

Issue 125

**PS**

1963 Series

**THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY**

... REALLY???  
WHAT'S PREVENTIVE  
MAINTENANCE??

**SPECIAL FEATURES  
SUPPLY MANUALS  
\$39.95**

# Maintenance

Both cheap things  
big things

## SAFETY SHOES

How many times do you need for your feet to get hurt? And how many minutes the better than it, that these should be as close as you can get. Remember, your customer has what they need. They can get it for you if it's not in stock, so you get the right shoes, make sure it's a good fit, and it's a good fit, only one in every 100.

## SPRINKLERS

But the people get together with you, whether you're a contractor, because the better you are, the better you are. Remember, you can't get it for you, only one in every 100. Remember, you can't get it for you, only one in every 100. Remember, you can't get it for you, only one in every 100.

## INSULATION

It's not just a wall, it's a wall. Remember, you can't get it for you, only one in every 100. Remember, you can't get it for you, only one in every 100. Remember, you can't get it for you, only one in every 100.

## BATHS

Remember, you can't get it for you, only one in every 100. Remember, you can't get it for you, only one in every 100. Remember, you can't get it for you, only one in every 100.

## DOORS

It's not just a door, it's a door. Remember, you can't get it for you, only one in every 100. Remember, you can't get it for you, only one in every 100. Remember, you can't get it for you, only one in every 100.

## ROOF

Remember, you can't get it for you, only one in every 100. Remember, you can't get it for you, only one in every 100. Remember, you can't get it for you, only one in every 100.

## FINISHING

It's not just a finish, it's a finish. Remember, you can't get it for you, only one in every 100. Remember, you can't get it for you, only one in every 100. Remember, you can't get it for you, only one in every 100.

especially  
the little ones

## ROOF

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## FINISH

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It all adds up



Remember, you can't get it for you, only one in every 100. Remember, you can't get it for you, only one in every 100. Remember, you can't get it for you, only one in every 100.

# PS PREVENTIVE MAINTENANCE MONTHLY

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You finally get acquainted with the supply standards and you know just about where to look for the items you need. The show, what happens—often comes a bunch of new type standards and you're back at what you started.



# YOUR C<sup>TM</sup> SCORESHEET



SOON ALONG... WILL HAVE TO YOU WANT GET LIST

## CATALOG NUMBERS



When the catalog carries a complete FSC Group, you'll find two more after the group number. For instance, C9885 would be a DAD Section Federal Supply Catalog for everything in FSC Group 94. Oh, you may have a catalog for a single class (C8885 would be a DAD Section Federal Supply Catalog for the FSC Class 8885 only).



For instance, the C9885 section of FSC Classes 8400, 8405, and 8470 is that one covers all the classes in FSC 84 group. It does not include 8401, 8411, 8450, etc. The C after 84 does not mean anything except that it tells you there is a consolidation of classes. (You may not see A, B, L, etc. after the group/section there is a consolidation of classes.)



THE NEWEST LIST OF THE CATALOG NUMBER WILL BE LETTERS AND FIGURES IN ORDER FROM LEFT TO RIGHT.

YOU WILL FIND THE FOLLOWING TYPES OF CATALOGS: 1. GROUP STOCK LIST 2. METAL SUPPLY CATALOG 3. CHANGE BULLETIN 4. METAL SUPPLY PRICE LIST 5. PRESENT DATA LIST

Then there are Change Bulletins (CB) published in these catalogs. If you have a change to C9500-SL, the Change Bulletin number would look like this—C9500-SL-CB. CB's can be published in MLY or PL's.

Catalogs may be published in more than one volume. When there is more than one volume, look for the volume number right under the catalog number.

HERE'S A SAMPLE OF YOUR NUMBER...



Now you know what the new catalog number looks like. Eventually all C&D catalogs will have this numbering system in accordance with Chapter 7 of the Federal Manual for Supply Cataloging. Let's take a look at the old type catalog number.



\*OLD TYPE\*  
NUMBERS

C5-1-SL

You'll find that some of the "C" catalogs don't have an IRC Group or Class in its number. About the only way you can tell the most on that is to get a name sheet.

# C- Department of Defense Division of the Federal Supply Catalog

Here, the number following the C with which Defense Supply Center of the Federal Supply Agency is responsible for preparing that specific catalog. Here are the ones that have prepared catalogs so far:

- C1** = Defense Reference Supply Center DASC
- C2** = Defense Clothing and  
Textile Supply Center DCTSC
- C3** = Defense Medical Supply Center DMSC
- C4** = Defense Petroleum Supply Center DPMSC
- C5** = Defense Industrial Supply Center DISC
- C6** = Defense General Supply Center DGSC
- C7** = Defense Construction Supply Center DCSC
- Defense Automotive Supply Center DASC
- Defense Electronics Supply Center DESC

TO HELP YOU  
STRAIGHTEN  
OUT YOUR  
ORDER, WE  
WORK WITH  
THE  
MILITARY  
AGENCY  
CONTRACTORS

WE  
OFFER  
FREE  
COUNSELING

**C1**  
Contains reference  
issues in the  
total Group

**C4-1**  
This is the number  
assigned to a Center  
in Group 4. Check  
DSC 1218—Power  
and Packaging

**C4-1**  
DSC Group 4—Petroleum,  
Petroleum-Born Products  
and Related Materials

**C5-1**  
DSC Group 5—Structures,  
Paints, Solvents, &  
Adhesives

**C6-1**  
DSC Group 6—Services  
& Trade Equipment

**C7-1**  
DSC 701—Buildings  
& Components

All the catalogs  
may be  
ORDERED  
FROM  
DSC 1218

# C5-1-9

**D-0**  
General  
Supply  
Center

**D-1**  
General  
Supply  
Center

**D-2**  
General  
Supply  
Center

**STOCK LIST**

10000

CS-14

Y1 - Book List

CS-1-PL

Price List

CS-2

Price List

CS-14

Price & Supply Management Data

CS-1

Part 1 - List of Items

Part 2 - Supplementary Supply Management Data

CS-1-IL

Y1 - Introduction

Y2 - List of Items

Y3 - Army Service Supplementary Data

Y4 - Navy Service Supplementary Data

Y5 - Air Force Service Supplementary Data

Y6 - Marine Corps Service Supplementary Data

Y7 - Item Number Cross Reference List

CS-1-PL

Price List

CS-900

General Introduction to CS-900 Series Catalogs

CS-1-IL

Y1 - List of Items

Y2 - Army Service Supplementary Data

YOU'LL FIND Great Catalogs for Army, Navy, Air Force, Marine Corps, and Price Lists



Y3 - Navy Service Supplementary Data

Y4 - Air Force Service Supplementary Data

Y5 - Marine Corps Service Supplementary Data

CS-1-IL-ME

Supply Management Data and Price List

CS-1-IL

Y1 - Introduction

Y2 - List of Items

Y3 - Army Service Supplementary Data

Y4 - Navy Service Supplementary Data

Y5 - Air Force Service Supplementary Data

Y6 - Marine Corps Service Supplementary Data

CS-1-PL

Price List

CS-1-IL

Book List

CS-1-PL

Price List

CS-1-IL

Y1 - Single Manager Data

Y2 - Army Service Supplementary Data

CS-1-PL

Y1 - Single Manager & Army Data Price List

How do you find CS-900 catalogs? Call your distributor for a complete listing.



CS-1-PL  
Price List

CS-1-IL-Y1  
Book List Introduction

CS-1-IL-Y2  
List of Items

CS-1-IL-Y3  
Army Service Supplementary Data

CS-1-IL-Y4  
Navy Service Supplementary Data

CS-1-IL-Y5  
Air Force Supplementary Data

CS-1-IL-Y6  
Marine Corps Supplementary Data

CS-1-IL-CP  
Change Book to Book List

CS-1-IL  
List Reference List

NEED YOUR OWN  
 MEDICAL CATALOG?  
**MEDICAL CATALOG**  
 ONLY!



- CE-11 Components of Arms, Kites & Drones
- CE-14 Prices & Supply Management Data
- CE-16 Alphabetical Index
- CE-17 Medical Material Substances Price List
- CE-CE-Change Bulletin
- CE-CE- Royal Navy Pamphlets
- \*(See also general distribution)

**Odd Numbers**

If you don't recall, some of the numbers will show you. Take, for instance, CE-24. That is the number assigned to the Medical Material Glossary of Col- legiate Names in the EPC Class 2900.

Then you'll see a number such as CE-2A. The A, in this case, means that it is a Stock List.

If you have CE-2B, then the B is for the Price List.

Here's a list of EPC Classes that have been assigned "C" ratings.

NEED AN ANSWER TO  
 YOUR OWN MEDICAL CATALOG?  
 YES! SEND TODAY FOR YOUR OWN  
 MEDICAL CATALOG.



EPC CLASS	CATEGORY	
120	Artificial Power Transmission Components	1200
130	Artificial Power, Heating, Life Support, & Cook Components	1300
140	Artificial Nutrition & Anesthetics	1400
150	Artificially Produced Components	1500
200	Gas & Tubes, Pneumatic, except Aircraft	2000
210	Gas, Solid & Soluble	2100
240	Gas Refilling & Gas & Tube Repair	2400
290	Gasoline Engine/Generator/Tractor, except Aircraft & Components	2900
300	Steel Engines & Components	3000
310	Engine Fuel System Components, Reciprocating	3100
320	Engine Cooling System Components, Reciprocating	3200
330	Reciprocating Motors, Reciprocating	3300
34	Service and Trade Equipment	CE-1
350	Aut, Hydraul, and Fluid Control Equipment	CE-2
360	Automating Equipment and Tools	
380	Cable and Cable Guard Attachments	
390	Wiring, Cord Reeling, Cord Storage, & Related Equipment	CE-3
400	Tools & Device Attachments	
410	Compass	CE-4
420	Watches, Meters, Counters, & Devices	
430	Materials Handling Equipment	
440	Workshop Tools & Equipment, Self-Propelled	4400
450	Workshop Materials Handling Equipment	
470	Self-Contained Refrigeration Units & Anesthetics	4700
480	Iron & Air Conditioners, Mechanical	
490	Fire Fighting Equipment	4900
500	Compressors & Vacuum Pumps	5000
520	Pumps & Hand Pumps	
530	Exhausting, Separators, & Purifiers & Purifier Filters	5300





You don't throw out your Supply Manuals published by the different tech services—just the ones that are superseded by the new E&D catalogs.

2001 EDITION OF SUP CATALOGS TO THE SERVICE AND CLERK

Electronics	02-11 6270	02-8 6270
02-1 7110	02-12 7020	02-8 6280
02-04 8410	02-11 7030	02-8 6290
02-1 through	02-12 7040	02-8 6300
02-12 items of	02-14 8275	02-8 6310
Radio/Teletype	02-12 8277	02-8 6320
02-1	02-14 8278	02-8 6330
02-1 7041	02-17 7041	02-18 6340
02-1 7050	02-18 6350	02-18 6350
02-1 7020	02-18 6360	02-18 6360
02-2 3050	02-18 6370	02-18 6370
02-2 3060	02-18 6380	02-18 6380
02-2 3090	02-18 7021	02-18 6390
02-2 4010	02-18 7022	02-18 6400
02-2 4040	02-18 7023	02-18 6410
02-4 1110	02-18 7024	02-18 6420
02-1 1020	02-1 6010	02-18 6430
02-4 1130	02-6 1140	02-18 6440
02-6 1020	02-7 1150	02-18 6450
02-6 1130	02-8 6010	02-18 6460
02-4 1140	02-8 6020	02-18 6470
02-7 1150	02-8 6030	02-18 6480
02-4 1160	02-4 3010	02-18 6490
02-4 4150	02-4 3020	02-18 6500
02-18 7021	02-4 3030	02-18 6510
02-8 7022	02-4 3040	02-18 6520
02-11 7023	02-4 3050	02-18 6530
02-14 7024	02-7 6010	02-18 6540
02-18 7025		

**Grease Monkey's**

THE NEW WAY



Grease Monkey  
New Technology

## Scrap on M713 screws

How do the new-to-bee anti-rust screws on your M111-PC look? Are they good?

That's not the screws, PIN 1545-250-0794, used in TM 9-1548-104-200-056-403 as item 3 on page 307.

Well cheer up! If your screws are rusting, you now can get new and stronger ones from supply.

Ask for PIN 1545-250-0794, Item, Cap, hexagon head alloy-8, rd or un-pld, 1/4-14 UNF-2A x 2. In some supply publications they may still be listed under an old obsolet number, PIN

1545-250-0794, or you better mention both numbers when you order.

The old screws were made of mild-iron carbon steel and they had three lines on the hex head. The new, stronger, screws are made of alloy steel and they have six lines on the head. That's how you can tell which is which.

Sooner, if you're having trouble, order the new, stronger, screws. You won't have this trouble on the new production vehicles 'cause they're getting the stronger screws.





There's been a recent switcheroo in the way you mechanics will be getting the secondary oil filter element used in the 800 rank LEO 1700-2 engine.

The element — P/N 2940-880-8385 — will now come to you as part of a multi-purpose kit — P/N 2940-884-4881.

So-o-o-o, when you get the kit, don't be shy! To use all the parts you find in it . . . use just the 8-Block gasket (part 89291001) and the element (part 89481281). Take the other two gaskets away. Of course, if you're going M141 2H-over crank with an LEO 417 engine, then you'll use the whole kit.

You don't clean the secondary oil filter element in oil . . . it gets cleaned out and is new too just in at each Q service. You'll clean and replace only the primary filter during the Q interval.



There may be times when you'll check the secondary filter element—operation under unusual conditions—and find that it doesn't have to be replaced . . . this is why the 8-Block gasket



(P/N 2940-818-8177) is still a necessary item in the supply system.

Otherwise, you'll have to order the entire kit every time the element gets checked in a moment if you can't use the old gasket again once you've taken out the element.



Keeping a good element in this filtering job is vital to the operation of the fuel injection pump and the turbochargers. The latter cause dirty the element and down time the turbochargers and the pump bearings. Due to the close tolerances in these working parts, a small speck of dirt can gum up their works.

Remember this element and your 800 rank'll keep purring like a kitten . . . right? Or and you're sure to have troubles.

## M&M's food sharing

Your M&M's male and female sharing and not another M&M is right to give her a dose of joy!

Cheer up! You can make one with a pair of vehicles provided they have 24-watt systems and four batteries each.

Your car's work it with two cranks. Use— The M&M or M&M VTR, M&M or M&M PC, or M&M's tanks will have the trick if you see a pair of them.



Using the M&M, connect to either the inside or outside receptacle — but don't use two drive cables from one M&M. The batteries can't take it.

Just hook up a sharing cable from each of the vehicles to the M&M and you're ready to go in business. Charge 4 (18 Oct 61) to T&E 9-2140, 215-20 (Jan 62) gives you the supply camp.

## A good lead

Score the single-strand, black rubber-covered electrical lead running from the quick-disconnect bracket on the front of your BMW's AVDS 1700-D engine to the fuel shut-off solenoid, don't see how easy it is to take the vibration it gets—and breaks.

That's why all engines after serial number 1121 come stock with a larger multi-strand lead assembly (PN 2914-879-0000). It's covered with a silver-bronze shielding and has more flex in the wires.

If you've not sure of the single-strand wire in your engine, plug it in and switch to the multi-strand. To plug it off, use a couple of clips (PN 140-501-6440) to steady 'er. Just



hook 'em to the engine breaker valve.

Don't try to repair any broken single-strand leads. Use the new silver-bronze, multi-strand ones.

## Hole in the Head

Common sense when you need something like you need a hole in the head . . . in the head of the rear mounting body of your BMW-100 or 117's common cylinder, that is.



A lock wire through these heads can keep the cylinder from working loose and falling out (maybe right).

### WHAT YOU'VE GOT TO DO

1. Remove one bolt, drill a 1/8-in. hole in its top head, and then screw it back in tight.

Do That Again To Your Opposite Side



2. Drive a hole wire through the hole in your left head, wrap the wire once around the cylinder and drive it through the hole in the other left head.



That'll do it!

Incidentally, if you ever have to replace a bolt with a hole in the head, use PN 140-517-0000.





**WHY THE FLOOR MAT?**

You separate the machine section from the rest of your floor mats. And they remove the dirt before you enter. You look at the mat and wonder: How does it work? Well, that's the best part! It's been developed since 1982. It's what you need to keep your machine going—that's why. They know what to do about a few pressure readings.



**DOES IT WORK?**

It's a good idea to take a look now and again at those plastic disks that were the first to be used in the B&N device only in your work schedule. If you see that they're loose, don't do it—do it now to get the maintenance people up the line. They're some great that they use to make the disks in place.



**WHAT WORKS?**

If you haven't heard the word yet... here it is! Don't have the B&N in the new system for your B&N? Well, here's the way to get into the program in the B&N device and make it work. They don't like to put into the computer to give you a real try. All the problems have to do with just how the computer.



**IT'S IN THE AIR**

You know a lot about it. Right. It's a good idea to separate the machine section from the rest of your floor mats. And they remove the dirt before you enter. You look at the mat and wonder: How does it work? Well, that's the best part! It's been developed since 1982. It's what you need to keep your machine going—that's why. They know what to do about a few pressure readings.



**FOR YOUR NEEDS**

You should not have the things you need to get on the road at your B&N. It's a good idea to separate the machine section from the rest of your floor mats. And they remove the dirt before you enter. You look at the mat and wonder: How does it work? Well, that's the best part! It's been developed since 1982. It's what you need to keep your machine going—that's why. They know what to do about a few pressure readings.

**SAD THINGS!**

Do you have a problem with it? It's on one of your floor mats. Like maybe the fit on the left-hand side gets loose up where you have it on the hood of the car. If you don't probably tell you that the fit is coming against the safety belt on the rear suspension. There's a way to get the situation and a new type of safety belt that's way to your profit.



**WHAT IS IT?**

First... you'll have to make sure that the fit is coming against the safety belt on the rear suspension. There's a way to get the situation and a new type of safety belt that's way to your profit.

### USE THAT BIRD!



You know what this is? Right. It's an impressive-looking fixture that you have to your front. An 800-421-2141 representative maintenance shop. And its listed number 7450 2034, 944-4312.

It's used to play the beautiful golf-like in the picture—what you've dubbed the "birdie."

### THE SHOOTER

Oh, . . . you've supposed it about the construction itself which you're working on the airplane. The engine, of the "bird," engine. But, engine, of the "bird," engine. But, engine, of the "bird," engine. But, engine, of the "bird," engine. But, engine, of the "bird," engine.

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What's that? The "bird" is a "birdie"?

### IT'S BIRD

There's only one way to tell.

If you want to see if the wing attachment for your Ford is made the same way, call 800-421-2141.

Look into the line using something like on the all rest of the motor case. Then you can see whether the four engine sets line up with their openings. If they don't, you've got "birdie" trouble . . . and it's time to call for help from your support people.

### CHISEL THE POINT

You know those old tools on top of the "bird" inside the wheel?

If you want them to get into the wheel and spin the "bird," there's a way to do it.

But if you want to keep water where it belongs—out of the wheel—just make sure you're using the right tool. Call 800-421-2141. Your support people can get it for you on local arrangements.

That's why you should be using the "bird" tool. Call 800-421-2141. Your support people can get it for you on local arrangements.

Every time you move, the attachment with the "bird" tool is one of the ways to make sure it's still in place.

LET'S GET TO IT!

### PLAY IT SAFE

A little white paint . . . keeps all it takes. You . . . paint a white line across the top of the forward rotating section of your "bird" brackets to hold the "bird" edge of the line in of the top of the "bird" track handle . . . with the handle in the forward position.

That way . . . if the track gets out of adjustment, the white line'll show that the "bird" won't follow.

And, if you're not sure . . .



### LEAVE ROOM



### DON'T WORRY ABOUT

Maybe it's handy, but it's not made for sitting on it. So, to keep your feet . . . make an adjustment. Whether they're in it or it's not the support, looking directly at you. Your "bird" bracket. But when you get ready to sit the seat with the "bird" track, be sure that the "bird" track is turned all the way out.

And, if you're not sure . . .

### WASH, WASH

If you happen to get into the seat, wash your hands. Use your "bird" bracket wash beyond the forward part, the "bird" track. It doesn't have to happen, but it's not a bad idea. You know the "bird" is not the "bird" track. Of course, but looking at the "bird" track, the "bird" track. Of course, but looking at the "bird" track, the "bird" track.



### HOW AND WHY

It pays to sit the "bird" on your "bird" bracket. Call it "birdie" if you're in a "bird" seat. You'll get it right. That way, you can "bird" on it. It's not a "bird" track. It's not a "bird" track. It's not a "bird" track. It's not a "bird" track.







**DO NOT**

If there's one thing the door to your Hawk cockpit control seat says, it's... it's enough, man! You've got to look to the left or to the right! It's a bad people when you're operating and steering it. All it takes is for the door to get beat a little. Then water'll get in there, the gas lines'll be closed good and tight—and that'll get up the already composition.



Make an eye piece that normally has a FOOT LOCK!



Don't worry! It's a safe device.

**BY THE DOOR**

If your hand DOOR says it's OK, by law the auto power switch is on and the hand button switch is **EMERGENCY**, so your hand button switch is off. Then it's when the emergency DOOR button is pressed and before you close the door. The hand of the button says **STOP** and the auto power switch is off. All right, the manual switch is on the same side button. Don't want to be on **SAFE** at the same time.

**STABILITY AND SAFETY**

There's the two words you want to remember when you're taking the biggest thing out of your Hawk. **AN** **EMERGENCY** button. If you see the word **EMERGENCY** on the side of the door, it's the same as the door. The door will be closed and the door will be closed.

AN EMERGENCY DOOR



When you're taking the door to the door, it's the same as the door.



DO NOT

EMERGENCY DOOR

**DO NOT**

DO NOT EMERGENCY DOOR

If it's a door, it's a door.

The DO NOT indicator light on your Hawk says that position has should be working. It will not be your support people. Maybe they didn't notice and water'll get in there. All right, the door will be closed while they were copying **EMERGENCY** to the DOOR.

**ALL THE WAY OUT—THEN IN**

That's the way you handle the emergency door in the cockpit of your Hawk. It's not a door when the door is closed. By pulling the door out, the way out before you push it back in, you keep a record of the door. The door is closed and the door is closed. The door is closed and the door is closed.



When you're taking the door to the door, it's the same as the door.

**EMERGENCY DOOR**

The way to go out and way when you see the door to the door. The door is closed and the door is closed. The door is closed and the door is closed.

**BY THE WAY DOOR**

If it's a door, it's a door.

If you've started underneath your Hawk **AN** **EMERGENCY** door, you'll be able to see the door. It's the same as the door. The door is closed and the door is closed. The door is closed and the door is closed.



Adjusting them while driving is vital.

There's one new way you can load the loading stage for the control points—unless you have one piece different pieces of Fleet's equipment. That's by trying to adjust the pins without loosening the bolts. The answer? Loosen the loading stage . . . then adjust the pins.

#### NOT HERE



Adjusting them while driving is vital.

Here's the point.

Your Fleet's battery is called to action . . . and the coachmen and machine are activated by the B.C.

One or two things is going to happen next. Either you're going to fire your bolts or you're going to return to standby.

Question: How much time is needed

before you fire the machine or return to standby?

Answer: None.

And you shouldn't need any more's 30 minutes for a solid ground line check. The machine ought to be able to hold the ground line for at least 10 days.

#### SAFE AND SOFT

There's the two words you want to remember when you get to this so electrical rock look into the machine or equipment. Unlike your Fleet's AL-1000, it is 24 meter safe.

A quick, hard shove could mean real damage to the jack or the rest of the rock above into the shop in the cabinet.



#### THE RIGHT SHOP

It can be frustrating—the way the U.S. FM and instruction plates don't always fit what it comes to your Fleet equipment—the the machine that shop. What do you do?

Buying's here it's possible for LO's and SO's to have more in them. The guy who's on the ball will fire off a LO Page 200 when he runs across one. That way—he gets the lowest bid, right away in the price.



It's important to have a good shop in the right place. The guy who's on the ball will fire off a LO Page 200 when he runs across one. That way—he gets the lowest bid, right away in the price.

# THE ARMY EQUIPMENT RECORDS SYSTEM

FORM 1

## THE FINE PRINT

Take care you don't overlook that short list of last type in the bottom of Appendix II in TM 38-750, "The Army Equipment Record System and Procedures."



The bottom 10% will be kept in DA Form 2488-5-1, "Equipment Maintenance Record (Organizational)", on all selected items listed in Appendix III.

Could be you've noticed some of the selected items listed in Appendix III, aren't listed in Appendix II. This means TM 38-750 doesn't require you to keep a complete maintenance, operation, and service-life history on those particular items. That's because the national agency responsible for those items are pri-

marily involved in the maintenance data for those items... and they want the info at regular intervals. And, the 3-1 was designed to do exactly that kind of job.

Only thing is, when a selected item (like the AN/GRC-13 radio set, the M15 or M1941 breathing apparatus or the M1C welding set) isn't supported by a regular maintenance log (per TM 38-712) you mail the NRP copy of DA Form 2488-3-1 quarterly or when a form's all filled up (on the address listed for the specific item in Appendix III).

The form's serial copy goes to your next highest headquarters (or to per local SOP), and you keep the log book copy (also according to the local rules. (See para 3-2.1 (d), page 30, of the TM.)



**ABOUT YOUR DA FORM 2407** ...

What is the About on DA Form 2407—When you get an MPVO done but it is to be applied by your field maintenance shop, here's what you do. Fill out a DA Form 2407 requesting the MPVO be applied to your equipment and send it to your field maintenance shop. Now, don't send the equipment with the 2407.

There are several reasons for sending the 2407 before you send the equipment to be modified.

Your field maintenance shop can schedule its work load and it won't have a lot of equipment clogging up their shop.

It also gives them time to get everything ready for applying the MPVO. They may have to get material or may even have to order the MPVO kit.

Also, you'll still be able to use your equipment while you're waiting for the work to be done on it.

And there's one other reason why the field maintenance people can apply the MPVO to your shop.

**Don't miss important service notices!**

There have been cases where you've done extra work. How so? Well, if serviceable items (items of equipment) need an MPVO applied, maybe you would have used just one DA Form 2407 for listing all the items.

In case you're not sure whether you can use just one 2407 or have to file each item separately, get in touch with your field maintenance shop and they'll handle the report.

# The ARMY EQUIPMENT RECORD SYSTEM

Don't send your MPVO to the field maintenance shop until you get a DA Form 2407 from the manufacturer. It's the only way to get the MPVO applied to your equipment.



Make sure you fill in blocks 1 and 2. Don't file you until it is a work report.

In block 3 you get the date of manufacture or lot number/serial.

Have been worked/should be included and if they get the name of the manufacturer from in block 32.

Skip block 19. It doesn't apply to this report.

Get what order you recommend by checking the one that applies in block 31.

Block 33 is important. Get what's copy with the material. And be sure to include the contract and/or purchase order number, date of applying the fix, quantity on hand, and quantity delivered if you have the info.

Don't see done on file because you think you're waiting out of space. Use copies 31 or a communication sheet.

## DA FORM 2407

In block 1 you get your unit control number if you have one.

Use you fill in blocks 1, 4, and 7 with the information about your defective item.

Put in the manufacturer's serial number.

Block 11 for the name of manufacturer or support activity doing maintenance or work/should include applicable code of the identification tag or paragraph info.

Use the words that the number of the contract the work was bought under by looking at the identification tag or package.

In block 31 put the PIR of defective item if it has the same as block 7. If you don't have an PIR, then use the manufacturer's part number.

Don't be afraid to give your opinion as to why the item is defective. When you can, include exhibits, sketches, or photos to tell the story.

DA Form 2407-1. You have blocks 18 and 14 to put down your John Henry and the name of your outfit.

ON FILE

Dear Half-Mast,

How Come?

TM 38-750, page 21, says DA Form 2607 "Equipment Inspection and Maintenance Worksheet" is for pulling current maintenance inspections; FM 113, page 52, under "As You Were" says it's OK to reproduce the old CM Form.

CMFO J. M.

Dear Mr. J. M.,

Book not correct. Only thing is—that title note on page 22, FM 113, got a bit crowded and somebody accidentally whacked off a few closing words. The last sentence should have ended with . . . equivalent then call TM 38-750 your best friend.

Sgt Half-Mast



## LOSS ON TA'S

Dear Half-Mast,

Can you tell me if a regular log book record (per TM 38-750) is required on items assigned to a school or training site?

We have a lot of stuff (both selected and tracked) which is used purely for instructional purposes (maintenance and operation). Most of it is pretty old, but we have some of the new things, also, (M151, M116, M40 and M133).

A. F.

Dear A. F.,

If it's listed in a log book item in Appendix II, TM 38-750, at its operational (complete equip item), and if your old maintenance SOP and regulations give it regularly scheduled maintenance and services . . . your TA equipment will need a complete maintenance log record.



And, incidentally, the initial RPO report (see page 6, TM 38-750) is also a very important piece of business for equipment serving as training aids.

Some guys for all Appendix II items used to support equipment by use, pool or development center . . . or anyone else in the Army.



# THE MAINTENANCE ATLANTIS

WALKING INTO THE CITY OF ATLANTIS  
A MYSTICAL BEAM OF LIGHT BECAME  
THE HALLWAY OF RECORDS. HATHOR  
BY THE FLOOR, AND DEAR HATHOR  
WAS THERE. HEARD IN THE HALLWAY  
FLOOR BEARS THE GOLDEN BEAMS AND  
KINGDOM CALLED ATLANTIS WHICH IS  
LARGE & GREAT AND VERY POWERFUL AND  
WROTE WITH ELEGANCE THE HISTORY  
A GREAT IN THE HISTORY OF ATLANTIS  
WROTE PRESENTED FOR HATHOR WITH  
CONSIDERATION OF THE HATHOR WITH  
THE SOUTH ATLANTIC WAYS TO BE  
WROTE.

ONLY IN THE LAND OF THE HATHOR OFTEN SPECULATED ON THE REASONS  
FOR THE COLLAPSE OF ATLANTIS, BUT IT REMAINED FOR FIVE HOURS TO BE  
TO UNLOCK THE SECRETS...

ARMED WITH A MAP WHICH HE PURCHASED FROM AN UNKNOWN LOOKING  
WROTE HATHOR HATHOR BEAMS AND THREE FINANCIAL BACKERS SPENT A  
FUTURE DAY SURROUNDING IN THE SOUTH ATLANTIC WHERE THEY DISCOVERED A  
COLLECTION OF DOCUMENTS WHICH WILL CONTRIBUTE GREATLY TO THE  
RECORDS OF THE U. S. ARMY RECORDS.

WROTE HATHOR  
I CAN'T GET THE  
HATHOR HATHOR  
HATHOR...

WROTE HATHOR HATHOR  
HATHOR HATHOR HATHOR  
HATHOR HATHOR HATHOR  
HATHOR HATHOR HATHOR  
HATHOR HATHOR HATHOR  
HATHOR HATHOR HATHOR

WROTE HATHOR HATHOR  
HATHOR HATHOR HATHOR  
HATHOR HATHOR HATHOR  
HATHOR HATHOR HATHOR  
HATHOR HATHOR HATHOR  
HATHOR HATHOR HATHOR

WENT FROM FOURTH EXPEDITIONARY FORCE, CONTINUED  
 BY JOHN HENNING, ST. LOUIS, MISSOURI  
 AFTER SUFFERING ROBERT AT THE HANDS OF THE FOORTH, THE FOORTH HAS  
 RETURNED TO THE SOUTHERN TIP OF ATLANTIS AND IS ENLARGED IN AN UNUSUAL  
 PERIOD OF "S.L." (S.E.) AND RECAPITULATION TROOPS WILL BE  
 BOULDER ENGINEER EQUIPMENT TEAM.

GREENISH AND GREENISH,  
 NEW MISS, CONTINUED

WHY DO WE  
 BRING ALL THIS  
 EQUIPMENT DOWN  
 LIKE THIS? THE  
 POINTS.

WE'VE  
 BOULDER!

NOTHING HERE!  
 THERE'S NOTHING IN  
 A BOUT TO BE  
 QUANTITIES NOT OUTSIDE  
 THE COAST THAT... AND  
 WITH NO MEANS TO  
 SUPPORT IT... WE  
 GET LOST!

WHERE FROM THE  
 "SOUTHERN" TROOPS  
 HERE TO COLLECT  
 THE "S.L." FROM  
 ATLANTIS?

ONE MORE  
 ANOTHER  
 CHANCE!

WE'VE GOT THE  
 HEADS...  
 AGAIN!

NO MORE!  
 IT'S JUST  
 THE "S.L." FROM  
 ATLANTIS...  
 THERE'S NO  
 MORE...  
 WE'VE GOT  
 THE "S.L." FROM  
 ATLANTIS!

WE'VE  
 GOT THE  
 "S.L." FROM  
 ATLANTIS!



HOW NEAR THAT  
STAYED... NOT NEAR  
AND FLAMING... I SAID!

WELL, IT'S  
TODAY!

ALRIGHT, LATER  
THIS... IT SAID THERE  
THE ISLAND WAS ORIGINALLY  
AN VOLCANIC ISLAND...  
BUT A LAYER OF FUSION  
ROCK FORMED...

ABOUT THE SAME TIME THE BUCKINGHAM PALACE WAS DESTROYED... FOR IT FROG BURN  
AND SO, AFTER THE FLOODS, A HUGE RING OF THIS ROCK CIRCLED THE HORIZON  
AND SO THE ISLANDS, A BARRIERS.

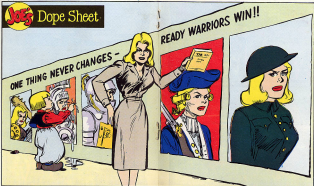
AND THE ISLANDS WERE BUILT ON THE SURFACE, IT WAS HIGHLY COMBUSTIBLE WITH  
EXCESSIVE AMOUNTS OF INFLAMMABLE FUELS. INSTEAD, THESE WERE USED BY THE REPRESENTATIVES  
OF ATLANTIS TO CONSTANTLY CHECK THE PROTECTION OF THE ISLAND...

Remember,  
on the double,  
CONFIDENT!

There,  
that's the  
secret!

CONFIDENT MAINTENANCE WAS GIVEN... THIS SERVICE CARRIED ON FOR SEVERAL  
SIZES OF YEARS, MAINTAINING THE VERY EXISTENCE OF ATLANTIS...

**Joe's** Dope Sheet



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

IF YOU WANT TO DISPLAY THIS CENTERFOLD ON YOUR BULLETIN BOARD, OPEN SAMPLE, CUT IT OUT AND PASTE IT UP.

HEY! THAT'S BEING  
JUST LATE! A LITTLE  
CROWD. NOT  
HAPPENED THEM?

HEY! LOOK AT  
THE MOUNTAIN IN THE  
BACKGROUND... I THINK IT'S  
A MOUNTAIN.

WELL, YOU OULDN'T SHUT UP  
AND LISTEN... WELL, IT  
SEEMS THAT ONE  
DAY...

... THE FOURTH DETAIL TO THE FLOODING TUNNELS WERE MAILED.  
THEIR BOUNDS...



HEY!  
A MOUNTAIN?



HEY! THAT MOUNTAIN  
LOOKS... WELL, THE  
MOUNTAIN... ISN'T IT?

IT GET STUCK  
HERE TWO HOURS  
HELPS THEM FOR  
THEIR... IN THE  
DAY... IN THE  
MOUNTAIN...



LET THE MOUNTAIN  
GIVE THEM IT.  
ANYWAY, IT'S JUST  
A SMALL MOUNTAIN.

WELL... ON  
LET'S GO... THE  
PLACE GIVEN BY  
THE "MOUNTAIN"

THEY, MOUNTAIN PEAKS, AND THE MOUNTAIN EXTINCT FLOODING RUMBLED INTO FEEL  
LIFE. "MOUNTAIN... MOUNTAIN... MOUNTAIN..."



?



HEY!



WELL... ON  
LET'S GO... THE  
PLACE GIVEN BY  
THE "MOUNTAIN"



GUARD! OPEN THE DOOR!

LET ME GO! I'VE BEEN HERE!

LET ME GO!



WE... SHOULD HAVE LISTENED TO YOU FIRST!

LET ME GO! LET ME GO!

MANIPULATED BY THE TURBINE, COINTEGRATED WITH SHOCK AND ANGER, THE TEAM OF SCOURING WAS BRANDED TRACKED BY THE VOLCANIC GUARD.



AS THE OCEAN FLOODED INTO THE LAVERNA... THE BOATS WERE FINALLY FORCED OPEN.



GUARD!

LET ME GO! LET ME GO!



GUARD! LET ME GO! LET ME GO!

HEY! WE'RE GOING TO DIE!

THE OCEAN BLED THROUGH THE TUNNEL AS THE BLIND SWIMMERS THEN ... POURING INTO A BUBBLE OF THE BLAZING VOLCANO, THE EGG WAS BY THE FLAMING LAVA ... SUPERHEATED STEAM BOARED ... THE BLIND ...



... BUT WHIP AND LAKE INTO THE MESSY SAND BELONGING SHORE AND TALKING OFFSHORE ... AGAIN ...



WELL, THERE IS A  
LESSON FOR ALL OF US HERE  
IN THIS... IT POINTS SIMPLY  
THAT **CONFIDENCE IS**  
**EVERYBODY'S JOB**



... THAT **CONFIDENCE**  
**PRACTICE** AND A **FULL-TIME**  
**JOB** ... A LOT OF **LITTLE**  
**FULL-TIME** THINGS UPON  
WHICH **BIG** THINGS DEPEND



WELL, THAT'S WHAT WE'RE GOING TO

... SOME **BIG**  
**CONFIDENCE**  
**FOR** SOME OF  
**THE** BEST

WANT  
A **BIG**  
JOB?

WELL, THAT'S  
WHAT WE'RE  
GOING TO  
DO...



## EASY ANSWER

Dear Half-Mast,

Now that we have the RPL, can we drop Out Form 2001B? Also, will there be RPL's for other equipment?

Dear Sergeant W. A. L.

You're not quite that lucky, Sarge. The RPL's now called Consolidated Authorized Organizational Stockage List of Repair Parts for Tank Automotive Material, TM 5-200-211-20P, (13 Mar 81), but it still covers only tank automotive material.

The DA Form 2001B will need if required by your major O&M or Organizational manual, even on tank automotive material. The latest word on this is in Para 96 of AR 715-11 (10 Mar 82). Your command may allow you to disseminate DA Form 2001B, the suitable file, or some other suitable form.

If they tell you to use DA Form 2001B, you may need to reproduce it



locally since it's no longer listed in DA Pamphlet 20-2 (check form index).

Right now there's only the tank automotive Consolidated Authorized Organizational Stockage List of Repair Parts (called RPL) in TM form. There's bound to be some planning on other equipment.

## BY THE NUMBERS

OPERATIONS  
AND MAINTENANCE

OPERATIONS  
AND MAINTENANCE

Dear Half-Mast,

Change 3 to FM 3-113 says that the title of the book TM should be changed to read "Operator and Organizational Maintenance Manual (O&OM) Tractor Light Helicopter, M103, M103A1."

What does this mean in the way of changes in model designations and data plates?

Ego B. B.

Dear Sergeant D. M.,

You won't see any difference in the model designations and data plates for the major components—like the engine, carriage and rotor mechanism. And there won't be a data plate showing either M103 or M103A1.

The only time you use the M103 and M103A1 model designations is when the major combination—complete with the equipment—is involved. When you're talking the components, you use their own identification.

## FRESH FRIED OIL HOSE



Dear Half-Mast,

Heat from the exhaust manifold keeps cooking the oil hose that runs from manifold to filter on our Hel-Gar C631-AC/RES JAW generator. If the hose starts leaking, it may start a fire, or the oil level may drop low enough to damage the engine. What do we do?

SPC J. L. B.

Dear Sergeant J. L. B.,

Here's a fix that'll move that oil hose away from the hot spot at the corner of the Hel-Gar engine.

Order up a fresh 3-ft. length of Hose, FM 4710-289-2113 (Eng). Cut and fit it to a 12-in. length. Then install this hose line with the clamp attached to the air cleaner bracket—instead of the cylinder head stud.



In case you can't salvage the fittings from the old hose, FM 4710-282-0000 (Eng) gets you the nutset, and FM 4710-281-0001 (Eng) gets you the adaptor. The loop clamp is a commercial item.

## MOBILE KITCHEN

Dear Staff-Meat,

Would like to install a kitchen unit on our 24-ton truck. Where can we get a layout and plans for this project and who has responsibility for the equipment after it's been installed?

Capt J. D. W.



Dear Capt. J. D. W.,

No extra, Sir. You'll find full-scale plans for a mobile kitchen in page 62 of TM 18-405 (Sep 57)—Camp Mass Operations. But if you just want to add a couple-three solid ranges in a truck, take a peak at page 28 in TM 18-764 (Jul 57)—Range Units—M-1007.

Anyway, the kitchen equipment will remain Quartermaster's responsibility and the truck will still be Ordnance's baby.

## NEW ENDS

Dear Staff-Meat,

We have three Cable Assembly P/N 419-474-0102 (see Ordnance supply data) and our problem is that the end terminals accidentally get run over and are crumpled. How can we get replacement?

PFC C. L. H.



Dear C. L. H.,

Requisition "Common Receipts, Receipt", P/N 3516-077-4136. It's a Signal item.

The common assembly for three cables crumpled as it's usually called is not listed in any organizational parts supply manual but it is available when you justify your need.



## M41 TANK RELAYS



Dear Half-Mast,

We're having trouble with the master and starter relays on our M41 tanks. They seem to get corroded even after we put them into service. Last winter the relays got so loaded with ice we couldn't master the tank until we clipped the ice out.

Is there anything we can do about this trouble?

Sgt J. B. B.

Dear Sgt. J. B. B.,

You shouldn't have this trouble if you use relay FOM 5943-412-5749 as listed in TM 9-2140-204-209. The relay is supposed to be waterproofed.

If you have to use some substitute relay, pack it up with under compound like it says to in TM 9-2140-204-209-241.



But if you're using the right relay and you still have trouble, fix it off an ER every time it happens. That way the design people will know what's what.

*Half-Mast*

## STRAIGHT DOPE ON FANS

Dear Half-Mast,

I've found the best way to set the 5743-series 24-volt fans is called *lean wings*. With the straight edge of the blades toward the engine and with the straight edge toward the radiator.

With the straight edge toward the radiator the cooling efficiency is greatly reduced.

What's the cover?

W. E. E.

Dear W. E. E.,

By the blades of my fans, the straight edge of the fan points toward the engine. Take a look at Fig. 17 in TM 9-2140-209-209 (Apr 58).



*Half-Mast*

## OLD FORMS/NEW FORMS

(Our Half-Mast)

Here come DA Form 400 (Sep 65) "Worksheet for AFSS SFR Service and Technical Inspection," says so!

I mean, DA Form 2404, "Equipment Inspection and Maintenance Worksheet" can take over for the 400 as easily as it does for any of the other forms it replaces.

Get an answer?

(CPO G. M.

Dear Mr. G. M.,

Good question. The answer is Change 1 (7 Aug 62), to DA Cir 700-13, which says DA Form 400 is replaced by DA Form 2404.

Moreover, the 2404 will replace DA Form 10-61 "Spot Check Inspection of QM Equipment", and DA Form 21-67 "Current Work Site".

This change in DA Cir 700-13 implements Change 1 (18 May 62) and also makes these changes:

And, the change says that since DA Form 400-1 (1 Jul 61) "Vehicle Classification Inspection" will not be replaced by DA Form 2404, so make a note somewhere handy . . . the old form for recording use to determine if the item is repaired or salvaged, says so.

Your nearest publications library should have a copy of the change.

Also, Change 2, DA Cir 700-13 which dies away some aircraft forms. It says DA Form 2408-17 "Aircraft Inventory Record," replaces DD Form 700-1, "Aircraft Inventory Record Equipment List," DD Form 700-2, "Aircraft Inventory Record Shortages," DD Form 700-3, "Aircraft Inventory and Record of Transfer."

The -17 also takes over for the following aircraft inventory records: DD Form 700 (CI-1A), DD Form 700 (CI-1B), DD Form 700 (CI-1C), L-17B, L-17C), DD Form 700 (H-10C, H-10D), DD Form 700 (I-10A), DD Form 700 (I-10A), DD Form 700 (H-10C), DD Form 700 (CI-11), DD Form 700 (IC-10A, B and C).



## GIVE IT ANOTHER GO

Dear Kaff-Kaff:

Maybe you should something else when along the line. Our BFG's are JVC (I) for M1 for you not wanted and the important have got me of this. This is an urgent modification of antenna base, towers and other main structures to include a carbon water

water for the take up the close to power

to avoid or regulation the carbon water the way it says in the BFG's but the only thing I got hard it stands. If the please!

MSgt F. W. L.



Dear Sergeant J. W. L.

You haven't missed a thing, Sarge. This BFG has a long somewhere and the reaction plans were faded from supply for a while. But you can expect some action on this real soon.

Examine your requisition through your signal support unit and the chance set by the time it gets there they'll be in a position to carry the ball.

*Kaff-Kaff*

## 2015 PC cover story



You gotta have the finest and bestest ball engine covers covers in place before you start your 2015 PC. If you have one of them out, your engine is likely on overheat. This is because the cooling air circulating in the engine compartment is lost when it goes out through a hole that shouldn't be there. The steps on how to fix these covers is on page 119 of TM 9-1500-104-28 (Dec 81). Staff said!





HEY Y' BIG APE!

## ONE FALSE STEP AND...

Dear Editor,

One big flaw in the wrong place on the 804/805Q-44 robot set can really foul up the operation. And the tough thing is, you may never know what's causing the trouble.

The wrong place for a flaw is the spirit level assembly—which makes a mighty lumpy stop when the cover's down.

The stop on this assembly can throw the level off three to five mils, resulting in the same degree of error in the computer and right on down the line. It usually shows up in elevation.

Once the level is knocked out of whack, the entire set has to be worked over—way, way back.

To help head off this damaging misadventure, we revised the words "NO STEP" on the front of the level and on the cover.

While I'm on the subject, I may as well mention that the telescope mounted on the scanner must never be disturbed in any way. If the mounting plate is taken off, or the telescope bent, the set is thrown out of alignment and again you're in for a reallocation job a way, way back (under someplace).

Jerry Collins

Teledynamics Army Depot, No.  
(Oh wait—No true word, Thanks.)



## UNLOCK IT FIRST!

"Easy there, buddy. EASY!"

Swish...

"Oh, it's open! Not loose!"

When you just heard, radio-boys, was the life and death struggle of a KILOCYCLES control on the B-WAFLER receiver... plus the lament of the maintenance man who has to repair it.

What happened was a wrong-placed operator put the pressure on the KILOCYCLES control without unscrewing the DEAD LOCK from it. He should slip the DEAD LOCK off (you can check that) first.

The DEAD LOCK is easy to overlook, but it's pretty important. So... remember to release it (you can check that) before you set the KILOCYCLES control. This won't do it for you to lock your string.



Always put  
it back right

## AUDIO-VISUAL AID



The audio caps for your receiver connections are mighty handy little items for helping you fight the good fight against dust, dirt, wear and gnaw.

So handy, in fact, that most of 'em were chained to the set-to start with, at least.

Since they're a little tricky to put on the connectors, the shrewd operators take no chances. With the cap in the correct position, they put a dab of white enamel paint on the connector and the cap so they can find 'em up and slip the cap on easy—even in the dark.

And when they find the chain is hanging down below the chassis—where it can get pinched by the mounting—they provide a little PM. They unlock the chain at another position—like on the TUNE-ON-OFF switch, for example.

Shrewd operators.

## THE KINDNESS THAT KILLS...

Planes—like any other thing you buy—can sometimes be treated a little too far with your communications gear.

Even well, nothing looks better for an inspection than a handle with its end wrapped around like the head on a swagger stick. But few things can

take the day's work when you couldn't look on the set for the point.

A little open painting is usually all that's needed.



damage the end or equipment so much.

Wires, rods and cables are meant to carry the message—not a lot of stress and strain brought about by sharp bends and tight wrapping. Inspections are made to see if the equipment is ready, ready, remember? Some more silly, doesn't it, but it is to take a beating in the present?



Take vehicle radio mounts as another example. They need to be protected, of course. And paint is a mighty good protection. But if the radio mount is painted every time there's a little trouble in the

... may does it. The inspector isn't going to be powerfully impressed with tight windings... rubber bands... and beautiful paint jobs.

But you're going to have to keep right on using and maintaining the equipment after he leaves... so you may as well give yourself—and the equipment—a break.

And in this case, a break is much better than a bend.



# GAZAAACK!!!

# SPLAAATT!!!



When your vehicle is spoiled a whip antenna, it's like you're wearing a hat with a mighty long plume. Which means you've somehow got to keep it from getting unbalanced.

With that antenna sticking up there 15 feet or so, there's just going to be places you can't go without tying down the antenna first. And tied down is the way it should be most of the time anyway.

Any kind of overhead structure will stabilize the antenna. But what you want to be real careful about are power lines, especially naked trolley lines you'll find in a lot of areas.

If your antenna reaches up and hits a trolley line, your radio will get the

charge of her life and will be spoiled for good. Be spoiled, as a matter of fact, she'll never bother to speak to you again. That high current will blow her tubes to blazes and play dead all the way round.

And you'll just be plain lucky if you get off with nothing more than a started radio. A high-current line can fry you and everybody in the vehicle.

So... there's just one thing to do. Don't slip the old girl too much antenna. Keep it tied down like your GIP tells you. When it's up there all the way, it's awfully easy to forget just how far it reaches.

If your antenna ever does hit a live wire, to save your own hide, get your vehicle clear before you touch the ground. Never let your body ground a "hot" vehicle. If necessary jump clear!



## FOR A REAL DRY CHARGER



Dear Editor,

The Charger, Radio Shack #17-1574FD is plenty sensitive to water and moisture. No matter how you air-dry it, some moisture is left inside. Since we can't take 'em, we've come up with the next best thing: dehumid.

We save the charger in a newspaper.

can with a dehumid bag so it works wonders. Just thought I'd pass the idea along.

Mr. John L. Ross

Fort Belvoir, Ga.

(Ed Note—Maybe just use a dehumidifier.)

## R-19 CABLE GRAM



Have you got your R-19 Receiver in Radio Shack ABC Type II still wrapped and not been a word from it?

Next time it happens try a little cable-twisting before you call for the common methods. If you didn't get 'em connected right in the first, the receiver won't work.

Make sure the two-wire connector goes to the J-500 receptacle (top one)

and the two-wire job goes to the J-500. The connectors on the cables are interchangeable, so it's easy to get 'em switched.

If the wires are reversed it's simple to tell which is which. Use the two-wire job in the first, carefully, and you can feel the number of wires inside. It isn't always "Two in the Top."



# AT-271 ANTENNA ANTICS



Dear Hal/Alan,

You looked high and low for the replacement steel cables that your mobile AT-271/PBC antenna for the AT/PBC-A, B and -C0 cables use.

— Could you give me the P/N for the cable and tell me where to find it?

Agd J. E. B.

Dear Sergeant E. E. B.,

You'll find the P/N in Std 18-1-4000 (28-Apr-58), only it's no longer a steel cable. It's all nylon cord now, and it goes by P/N 4000-241-4812.

The cord is usually found in bulk in Signal field maintenance shops.

A few field preventive maintenance tips might be in order now that you've brought up the subject.

First, since the spring in the base section of the antenna can preserve the life of the cord . . . just by staying in working order. So try to keep it, sand and grit out of the spring housing so the spring can compress right.

Since the cord runs thru the center of the spring to a disk on the bottom, the spring and wire around it have got to be close to fit the spring compress when you tug on the cord to hold the antenna.

If grit is around the spring, you may tug the cord too hard, bend it, and put the antenna out of business.

It's a good idea to take the antenna apart once in a while and check for grit to run in the spring housing or around the spring itself. Clean 'em up good.

If the spring is rusted bad, or otherwise broken up, order a new one from Signal under P/N 4000-241-5590.

One other thing never get any oil. It'll just bind the parts together and ruin the action of the spring. When you replace a spring, it's a good idea to put in a new line, too.

*Hal/Alan*



## FOR FAIR WEAR AND TEAR

Along about the approach time you couple up to the antenna connectors on your RT-2B or RT-7B receiver-transmitter you're likely to draw a blank.

Because these links utilize breakers in them, will sooner or later pull in quite, pull off, and leave you scratching your head.

If you don't have time to replace the ceramic antenna connectors, you might give this little tip a try:



And you're back in business.

## A CABLE FOR TWO

"Cloney" is the word for cables on the AM-625BC that fit neither one.

If you don't plug a couple of 'em in the right holes, they'll do you about as much good as a dead snake. Get 'em in wrong, and the set won't work.

Now, with the breaker in gear, the radio operating it's possible to slip up. But even then you set up right and everything looks OK ... only the set won't work ... make a quick check of the two lower right hand cables on amplifier AM-625BC. If they're switched your problem may be a simple one. A quick reverse should get you in business.

The cables go to the REC'D CONTROL and the INT CONTROL. The AM-625BC also doubles as the main or auxiliary for the two receiver-transmitters and the auxiliary receiver.

That's what makes proper location of the cables so important.

The cables are both Special Purpose WM-625's, but the one to the INTER-



PHONE control is easy to spot. It's one inch longer than the one to the RECEIVER-TRANSMITTER control.

Also interchangeable and adjacent are the POWER switches to the amplifier and the INTERCOM power supply for set 1. To get 'em straight, remember that the cable to the amplifier is 1 1/2 inches longer than the one to the power supply.

# SIGNAL TOOL EQUIPMENT

WELCOME TO THE BEST  
SIGNAL EQUIPMENT



Here's a effort to give you the low-up of the selected Signal Corps tool equipment as available in Signal equipment and systems.

UNIT NO (MOS)	UNIT OR CLASS	QTY	QTY	QTY	QTY	QTY	QTY
101 11 (MOS)	101 11 (MOS)	101 11	101 11	101 11	101 11	101 11	101 11
101 12 (MOS)	101 12 (MOS)	101 12	101 12	101 12	101 12	101 12	101 12
101 13 (MOS)	101 13 (MOS)	101 13	101 13	101 13	101 13	101 13	101 13
101 14 (MOS)	101 14 (MOS)	101 14	101 14	101 14	101 14	101 14	101 14
101 15 (MOS)	101 15 (MOS)	101 15	101 15	101 15	101 15	101 15	101 15
101 16 (MOS)	101 16 (MOS)	101 16	101 16	101 16	101 16	101 16	101 16
101 17 (MOS)	101 17 (MOS)	101 17	101 17	101 17	101 17	101 17	101 17
101 18 (MOS)	101 18 (MOS)	101 18	101 18	101 18	101 18	101 18	101 18
101 19 (MOS)	101 19 (MOS)	101 19	101 19	101 19	101 19	101 19	101 19
101 20 (MOS)	101 20 (MOS)	101 20	101 20	101 20	101 20	101 20	101 20
101 21 (MOS)	101 21 (MOS)	101 21	101 21	101 21	101 21	101 21	101 21
101 22 (MOS)	101 22 (MOS)	101 22	101 22	101 22	101 22	101 22	101 22
101 23 (MOS)	101 23 (MOS)	101 23	101 23	101 23	101 23	101 23	101 23
101 24 (MOS)	101 24 (MOS)	101 24	101 24	101 24	101 24	101 24	101 24
101 25 (MOS)	101 25 (MOS)	101 25	101 25	101 25	101 25	101 25	101 25
101 26 (MOS)	101 26 (MOS)	101 26	101 26	101 26	101 26	101 26	101 26
101 27 (MOS)	101 27 (MOS)	101 27	101 27	101 27	101 27	101 27	101 27
101 28 (MOS)	101 28 (MOS)	101 28	101 28	101 28	101 28	101 28	101 28
101 29 (MOS)	101 29 (MOS)	101 29	101 29	101 29	101 29	101 29	101 29
101 30 (MOS)	101 30 (MOS)	101 30	101 30	101 30	101 30	101 30	101 30
101 31 (MOS)	101 31 (MOS)	101 31	101 31	101 31	101 31	101 31	101 31
101 32 (MOS)	101 32 (MOS)	101 32	101 32	101 32	101 32	101 32	101 32
101 33 (MOS)	101 33 (MOS)	101 33	101 33	101 33	101 33	101 33	101 33
101 34 (MOS)	101 34 (MOS)	101 34	101 34	101 34	101 34	101 34	101 34
101 35 (MOS)	101 35 (MOS)	101 35	101 35	101 35	101 35	101 35	101 35
101 36 (MOS)	101 36 (MOS)	101 36	101 36	101 36	101 36	101 36	101 36
101 37 (MOS)	101 37 (MOS)	101 37	101 37	101 37	101 37	101 37	101 37
101 38 (MOS)	101 38 (MOS)	101 38	101 38	101 38	101 38	101 38	101 38
101 39 (MOS)	101 39 (MOS)	101 39	101 39	101 39	101 39	101 39	101 39
101 40 (MOS)	101 40 (MOS)	101 40	101 40	101 40	101 40	101 40	101 40
101 41 (MOS)	101 41 (MOS)	101 41	101 41	101 41	101 41	101 41	101 41
101 42 (MOS)	101 42 (MOS)	101 42	101 42	101 42	101 42	101 42	101 42
101 43 (MOS)	101 43 (MOS)	101 43	101 43	101 43	101 43	101 43	101 43
101 44 (MOS)	101 44 (MOS)	101 44	101 44	101 44	101 44	101 44	101 44
101 45 (MOS)	101 45 (MOS)	101 45	101 45	101 45	101 45	101 45	101 45
101 46 (MOS)	101 46 (MOS)	101 46	101 46	101 46	101 46	101 46	101 46
101 47 (MOS)	101 47 (MOS)	101 47	101 47	101 47	101 47	101 47	101 47
101 48 (MOS)	101 48 (MOS)	101 48	101 48	101 48	101 48	101 48	101 48
101 49 (MOS)	101 49 (MOS)	101 49	101 49	101 49	101 49	101 49	101 49
101 50 (MOS)	101 50 (MOS)	101 50	101 50	101 50	101 50	101 50	101 50



The handbrake on a Hailer-Watts 40 grader pulls up to ON position a lot easier than it backs down to OFF.

The flexible cable pulls up on weight—but it bends and binds on the down stroke. What it needs is a return spring on the cable—and it doesn't have one right now.

Loosen . . . just regulations and through your regular Engineer repair parts supply channels. The helical spring is covered by IEM 2873-604-0110.

Here's how you get the spring to work . . .

Check the wheels on your Hailer-Watts, then release the handbrake.

Now, you remove the pin that holds the cable yoke to the transmission brake arm.

Then, enlarge the correct hole in the yoke pin with a No. 23 drill.

Replace the yoke pin, and hook one end of the helical spring through the hole in the pin.



SEE IEM 2873-604-0110 FOR DIM. 1 1/2" x 1 1/2" x 1 1/2"

Now you need a bracket to hold the tail end of the spring. Get a strip of 1 1/2 x 1 1/2 inch mild carbon steel (IEM 2873-604-0110) to a length of 4 1/2 inches. Then drill it and bend it like it shows in the sketch.

Slide the bracket on the rear oil-ventilator cover by its nearest cap-screw, and hook the tail end of the spring into the bracket.

Insert the cable return again while your buddy works the handbrake. Careful close and take day. You've located the problem.

## BEFORE IT HITS THE FAN

Has your Hill-Gar CE-105-AC/WRX 10 HP generator been working hard lately? Then better-cyclind the demand coils of the radiator air valve.

Some times the coils have been fouling at this point.

If leak coils stop while your Hill-Gar is working, the radiator may collapse into the fan with a screeching crunch.



All he needs is a couple 20-in lengths of 3/4-in cold rolled steel stock, P/N 0118-208-6200 (log), with washers and nuts to match. While he's about it, he'll need to run the air seal bracket bolts to make the new 3/4-in rods.

## LIT 'R FLOAT

Kingston drills out a pinhole for your crank-mounted, hydraulically-controlled Frisk K2-10 sawsaw.

But, correct wear and tear on the cutting edges of your blade can make them dull before their time.

A couple of things to keep in mind when you're clearing a throughway with the rollers sawsaw:



Keep the Flow Discharge Control Lever in the FRONT position.

Always keep the Flow Lift Control Lever in the DOWN position.



Some guys forget and operate with the Flow Lift Lever in the HOLD (NEUTRAL) position—while the blade's cutting edge runs, or its discharge rod.

## GOT FLIGHTY DOORS?



Doors that fly open are bad mechanics anywhere.

But doors that fly open on a mobile rig like a porta van can be more locked than a sewing machine.

One rig like that could be your Repair Parts Van, PIN 2110-267-2414. With ratcheting doors on both sides of the front compartment, it's a major running wild when those doors fly open on the road.

So it's before you travel, while there's a mechanic handy to fix any sloppy fit, that you want to double-check those door locks.

To step on the safe side, better report any door if its lock walks—both top and bottom—don't cover the door jamb with a solid fit in contact.

It's no time for a real mechanic to fix the fit. All he does is—



## WYAK HANDS—WEEPY VALVES

Everybody knows how to close a gate valve. You simply keep screwing it in.

Opening a gate valve is something else.

You can be wrong. Unless you keep screwing it out until the seat of the valve stem backs up against the stop, you're asking for a weepage problem.



Take the draftstop valve that sits right over the F-bolt on the No. 1 motor at Mike's station, Fremont.



When you open that valve only part way, leaving all the gaskets on the packing, it's likely to weep all over the F-bolt. That weeping oil not only leaks the hole, it gets downed all over the area every time the motor starts.

No doubt about it, it's always easier to do a job right the first time. Even on a little job like opening a gate valve, a couple of more turns can save you a lot of wiping and explaining.

## ELBOW BENDER

You say your Waukesha (SNC100-101) generator sputters from dizzy fuel pump pressure? Could be caused by excess elbow-bending—in the fuel supply line, that is.

Blame runs down elbows, before you run the pump.

If the fuel supply line has more than three elbows, you've got a Goldberg plumbing plan—which overloads the creature pump.

Your support people can guess the fuel pressure, for sure, by pulling the fuel relief valve and applying its standard spring with high-tension spring number F23410 (SPT001 1 Bag).

But hang onto that original spring.

It must go back into the relief valve, as soon as your fuel supply line is corrected to the 3-elbow hookup required by installation drawings.

### GIVE 'EM THE FACTS

Quiz games may be fun at parties or on TV.

But, don't play guessing games with your supply people. If they guess wrong—the job's on you.

Be accurate and complete when you fill out your DA Form 1180's.

Take the requisitions for pumps that you mount on the truck, or a P-1000.

The pumps go by: Centrifugal pump, for truck mounting, from, over 1 1/2-in. dia., over 1 1/2-in. width, threaded, 500 GPM (150 per cubic) at 17 1/2 ft. head.



and are covered by ESN's 4130-390-9070, 4130-268-8014, 4130-376-1411.



These pumps are non-stock items which are brought on demand based on the needs of specific trucks. So when you submit your requisition to the Airplane Supply Control Office in St. Louis, be sure you include the make, model, and serial number of the truck it's going on—in addition to the complete manufacturer and P/N for the pump you want.

Give 'em the facts... all the facts... it'll help speed up delivery and you'll be sure of getting the right pump mated with the right truck.



## PLUMBING PROBLEM



Among the lower-line plumbing on a micro-irrigated (MI) Huber-Watson tractor, you find four—count 'em—four ball check valves.

One male valve under the tank, and one for each hose.

Being spring-loaded types, these valves leak right now.

In regular wheel service, that, they tend to get sloppy.

And nobody needs to tell you that diesel fuel slopping around alternative-fuel pumps is a double-grade fire risk.

So what to do—before you burn your tractor?

Send for a set of common old screw-type valves to replace those fancy spring-loaded types.

To be sure you get the right parts, give your nearest Englehard parts supply channel this full description—



For the main diesel valve, you need one Coak, diesel, screw stem, 2 male male threaded  $1/2$ -in. NPT, rubber's code (7943) part 6824, P/N 4025-216-01 11.

And for the hose line, you need three Coak, diesel, screw stem, brass body, one male and threaded  $1/2$ -in. NPT, other male and threaded regular flow type,  $1/2$ -in. 20 male dia., rubber's code 674-00 part 202, P/N 4025-216-8400.



# PUBS

A COMPANIES' YEAR-BOOKS OF  
SELECTED "TECHNOLOGY" BUSINESSES  
DESCRIBED, AND IS A USEFUL SOURCE FOR  
LEAD SOURCES, CONTACT INFORMATION,  
CONTACT NAMES, AND CONTACT ADDRESSES.  
SEE THE LIST FOR THE YEAR.

## TECHNOLOGY BUSINESSES

THE COMPANIES' YEAR-BOOKS OF  
SELECTED "TECHNOLOGY" BUSINESSES  
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CONTACT NAMES, AND CONTACT ADDRESSES.  
SEE THE LIST FOR THE YEAR.

## Handy material

Got drawing problems with Ordnance equipment in your work? Like what to use? What it does? What technical service has it? Look on or TH 9-247, a manual that's as handy as its title is long, "Materials Used for Cleaning, Finishing, Abrading and Coating Ordnance Materials And Related Materials Including Chemicals." Quote the word-to-know heads spelled out in Change 4, paragraph 4B, AR 310-6, when you order the TH.

## Has that DA Form 3081

It's been said before—and it'll probably be said again—DA Form 3081 is the only form to use to keep all publications on the straight and narrow. The form goes by the long handle of "Recommended Changes to End Technical Manual Parts Lists or Supply Manual 1, 2, or 3." But, long or short title, it's what you use to recommend changes, additions and deletions to all technical pubs.

## ARMY AIRCRAFT



Hooking up one of those things you jam into a flat engine is a trick deal. You just pop an adapter into the quick disconnect and you're 'fess ready to show the works.

Course, when an adapter is the wrong size, that's when you get the chance to show your stuff, by shuffling them around until you find one that fits your engine.

Take the 28-valve Predator and Pictor, P/N 4928-475-7065. She has a No. 2 adapter that's supposed to hook up to the oil pressure gauge connection in an O-45 (2-14) B-130 engine. That's only one problem—the 14-to-14 NPT adapter was not made for an Army B-130 engine ... it's a little too big. By the



1/2 in. 14 NPT ADAPTER

way, the very same problem exists with the Predator, L1-16, B-101 engine.

But you can make the marriage between your predator and engine easy enough.

## SHUFFLIN'

First you pick the quick disconnect with the 14-to-NPT male, and connect it to your flat line.

Then you connect the No. 4 adapter, which has a 1/2-in NPT female and 1/4-in NPT male thread, onto the end of your line. (If you should happen to



get some leakage at this joint when you actually press, you can overcome it by just adding a 1/2 x 1/4-in standard male-female fitting between the quick disconnect and the No. 4 adapter.)

Next, you disconnect the oil pressure gauge line—the easy way is on the engine itself, but the right way, in the

## ADAPTERS



engine. The reason for this is that the pressure gauge line often has a small



orifice so it won't be taken out of the engine. You know what a small opening can mean—oil all in the air gear and improper preflaring!



With the other end the 14-to-NPT male fitting, on the predator line, disconnect ready line; the 14-to female thread is the O-ring engine.

But before you hook up to the engine remember that you want to pump oil, not air, into the engine. Right? So be sure your oil supply line is filled with oil—no air.

When you're hooked up to your B-130, or any engine for that matter, you want to check the flat's maintenance manual to get the right preflaring pressure.

Now, Predator and Pictor manual TM 11-4928-231-13 (1 Mar 61), page 13, paragraph 20, says the normal pressure is 200 PSI ... normal for other engines!

Use that kind of pressure on your O-ring and the O-ring is apt to blow the seal and leak like a sieve. TM 1-11-1A-2 (21 Jan 60) has the right pressure for your O-ring ... 45-60 PSI.



Preflaring pressure varies widely from one engine to another. So how do you regulate the pressure?

Easy. Just turn the adjustable relief valve on the predator until you get the pressure your flat needs. Like TM 11-4928-231-13 says on page 13. Then shut the works.

# PREPARE TO CHANGE... CHANGE!!

The great chiefs of the Overland world have been spoken again... and it is time for super dealers to heed their words, namely AR 700-90 (118 Sup-62). No longer will the mighty Inquists, Hines, Chickarian or Marston be called by the names of their leaders... For the wise elders of the great council have decided that all services must designate directly with name function and eye symbols.



- TYPE SYMBOLS**
- 1 = Telescope
  - 2 = Telescope
  - 3 = Telescope
  - 4 = F20, 100/100

- FUNCTION SYMBOLS**
- 1 = Comp./Computer
  - 2 = Multifunction
  - 3 = Multi-Function or More

- EYE SYMBOLS**
- 1 = Telex
  - 2 = FAX
  - 3 = Document



**TELESCOPE INDEX**

NAME	TYPE	FUNCTION	EYE
AR 700	Inquist	1	1
AR 701	"	1	1
AR 702	"	1	1
AR 703	"	1	1
AR 704	"	1	1
AR 705	"	1	1
AR 706	"	1	1
AR 707	"	1	1
AR 708	"	1	1
AR 709	"	1	1
AR 710	"	1	1
AR 711	"	1	1
AR 712	"	1	1
AR 713	"	1	1
AR 714	"	1	1
AR 715	"	1	1
AR 716	"	1	1
AR 717	"	1	1
AR 718	"	1	1
AR 719	"	1	1
AR 720	"	1	1
AR 721	"	1	1
AR 722	"	1	1
AR 723	"	1	1
AR 724	"	1	1
AR 725	"	1	1
AR 726	"	1	1
AR 727	"	1	1
AR 728	"	1	1
AR 729	"	1	1
AR 730	"	1	1
AR 731	"	1	1
AR 732	"	1	1
AR 733	"	1	1
AR 734	"	1	1
AR 735	"	1	1
AR 736	"	1	1
AR 737	"	1	1
AR 738	"	1	1
AR 739	"	1	1
AR 740	"	1	1
AR 741	"	1	1
AR 742	"	1	1
AR 743	"	1	1
AR 744	"	1	1
AR 745	"	1	1
AR 746	"	1	1
AR 747	"	1	1
AR 748	"	1	1
AR 749	"	1	1
AR 750	"	1	1

**TELEX INDEX**

NAME	TYPE	FUNCTION	EYE
AR 751	Inquist	1	1
AR 752	"	1	1
AR 753	"	1	1
AR 754	"	1	1
AR 755	"	1	1
AR 756	"	1	1
AR 757	"	1	1
AR 758	"	1	1
AR 759	"	1	1
AR 760	"	1	1
AR 761	"	1	1
AR 762	"	1	1
AR 763	"	1	1
AR 764	"	1	1
AR 765	"	1	1
AR 766	"	1	1
AR 767	"	1	1
AR 768	"	1	1
AR 769	"	1	1
AR 770	"	1	1
AR 771	"	1	1
AR 772	"	1	1
AR 773	"	1	1
AR 774	"	1	1
AR 775	"	1	1
AR 776	"	1	1
AR 777	"	1	1
AR 778	"	1	1
AR 779	"	1	1
AR 780	"	1	1
AR 781	"	1	1
AR 782	"	1	1
AR 783	"	1	1
AR 784	"	1	1
AR 785	"	1	1
AR 786	"	1	1
AR 787	"	1	1
AR 788	"	1	1
AR 789	"	1	1
AR 790	"	1	1
AR 791	"	1	1
AR 792	"	1	1
AR 793	"	1	1
AR 794	"	1	1
AR 795	"	1	1
AR 796	"	1	1
AR 797	"	1	1
AR 798	"	1	1
AR 799	"	1	1
AR 800	"	1	1



AR 800, AR 801, AR 802

**TELETYPE INDEX**

NAME	TYPE	FUNCTION	EYE
AR 801	Inquist	1	1
AR 802	"	1	1
AR 803	"	1	1
AR 804	"	1	1
AR 805	"	1	1
AR 806	"	1	1
AR 807	"	1	1
AR 808	"	1	1
AR 809	"	1	1
AR 810	"	1	1
AR 811	"	1	1
AR 812	"	1	1
AR 813	"	1	1
AR 814	"	1	1
AR 815	"	1	1
AR 816	"	1	1
AR 817	"	1	1
AR 818	"	1	1
AR 819	"	1	1
AR 820	"	1	1
AR 821	"	1	1
AR 822	"	1	1
AR 823	"	1	1
AR 824	"	1	1
AR 825	"	1	1
AR 826	"	1	1
AR 827	"	1	1
AR 828	"	1	1
AR 829	"	1	1
AR 830	"	1	1
AR 831	"	1	1
AR 832	"	1	1
AR 833	"	1	1
AR 834	"	1	1
AR 835	"	1	1
AR 836	"	1	1
AR 837	"	1	1
AR 838	"	1	1
AR 839	"	1	1
AR 840	"	1	1

NAME	TYPE	FUNCTION	EYE
AR 841	Inquist	1	1
AR 842	"	1	1
AR 843	"	1	1
AR 844	"	1	1
AR 845	"	1	1
AR 846	"	1	1
AR 847	"	1	1
AR 848	"	1	1
AR 849	"	1	1
AR 850	"	1	1
AR 851	"	1	1
AR 852	"	1	1
AR 853	"	1	1
AR 854	"	1	1
AR 855	"	1	1
AR 856	"	1	1
AR 857	"	1	1
AR 858	"	1	1
AR 859	"	1	1
AR 860	"	1	1
AR 861	"	1	1
AR 862	"	1	1
AR 863	"	1	1
AR 864	"	1	1
AR 865	"	1	1
AR 866	"	1	1
AR 867	"	1	1
AR 868	"	1	1
AR 869	"	1	1
AR 870	"	1	1
AR 871	"	1	1
AR 872	"	1	1
AR 873	"	1	1
AR 874	"	1	1
AR 875	"	1	1
AR 876	"	1	1
AR 877	"	1	1
AR 878	"	1	1
AR 879	"	1	1
AR 880	"	1	1
AR 881	"	1	1
AR 882	"	1	1
AR 883	"	1	1
AR 884	"	1	1
AR 885	"	1	1
AR 886	"	1	1
AR 887	"	1	1
AR 888	"	1	1
AR 889	"	1	1
AR 890	"	1	1
AR 891	"	1	1
AR 892	"	1	1
AR 893	"	1	1
AR 894	"	1	1
AR 895	"	1	1
AR 896	"	1	1
AR 897	"	1	1
AR 898	"	1	1
AR 899	"	1	1
AR 900	"	1	1

## SPECIAL DESIGNATION

Some motor aircraft are unique for special reasons, they'll carry a third code letter in front of the function and type designations. The ones being used right now are "T" (as in YC11-086) and "J" (as in J0N-15H). Sometimes "Q".

The "Y" means it's a prototype being used in service test all the potentials of that design and may be added to the Army inventory later if it passes all the tests.

The "J" code means that aircraft is in a temporary special use program. Either it's got a special use configuration or normally installed equipment has been removed for the test. For example, "J" is used to indicate that the new X001 .30 cal machine gun is installed for test purposes. All "J" aircraft are returned to the original, or a standard operational, configuration when the test is finished.

The "Q" stands for permanently grounded—such as school training aids. Clip around the dotted line and pass this to your highest boss or design rep.

## NO FUEL PRESSURE?



Dear Whady Whadish,

The fuel pressure warning light on the standard pilot's instrument panel of our Bird Dog (T3-550) wouldn't go off when we cranked 'er up. So we checked out the system and found the fuel pressure switch, located behind the fuel instrument panel, was looking just

although the trouble shooting chart in TM 31-7310-200-20 (12 Apr 51), Chapter 2, page 7-17, says to replace a bad switch, there wasn't any such one and when we went to the "T" manual, what gives?



Dear Sergeant S. B.,

Keep an eye peeled for the latest TM 31-7310-200-20P, Sarge. In it you'll find fuel pressure switch, P/W PWH-200, listed under ESN 5950-118-3048 . . . that's the baby you want.

Whady Whadish

# YOUR M17



Maybe you're in an area that's been labeled the M17 field protective mask. If you have, then you will want to know how to care for it.

This mask was designed to protect your face, eyes and respiratory tract from CBR agents—either gas or aerosols. You're not supposed to use it for protection against chemicals or carbon monoxide, nor can you use it where there isn't enough oxygen to keep you alive.

You'll want to check to make sure your mask is in good condition . . . to check these items and correct all defects you're authorized to and report all the others to your nearest civilian maintenance people. Use TM 5-2340-200-114.

**CORRECT**—Body not dried, cleaned, torn or ripped, swollen or wadded, always torn or missing, hardware missing or damaged, unsecured items in canister.



**EXHAUSTOR HC**—No and buckle assemblies connected and fastened to 2024, 2021 or 2021 which might cause fit to pull out of headband.

**G-202 FILTERS**—Dry, contains foreign matter not fastened by the top button.

**COMPLETE MASK ASSEMBLY**—Mask not placed in carrier in right position, lower elements in mask not fastened in pouches, one portion of strap not buckled into strap of headband, broken or corrosion in one side filter and tube throat.

**FILTER ELEMENT ASSEMBLY**—Not fitted in pouch right way, connectors not fitted in top-edge the way they should be, connector strap not of proper tension between it fits to filter, metal screwing fits to edge not locked or out, filter element not.

**FACEPIECE**—Holes, tears or splits, permanent set affecting fit, headband, hardware, or fasteners do not show cracks, dirt, abrasions, defective replacement, simple pins fast.

# FIELD PROTECTIVE MASK

Learn about the M17 field protective mask. It's yours to use in a combat situation.



**LET VALVE ASSEMBLY**—Cap broken or damaged, wrong part of cap dirty or clogged, damaged, distorted, bent, valve does not fit when in stock, damaged, improper dirty, wrong type of lubrication applied or used, fasteners with smooth collars disconnected—over-tight assembly with fitting top of TM 5234-5-200-200, fasteners having a flange around the collar and does not fit assembly that doesn't have fitting top of TM 5234-5-200-200.

**FFRWOOD**—Eye rings corroded, damaged not fastened right to headband, lens cracked, slipped, scratched, loose or distorted or dislodged.

**WAVE COIL**—Loose.

**WHEEL**—Cracking, ring not fastened to headband right, top button not fastened.

**WHEELER BULLET VALVE ASSEMBLY**—Dirty, dirt in lower, not of shape, corroded.

When you check the mask water-tight valve assembly don't take the water-tight valve assembly off. You can check by raising the lower part of the cover without taking it off and the two balls which attach it to the water-tight valve frame.

**WATER-TIGHT VALVE COVER**—Corroded, bent, or broken, dirt, wood chips.

**BULLET VALVE DISK**—In quality, damaged, not seated right, foreign matter present.

**Oil Drip 2** ... Labels  
locate rubber apron,  
springs, all parts,  
scratched by dent, dis-  
colored or disassembled,  
rubber apron back,  
low, off, cracked.



**HEAD HITCHHIKE**  
— Broken, strap  
missing, straps  
do not give  
enough to let  
mask fit tight,  
material frayed  
or rotted.



WAGS  
WAGS



## A PEER WILL DO IT

When you're giving your M17 pro-  
tective mask the once-over, lift up the  
valve disk inside the intake-valve assem-  
bly (comes with handle) and take a look  
at the leaves. The intake-valve assem-  
bly's supposed to be fitted on the mask  
so the valve won't run down those leav-  
ers into the filter.



Even though the mask has an in-  
dented place for the intake-valve assem-  
bly handle to fit into, that handle some-  
times gets turned around in relation to  
the leaves so that even with the han-  
dle in the right place, the leaves can  
be turned wrong.



Once you get the intake-valve assem-  
bly on the mask so the leaves point in  
the right direction, mark the top of the  
assembly with a small spot of light-  
colored paint so the next time you'll  
know which end goes up. Once the leav-  
ers are turned in the right direction,  
you can hold them and slide the handle  
around until it lines up with the intake  
valve.

As it tells you to change 1 to TM 5-  
4240-203-15, has models of the in-  
take-valve assembly are marked with  
the word "TOP," and don't have a handle.

# Conrad Rodd's TRILLS

ATLANTIC SHIPYARD  
JUST FOR YOU  
WE WANT YOUR BUSINESS  
WITH A GUARANTEE  
PROBITY



## Easy does it

Your Hawk intake manifold'll take a lot of hard knocks, all right. Once in awhile, tho, a ragged piece of fiberglass will show up. That's when you want to be careful about the way you handle the manifold. The fiberglass could get through your skin and cause trouble. If this happens, the medical will want to sue you.

## Look that nozzle

The hardest little working detail to come along in 2 months of Sundays are spelled out in 28 4 223 (Aug 84). The details—stick on the M1 closing Ordy and its M4A1 or M12 carrying arm—reminded you to look for complete nozzle when you're not using it, so it doesn't get heated.

## Hold your horses

Or rather your Bow Grackles . . . when it comes to applying the three bits to 20420 9-1026-224-212, it's OK to use the bits for the elevating and traversing gun boxes. But if your weapon is going to be transported in the M112 APC, do not — repeat do not — mount the M117 27-mm spotting gun on the M16422 gun tube until after you've applied the operating M1620 9-2322-224-20/4 to the carrier.

## Blow cylinders

Anytime you air hogs, look on B-1000-2 series engine that's blown her top—the engineers want to know about it pronto—no matter what caused the cylinder failure. Just fire off an OIA (OIA Form 1407) giving the cylinder number and all the other info you have. Could be an improved job's come out of a study run in the market.

## Bad guides

The Copeland your baby? If so, keep your eyes peeled for a batch of badly performed drive guides, P/N 1-440-614-2306, that have slipped into the system. Thirty-two guides produced under SA 01-021-040-10817 have wrong sized threads that just won't work and must be turned in for replacement.

## Spread this word

If any of the M11 or M14 A1 training mechanics you've supposed to be using are sidelined because of transmission problems—pass this word up the line. Transformer, P/N 2830-712-0250, listed in IM 9-0026-203-04P (Aug 83) is a dud. Transformer, P/N 4722-002-1409, is the right one for both mechanics and is now available in supply.

**Would You Stake Your Life on  
the Condition of Your Equipment?**



# CLEAN CLEAR THRU CLEAN CLEAR THRU



WRITE CLEARLY ...  
PRESS HARD ...

AND GIVE ALL THE INFO ...  
**ON YOUR MAINTENANCE FORMS.**