

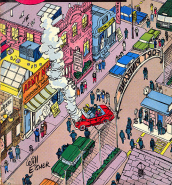
Issue 135

PS

1963 Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY

SPRING
SALE
PRIORITY MAIL





THE
PREVENTIVE
MAINTENANCE
MONTHLY

SALE • SALE •
YOUR BEST bargain
PREVENTIVE
MAINTENANCE
YOU DON'T
PAY LATER

SPRING
SALE
1942-1943

WILL
EITHER

TRUCK

MAINTENANCE IS TRAINING

Everything you have done since you were sixteen has the Army has been aimed at one thing—getting you ready to be a combat soldier.

This everything includes things like your physical training, drill, weapons—how and firing, guard, K. P., map-reading and all the other training and work you do.

It's all training. And maintenance is one of those real important parts.

Why?

It makes your equipment combat-ready . . . so the equipment you have really will do the fighting job tomorrow. (Remember—you go with what you've got.)

It makes you combat-ready. You'll have the know-how to keep your equipment maintained and in operation any time in combat . . . when the chips are down.

That's when real maintenance (training) pays off—for you, for your outfit, for your country.



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Get the full story on all the latest news and information. Visit us online at www.army.mil.



IS YOUR OWN BROTHER... THE M79



One thing sure—the M79 grenade launcher is nobody's kid brother.

This light (5.50 lb.) and-powered weapon goes where the First-come-ones go and can hit a 40-man grenade team between 14 to 400 yards (50 to 175 meters). It joins the M14 rifle and the M16 machine gun to give you ground splashes instant support fire on the land.

The break-open design type launcher is built to stand plenty of gaff, has—all the equipment—such regular doses of PMO medicine to remain trouble-free.

TMM-1000-005-12 and TMM-1000-008-00P are the parts that give you all the snap on the M79. The .300 manual also spells out that your company armorer can only replace wear parts—the firing pin, receiver, coil spring, rear machine screws and two washers—unless that, it's up to your support unit.



LOOK TO CHANGE THE
MILITARY PARTS THAT
GIVE YOU THE M79'S
TRIPLE-GUN POWER
NUMBER.

1 BROWN 71—100-401-000

2 BROWN, R&L—100-401-000

3 BROWN—100-704-001

4 BROWN—100-704-000

5 PMO BROWN—100-704-001

6 BROWN, B&L—100-401-000

GRENADE LAUNCHER



Of course, half cost of your weapon will be making sure things like rust, grease, dirt, gasoline oil and water are removed before they load up the operation.

In close and take the launcher according to the word in TMM-1000-005-12 and remember not to use anything might's across shaft to get rid of rust.

Here's your equipment for maintenance. Check 'em out and use 'em if anything's loose or missing.



FIRMS RICHARDS ... REPAIRER HORNBY—evicted out of shop, **cracked**, worn.

FIRMS RICHARDS—**broken**, zip **barrel**, worn, **missing**.



FIRMS RICHARDS—**broken**, worn, hole **barrel**, worn, **missing**.



FIRMS RICHARDS—through **barrel**, **stripped**, hole **plugged**, **missing**. **None** like your **rework** assembly to keep it tight.



FIRMS RICHARDS—**broken**, split, **damaged** barrel, split, **missing**.



FIRMS RICHARDS—**broken**, split, **damaged**, **stripped**, worn, **broken**, **missing**.



FIRMS RICHARDS—**broken**, worn, bent, **missing**.



FIRMS RICHARDS—**worn**, **broken**, worn, **all not good**, **damaged** assembly **broken**, **all not return** or **lost**, **missing**.

FIRMS RICHARDS—**broken**, **stripped**, **all not good**, **damaged**, **all not return** or **lost**, **missing**.

FIRMS RICHARDS—**broken**, **stripped**, **all not good**, **damaged**, **all not return** or **lost**, **missing**.



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FIRMS RICHARDS—**broken**, **stripped**, **all not good**, **damaged**, **all not return** or **lost**, **missing**.





REAR SIGHT



**BLEWING SCREW
WHEELS**—blinds,
barrel, silvered

SETSCREW LOCK NUT
—stripped, will not
lock, worn

APERTURE
—blinds,
etch mark, worn, not
blacked

**ELEVATION AND
WINDAGE SCALES**
—worn, not clear,
hard to use

WINDAGE SCREW—
stripped, barbed, worn,
hard to turn

RIGHT LOCK—
sticks, blinds,
barred, will not
release, 11/16,
brakes

**BATTLE SIGHT
SCREW**—barbed,
worn, smooth,
silvered

FRAME BRAC—
up fl, barbed,
channel dog
grof, turned

RIGHT BUSH—
loose, worn, 1/16-
11/16, barbed, worn
barbed, loose,
missing

**WINDAGE
SCREW KEY**
—stripped,
1/16 x 1/16,
worn

RIGHT FACE SCREW
—loose, stripped,
worn, missing



**RIGHT LOCK-
ING LUG**—bar-
red, barbed, bar-
red, worn, spring
pl to 1/16 x 1/16,
barred, missing

WINDAGE SCREW—
worn, worn, barbed,
missing

COCKING ARM—barbed,
brakes, bent, cracked,
pin and screw loose,
cleared, broken, missing

RETROCTOR—
shaft cracked,
worn, broken,
tip barbed,
barbed, worn,
missing

BEANS FOR UNDOING YOUR
HONEST JOHN
LAUNCH BEAM AND ...

SHOOT AWAY



It doesn't happen very often, but when it does—the M38A Honest John rocket launcher is put out of the launching business.

That's when one or more of the components of the lock for the folding beams jump out, as you hit go



with a razzle. And when this happens, the folding beams go to you maybe once—the rubberly.

The big troublemaker is usually a gear that's been repaired by welding. Friseman . . . if the lock lock has been fixed this way, the lock could



WELDED UP
GIVES THEM
MORE OF CHANCE
TO GET AWAY
FROM YOU...

break as the rocket takes off. And that'd send the folding beams into a real flop.

When you come right down to it, any component of the lock group that's been welded makes for a bad deal. And don't let anyone tell you that you can take care of any cracks you spot in the components by cutting in the area with his welding equipment. Not on your life. The best place for bad parts is the scrap heap.

You're also buying possible head-aches when the locking pin—the one that's part of the lock assembly—doesn't engage all the way when you lock the folding beams for firing.



One more thing . . . try to shake the folding beams before you do any thing. If they move, even a little bit, you need to have some tension worked into the lock. It's a job that your supplier will do for you if you like.

WATCH IT, JACK

HONEST JOHN LAUNCHER



OK... so you've finished your firing mission. And you're getting ready to pack up the place with your Honest John equipment.

You start raising one of the stabilizer jacks on your M56 launcher and suddenly it pops up about two inches. Right there and there you want to make a note to have your support team when you get back to the heavy area.

They'll want to make a long and close look at the jacks—'cause the chances are the thing that's called a "stabilizer device" inside the jack has gone hay-wire.



It means the parts of the device have a way of getting galled and seized, and when this happens, the jack goes the jumps. Even worse, you can't depend on it to do its job of stabilizing.

CAN'T BE DONE - UNLESS

It doesn't take much—just a little extra metal here or there—and you've got yourself an impossible job of trying to move an Honest John XAPG rocket with the handling team for your M56 rocket launcher.

The crossmember is the adapter assembly on the handling team. Some



of the assemblies have dimensions that're slightly off—but enough to keep you from putting the bolts on the nuts.

If you're up this creek without a paddle, call your supplier with a look over your adapter assembly. If it doesn't measure up on those dimensions, they'll do some machining so that it does.



MISSING HARDWARE?

Somewhere . . . there's some OEM House of Representatives that've missed some mighty important kinds of low-price bolts—to be exact.



There'd be the four cap screws and four nuts that go through the truck frame and cross member at the rear of the vehicle—two of each on each side. And with those screws and nuts missing, you could be heading for a heap of trouble—the rear and vehicle frame and cross member bent.

It takes only a quick look to tell if you're missing the hardware. As a clue, the locations that slipped through with out the screws and nuts are serial number 115 through 118.

3034, GM 12-28 897 F2-4 13, 15,
3036-113, F2 128-16194.



3037, GM 12-28 897 F2-4 13,
3038-113, F2 128-16194.



If you're missing the screws and nuts, check the frame and rear cross member before you install 'em. Your support unit may have some straightening out to do first.



Any guy who works around electric equipment checks now and again. And he's as legal as 51 cents in a polar deck.

Trouble is . . . you can't say things a little far when you check the interlock override switches that're put in things like nuclear sites to keep you from breaking against parts carrying high voltage. And that means being the override



switch—the one with a cover—that is kept permanently closed. When you take advantage of the override like that, the protection the interlock is supposed to give is taken away—the bit that if you have the "bar" going for you.

It figures. After all, they've had to live with the interlock switches that you have inside different gears, doors or cabinets. When you open a cover, say, the interlock switch takes care and shuts off the current so's you don't get burned, roasted and then ghastly in case you reach a "jolly" gear.

IF YOU'RE GONNA CHEAT



If you want instant starting while you're working, all's you have to do, at you know, is pull out the plunger on the switch. And if you happen to forget to push in the plunger when you're done, it'll go in when you close the cover.

The jolly in the 51-cent deck is that interlock override switch. When you override it, the cover inside the equipment isn't taken out of the picture.

This is all right so long as you override for time needed. But it's something else again when you use a cover to do your cheating for you . . . and then leave the cover in place.



So . . . a guy with other things on his mind comes along. He doesn't bother with the interlock override switch. He opens the cover just to look at a chart . . . and doesn't bother to pull the plunger on the switch inside the cover.

Why should he? He's not going to touch anything. (The power guy—the doctor's leave the override switch's been closed and so there's no stopping the current, plunger or not.)

Then it happens. He runs against a "bar" part. If he's lucky, he'll get around the

barrier to see if he can find out who got some happy.

No . . . there's only one way to treat the override—with respect. And you do it by overriding long enough for you to go to the interlock switch inside the equipment and pull the plunger—if you happen to need to hear the power on. Then you release the override.

You also have to be careful on the override switch by not permanently closing it. It's a law. You loose up the tension the switch is under by keeping it closed with something like a screw.

What about those lock-mounted interlock switches or interlock-type protruding switches (you call 'em)? And there's inside some equipment . . . and there's no way of closing 'em?



**YOU'LL
NEVER
GO
WRONG**



You have good connections? Not the "I'll take care of you" kind. But the subtle warning—the kind you find in any minute and rocket system.

It may don't take much doing to have good connections. Experience . . .



Show us the connector to make sure you get a good fit—also you've checked the joint don't-like to spot any clear signs for loss. If the connector's on an angle, you could be headed for the kind of trouble you get with crossed threads.



When you remove the connector, take hold of the knurled part—not the shielding, which you might bend. It's also a good idea to lift up on the cable to take its weight off the connector. This lets you remove the connector as smoothly as possible to keep the pins from getting bent. And it takes pressure off the last few threads of the knurled part and compensates as you get ready to remove the connector. Supporting the weight of the cable is also a good deal when you go to connect it.



When the cables're not connected, keep them covered in their connectors to keep 'em dry and protect the pins. Use a cover on the connector, too.

It also pays to check the connectors after crawling 'cause they can work loose.

And watch yourself when you have men's toe-cable in contact on a panel. It doesn't take much to get 'em mixed up.

Another thing . . . if you're supposed to use an insulating compound in the connectors, do it. Don't use only what you've unboxed. And if the word is that the connectors are to be left dry, keep 'em dry.

What about tightening the connectors? How tight do you make 'em?

Well . . . they want to be tight enough to satisfy the man who comes around to make an inspection . . . and also to do a job for you. It works out

that when you do one, the other happens at the same time.

Anyway . . . here's the thing to remember.

When the man with the clipboard, inspection sheet and pencil hits your battery, he's going to check to see that all cable connectors do or do on a major piece of equipment, like a radio, antenna or antenna, are fully seated and hand tight.

And he's going to see if he can break loose by hand the cable connectors that're supposed to be tightened with a wrench. There'd be the ones between major items and from one wire to another.

If he can tighten 'em by hand or move with his wires, you can figure you've seated yourself a pig. Your best bet, then, is to give the wrench a final tap on the connector in a little better's hand tight.



Whether those connectors're supposed to be hand tight or wrench tight, just keep hoping that the inspector who comes around to try 'em out didn't grow up on a farm where one of his chores was milking cows.

GROUND MOBILITY



HOT ONE

Before ordering the spark plugs for your GM-truck vehicles, first you want to figure out what size they'll be going.

Take a glance at TMS-200-215-20P (Mar 82), your Consolidated Automotive Departmental Package List of Repair Parts for Trucks/Automotive Materials (also MPL1), and you'll find two plug sizes for these vehicles.

One of 'em, PN 200-415-7124, is for normal use. The other, PN 200-735-9145, is a much hotter plug. And this one's not yet listed in TMS-200-206-20P (Feb 80).

(This hotter plug also is the same one now listed for normal use in the M24 Army Motor.)

Now, if your M24A1 or M24A2 truck or M1B ambulance is doing a lot of idle operation or is doing heavy-duty slow-speed, high-load hauling, the hotter plug is the one you want. But don't forget to switch back when the vehicle returns to normal use.

For more info on spark plugs, check out TMS-800 (Dec 81).





QUICK DIP

Dear Half-Mark,

The lubrication chart in TSB-824 and
SP9-2320-230-18, both on the
200-ton GT10-series truck, says to check the
brake master cylinder fluid level
every 1,000 miles. What is the right level
and how do you check it?

SPC K. L. M.

Dear Ferguson K. L. M.,

The correct fluid level is 1/2" below the spigot.
To check it raise the axle line until
the master cylinder is 1/2" below the spigot.



See they use the dipstick the way.

Half-Mark



BRAKE SCREWS' NEWS

Sharpened checking and routine replacement of these brake adjusting screws on your GT10-series 2H-ton vehicles will keep you in business and help you work your way out of a hole, too.

You see, these parts you have in there right now are probably close to unobtainable. No, it's best you keep an eye on 'em for now and replace 'em before they freeze up on you.

By keeping them replaced before you have to drill 'em out, you'll save trouble and you'll be working your way up to the new machine and parts that're being phased into the parts pipeline. Newer brake-adjusting parts will be machine and tool checked help reduce the problem.

LEFT-HAND THREADS

Screw adjusting
right-hand thread FSN 2328-704128

Screw adjusting
right-hand thread FSN 2328-704111

Wheel star FSN 2328-704128



These are currently substituted for some of your GT10 vehicles.

Spark Plugs

The wrong trouble you can have with spark plugs is getting the wrong kind. You need FORD 260A-679-0728.

With each plug you also need a gasket, FORD 260B-114-1190. The plugs have been coming through without the gaskets. So, every time you order spark plugs, be sure you order an equal number of spark plug gaskets. If you're short a gasket, we can have an old plug until you can get a new one. Don't knock off the gasket because it will make your spark plug run one hot and you won't get a sight enough out. If a new FORD gasket through for a plug and gasket combination you can order that way, but for now you order 'em separately.

To keep the carbon from fouling your plugs, run your engine at 2,500-3,000 RPM for two to five minutes whenever you've revved up 30 minutes of slow speed operation.

Your spark plugs might seize because the broken spring (patent) that goes inside the plug gets weak. Some motorists have been pulling out the spring and stretching it or putting in two springs to improve the contact. Don't do this unless you get the OK from your supplier.



When ordering the correct trouble you can have with spark plugs is getting the wrong kind. You need FORD 260A-679-0728. With each plug you also need a gasket, FORD 260B-114-1190. The plugs have been coming through without the gaskets. So, every time you order spark plugs, be sure you order an equal number of spark plug gaskets. If you're short a gasket, we can have an old plug until you can get a new one. Don't knock off the gasket because it will make your spark plug run one hot and you won't get a sight enough out. If a new FORD gasket through for a plug and gasket combination you can order that way, but for now you order 'em separately.

Fuel

Gasoline with an octane rating under 85 can also harm our poor piston rings, so if you suspect something is wrong, have your supply people check it out. The fuel you are getting should be covered under 844 Spec 260-C-26040 or Federal Spec. 260-C-270.



Idle Speed

The normal idle speed of 600-700 RPM is too slow to give the cylinder bases and valves time all the oil they need for long-time operation. Also, the plugs foul up because they don't get hot enough to burn off the carbon. Sooner or later the driver has to fiddle for a long period, to hold them up to up to 1,000 RPM.



Ignition Switch

Leaving the ignition switch on long periods without the engine running causes trouble. It burns up your ignition coil, shortens its life and may burn it out. It also puts a strain on the Ford distributor switch. If this switch cooks out, your engine might flood. Another result of leaving your ignition switch on for long periods can be wiring which pins the distributor points.



Voltage Regulator

Voltage too high.

Check out the voltage regulator to be sure it doesn't deliver more than 18 volts. The ignition coil might burn out at 20 volts or more.



Distributor

Distributor run here should not be pinched, plugged, or leaking. The wearpoint, metal distributor is created by lines to the engine air horns and if these lines are not working right, your coil, which is in the distributor, can burn out.

The wear lines from the distributor wear air horns and in a pair of tubes inside the air horns. The tips of these tubes must be painted in opposite directions or you get an air horn. You need one tip pointing in the direction of air flow in the horns and one against the direction of flow. If they both point the same way you are likely to get a burned out coil.

To, like the past says, make your check by the numbers and your M115 will work fine.





RED BIRD ELECTRIC WELDER, 140 lbs., for body, 2 1/2 in. to 1/4 in. elec. leads cap., 200 amp-100 volt-ohm-rated transformer and cable included.



FOR 300-28-000

2 000

WELDER, WELDER FOR TROOP, features 200-amp, 100-volt, 11 in. x 11 in. thermostat controlled, 1/2 in. to 1/4 in. cable.



FOR 300-40-000

1 000

RED WELDER, 140 lb., 200-amp-rated 100-volt cap., 12-in. cable & 1/4-in. electrode 1/2 size parts.



FOR 300-20-000

2 000

RED WELDER, 140 lb., 200-amp-rated, 100-volt cap., 12-in. cable & 1/4-in. electrode 1/2 size parts.



FOR 300-20-000

1 000

RED WELDER, 140 lb., 200-amp-rated, 100-volt cap., 12-in. cable & 1/4-in. electrode 1/2 size parts.



FOR 300-20-000

2 000

RED WELDER, 140 lb., 200-amp-rated, 100-volt cap., 12-in. cable & 1/4-in. electrode 1/2 size parts.



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FOR 300-20-000

1 000

RED WELDER, 140 lb., 200-amp-rated, 100-volt cap., 12-in. cable & 1/4-in. electrode 1/2 size parts.



FOR 300-20-000

1 000

WRENCH, SOCKET, COCKED, 1/4 in. square, 17-1/2 in. long, 17-1/2 in. dia. 100-010-100
 FOR SOCKET WRENCH

Consisting of:

EXTENSION, SOCKET WRENCH, 10-
 1/2 in. long, 10-1/2 in. dia. 100-010-100
 FOR SOCKET WRENCH



SOCKET WRENCH 1/4 in. square

FOR SOCKET WRENCH

FOR SOCKET WRENCH

SOCKET, PLUG, 1/4 IN. DIA.

FOR SOCKET WRENCH

WRENCH, WRENCH, 1/4 in. dia.
 17-1/2 in. long, 17-1/2 in. dia.

FOR SOCKET WRENCH

FOR SOCKET WRENCH

FOR SOCKET WRENCH

FOR SOCKET WRENCH

FOR SOCKET WRENCH

FOR SOCKET WRENCH

FOR SOCKET WRENCH

WRENCH, SOCKET, COCKED, 1/4 in. square, 17-1/2 in. long, 17-1/2 in. dia. 100-010-100
 WITH ATTACHMENTS

FOR SOCKET WRENCH



Consisting of:

CASE, SOCKET WRENCH 1/4 in. dia., 17-1/2 in. long, 17-1/2 in. dia.

FOR SOCKET WRENCH

EXTENSION, SOCKET WRENCH 1/4 in. square,
 10-1/2 in. long

FOR SOCKET WRENCH

EXTENSION, SOCKET WRENCH 1/4 in. square,
 17-1/2 in. long

FOR SOCKET WRENCH

WRENCH, SOCKET WRENCH 1/4 in. dia., 17-1/2 in. long,
 17-1/2 in. dia.

FOR SOCKET WRENCH

WRENCH, SOCKET WRENCH 1/4 in. dia., 17-1/2 in. long,
 17-1/2 in. dia.

FOR SOCKET WRENCH

SOCKET, SOCKET WRENCH, 1/4 in. square, 17-1/2 in.

FOR SOCKET WRENCH

FOR SOCKET WRENCH

FOR SOCKET WRENCH

FOR SOCKET WRENCH

FOR SOCKET WRENCH

FOR SOCKET WRENCH

FOR SOCKET WRENCH

FOR SOCKET WRENCH

FOR SOCKET WRENCH

FOR SOCKET WRENCH



EXTENSION COIL, SOCKET. Non-sparking. Turns to four (2) of any, by hand and attach. Steel, 1/2" dia.

FOR 100-00-0000

1 00

These items
should also
be included
in your
inventory
checklist.



Consisting of

EXTENSION COIL, SOCKET. 1/2" dia. Turns to four (2) of any, by hand and attach. Steel, 1/2" dia.

FOR 100-00-0000 1 00

EXTENSION SOCKET WRENCH.

FOR 100-00-0000 1 00

ONE-PIECE ATTACHMENT, SOCKET WRENCH. Insulating cap and top, 1/2" dia. Non-sparking.

FOR 100-00-0000 1 00

ONE-PIECE ATTACHMENT, SOCKET WRENCH. Insulating cap and top, 1/2" dia. Non-sparking.

FOR 100-00-0000 1 00

EXTENSION SOCKET WRENCH. Non-sparking. 1/2" dia.

FOR 100-00-0000 1 00

EXTENSION SOCKET WRENCH. 1/2" dia. Non-sparking. 1/2" dia.

FOR 100-00-0000 1 00

EXTENSION SOCKET WRENCH. 1/2" dia. Non-sparking. 1/2" dia.

FOR 100-00-0000 1 00

WRENCH, SOCKET WRENCH. Non-sparking. 1/2" dia. Non-sparking. 1/2" dia.

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WRENCH, SOCKET WRENCH. 1/2" dia. Non-sparking. 1/2" dia.

FOR 100-00-0000 1 00

WRENCH, SOCKET WRENCH. 1/2" dia. Non-sparking. 1/2" dia.

FOR 100-00-0000 1 00

SOCKET, SOCKET WRENCH. 1/2" dia. Non-sparking. 1/2" dia.

FOR	QTY	UNIT
FOR 100-00-0000	1	00
FOR 100-00-0000	1	00
FOR 100-00-0000	1	00
FOR 100-00-0000	1	00
FOR 100-00-0000	1	00
FOR 100-00-0000	1	00
FOR 100-00-0000	1	00
FOR 100-00-0000	1	00

UNIVERSAL JOINT, SOCKET WRENCH. 1/2" dia. Non-sparking.

FOR 100-00-0000 1 00



WRENCH, UNIVERSAL. 1/2" dia. Non-sparking. 1/2" dia. Non-sparking. 1/2" dia.

FOR 100-00-0000 1 00



THERE IS
AN
EASIER
WAY



GIVE A
CHEER FOR
GARFIELD'S
30TH!



THE
MILITARY
WARRANTY
TAKES IN
CASH
OUTRITS!



WE'VE
WON
THE
WAR
WITH
HIM!



Before you cheer, and while you watch curiously as he looks in the glory of his momentous achievement . . . remember that Garfield Blah learned the hard way . . .

It probably started "way back-then" for our purposes, let's pick it up at the start of his military career . . .



"After all, figured think, as long as I get those eventually, what's the big?"



He saw no reason why his buddies were so concerned about such a little thing...



No, he made little effort to correct his habit pattern...



Bob's first duty station when graduation from technical school was just what he hoped for—a quiet post.

YOU'RE LATE.

THE OTHER
BOYS AND GENTS
ARRIVED TWO
HOURS EARLY!

ENOUGH, ENOUGH...
I'LL BRING THE TRAIN
BY THIS AFTERNOON...
NO GREAT THING...
PLEASE MAKE SURE
THAT I AM IN
TWO HOURS...

NO WORRY, HE SAID
WHEN I GOT THE LETTER
ALL MY RECORDS...
AND ASSIGNMENTS!

MILITARY
REQUIREMENTS

It was a quiet post... until he was there for a while...

WE'RE SHORT ON
MILITARY REQUIREMENTS
AGAIN, BOB...

NO WORRY! I'LL BRING
A **LOT** OF
LATE
LAST AFTERNOON
PAPERWORK... BUT
THEY'LL GET HERE
EVENTUALLY!

LET'S HASTEN—
YOU GOT AN
ORDERING
DOWN THERE
FOR A LITTLE
LATE
MILITARY REQUIREMENTS
THAT... WE
[WILL] GET THEM
LATER...

Joe's Dope Sheet

EVERYBODY WHO HANDLES
EQUIPMENT TAKES
YOUR LIFE
IN HIS HANDS!!



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

IF YOU WANT TO DISPLAY THIS CENTERPAGE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PEEK AT US.

Now, understood, it is no one's intention to believe that Garfield Stank is stupid . . . no sir, this man's a great mechanic . . . an able soldier . . .

I SAW THREE DEATHS
IN THE TWO DAYS
CAUSED SOME PROBLEMS
IN THE LAST CHECK-
OUT...

GOOD CAR
FOR "LIVING UP
ENGINE..."

GOOD
FOR THE
SHOOTING
MANIFESTATIONS

TEAM... **EXCEPT FOR
ONE THING...** YOU
GET ARRIVED TO IT TOO
LATE!

WELL, IF YOU'D HAVE DONE
THE MAINTENANCE A WEEK
AGO WITH A QUOTE THE
SCHEDULE OF OPERATIONS
PLANNED...

A short time ago Stank's unit's got hit and shipped out . . .



... To support an action ...

WE'VE MANAGED
TO GET THE 2000 FOR A
COUNTER ATTACK... WE
CAN HOLD THIS HILL
UNTIL WE'VE GOT
IF YOU GET THEM
SUPPORTED BY MORE
FORCES.

LOOKS LIKE WE
GOT TO ABOUT 2000
IT WAS JUST THEM
SUPPLIES IN THERE WE
CAN HOLD OUT A MONTH!

No sweat ... Plenty of sweat at the port ...

COMM. BLOTH
BATTLE UP!

NOT QUITE READY,
BROTH. I GOT A FEELING
A FEELING SENSE TO BE
ON SOME OF THESE RESPONSE!

Just needed a little maintenance ...

WELL, YOU GUYS DON'T
THINK A FEELING AHOY!

BE SURE... ONLY THAT
WE'VE GOT AFTERNOON TO
BEING-THAT UP TO THE
WELL, GET THEM,
DON'T WORRY!

Top... They got there... **A LITTLE LATE!**

THAT WAS
SOUND... THEY WERE
OVERHEARD...



CAN'T UNDERSTAND
IT... THE POSITIONALLY
ON THAT...



NOT GOOD STRATEGY...
COUNTER ATTACK CASE
AT 2300. JUST 1 AM AND
INTELLIGENCE REPORTED!



Garfield Blak was never the same again . . .

Oh yes, they're shooting at Blak now . . . but more than anyone he knows that he could have made it easier . . . and a lot easier.

THIS IS THE
FORM AND BUREAU STAFF
**GOOD NIGHTS MAKE NIGHTS
NOW!**



A GROUP OF 17 STATE AGENCIES is seeking an experienced writer and editor. He or she should have some degree, preferably MFA, with three to five years experience in writing and editing for magazines, newspapers, or books.

REQUIREMENTS

For consideration, send your writing samples, resume, and references to: **WALTER DEWEY FOUNDATION**, 100 Madison Ave., 10th Floor, New York, NY 10017. For consideration, send your resume, writing samples, and references to: **THE UNIVERSITY OF CALIFORNIA PRESS**, 200 University Ave., Los Angeles, CA 90024. For consideration, send your resume, writing samples, and references to: **THE UNIVERSITY OF MICHIGAN PRESS**, 480 Tappan St., Ann Arbor, MI 48106. For consideration, send your resume, writing samples, and references to: **THE UNIVERSITY OF TEXAS PRESS**, 7879 University Blvd., Austin, TX 78757. For consideration, send your resume, writing samples, and references to: **THE UNIVERSITY OF WISCONSIN PRESS**, 480 Lincoln Drive, Madison, WI 53706. For consideration, send your resume, writing samples, and references to: **THE UNIVERSITY OF WISCONSIN PRESS**, 480 Lincoln Drive, Madison, WI 53706.

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HALT BEFORE SALT

IT'S AIN'T, BEING CALLED BY NAME TO
REPAIR AND REPAIR THE BEST APPROACH
FOR YOU TO PROTECT YOURSELF.

Before you do any salt-water testing with your M112 PL, you want to call a halt and cast the essential magnesium alloy components with corrosion preventive compound (PSM 4002-126-1497). You'll need to cast the differential, transfer case and cooling fan housing. TI 9-2000 204-2611 (26 Div 02) tells you how and when, and there are marking procedures you need to watch closely.

You've gotta clean the components thoroughly first with dry cleaning solvent (PSM 4002-106-4176). Be careful to brush the corrosion preventive compound on lightly. (The TI says not use a 6-000 in this coating, as you'll have to figure some sort of eyeball judgment for the deal.)

THE NEW 98-PAGE

SA Form 14-110, Organization (Installation) Property Record, dated 1 Sept 57, went out the window as of 1 March 63. The new form goes by the same name and number, but it's dated 1 March 63. You're not to change your property record over to the new form if you're using the . . . the new one'll be used as you add new gauges to your property book . . . or, as you get the word to swap items from your supply support outfit.

"HEADS UP"



You use it in phase 1
You use it in downstage

You can even read about it in Section VI, Chapter 2 of your TM 11-604-2 (18 Aug 62), "Aircraft Hardware and Materials".

What is it? Why, it's the general shop practice of putting in a pin or bolt in the head up . . . head forward . . . or head in direction of rotation position.

Take one of those Bulford (Bulford) bolts—the kind you find along a B-7's control cable rigging. This baby is held by a standard control pin.

But is it the right pin? And is it put in the way it should be? That's the rub.

For example, suppose a control apparatus comes up with a control pin that wasn't long enough. And, to top it off, he puts it in the wrong way with the head to the bottom!

But even he isn't going to get much of a head on the control pin and that's been around the circuit hole too. Add a little vibration, which can straighten



the pin, and she'll drop-out . . . followed by the nut which is now free to work loose. Needless to say, if a control cable loses a nut in flight the resultant "crack" would likely be heard clear back to St. Louis.

There's a missing pin wouldn't keep you so you. How with the -200 manual handy to give you the right control pin so you can head the end proper-like.

TM 91-49-5 (18 May 62), "Maintenance of Aircraft Systems", has some poop on handling the pin . . . Chapter 2, Section XI, page 75. And with you pointing the pin in head up—head facing forward—or head in direction of rotation, it won't fall out, even if the nut gets broken off.

Just one point on this heads up for hardware location, though. There are exceptions on a bird because of special circumstances, design, and such. But no worry in these cases. They're called out right in the text of your maintenance manual, which, of course, rules for a specific bird.

MARK THE TIRE



Can't read a slipper tire without a guide. That's why you want to indicate the sidewall with the wheel rim and dash cover next time you change a sub-type tire on your bird.



If your bird doesn't have a dash cover—they have a unique way of lining themselves—you might miss spotting a cracked valve stem on your walk-around. And with a dash cover on the wheel, you'd need K-ray vision to spot a damaged valve stem.

But if you *are* using a big, juicy 1 x 3-in. red index mark (one inch long on the tire sidewall and one inch long on the wheel rim or dash cover), you've got no danger problems.

If you're interested, the authority is paragraph 124c, page 75, Chapter 5 of TM 91-49-5 (18 May 62) "Maintenance of Aircraft Systems" . . . and the point is not given correct, Spec 981-E-7719. A con-pin can should be in your hangar supply room under P/N 9810-811-1484—math.

STOP THE SPUTTER

BY BOB LANGRISH



When a Bad Dog's (00-1) fuel valve handle is moved from a low fuel rack to a full rack the engine sputter fuel goes, without any sputtering around.



She'll get fuel every time as long as the valve is working right. But, the way you set you a lot of air, the valve comes in for its share of wear as the hours are piled up on the bird.

That's why you make with the hole gaps every third part, like the TM 21-1510-211-21 says in Chapter 3, on page 4-3 of Change 2 (9 Mar 41).

To make the check you just pull out on the valve handle and shove the gaps in between the dress plate (P/N 0001110) and the face of the valve handle (P/N 0001110). If the clearance is over .070 inch you want to put in a new valve—and for good reason.

The much clearance could have you moving the valve handle to another rack mark on the valve face, with no result. Then you'd have to go fiddling for the full rack position until you felt the valve lock in place. No time for fiddling allowed here.



NO EARRINGS NOW



If you (behave) have been having a little trouble keeping the guided missiles of your B-1B1 (1/2) or B-1B (1/4)C fighters clean and dry, no more sweat.

Well, maybe a little sweat . . . but no more sweat marks around the eyes.

What you need is a couple nylon mesh screens, P/N 1001-144-1079 (44). Some of your B-1B1's may al-



ready have 'em—or have 'em with 'em—but they're also being ordered for the B-77's.

"SCRAM, DRIP"

Just about the time drip who almost started a full-fledged flood when he escaped from a tied hose!

He was joined by other drips, some say more than many since the AN 717 TW retaining clamps were tightened, a few more drips managed to squawk out of the system.

You see, those AN 717 TW clamps can only be tightened so much—after which they can become stripped, giving you a leaky hose.



AN 717 TW CLAMP
FOR ALL VEHICLES AND FUEL LINES

But just as suddenly as the drips started, they were stopped in their tracks, by a sharp-eyed mechanic who read TWX TCMAC-ED ON-CLAMP.



He stopped 'em with one of those reliable AN 717 TW or AN 717 TW clamps you use on fluid lines. And he used the AN 717 TW clamps for use on air, vacuum, and vent lines—even on ground support equipment.

What happened to that hose should happen to all hoses that carry fluid . . . no drip!



Dear Winty Wintend:

Para 1-11 in TM 15-1128-113-20 (Rev 81) says the new all-steel used on the UH-1H engine are chrome plated, since cadmium plating was contaminated the oil system with chips and wear down magnesium parts.

What's the POY for this recommended tool kit for UH-1 type helicopters and in what TM is it listed?

Dear Sergeant E. J. C.

Might appear to be a somewhat contradiction the way the TM number has changed because you haven't seen the new TM 15-1128-113-20. The paragraph number has been changed to 4-17F and now says:

"The new tools used on engine are not cadmium plated."

MC E. J. C.

The TM no longer says all tools have to be chrome plated. The reason for the change is simple . . . there ain't none! And there's no substitution tool kit on the way, either.

If you're officially authorized to use the explained tools you do have. That's all the worse, ferge.

Winty Wintend

OP CHECK REPLACEMENTS



You can't take anything for granted around aircraft—use them over in replacement parts. Give any replacement part the all operational check before you sign off the job. After all, there have been cases of bad parts giving out the system.

HEAT DEFLECTOR



Here's how:

Here's a sheet's worth of aluminum that'll keep Bird Day's 11 winterbirds from cracking and craving.

The plate will deflect the deflector heat away from the windshield just enough to keep the windshield from being cracked by the cold air blast outside and the hot air blast inside. The plate won't interfere with the deflector action, either.

You make the plate from 6099 inch 304-T 3 aluminum sheet to these dimensions and fold up with a coat of non-reflective black paint.



IPC Karl E. Hordewinkel, Jr.
Ed. Larry Evans

Then you just install the plate using the existing nut and bolt at the bottom corner of your windshield.

Old Man—Good deal for use in cold climates. Bytheway, a similar do-it-yourself page in your *VR Digest*, **TR 400** 12-5-1 (14 May 61), project 61-729-04841, for the benefits (12-6).

SAFETY IT



Dear Windy Windback,

It's not just me if the radio and control units in our shop always are supposed to have the snap fasteners and hold-down bolts as covers removed or not. If they're not to be removed, what's the reason for the safety wire holes? And if they're supposed to be removed, what's the justification regarding it?

RFD R. L. E.

Dear Specialist R. L. E.,

My copy of TM 11-401-3, "Aircraft Structural Hardware," says in section V, para 155, that "all loose portions to electronic equipment and accessories are safety wired with lock wire. . ."

Being a general type manual, this TM can be used as authority within a specific equipment TM says something different.

The way it reads now, none of the aircraft TM 15's don't have any instructions on lockwiring radio equipment. But none of the TM 11's on the individual units and navigators are do include these instructions. So, in

those cases, the specific TM 11 is the authority. And since none of the pubs tell you not to lockwire radio equipment, TM 11-401-3 is the main-the-board authority in all other cases.

Besides, the fact that you've got detailed books ready and waiting for some safety wire is a hint that's what was intended by the Army, even though a lot of TM writers thought the idea was so obvious they didn't bother to write the requirements down in black and white.

But whether or not the books say there—or whether a pub says so—

wiring—the final authority is safety your electronic equipment is your main power source.



One of the reasons to make this trade is fear of bucking the

equipment is the known fact that every unit mounted in an aircraft is subject to shocks and vibrations in flight. This makes it possible for any type of fuse—no back cut and fall, cut—or rock at an angle of stress causing it to blow.

Another reason is that loose connections can get a strain on cables and their connections, leading to heat, corrosion pins—or pulling cables into position where they shall against the component or some part of the aircraft structure.

Raymond

SPEAKING OF SAFETY WIRE...

... look us in a copy of
EN 11-115 (EN Wire 44).

It gives you the authority
in regulations from Signal the
following wire to safety electronic
equipment in aircraft.



Safety wire, standard (regular) (regular) (reg. spec.)

2000 in. FIB 100-104-1001

2000 in. FIB 100-104-1002

2000 in. FIB 100-104-1003

Wires, electrical (reg. spec.) (reg. spec.) (reg. spec.) (reg. spec.)

2000 in. FIB 100-104-1004

Wires, electrical (reg. spec.) (reg. spec.) (reg. spec.) (reg. spec.)

2000 in. FIB 100-104-1005

ALSO-F BARS...

TO EACH ITS OWN

Check out the "Going Out of Business" sign on your AN-9600 radio in the photo you left in your car dial calibration chart just to give the car a reasonable fare.



You can take a "Going Out of Business" sign on your AN-9600 radio in the photo you left in your car dial calibration chart just to give the car a reasonable fare.



CH	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	

DIALING CALIBRATION CHART

That chart's as vital to the radio as is the gas that makes it run. Without it you have about as much chance of getting the right transmitting frequency as a rabbit has of killing a hawk.

There're no substitutes for the chart designed for your set, so lay off the moonlight tampering. An inspector needs only one look to see that the serial number on the chart doesn't match that on the set. Besides, he might ask you to operate on a remote frequency.

The serial number business is a good way for you to check that you have the right chart. And for your good and the good of the set, don't make the chart one action you're going to replace in the right way.

Otherwise, you'll deaden the set almost every time.

Don't feel it due to you as your chart gets torn or discarded, turn it in to higher echelon so that the Frequency Calibration numbers can be copied onto a new chart. If you can't read the numbers, don't operate on government. Turn it in to higher echelon so the set can be properly recalibrated and shared.

No matter what kind of shape the chart's in, don't throw it away until higher echelon can get a look at it.

Do that and you won't have to worry about the inspecting officer when he comes to check the chart's presence, availability and serial number. Most important, you'll be able to maintain when you have to.

SHIFTY FREQUENCIES

THEY DON'T
GET A LOT OF
A TALKING ABOUT
THEY DON'T
THEY DON'T
THEY DON'T
THEY DON'T
THEY DON'T

Thinking about locking your AM/GRCS radio set because the change frequency without any help from you!

You say the user's hold the frequency you selected even when you locked it?

Index, indeed, even that's the reason of the issue when you're working with the **FREQ CONTROL** lock—on the transmitter section.



Most of the time a glitch of the switch lock on the back is causing your trouble—can you. But if you might get the same deal from the **TUNING** control lock on the receiver section.



The lock is sticky, and it's hard to turn 'em without turning the knob. And it's mighty hard to lock the



FREQ CONTROL without changing the frequency setting. That's the only thing you can do to be extra careful with the lock and watch the dial window for any change.

Otherwise, your best bet on a frequency change might come when you pick up a map upon instead of your set control station.



There's another frequency glitch on the **Agony 5** which might get you wondering about the condition of the set, too. Namely, the frequency shift that when you're using **CV**.

Again, it's the reason of the issue and nothing to worry about. All the work is a little patience and she'll get you for you.

GASP... CHOKE... SOB



Imagine for a minute how you'd feel if you were shoved into a small, hot room without air. What?

Now take another minute and put yourself in the place of the guys at your AN/PBC-5 radio net. They've been wrapped up tight in the hot little car—without air to breathe or a place to allow the heat to escape. Double wham!

All right. Now open the door to the room to let air circulate, or open the AIR VALVE by your emergency battery on the PBC-5. Everything's 1,000

per cent better, right?

Now that that little lesson in heaven and how to avoid them is over, let's talk about the AIR VALVE. Even though there's a switch built into the radio case, that little valve is cocked down away from everything and it might get so overbooked. Fact is, sometimes it's not even on the case if it's overbooked.

But if you forget to open it, heat from the motor and battery will build up the molasses crust over the car and much more, among other things. Transmitting and receiving get difficult—I am impossible.

If the valve's missing, dirt and water can get in the net real easy. No need to mention the damage that stuff can do.

Best way to avoid it is to form a real good habit. Each time you pick up your PBC-5 to operate it, give that valve a



tick that thing. When you're through, turn it off.

Make it a reflex action and you'll be on the air a lot longer.

If your car has an valve, you'll better have MFG 11-3428-100-30-1 applied.

EASY DOES IT

"Quick Disconnect Receptacle" is the way the TM describes one end of the harness BA-143 () in Class Set Group AN/USC-8 . . . and so be it.

But hold it a second when you're inside the other end of the cycle. When making the connection, don't jam the

connector plug in the receptacle. First it and you'll break the side glass . . . which means you're unless you show out for your Angry 3-8 rolls.

Take a second, line up the plug and receptacle, and the'll slip in nice 'n' easy.

Wait, wait the connector plug is the receptacle. You'll break the side glass.



ROLL CALL

Been having trouble with the telescope equipment of your radio telescope set AN/YRC-28? Has it been slipping out of adjustment more often than it should?

If so, maybe you'd better take a look-see under the telescope-mounting plate. While you're setting your cyclotron there, check the shock absorber.

Sometimes the air comes through without all right means. Fearful that that could give you troubles . . . especially when you're driving your three-quarter-century over rough ground.

The means we use standard supply items on your support unit will have to get them directly from the manufacturer. Have them under Robinson Technical Parts Inc. part number 100-14, or equal. (The address is Vibro-Shock Division Robinson Technical Parts Inc., Trumbull Air Terminal, Trumbull, New Jersey.)

The story of how to install 'em is told—with illustrations—in the installation instructions, P/N 7610-611-0741, for radio set AN/YRC-28.



NOT FOR STOPPING



DEAR MR. TYPAL,
I'M ABOUT TO TYPE A LETTER ABOUT
YOU IN MY TRADE PUBLICATION.
BUT PEOPLE SAY THE "STOP" PLATE
MIGHT DAMAGE THE LETTER IF I PRESS IT.
IS THERE AN WAY TO HELP ME? I'D
LIKE TO USE THESE FEATURES. I'D LIKE TO
TRY THE NEW MODEL BUT I'D LIKE TO
KNOW IF MY TYPE. MR. TYPAL
P. O. B.

Dear Bryant C. 25,

With your exception, the stop plate on all models of typewriters is really not a "stop" plate at all. The



type bars are not supposed to hit this plate. If they are hitting it, there's just maintenance support involved in for you.

The only exception is on the TT-45/TG. On this model the stop plate has a . . . of . . . about . . . slight protrusion which acts as a stop for certain type bars. This is the only case where the stop plate actually stops anything.



"The 'Stop' Plate on the TT-45/TG is not a stop plate at all. It's just a curved metal plate that the type bars are not supposed to hit. If they do, it's a maintenance problem." - Mr. Typal

As a matter of fact, all models except the TT-45/TG could get along very well without that plate at all. Which is mighty convenient because there's none in the supply system the typewriter.

Typewriter

AC AIN'T CONNECTED TO THE DC



Your AM/GB-S radio-receiving set works fine on AC or DC juice, but only when you use the right cable for the right juice. Otherwise . . . PFFT! : : Real gas law.

Freeman — never, never rig the set's DC cable with a standard auto plug—so you can use said cable with AC current. It'll pop a fuse every time—and put your set out of business every time.

Best thing to do when your AC cable (power cable assembly CX1558/U) gets lost or otherwise mixed up is order a new one. Shipping three bags off a DC cable to give it a try at AC won't work, and the the connectors for the AC and DC cables in the same POWER INPUT receptacle (J100) of the PP-1000/LXR power supply.

The reason the fuse blows so fast and regular is that the connectors plus are wired for either DC or AC . . . not both. And as anybody knows, you'd have a hard time mistaking one cable for the other, since the DC's a lot thicker.

Change 1 (Aug. 64) to TM 11-209 (Aug. 52) calls for power-cable assembly CX1558/U for the GB-S's with serial numbers from 1 thru 4000 of Order No. 15 664-0701-51-01. Set with other serial numbers get the CX 1558/U cables.





**DANGER!
BLASTING
CAPS**

Dear Mr. Editor:
Every time I see your
magazine something like
"Warning, Blasting
Caps Of J-Map Radio,"
Can you give the
reason for this?

Pat J. M. M.

Dear Friend J. M. M.,

Electrical blasting caps used in blasting operations can be set off by RF (radio-frequency) energy—the kind of energy that comes from radio

transmitters. So it makes good sense to turn off the transmitters when you're in an area where they're being used.

High Road

GROUND IT RIGHT

There's one little thing you should pay heed to when you've got a radio set up or near a wooden area in a vehicle. Make sure the radio's ground is not fastened to the wood.

The radio ground strap should be fastened to the vehicle's metal body—that'll help to prevent electrical shock, static, low volume, intermittent operation and distortion when cruising or receiving.



OFF FOR SSB - ON FOR CW

The choice are your AM/RTY-30 or -35 (transmitting set has been modified by MFG 11-1486-280-58/3 of 14 Nov 60). That's the one that provided the single sideband operations and did away with the need for the RT amplifier AM-1068/0.

Well, there's a little something you've got to do before you operate on SSB. You disconnect the strap or terminal post E-114 on the power supply assembly PP-1068/RTY-35. This will keep the receiver in the filter network from flowing out.



But, you must be disconnected that strap before you operate on CW.



SCREW IT UP

It can't be done if you want' have juice.

Needn't fretful, that come up the handwheel retaining screw on the G-62/PT Hand Keying Generator Set.

If you want' have your TA-65/PT Telephone Set or SB-85/P Switchboard workin' up to you, you gotta' have that handwheel screw tight.

Of G-62 won't ding if ya' don't screw that thing.

When the screw gets loose that slip ring in the center of the handwheel is gonna' slip, and get round . . . and the handwheel starts turning without moving the generator shaft.

Remember we head back to the shop for a replacement hand-wheel assembly . . . and you're out of business.

All because of a little ol' loose screw . . .





That's the latest word on the Tube Shield (312) in radio models R-120/120R and R-644/120R, components of radio receiving sets R-26/120R-07 and 120C.



"Starts with extreme ease" is the watchword.

The shield, coated with radiometer paint, goes through without an appreciable warming. There is no serious heating when it's left mounted in the receiver, but caution is the order of the day when the set is being serviced.

During servicing, the painted shield and the type OR2 tube should be replaced with an ordinary shield, P34 1960-271-7001, and improved tube, type OR2P1A, P34 1960-262-1166. The OR2P1A also is radiometer but not dangerous when handled like TR-OR2-601 and TR-601-271 will you in.

Be sure to use rubber gloves when raking out the tube and shield. After handling the tube and shield the gloves

should be checked with an R-26/120R-07 radio set for contamination. If the gloves are contaminated they should be put in a container with the tube and shield for disposal.



If your receiver is located in an area that is close to the lower right-hand side, you can keep using the set. But don't take off the shield until you get orders from your OCO.

When the tube and shield are taken out, don't get careless and leave them just anywhere. Be real careful and do not break the tube when you take it from the receiver—or when you put it in the disposal container. Store them in a sealed container with an leak testing as possible. Subpackage the container to prevent unauthorized removal or handling.

All 711-500 will give you details on disposing of them. Get to know parts 1 and 7, pages 1 to 1 of TR OR2-601 (17 Jul 54) and parts 5, pages 1 and 2 of TR OR2-271 (6 Apr 62) just in case you break a tube.



Another impressive point—identify the removed shield and tubes like the Tubes, P34 1960-260-7048, and Tube Shields, P34 1960-260-0711, removed from radio receivers R-120/120R and/or R-644/120R.

Get the quantity and, depending on your location, report them to:

San Francisco
 Corresponding Office
 R. L. Army General/Head
 AFM Chemical Office
 AFM 237
 San Francisco, California

San Francisco, California
 Corresponding Office
 R. L. Army General/Head
 AFM Chemical Office
 AFM 237
 San Francisco, California

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Chemical will advise you what to do after this. The shield (312) covers the OR2 voltage regulator tube (P3120), illustrated in Fig. 15, TR 11-660.

GOE 487

MX-1083 OR MX-1083B [RADIOACTIVE TEST SAMPLES]

All MX-1083 and MX-1083B radioactive test samples which have the usual identification tags need a quick check. Some of 'em have been losing their ID tags 'cause the tag's D-rings weren't put on paper-like.



If you have any of these test samples with loose or flaky D-rings, here's what to do: report them to your Chemical support center . . . their D-rings are to be replaced with home-made wire loops.

A piece of brass or copper wire, the same gage as the original D-rings, and long enough to make a loop about 1/4 inch in diameter, will do the trick. One end of the wire will go through the test sample and the tag, and then the



wire ends will either be soldered or twisted together.

If the wire ends are twisted together, all extra wire has to be clipped off and the twisted end should be bent parallel with the loop.

NOTE: If you have any of these test samples which have lost their usual identification tags, be sure on the label it says in TB Card 54 (Mar 59) and let your Chemical office know about 'em so 'em can get rid of 'em through proper radioactive waste disposal procedures.

Lastly, remember: MX-1083 and MX-1083B won't come with identification tags . . . their identification will be either stamped or engraved right on the front end of the end.

WHAT GOES WHERE?

There are gas-particleless filter units and then there are gas-particleless filter units. Some are designed for hospitals, some are for stores, and then you have the ones that go into combat vehicles.

Our filter unit is one designed for all combat vehicles. So, before you ask for one, better be sure it's the right one.

NIX ON RIDIN' HIGH!

Have you ever guys think it's best to rest the stiff leg mounting points on the boom assembly when they're using big loads with their 100-200 stage crane hoists? They think this takes the strain off the hydraulic system.

But are you right? Here's why:

1. The jacking of the hoist through the mounting points on the leg will have loads exceeding the stiff legs when you go to change over to wire operation.

2. If you have the hoist off the boom when you're



3. The hoist will take you into—depending on what you're carrying.

So, always play this load-carrying big by the book. Never lift the hoist more than necessary . . . say, 12 to 18 inches off the ground.

And let the recombinator do its job of taking the shock off the hydraulic system. See it says in Para 96 of TM 10-5990-218-20 (Feb 81).

IT'S IN THE BAG



Dear Editor,

Keeping sand and dirt out of the hydraulic system of a rough-terrain lift is what you have to push the crane attachment practically on a beach is pretty rough—even if you use dust plugs like you're supposed to.

So, here's how we fix the problem:

After we remove the five quick-disconnect couplers, we slip the dust caps and dust covers in a can of clean hydraulic oil to clean off the sand and dirt. Then we get rid of this oil.

Next, we wipe all five good and dry with a clean rag and install the dust plugs, like it says in Para 11c of TM 10-5990-218-10 (Jan 81).

Lastly, to make the change more

loading, we put small plastic bags



(the kind you can get in any food market) over the dust bags and that way, with the crane attachment and seal 'em with masking tape.

BY J. G. Papp
Fort Monmouth, N.J.

LET AUSTIN Stand. For every other quick-opening or knock-down or disassemble area will look into this idea quick!

YOUR BATTERY'S DATE LINE



Keep doing them.

Put one of those beautiful dolls you may have in the palm of your hand, but the danger is there when the lead-acid type batteries below they've got into actual use in your lamp equipment.

In the case of a dry-charged battery, the minute you give the battery life by adding electrolyte, you need to discharge it. Needs to mean that unless

you know what caused all this dry-charging business?

The group's all spelled out in TIRN-61-65 208-15 (Jul 61), with Change 1, 115 (at 61) adding its revision's worth. Just flip the page over to page 115, or page 15.

Hidden in's SOP is your only right now for you know: too installed to date 'em when they get out. Hidden for a long time 'cause it's the only way the new SOP is possible all if the battery lived a normal life. . . or not.

Any time a battery's been handled gently, kept clean, and the electrolyte level's been kept above the plates, and yet it goes to get real soon (any 18 months), then it's time to get an EER (EIA Form 2607) on its way.

Once the EER reaches the design guys—with the dry-charge facts—it really means something. It may even be the makings of a new and better battery.

So now you know how important it is to discharge 'em, but you don't have the manual the change.

O.K., here's what you'll order under **PRC-24-61** (31 May 61):

Do not need changing, find, 1/2 in dia, 1.4 high (same for 1 digit for the E, for 1 1/2-2 1/2-3 1/2).

To make the better "I" get the . . . Do not, need changing, find, 1/2 in dia, for 1 1/2-2 1/2-3 1/2.



you're going to give it some actual use, it'd be kept in a dry-charged state . . . right on the shelf.

By having a time-stamp on your history, it's easier to establish an average life expectancy. Once you know this, it can become a good guide on whether a history should be put on a list to be changed—or not. If a driver's mind goes and the age is against it, it's useless to waste the time and energy to try changing it.

Just one more thought. If you feel an EER is justified, be sure to get down all the info you can that may give the designer a good clue as to why the history jumps out so often.

Remember, your history is the heart of your equipment, and the reader knowing cars you give her will make it easy young things.

LITTER CANVAS REPLACEMENT



Dear Half-Mast,

Our M11 and M11R 16-ton ambulances track down litter. ERM 4750-750 (M11-M11R) has the canvas on most of the litter in its load shape. Can we get just the canvas for the litter as a separate item?

We tried to repair one litter with bulk test canvas but the canvas was too heavy and besides it stuck so bad from the fungus repellent that the small alone would probably kill the patient so we had to give up on that.

Can you give us the ERM or an am order the canvas for the litter as a separate item?

Sgt D. T.



Dear Sergeant D. T.,

Order canvas, litter, ERM 4750-750-1-250.

DATE BY DATE ON...

YOUR C-3 CO INDICATING TUBES



SINGING, I AM GROWING OLD...

That's the wonderful time being loaned to you by your CO carbon monoxide indicating tubes, FSN 6663-276-7541.

You know they're a part of the M20 robotic/air carbon monoxide detector kit, FSN 6663-283-0481, or robot-monk carbon monoxide detector kit, FSN 6663-283-0494, or maybe the one that's used in the M20 mobile chemical laboratory—the robotic/air carbon monoxide detector kit, FSN 6663-268-6799.

You haven't got rid of the CO carbon monoxide indicating tubes in three kits in two years. That's two years from date of manufacture and one year from the date they're loaned to you.

The boxes will open on the tubes (and the packages and match shipping containers will have the expiration date on them, just in case you might have some of the tubes that were manufactured under the old rule open; then you go by the date of manufacture).



CO GREEN MONITOR INDICATING TUBE, 125 6663-276-7541



CO GREEN MONITOR INDICATING TUBE, 125 6663-276-7541

In case you have indicating tubes that are more than two years old, now you're in and get newer ones that will have some of their two-year life left.

GAGE THE TENSION



When it's time to test breath tension on your Nilar, use pressure gauges and

converters—where would you find a proper tension gage?

On page 24 of your TM 5-1490-204, POP (Sep 61), you'll find a gage of the proper description. If it's already on hand, there's no sweat.

But bear this—you have no responsibility. It's not an initial-issue item.

The POM is now 6629-449-6790. And it's Q96, so your requisition should be submitted to your support who'll bring it down from Columbus General Depot, Columbus, Ohio.

POP GOES THE O-RING



Your new M11 portable doesn't stop to sprout once you get the hang of it.

There's one thing to keep in mind and that is to fill the handle slowly. Why? In you won't pop an O-ring. You see, there's a little O-ring that fits around the neck of the cartridge. It's to stop any leaks.



Naturally, if that O-ring isn't there, that the bottle's going to leak.

So—stay close to what you like the handle.

But, if that O-ring does pop out, put it back in place with your finger. Don't use anything sharp on it or you'll ruin it.



Connie Rodd's BRIEFS



ONE AND THE SAME

The way you're drinking the old eye balls, looking for a job on the job, is the way, Model 400-100 8 generator, 15001112-740-22911 Put away that eye dropper and look on the 74 5-4 112, 754-4124 2424. Although they're listed for the John Deere model you also use them for the same job. Harvard 75" models are in, power and should show that the only difference between the two is the name plate.

STOP THOSE SHORTS

You been having those John Deere King follow because of being able short between the handle beam separate gear housing and the cover? It's been happening on the 400, 4000 and 400 loaders, the reason the King cable insulation is required for for the handlebar is located when the gear cover is closed. The answer: 500 The insulation isn't enough for the cable to be attached to the terminal pins. And go away when you close the cover.

ENDING THIS BLUE

If your 4000-pound Model 400 were never broken it would be a white dog. You can be started up with in gear, checking it by using the switch kit provided by 1800847 4000 10-2920-027-00071 (74 402). The kit fits in as you can only start it in neutral.

USE DHA

Hold the phone. The latest way is that you use DHA (2424-2424) instead of OHC (2424-2424) in the hydraulic system of your John Deere loader. DHA is the same stuff that's used in the mobile... so now there won't be any chance of a mix-up.

PS PROOF

PS Magazine can help you in lots of ways. It can even give you some points on your Current Maintenance Management Improvement. 40 700-8 (21 Aug 82) on Deere's publications file on Page 37. Reader Suggested Improvements it has, "PS Magazine not readily available to operators and maintenance personnel." Remember the old saying, a suggested improvement today will keep tomorrow's slip away. Mail us! We save your cut. It costs enough copies of PS on the form 12-4.

REAL STICK-UP

As you know, Charge 4 (2 Oct 82) to 40 740-2290-1 (11 Aug 82) outlined the use of vinyl-type pressure sensitive decals that you can apply direct to your vehicles and equipment. Now come 78 Oct 1984 (8 Oct 82) to split out the whole number 70074, how to apply and remove, etc. Get hold of a copy on the double.

BE CODE IT

Could be you've caught it. The rubber seal failure made sheets on back of 84 Form 2407, 2407.1 and 2408.5.1, and in Appendix 1 of 74 58-750, for more under code 247, and also under 447. The duplication is a mistake... the right code for now is 147.

HONEST JOHN CRANE

Model 4 1000 200 2010 (21 Aug 82) puts a spotlight on the electrical starting circuit of the 400 engine generator set in single piece of Honest John equipment. Tell your supplier and there's been some changes. The supplier wants to go on other H-J equipment—like the 4000 handling unit, the 4000 market loader and the 4000 handling and haulers kit. The supplier is needed on all the 4000 to prevent damage to your test equipment if the battery polarity is accidentally reversed.

INFORMATION (WEE)

The way you don't know your system from a pig's punch? Now, get the book that lists 74 5-240 (24 Aug 82). With English good it's loaded... the use and care of hand and measuring tools... conversion charts to fit every problem... a regular book of knowledge!

Size it
HERE'S A HANDY
BLUES YOU CAN
PACKE IN YOUR
HAT OR TOOL BOX
TO HELP WHEN
NEED FOR SOME
DEEP FIGHTING
POPS UP!

REFERS TO SECTIONS OF MANUALS

Would You Stake Your Life on

the Condition of Your Equipment?

