

Issue 281

PS

April
1976

THE
PREVENTIVE
MAINTENANCE
MONTHLY

BIG JOKE!
THAT'S TH'
WAY HE PACKS
'EM AND
DELIVERS 'EM
ALL TH'
TIME!

HE'S
A FOOL,
ALL RIGHT...
APRIL OR
ANYTIME.

HERE'S THAT
AN/VRC-12 YA
BEEN WAITIN'
FER, SARGE!

NO, MAX--
DON'T THROW
IT... OOOOH,
NOOO!

APRIL
FOOL!

HAW,
HAW!

IT'S ONLY
A DUMMY
PACKAGE
OF OLD
JUNK!

HA-HA-
HAH!

KERASH!

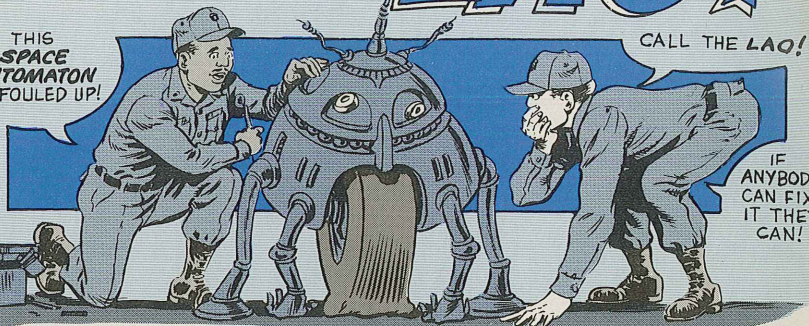
MURPHY
ANDERSON



GOT A PROBLEM?

GO, GO, LAO!

THIS SPACE AUTOMATON IS FOULED UP!



CALL THE LAO!

IF ANYBODY CAN FIX IT THEY CAN!

What do you do when you've got a tough problem in supply or maintenance after you've hit the books, tried the local pros . . . and come up blank?

Why, you go LAO, man.

"LAO" is Logistic Assistance Office of the US Army Materiel Development and Readiness Command (DARCOM), the outfit which supplies and helps maintain most tactical equipment the Army uses. (DARCOM used to be Army Materiel Command.)

If LAO people can't help you, you've **really** got a problem. Even so, you can't find a better source to help dig for the answers.

LAO can get help for you from field maintenance technicians and supply specialists.

They can help you solve just about any non-routine problem you run into on your equipment. What's more, at your unit's request, they can set up a technical assistance and training program on your equipment.

Training includes supply policies and procedures . . . and they'll even help with your PLL.

These technicians and specialists can get you the latest maintenance information on your equipment, arrange for assistance from DARCOM and its commodity commands . . . and give on-the-job-training in the field on operator and organizational maintenance.

They also can help expedite critical parts.

There's an LAO at just about every major Army post. Check 'em out in the phone book. You'll probably find them under the listing for the Directorate of Industrial Operations, Maintenance Division, at larger posts. They might be listed as "Technical Assistance Office," variations of that, or "Logistic Assistance Office."

If you have trouble finding them, your DIO or your DSU can help. You can also call or write the following LAO area offices for a local contact:

- US Army LAO, TRADOC
ATTN: DRXLA-TR
PO Box 97
Fort Monroe, VA 23651
AUTOVON 680-3637 or 3638
- US Army LAO, Europe
c/o ODCSLOG USAREUR
APO New York 09403
Heidelberg Military 8888,
8950 or 7068
- US Army LAO, Korea
Eighth US Army
ATTN: DRXLA-K
APO San Francisco 96301
Yongsan 3174 or 3873
- US Army LAO, FORSCOM
ATTN: DRXLA-FO Bldg 269
Fort McPherson, GA 30330
AUTOVON 588-2281 or 2282
- US Army LAO, Hawaii
ATTN: DRXLA-H
APO San Francisco 96558
AUTOVON 438-9751, 2715
or 1640
- US Army LAO, Japan
PO Box 771
ATTN: DRXLA-J
FPO San Francisco 98773
Okinawa 635-5204 or 635-2747

Next Month in PS

TANK TURRET CONTROL BOXES
UNPUZZLED

HOW TO PREVENT A HOT CAMOUFLAGE
SCREEN

TORQUE AND TIGHTNESS

SUPPLY CODES

HOW TO "READ" SUPPLY CARDS

PS THE PREVENTIVE MAINTENANCE MONTHLY

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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to Or call AUTOVON 745-3503

MSG Half-Mast PS Magazine Lexington, KY 40507

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YOU'RE
IN
CHARGE . . .

MAINTENANCE

GO-ROUND



The Man just told you that you're taking over the maintenance for a big chunk of the unit's equipment. Could be motor maintenance, commo, weapons or any other. The words—and problems—are generally the same for all types.

You have a place for the equipment (motor park, for instance) and a building for the shop and shop office.

So, you've gotta get moving . . . there's a lot of scratching to do before you're lined up to run that shop.

OK! I'M
RARIN' TO GO!

WHERE DO
WE START,
CONNIE?



WITH THIS
FIELD MANUAL!

IT'LL HELP
YOU RUN ANY
MAINTENANCE
SET-UP!

AND NEXT--
ON TO
TM
38-750!

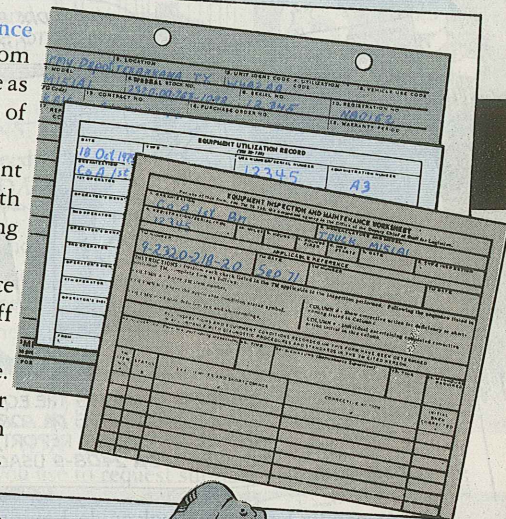
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TM 38-750, The Army Maintenance Management System. Know it from cover to cover. TM 38-750 should be as familiar to you as the vital statistics of your favorite date.

TM 38-750 lays out the equipment records system form-by-form with blank-by-blank instructions for filling them out.

But even so, a lot of maintenance types let a pile of paperwork bluff them into a cold sweat.

Take a motor pool, for example. Some units keep almost no forms or records. Others collect enough paperwork to pave the Pacific Ocean.

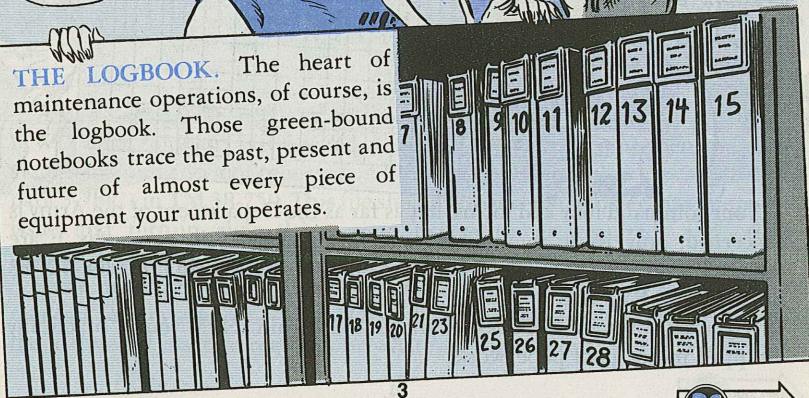


BELIEVE IT
OR NOT, YOU'LL
FIND IT'S NOT THAT
COMPLICATED!

NOW, SOME
LOGBOOK
INFO--

COULDA
FOOLED ME!

THE LOGBOOK. The heart of maintenance operations, of course, is the logbook. Those green-bound notebooks trace the past, present and future of almost every piece of equipment your unit operates.



3



Of course, TM 38-750 is the logbook "bible". But if TM 38-750 had nothing else, the appendixes would make it worthwhile. Appendix A is a catch-all for codes like Table A-22 which lists the Equipment Category Code (ECC) for every type of equipment. And ECC's are the keys to using Appendix B, C and E.

APPENDIX B TELLS YOU WHERE TO SEND EIR'S.

Section I. Aircraft		
ECC	Manufacturer	DA Form
A	Aircraft	DA Form 2410
AP	Fixed Wing	DA Form 2410
AR	Rotary Wing	DA Form 2410
	Aircraft components not requiring the submission of DA Form 2410 (Avionics)	X**
	Communication and electronic equipment	X**
	Armament subsystems including weapon containers and sights	X**
	Range finders	X**
	Visual devices	X**
	Flight control computers	X**
	Socket launchers	X**
	Missile subsystems	X**
	Missile launching subsystems	X**
	Survival equipment	X**
	Provision and measuring equipment which is part of missile equipment installed on the aircraft	X**



GOTCHA, CONNIE!

APPENDIX C INDEXES THE EQUIPMENT YOU MUST PUT ON THE DA FORM 2406 MATERIEL READINESS REPORT, OR WHICH REQUIRES A DA 2408-9 USAGE REPORT!

Section II. Materiel Readiness and Usage Reporting		
ECC	Manufacturer	DA Form
B	Missile System—Air Defense System	DA Form 2406
BB	Guided Missile System, Stere Fire Distribution System	DA Form 2406
BD	Guided Missile System, Stere Fire Distribution System, Ch Converter, Cockpit System	DA Form 2406
BK	Forward Area Alert Radar	DA Form 2406
BL	Guided Missile System	DA Form 2406
BH	Guided Missile System, TOB	DA Form 2406
C	Guided Missile System, Over Head John System, Lance	DA Form 2406
CB	Guided Missile System, Parak	DA Form 2406
CC	Guided Missile System	DA Form 2406
CD	Guided Missile System	DA Form 2406
CE	Guided Missile System	DA Form 2406
CF	Guided Missile System	DA Form 2406
CG	Guided Missile System	DA Form 2406
CH	Guided Missile System	DA Form 2406
CI	Guided Missile System	DA Form 2406
CJ	Guided Missile System	DA Form 2406
CK	Guided Missile System	DA Form 2406
CL	Guided Missile System	DA Form 2406
CM	Guided Missile System	DA Form 2406
CN	Guided Missile System	DA Form 2406
CO	Guided Missile System	DA Form 2406
CP	Guided Missile System	DA Form 2406
CQ	Guided Missile System	DA Form 2406
CR	Guided Missile System	DA Form 2406
CS	Guided Missile System	DA Form 2406
CT	Guided Missile System	DA Form 2406
CU	Guided Missile System	DA Form 2406
CV	Guided Missile System	DA Form 2406
CW	Guided Missile System	DA Form 2406

Appendix E is the logbook guide. Equipment and equipment groups that you have to keep historical records on are in Appendix E. If the item or its group is listed in the appendix, keep the forms marked with an X for that item.

IF AN ITEM'S NOT LISTED IN APPENDIX E OR A FORM IS NOT MARKED, FORGET IT!

FORMS REQUIRED	LOGBOOK	APPENDIX B	APPENDIX C	APPENDIX D	APPENDIX E	APPENDIX F	APPENDIX G	APPENDIX H	APPENDIX I	APPENDIX J	APPENDIX K	APPENDIX L	APPENDIX M	APPENDIX N	APPENDIX O	APPENDIX P	APPENDIX Q	APPENDIX R	APPENDIX S	APPENDIX T	APPENDIX U	APPENDIX V	APPENDIX W	APPENDIX X	APPENDIX Y	APPENDIX Z
ECC Nomenclature																										
OV-1 Personnel Ejection Seat																										
AR Rotary Wing:																										
Helicopter, Attack:																										
AH-1G	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
AH-56A	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
AH-1Q	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X



Your command may add forms, but as far as the Department of the Army is concerned, only those items listed and forms checked in Appendix E are required. Course, if there's an MWO out on your gear, keep a DA 2408-5 if it's in Appendix E or not.

If you've got your logbooks in shape and within reach, you've practically whipped motor pool paperwork.

HOWEVER, THERE ARE A FEW OTHER RECORDS AND FORMS YOU NEED TO KEEP ON HAND.

POLICY AND PRECEDENCE RECORDS. Stow copies of your SOP, policy and procedures statements, and actions you want to use to set future procedure in one file.

REFERENCE PUBLICATIONS. Besides all the tech manuals you need on your equipment, indexes (DA Pamphlets), TB's, SB's and AR's . . . keep copies of DA and command messages, local directives and manufacturer-type material you need for easy reference in a file or cabinet. There's a handy maintenance library list in PS Magazine 269.



--AND EQUIPMENT PUBS SHOULD ALWAYS BE HANDY!

MAINTENANCE REQUESTS (DA Form 2407). Set up a file for organizational copies of the 2407 you use to request support maintenance and

MAINTENANCE REQUEST		PAGE NO. 1		NO. OF PAGES		REPORTS CONTROL SYMBOL	
For use of all DA forms, see TM 38-750, the program agency or Office of the Deputy Chief of Staff for Logistics.						CGSDD-1047 (R1)	
SECTION I <input checked="" type="checkbox"/> WORK REQUEST <input type="checkbox"/> MWO <input type="checkbox"/> EIR		6. UNIT ICHN CODE		7. FEDERAL STOCK NUMBER			
CONTROL NUMBER	1. ORGANIZATION	8. LOCATION		9. ISSUE PRIORITY DESIGNATOR CODE			
278018	14C 154 Bn 149th Armor	Bldg. 46 Ft. Salinas, CA		WABCD E			
3. SERIAL NUMBER	3. HOUR NOMENCLATURE	4. LINE NUMBER	5. MODEL	7. FEDERAL STOCK NUMBER			
SJ10905	CARRIER, PERS		M119A1	2350-00-960-6321			
7. MAINTENANCE ACTIVITY	8. UTILIZATION CODE	9. SELECTED ITEM	10. HOURS	11. MILES	12. ROUNDS	13. STARTS	
F		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO R	2527				
14. FAILURE DETECTED DURING (Identify any of 1)		15. FIRST INDICATION OF TROUBLE (Identify one - see P 2)		16. OTHER ADJUSTMENT			
<input type="checkbox"/> INSUFFICIENT <input type="checkbox"/> TEST <input type="checkbox"/> STORAGE <input type="checkbox"/> FLIGHT <input checked="" type="checkbox"/> OPERATIVE <input type="checkbox"/> OVERHEATING		<input type="checkbox"/> NORMAL <input type="checkbox"/> SECTION <input type="checkbox"/> OTHER		<input type="checkbox"/> LOW PERFORMANCE <input type="checkbox"/> OTHER			
<input type="checkbox"/> SHANDLING <input type="checkbox"/> OPERATION <input type="checkbox"/> SECTION <input type="checkbox"/> OTHER		<input type="checkbox"/> NOISY <input type="checkbox"/> OTHER		<input type="checkbox"/> OTHER			
18. DESCRIBE DEFICIENCIES OR SYMPTOMS ON THE BASIS OF COMPLETE CHECKOUT AND DIAGNOSTIC PROCEDURE IN EQUIPMENT IN THE PREVIOUS REPORT.							
TRANSMISSION WILL NOT SHIFT							

YOU MUST SET UP A FILE FOR ORGANIZATION COPIES OF DA FORM 2407.



RIGHT ON.

MWO work, to report EIR's, to record aircraft and aircraft component and subsystem maintenance not reported on DA Form 2410 and other uses covered by para 3-7b(2) in TM 38-750. This file should also include transfer info, property issue and turn-in slips, labor time tickets (when required) and other maintenance control forms and records.

Some units use the DA Form 2405 maintenance register to keep up with requests sent to support. If your SOP calls for the 2405, keep separate files for the active and inactive registers or whatever instructions your SOP carries.



EXCHANGE TAG (DA Form 2402). This tag is used for Direct Exchange (DX) items, as a receipt and ID tag for items being calibrated, for supporting EIR and warranty claims, and a slew of local ID-type jobs. You keep one section of the tag when you send the equipment out. When the item is returned, pull the tag section out of the file and trashcan it.

MAKE SPECIAL NOTE OF THIS EXCHANGE TAG!

IT'S USED AS A RECEIPT AND ID FOR A LOT OF ITEMS, CLAIMS AND JOB!



EXCHANGE TAG (TM 38-750)

1. SUPPORT AGENCY (DODAAC) *AK4RBT* 2. DATE *6/03*

3. UNIT OR ORGANIZATION (DODAAC) *AK4WAC*

4. FSN/IPD *2920-00-678-1850/05*

5. NOUN NOMENCLATURE *STARTER* 7

6. EIR EXHIBIT EXCHANGE DATE REPAIRED INITIALS

8. END ITEM IDENT *TRUCK - 1/4 TON* 9. MODEL *M151A2* 10. SERIAL/LOT NO. *A151-12345*

DA FORM 2402, 1 SEP 78 EDITION OF 1 JAN 84, WILL BE USED.

11. UNIT OR ORGANIZATION (DODAAC) *AK4WAC* ITEM *STARTER*

12. FSN/IPD *2920-00-678-1850/05* DATE SUBMITTED *6/04*

13. NOUN NOMENCLATURE/MANUFACTURER *TRUCK - 1/4 TON* 2

14. SERIAL/LOT NUMBER *A151-12345*

(Detached from DA Form 2402)

15. UNIT OR ORGANIZATION (DODAAC) *AK4WAC* ITEM *STARTER*

16. FSN/IPD *2920-00-678-1850/05* DATE SUBMITTED *6/04*

17. NOUN NOMENCLATURE/MANUFACTURER *TRUCK - 1/4 TON* 3

18. SERIAL/LOT NUMBER *A151-12345*

(Detached from DA Form 2402)

19. NOUN NOMENCLATURE *STARTER*

20. FSN/IPD *2920-00-678-1850/05* DATE SUBMITTED *6/04*

21. NOUN NOMENCLATURE/MANUFACTURER *TRUCK - 1/4 TON* 4

22. SERIAL/LOT NUMBER *A151-12345*

(Detached from DA Form 2402)

DISPATCHER ORGANIZATIONAL CONTROL RECORD (DA Form 2400 or 2401). Most units use the 2400 and/or 2401 to dispatch equipment. Whatever trip ticket you use, keep the records together in a current working file and a previous month's file.

EQUIPMENT OPERATOR QUALIFICATION RECORD (DA Form 348). Every operator (equipment, that is!) in your organization who's qualified on an item of equipment should have a DA Form 348 as well as the SF 46 license. The DA 348 shows what equipment the operator has qualified on and what kind of driving record he or she has. Keep the DA 348's up-to-date.

GENERAL EQUIPMENT RECORDS. Make a file to hold paperwork on general motor pool operations: Routine requests and replies, housekeeping-type info and admin material.

VEHICLE REFERENCE PAPERWORK Cards, indexes, equipment lists and similar records used locally to keep up with the equipment should go in a reference working file or file system.

Finally, you need 2 vehicle reference files: one for technical material and one for everything else. These files hold reports, pubs, letters, messages and other documents that describe overall information and procedures for equipment or motor pool operations.

Depending on the way your unit operates, you may also be responsible for a repair parts specialist. If you are, there're a few more pubs, forms and records you need a handle on.

AR 710-2, Materiel Management for Using Units, Support Units and Installations (Aug 71). AR 710-2 with 3 changes is your best supply insurance. It provides the rules and set-up for a basic supply organization. 'Course, if you're under an automated system like DLOGS or SAILS, you also need the user manual for that system. Even though you have a supply specialist, you need to know the user manual as well as you know the names and numbers of the pay section people.

SB 700-20, Reportable Items List. This pub—or the microfiche set that replaced it—is a gold mine of info. Once you get the fiche version, keep the set where it'll be protected and clean. Toss out the old set when a new one arrives.

YOU'LL NEED A FILE MADE 'SPECIALLY FOR YOUR FICHE!

CTA 50-970, expendable items (July 74). This handy pub is the authority to order expendable items. If necessary, keep a copy chained to your desk.



REPAIR PARTS SUPPLY

PRESCRIBED LOAD LIST (AS)

1. Date: 6 Oct 1977
2. Unit/Organization Title: Co. A 1st Bn, 60 Inf (Mech)
3. Unit Identification Code: 73XEEA
4. Item # of Equipment: 2
5. Density: 2
6. Technical Manual: 2

ITEM NUMBER AND NOUN	UIC	EXP CODE	DIST	STOCK	REMARKS
15-8-10	EA	2			
1315-00-003-2228 CHN	EA	2			
1130-00-014-2401 ENGINE	EA	2			
240-00-019-0077 AMP	EA	4			
1530-00-040-2188 W/RES	EA	2			
308-00-042-4208 W/RES	EA	2			
308-00-042-5399 W/RES	EA	2			
3240-00-044-6914 W/RES	EA	4			
1640-00-080-2829 W/RES	EA	4			
1025-04-052-6742 CAB	EA	2			
2910-00-176-8919 PUMP	EA	2			
2910-00-176-8973 W/RES	EA	2			
2910-00-176-8988 FILTER	EA	2			
5315-00-187-9571 CHN	EA	2			
5315-00-187-9785 W/RES	EA	2			
4720-00-187-2785 W/RES	EA	2			
6330-00-197-8116 CASNET	EA	2			
0220-00-203-2648 HOSE	EA	2			

Previous edition of this form is obsolete.
DA FORM 2063-R, 1 Apr 60
Note: Blocks 4, 5, and 6 will not be used on consolidated prescribed load list.

THE PLL SHOWS THE REPAIR PARTS AND SUPPLIES YOU MUST HAVE ON HAND OR ON ORDER!

... BUT IS THAT THE ONLY PLL LIST, CONNIE?

PRESCRIBED LOAD LIST (DA 2063-R). This form lists the repair parts and supplies your unit is authorized to have on-hand or on order. You should get a PLL print-out or listing from your support once a month or quarterly, depending on your setup. This print-out shows what you're authorized to stock and how many, based on your demands. Your company commander (he's the approving authority for the PLL) also uses the print-outs or listing to change or update the PLL to suit your needs and equipment. It's a good idea to hold onto your old lists for a year as reference. Just stick them in your reference publications file. Any PLL change listing you DLOGS-types get should be stapled to the matching PLL print-out.

YOUR PLL FORM MAY BE A COMPUTER PRINT-OUT!

PROGRAM ID 9N04 CLASS IX REPAIR PARTS PRESCRIBED LOAD LIST MAY 01 PAGE NO 1

NSN	NOUN	A/M	U/I	AUTH	EXP-CODE	DIST	STOCK	UIC	ACGAI	END ITEM	UNIT PRICE	EXTENDED UNIT PRICE	LOCATION
5305 00 001 8153	SCREW MA			EA	004	X	1				\$.20	\$.80	A-6-C
5315 00 015 6626	PIN BAR			EA	002	X	1			M274	\$.04	\$.08	A-3-C
2940 00 019 8087	FILTER E			EA	002	X	1			TRK,M561	\$.88	\$ 1.76	A-7-A
2590 00 033 7780	WIRE ROP			EA	002	X	1			TRK,M274	\$ 1.63	\$ 3.26	A-11-C
2590 00 033 7763	WIRE ROP			EA	002	X	1			TRK,M561	\$.84	\$ 1.68	A-2-B
6135 00 050 3280	BATTERY			EA	050	X	1				\$.60	\$ 30.00	A-3-B
1005 00 050 6257	ROD CLEA			EA	008	X	1			M16A1	\$.06	\$.48	A-3-A
2610 00 051 9266	INNER TU			EA	002	X	1			TRK,M378	\$ 6.15	\$ 12.30	A-4-A
2990 00 053 5373	MUFFLER			EA	002	X	1			TRK,M274	\$ 34.57	\$ 69.14	A-15
1005 00 056 2251	GUARD, M			EA	005	X	1			RIFL,M16	\$ 1.24	\$ 6.20	A-3-B

DOCUMENT REGISTER FOR SUPPLY ACTIONS

Organization/Factory: Co. A 1st Bn, 60 Inf (Mech) 73XEEA
Date: 5275 TO 5277

PRIORITY AND DATE	DOCUMENT SERIAL NO.	CONTROL NUMBER	REMARKS	SUPPLY ACTIVITY	QTY REQ	QTY TURNED IN	QTY IN Q/IN	DATE COMPL.	USE
15/5275	0501		240-00-019-0077 Amp, Incandescent	302	2	2		5277	
15/5275	0502		240-00-044-6914 Amp, Incandescent	302	1	1		5281	
15/5275	0503		530-00-076-7115 Shoe, Track	302	1	1		5281	
15/5275	0504		325-00-011-7965 Arrowmit	302	33	33		5270	
15/5275	0505		1640-00-052-0944 Cap, Tire, Valve	302	36	36		5007	
15/5276	0501		2710-00-176-8869 Fuel Pump	302	1	1		5308 5275	
15/5276	0502		1720-00-203-2668 Hose	302	1	1		5281	
15/5276	0503		2610-00-269-1332 Anne Tube	302	1	1		5289	
15/5276	0504		6220-00-283-9906 Ramp Unit	302	1	1		5284 5277	
15/5276	0505		5340-00-296-6318 Switch	302	4	4		5278	
15/5276	0506		3540-00-176-9466 Shack, Abseiler	302	1	1		5081	
15/5277	0507		4920 00 337 1111 Road S	302	1	1		5350	

THE DOCUMENT REGISTER IS YOUR REQUEST HISTORY.

DOCUMENT REGISTER (DA 2064). One of the most important records you must keep is the DA Form 2064 document register. The document register mirrors every supply action your repair parts specialist takes—from requests to turn-ins. Keep a current document register for expendable item actions. Periodically you should get a reconciliation print-out from support showing the status of your requests. Your PLL specialist will compare the print-out with the document register. Keep this print-out until the next one arrives.

Under DLOGS you'll also get a UIC Demand Summary Listing every month. This print-out shows what and how many items you've requested. Keep this with the document register, too. Trashcan the old print-outs.

RECORD OF DEMANDS-TITLE INSERT (DA Form 3318)

shows a running count on all the parts requested by your unit. Keep the 3318's in a visible file folder or file cabinet. Keep 'em in NIIN order. When a card is filled, put the new one on top of the old one. You need a 180-day demand history for each item to judge future needs. Repair parts for special situations like annual training can be ordered by ANORS if your 3318 history won't cover the need, though.

NON-STOCKED ITEM FILE (DA 3318)

Keep a second DA 3318 file for DS items you need that haven't qualified on the PLL. These non-stocked item file forms go in NIIN order.

PETE, CLUE ME IN ON CHECKING MY NON-STOCKED ITEM CARDS!

EASY, NO ENTRIES NEEDED. JUST A REGULAR FILE CLEAN-UP CHECK!

NON-STOCKED ITEM FILE

PS MORE

REQUEST FOR ISSUE AND TURN-IN (DA Form 2765 and 2765-1). You should have at least 2 preprinted DA 2765's for each item on your PLL as well as a stack of 2765-1's. Until the preprints are used, tuck them in the visible index file with the DA 3318 or put them in a file (a computer card box will do) in NIIN order. DLOGS users must use a NIIN file.

DON'T KEEP ME IN SUSPENSE, CONNIE!

YOUR DUE-IN SUSPENSE FILE, O' COURSE!

SUSPENSE FILE. You need 1 due-in suspense file. Put a copy of each request in the due-in suspense file in document number sequence. When the part comes in or you get a status card from support telling you they have passed your request on, pull out the original and toss it. Then keep the status cards for that item together in the file in document number order. As the items come in, your specialist pulls all the cards out of the file and trashcans them.

QUICK SUPPLY STORE. Items chosen for QSS stock come off your PLL so no formal accounting is necessary. Instead, make sure you have a list of the items your local QSS handles and the form used as your "shopping list."

SELF-SERVICE SUPPLY CENTER. The SSSC is a supermarket for housekeeping supplies. You open a charge account with the SSSC. Then, you'll get a plastic "credit card" that keeps up with your shopping. SSSC also has a stock list and a local form to use as your want list.

CANNIBALIZATION. To get an item from the can point, fill out a DA Form 2765 supply request. Take it to your DSU. They'll record the demand and tell you to go on to the can point. You enter the action on your DA 3318 and your document register just as you do regular requests.

DIRECT EXCHANGE. DA Form 2402 is used to turn in items coded for DX and to get others. Again you should have a list of items handled locally through DX.

Repair parts like tools need a special storage place. 'Course, how and where they're stored depends on the kind of unit you're in and how you're equipped. Your parts and tools need protection from weather, damage and theft, while still being easy to locate. So, you need a roof, shelves or bins and a door or gate that locks. You also need a labeling method for storage areas.

YOU CAN LABEL ACCORDING TO USE OR SIZE AND LOCATION!



Just make sure that anyone who handles the parts and tool storage understands your system. The location of a part goes on the DA 3318. If the

A PART'S LOCATION GOES ON THE DA 3318'S HERE!

FORM DA 1 MAR 60 3318

STOCKAGE CODE	DATE	QTY
DS	5251	2
AUTHORIZED STOCK LEVEL (use pencil)		
		3
	LOCATION	
	4B	22

DESCRIPTION

location on the form doesn't match the location of the part, you'll never find it when you need it.

Any unit authorized to keep a PLL is also authorized storage bins or cabinets to handle the items. You decide where they'll be placed.

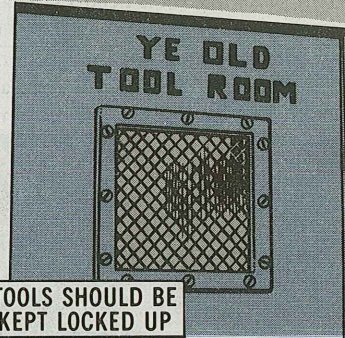
TOOLS

Each mechanic is issued a tool kit. The kits are issued to the mechanic by hand receipt. When they're not in use, the tool sets should be kept under lock and key, too.

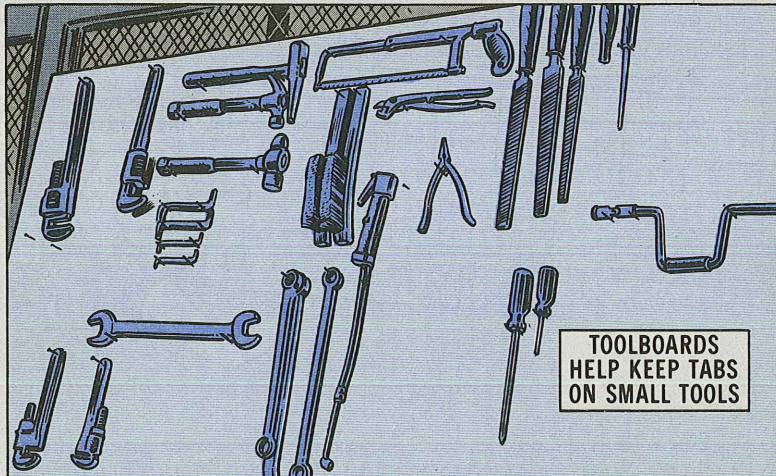
Small tools must be controlled as well. However, the best way to handle small tools is to mount them on toolboards. That way you can keep tabs on the tools with ease. Make sure, though, the toolboard is in a secure place.

A check-out system is another method to keep tabs on small tools. You can have your mechanics sign out for each tool on a clipboard. Or, you can assign metal tags to each mechanic and have them hang their tags on the tool hooks. Whatever system you use, somebody must keep on top of it—and that's you! You should also inventory the tools at least every 30 days.

As far as motor pool paperwork goes, these are the only files, forms and records you need to hold onto. Use the miles of extra forms you've kept to paper the motor pool walls.



TOOLS SHOULD BE KEPT LOCKED UP



TOOLBOARDS HELP KEEP TABS ON SMALL TOOLS

NEED TRAINING?

CONNIE--- I BELIEVE I COULD USE SOME MORE TRAINING... HOW CAN I GET IT?

GLAD YOU ASKED, SERGEANT!...

YOU CAN APPLY FOR OFFICIAL ARMY TRAINING FOR THE JOB OF HEADING UP THE MAINTENANCE FOR YOUR UNIT.

TRY THESE...

NCO Basic	6-63-C40	10 wks, 4 days	Aberdeen Proving Ground, MD.
NCO Advanced	6-63-C42	10 wks	
Field Artillery Mechanics Course	041-13B30	5 wks, 4 days	Fort Still, OK.
Organizational Motor Sergeant's Course		5 wks	Ft. Knox, KY.

If you're in Europe, you might look into taking the 2-week OMS 33 Organizational Maintenance Supervisor course or the 1-week LOG-69 Officer Logistic's Readiness Course given at the Combined Arms Training Center, Vilseck. There're some good hands-on training courses offered, too.

CAN YOU HELP ME?

Your own post or command also may have a course set up. Make a few phone calls; you may find exactly the kind of training you need for the job.

SURE THING!

And, don't overlook one handy pub that'll give you a refresher on records-keeping: TC 9-71-1 PT, General Subjects Pertaining to ASUBJSCD 9-71T20 (Mar 74). It's really straight.

EIR DIGESTS—

GOT A PROBLEM WITH A BAD STOCK NUMBER...?

DEFECTIVE PARTS OR MALFUNCTIONS GETTING YOU DOWN...?

FOR THE LATEST

PUBS ERRORS FOULING YOU UP?

IN MAINTENANCE...

YOU'VE BEEN READING MY MAIL!

GOOD NEWS, LAD!

SMILE—AND REACH FOR THE "EIR DIGESTS"! THE ANSWERS YOU NEED MIGHT JUST BE IN THE LATEST ISSUE!

TECH BULLETINS

EIR Digests—Equipment Improvement Report and Maintenance Digests—are published 4 times each calendar year as technical bulletins (TB). They are prepared by the Army commodity commands that design the Army's equipment.

They give you an insight on problems other units have reported on DA Forms 2407 . . . plus solutions to those problems.

The digests cover parts breakage, defective parts, malfunctions, authority for other modifications (the minor modifications or alterations are spelled out) . . . and even safety hazard warnings.

Also included are corrections to errors in tech pubs, new maintenance procedures, corrected or new stock numbers for repair parts, a listing of the latest published changes to TM's, listings of parts not found in parts manuals, and lubrication suggestions or changes.

EIR Digests are numbered as part of the TB 43-0001-series.

GET 'EM BY PINPOINT

The only way your unit can get them is through your pinpoint distribution account. They're sent to your unit automatically as each issue is printed. You can't get back copies because the Army AG does not stock them.

So, it's important to get on pinpoint distribution.

Here's how:

Your unit, or the next command up the line with a St. Louis Army AG Publications Center account number, must fill out and mail the right DA 12-series forms.

After filling out the first part of the form (Blocks 1 through 6), all you have to do is locate the line number for the EIR Digest on your equipment and write in the number of copies of each issue your unit needs.

REQUIREMENTS FOR ARMY AUTOMOTIVE PUBLICATIONS - TRUCKS

For use of this form, see AR 310-2; the proponent agency is The Adjutant General's Office.

4 THRU: (Include ZIP Code) 5 TO: 6 FROM: (Include ZIP Code)

FILL OUT 1ST SIX BLOCKS

1555 Woodson Road
St. Louis, MO 63114

THE NUMBER OF COPIES NEEDED GOES IN THE "QUANTITY REQUIRED" COLUMN ON THE RIGHT SIDE.

HOW TO SUBSCRIBE TO EIR DIGESTS

TYPES OF EQUIPMENT	DA FORM	LINE NO.	BLOCK NO.
Aircraft, fixed wing	12-31 (1 Feb 74)	E-1	481
Aircraft, rotor wing	12-31	E-2	482

SECTION V - GENERAL PUBLICATIONS			QUANTITY REQUIRED
E-1) Equipment Improvement Reports and Maintenance Digest, All Rotor Wing Aircraft			481) 4
E-2) Equipment Improvement Reports and Maintenance Digest, All Fixed Wing Aircraft			482) 6

Missiles and rockets 12-32 (1 May 72) Sect II Org. TB col. (Fill in block for your system.)

1A) Missile Command digests, which you get with DA Form 12-32, are ordered a little different from the others. First off, you ignore line 5A Section I, of the form.	507)
2A) a Missile, Rocket and/or AD Mission	502)
3A)	
4A) Explosive Ordnance Disposal Manuals	
5A) Missile and Rocket Systems Equipment Improvement Report and Maintenance Digest	505)
6A)	506)

IGNORE THIS LINE AND BLOCK FOR MISSILE DIGEST

SYSTEMS	REQUIREMENTS FOR MISSILE AND ROCKET				
	ORGANIZATIONAL				
	TM	TMP	TB	LO	
1B) Bats	507)	508)	509)	510)	51)
2B) Chaparral	517)	518)	519)	520)	52)
3B)	527)	528)	529)	530)	53)

FIND YOUR SYSTEM AND NOTE COPIES YOU NEED IN ORGANIZATIONAL TB BLOCK

Since a digest is published on each missile system, you've got to use Section II of the form. Locate the line number for your system (2B for Chaparral, for instance), then write in the number of copies you need under the "TB" block. For Chaparral, you'd write the number of copies you need in block 519.

DA FORM 12-32 1 MAY 72

FOR THE DRAGON DIGEST, USE LINE 17B, BLOCK 669. USE LINE 18B, BLOCK 679 FOR THE TOW/COBRA DIGEST!

	TB COLUMN			
17B) DRAGON	667)	668)	669)	670)
18B) TOW/COBRA	677)	678)	679)	680)
	687)	688)	689)	690)
	697)	698)	699)	700)



TYPES OF EQUIPMENT	DA FORM	LINE NO.	BLOCK NO.
Radios, radar, telephones, other electronic equipment	12-34A (1 Oct 73)	B-26	27
Weapons (conventional)	12-34A	B-27	30
Constr. Equip, tractors	12-34A	B-28	28
Materials Handling Equip, Troop Support Items, electrical generators	12-34A	B-29	74

RADIOS, TELEPHONES, OTHER ELECTRONIC EQUIPMENT

REQUIREMENTS FOR DEPARTMENT OF THE ARMY		QUANTITY REQUIRED
TYPE AND SERIES OF TECHNICAL EQUIPMENT		
B-26) EIR AND MAINTENANCE DIGEST (Cont'd)	TB ECOM	27) 8
B-27) FOR CONVENTIONAL WEAPONS	TB ARMTCOM	30) 10
B-28)	TB WECOM TACOM Constr Equip	28) 12
B-29)	TB MECOM	74) 6
B-30) CALIBRATION	CALIBRATION PR	75)

ELEC GENERATORS, MHE, TROOP SUPPORT ITEMS

Nuclear weapons	12-35 (1 Mar 70)	A-2	2
Tanks, trucks, APC	12-38 (1 Feb 74)	B-1	137
Trucks, cars (commercial)	12-38	B-2	138

SECTION II - OTHER REQUIREMENTS

SUBJECT	QUANTITY
B-1) TB 43-0001-39 USE THIS LINE FOR TANKS, TRUCKS, APC'S	137) 10
B-2) TB 43-0001-40 Commercial and Automotive Equipment THIS LINE IS FOR COMMERCIAL VEHICLES	138) 5
B-3)	

Communications Security	12-43 (1 Oct 73)	A-2	2
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FILL IN THIS BLOCK FOR COMSEC

General information applicable to organizations authorized COMSEC Materiel	1)	
A-2) EIR and Maintenance Digest Report for Communications Security Equipment, TB 750-901-Series	2)	4
A-3) General Coded Facility, TB SIG 322-Series, Publications Applicable to COMSEC Equipment	3)	

AR 710-2

INTERIM CHANGE

GIVE A CAREFUL EYEBALL HERE, TROOPS...

THIS IS A NUMBAH ONE IMPORTANT DA MESSAGE... AN INTERIM CHANGE IN YOUR AR 710-2!!

The AR 710-2 headshed sent out an interim change (DA message DALOLES 071800Z Oct 75) with new info on using DA Forms 3642 Organizational/Installation Property Records and 3645 Organization Clothing and Equipment Records.

So, somewhere between para 2-32 and 2-33 or figs 2-23 and 2-24 in the AR, make a few notes.

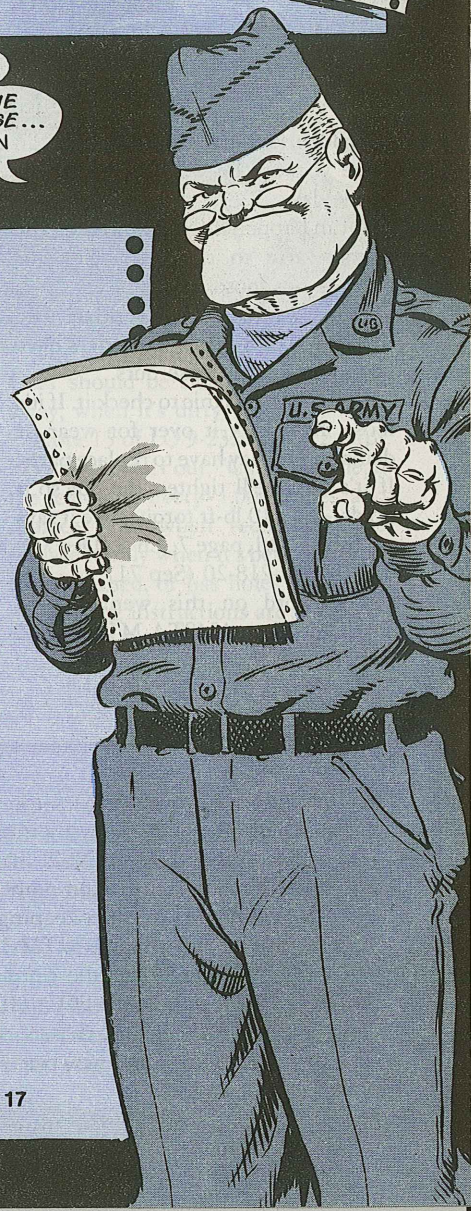
For all issues, write the number of each item issued plus the number of each the individual already has, in the first open column. Use code K in the transaction code block. The person getting the items signs.

For turn-ins, use code T. The property book officer or his representative signs for all turn-ins.

After a turn-in is made, the number of each item still out is listed in the next unused column with transaction code K. The holder signs to acknowledge the remaining items.

Code I is used for inventories. The person taking the inventory signs.

Forget code A. It's out since an adjustment is either an issue (code K) or a turn-in (code T).



GROUND MOBILITY

TM-218-SERIES 1/4-TON TRUCK

TIGHTEN STEERING



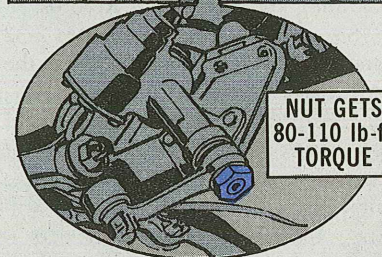
Sudden loss of steering control can drive you up the wall and ruin your whole day.

It can happen if the nut holding the pitman arm to the steering sector shaft comes loose.

Some M151A2's and other late model TM-218-series 1/4-tonners have been found with loose nuts.

Get your mechanic to check it. If it's loose, he'll look it over for wear or damage. He may have to replace parts. If it's OK, he'll tighten the nut so it holds—80-110 lb-ft torque, like it says in Table 2-2.1, page 7, Ch 4 (Dec 75), TM 9-2320-218-20 (Sep 71).

The word on this went out in TACOM Msg AMSTA-M 132110Z Jun 75.



HEY! DIDN'T YOU TIGHTEN THE PITMAN ARM NUT?

DON'T CALL ME NAMES NOW, BUSTER! I GOT ENUFF TROUBLE TRYIN' T'STEER THIS JOB!

TM-242-SERIES 1/4-TON TRUCK . . .

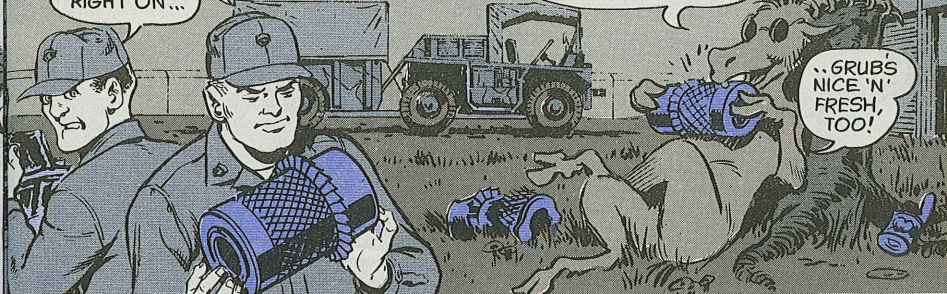
SAVE THAT ELEMENT

HMM... PRETTY DIRTY! BETTER CLEAN IT!

RIGHT ON...

YUM! I DON'T GET 'EM UNLESS THEY CAN'T BE CLEANED!

GRUBS NICE 'N' FRESH, TOO!

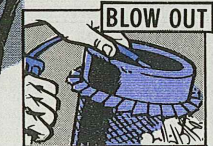


SHAKE

PAT

BLOW OUT

WASH



The air filter element on the Gama Goat should be cleaned, not thrown away, when it's dirty.

Note 13 of LO 9-2320-242-12 (Apr 72) should start out, "Check and clean the element every 1,000 miles and replace only when required." You replace it only when it's bent, too dirty to be cleaned, or has holes in it.

Cleaning instructions are in para 3-16c of TM 9-2320-242-10 (Mar 70).

TAMMS UPDATE . . .

NEW 1/4-TON COMMERCIAL VEHICLES

In line for one of those new 1/4-ton commercial trucks instead of a tactical vehicle? You can spot them by their model numbers: M880 or M890-series.

Their data plates show an NSN instead of an Army Commercial Vehicle Code (ACVC) and a registration number that starts with NG.

As far as TAMMS records-keeping goes, these new trucks are tactical vehicles. Until the next change to TM 38-750 comes out, DA Message DALO-SMM-F 161758Z Jan 76 has the word.

Equipment category code (ECC) HF covers the whole M880 and M890-series except the M887 truck chassis, which has an ECC of HU.

Tell the experts about the new trucks' mileage on a DA Form 2408-9 usage report.

Then, make a note on page E-20 of Appendix E of TM 38-750. The new vehicles also require a DA Form 2408-9 Equipment Control Record for acceptance, transfer, gain, loss, overhaul and rebuild as these actions occur. You need a logbook binder and DA Forms 2408, 2408-1, 2408-10 and 2408-14 on them as well.

The head shed plans to add info on DA Form 2406 reporting later. Since these new trucks are treated like tactical vehicles, AR 700-88 commercial design vehicles FSC class 2300 (June 72) does NOT apply.

If you've got a buddy in the local data reduction center or anywhere else concerned with TAMMS, spread the word. This hits every level.



NOW YOU CAN'T SAY YOU DIDN'T KNOW...

TAKE FIVE AND HEAR THIS MAIT VETERAN OUT...

YOU WON'T REGRET IT!

Dear Editor,

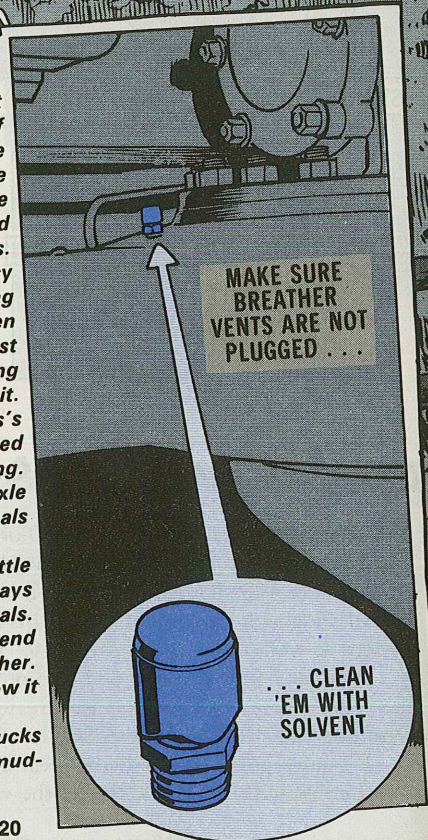
I'm passing along some tips that may save a lot of your readers a lot of trouble. These're common faults I see all of the time on AG visits—and have seen over 'n' over as a member of the MAIT (Maintenance Assistance and Instruction Team) back in the States. They're simple problems with easy solutions. All it takes to start beating these problems is a pair of wide-open eyes—looking where faults are most likely to crop up—and then knowing what to do about 'em . . . and doing it.

Take inner axle seal failure. This's almost always caused by plugged breather vents on the axle housing. Pressure buildup from heat in the axle housing can't escape, so the seals blow.

In my experience with these little jewels, a twist and a tap won't always clear the dirt 'n' junk out of the rascals. You've got to take a $\frac{7}{16}$ -in open end wrench and remove each breather. Then you soak it in solvent and blow it out with low pressure air.

This's needed 'specially with trucks that operate off-the-road and in muddy areas.

20



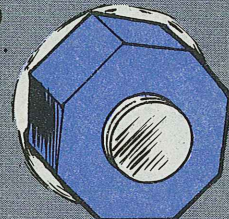
HEY!!

WOULDA LOOK AT THAT-- SOME YO-YO'S LOST A WHEEL!

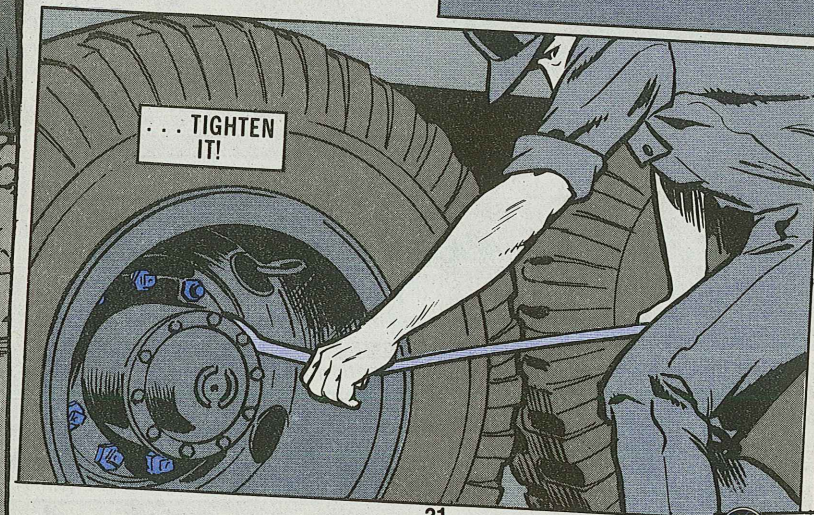
I am always amazed at how many loose lug nuts we find on wheels. You can spot 'em from 3 feet away—the metal is shiny around the nut. You can tighten the nut some with just your fingers—and a lot more with a wrench.

Once the nut is tightened, the shiny places around it will disappear quick under rust 'n' dirt. So shiny metal around a lug nut usually means the nut is loose—right now.

SHINY AROUND NUT? . . .



... TIGHTEN IT!



21

It's pretty much the same story on prop shaft bolts. They're not as easy to spot, but just a check with your fingers will turn up loose bolts on almost every truck. The driver of that truck only has to use his fingers then jot the fault down on his 2404—so a mechanic can get on the job with a torque wrench.

CHECK WITH YOUR FINGERS . . . TIGHT?

SAYS THE STEERING WHEEL ACTED FUNNY BEFORE HE LEFT TH' MOTOR PARK . . . AN' HE WUZ GONNA REPORT IT WHEN HE GOT BACK . . .

?

STEERING GEAR LOOSE?

And why would a driver fail to check his steering gear mounting bolts? If he loses his steering, his own life is on the line—not to mention other people who might be in his path.

Yet we find loose steering mounts on most trucks—especially the 5-tonners.

What's so tough about following a Lubrication Order? Nothing could be plainer. It's no different from the ones used in commercial garages and service stations.

Yet we find lube points that haven't been touched in a long time—if ever. How'd those drivers feel if the grease-monkey at a service station missed some lube points on their car?

Real common is failure to do the right kind of lube job on the 2½-ton truck's rear spring seat bearings—just like it says in Note 7, LO 9-2320-209-12 (Oct 71).

And a lot of those deuce-and-a-halves don't have a grease fitting installed for those bearings—even though the poop came out in para 191.2, Ch 4, TM 9-2320-209-20 (Apr 65).

SHOULD HAVE FITTING HERE

Another common fault on the 2½-tonners is wrong installation of the steering knuckle boot. Yet it's explained in para 169d, page 278, Ch 5, TM 9-2320-209-20.

Leaks—anywhere on any truck—should be easy enough to spot. But a lot of 2½-ton truck drivers fail to see the tachometer angle drive leaking oil on the compressor belts. This causes belt slippage and leads to belt rotting.

STEERING KNUCKLE BOOT INSTALLED RIGHT?

These tips should help put the brakes on some of the sloppy maintenance.

And, speaking of brakes, doesn't anybody bother to dig into TB 9-2300-405-14 (Oct 71), Mandatory Brake Hose Inspection and Replacement—Tactical Vehicles?

HOW ABOUT BRAKE HOSE INSPECTION?

SFC Charles A. Williams
HQ USAREUR & 7th Army

(Ed Note: Units that would like a complete rundown on their maintenance problems should ask their friendly ol' MAIT to drop around. Those MAIT-types will be only too glad to lend a hand. And their findings are strictly QT—only between the MAIT and the unit they visit.)

FLAMMABLE U.S. ARMY MAX SPEED NO SMOKING

THE STICK-ON STORY . . .

BLACK PRESSURE-SENSITIVE DECALS



You can harmonize in black with the best of 'em with these black vinyl markers. Vehicle camouflage and other identification come easy now. All the numbers below are prefixed by NSN 7690-00 when writing DA 2765-1 requests.

Letter or Numeral	1-inch	1½-inch	2-inch	3-inch	4-inch
A	-857-9576	-857-9702	-858-3406	-328-9392	-328-9530
B	-857-9577	-857-9703	-858-3407	-311-7279	-328-9538
C	-857-9578	-857-9704	-858-3408	-311-7280	-328-9567
D	-857-9579	-857-9705	-858-3409	-311-7281	-328-9570
E	-857-9580	-857-9706	-858-3410	-311-7285	-328-9597
F	-022-9763	-857-9707	-858-3411	-311-7298	-328-9659
G	-857-9581	-857-9708	-858-3412	-311-7305	-328-9673
H	-857-9582	-857-9709	-858-3413	-311-7310	-328-9677
I	-857-9583	-857-9710	-858-3414	-328-9410	-345-8031
J	-857-9584	-857-9711	-858-3415	-311-7344	-328-9678
K	-857-9585	-857-9712	-858-3416	-311-7393	-328-9696
L	-857-9586	-857-9713	-858-3417	-311-7468	-328-9768
M	-857-9587	-857-9714	-858-3418	-311-7489	-345-8032
N	-857-9588	-857-9715	-858-3419	-311-7491	-345-8033
O	-857-9589	-857-9716	-858-3420	-311-7505	-345-8034
P	-857-9590	-857-9717	-858-3421	-311-7506	-345-8035
Q	-857-9591	-857-9718	-858-3422	-311-7511	-345-8036
R	-857-9592	-857-9719	-858-3423	-328-9422	-328-9782
S	-857-9593	-857-9720	-858-3424	-311-7560	-328-9805
T	-857-9594	-857-9721	-858-3425	-472-7239	-328-9884
U	-857-9595	-857-9722	-858-3426	-311-7565	-328-9893
V	-857-9596	-857-9723	-858-3427	-311-7675	-328-9921
W	-857-9597	-857-9724	-858-3428	-311-7676	-329-0009
X	-857-9598	-857-9725	-858-3429	-311-7679	-329-0016
Y	-857-9599	-857-9726	-858-3430	-311-7680	-329-0025
Z	-857-9600	-857-9727	-858-3431	-311-7686	-329-0053

Letter or Numeral	1-inch	1½-inch	2-inch	3-inch	4-inch
1	-857-9601	-857-9728	-858-3432	-311-7695	-329-0080
2	-857-9602	-857-9729	-858-3433	-311-7697	-329-0109
3	-857-9603	-857-9730	-858-3434	-311-7699	-329-0111
4	-857-9604	-857-9731	-858-3435	-311-7700	-329-0132
5	-857-9605	-857-9732	-858-3436	-311-7701	-329-0139
6	-857-9606	-857-9733	-858-3437	-311-7704	-329-0150
7	-857-9607	-857-9734	-858-3438	-311-9369	-329-0169
8	-857-9608	-857-9735	-858-3439	-311-9428	-329-0174
9	-857-9609	-857-9736	-858-3440	-311-9431	-329-0202
0	-857-9610	-857-9737	-858-3441	-312-2962	-329-0203

There are some other goodniks you can get besides single letters and numbers. Like the first list, these are all 7690-00 items:

	1-inch	1½-inch	2-inch	3-inch	4-inch
MAX SPEED	-857-9572	-857-9698	none	none	none
NO SMOKING	-857-9574	-857-9700	-858-3404	-311-7272	none
U.S. ARMY	none	-857-9701	-858-3405	-311-7276	-328-9523
Military Police	none	none	-858-3403	-311-7266	none

Placards "FLAMMABLE" in 6-in black are NSN 7690-00-145-7253.

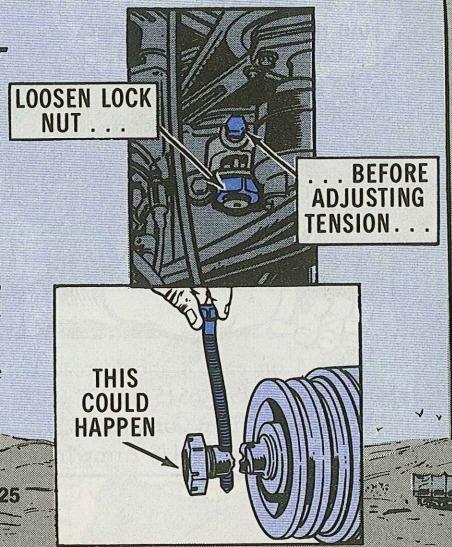
M123-SERIES 10-TON TRUCKS . . .

UNLOCK THE NUT

When adjusting the fan belt tension, be sure to loosen the lock nut first. Same goes when you're replacing belts. Do like it says in TM 9-2320-206-20, para 2-97a(2).

Some guys just go after the adjusting nut with a wrench, and end up busting the fan hub shaft, the adjusting screw, or both.

Also, remember to re-tighten the lock nut when you're finished.



NO SMOKING MILITARY POLICE MAX SPEED

MILITARY POLICE MAX SPEED NO SMOKING

MILITARY POLICE U.S. ARMY MAX SPEED

TANK OIL TEST



Hey, there! Great news on the Army's oil analysis program for tanks. It has already saved several expensive tank engines. So send in an oil sample after every 25 hours of engine operation or every 30 days, whichever happens first. This now applies to all AVDS 1790-2, 1790-2C, 1790-2D and 1790-2DR engines on all M60-series, M48A3 and M48A5 tanks, M728 combat engineer vehicles, bridge launchers and M88A1 recovery vehicles.

TB 43-0210 (AUG 75)
NONAERONAUTICAL EQUIPMENT
ARMY OIL ANALYSIS PROGRAM
(AOAP)
 HAS THE DOPE, BUT YOU NEED TO UPDATE YOUR COPY...

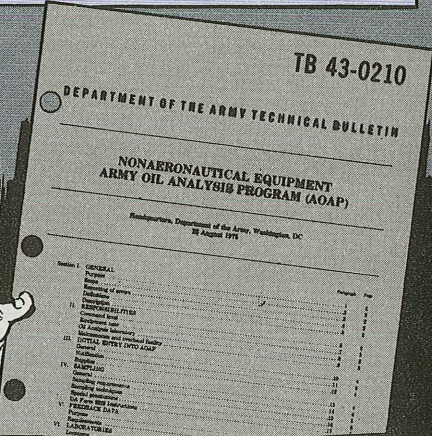


Table 1 on page 4 should read Bottle 2 oz, NSN 6530-00-406-0150 and Syringe 50cc NSN 6515-00-727-0008. Change 20g from Commander, US Army Aviation... to read Commander, 1st Support Brigade, US Army Intermediate Battalion.



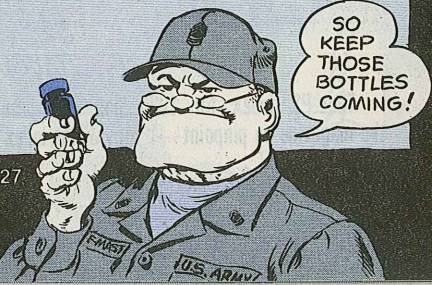
By the way, this is not a Do-It-If-You-Feel-Like-It program. It is a Must-Do deal, so get those bottles in. Record your sampling on the daily DA Form 2408-1 in section "I". Show hours/miles and the date sampled. It gets carried over to the monthly 2408-1.

1. NOMENCLATURE		2. REGISTRATION OR SERIAL NUMBER		3. NEXT SERVICE OR LUBRICATION DUE									
TANK M60A1		1856		4. TYPE Q	5. HOURS/MILES 218/2080								
6. DATE 6 FEB 76		7. SIGNATURE OF OPERATOR OR CREW CHIEF		8. SIGNATURE OF INDIVIDUAL MAKING ENTRIES OTHER THAN OPERATOR OR CREW CHIEF									
DATE OF ENTRY	READ. ING HOURS	READING MILES	TOTAL FUEL ADDED (Gals)	ENGINE	TRANSMISSION	EQUIPMENT IS EQUIPPED WITH	SERVICE OR LUB TYPE	OTHER ACTIONS	NONAVAILABLE DAYS	SUPPORT MAINT	SUPPORT MAINT	SUPPORT MAINT	SUPPORT MAINT
2 NOV 75	136	1330											
2 NOV 75	141	1390											
4 NOV 75	145	1401											
5 NOV 75	152	1415											
6 NOV 75	159	1433			6 2								
7 NOV 75	166	1453											

If you need help, your local US Army Tank-Automotive Command field maintenance technician will give you a hand.

If you don't know who he is, find out from your unit maintenance officer who can call division G-4.

Oil analysis works like a window into your engine. It tells you if something is wrong while there's still time to do something about it.





APRIL FOOL, CONNIE! WE DON'T REALLY NEED ALL THOSE...

PUBS

Y'KNOW, WILBERT, THESE LIBERATED GALS GOT NO SENSE OF HUMOR!



HAW! HAW!

WAY IT GOES, FRED!



This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Nov 74), and Ch 3 (Oct 75), TM's, TB's, etc. DA Pam 310-6 (Jul 75), and Ch 1 (Oct 75), SC's and SM's; and DA Pam (C) 310-9 (Aug 74), COMSEC Pubs.

TECHNICAL MANUALS

- TM 3-1040-202-12 Dec Smoke Gen Mechanical, M3A3
- TM 3-4240-224-14&P Nov Breathing Apparatus, Compr Air, M15
- TM 5-2410-214-20P Dec Tractor Cat D-7E
- TM 5-3805-252-12 Nov Grader, DED W/Martin GS 55 Grader Scraper (Caterpillar 112F)
- TM 5-3805-253-12 Dec Grader, Huber F1500M
- TM 9-1425-380-24-1 Dec Pershing 1A
- TM 9-1425-380-24-2 Dec Pershing 1A
- TM 9-1425-382-10-3 Jun Pershing 1A
- TM 9-1425-382-10-7 Jun Pershing 1A
- TM 9-1425-550-L Nov List of Pubs, LCSS
- TM 9-1425-525-12-5 Dec Improved HAWK
- TM 9-1430-535-12-1 Dec Improved HAWK
- TM 9-1440-380-20P Dec Pershing 1A
- Ch 4, TM 9-2320-218-20 Dec Truck 1/2-Ton, M151-series
- Ch 2, TM 9-2320-233-20 Nov Truck, Cargo: 8 Ton, 4x4
- TM 9-2320-266-10 Jan Truck, 1 1/2-Ton, M880-series
- TM 9-2320-266-20 Jan Truck, 1 1/2-Ton, M880-series
- TM 9-2350-257-20-2 Dec Tank, M60A1 (Rise) Turret
- TM 9-2350-257-20P-2 Dec Tank M60A1 (Rise) Turret
- TM 9-4935-385-14-5 Jan Pershing 1A
- TM 9-6130-470-12 Dec Battery Charger PP 4884 (TOW)
- TM 9-6920-465-24P-2 Dec Shillelagh Trainer
- TM 9-8140-375-20P Nov Pershing 1A
- TM 10-5410-221-20P/1 Dec Expandable Shelter (MUST)
- Ch 11, TM 11-1162 Dec AN/GSS-1 and AN/GSS-7 Radar Surveillance Centrals
- TM 11-1520-228-24P Dec Electronic Config OH-58A
- TM 11-2134-ESC Jan Switchboard, SB-86/P
- Ch 9, TM 11-5038 Dec AN/GRA-6 Control Group
- Ch 1, TM 11-5805-384-12 Jan TA-341/TT Telephone Sets
- TM 11-5815-219-14 Dec Teletypewriter, Distributor-Transmitters, TT-122A/FG, TT-123A/FG, TT-235/FG, TT-702A/FG, TT-703A/FG
- TM 11-5815-332-ESC Dec Radio Teletypewriter AN/VCS-3
- Ch 4, TM 11-5820-500-12-1 Nov AN/PRC-

- 74(I) Radio Sets
- Ch 1, TM 11-5821-259-24P Dec AN/ARC-114(I) Radio Set
- Ch 3, TM 11-5840-211-12 Dec AN/PPS-4A Radar Set
- TM 11-5845-200-12&P Dec Sounding Set, Sonar AN/SOAN-15
- Ch 3, TM 11-6140-203-15-2 Dec Aircraft Nickel-Cadmium Batteries
- Ch 1, TM 11-6140-203-15-3 Dec Nonaircraft Nickel-Cadmium Batteries
- Ch 6, TM 11-6625-203-12 Dec AN/URM-105 and AN/URM-105C Multimeters
- Ch 1, TM 11-6625-479-20P Dec AN/ASM-113 Navigation Signal Simulator
- Ch 6, TM 55-1500-328-25 Nov Maint Mgt Policies, Procedures
- TM 55-1510-208-10 Dec T-42A
- TM 55-1520-209-PMS Dec U-21
- Ch 5, TM 55-1520-210-20P-2 Dec UH-1B, C/M, D/H
- Ch 7, TM 55-1520-221-PMI, PMP Jan AH-1G
- TM 55-1520-221-10 Dec AH-1G
- TM 55-1520-221-10-1 Dec AH-1G
- TM 55-1520-221-20 Dec AH-1G, AH-1Q and TH-1G
- Ch 1, TM 55-1520-221-20 Jan AH-1G
- Ch 18, TM 55-1520-228-20 Nov OH-58A
- Ch 19, TM 55-1520-228-20 Dec OH-58A
- TM 55-1730-219-12 Aug 5-Ton Hyd Aircraft Hand Jack Type A-5
- TM 55-1730-222-12 Aug Jack, Hydraulic, Tripod 3-Ton

LUBE ORDERS

- LO 5-3220-273-12 Dec Pump, Flam Liq. GED350 (Gorman-Rupp 04A12C-MVG4D)
- LO 5-6115-213-12 Oct Gen-Set DED, 45-KW, 60-HZ/37.5-KW, 50-HZ (Kurz-Root Alex)
- LO 5-6115-214-12 Aug Gen-Set 45-KW DED, AC S&S 28100
- LO 5-6115-217-12 Aug Gen-Set, DED 15-KW, 60-HZ/12.5-KW, 50-HZ AC (U.S. Motors 15-US-10327B-A)
- LO 5-6115-218-12 Oct Gen-Set DED, 100-KW, 60-HZ/83-KW, 50-HZ, Jeta MD 1001815 AC 120/208, 240/416
- LO 5-6115-221-12 Oct Gen-Set, DED, 45-KW, 400-HZ (S&S Mod 26,200)
- LO 5-6115-223-12 Oct Gen-Set DED, 150-165-KW, 60-HZ, (Cummins NHR5-6-9)
- LO 5-6115-227-12 Oct Gen-Set, DED, 60-KW, 60-HZ/50-KW, 50-HZ (Szekely M 501)
- LO 5-6115-228-12 Oct Gen-Set, DED, 60-KW, 60-HZ/50-KW, 50-HZ (Jeta MD 601815-W)
- LO 5-6115-230-12 Oct Gen-Set, DED, 60-KW, 60-HZ (HOL-GAR CE-600-AC/EG)
- LO 5-6115-234-12 Oct Gen-Set, DED, 15-KW, 60-HZ/12.5-KW, 50-HZ AC (Winpower D-31418M)
- LO 5-6115-235-12 Oct Gen-Set, DED, 45-KW, 400-HZ (Cons 4060)
- LO 5-6115-237-12 Oct Gen-Set, DED, 100-

- KW, 60-HZ/85-KW, 50-HZ (Cons 4115)
- LO 5-6115-238-12 Oct Gen-Set, DED, 60-KW, 60-HZ/50-KW, 50-HZ AC 120/208V, 240/416 V (Int Frm M60DTT-SH6)
- LO 5-6115-239-12 Oct Gen-Set, DED, 45-KW, 60-HZ/37.5-KW, 50-HZ Cons. Mod 4070
- LO 5-6115-240-12 Oct Gen-Set, DED, 45-KW, 400-HZ (Cummins JS-6-G)
- LO 5-6115-241-12 Aug Gen-Set, DED, 15-KW, 60-HZ/50-HZ (Jeta MD 15185-W)
- LO 5-6115-243-12 Oct Gen-Set, DED, 30-KW, 60-HZ/25-KW, 50-HZ (Jeta MD-301815-W)
- LO 5-6115-247-12 Aug Gen-Set, DED, 45-KW 60/60-HZ, S&S Mod 54400
- LO 5-6115-248-12 Oct Gen-Set, DED, 30-KW, 60-HZ/25-KW, 50-HZ (U.S. M30-US-16393)
- LO 5-6115-261-12 Oct Gen-Set, DED, 15-KW, 60-HZ/12.5-KW, 50-HZ (Jeta MD151815-WA)
- LO 5-6115-273-12 Oct Gen-Set, DED, 60-KW, 60-HZ/50-KW, 50-HZ (Cummins JS-6-G-60)
- LO 5-6115-274-12 Oct Gen-Set, DED, 45-KW, 400-HZ, S&S 52300/62301
- LO 5-6115-291-12 Oct Gen-Set, DED, 60-KW, 60-HZ (Lumen 2207)
- LO 5-6115-293-12 Oct Gen-Set, DED, Precise 100-KW, 60/60-HZ GM 6910A Ser 6-71
- LO 5-6115-303-12 Oct Gen-Set, DED, 150-KW, 60-HZ (Waukesha 6-NKDBS-EU1)
- LO 5-6115-305-12 Oct Gen-Set, DED, 15-KW, 60-HZ/12.5-KW, 50-HZ (Winpower D15H18Z)

NEW MOVIES

- TF 46-4942 Aircraft Accident Investigation-Teardown Analysis
- TF 46-4943 Army Oil Analysis Program-Aviation
- TVT 17-4 thru TVT 17-17 M46A1 Tank Nonresident Training Package (1/2" and 3/4" TV tapes)

MISCELLANEOUS

- TB 9-2300-295-15/9 Jan Warranty Commercial Design Motor Vehicles (all Contracts)
- TB 9-2300-295-15/12 Jan Warranty-International Harvester 5-Ton, 4x2, Truck-Tractor
- TB 43-0002-3 Dec Maint Expend Limits, Army Aircraft
- TB 43-0002-36 Jan Maint Expend Limits, FSC 6605, 6635, 6640, 6665, 6670, 6675, 6685
- TB 43-0118 Dec Painting and Preserving Electronics Epl Camouflage Pattern Painting, Equipment Shelters
- TB 43-0147 Dec Color, Marking, Camouflage TPOSCDM Epl
- TB 55-1820-210-20-12 Jan Inspect UH-1D/H Model Main Rotor Blades
- LO 5-6115-237-12 Oct Gen-Set, DED, 100-



PS Magazine Index

The PS Index for 1975 has just been distributed. It went to the same outfits that get the magazine on pinpoint—1 copy of the Index for every 3 copies of the magazine.

JOE, DID I HEAR A FEMMY-NINE VOICE?

SET THAT POOR THING DOWN, GENTLY--IT'S DAMAGED ENOUGH ALREADY!

YESSIR...

...ER-- I MEAN-- YES, MA'AM!

A CARTON TALKING... TO US?

SEEMS SO, JIM!

RIGHT ON! AND, BOY! DO YOU TWO EVER NEED TALKING TO!

FIRST, WILL ONE OF YOU PLEASE PICK ME UP FROM THIS PILE OF BATTERED GEAR AND SET ME ON THE TABLE... CAREFULLY?

MM-MM! COFFEE SMELLS GOODD-ODD! HEY... EASY!

...YOU TWO SHOULD BE ASHAMED... NOW...

OH, YEA?

FER WHAT?

...FOR SKY-ROCKETING ARMY MAINTENANCE COST!

US?

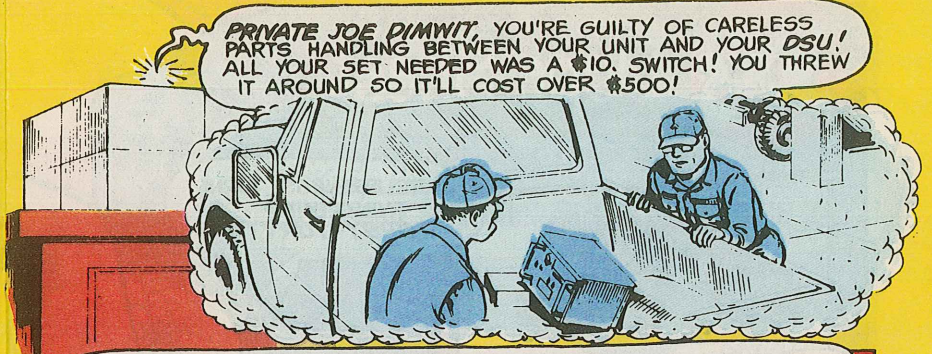
YER NUTZ, BOX!

WHAT ONE SHOULD EXPECT-- HARD TALK FROM HARD HEADS!

WHY, YOU--

OH, BE QUIET-- AND HEAR ME OUT...

YOU TWO ARE PERFECT EXAMPLES OF THE TWO BIGGEST LOSS FACTORS!



...AND YOU, SPECIALIST JIM MCGOON, ARE GUILTY OF PLUGGIN' THE SUPPLY PIPELINE! YOU'RE SAYING THIS WHOLE STACK OF ITEMS IS UNREPAIRABLE!



YOU'RE KEEPING DEPOT FROM DOING ITS JOB-- BUT TH' EXPENSE GOES ON...

CAN'T FIGURE IT! WE SHOULD HAVE A BIG PILE FROM SUPPORT UNITS

WISH THE TROOPS WOULD TURN IN ASSETS, NOT SIT ON 'EM!



SO IF DEPOT CAN'T GET IT TO REBUILD IT, NEW STUFF HAS TO BE BOUGHT-- AND THE BUDGET CAN'T STAND IT!

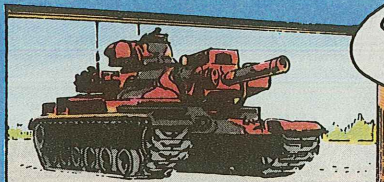
OK, OK, WE BELIEVE YOU--

BUT-- HOW CAN WE HELP?

WELL, FOR A STARTER, TAKE A LOOK AT CONNIE'S POSTER...



Joe's Dope Sheet



CARELESSNESS TURNS EVERYTHING TOPSY-TURVY!

EASY DOES IT!

RIGHT ON!

STILL GOT A LOT O' LIFE LEFT!



NOW TO EXCHANGE IT!

AS SOON AS A DX STYLE PART COMES OFF, PACK IT CAREFULLY ... IN ITS ORIGINAL BOX IF YOU CAN!

HEY WATCH OUT FOR THAT ROCK!

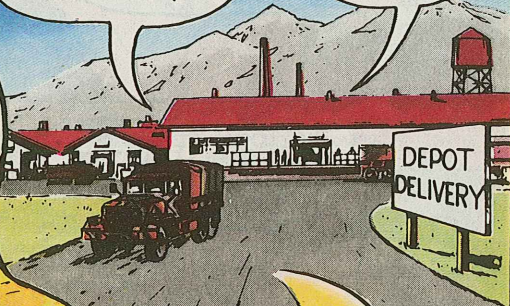


THANKS-- I DON'T WANNA DAMAGE THIS DX STUFF WORSEN IT ALREADY IS!

If that USED PART is hefty or small,
Cheap or costly-- no matter at all--
Why be April's First Fool?--
Keep that year-around COOL...
PACK and SHIP it...and STAY ON THE BALL!

HEY, TH' 194th MUST BE GRADE A-- REAL UP TIGHT-- THIS'S TH' BEST BUNCH OF REPAIRABLES WE'VE HAD!

GREAT! WE'LL HAVE 'EM FIXED AND BACK IN STOCK IN NO TIME!



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

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



HEY!
COOL!!

OK, BOX,
SO WE'VE BEEN
SLOPPY AND
LAZY.

BUT, WHAT
NEXT?

MY
PLEASURE!



REMEMBER, AN ITEM MAY
LOOK LONG GONE, BUT
CAN STILL BE
REPAIRED!

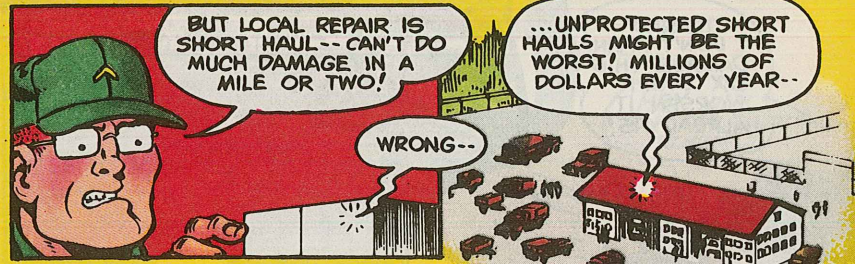
GIVE YOUR
SUPPORT A
CHANCE!



SUPPORT'S JOB
IS TO DECIDE IF
IT'S REPAIRABLE!

AND EVEN IF
AN ITEM GETS
LOCAL REPAIR,
PACKING AND HAULING
CAN'T BE SLOPPY!

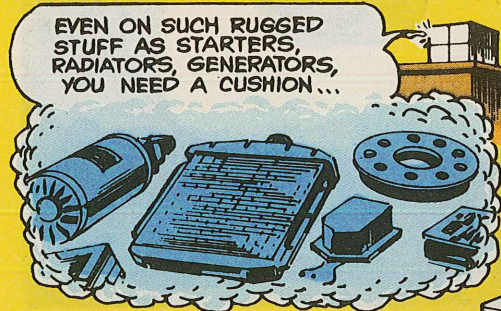
GOTCHA
BOX!



BUT LOCAL REPAIR IS
SHORT HAUL-- CAN'T DO
MUCH DAMAGE IN A
MILE OR TWO!

...UNPROTECTED SHORT
HAULS MIGHT BE THE
WORST! MILLIONS OF
DOLLARS EVERY YEAR--

WRONG--

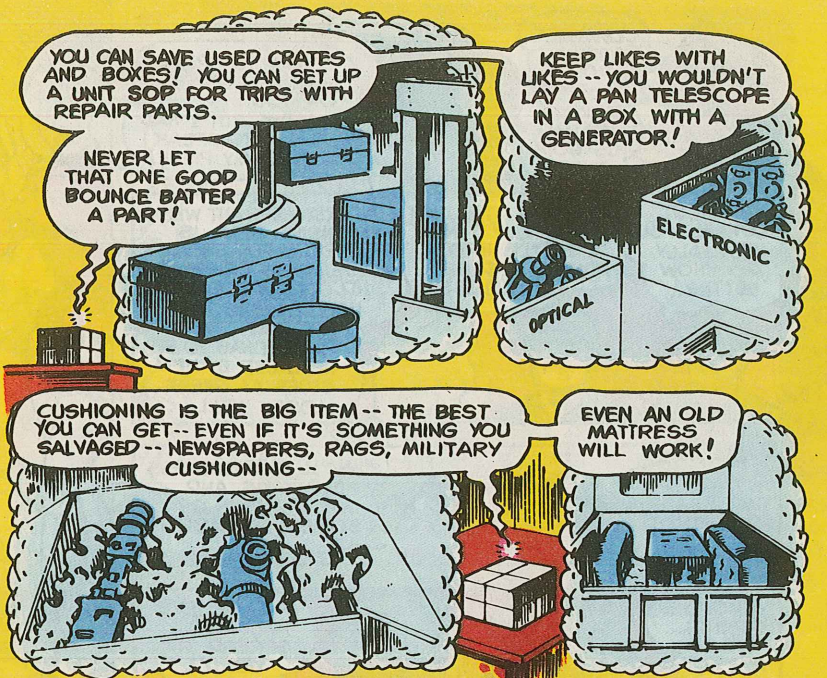


EVEN ON SUCH RUGGED
STUFF AS STARTERS,
RADIATORS, GENERATORS,
YOU NEED A CUSHION...



BOUNCING IN A TRUCK IS
LIKE BEATING ON
PARTS WITH A
HAMMER-- BUT
IT'S EASY TO
STOP!

~GULP~



YOU CAN SAVE USED CRATES
AND BOXES! YOU CAN SET UP
A UNIT SOP FOR TRIPS WITH
REPAIR PARTS.

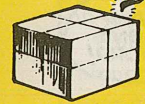
NEVER LET
THAT ONE GOOD
BOUNCE BATTER
A PART!

KEEP LIKES WITH
LIKES-- YOU WOULDN'T
LAY A PAN TELESCOPE
IN A BOX WITH A
GENERATOR!

CUSHIONING IS THE BIG ITEM-- THE BEST
YOU CAN GET-- EVEN IF IT'S SOMETHING YOU
SALVAGED-- NEWSPAPERS, RAGS, MILITARY
CUSHIONING--

EVEN AN OLD
MATTRESS
WILL WORK!

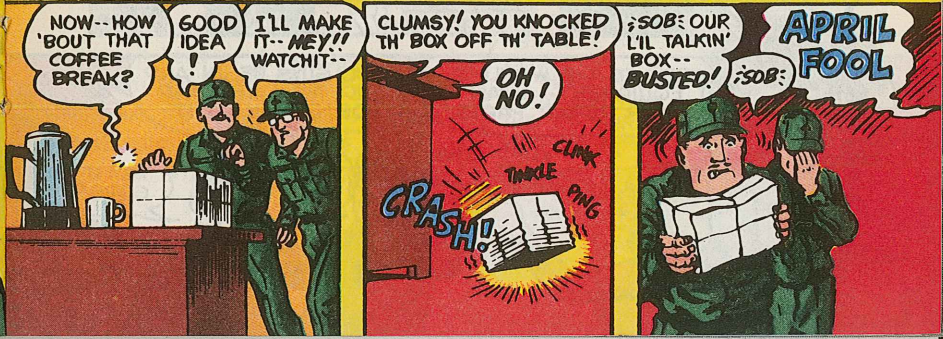
ANOTHER THING, YOU CAN GET NEW BOXES-- PACKS OF
25 FROM THIS GSA LIST:



SIZE OF BOX (in inches)	NSN 8115-00-
8 x 8 x 10	183-9499
10 x 8 x 6	183-9497
12 x 8 x 8	183-9493
16 x 12 x 8	183-9487
20 x 8 x 9 (pack of 15)	190-5012

CHECK THE
GSA CATALOG
AT DSU FOR
OTHER KINDS
AND SIZES.

And for packing material, use Fed Spec PP-C-843. Rolls 36-in wide, 1/8-in thick, and 165 feet long are NSN 8135-00-183-8823. One inch thick packing is NSN 8135-00-808-6446.



NOW-- HOW
'BOUT THAT
COFFEE
BREAK?

GOOD
IDEA
!

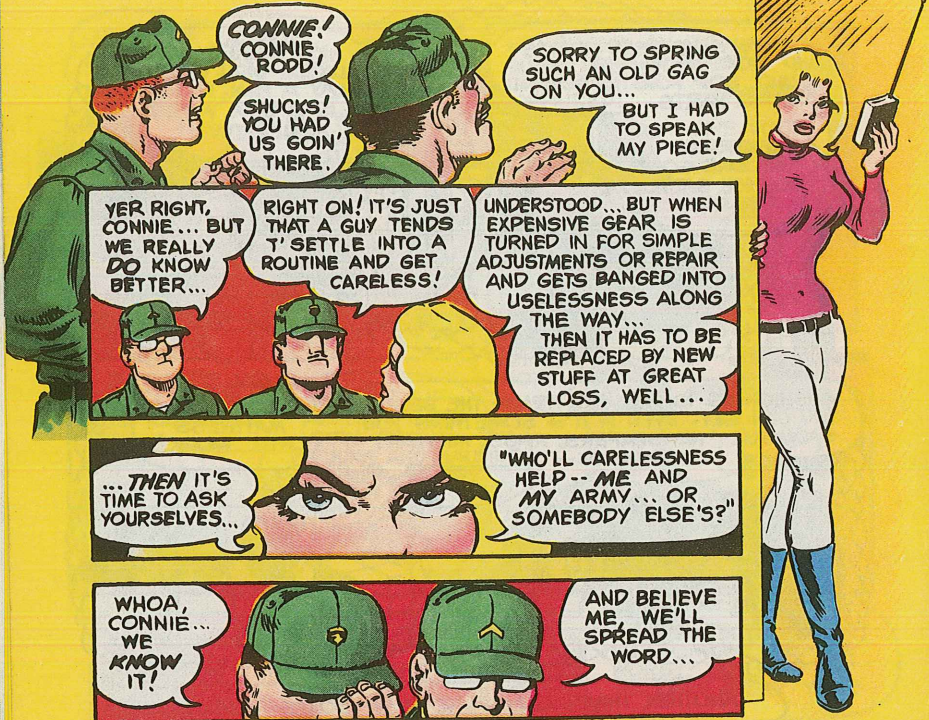
I'LL MAKE
IT-- MEY!!
WATCHIT--

CLUMSY! YOU KNOCKED
TH' BOX OFF TH' TABLE!

OH!
NO!

~SOB~ OUR
L'IL TALKIN'
BOX--
BUSTED! ~SOB~

APRIL
FOOL



CONNIE!
CONNIE
RODD!

SHUCKS!
YOU HAD
US GOIN'
THERE.

SORRY TO SPRING
SUCH AN OLD GAG
ON YOU...

BUT I HAD
TO SPEAK
MY PIECE!

YER RIGHT,
CONNIE... BUT
WE REALLY
DO KNOW
BETTER...

RIGHT ON! IT'S JUST
THAT A GUY TENDS
T' SETTLE INTO A
ROUTINE AND GET
CARELESS!

UNDERSTOOD... BUT WHEN
EXPENSIVE GEAR IS
TURNED IN FOR SIMPLE
ADJUSTMENTS OR REPAIR
AND GETS BANGED INTO
USELESSNESS ALONG
THE WAY...
THEN IT HAS TO BE
REPLACED BY NEW
STUFF AT GREAT
LOSS, WELL...

... THEN IT'S
TIME TO ASK
YOURSELVES...

"WHO'LL CARELESSNESS
HELP -- ME AND
MY ARMY... OR
SOMEBODY ELSE'S?"

WHOA,
CONNIE...
WE
KNOW
IT!

AND BELIEVE
ME, WE'LL
SPREAD THE
WORD...

I SURELY
HOPE SO...

NOW I'VE A
FINAL TIP TO
PASS ALONG...

SOME OF THE END
ITEM TM'S GIVE DOPE
ON PACKING. SOME TB'S,
SB'S AND ENTIRE TM'S
TELL ABOUT PACKING
AND SHIPPING
SPECIFIC
EQUIPMENT!

TM 38-230-1 AND
TM 38-230-2 GIVE
GOOD GENERAL WORD!

OK,
MEN, A
TOAST...

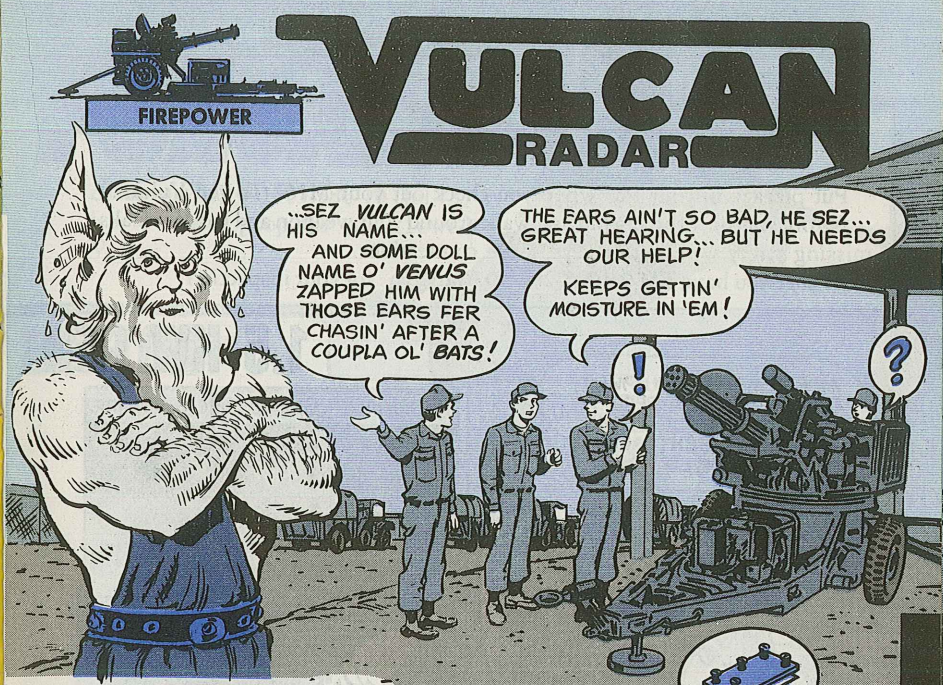
SO HERE'S TO THE WORLD'S
BEST EQUIPMENT--A FAIR
SHAKE FOR REPAIR PARTS!

YOU GUYS BEGIN AND
END THE LINE--AND
NOBODY CAN DO IT
FOR YOU!

KLINK KLINK
KLINK KLINK

RIGHT
ON!

WAY IT
GOES!



FIREPOWER

VULCAN RADAR

...SEZ VULCAN IS
HIS NAME...
AND SOME DOLL
NAME O' VENUS
ZAPPED HIM WITH
THOSE EARS FER
CHASIN' AFTER A
COUPLA OL' BATS!

THE EARS AIN'T SO BAD, HE SEZ...
GREAT HEARING... BUT HE NEEDS
OUR HELP!

KEEPS GETTIN'
MOISTURE IN 'EM!

With a little help from your support you can head off some damp trouble on your AN/VPS-2 radar set.

Water gets into the RT unit 2 through the seam between the access cover mounting frame and the case.

Support will help you fix this with some Silicon Compound, P/N 10545698-2 (RTV 108) NSN 6850-00-924-8827.

Take off the cover and gasket, clean the area around the frame, and apply a small bead of the compound to the seam around the frame.

Let the compound dry for about 20 minutes and replace the gasket and cover. Tighten the 5 screws finger-tight.

REMOVE
COVER—
CLEAN AND
APPLY
COMPOUND

BE SURE TO
CLEAN OFF ANY
OF THE COMPOUND
THAT GETS ON
THE TOP SURFACE
OF THE FRAME!

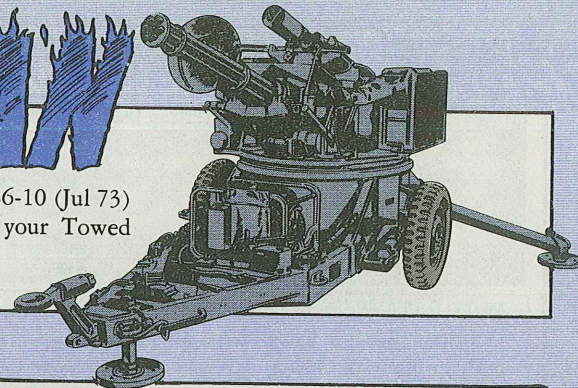
BE-YOUR-OWN-INSPECTOR . . .

M167 TOWED

Put pizzazz in your PM when you check out your M167 Towed Vulcan.
Before you start the nit-pickin', walk around your weapon and look for leaks, missing safety wire, cotter keys, loose connections.
Be sure you have TM 9-1005-286-10 (Jan 76) for your inspection

VULCAN

check out. LO 9-1005-286-10 (Jul 73) has the lube poop for your Towed Vulcan.



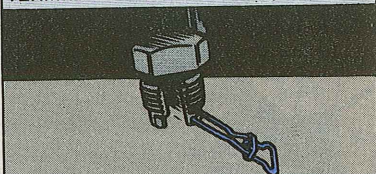
ANY ITEMS OF EQUIPMENT MISSING? TAKE A PEEK AT YOUR BASIC ISSUE ITEMS, ALL PRESENT AND ACCOUNTED FOR?

HERE'S A GUIDE TO HELP YOU. BOLD TYPE ITEMS RATE SPECIAL 'TENTION SOONEST!



1.5-KW GEN

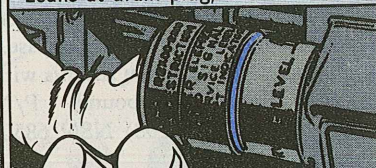
TERMINALS—Ground safety missing.



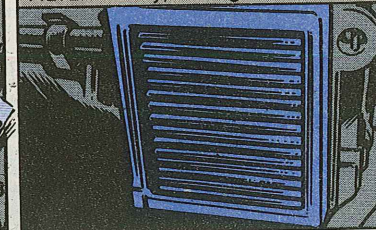
HOSE CLAMPS—Missing.



GASKET (RED)—Missing, damaged. Leaks at drain plug, fuel line.

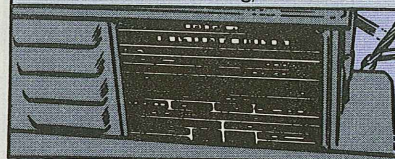


AIR FILTER—Indicator shows red. **FILTER**—Dirty, damaged.



ERATOR

DATA PLATE—Missing, unreadable.



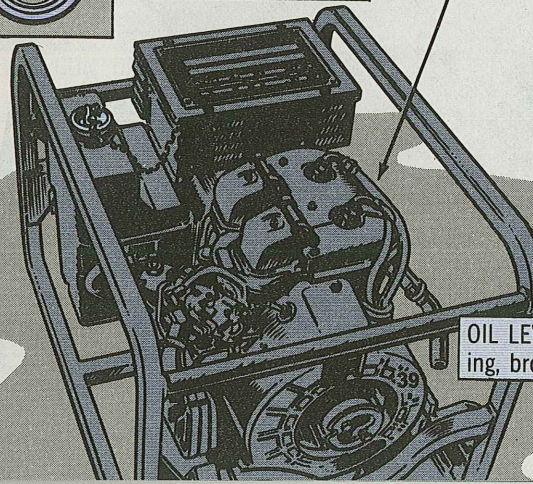
FUEL FILTER—Dirty, crushed, full o' holes.



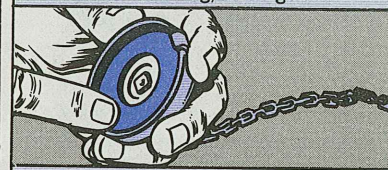
GASOLINE LEVEL—Low.



MOUNTING BOLTS—Missing, broken.

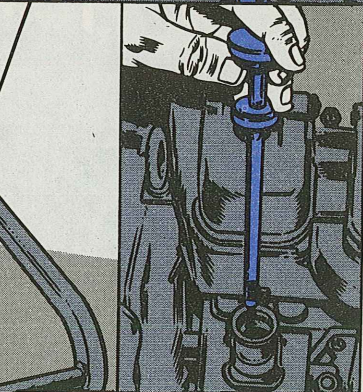


GASKET—Missing, damaged.



CHAIN—Missing, broken.

SPARK PLUG CABLE WIRE—Loose, bent.



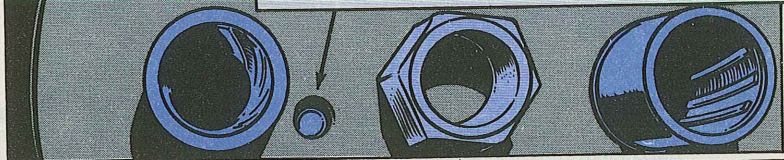
OIL LEVEL—Low; cover latch missing, broken.

WHAT WAS THAT, MURGATROYD?

M168 20-MM GUN

PROB'LY SPACE JUNK FALLIN' FROM ORBIT!

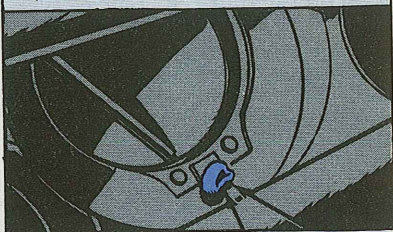
TRIANGLE LOCKING PLATE—Pin broken; not in hole.



MUZZLE CLAMP/BARRELS—Out of position. (No. 1 barrel at 3:30 position fits in pin hole.)



CENTER CLAMP—Out of position. (Each pin must fit in a barrel groove.)



CLAMP LOCKING LUG — Cotter pin missing, broken.

BY JUPITER! IT'S CONSTANCE! WHAT ARE YOU DOING HERE AT FORT BELLARI?

'LO, VULCAN! ... I'M SETTING UP A TOWED VULCAN BYOI PROGRAM!

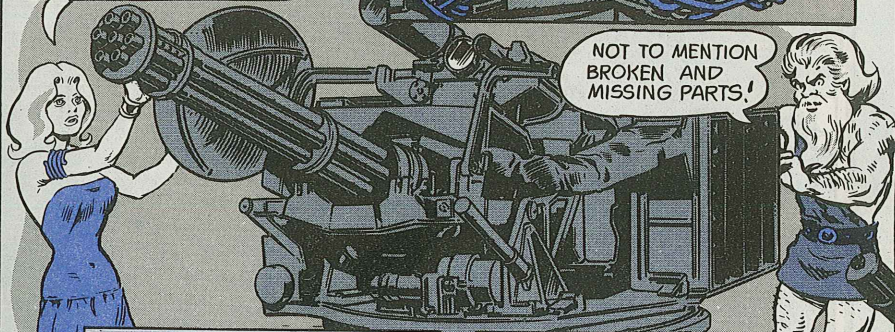
WHY NOT JOIN ME!

BARRELS—Rusty, bulged, cracked.

GUN & ELEVATION DRIVE MOTORS

RADAR INTERCONNECTING CABLES—Frayed, worn, damaged, kinked. (Don't forget the distribution—D-Box—cables.)

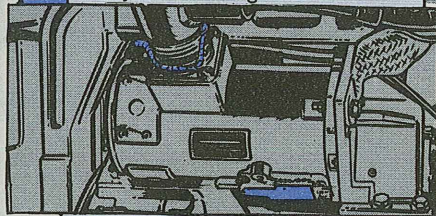
OPERATORS SHOULD 'SPECIALLY WATCH FOR LOOSE PARTS!'



NOT TO MENTION BROKEN AND MISSING PARTS!

GUN DRIVE MOTOR—Electrical cable loose; safety wire missing, or safety wired wrong.

ELEVATION MOTOR BRAKE—Broken, missing; not in locked position.



UNLOCKED

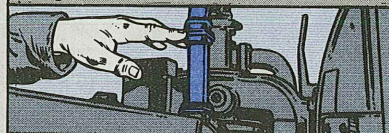
LOCKED

GUN DRIVE MOTOR BRAKES—In unlocked position. (Should be in straight-out position.)

GUN DRIVE CABLE STRAPS—Missing.

INTERCONNECTING WAVEGUIDE—Shield missing; screws (4) missing, loose.

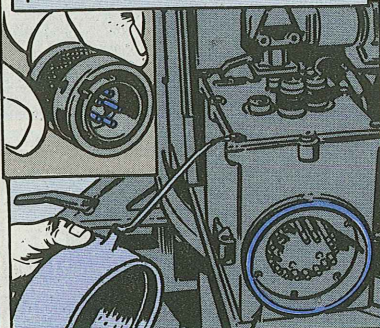
RF POWER INDICATOR LAMP—Cloudy, rusty. Check flange area for rust, corrosion.



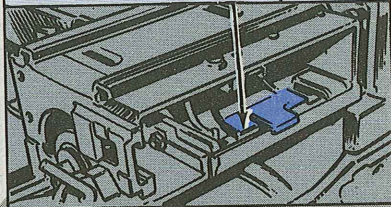
M168 CANNON AND

FEED SYSTEM

ARMING CONNECTOR—Dirty, wet, pins bent.



DECLUTCHING FEEDER SPRING PLATE—Crooked, bent, broken.

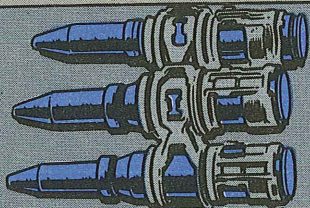


BRAKE CLEAR AND BRAKE SWITCH OK?... HOW ABOUT DECLUTCHING FEEDER?



FIRING INTERRUPTOR—Seal missing, damaged. (NOTE: When you take the cover off, don't let it drop and snap the retaining wire. How 'bout the retaining wire? Get this one, NSN 1015-00-829-6361.) Of course, you never leave the cover off.

DUMMY ROUNDS—Won't feed short or long.



BRAKE CLEAR AND BRAKE—Switch won't work; barrels won't rotate, jammed. Feeder won't turn. Clutch stays disengaged.

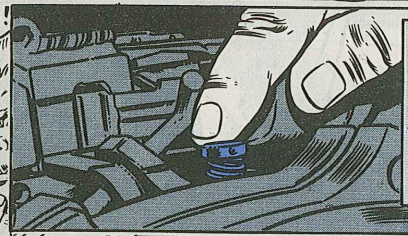
I CAN HELP IN THAT AREA, CON-STANCE!



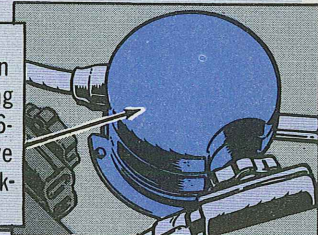
FEED CHUTE CATCH—Broken, bent.

DECLUTCHING FEEDER SOLENOID—Loose, missing.

TIMING PIN AND DECLUTCHING FEEDER PIN—Won't line up. (Tip: Be sure timing pins pop back up when released. Never spin the barrels fast with timing pin depressed. You'll shear or bend it!)

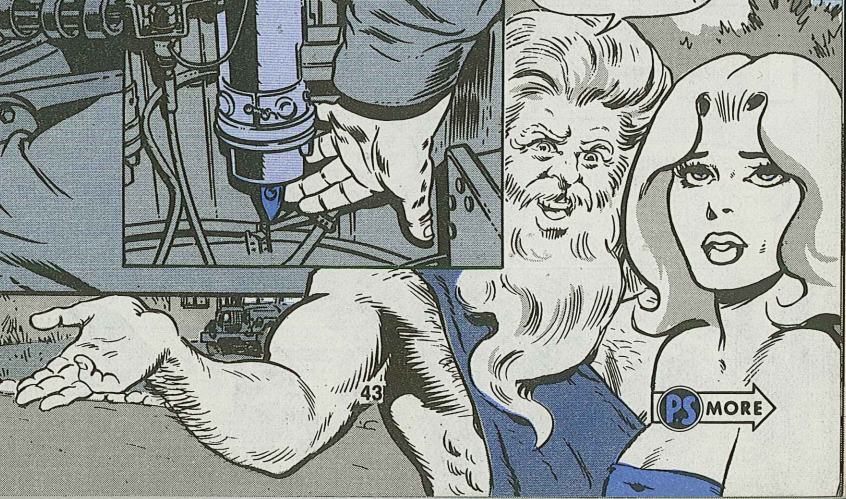


ELECTRICAL CABLES/CONNECTORS—Insulation loose, frayed, kinked. Slip-ring connectors wet. (MWO 9-1005-286-30/1 (Mar 73) added a protective cover.) Slip-ring bracket/latch broken, missing.



AZIMUTH DRIVE MOTOR BRAKE—"Tear drops" levers-missing, broken.

...I'M AN AUTHORITY ON "DE" CLUTCHING FEEDERS!... NEVER MISS A BANQUET ON THE CIRCUIT!



M61

SIGHT

AZIMUTH INDICATOR LIGHT—Missing, broken.

CASE—Cover bent; latches broken, missing.

PURGING SCREW—Missing, wrong kind.

AZIMUTH-ELEVATION SCREWS—Loose, stuck, missing.

M134 TELESCOPE—Broken, cracked; data plate missing.

PROTECTIVE COVER—Missing.

MOUNTING LOCK—Broken.

EYEPIECE—Cracked, deteriorated, missing.

CABLE—Loose, damaged.

GROUND STRAP—Missing, loose, frayed.

HEY, CONNIE! YER KOOKY FRIEND TOOK OFF WITH OUR M134 TELESCOPE!

SAID SOMETHIN' 'BOUT CHECKIN' ON THINGS BACK HOME!

HE'LL RETURN IT, BUT...

...MAYBE YOU SHOULD OF CHECKED THE SCOPES MOUNTING LOCK!

EYE PIECE - cracked... BUT I CAN SEE... HEY! WHAT TH'... WHO'S THAT WITH VENUS...

BOY! WAIT'LL I GET HOME!

LOOKOUT MOUNTAIN

FILTER—Cracked; won't lock.

AZIMUTH-ELEVATION SIGHT RETICLE ADJUSTMENT COVERS—Seals missing, damaged.

LENS—Dirty, cracked, milky.

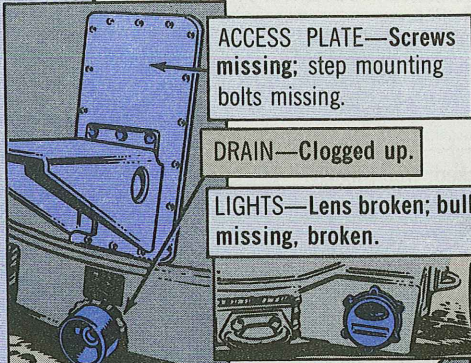
PURGING VALVE—Cap missing.

SIGHT CAGE KNOB—Loose.

READY TO FIRE LIGHT—Cracked, painted over.

MOUNTING BOLTS—Missing, cracked.

M42 CARRIAGE



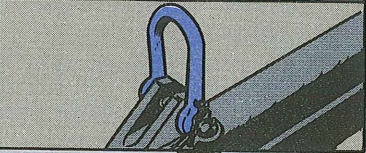
ACCESS PLATE—Screws missing; step mounting bolts missing.

DRAIN—Clogged up.

LIGHTS—Lens broken; bulbs missing, broken.

SUSPENSION—Gun tilts. Check suspension.

REAR OUTRIGGER—Lifting pin and shackle missing, broken; locking pins missing, damaged; retaining clip bent, won't hold locking lever in position; retaining wire missing.

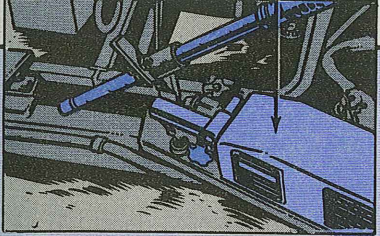


LUGS—Missing, loose.

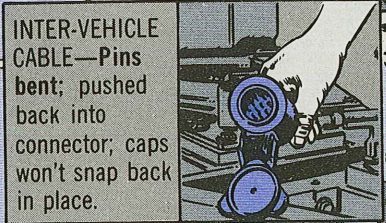


GOTTA RETURN THIS SCOPE...

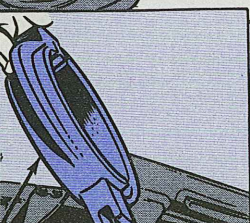
HYDRAULIC PUMP—Leaking; valve closed. (NOTE: If valve is left closed, pressure builds up and you'll blow O-rings, cylinder, hoses.)



WHEEL BRAKE—Won't work.



INTER-VEHICLE CABLE—Pins bent; pushed back into connector; caps won't snap back in place.



TRAVEL LOCK—Bent, broken; retaining screw loose, missing.

STOWED POSITION LOCK—Missing, broken.

APU TRAVEL TIEDOWN—Knurled knob missing.

ANY LUGS—loose or missing?

YEH--TH' ONE WHO TOOK OUR SCOPE!...

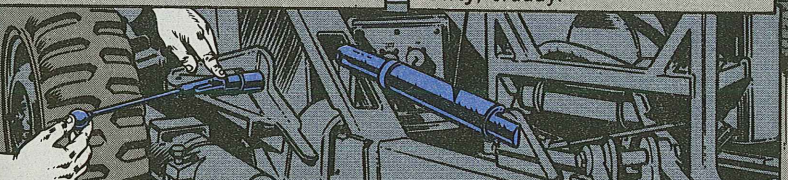
LIFTING HANDLE—Broken, missing, sluggish.

LIFTING SHACKLES, PINS—Missing, broken, bent; locking pin missing.

ELECTRICAL CONNECTIONS—Caps missing; seals damaged, missing.

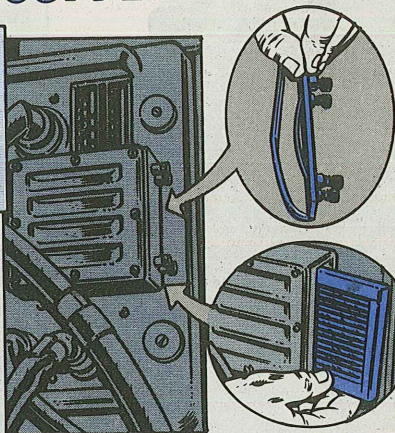
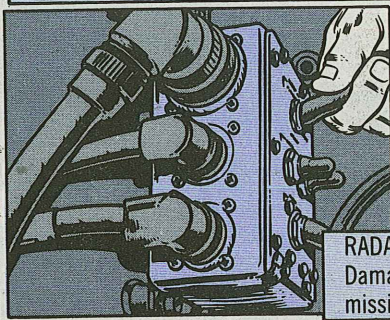
HYDRAULIC LIFTING CYLINDERS—Dirty, cruddy.

CARRIAGE LOCKING PINS—Hard to work, not lubed; handle bent.



POWER SUPPLY

EXTERIOR—Damaged; circuit breakers broken; air filter dirty, damaged; filter cover damaged; gasket loose, missing; screws damaged, broken. (TIP: Be sure air intake louvers are installed right.)



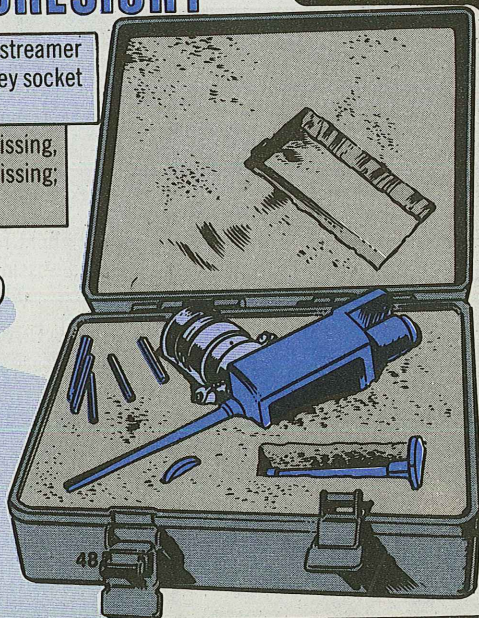
RADAR DISTRIBUTION BOX—Damaged; switch boots deteriorated, missing.

BORESIGHT

ADAPTER—Rusty; safety streamer missing; adapter missing; key socket wrenches missing.

CASE—Damaged; padding missing, gouged; latches broken, missing; hinges damaged, broken.

NEVER, BUT NEVER, NEGLECT YOUR BORE-SIGHT PM...OR (EQUALLY IMPORTANT) ITS CASE!



RECEIVER-TRANSMITTER

OUTSIDE COVER/CASE—Damaged.

THUMBSCREWS—Broken, missing; won't close door tight.

DATA PLATE—Missing, unreadable.

TUNING TOOL—Loose.

LEADS—Broken.

RECEIVER-RANGE COMPUTER—Damaged; thumbscrews won't lock tight.

SHIELDING GASKET (ELECTRICAL)—Damaged, loose, missing, broken.

PM IS THE NAME OF THE GAME!

CRYSTAL OSCILLATOR ASSEMBLIES—Missing, loose in bracket.

GROUND STRAP—Loose, missing.

VENTILATORS—Clogged; filter dirty, damaged.

SEALS—Damaged, missing, loose.

GASKET—Loose. (It has to be on the door of the filter or the air will pull filter into the fan.)

MIDRANGE CALIBRATION SWITCH—Rubber boot missing, damaged.



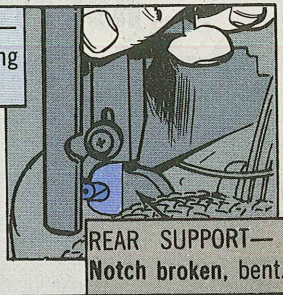
GUNSHIELD ASSEMBLY

MAKING SURE YOUR VULCAN'S GUNSHIELD IS IN PLACE AND IN A-1 SHAPE STOPS INJURIES AND FOD-- FOREIGN OBJECT DAMAGE!

QUICK RELEASE PIN—
Missing, bent; retaining wire missing.



REAR SUPPORT—
Notch broken, bent.

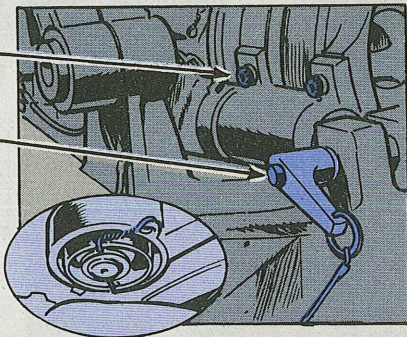


RECOIL ADAPTERS

MOUNTING BOLTS—(4) Missing.

QUICK RELEASE PINS—Missing; retaining wire missing. (TIP: Be sure retaining wire is under the saddle assembly. Keeps pin out of the way.)

SAFETY WIRE—Missing, broken.



BATTERIES

TERMINALS—Corroded; lock won't work.



(TIP: Here's a neat terminal cleaning tool. Roll a piece of green scouring pad—NSN 7920-00-753-5242—from the mess hall in the battery cap wrench. Place the wrench over the terminal and give it a couple of turns. Your terminals are clean as a whistle, and you'll get a good connection every time.) You can also use scouring pad to clean your connectors.



YER FRIEND, VULCAN, RETURNED TH' SCOPE... AN' NOW HE'S OFF FER HOME!

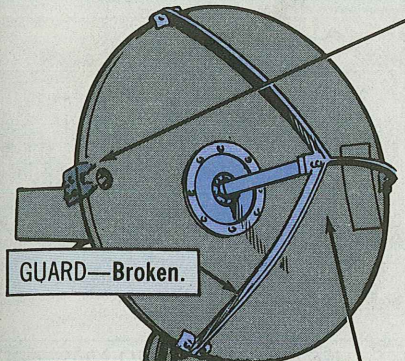


... SAID SOMETHIN' ABOUT VENUS BEING FICKLE!

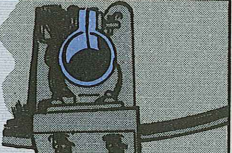


COOL... BUT HOW CAN A PLANET BE FICKLE?

ANTENNA



BORESIGHT BRACKET—
Loose, bent, broken.



FEED—Cracks, loose hardware.

WAVEGUIDE—Cracked, loose.

BORESIGHT ADJUSTMENT COVER—
Gasket missing or broken. Hold one! Be sure to loosen collar before adjusting azimuth.

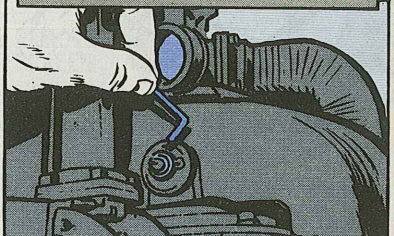
GUARD—Broken.

FEEDHORN/FEED ASSEMBLY—
Cracked, loose hardware, bent.

REFLECTOR—Dented, holes punched thru it.

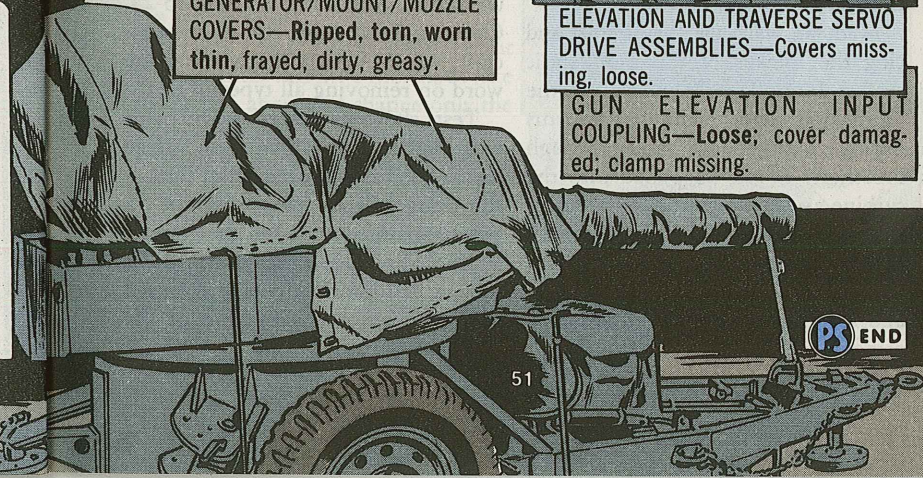
STOP/BUMPERS—(4) Loose, damaged.

GENERATOR/MOUNT/MUZZLE COVERS—Ripped, torn, worn thin, frayed, dirty, greasy.



ELEVATION AND TRAVERSE SERVO DRIVE ASSEMBLIES—Covers missing, loose.

GUN ELEVATION INPUT COUPLING—Loose; cover damaged; clamp missing.



HERE'S MUD IN YOUR EYE!

SORRY, HERM, OL' MAN!
I HARDLY RECOGNIZE
YA WITH YER NEW
CAMOUFLAGE!

AW, SHADDUP...
WISE GUY!

So, it's a resounding NO-NO! on the use of mud in place of paint. Heed.



If you're using mud to camouflage your aircraft, you're doing your baby dirt.

You may know this mud as ceramic slip, or ground clay, or whatever—but the fact is, it's bad news.

Mud can wash off the aircraft and clog the intakes of the pitot static system. It can flake off and get into the lubrication and hydraulic systems during maintenance and through breathers. It can be pulled into the turbine air intake.

It scratches and it has chemicals in it that eat on paint and metals. Thus, your bird can get the willies from paint and metal deterioration after a mud camouflage.

TB 746-93-2 specifies the exterior finishes for your aircraft. If you have used mud, grab TM 55-1500-333-24, Cleaning Procedures for Army Aircraft, which, in Sect II, gives you the word on removing all types of dirt.

Tests show that lusterless OD paint with black markings give a camouflage just as good as—or even better than—the camouflage presented by a pattern-painted craft. On the ground, additional materials such as fresh-cut foliage, disruptors or nets can be used to tone down the silhouette of the aircraft.

"CHANGE WHAT??"

ONLY THE
ELEMENT?

O'OURSE! IT'S
ELEMENT'RY!



Comes the time for screen PM on a bird, some mechs don't read the small print . . . and up shoots the tab somethin' fierce!

Take the latest example—the Seminole engine air filtering screen.

You can do a speedy job and replace the whole screen.

It takes a little longer, but the right way to handle this little chore is to take the screen apart and change only the screen element.

The element goes for about 7 bucks while the screen costs 4 times that amount.

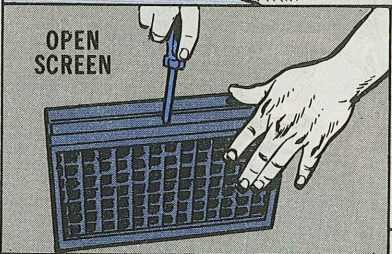
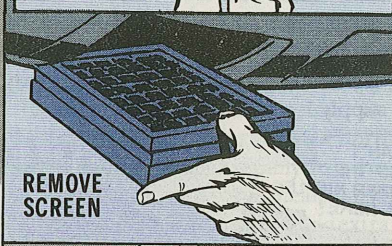
And the small print? It's in sequence 6.24 and 9.24 of TM 55-1510-201-PMS (Feb 75). Every 2nd PE change the element.

LOOSEN
SCREWS

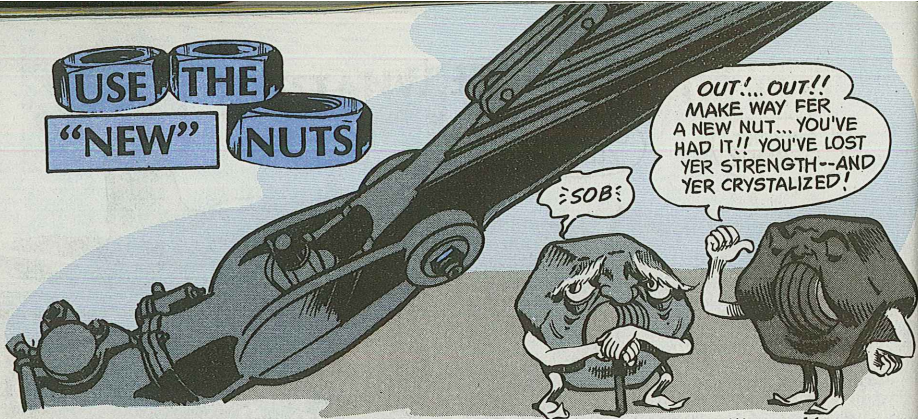
REMOVE
SCREEN

OPEN
SCREEN

REPLACE
ELEMENT



USE THE "NEW" NUTS



MWO 55-1520-228-30-20 (Oct 73) added a new nut, NSN 5310-00-083-7119, at 2 places in the OH-58A main rotor hub.

But—not all of the old nuts, NSN 5410-00-445-5336 and NSN 5310-00-616-6856, got the heave-ho in tech supply.

Those old babies crystallize and lose strength. The MWO says to scrap 'em ... they're no longer listed in the parts pubs.

To be on the safe side, tho, eyeball the blades for the right hardware. The old blade bolt nut is silver looking, while the new one is black.

THE BEST CONNECTION



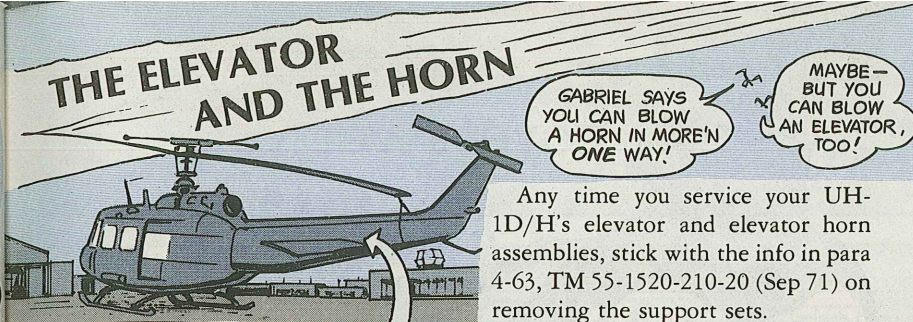
I THINK I GOT TH' SOLUTION, BEN!

There's no need to develop a case of eye strain searching the parts pub for the rubber nipples that go on the Kiowa starter-generator. You won't find them listed with that accessory.

Until the pub is up-dated, tho, those little gems are also shown in Figs 96, 97 and 98 of TM 55-1520-228-20P (Aug 73).

To keep dirt and moisture out of the electrical connection, you want—2 nipples, NSN 5975-00-553-6995 and 3 nipples, NSN 5975-00-250-6871.

THE ELEVATOR AND THE HORN

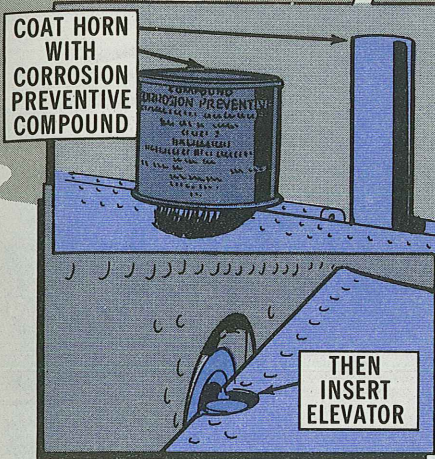


Any time you service your UH-1D/H's elevator and elevator horn assemblies, stick with the info in para 4-63, TM 55-1520-210-20 (Sep 71) on removing the support sets.

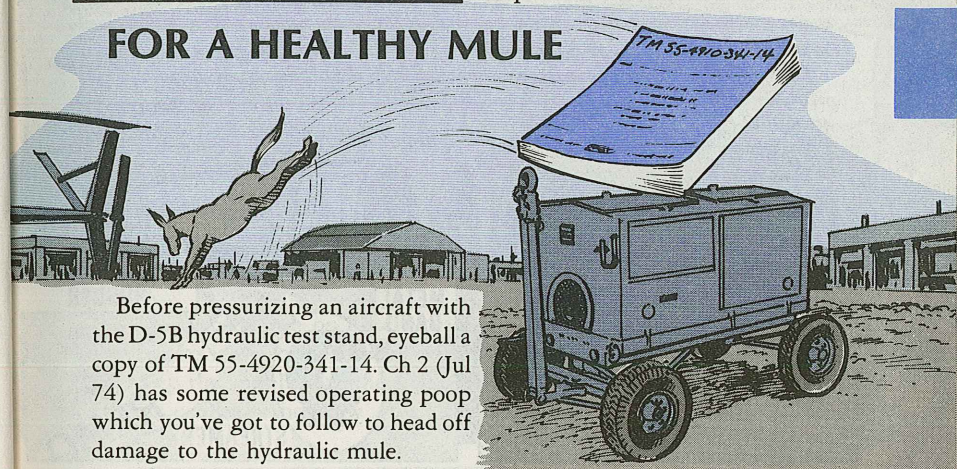
Pay attention to the installation NOTE on page 4-46A where it tells you to coat the horn assembly with corrosion preventive compound from Table 1-2.

Heed the warning in the NOTE not to use zinc chromate as a substitute for corrosion preventive compound. And don't go with bare metal and no preservative.

Spraying zinc chromate primer on the inner surface of the elevator horn causes the elevator assembly to seize in the elevator horn. This means lotsa elevators and horns replaced and extra expense for Uncle.



FOR A HEALTHY MULE



Before pressurizing an aircraft with the D-5B hydraulic test stand, eyeball a copy of TM 55-4920-341-14. Ch 2 (Jul 74) has some revised operating poop which you've got to follow to head off damage to the hydraulic mule.

COVER SAVER

TUM-TUM-DEE-DUM!
♪♪♪♪
I FEEL SO GREAT
SINCE MY CREW CHIEF
CAME UP WITH A LITTLE
METAL BAND!

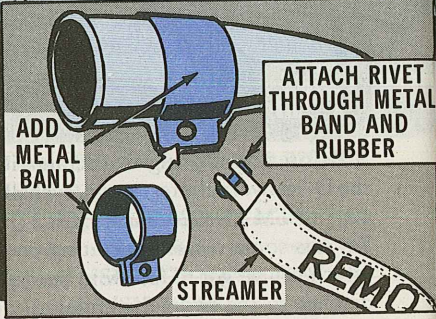
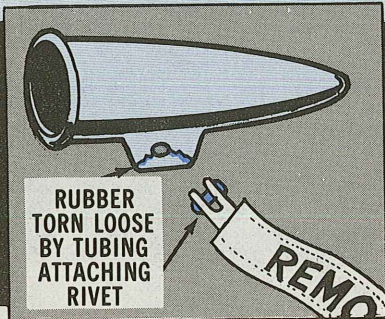


Make up a 1-in metal band to fit around the pitot tube cover. Attach the metal band and the streamer with a rivet.

You'll get a lot more "mileage" out of the beefed-up covers.

Woodrow M. Whitsett
Paine Field, Everett, WA.

Dear Editor,
If the rubber cover for the CH-47's pitot tube rips or tears at the streamer attaching point, try this:



BLADES REJECTED—FACTS EXPECTED

HEY!
WAIT A
MINUTE!



...WHAT'S TH'
GORY STORY,
RORY?



1. NOMENCLATURE	2. FEDERAL STOCK NO.	3. PART NO. OR MODEL	4. SERIAL NUMBER	5. MANUFACTURER	6. PAGE NO. (S. NO. OF PAGES)
-----------------	----------------------	----------------------	------------------	-----------------	-------------------------------

7. RECORD OF TIME CHANGE (Time Between Overhaul/Fatigue Life) AND CONDITION PARTS										
NOMENCLATURE	PART NUMBER AND FEDERAL STOCK NUMBER	SERIAL NUMBER OR LOCATION	NO. OF PREV OVERHAULS	TIME SINCE NEW (Hours) (On Items Shown In Item 1)		TIME SINCE OVERHAUL	TIME SINCE NEW (Hours) (On Items Shown In Column a)		OVERHAUL OR REPLACEMENT LIFE	REPLACEMENT DUE (Aircraft Hours)
				INSTALLED	REMOVED		INSTALLED	REMOVED		
a	b	c	d	e	f	g	h	i	j	k

When you turn in aircraft blades for overhaul, be sure to send along DA Form 2408-16, Aircraft Component Historical Record, with all the explanatory information possible.

Tell the reason for removal, give details of troubleshooting procedures, furnish times and dates, and any other info that'll shed some light.

When you give with all this solid info, you help your backup people repair the defect. If you return components without supporting facts, the repair types have to assume the worst—and spend time and materials that wouldn't have to be spent if they had all the story.

PARA 4-B,
TM 55-1500-328-25
(JUL 72) HAS THE
WORD!



DA FORM 2408-16

REPLACES EDITION OF 1 JAN 54, WHICH IS OBSOLETE. AIRCRAFT COMPONENT HISTORICAL RECORD (TM 55-750)

ALTIMETER TURN-IN—YO!

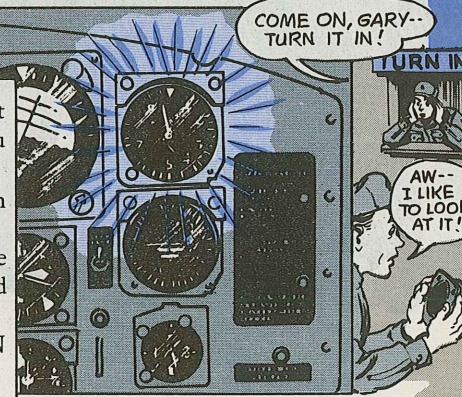
Even if you've got a thing for that good-looking altimeter . . . even if you like having it around to gaze at . . .

It's no good, Gary—give it up, turn it in!

The turn-in rate on unserviceable altimeters is way below what's needed to keep the supply pipeline filled.

So . . . all together now . . . TURN 'EM IN!

COME ON, GARY--
TURN IT IN!



LITTLE THINGS MEAN A LOT WHEN IT COMES TO TAKING CARE OF YOUR AN/VRC-12 SERIES RADIO-SET!

A DAB OF PM TODAY CAN HEAD OFF A BIG DOWNTIME TOMORROW.

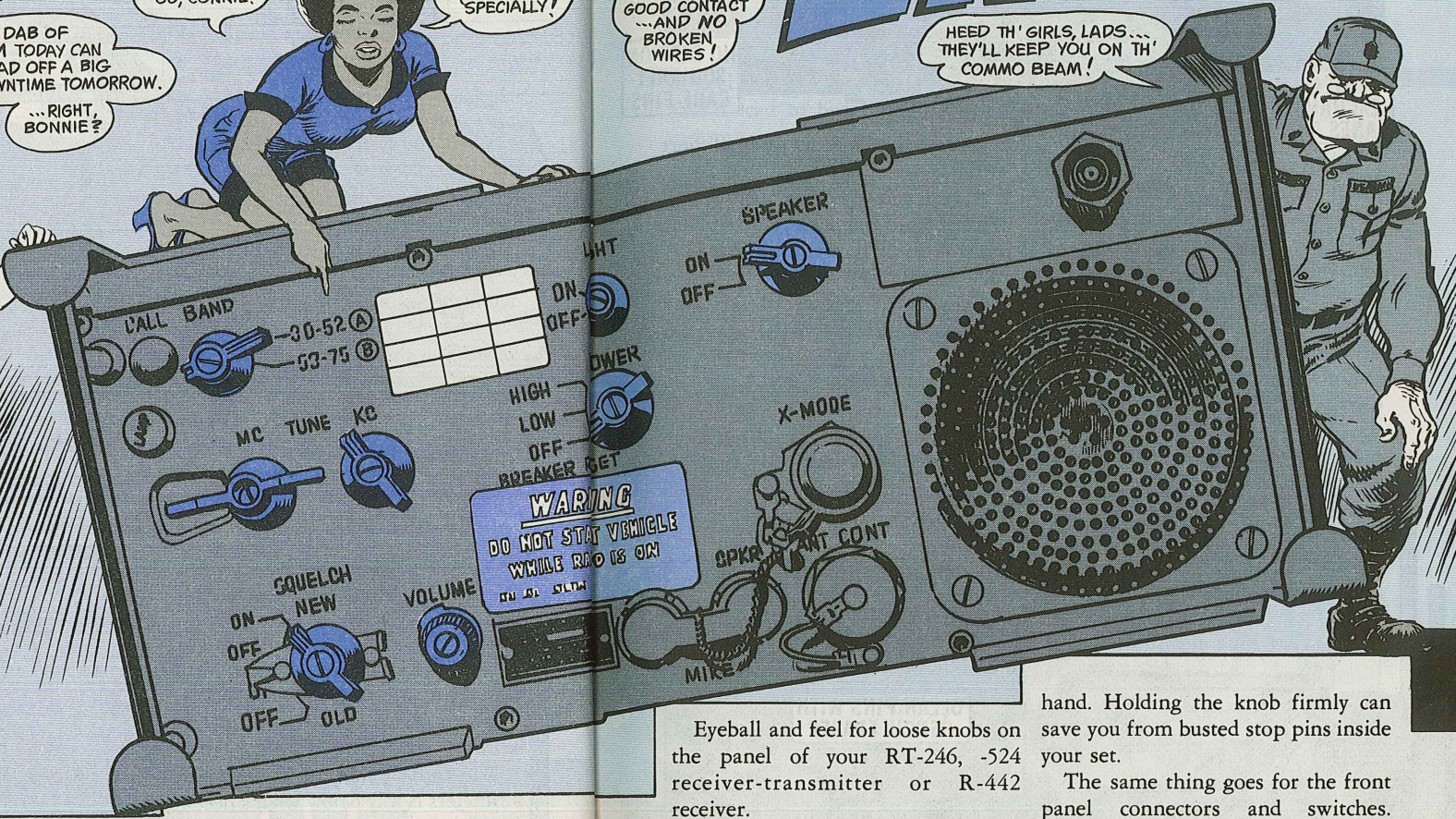
...RIGHT, BONNIE?

WAY TO GO, CONNIE!

LOOK AND FEEL FOR LOOSE KNOBS, CONNECTORS AND SWITCHES... 'SPECIALLY!

SNUG AND TIGHTEN 'EM UP RIGHT... THAT'LL MAKE GOOD CONTACT... AND NO BROKEN WIRES!

HEED TH' GIRLS, LADS... THEY'LL KEEP YOU ON TH' COMMO BEAM!



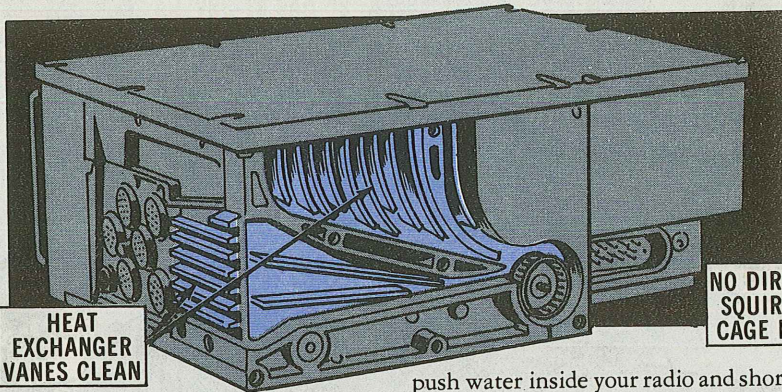
So, put your seeing and touching little things before they become big things. After all, that's what preventive maintenance is all about.

Eyeball and feel for loose knobs on the panel of your RT-246, -524 receiver-transmitter or R-442 receiver.

While you're tightening the knob snug 'em up with the other

hand. Holding the knob firmly can save you from busted stop pins inside your set.

The same thing goes for the front panel connectors and switches. Tighten the nuts. Loose nuts can leave you with poor contact or broken wiring.



HEAT EXCHANGER VANES CLEAN

NO DIRT ON SQUIRREL CAGE FINNS

When you take off the side and back panels of your RT to get rid of dust and dirt, you're keeping your power transistor assembly cool and doing its job. That goes for the rest of the RT's innards when the heat exchanger vanes are clean.

Get rid of the dirt on the blower motor's squirrel cage fins, too. A toothbrush works well to clean the fins.

Be sure to replace the side and back panels of your set after you're through cleaning.

When it's bath-giving time for your gear, use a wet brush to scrub off mud and grime on the set's surfaces. Stay away from 'em with high pressure hoses. That high pressure stuff can

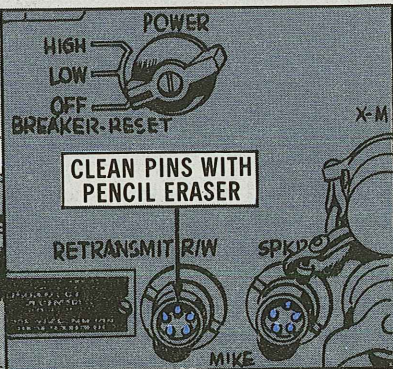
push water inside your radio and short 'er out.

Always remember to turn off all power before you push your receiver-transmitter or receiver into the MT-1029 or MT-1898 mount.

'Cause with the power on, you wind up with singed contact pins and a damaged radio set.

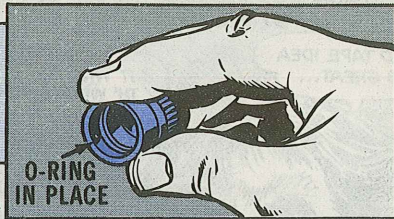
Same thing happens when you pull that gear out with the power on.

Eye those contact pins in the audio receptacles. Use a pencil eraser to keep 'em clean and corrosion-free. These'll help to knock intermittent contact and side noises.



CLEAN PINS WITH PENCIL ERASER

While you're at it, make sure the O-ring's in place in your M-80 microphone or H-189 handset cable connector.



O-RING IN PLACE

A missing O-ring leaves you with loose contacts and causes arcing when you make the connection to the control panel of the RT-246 or -524. This'll lead to burnt pins and poor transmission.

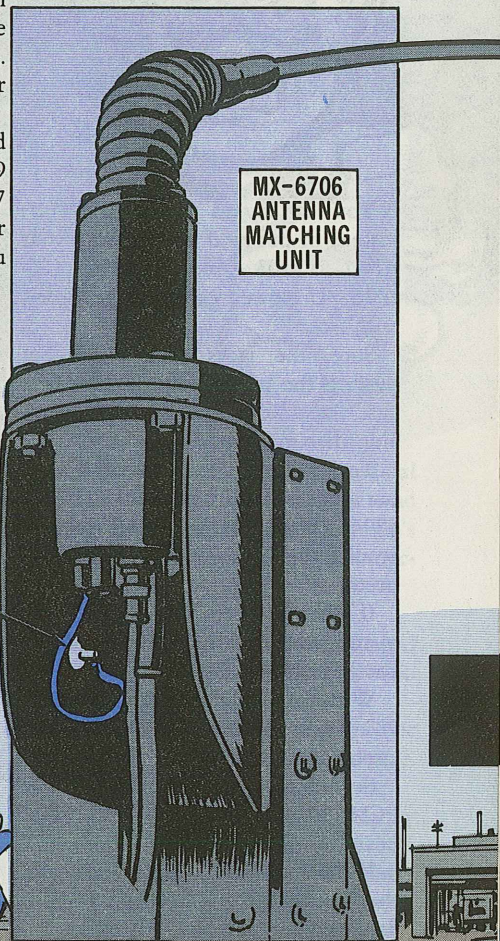
You need to make sure the ground straps are fastened to your MT-1029 and -1898 mounts and MX-6707 antenna matching unit. With poor grounding or no grounding at all you can be in for a real shocker.



GROUND STRAP FASTENED?

ONE OTHER PM TIP IS TO WAIT A MINUTE OR TWO TO TRANSMIT AFTER YOU TURN ON YOUR SET!

THIS LITTLE WAIT CAN SAVE YOUR PA TUBES!



MX-6706 ANTENNA MATCHING UNIT



AN/TRA-37 ANTENNA GROUP . . .

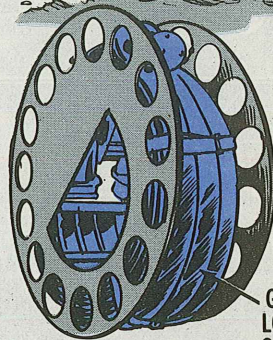
REEL'S TOO SMALL



Take it easy when stowing waveguides 3A2, 3A3, and 3A4 on cable reel 3A6.

The radius of the reel is smaller than the minimum bending radius of the waveguides.

Until a modified reel with a bigger radius becomes available, be real careful when winding up the waveguides on the reel. Wind 'em up loose—there's enough space on the reel to hold 'em.



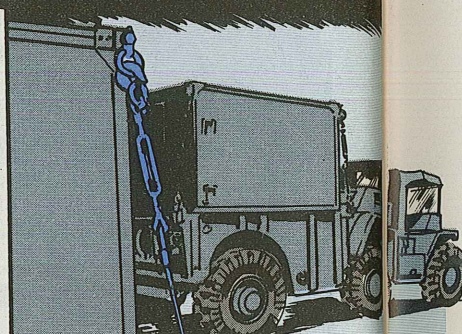
WRAP
WAVE
GUIDES
LOOSELY
ON REEL

GOAT SHELTER TIEDOWNS

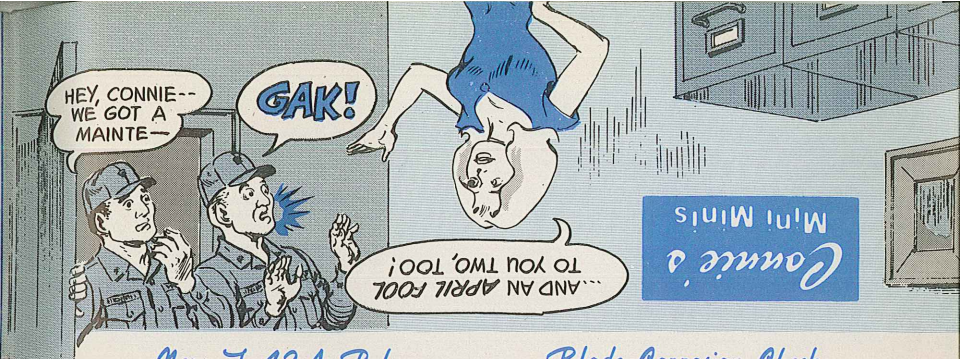
Wondering where you're going to latch onto a blocking and tiedown kit to secure the S-250()/G shelter on the M561 Gama Goat?

Order the kit with NSN 5410-00-107-1864 and get TB 11-2300-372-14 (Jul 74) for installation instructions for the kit.

TB 11-2300-374-14-1 (Apr 73) has the lowdown on tiedowns for securing the S-318/G and S-144/G shelters to the Gama Goat and the M-715 1 1/4-ton truck. TB 750-240 (Jul 69) has the PM poop.



SOMEHOW I
DON'T THINK
THIS IS WHAT
THEY MEANT!



Connie's
Mini Minis

New T-42A Pub

Hot off the press for you Cochise (T-42A) pilots is TM 55-1510-208-10 (Dec 75).

Blade Corrosion Check

Eyeballing the Chinook (CH-47 B/C) rotor blades for core corrosion is not only a depot chore . . . it's also done in the field, per message AMSAV-FET (23 Sep 75). Until the inspection poop in the bird pubs is refined, tho, your friendly AVSCOM field maintenance technician can fill you in with the details.

Nutty NSN For Nut

Ten-ton trucks do not use Nut, NSN 5840-00-871-3218, page 75, TM 9-2320-206-20P (Dec 71)—that's for a \$346 item. To get Nut, hexagon, tie rod steering, use NSN 5840-00-865-7129. Until this NSN gets into the Army Master Data File, you have to order by "exception data."

Flotation Publication

Need a good TM to help you maintain your Army aircraft flotation lifesaving equipment? Use Air Force TO 14S-1-102, USAF Flotation Equipment. The Army is assigning a TM number to it. Get the TO from Commander, US Army Troop Support Command, ATTN: DRSTS-DRL, St. Louis, MO 63120.

M18 Binocular NSN's

Page 24 of PS Issue 276 (November 1975) had a little mix-up in the stock numbers for the ID plate and the caution decal. The correct numbers are:

- ID PLATE—NSN 9905-00-169-1664
- CAUTION DECAL—NSN 9905-00-140-1535

For Missile Types

Make a note in your TM 9-2330-212-20P (Feb 72). NSN 2530-00-443-0033 on page 43 is for the trailer's right-hand brake backing plate—not left-hand like the TM says. So Part No. 8016980, just above that listing, is for the left-hand plate—not right-hand. Until the left plate gets an NSN, you use the part number and order by "exception data."

New Slave Cable NSN

Use NSN 2590-00-148-7961 to get the special purpose electrical cable assembly that's part of your No. 1 and No. 2 common tool sets. This number supersedes NSN 4910-00-474-9135.

☆U.S. GOVERNMENT PRINTING OFFICE: 1976 - 657-631/10

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

Operating Your Mil Std Engine? . . .

CHECK OIL LEVEL

FULL →

← LOW

MERCY...

PITY...

MY
INNARDS
GOT NO
LUBE!

I'M DRY...

BURNING
UP...

HALP!

OFTEN!

CHECK AT LEAST EVERY
8 HOURS