelets or metal watch bands before you remove the battery case covers. This protects you from igniting the fumes or causing arcing at the intercell links.

DOUBT YOUR APL?

There's only one way to be certain of correct polarity when you're charging with your portable APL. That's to substitute the lead terminals. Reverse polarity will discharge the batteries, causing the electrolyte level to gradually slow down to where it will stop.

DOUBLE-DOUBLE BATT!

DOUBLE-DOUBLE THE LEAD TERMINAL!



You can review the proper APU hookup with the generator cable terminals by checking page 23 in EM 66-5 (Aug 68) and TM 9-6111-223-15 (Aug 65).

Also listen for a noisy APU dipstick. This means the vehicle's vibration has jugged it loose, leaving the dipstick flap exposed.

GET READY



Drop out your AM/STP/2 organizational maintenance test set each week at the same time you make those heavy checks. That way you can test all parts of your weapon system together. But be extra careful to connect and disconnect your J1 through J4 test cables in proper sequence. These test cables should be



plugged into the test set first to prevent possible arcing between the test set and live cables. Beager about running the current amplifier set with this set. Your hookup info for this test set is in TM 9-655-209-14 (Dec 68).

CLEAN YOUR HORNS

Your gun barrels also need regular treatment on the same schedule—either right after each live mission or once a week when they haven't been fired. When cleaning barrels, use your staff and barrel-head cleaner in solvent cleaning compound (CC). Then swing out the wire rag and wipe each barrel dry of the solvent and gunk.

Now apply a light coat of PL-special to the barrels, mid-barrel clamp and



main clamp or journal nut . . . wiping off the excess with a dry cloth. Knowing this means keeps the gun-barrel cleaner from throwing up so all kinds of gunk around the sight during the first hour or 2.

Use the bore cleaner carefully so you don't let the cleaner and debris foul up the rear mechanism.

Also, don't confuse the 2 separate schedules for round-by-round maintenance and round-fired maintenance. You only replace the gun barrel cleaner after 75,000 rounds have been fired according to your log record. The last

of 75,000 rounds is in table 2.3 of Ch. 5 (7 May 78/see TM 5-2590-580-20).

Another thing . . . there's absolutely no way the mid-barrel clamp can jump out of the locking disc system you place fingers on near a reticle pin each time you install this clamp. And some do forget.



THROW THE LEADS



Discarded firing leads should not be allowed to just hang loose. That's how they get tangled up and smashed by the gun mechanism during reuniting of the system.

KEEP THEM RAZOR

Flying handles and crew members reaching for hand grips can pull open the upper portion of the AN/TPQ-2 radar. The special after cross service unit on this display antenna requires a crew maintenance, FM 11.20-074-0019, recently authorized for your unit file.

- Rubber and water don't mix. Keep the water hose away from radar horns and the antenna feed horn. Air vents won't repel a direct stream of water.
- Wax in the horn or wave guide is bad news.

Know your radar antenna before moving the vehicle.

- Never use and overload the radar while rolling.

- Never open the radar very long with both of codes 2 or 3 open.
- Improper air flow will result in "low speed" and damage.



CAUTION

Flying handles can be dangerous to both man and weapon. An unloaded driver's hand never lets go of the steering wheel forward in a sudden stop with enough force to drive the driver out of his seat!



BE LIMP
IF
LIMBO



CAUTION

An engaged right knee keeps your lower eye trembling about during travel. Be sure to follow the arrow on the mechanical locking knob before you start. On the other hand, overlightening of this knob will jam the glider into the eye, causing just as much damage.



DO NOT
MISUSE

CAUTION

Any gamer who forgets to "clear" his area before swinging his turret is a menace to the neighborhood. A swing turret, with the cannon fully depressed, can sweep loose objects or clear areas standing on the open camp—which should have been cleared before starting, anyway.

Be positive the turret system handles are engaged before you move out or else you let the free-rotating gun damage its own gun system. Besides, a careless gun sweeping indiscriminately leaves marks in doors, buildings and telephone poles.

Also try to remember that maneuvered maneuvers and turret slow checks do not care our responsibility in crowded movie parks unless you put some distance between your own chassis and other vehicles.



CAUTION
YOUR
AREA

This XMT40 chassis is part of the basic M1154C APC family of vehicles. In everything about the automotive system should be pretty near the same, except for the suspension lockout system connected into the camp's hydraulic valve setup.

You can help protect this lockout system from damage by following the cautions in para 2-11 of TM 9-2340-100-10 (Jul 68), which covers operating instructions for the chassis. First, bring the chassis to a complete stop—on level ground, if possible—before using the suspension lockout. Second, keep the lockout control handle in RETRACT position whenever it's not being used.

THE TOWER PERIOD

Not every Vulcan engine is mounted on an XMT41 vehicle chassis. There's also an XMT47 model version of the Vulcan that can be hoisted around by a wheeled vehicle.

Since this is an open cockpit arrangement for the gunner, the standard aircraft multiple light has been attached to the inside of the turret for night use. But being open also lets moisture get the contacts inside the lights. So the only way to keep it working is to clean the contacts with a protective silicon treatment or place a cover of some sort over it.

Another vulnerable spot is the turret slip ring. Sawing garbage under the turret or lifting the back of the gunner's harness slide under there will jam the turret mechanism.



Immediate recharging of the nickel-cadmium batteries after firing is not done at a camp for the normal Vulcan, since there's no automatic charging system to help do part of the APC's work.

And back of everything stay let the O-ring seal leak inside the hand operated hydraulic pump. Try to remember this during your weekly service on the weapon.



M1911A1 PISTOL

POLKA



The answer who has a feeling for M1911A1 caliber .45 automatic pistols will accept substitute screws for the plastic-lined grips on Mosin's weapons. Durable screws and heavy loaded screws are guaranteed to only be removed through the crack, never back-logs.

The answer who is a real craftsman will replace the screws with screws identified as P24 1100-001-002 in the repair parts list of TM 9-1000-111-12

Step 60. They always fit... and save you the trouble of turning over weapons to maintenance support for loading replacements.



Your M1911A1 .45 caliber pistol is supposed to be a dangerous weapon — but not to you!

It can be, though, if the recoil spring plug doesn't get broken off — which can happen real easy.

With no stress in the plug to hold the recoil spring, the spring can shove the plug out with a lot of force. If your finger slips when you assemble or disassemble the pistol, it's the easiest thing you do it.

If the stress is OK you won't have this problem.

Page 5 of Ch 1 (Jan 49) on TM 9-1000-111-12 (Step 60) says the pistol is still serviceable even if the stress is



broken off. So, you can't get a new plug. What to do!

Just be aware of the problem and leave plenty of clear space for the plug to fly in if your finger slips when you're working on the spring.



While some small arms are loaded with just 1 safety, your soldier .45 automatic pistol plays safe 3 ways... thumb safety lock — grip safety — ballcock lock.

You also, don't see neglected. The oil 3 of these safety means to checked daily for your weapons to be fully safe. That's why the step-by-step test for each safety check is spelled out in both words and pictures under Table 5-3 of your TM 9-1000-111-12 (Step 60).

If your favorite .45 looks any of these daily tests, hand the weapon to your unit armorer the same day. Your safety depends on it.



SHORT CIRCUI...
MAY 11, 1981...

The CR and



A few hours a day makes the car-
dies go 'way.

Some a lot of the CR(S)C and
MTRC series brushes being used on
Ways (LH-EMC) and HoneyCuts
(AM-12) pick up dirt and corrosion in
the firing tubes pretty fast. Some gas



for the firing contact points at the end.
This dirty combination can build
up to a dangerous level after only a few
minutes without cleaning. Eventually,
the buildup of gunk may delay one of
these valves from firing in time.

No doubt at all what the launcher
will look like after that. But if you're
lucky, the spark will still be flying.
It's sure not worth the risk.

BRUSH TREATMENT

There's no difference between a dry
2-1/2-in. roller brush treatment firing tube and
a dry tilt box. They both need regu-
lar doses of hose cleaner (HC) applied
with the end of a good stiff brush (such
... in some cases... It's just the size of
the brush you use that's different.

And don't forget the intake firing
contacts... they get the CR treatment
too. After cleaning, wipe tubes and fir-
ing contacts dry to stop dirt and dust
build-up.

To use the CR cleaning compound, HSE-C-172 with PDM (HSE-204-000),
which brings you the large economy 1-gal can.

Then put your big-size hose brush assembly together with these components:



One more word on the lighter cleaning (happ-ug). If you've gotta, rolled and get
back on the frame (PDM), try to give those contacts a fair work-up job with -corros,
or else get every stick.

If you're got no time for that, HSE (HSE-008-172) gives you a little personal
can of corrosion preventative compound that'll keep those ignitors protected
for a short time, but a dab will do it.

Keep in mind, tho, this compound is a stop-gap-thing and you make with one
of the other cleaning tools ASAP after taking care of the problem in the green.



AM PREPARED FOR... M75 and

XM129

GREN ADE LAUNCHER



ONE THROTTLE LEVER CAN PUT THE WHISKEY ON YOUR GRENADE LAUNCHER

Whether your grenade launcher is the M75 or the XM129, jamming is something you can do without.

If a cartridge is wedged in its link it is more likely to jam the launcher. In



M75 OR XM129

carefully inspect the links and make sure every cartridge is lined up right before you load the linked-cartridge into the launcher feed system.

If you find a cartridge that is wedged in its link, disassemble the cartridge and



link from the links and then reinsert the link.



AM NOT TWENTY BARS OF AIR JUST A LITTLE AIR!



IF AN M75 LINK, LOOK FOR A LINK TROUBLE



cannot see both sides of the link. If it is there, the link is an M75. If there is no corner, the link is an M75 and



you use that link only with the M75 launcher.

All this good stuff and more is in **TR 5-158-27-12-17 Jul 79.**

With the high-explosive 40-MM cartridge M80 and the practice 40-MM cartridge M81 come loaded with either M75 or M75A1 links.

The M75A1 link belt can be used with either the M75 or the XM129 launcher, but cartridges fitted with M75 links can be used only in the M75 launcher.

To tell whether the link is an M75

MINIMUM — NO MAXIMUM

Dear Whiz,

The stabilizer bar on our Heavy-duty model (and according to www.100000000.com) I (Dad) use to use cables in place of steel rods.

The new setup calls for a minimum clear-ance between the carrier and weight of 3,000 inch but there is no maximum given.

Right now the gap is 0-0000-0000 inch, and the cables are easy to lose. Shouldn't there be a maximum gap?

W H A P S



Dear Specialist J.P.S.,

Never mind! The maximum figure is given since it's not critical. The rods were produced, whereas the cables are not.

The point to ponder is whether the cables are so loose that vibration causes them to slide on the stabilizer bar rods.

If you and your maintenance officer believe the cables are too loose, adjust the weight according to you to get the minimum gap.

Whiz



Over lubing your Heavy will soon overload bearing with disrepair.

Your Heavy's dash 28 says it gets 3 horsepower shoes—and only 2—of GAP tube every Periodic.

An overload of MB-6-1200' here will pop the T/R gear-box out, and a heated seal means you'll be making gear-box holes all with gears. That's not the way to win a ball game.

Instead, when you're FLEETING your Red Brown, Fed the loading gun 2 shoes—no more, no less.

W H A P S

W H A P S



THE FAN BELT(S) —
HIT THE FAN BELT(S)!

HIT 'EM ALL!

HOW DOY
I AM... SHAM
BANG!



If you check on your most vital belts on your Snow BIRD-III because they're right out in the open.

An exception is the engine cooling fan bearing. You have to do a little maneuvering.

The work being might be of the eye effort at an angle so that you can get the gear in it. If not, use a flexible fitting to check the results.

What can happen if you overlook that bearing on the PM belt(s)? Plop! The bearing will dry up, the transmission-driven fan will run rough and give you an airframe high top.

So, during your next great job, use the tube chart in the field organizational maintenance job. It could save you a lot of extra sweat and elbow grease.

04-12, 14-12, 16-12...

COOL DOWN!

"The word" on slowing down your Snow engine is, speed the slowie to 1500 RPM and let the engine cool 4 minutes.

EM 11-12, 14-12, 16-12, 18-12 gives a hint, even the engine cylinder head temperature may stabilize before 4 min. and set up, for good reason . . . the turbochargers.

The engine thermocouple measures cylinder head temperature. There is no gap to measure turbocharger temperature.

Focus on your wheelwax, man!

That'll help prevent rapid cooling which leads to coking, bearing failure and cracking of the bearing.

Keep 'em flying.



EM 11-12, 14-12, 16-12



When you ever check back for hydraulic fluid to service a bird in the busy location, think clean. Contamination is a dirty word.

To head off hydraulic pump failures caused by dirt entering the system, open up a new can of MIL-HY-608.

Never reuse a can that's been opened. The chances are too great that it's contaminated.

Use up the quart even if you have to pour it along to your buddy for some-day servicing of his bird.

Use any fluid left over.



COOL IT!



A minute is a long time.

Two minutes must be more than twice as long to some pilots because they don't walk out the 2-minute life before shutting down the T-61 engine.

If you don't let the EGT stabilize, some critical parts — like the gas producer nozzle — will crack. The bird will be ROP'd after a forced inspection.

Time the life, man.

WHICH WAY DID IT SAY?

WHEN IT COMES TO INSTALLING BOLTS IN A GRID, WHICH WAY SHOULD THE BOLT HEAD FACE A-B-C?

- A — bolt head in the direction of rotation.
- B — bolt head inward.
- C — bolt head forward or into the air flow.

In many cases a bolt can be put in either head in either direction.

For example, the center bolt of the 100-10 grid design bolt never perpendicular to the direction of rotation. The installation gauge in the field organizational maintenance job does not give direction . . . In, the bolt head can face either way.

Sometimes the job calls out which way the bolt way go.

Take the 100-10 control valve connected to the valve lines. Para 4-46, E 7 (Apr 78) to 100-100-110-01, says the bolt should be put in with the head in direction of rotation.

If this gives you interference between the valve pin and the opposite valve line, put the bolt in opposite to direction of rotation.



If you're in doubt about which way a bolt goes, use the first job. If there's nothing to point, remember your A-B-C's.

DANGER — HOT STUFF!

CHHHH BOO!
DID I BURN ME AT
THIS TIME?

Even with the battery-actuated joint around Hazy (22-1) EPP, there's electrical fan points which, when accidentally allowed to the airplane, can lay off the rockets and spoil your whole day. The battery compartment is one of them.

NEVER pull electrical maintenance until the rockets tubes are empty.



MATCH 'EM UP!

Match with the loads, size — make, style and construction.

Talk to your flight instructor or equipment representative for recommendations on the job.

Yes, you'll see Section III on the Military Code for the equipment.

But be sure you also get Section I on the code items, including the fire code number, model-201/24.

Check the equipment type on the load and make sure you're using the correct type for the equipment, and not the other way around.

To get specific details on your EPP, check the gear in part 1-7 of 1-1 of the Military Code.

GEAR SHOT? MAYBE NOT!



There's no need to get into a flap over whether your Bird Dog (22-1) wing flap supports gear has had it.

When you inspect the gear for wear always check EPP, compare it visually with a new one.

If there's any doubt about the serviceability of the gear, replace it with a new one.

FUEL FILTER FALLOUT



Your already FM program combines by-the-book check-ups plus common sense. Replacements and repairs are based on actual wear 'n' tear of parts. So, too, is timing your bid in unusual weather or areas calls for more frequent FM — and parts replacements.

Fitments, the fuel filter for the Kroy's Tilt-A-700 and OH-40's Tilt-

You don't have to wait for a blinking caution light on the pedastal to warn you that the filter's clogged. Your



A-5A turbine engines are replaced every 10,000 hours. But if your birds disappear in a cloud of dust and debris every takeoff and landing, those filters could become dirty sooner.



MCross advises to filter-check for dust, dirt, sand or gunk more often. Be sure you have replacement parts on hand. While you're at it, why not check operation light check continuity.

Never, like NEVER, clean and reuse the filter. If your sight gauge isn't dirty, check it. Then go to the O-rings at top and bottom of filter elements.

Ultimately, by-the-7M FM is fine, but as means of prevention adds a little watching eyes — for safety!

JOE'S
DOPE

**WE'VE
BEEN
HAD**

HOW COME THIS HAPPEN TO ME?

WATERBURY
WANTED
AND
TAKEN IT.

FOILED
BY THE
PICKUP
PROPERTY
OF THE
POLICE
OFFICER
REARMS
REARMS
REARMS
PM

I BELIEVE
MY OWN
WIFE
WAS
KIDNAPED
BY
THE
POLICE.

THEIR
LOVE
ROOMS - SO
HEAVY AND
CLEAN

AND
HE...
TAKING
THE
CHANCE...
AND
HE
WAS...
SHAKED
OUT!
- What? J. Edgar?



OF COURSE! BUT SINCE WHEN DID ANY ARMY POSITION HAVE THE CORRECT REPAIR EQUIPMENT?



THERE'S THINGS A WAY A, GET IN ANY SPOT AND DETECT ANYTHING IN MAINTENANCE?



SURE, THERE ARE PLenty OF WELL-TOED IDEAS THAT WILL TIP YOU OFF... WHETHER THE MAINTENANCE IS GOOD OR BADLY...



ACTUALLY, YOU MIGHT GET REPAIR AND THE SYMPTOMS OF PM FAILURE!



REPAIRS

FIRSTHAND, LOOK AT THAT THE EQUIPMENT, IT'S NEVER BEEN USED BY THE LOCALS ON IT!



REPLACEMENT EQUIPMENT AND SUPPLIES - A BUNCH HIGH PRICED AND BEING REPLACED WITHOUT BEING TESTED.

CLARE AND I FOUND YOUR SPEECH IN THE BUNKER'S OFFICE. YOU'VE BEEN A VERY HELPFUL.

REPAIRS

WELL, WE'RE RIGHT - A HIGH REPLACEMENT OF GENERATORS, TRANSFORMERS, INSULATORS.



AND LATER, A LOT OF THOSE PARTS WERE BROUGHT OUT ON BY SUPPLY.



Dope Sheet

ARE YOU REALLY AS SHARP AS YOU LOOK?

KEEPING UP TO DATE
YOUR EQUIPMENT
FOR THE BEST
PERFORMANCE
FROM
MAYNARD'S
EQUIPMENT

YOUR
EQUIPMENT
FOR IT

NECESSARY
USE OF
YOUR
EQUIPMENT

THE
USE OF
YOUR
EQUIPMENT

THE
USE OF
YOUR
EQUIPMENT

THE
USE OF
YOUR
EQUIPMENT

REPLACEMENT
OF EQUIPMENT
FOR THE BEST
PERFORMANCE
FROM
MAYNARD'S
EQUIPMENT

THE
USE OF
YOUR
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THE
USE OF
YOUR
EQUIPMENT

THE
USE OF
YOUR
EQUIPMENT

THE TEN SYMPTOMS OF PM FAILURE.



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

IF YOU WANT TO DISPLAY THIS ADVERTISEMENT ON YOUR BULLETIN BOARD, BRUSH STRIPES, LIGHT IT UP AND PM IT UP.

RECAP

HERE'S A POINT YOU CAN LOOK FOR... YOU'VE GOT A HIGH DEADLINE HANG ON YOUR SH. FORM. 1906.

BUT A LOT OF OUR MEMBERS ARE PULLING OTHER DUTIES.

THAT COULDN'T BE THE ONLY REASON THAT YOU'VE GOT A STRING OF DEAD-LINED MEMBERS!



RECAP

IT SEEMS YOU'VE GOT A LOT OF FULL-TIME MEMBERS.

IT COULD BE WE DON'T TAKE IMMEDIATE REPLACEMENT ACTION ON THEM!

RECAP

YOU WANT OUR GOVT. YOU'VE GOT TO TAKE IMMEDIATE REPLACEMENT ACTION.

NATIONAL PARTY



RECAP

RECENT COMMUNICATION IS A BUREAU SIZE THAT WILL NOT UP TO ITS PROPER LEVEL.

WELL... WE DON'T HAVE A FEDERAL FL. 1906.

RECAP

OR HOW ABOUT... YOU COULDN'T GET THE FORM YOU NEED. GET AN EXTRA FORM. 1906. 1906-C. 1906-D.







I'LL SHOW YOU THE DIFFERENCE BETWEEN JOHN DEERE-LOOKING EQUIPMENT AND STUFF THAT'S COMBAT READY!



THAT WAS JUST MADE A STUMP SUPPLY BUS, BUT HE JUST HASN'T NEVER FAILED A ROAD SPOT CHECK OR A CHECK!

YOU'VE NEVER FAILED!



YOU BELIEVE TO STAY THERE WITH YOUR STUMP SUPPLY BUS? OUT AND STAY THERE! STAY THERE! STAY THERE! STAY THERE!



STAY... ALL YOUR STUMP-AND-POLICE MIGHTY STAY WHICH FOR THE STUMP-AND-POLICE MIGHTY STAY!



IS THIS THE BEST TRUCK YOU WILL EVER SEE? IS THIS THE BEST TRUCK YOU WILL EVER SEE?

WELL, I ALMOST THOUGHT THE BEST TRUCK TEAM WHO I ALMOST THOUGHT IT.

SHOWN THE BEST TRUCK, COME!

WELL, I ALMOST THOUGHT IT, I DON'T WANT IT! WELL, I ALMOST THOUGHT IT!



HANDS OFF... UNLESS...

Y'know that switch on the A-1200 distributed in your 800/YBC-11 order manual? The one that changes your air from left-hand to left-hand?

Well, when somebody asks that if it will work based on without authorization, guess what usually happens?

Y'got it—it's usually broken.

So-o-o-o, all buddy, whenever the name you want to take that about based on... unless it's specifically authorized in the TM, leave out.

In fact, leave out names any of the similar subscriptions in your YBC-11 order—our order TM 11-100-001-20 (Doc 81) gives you authorization to

leave about.

Now you can take out, since you can't. It's good to know the difference.

And there won't be as many "switches" up broken.



A HOLE IN ONE IN



If you see a hole "punch" in the switch cover of your TA-LIFE telephone set, don't start "digging" and see the cover—not the window.

That hole's supposed to be there. It's an air vent, not an accident.

You've got the same air vent "punch" in the guarantee letter cover.

FOR FURTHER
INFORMATION...

ANTENNA TIPS

Take your equipment out on a regular basis. Make sure you know how to use it. Make sure you know how to use it. Make sure you know how to use it. Make sure you know how to use it.



Be careful with the batteries. If you take them out, make sure you know how to use them. Make sure you know how to use them. Make sure you know how to use them.



A camera operator doesn't want to see his antenna on the ground. The antenna is a critical part of the system. Make sure you know how to use it. Make sure you know how to use it.



Keep your antenna hot. Make sure you know how to use it. Make sure you know how to use it. Make sure you know how to use it.

Be careful with the batteries. If you take them out, make sure you know how to use them. Make sure you know how to use them. Make sure you know how to use them.



Be careful with the batteries. If you take them out, make sure you know how to use them. Make sure you know how to use them. Make sure you know how to use them.



Be careful with the batteries. If you take them out, make sure you know how to use them. Make sure you know how to use them. Make sure you know how to use them.



The fittings of antenna sections should be kept clean to insure good contact, and keep the fittings from freezing together. In the coating, you should use dry or damp cloths. If there's condensation, use a sponge or wet brush for the clean-up.



When the antenna's not installed, a dust cap or cover is helpful on the antenna connector, to ward off dirt and moisture.

They'll get under rubbing and breaking of a tube, except antennas if the sections are kept free of dirt and flux.



If you've got antenna or glass-type antennas loose, be sure they're not coated in bit of water. Soaking and rusting efficiency could suffer, other-wise.

WOW! THAT POWER DOES THE THING. MYSTIC! I GOT A NEW BOAT CAB!



When you're installing your antenna, get it in the best place for the throat. For sure, there can't be an exact chance of moving from the throat area.



SPARES FOR COMPONENTS



Dear Mr/Ms/Ms,

With equipment like walk telegraphers, very reliable handsets and the like, to each component authorized the spare and both have them in its separate TM . . . as are the spare and both have them listed in those listed in the overall configuration TM?

MR. J. F. B.

Dear Mr/Ms/Ms J. F. B.,

That's a pretty good question for asking. The word is that you're authorized the spare and both have them as listed in each of the component TM's . . . as well as those in the TM on the overall configuration.

Handwritten signature

PLAY IT COOL



Are those? Yes, they help your AN/RC-119A radio set hang over its cool. So, the TM 01 1830-50-13 says, replace the air filter once a week. A couple times a week may be right in some areas. Otherwise, heat bakes your transmitter and damages the plastic covers.

MODULAR MOXIE



Any time you AN/RC-119 () radio eyes see the MD-200 modules, be kinda careful. Careless handling—like treating some cheap object (oh that MD-200—can cause breakage of either of the 2 frame fasteners, or the RF area connector.

PERSONAL SAFETY
AND PREVENTIVE
MAINTENANCE, USE A
SAFETY BELT WHEN
DRIVING. ALWAYS WEAR
YOUR SEATBELT, AND ALWAYS
WEAR YOUR SAFETY BELT
WHEN DRIVING.



SAFETY BELT
WEAR YOUR SAFETY BELT
WHEN DRIVING

Always get ready to
evacuate your vehicle
in the event of an
accident. Always wear
your seat belt when
driving. Always wear
your seat belt when
driving.

Always get ready to
evacuate your vehicle
in the event of an
accident. Always wear
your seat belt when
driving. Always wear
your seat belt when
driving.

It's smart to read the DMV's rules cover
the installation you're getting up. From
there you'll find out where the
danger zone is.

PERSONAL SAFETY

FOR PM

KEEP AVOIDING

If you're dealing with white-noise, try these rules:

Don't quit a job unless
you've got it. If the
offer is good, you can
get a new job. Get a
new job.



Take no chances on driving
with your eyes. When you
drive, you're not just
driving.

When you're going
to work, make sure you
know the rules. You can
get a new job. Get a
new job.



If you're thinking of
driving with your eyes,
make sure you have
the necessary insurance in
your immediate area.

Driving your car is
not just a job. It's a
job. You can get a
new job. Get a
new job.



Don't quit a job unless
you've got it. If the
offer is good, you can
get a new job. Get a
new job.

There's one electrical theme to be considered. The rules are:

Intentionally, never cut anyone up for a possible temporary fix — at least into the length of the structure being installed.



Any guy will carry more than twice its design load, so always the possibility of damage to equipment by a falling line.

Leave all temporary guys in place until permanent guys have been installed. All guys should be so attached and controlled so as to keep the structure from toppling as it's being erected. Improperly controlled, it could topple as the men who are pulling it over.



Structures need lightning arrestor protection. If the tech in-charge or the person in charge of the project says so.

Woods is — beware of reaching a structure, or any attachments, if there's any possibility that it could be electrically energized "hot." Any area around a structure that might be "hot" should be roped off and guards posted to keep people away. When there's an electrical storm, or what a storm's heading in, don't do any work on a structure.

TODAY'S WEATHER IS
MIL. OF CLOUDS
AND RAIN.



Do not flatten guys over sharp-edged surfaces which can cut the guys. If it turns out to be absolutely necessary to attach guys in this way, pad the guys at the edge-points.

Before making the finalities, inspect all the guys and lashing ropes for wear spots, frayed areas, rotten spots, and other discrepancies.

Early guys and later
by rope the same
to have in back lines and
all, with possible minor
ways to you at your
believe and always to
equipment.



Always double-checkably extended in the ground. If possible, avoid locations that will have populating runways.



Try to place your operations to avoid or shield aerial installations and, as possible, the safety devices called for for the job. The safety belts, gloves, safety shoes, and the like.



If you can't find these dots on location, mark the spot with a signpost and a flag. The warning sign is yellow marked otherwise and that light over the window.



Never walk or stand directly beneath a structure being moved or under anything that's being hoisted.

When you lower an assembly or component by ropes or winches, keep your hands as far away from the drums as you can.

If you're in an air area, and a structure has been hoisted, rope off the area and mark it with "RESTRICTED AREA" signs.

483B-Series $\frac{3}{4}$ -Ton Truck

M353, etc.

I
JUST CLEANED
IT! I SHOULD
REPLACE
IT!

Operation:

No fuel filter service.

Mechanics:

Older models—M19, A1, etc.)

No regular service for in-tank filter. If in-tank fuel pump is removed for service, check filter and clean element if it's dirty. Or, if fuel nozzle is found to filter, replace the element. See para 2-14, TM 9-2520-218-20 w/Ch 1 (Jan 76). If either of the 2 delivery gauges is broken or damaged, replace it.

Filter element, FSM 2810-478-7283; Gasket, FSM 2810-478-7384—TM 9-2520-218-20P w/Ch 1 and Ch 2 (Jan 76).

Newer models—M351A2, etc.)

No regular service for in-line filter or in-tank filter. When fuel nozzle is found to in-line filter or cartridge, backflush the filter—see para 2-54.1, TM 9-2120-218-30 w/Ch 1 (Jan 76). If filter will give trouble, replace it—FSM 2810-478-8938 in Ch 2 (Jan 76) or TM 9-2120-218-30P. In-tank filter needs no service. It's self-cleaning and is a one-time item.

47 H-Series $\frac{3}{4}$ -Ton Truck

M37B1, etc.

Operation:

No fuel filter service.

Mechanics:

Regular service for fuel filter in engine compartment (older vehicles, up to and including Serial No. 80041999). Replace filter element and clean sediment bowl every 4,000 miles or 6 months. See para 10-9, TM 9-8000 w/Ch 8 and Ch 9 (Jan 69). Use new gasket on sediment bowl and sediment bowl cap.

Element, FSM 2810-471-4811; Gasket, sediment bowl, FSM 2810-741-8171; Gasket, sediment bowl cap, FSM 1520-734-7847—TM 9-2520-212-20P w/Ch 5 (Jan 76).

No regular service for in-tank fuel filter (newer vehicles, after Serial No. 80042000). Clean filter retaining plate and element only when filter is removed for fuel tank servicing or when fuel nozzle is found to filter. See para 10-9, TM 9-8000 w/Ch 8 and Ch 9. Use new gasket for fuel tank cover when re-installing filter. If filter can't be cleaned, use a new element.

Gasket, FSM 2810-741-8171; Element, FSM 2810-734-1731 (obsolete) or FSM 2810-471-2810—TM 9-2520-212-20P w/Ch 5 (Jan 76).

**G1000-Series
1½-Ton Truck
M715, etc.**

Operator:

No fuel filter service.

Mechanics:

Regular service for inertia fuel filter in engine compartment. Replace entire filter and 2 hour sections every 12,000 miles or 12 months.

Fuel filter parts kit, FSM 2140-700-1161 — TSM 9-0200-044-00F (w/Ch. 1 filter kit).



YOU
CHANGED
YOUR FILTER
ELEMENT!
AND YOU
PUT BRONZ
THE OLD
BASKET!

HE
SAY
REPLUT?

PLEASE, BRONZ THAT
AND NOT!

YOUR
BRONZ
&
BRONZ!

**G712-Series
2½-Ton Truck
M35, etc.
(gasoline engine)**

Operator:

No fuel filter service.

Mechanics:

No regular service. Replace in-tank fuel filter element only when it is found to be cause of fuel system trouble. Replace entire filter assembly when unserviceable due to damage or corrosion. Always use new Gaskets when filter is removed from tank and reinstalled.

Filter element, FSM 2140-710-1161 or flow number FSM 2140-011-0010; Gaskets, cover plate, FSM 2140-710-0100; Filter Assy, FSM 2140-710-1160.



67 42-Series 2½-Ton Truck

M35A1, etc. (LD 427-2 Multifuel engine)

M35A2, etc. (LD 465-1 Multifuel engine)

Operator:

See DA Form 719-11 (May 65), page 7.

ORDER FROM THE MIDDLE PUB
CENTER ON DA FORM 17

THE MIDDLE PUB
CENTER

Daily, before operation, drain primary fuel filter (see clean per the test drain completely—just enough for examination. Check for dirt or water. If fuel is contaminated, continue to drain and check small amount until fuel runs clear.

If there's a lot of dirt or water in primary filter, make sure check on secondary filter until fuel runs clear.

If secondary filter is loaded with dirt or water, make just one check of final filter. Any contamination of final fuel filter means you report the condition on your DA Form 244 for cleaning of primary filter and replacement of secondary and final filter elements. If possible, filter should be serviced before operating vehicle.

Mechanic:

Regular fuel filter service. Also possible as needed to filter before vehicle operation reports contaminated fuel in final filter.

Replace primary, secondary and final filter elements and gaskets every 5,000 miles or 3 months. Or, if you're got the older, metal disc-type primary filter element, you just clean it. (Maintenance officer may establish schedule for more frequent, or even less frequent, service.)

Inspect all 3 fuel filters for leaks at every "F" service (5,000 miles or 3 months).

Instructions for working all 3 fuel filters—primary, secondary and final—see in para 77, Ch 3 (Aug 60), TM 9-2320-209-20.

Primary filter element, FSM 2910-700-1108, and Gasket set, FSM 2910-670-1078—TM 9-2320-209-207 w/Ch 1 and Ch 2 (Apr 65).

Secondary and final filter Form kit, FSM 2910-134-7815 (see kit needed for each filter).

NOW,
TELL ME
NOW, YOU
TELL ME.

IF YOU'D HATE CROWDED
DA FORM 719-11 FROM THE
MIDDLE PUB CENTER ON
DA FORM 17.

NOW,
TELL ME
NOW, YOU
TELL ME.

**67 11-Series
3-Ton Truck
M54, etc.
(gasoline engine)**



Operator:

Daily, before operation, drain water and sediment from fuel filter under left front fender.

Mechanics:

Regular fuel filter service. Simultaneously, clean level and strainer — para 64, TM 9-200-211-2B.

Install new gaskets every time filter is disconnected. If filter element can't be cleaned satisfactorily, use a new element.

Order on G packet, FM 204-498-020, Element, FM 204-498-001 — TM 9-200-211-2B w/Ch 1 and 2 Lqs 67c.

**67 11-Series
3-Ton Truck
M54A1, etc.
(Max EMDT 673 diesel engine)**



**WASH
IT IN EVERY
FOUR HOURS
ON 2 MONTHS.**

Operator:

Daily, before operation, drain primary fuel filter. If needed, also drain secondary filter — para 10b, page 12, TM 9-2100-211-2B w/Ch 2, 3, 4, 5, 7, 8 and 9 (Lqs 68). If there's air or water in secondary filter, report it on your DA Form 264 for servicing of both filters. If possible, filters should be serviced before operating vehicle.

Mechanics:

Regular fuel filter service. Every 3,000 miles or 3 months, clean primary filter element and install new secondary filter element — para 71 and para 76, TM 9-2100-211-2B. Cleaning of closed primary filter element is same as for gas job — para 64 in the -2B TM. If element can't be cleaned satisfactorily, install a new element.

Primary filter element w/gasket, FM 204-494-1441.

Secondary filter element w/gasket, FM 204-494-1425.

67 1-1/2-Ton Series J-Ton Truck, M5442, etc. (LDS 465-1 and LDS 465-1A multifuel engines)



Operation:

See *Std. Form 790-11* (May 68., page 7).

Daily, before operation, drain primary fuel filter into clean glass jar (if your primary filter is the wrap-type, give handle on top 1 complete turn before draining). Do not drain filter completely — just enough for examination. Check for dirt or water. If fuel is contaminated, continue to drain and check small amounts until fuel runs clear.

If you find a lot of dirt or water in the primary filter, make same check on secondary filter until fuel runs clear.

If fuel in secondary filter is badly contaminated, check (and see sample from your fuel filter). Any dirt or water in the final fuel filter means you require this condition on your *Std. Form 2400* for service of all 3 filters. If possible, filters should be serviced before operating vehicle.

Mechanics:

Regular service of all 3 fuel filters every 3,000 miles or 3 months. Also when operator reports contaminated fuel in fuel filter.

Instructions for draining (or replacing) primary filter element and for replacing secondary and final filter elements are in para 813, Ch 3 (May 66., TM 9-2128-111-10). The new wrap-type primary filter for most LDS 465-1A engines has a disposable element, but some have the older, metal wrap-type elements that need only cleaning.

WE'LL DO OR FOLLOW
YOUR PRIMARY
FILTER ANY DAY



OR DO IF IT'S
THE NEW TYPE
WE DO-DO'S-DO CLEAR



Vehicle with LDS-1 Engine

Primary filter (wrap-type) element, P/N 2940-114-0000; Wiper, eye rubber, P/N 1030-101-1071.

Secondary and final filter element and gasket, Para 14, P/N 2940-201-7021 (one kit for each filter) — TM 9-2128-110-100 w/Ch 1 and 2 (Apr 67).

Vehicle with LDS-1A Engine

Primary filter element, P/N 2910-790-2000; Gasket on 03 gasket, P/N 2910-018-1208 — TM 9-2080-211-200 w/Ch 1 and 2. (This vehicle may have the wrap-type primary filter if LDS 465-1A engine was installed as a replacement for LDS 465-1 engine.)

Secondary and final filter, Para 14, P/N 2910-194-7011 (one kit for each filter).



**G792-Series
10-Ton Truck,
M125, etc.
(gasoline engine)**

THERE'S NO SERVICE BUT
AHEAD. CHECK THE RIGHT TYPE
CLEAN THE FILTER SCREENS.



Operator:

No fuel filter service.

Mechanic:

No regular filter service. However, "W" service calls for draining water and sediment from fuel tanks.

When fuel trouble is traced to in-tank fuel filter, clean filter screens according to para 3-784, TM 9-2520-206-20 w/Ch 1 (Aug 68). Always use new gaskets when servicing filter. If filter can't be cleaned satisfactorily, get a new fuel pump, FSM 204-009-7384.

Gaskets, fuel filter, FSM 204-009-7384—TM 9-2520-206-20P w/Ch 1 and 2 (Mar 70).



**G792-Series
10-Ton Truck,
M123A1C
(diesel engine)**



Operator:

Wash, drain water from triple-stage fuel filter, as specified in LO 9-2120-206-12 filter 60.

I WORKED WITH
THEY TUNE HIM
CLEANED LAST.



Mechanic:

Periodically at 1,000 miles, service triple-stage fuel filter, per LO 9-2120-206-12. See TM 9-2120-206-20 w/Ch 1 (Aug 68), para 3-86, for instructions on cleaning (or replacing) the stage screens and replacing 2nd and 3rd stage elements. Always use new gaskets when reassembling filter.

Primary filter service, FSM 204-009-7384; Gaskets, FSM 1020-041-0281—TM 9-2120-206-20P w/Ch 1 and 2 (Mar 70).

Second and third stage element Parts kit, FSM 204-009-7384 Item kit for each filter; Gaskets, same as for Primary filter—TM 9-2120-206-20P w/Ch 1 and 2 (Mar 70).

NEW DESIGN TIME SAVING...

COLD WEATHER STARTING HAZARD

WED BETTER
TAKE ANOTHER LOOK
AT THAT LUBE
ORDER

The warmer the **4VDS 1700-2A** engine in your medium truck, the more likely you are to start it — unless you read the fine print in your lube order.

The oil pump impeller drive shafts break on several of these engines that were operated in temperatures of $+10^{\circ}\text{F}$ or lower with **OE 30** oil in the crankcase.

Like it says near the bottom of May 1 in the **LC**: " $+40^{\circ}\text{F}$ to -30°F use **OE 15**."

The operators who put in **OE 15** had no trouble. Those who didn't, broke shaft oil pumps, and in some cases their non-union Union several thousand dollars to get them fixed.

The warmer the engine, the less clearance there'll be at the pump impeller end and the more pressure there will be on the impeller gears if shaft **OE 30** oil is used, when it's too cold.

Some design changes are being made to give new production oil pumps more clearance. Nevertheless, you'll still have to watch the temperature, and if it falls to $+40^{\circ}\text{F}$ or below, drain out the **OE 30** and put in **OE 15** — like the **LC** says.

M715 FAN BELTS

You'll get wrong fan belts for your **M715 1-1/2** Gross truck if you order by **ISN 5000-200-3401** in **TM 9-1520-104-20P** (Doc 68). Instead, order by **ISN 5000-120-1200** to get the right belts.

WE'VE HEARD...

HOT NEWS ON AIR BOX HEATERS



The air line heaters on all members of the M115A1 family of carriers are like eggs. They can get hot on you without being used.

You can get leakage and damage to the connections, pressure gauge and hand pump—even when the air line heater system is just sitting there.

So—now, here's what to do...



Remove either OR 4820-104-2082 connecting the secondary fuel filter to the hose that runs between the filter and the hand pump.



Then wrap the elbow and replace it with dust-off sock, OR 4820-104-1923.



Now look up the hose line again, for most members of the M115A1 family that'll be hose OR 4820-104-2086. For the M548, M551* and M551* F's let them OR 4820-104-1926.



Keep the cock closed all the time except when the air line heater is actually being used for a cold weather man. Your air line heater will last a lot longer that way and give you fewer problems.

WAST? NAY NAY!

WHY COME TO WORK every day in a room full of people? HERE'S A NEW WAY TO HELP YOU WITH PRODUCTIVITY AND OTHER PROBLEMS!



You don't like your boss? You can do it, you check the rates for shared signs, and you lay down as many useless good ads, right?

That's why ask your boss and family to visit in a pair (or a wedding) just before it's over, but if you have lost out that way.

Distraction is the main trouble. That breaks more jobs than any other single source of stress you can name.

So what's the deal? It's common joking, twisting, bad matching. In divorce-court language, it's a stark poor marriage.

So if you wouldn't like your PC or DVD or DVD to get stressed in bad get crummy, here's word—

OH MY MARSHAL WHY ARE YOU TO MY MARRIAGE OR MY?

DON'T YOU WORRY YOURSELF! MYTY I'LL DO THE MARRIAGE BUT GOOD!

GET HIM, MARSHAL! JUST ASK AT THOSE MARRIAGES!



WHY OWN IT

Whether you own your own business, or just in some places, things may, it's really common sense trying to lay down your own rules that is useful.

Getting your own business—don't do it, because, in case you get around your own by putting down how much?

Step 1: Change, Change — There's no — Judge!!! You get it!

You are your own boss and you get your own to give productivity. That's the main.

When the legal world goes down into the joint and makes with the work being worked, you get the kind of job that will hold. Like you learned about the third day of wedding school, you only do so in 2 things:

1 Use your own policy and account to work.

2 Watch that your head, the initial work.

To work for Day One—what next? It's just as simple. Don't overwork. When you get enough work built upon laid, stop. It's a good rule to do make the most any while than your work to think . . . in other words you can double that.



BRADY BUCK DC





Speaking of short wood, the trick is thickness.

Right. Tack it 3/4 inch or 1 inch in the middle and close to each end of the seam. Then fill in between the tacks.



The finisher—like the Master-modification variety (Performance, 1 1/4-in. stroke) use backup strips. Well, considerably only.



And until the parts that hold the motor and control the mass before you get to the roller mechanism you can straighten out any kinks that come along without having to cut away or reach for bigger hammers.

Like they hinted to you the first time you tried, rollers and straighten wrap this stuff less. A gas torch keeps you too long in one place. Manually, if you can get the job done with an iron-on-iron steam iron or a hand and ship, hand and ship it that.



SPEAK UP!

Now, there's no guarantee that all weld jobs will be clean burn-or-breaks, or that those clean cut joints won't have some warpage.

That's when you remember all of the basic rules:

First, you use clamps, stringlocks, fixtures, or jigs on a good solid support where the work won't have to be moved.



Then you fit to eliminate gaps and spaces. Now—

You weld alternately on each side of a large joint . . . that, most any think, will join.



You keep down the number of passes—like a book's of subtextures, it's what's inside that counts, not how thick you lay on stress. A heavy handle may look great, and a big team may look



strong. But what does the man in hold is the up-stay line of moral you lead off with.

And start your weld where the fit is best, going toward where it's worse.



Try these tricks and somebody is likely to pay you a compliment—like asking if you were in the business before you got a uniform.

NEW FSN

HEDGE BET

Numbers can be profitable if you guess right—and for the new lineup on power generators, there's a whole bag of winners out there. First's an introduction to the line that'll eventually replace all the FSN's formerly listed.

The new 18 750-20 fits the new FSN's which replace 24 old model numbers with 12. Models, M12 design generators get new model numbers. You want to see TB 750-071-4 (C) or TB which instructs using units to substitute for old

FSN and drop the new FSN and M12 Model numbers on the 18 plate. Now's the time to get your generators managed with a new FSN.

The numbers to make reports and keep records by are the new ones along with your LSN. Brand new data plates show M12BY 001-007-011, EAC A/F. There's the ball of wax.

750-071-4 (C) TB 750-071-4 (C)






Image	NEW		Quantity
	Model	FSN #111-	
	18-01-00	001-001	60 02
	001-0-00	001-000	400 02
	001-000-78	001-010	20 01C
	18-11-00	001-010, and 750-000	60 02
	001-1-00-78	001-000, and 001-001	20 01C
	18-21-00	001-100, 001-010, and 001-000	60 02
	001-2-00	001-000, and 001-010	400 02
	001-2-00	001-000, 001-010, and 750-000	20 01C
	18-31-00	001-000 and 001-001	60 02
	001-3-00	001-000	400 02
	18-10-00	001-001, 001-001A, 001-002, and 750-000	60 02
	001-01-00	001-010	400 02

Image	NEW		QTY
	Model	FSN #111-	
	001-000	001-001	100 01
	001-010	001-000	100 01
	001-000	001-007	100 01
	001-010	001-100	100 01
	001-000	001-010	100 01
	001-000	001-000	100 01
	001-010	001-000	100 01
	001-010	001-000	100 01
	001-000	001-001	100 01
	001-000	001-100	100 01
	001-010	001-000	100 01



15-001 AND UP

More need is scheduled than 10 larger ones, both direct and gasoline driven. For now, don't follow the general pattern of one FSN for each size and size.

An exception is the original old Commercial M12's, M12-071-1 FSN, won't get new model design, and will be phased out. The all new will get new FSN's—but those that carried life as Military Design rigs. Commercial sales continue as before. But supply and M12's problems will ease up, and so will maintenance.

You may not have a program (pre-purchase) like Home Plus to use for ordering every spare part you need. So, sometimes you'll have to call to see by hand.

You won't get that part if you go to the filling station the 24th. Take just a few minutes to make sure you've got all the info needed and to make sure it's correct.

Here's some basic, you double-check before you call the 24th to your supply people—

• Be only necessary and as far as a double-check.

YOU ORDER CORRECT ELEMENTS, THANK YOU!



• Near gaps in the connections. Check before you write it down, and supply'll know what you're ordering. When you write it down, make sure it can be read when it's read.

CHECK THEN DOUBLECHECK



YOU ORDER CORRECT ELEMENTS, THANK YOU!

OH BOY! I'VE MADE A MISTAKE! HELP!!!



ANDP

• As you purchase a good 24th, be sure to fill in your equipment's parts manual. You've got to have something on your parts manual too, so you'll be sure to have the latest 24th's and accessories. You do 24th 24th a lot of jobs and the accessories. Check it in case if you've got the latest. There's also a section which has replacement and standard parts. A good place to double-check your 24th is your support unit's ANDP. Check these first 24th manuals.

• When you get the 24th, make sure you don't get it when you write it down. Get the wrong part and you're up the whole supply chain. You not only won't get what you want, but you'll be adding one more unnecessary stress to the supply chain's back.



OH BOY! THE 24th YOU ORDERED IS MISSING!

• You can save yourself with a program if you forget to copy the things in an ANDP. You can be looking at the end and get it.



• In a case for supply facilities. It is check and distribution that the base 24th before you get it in the supply unit. A few weeks, even checking it in a big time case, and you'll get better supply.

Council's
Mini Mini's

THE NEW
DODGE
DODGE
DODGE

FOR YOUR NEW SUPPLY LINE



At Red Bull



If you were in SEA, Red Bull Express delivered your supply parts when you needed them to keep your gear on the go.

Well, Red Bull did on 1 Aug 76.

But don't get drunk. There's a deal called 999 that does the same thing for the rest of the world that Red Bull did for SEA.

On 1 Aug 76 a modified Red Bull 999 system was set up in SEA and will be in effect for a few months till we go 999 all the way.

Supply parts will move under Red Bull 999 just as fast as they did under Red Bull. SEA Red Bull 999 packages will come with the familiar Red Bull labels on them.

Your supply request may go as a 999 requisition if your stuff's F&O is 1, 8 or M. Also, if you're in for real critical equipment, that's MORS (our operationally ready — supply). Your CO has to approve your supply request.

People's Choice **2-380MS**

In case you missed it, be sure to order copies of SA Pamphlet 700-38 (May 76) on MORTAL. It's available on the following Sales Center. Order it on SA form 17.

38 700-38 Awards

The explanation for the awards is SA 700-38 (Feb 76), Army Adapted Items of Special Interest of Supportable Items, was left out of Page 1, Chap 1. An asterisk in the left margin indicates a new or changed entry.

Let It Chew

Break failure at the wrong time is no fun. You guys with 2½-ton trucks, especially, should take a second look when you're checking over your front brake lines. When you're pulling your front-end operation inspection, look real close at those front brake lines for surface cracking caused by rips or fatigue, pinching at the steering stops, hydraulic fluid seepage and stress due to loose installation. If you suspect anything's wrong with a brake line — anything at all — have it replaced with a new one. PMA 1200-373-0100.



Return Egg Carton?

Anything rather new when you buy the case of your cooking equipment? Our brand of pans, and lots of our new cookers, Chromalox-brand flame retardant, Teflon, which you find in all kinds of electronic equipment, has become not so cheap over our 100-year-old food processing equipment. The pans are made and you get 25 or 30 percent more than you do. If you're in the APC, please to pay other excellent items, have the power off and get everything covered. SAC . . . don't attempt to handle the matter all in 1976.

Tripod Trip

We need someone to take up your own tripod standards. — 1 200-1222 special gravity — for Red Bull Batteries, Order Batteries 200, Electrolyte, PMA 0210-900-9073. You'll get a Tripod about of electrolyte with a specific gravity of 1.284-1.285. It's in line with the requirement for tripod electrolyte in SA 70140-200-14 on Ch 1 (Jan 82), the 16 critical acid batteries.

700 2 Lm By

We'll want to get a copy of the 16, 8400-200-02 (Jan 76), General Supply Procedures for Clothing and Individual Equipment. It not only tells you how to take care of your uniform, but it covers sleeping bags, body warmers, PVC fabric and food-carrying equipment. It's a general 76, so you'll be seeing more changes added from time to time.

The Magic Number

Here there's a magic number that'll get you responsible items. — SA 700-38. Before you start quoting that 16, better take a look and see if the item you need is listed in it. If you don't find it in Chap 2, look up in Chap 3 where you find the Federal Supply Classes listed. Be sure to read the notes at the bottom of the page. They'll show you on to the authorization for items. Be sure and get your latest changes to the 16.

Red Bull's Big Trip?

Hold on if you're about to order on 16-ways. 380-200 800 cycle bus with 16K 160K 142 08001 what you'll get is a 76-way equipment order PMA 0210-900-7400 . . . and there's on 16-ways too. Here you need. Call the numbers that equipment use. PMA 0210-770-8441 will get you the 16-way job you need use.

Would You Stake Your Life ^{with 999} on

the Condition of Your Equipment?

BON VOYAGE



MOVING?

Remember — major items or their components going anywhere must have their log (or cards) with them ... not of like a "passport" for equipment.

Be sure equipment's log or cards
get packed along with it