



THE PREVENTIVE MAINTENANCE MONTHLY



GIVE YOUR EQUIPMENT
A PRESENT EVERY DAY
OF THE YEAR. PM IS
NOT A ONE-TIME DEAL.



THE
PREVENTIVE
MAINTENANCE
MONTHLY



THEY ARE GREAT FOR
GETTING THE JOB
DONE RIGHT, RIGHT?
Charlie Chaplin

Gold Eagle

DON'T FIGHT IT!

WHEN DO I LOOK LIKE
I'M NOT TRYING? I'M
NOT TRYING! I'M TRYING!
I'M TRYING! I'M TRYING!



Sergeant Bill-Matt says—

The man who "fights the problem" is really fighting himself and not solving his problem or getting his job done.

A lot of guys are "fighting the problem" when they use TM 18-750 and think about getting their equipment records in shape—correct and up-to-date.

LET'S HAVE IT
THIS ABOUT MY EQUIPMENT
RECORDS. YOU GET
AN EQUIPMENT RECORD
SYSTEM IN YOUR HANDS
I DON'T WANT ANYONE
ELSE TO GET IT.



was designed to provide information on your equipment and its maintenance, to give you, your CO, and all the people up the line the word on how your gear stands, maintenance-wise.

So, read "The Book," TM 18-750, "Army Equipment Record Procedures," from cover to cover. Then, if you need help on any points, see your sergeant or your CO. The CO

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can get help from your support unit; the technical people have the know-how on record keeping as well as on maintenance and supply.

Get copies of 14 Pamphlet 750-2B (dated 25 Aug 64). It's designed for easy reading and easy understanding of the equipment record system.

Then, you apply what you've learned. Use the forms, and with

BUY NEW SYSTEMS...
BUY MAINTENANCE
 WITH THE BEST ADVANTAGES
 OF BOTH



Then, you can't sit down, read and completely understand THE TM 38750 during your next coffee break. You'll need plenty looking upon the TM and the forms. But once that's done, you'll see that the TM and forms are not so tough.

You've got the Army Equipment Record system . . . work with it, and make it work for you. After all, it

STAYS ON SYSTEMS
 THAT LET A MAN
 ABOUT HIS WORK



comes practice and checking back at the manual, you'll know by the report.

If a real tough problem arises that you, your sergeant, CO and support can't solve, shoot it in to the guys who wrote the book: U. S. Army Maintenance Board, Fort Rucker, Ky. 40422.

Give 'em a try. You'll be amazed how easy it is to whip a problem if you don't fight it.



THE PS SYSTEMS...
 THE PS SYSTEMS...
 THE PS SYSTEMS...

THE PS SYSTEMS...
 THE PS SYSTEMS...
 THE PS SYSTEMS...

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THE PS SYSTEMS...
 THE PS SYSTEMS...
 THE PS SYSTEMS...

THE PS SYSTEMS...
 THE PS SYSTEMS...
 THE PS SYSTEMS...

THE PS SYSTEMS...
 THE PS SYSTEMS...
 THE PS SYSTEMS...



WASH THEM OUT FIRST...
THEY'RE JUST YOUR

SPEED

"WELL, ANYBODY WHO'S TAKEN PART IN ONE OF OUR PREVIOUS ARTS AND CRAFTS HAS THE FINEST APPROVED COPY OF 'YOUR MACHINERY' FROM OUR 'MACHINE' SERIES. YOU CAN'T FIND ANY OTHER 'MACHINE' SERIES IN THE MARKET. YOU DON'T HAVE ANY OTHER 'MACHINE' SERIES IN THE MARKET. YOU DON'T HAVE ANY OTHER 'MACHINE' SERIES IN THE MARKET. YOU DON'T HAVE ANY OTHER 'MACHINE' SERIES IN THE MARKET."



Well, pull up a chair, troops, and expect yourself to some schooling.

To start with, the 80100 gun series is the 80000 series with either of two types of barrel operating rates. The available 800 8010-8014-8114, or the available 800 8010-8014-8019. You'll find the available in early model 8010's and the available in late production jobs. They're interchangeable, though, as we've seen here.

The main difference between 'em is that the available gives you two speeds (slow and fast) in operating expanded rates from the chamber, while the available gives you eleven speeds, ranging from slow to fast. The 80100 model on the 8000 tank has only one speed, no matter!

If change in operation speed gets to be pretty important under certain circumstances, for instance, when



in the enemy's dropping bombs like, uh, in the world, you'll get slow expansion until the point that empty cartridge cases aren't spent completely. This could be dangerous to men and weapons.

A machine like this is for a FAST barrel operating rate. However, in the long run, using your "801" expansion will make and operation will gradually speed up and you'll have no choice to SCOP.

You'll find and get into the gun who have to figure out just what it's like to switch from one operation speed to another. But as you decide, either, the definite temperature range can be given for changing from FAST to SCOP, and the other way, since no two weapons will operate exactly the same under the same conditions. All you can do is keep your eye on how fast the expanded rates are being spent.

Switching from FAST to SCOP is vice versa with the available rate in water's falling back.

ARE YOU GOING TO TRY THE BEST, JUST THE SAME, AND NOT THE BEST BACK IN YOU DON'T EVEN HAVE TO CHANGE THE LAMBERTS SPEED TO TURN THE BACK.



GETTING THE RIGHT CARTRIDGE CASES WITH THE FINEST CARTRIDGE CASES.



Of course, you want to be real careful with this flipping and adjusting bit so that you don't damage the cam gears.

PRESS THE PLUNGER



Can't blame you if you're not doing it wrong, just, but, please, don't let it happen again, huh?

Now, the TM says you should push down on the firing control plate when you disassemble or assemble the breechblock on your M48 tank with your. Only trouble is, the plate won't go down . . . and if you keep pushing it, you'll hurt up the bloody thing.

Well, all the pain (TM 9-2558-21-10), that bit comes up with the design, here's what you should do:

TO DISASSEMBLE



DO NOT PUSH DOWN AT AN ANGLE



DO NOT PUSH DOWN AT AN ANGLE



DO NOT PUSH DOWN AT AN ANGLE

And to replace the control plate, line up the screws, depress and move the plate clockwise till the plunger engages the locking notch on the plate.

Arrrr?

M31 PERISCOPE POOP



DO NOT LEAVE THE PERISCOPE ON THE TANK WHEN YOU LEAVE THE TANK. IT WILL BE DAMAGED.

You say some screws on the M31 turret's periscope on your M48 tank have broken through their heads. The screws they need to be locked together with locking wire? And you're not sure if they should be lubricated? And you're worried?

Whee.

Some of the first M31's were drilled for locking wire and the screws were locked together. But you don't need to lock them if they're not already locked. The four-pronged screw is not drilled for wires.



M40 TANK IMPROVEMENT

Having trouble with the generator cooling system on your M40 tank? This screw, Cnd 10894177, is part of Blower Assembly 029 2530-750-0001.



A new blower assembly, TM 2530-750-0117, is in the supply system and it has a locking-up screw, Cnd 10894100.

Meanwhile, remember to check often like it shows in TM 9-2558-217-10 (Exp 52 on page 145, para 12, to make sure the blower is working. Making this check could keep you from ruining your generator.

AFTER THE FRINGE'S
OVER IT'S TIME TO ...

CODDLE



... COODLE, COODLE, COODLE!
After a long day of shooting,
you'll want to take a little
time to relax. And that's
why you need a Cuddle!
It's the only rifle that
lets you take a little
time to relax. And that's
why you need a Cuddle!
It's the only rifle that
lets you take a little
time to relax. And that's
why you need a Cuddle!

A lot of M's lose their weapons
aboard of ship because of the way
they've handled during travel. When
you handle any M, always support
it from the right. Carry it by the strap
in your hand and the support over the
other shoulder. That'll help prevent
damage to the instrument—especially
the compass—if you happen to trip.

When you're riding with it in a
vehicle, it's a good idea to sit with
the M in your lap. Or, if you can't do
that, place it on something soft to
prevent your fire.

You just can't be too kind to these
delicate rifles.

YOUR AIMING CIRCLE

When you're through with your M, don't hold it up right like so

Keep close your eyes the sight, use a
small's hair brush first to clean the lens.
Then wipe with tissue until the lens
is dry. Don't get oil or dirt on the lens,
you will usually be here with the lens.



Look through a glass if you don't
bring around and picture.



Turn off the looking
scope, all the way up
—which I brought in
the lens plate. Then look
off the following the
the lens—how long.

Place the eyepiece
back over the eyepiece.
If you look it up
side, the you won't
find it. If you try to
turn it, you'll damage
the lens.



Check the spring in the
plate over the eyepiece
before you use it. If the
spring is broken, don't
use it. If you can't
repair it, replace it with
one of the same type.
It's better to have a
new one than to have
one that's broken.



After you get the case on,
be sure you keep the
case dry.

Make a check of the
equipment with
you every day. If you
don't check it, you'll
find out when you
need it.



JUICE ON THE LOOSE

A DRIP...

BY JIMMY WATSON

A drip and a flip into your juice on the loose if you get a leaky barrel with the battery used with the Model 9901 infrared weaponizer.

The drip gets like so: You open the weaponizer compartment, includes the BA-42 battery, in the storage case. Then you flip and flip the case upside down.

Naturally, the battery, too, goes upside down... and the electrolyte leaks out of the cells through the vent cap. Loose juice.



A FLIP...



Now on the flip, such as you give the rotary switch. Like leaving the switch on when the weaponizer's not in use can drain the life out of the high voltage power supply, the BA-42 battery. And don't juice on the loose with no purpose or nerve.

There are four positions for the switch, and since OFF isn't marked, it's not hard to walk away and leave the system on, by mistake, usually by clicking the switch all the way back counter-clockwise.

A BLURR...

Another loose point: If rifle recoil keeps obscuring your objective, lose out of focus, or if the lens stays out of focus, inspect the body lens for worked loose. The image will slide into the lens.

Sometimes the lens works fine, allowing the parts to move, and shows the lens out of focus.

If you suspect the lens is riding free, turn in the weaponizer to your support.

IF LENS IS
BLURRY, IT'S A JOB
FOR YOUR
SUPPORT.





Dear Staff Writer,

Is there anything in the regulations that would keep us from painting identification numbers or initials on the stocks of our rifles?

Sgt. B. C.

Dear Sergeant B. C.:

You won't find anything official that says you can't—but it's not a good idea. First it's too hard to get off once a weapon's been turned in for service.

If local SOP says you're no number or initial or otherwise labeled your rifle, it's better to use marking tape. This comes off easy and'll leave the stock good as new.

A good makeshift way place to put tape is in front of the front sight. But be sure you do a neat job.

To get paint off your stock (whether it's made of wood or plastic), use a few shots of paint remover. However, after you wipe the paint off a wooden stock, apply a good dose of raw linseed oil to keep the wood healthy.



But, whatever you do, never use sandpaper or any other abrasive to get the paint off. You'll do more harm than good.

Staff Writer



ROUGH-RIDING RIFLES

KEEP
YOUR
RIFLE
SAFE
AND
SECURE
WHILE
YOU
DRIVE
ON
ROUGH
ROADS.

If the "tactical situation" in your area should get hot by a sudden flow surge, you might be needing your rifle fast... and in shape to shoot.

To keep that rifle hot, keep it in a rifle bracket that can be installed on your truck—if your CO says it—except on H-series Jeeps. TTB-2400-200-20-114 (June 95) tells you how universal Rifle Bracket Kit, P/N 2400-RTS-0740, gives you support brackets and mounting plates to install your Cover and Rifle Bracket assemblies, P/N 2500-081-074.



The kit's not needed to install brackets on G7-Series trucks. All you need is the attaching parts shown in Figs 3 and 4 of the TB.

The TB's got steps on storage of rifles in G41, G42, G44, G49 and G70-series vehicles. The H-series vehicles don't have space for 'em. And o'course rifle brackets're not allowed in any ambulance or other vehicle that wears the red cross.

Remember, tho, you need authority from your command to install rifle brackets. But if a major command or the CO of a big over-the-hill for hauling 'em on all its vehicles, that's your authority right there.

Your rifle's ragged, but don't try mending it here a rough-ride.

THE HULL STORY

Dear Hull-Mat,

There are several different numbers stamped on the #100 Hull-Mat floor-plate and we need to know which is the correct serial number to be entered in the log book.

In the past we have used the number stamped on the hull—in this case 224-2. This number is found in several places on the hull, both front and rear. However, there is another number—in this particular case 222—on the left, rear, of the hull.

Neither of these numbers agrees with the date plate number which is 220. Which of the three numbers do we use and what are the other numbers for?

Yours, E. W.



TORSION BAR TOPICS

M11A



M11B



Replacement torsion bars for your M11C 175mm SP gun and your M11B 8.1m SP turret work fine if you get 'em in the right place.

Fig. 49 on page 72 of your TM 9-2200-210-200 (of 62) could mis you up. The numbers got switched on the left and right trailing intermediate suspension bars. The 4 should be 5 and the 5 should be 4.

Just to make it easier for yourself, put down that Item 4 on page 73 of the JOP in the intermediate right torsion bar, the same kind that is also used in the left trailing tiller arm. Item 5 in the intermediate left torsion bar, the

type that is also used in the right trailing tiller arm.



In other words, Item 4 on page 73 in FM 2100-752-0091, torsion bar, suspension, intermediate right, and trailing tiller, left. Likewise, Item 5 on the same page is FM 2100-752-0091, torsion bar, suspension, intermediate left, and trailing tiller, right.

LEAD WITH YOUR LEFT



LEFT, LEFT, LEFT,
RIGHT, LEFT -

HALT!

Remember, folks,
WHEN YOU'RE
LOADING YOUR
TURRET, ALWAYS
LOAD THE TURRET
FROM THE LEFT.
IF YOU LOAD
FROM THE RIGHT,
THE TURRET WILL
TILT TO THE LEFT
AND YOU'LL
BE IN TROUBLE.

Always slide it in from left to right and you'll enjoy good cyclic illumination and an accident-free control light source. If you goot up and lower it from right to left, you'll wind up with a burned light housing. Why? Because every time you depress the gun tube all the way so that the tube hits the ball-and-socket, the socket's going to beat up on the light housing. So, left . . . left . . . yeah!

POSITION AND

PRESSURE COUNTS

OPERATING AT ALL TIMES IN THE "DOWN" POSITION.

ON LIFE
THE
BODY
UP OR
DOWN
BACK.

YES! THE "DOWN" POSITION IS THE ONLY POSITION TO USE WHEN THE BODY IS UP OR DOWN. ALWAYS MAKE SURE THE BODY IS IN THE "DOWN" POSITION BEFORE YOU OPERATE THE BODY UP OR DOWN.

WITH CONTROL LEVER IN "DOWN" POSITION

In general, when checking the oil level in your hydraulic reservoir follow Item 14 in LO 5-1126-111-13 or in the TM's Lube Chart.

To check the air in this reservoir fluid level business, the hydraulic system and gauge readings work this way:

1. BODY UP (DOWN, A.) FLUID LEVEL IN RESERVOIR IS REFERENCE. FLUID LEVEL MUST BE AT GAUGE THIRD MARK FROM TOP.

2. BODY DOWN AND STOPPED. LEVER IN "DOWN" POSITION. FLUID IS FORCED OUT OF RESERVOIR AND WILL INCREASE PRESSURE. RESERVOIR FLUID LEVEL SHOULD BE AT FIRST MARK ON BOTTOM OF GAUGE.

3. WHEN BODY IS DOWN AND BEING OR LEFT TO RAISE WHILE CONTROL LEVER IS IN "DOWN" POSITION, A.) FLUID FORCED BACK TO RESERVOIR—RESERVOIR FLUID SHOULD BE AT GAUGE THIRD MARK FROM TOP.

In short, if the dump's hydraulic system is under pressure with the body up, the reservoir level is to be at the gauge's bottom mark; and when the system is not under pressure, whether the body's up or down, the level is to be at the gauge's third mark.

GASKET FROM ANOTHER BASKET

AND APPEARING IN UNUSUAL PLACES.
HOW ABOUT THIS NEW GAS GASKET?
VERY DIFFERENT FROM THE ONE IN YOUR
M151. THE NEW GASKET IS
THE 5-1150-218-20P MODEL.



This gasket gets on just right quite under normal use. And if you try to replace it with the one given in your '58' you'll be out of luck because it's not available.

To get a replacement, use ESN 5150-717-608. This is the Gasket Cap, Fuel Tank, that's used as a replacement for the 5150-611-608 model's gas cap. It'll fit your M151's gas cap.

The supply people have been authorized to have this gasket instead of the one in the M151's supply manual.

So, get down Gasket Cap, ESN 5150-717-608 as the authorized item to use on your M151 gas cap.

MORE DETAILS

Dear Bulletin,

How much info do I put in our 21-manual line truck with differ-
entials, transfer case and transmission?

LO 8-0000-011-12 and the LO sheet in FM 8-6008-011-10 both both
say that the tube must be at the level plug hole; my maintenance
officer says it should be within 1/2 inch of the level plug when the tube
is cold or level with the plug hole when hot only.

He says that filling it to plug level when cold is overfilling and will
save years to dig and possibly three some cash.

I'm filling them the way he says . . . could it be that the TM and LO
didn't give all the details?

EP 3 J. K.



Dear Specialist J. K.,

You'll never go wrong by following a man who knows his mainte-
nance. He's right; all the details were not spelled out.

Man 6 in the LO and TM seems to give the same information that's
found in the 21-manual LO's. That is, "on axle differentials, transfer
and transmission, check level at within 1/2 inch of level plug opening
when lubricant is cold or to plug level when hot, fill other cases to plug
level at all times".

Keep telling your 5-manual that way and you'll soon see the LO and
TM doing it your way too.

ITTY-BITTY

MIRROR

Now that's that.

Did you ever tow a load with the old 3-ton tractor?

If you haven't, then I can tell you in 45 seconds how to your wife and trying to avoid having an accident when you do pedal on those small skidding skirts and non-view mirrors.

Is there anything you can do to get the large rear-view mirror you use on most large commercial trucks?

BY C. L. B.



WIFE!
MIRROR!
LOOK IT
ALL OVER,
THE
ITY-BITTY
MIRROR!



Now Assembly Dept. P.O. Box 174-877
New Albany, Ind. 46050-0877

Dear Specialist C. L. B.,
There you go.

New mirrors and brackets are being designed for use on the 3-ton tractor. They're to be about 7' x 10' inches and will be mounted on brackets similar to those used on the 18-ton truck. Until the new jobs are available, your continued use supports the use of the 18-ton truck mirror on an "as required" basis. The mirror can be had under their part number: Mirror Assembly Single P/N 2140-074844
Mirror Assembly Both P/N 2140-174855.

The substitution for using the 18-ton truck mirror is 48-301-11. This is the safety bill for the prevention of most vehicle accidents.

Here's how you fit in the bill, read:

"Consumers are encouraged to limit driver seats to large modified rear and side view mirrors 1' x 7' in the manner of providing greater safety on the highway provided that such an available facility and installation can be accomplished under existing vehicle modification standards." Putting the 18-ton job on the 3-ton tractor has been OK'd by the people having legal responsibility for that vehicle.

But don't get 'em on if you can wait for the mirror that'll be designed for the 3-ton truck.

High Mirror

M49C HOSES

When you want hose, you want hose—your M49C gas engine delivery hose, that is.

For some time now you've had to convert the male connection on the end of the 31-foot discharge hose so you had a male and female connection for those late production 49C's.

Now you can get both—the early type (male on both ends) and late type (female-male ends).

For earlier discharge hose ask for them, Discharge, P/N 208-501-5012. It's used on Scudbaker and Gordon Wright engines before serial number 800000 and for the Box Job late White Motor before serial number 14071.

All M49C's after their serial number take them, P/N 208-501-5011, with male-female connections.



ABOUT THOSE OIL CHANGES...

Don't fall short.

Some people around here say that modern wheeled vehicles should have their engines oil changed every 2000 miles or semi-annually, whichever comes first.

SA Circular 730-10 (April 1961) is being cited as the authority for this new oil-changing deal.

For those going by the specific vehicle's oil, which says maintenance oil changes should be every 4000 miles or semi-annually.

Could you check up this mileage figure?

Sept. 26, 1961

WELL, GUY, YOU
SAID SA 730-10
SAID YOU WOULD
BE ABLE TO
CHECK THE
OIL CHANGE
MILEAGE.
THERE IS NO
CHANGE IN
OIL CHANGE.



On most modern wheeled vehicles, other than farm tractors, you've got two different types of semi-annual services required. They are:

Q123456



1965 JANUARY 1965

1. A semi-annual lubrication service required by the vehicle's make unless it states every six months or 4000 miles whichever comes first.

2. A semi-annual preventive maintenance service required by the vehicle's DM. This "P" service replaces the old "Q" and was first set up by SA Circular 730-10. Now it's applied every six months or 2000 miles, whichever comes first.

31 25 26 27

Now, engine oil changes are covered in the vehicle's LO and are normally done semi-annually (as needed) or 6000 miles, whichever comes first. The exception is the '5 or '6 dual air vehicle that do not have an odometer or record mileage. These vehicles usually wear an hourmeter . . . which means their oil changes are based upon hours of operation or six months, whichever comes first.



YOU CHECK
ON AN '88
THAT'S
A CHANGE
OF
OIL.



The important thing is to make certain that you have the latest LO for your vehicle and that you do the LO as the LO says.

Regular or scheduled engine oil changes are not required in the semi-annual '5 preventive maintenance

6000-mile periodic service.

But . . . you can do an oil change at the '5 or 6000-mile periodic service. You see, this periodic service requires you to check the condition of the engine oil. And if an oil change is necessary, you change oil and replace the oil filter.

Of course, this would only be necessary if you had been operating under unusual conditions which contaminated the oil.

So, with exceptions considered, under normal operating conditions, engine oil changes are scheduled for 6000 miles of operation or six months, whichever comes first.

Happy Holidays

TOOL RACK STRAPS



With your 1988-1990
Camaro or
Firebird, you can use a strap
to hold your tools in place.



There are three straps, knock-out straps, wire mesh straps and a dozen and one other straps you can name, but the one that seems to be a bit of a novelty is the strap that holds the axe, pick and shovel on the passenger tool rack.

If you've been searching for the strap, here's something that should help you. You ask for Strap, Webbing, P/N 9140-914-0005. You'll find it listed in DOD-C340-B-A, Vol 5 (1 Aug 84).

NO SWEAT

How better?

Any laborer who works from support, but particularly an electrical worker, will find the opening battery terminal clamp or clamp on "the wire" job, and will find how easy it is with the better one after they are put with screwdrivers and such.



It's a lot to shove the rod in, as there's no expansion for contact area which means no extra grip.

The tapered 1 1/2" long piece of 1/2" diameter steel is used to insert the top of a battery post. The pressure is satisfactory (up to 200 to 400 lbs) long, requiring those 1 inch or the steel to 1 inch of the tip.

An expansion mechanism could have the support on a tube to keep the 1/2" thick to three inches or less.

Also, the mechanism can change a 1/2" pipe to hold the tool when not in use. A 1/2" hole near the tip of the pipe would allow this to keep the holder in a wall or board . . . and slip the tool in it when it's through with the rod.

HISTORY
A SLACK
CHAM.



BATTERY CLAMP TOOL

To use the tool, remove the clamp from the battery post and back off the clamp one far enough so the clamp can spread.

1 Insert the tool into the top of the tool with a hammer or other tool against something solid there is one hand and the clamp goes enough to fit well down on the battery post like this.



2 Then apply a coat of grease to the outside of the clamp before you install it. Next, don't overtighten the clamp nut. Tight it just enough with clamp nutting (nut) and bolt for as tight.



3 Overtightening the nut, or not using the clamp will cause the clamp to be under the clamp tool like this makes life.



It's the idea of tightening first off that makes the tool necessary.

Finally, if the clamp's worked anywhere when you take it off, don't bother using the tool to try to open it. You need a new clamp.

Like I said, the tool's helped us here and it should be helpful elsewhere.

A. M. MATHY

Paul Kover
New Boston, Ohio.

Let this new design point—and more convenient than other tools you found about, I would suggest carrying these holders in support when their duties aren't dead up.

FOR DUMMY COUPLINGS

Does your M&E 11 Series assemblies really need dummy couplings for the service and emergency case material? Order them as P/N 1504-701-0004 (and Tel. 741-0821) through your regular supply channel.



Dear *Roll-A-Race*,

I got tipped recently for having extension handles on the air-tank bleed-petcocks of all my vehicles.

I've always found that without the handle the simple bleed valve is neglected and some air tanks get damaged. Nobody likes to get out and get under.

Wmpt H. C. G.

Dear Sgt. H. C. G.,

Expensive trouble on the auxiliary handle because it could get hit and accidentally open the valve, or the extension could get twisted or snapped and break or damage the drain valve. This is especially bad for vehicles in off-the-road operation. Also, the permanent attachment is considered a modification.

In some ways a tool makes the bleed job easier . . . any tool would like to if they're where it's needed.



The tool is kept in the valve path handy for all drivers. It's made of cheap steel and looks like this.



Here's another tool for the job. It's a piece of 1/2-in. steel bar, 1/2-in. hole and 24 inches long. The drill is one and grabs the petcock. The drilled hole is the offset and takes a nut for a convenient fit from the handle.

The petcock usually has to be re-positioned. This is the tool you look for in a hurry. Coating the petcock's threads with sealing compound (like white lead paint) will help see it in the right position.



YOU'RE COVERED

Here're a couple good numbers you'll want to jot down for your 1999 owner's manual. The body cover listed on page 23 of TM 9-2120-211-14F (Aug 82) should have part number 12P10A28. The 1201 that's back in it is 21A2-444-7145.

LOG ANTIFREEZE

Adding antifreeze comes under scheduled maintenance services which you owe your equipment. And, like any such maintenance service, it may be recorded by operational maintenance on the equipment's DA Form 2408-2. See para 4-7a(3), TM 31-758 (15 Jun 84). (Support and higher echelons, of course, record antifreeze service on DA Form 2408-2, like the TM says in para 4-7b(2).)

QUICK-LIKE A RABBIT

Step—like a bunny for DA Circular 740.3 (12 Jun 84) that lists a whole host of TM changes that have the new Scheduled Maintenance Services for your equipment. It should have hit your unit already; if not, order a copy, quick.

WELDER WARNING

Anytime you're assigned to do a welding job on or near equipment that's been used as a container for fuel—including vehicle gas tanks—better look over TM Doc 3047 (12 Feb 82) and read it, but a little combustible vapor can make a pretty nice explosion that'll save your eyeballs. So read and heed!



CHECK AND TRIPLE-CHECK

Check your equipment log to see if you have the latest EIC (Equipment Inspectability Circular) as listed in DA Form 759-4 (10 Sep 64).

Appendix II of the circular lists all the EIC's that have been published for use as log book inserts.

If you don't have the latest EIC listed in the DA circular, check with your publications (or with whatever office supplies your AG point to see if you have a requisition that's still valid.

When EIC's were ordered and the publications were available, the AG Point (unless Center didn't set up a "fast-out.") That means if you didn't get the EIC on the first try, you'll need to follow with a DA Form 17 up thru channels to the U. S. Army Publications Center, 1411 Wisconsin Rd., St. Louis, Missouri 63114.

A LISTING OF EIC'S, including all changes to equipment items listed, is available from the Publications Center, 1411 Wisconsin Rd., St. Louis, Missouri 63114. For more information, see DA Form 759-4 (10 Sep 64).

Equipment Inspectability

DA Form 759-4 (10 Sep 64) is the EIC (Equipment Inspectability Circular) as listed in DA Form 759-4 (10 Sep 64).

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JOE'S
DOPE

COMBAT
CHAMPION



HAPPY NEW YEAR!
By the way, there **aren't** fireworks and the **1955** **CALENDAR** FOR YOUR BUSINESS or pleasure.

January

S	M	T	W	T	F	S
					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	

February

S	M	T	W	T	F	S
	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		

March

S	M	T	W	T	F	S
	1	2	3	4	5	6
	02	03	04	05	06	07
7	8	9	10	11	12	13
08	09	10	11	12	13	14
14	15	16	17	18	19	20
15	16	17	18	19	20	21
21	22	23	24	25	26	27
22	23	24	25	26	27	28
28	29	30	31			
29	30	31				

KEEP YOUR
 JEANS ON THE
 BENCHES OF
 ALL THE
 IN THE

April

S	M	T	W	T	F	S
				1	2	3
				01	02	03
4	5	6	7	8	9	10
04	05	06	07	08	09	10
11	12	13	14	15	16	17
11	12	13	14	15	16	17
18	19	20	21	22	23	24
18	19	20	21	22	23	24
25	26	27	28	29	30	
25	26	27	28	29	30	

KEEP YOUR
 JEANS ON THE
 BENCHES OF
 ALL THE
 IN THE

THE ONLY MANUFACTURER
 GETTING THE "TECH" FROM
 YOU NEEDS THE "GOLD"
 THAT IS FORMALINE
 ARE UP TO DATE
 AND WANT IN
 GET REPLACEMENT
 PARTS BY LOGGING
 ON FORM 270

GET A PROGRAM
 WITH "GOLD"
 EQUIPMENT?
 SEND IN AN F8-
 IN FORM 270,
 GET A PROGRAM
 WITH A
 PROGRAMMER?
 SEND IN A
 IN FORM 202B,
 GET AN "824" OR
 "825" PROGRAM?
 SEND IN A
 COMPLETE 202B.

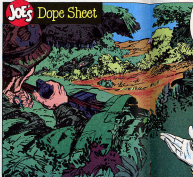
May

S	M	T	W	T	F	S
						1 MAY
2 MAY	3 MAY	4 MAY	5 MAY	6 MAY	7 MAY	8 MAY
9 MAY	10 MAY	11 MAY	12 MAY	13 MAY	14 MAY	15 MAY
16 MAY	17 MAY	18 MAY	19 MAY	20 MAY	21 MAY	22 MAY
23 MAY	24 MAY	25 MAY	26 MAY	27 MAY	28 MAY	29 MAY
30 MAY	31 MAY					

June

S	M	T	W	T	F	S
		1 JUNE	2 JUNE	3 JUNE	4 JUNE	5 JUNE
6 JUNE	7 JUNE	8 JUNE	9 JUNE	10 JUNE	11 JUNE	12 JUNE
13 JUNE	14 JUNE	15 JUNE	16 JUNE	17 JUNE	18 JUNE	19 JUNE
20 JUNE	21 JUNE	22 JUNE	23 JUNE	24 JUNE	25 JUNE	26 JUNE
27 JUNE	28 JUNE	29 JUNE	30 JUNE			

Joe's Dope Sheet



Now is **not** the time for PM,
The balloon's up. It's just you or them.
Your equipment should work
with nary a quirk;
If it doesn't, you've had it, my friend.



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

July

S	M	T	W	T	F	S
				1	2	3
				402	409	416
4	5	6	7	8	9	10
407	414	421	428	435	442	449
11	12	13	14	15	16	17
452	459	466	473	480	487	494
18	19	20	21	22	23	24
499	506	513	520	527	534	541
25	26	27	28	29	30	31
548	555	562	569	576	583	590



Warning: This toy is not to be used at the beach, water, or any other outdoor activities. BATTERIES AND OTHER MECHANICAL DEVICES... TO USE AT ALL TIMES. THIS TOY IS NOT TO BE USED IN ANY MANNER THAT COULD BE CONSIDERED AS A SUPPORT.

August

S	M	T	W	T	F	S
1	2	3	4	5	6	7
603	610	617	624	631	638	645
8	9	10	11	12	13	14
652	659	666	673	680	687	694
15	16	17	18	19	20	21
703	710	717	724	731	738	745
22	23	24	25	26	27	28
754	761	768	775	782	789	796
29	30	31				
807	814	821				

September

S	M	T	W	T	F	S
			1	2	3	4
			244	248	249	247
5	6	7	8	9	10	11
248	247	250	247	243	243	244
12	13	14	15	16	17	18
247	249	247	248	249	248	247
19	20	21	22	23	24	25
245	248	244	248	244	247	248
26	27	28	29	30		
247	249	247	247	248		

2009 Calendar Year
From 2002-2009
All Day, 12 Months

October

S	M	T	W	T	F	S
				1	2	
				244	238	
3	4	5	6	7	8	9
238	237	238	239	240	241	242
10	11	12	13	14	15	16
238	234	239	234	247	248	249
17	18	19	20	21	22	23
238	237	238	238	234	238	244
24	25	26	27	28	29	30
247	248	249	248	247	247	248
31						
244						



2009 Calendar Year
From 2002-2009
All Day, 12 Months

November

S	M	T	W	T	F	S
	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					



December

S	M	T	W	T	F	S
			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			

TURN YOUR HEARTS TO US ON NOV 30 PM



KEEP YOUR HEARTS TO US ON NOV 30 PM!
 YOU KNOW WHAT YOU'RE GETTING!
 YOU KNOW WHAT YOU'RE GETTING!

YOUR 13 DECIDE...

MWO'S ^{ON} THE -14?

*That's away MWO has a
Get-off table these days.
And that means you have
to bring an official MWO name
to field to be considered
improvement affectation.*

In other words, since aircraft MWO's have now been assigned a status equal under certain conditions, these MWO's are also eligible for transferring to the Ed. Form 248-14.

When it comes to whether or not you'll want to actually move an MWO from an aircraft's Ed. Form 248-15 to its -14, that decision is up to your CO. Of course, he can delegate that authority to his maintenance officer if he wants to. Anyway, that's what para 4-18b(2)(b), page 4-16 of TM 98-748, intended to say.

It's also understood now that an engine section MWO can be transferred over to a -14. This ruling applies only to normal category modifications . . . and only if your CO gives his approval. Staff-side! Over and out!

HOW TO REVERSE A COUPLA RUDDER PEDALS



Even field-grade type aircraft are not immune to the provisions of Murphy's Law. Once upon a time there was a pair of switched rudder pedal arms and adjusting levers in an F type Seminoe (L-6) cockpit.



Since such arm has a definite built-in forward curvature, pointing toward the nose of the aircraft, this switch pointed both arms toward the tail. This meant the last few inches of pedal travel got you off and the extra foot pressure needed to overcome the stiffer feel on the pedals resulted in a little unwanted braking action each time the pedals were depressed.

This Mustang was subjected for several months following the Seminoe's last visit to field maintenance. Then, a crack at the top of one arm, where it was pinned to the pedal, made the crew chief realize that the pedal was being hinged against an arm which was facing backward.

He also noticed the adjusting lever sliding in front, instead of rear, of each rudder arm.

Should this ever happen on your F model, the position of the adjusting lever is an easy to spot indication that your pedal arms are reversed. On the slightly harder pedals, caused by the arm fighting the foot pressure, you also point to something being wrong.

Just when you think all the possibilities have been used up, along comes a new application of Murphy's Law. It's a never-ending battle.

WITH YOUR BODY FORM US . . .

YOU CAN DREAM YOU'RE AN ENGINEER

Nothing like a few facts from the field to help bring about improvements in an engine. And that's what AVCOOM types are looking for on your B-2000 Castles (CNC) engines or any of the 6-800 series used on your Beechcraft T34's or Aero Commanders (A-7's).

So each time you pull a plug, how 'bout looking to score info on any problems areas you've noticed? Just grab a Det. Form 1007 and fill in Section III with ICR-type facts, such as engine operating hours since overhaul, cylinder position, type of failure, operating times on that cylinder as time of failure, cylinder dimensions, and any significant events leading up to the failure. Address the Form to: AVCOOM . . . ATTN: SWORN-1007 to AVCOOM.

(Provide it)

"SHARE IT"

Everybody benefits when you share a "close call" with other aviation types, via the Det. Form 1006 form.

First, you get a chance to sound-off about air or ground hazards in facilities, equipment, operations, training and environments.

Second, the info is studied by safety types who hunt for ways of getting rid of or accident potential problems.

You can read all about the voluntary aviation hazard report program in AER 97-09 (AUG. 1977).





Real Whisky

Mixing a Big Redhook (20-2) instead with a few rag can result in some larders bird parts, and not just because of filling in slots, either.

Now, we startle wing walkers, and have someone in the cockpit, to prevent the bird from being towed into a hangar wall. This sort of thing is a normal, when with that theory roll on a constant.

But the bird's parts are more are the ones you can get if you don't know the proper use and link, before looking the way that to the next level.

What's about business

WITH YOU FOR
MONEY (MONEY)
IN GO AND (MONEY)
FOR TO THE (MONEY)
FOR (MONEY) ...

THAT'S THE
MONEY ...

WHY THAT'S
THE (MONEY)
ON (MONEY) ...

IF YOU (MONEY)
MONEY IN (MONEY)
MONEY AND (MONEY)
MONEY (MONEY) ...



To prevent this sort of trouble, the replacement, we come up with a three-

piece hook, it's made from two pieces of brass rod, measuring 1/2 inches and 1/4 inches, and a piece of longer rod, 1/2 inches long. Two nuts and washers hold the hook together.



When we use the hook, the longer nut gets fitted between the link and the arm. This way the longer nut will expand, no matter how sharp a dipper the wheel is turned.

We also discuss the weight control valve to prevent it from getting twisted. After all, a sharp turn by the tug operator could cause the wheel beyond the 40-degree allowed for a connected cable.



Now that we have covered all these heavy hooks on hand, turning's a breeze.

The Ground Crew By, Manning

Right. Looks like a good deal more if you are the attached flying club, since the longer link will hang below the wheel.

Manning



It might seem funny that the more compressed the stretch planting, the bigger the manual. But these Midwest (200-1) and Chicago (200-2) regard national maintenance and parts manuals are getting hard to handle. So, now, these things are 200's and 200's are published in several parts, separate them yourself into water or handle volume. . . . as many as you need to fit 'em into the book binders.



Your organization may have been told it's been authorized maintenance type heavy checks in place of T-1's. ANACOM wanted the depot by Supply Letter 12-64. It gives individual T-1's and allowances for the main and extra checks. MOBA economy not and then repair parts. TM 10-670-11A-12 (1st Ed) is the maintenance manual you need with the new checks.

HOT FLUSES

LEAVE THEM COLD

A hot dynamometer fuse can leave the receiver unresponsive if the AM/VEB-10 and AM/VEB-20 radio sets utilize a heavily loaded dog's nose . . . when cold-fuse alloys are used, current flows through the circuit.

To build those 20-amp jobs, use TM 11-5830-200-60 (June 60) with you as one in the RT-200 and RT-200, and make a hard look at Change 7 to the TM. You get the word in the change that when you're supposed to use the a dynamometer fuse in a 11-amp, 55-watt, do the job . . . and NOT a 20-amp.

The 20-amp fuse was left off the receiving space line in the TM, but it's added to the line by the change.



Now, slide your eyeballs over to the other side of the RT's . . . to the space fuse area.

The space fuses are attached to the underside of the cover, and the side facing you is marked from top to bottom with the amp/watt ratings.

When you flip the space in place, put 'em in the old order the best way looking.



It may give you time when you need fuses in a hurry, although even then you should take a second to inspect the amp rating stamped into the fuse metal. Finally, that space fuse area is held by two upper screws—when you can't find a hole to take the screw of the top set . . . where they are put in.

As for the bushholes that this fuse and three others go into, hardly in the way you build 'em.



When you find these three other possibilities or whatever, all well in pictures. This, you can either snap the square ring that fits, like you do, but don't snap 'em on purpose. The threads can't be repaired, and the whole fuse holder gets to be replaced.



Another word on these hot bushholes. The screws should have come in you with insulating tape on 'em. Otherwise, they'll be ground . . . more or less. The tape prevents short-circuits between the terminals and the heat part of the wooden transmitter.

If the insulators of, say the outside of the contacts with tape, insulating, TM 200-204-402.

YOUR SLEET DEFENSE....

BETRAYED, DELAYED AND ALL CROSSED UP



The dictionary defines "doublecross" as an act of betrayal and a bunch of mean, among other colorful definitions.

Well, you've kind of doublecrossed your SLEET switchboard and come close to doing complete—in reverse. Like, the SLEET honey you do doublecrossing in, it just won't work for you.

You can cross up the SLEET in all kinds of ways, but the total add up to a pretty common telephone...

...on hold! And don't worry, you'll pay them to have the switchboard buzz back to you like an angry bee.

Fortunately, you won't be "beating" up the switchboard from lines 11P and 10N, and a lifeline for the above words beaming back to you.

This website's not completed, since you're not quite set up for calls yet. But... Two big signs: if you push around the screen or the line signal, you'll find the white flag has tripped.

1

Changes are you make the **first cross-up**. Six leads back to the binding posts (depending on which flap is shorted), and switch the upper and lower post wires around. If you're flipping the flaps on 22 and 23 tracks, switch both upper and both lower posts. That should get the bees off your back.



2

The **next cross** of the triple variety still is up there in the TA-207 assembly . . . at the -24V and -25V binding posts. A red wire leads to one post and a black one to the other.

To avoid popping a fuse, you gotta be sure not to reverse the wires when you first hook 'em to their respective posts.



A color check sets you straight quick-like. The red wire goes to the -24V post (next to the spare posts compartment), and the black goes to the -25V post.

Remember that color scheme, and the fuse you save may be your own.

3

The **third cross-up** concerns the leads to the generator and extension binding posts. One lead's black; the other's white—and crossin' 'em pops still another fuse like I know you got two posts down from the GEN post.

Avco's microstructure here is an easy one with the 24V posts. Color's the clue.



Like, the white lead goes to the EXT post (on the left next to the line of screws), and the black goes to the GEN post.

It all boils down to not creating a friend . . . even tho' the friend may be only an 22.



Beat That Man!

Two many times have I seen the manufacturer's responsibility measured from the \$1,200 of the AN/ARC-22 radio set by beating the two blades of the B-100 motor.

So-so, you just drop a word in it, to tell people to do like the PM depends on the two blades. GEEZ, and then talk out the responsibility?

Here's why! One of the two blades has to be bent up to get the motor to start, the other blade has to be bent down when the motor goes in the aluminum usually cracks. In the event, it's a mess-wood.

The blades can't be put back to work with the other three purposes of which might have been lost before.

At 10,000 RPM, the blades can beat down and fly into the gear train. Or, the vibration might make a mess of the bearings. The bear's controlled by

a rheostat, which gets complicated when a bear blade can't meet the demand of air it was designed to do.

Granted, if the blade's bent too far down, the tube should right water it down to up. Or worse, the blade comes to a dead stop ... and leaves out the motor.



A motor was to take the blades off that could serve a lot of motors, and there, and out of balance.

Another \$1,200 story. When the plug sets the assembly adjustments on a first inspection, it seems they sometimes do it with an over-sized monkey wrench. And with much, put

NO WRENCH...

NO ZAP!



From there, the unit refuses to start the set in the air. Obviously, to see to realize the possibility because of the voltage difference in the motor.

The owner on the job, this of Peter One was added has a wrench handy. A screwdriver's screw bit next. It scratched up some of the wire. Also, this, leads to a broken closed chain.

No then, we put the assembly looking out on longer light. It only takes a little time to do the job. And that way, the Peter One man has no problem with his adjustment.

One final reminder. If you will, the ARC-22 needs a warning before being keyed. The SA sets for a full release—so you can hear signals above the signal level.

If the set's keyed before proper warning, Zap! There goes the 3000 power amplifier tube at 10 bucks a throw, plus two 7500 tubes at \$17.00 each.

Like, you just put down \$20.70 on your first try in the house. Add more bucks to demand yourself for radio signals.

Dear Specialist Sirs,
Will and out.



Dr. E. Ken L. Richards
Support Consultant
Fort Belvoir, Alaska

Half-Mast

RF and Gas Cans

Dear Staff Writer:

The RA/FRS-2 antenna mount on the ARRL 14, due to leak with the gas can. Would the combination of a leaking gas can and RF output create a safety hazard?

W. A. E. R.

Dear Lieutenant J. C. R.,

The leaking gas can creates a hazard, all right, Sir, but the danger of gas fumes being ignited by RF is remote.

Since the RF output of the transmitter is relatively low there's not much chance of a spark jumping from the antenna. But if one did, it normally would catch a leak with the leak equivalent to the transmitter ground—then the antenna metal surrounding base and over the gas can.

Also, the rate of air-to-fuel vapor caused by a leaking gas can would be such that it wouldn't be likely for an explosive mixture to result. But for general safety reasons, you should avoid using leaking gas cans. Any sparks, from any source, is generally dangerous.



There's a little more safety gear required than the teletypewriter.



TELETYPEWRITER LUBE FSN

Dear Staff Writer,

What's the best used on lube oil and grease for teletypewriter equipment?
W. A. E. R.

Dear Specialist J. A. C.,

The lube in TT tubes is this:

FSN 1110-211-0028 will get you a one-pound can of Grease, Aircraft, High Temperature, MIL-G-1145-A. Also, FSN 1450-220-4120 gets you a quart can of Lubricating Oil, Aircraft Instrument, Low Volatility, MIL-L-20882A. TT 265-305 (Aug 64) speaks the word on lubing all teletypewriters.



A
LITTLE
DROP'LL
DO IT


A drop this way keeps the vapors away. Or—if you don't want to look like a drip, then drip a drop of oil on the RINGER button shafts of your ANYGRAB-39 hand and remote control units.

Since a "no-brain" RINGER button needs a trip to support for the radio set control group, that drop of lightweight oil gets you off the back strap. You should oil the RINGER shafts when needed and before you use the control unit. Don't get started away with the oiling job. Use it only when the shaft is dry or binds.

With oil, less pressure is needed to depress the RINGER button. Less pressure means the inside switch mechanism isn't liable to shift. If the mechanism doesn't shift, the danger voltage can get to the boxer . . . and you save a trip to run to your support people.



YOU MAY
GET YOUR
OWN
NUMBER



The hand and remote units of the ANYGRAB-39 radio control group can mislead you electrically.

Shocking, eh, well!

To check it out, ask the boys in the back room who've been a hand about binding gears. Some of 'em have been grounded here from their tools, or so speak.

Which tells them to this reminder: When you check the gears of the C-35 and C-34, keep your "pawprint" other hand off the binding gears. Like, that joint creates more than a talkish situation.



A BIG BAG OF WIND



WANT THE LOWEST COST OVER THERE?

BE BLOWN AWAY?

All-weather coverage for the Nike-Bivy® provides a lot of extra—and a lot more like it for other equipment and maintenance operations in one way, the kind behavior you can get with it, right quick.

These ballroom-size shelters, y'know, have one more job on the than their snow-blast doors. They have to keep the air in as well as keep the weather out.

Actually, they're a snap to maintain if you keep a couple doors on top of your mind. You have to keep the blowers going steady and you have to keep the air from escaping. Everything depends on them.

This means you have to be on your toes every minute for anything that'll blow air pressure—like a faulty

blower, an edge or seam in the tent fabric, or life-saver chains, etc. And you have to be ready to be 'out-of-get' 'em fast if they need it.

Here's why keeping air pressure in the pads is so important: Any loss of air may cause a whipping action when it's steady. This whipping will put on much stress on the entire padding and if the fabric comes into contact with the inside line or other equipment in the tent, goodbye tent!

For the depts on the Nike-Bivy you make a head on TM 10-8036-208-10 (Jan 63) and TM 10-8036-208-21 (10 Apr 63). You'll find the info on the Manual on TM 1-400-200-15 (Aug 63). And for spare parts, like, etc, for both the tent and blower look in TM 10-8036-208-247 (Apr 63).

The time to be most careful is when you're putting your tent up, taking it down, repairing it and storing it—just about all the time, in all.

The vinyl-coated nylon the tent's made of will take a lot of air pressure, but it's a real wily when it comes up against anything sharp. So pressure it all you can.

Never drag it on rough ground, like gravel or the edge of the concrete pad. And never walk on it during erection and repair operations. The only time it's safe to walk on it is when it's placed on a flat surface that's free of stones and other stuff that might damage the fabric, and this, only when required during repair operations.



When you're taking the tent down, it's good to have guys to pull together and line up the fabric ahead of the man pulling the ropes. That'll put less stress on the ribs before unspooling.

Remove the "loose threads" that bother holding the fabric. This will prevent damaging the fabric by the door. When leaving the tent for shipment, place the door on top of the folded tent.

Don't fold the tent for storage or shipment when it's wet. And be sure to keep the outside and hardware separate when folding the fabric. Otherwise you might get stuff in there that'll rip the fabric.



After the tent's up, walk around the inside and look at these:

FABRIC—Cut, folds, grain, hem, body worn stitching.

WEAVING—Body fabric, tent or worn stitching.

CORD FACTORS—Must work easy, slip, loop form, worn, body fabric.

VEHICLE TRIP STRAP—Look, cut, frayed E-ring stitching.

SEAL SHIRT—Must fit flat on outside pad.

CRACK BELLING DEVICE—Always handy and prepared (see drawing) gear; PMA (check out at 10:00 AM)



REMOVE THESE DOORS...they'll seal tight.



CONFISCATED frame with assembly! (Rooster fit, gloves and pencil—missing, damaged, not in sight.)



AN OBTUSE SLIVER...Not lined up right, not open all the way, with wrong material between front and lower flaps.

If you find any other sliver material there, push it inside the tent and smoothly out the opening. That'll let the full amount of air in from the blower. (Have your goggles or position the blower if necessary to get the sliver disengaged out.)



OUTSIDE

Now hike around the outside of the tent and check these:



CHEMICAL DAMAGE—Loose, wet, broken, chawed, torn.

ANIMALS—Not secured tight. If the animals are not tight, there'll be too much strain on the fabric and lines.

CLEANING AND REPAIRS

Grass, oil and dirt can ruin your tent fabric, so keep it clean. To get dirt off, use a soft brush or cloth or soap

and either clean or soapy water. Then clean it with clean water.

Oil and grease are toughest to handle, though. Kerosene or 140-degree flash dry-cleaning solvents, PMS 6558-657-64 55, will do the trick for cleaning, but check with your CO before using this stuff. When you use kerosene or dry-cleaning solvents, make sure it's in a well-ventilated area. And whatever you do, NEVER use methyl ethyl ketone for any cleaning except for patching, but!



A repair kit is included with every Chrysler Kit, except the Nitro-Blowers. Air Supported, TSN 8149-711-4174. The kit contains patching materials. You'll find patching instructions in TM 18-4548-208-11.

The important thing to remember in any repair job is that you have to get the area clean—and put the patches on the underside of the fabric, first, and then on the other side last.

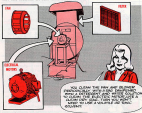


THE BLOWERS

These blowers are built to go on and on, but like everything man-made they have some limits. The best you can do is keep 'em clean and lubed and protected against bad weather. TM 1-4158-208-11 is chock full of steps on care and routine. Be sure to read the

safety ideas inside the front cover. These habits can give you a permanent burn by electrical shock if you don't watch out.

The important part is check out the fan, filter and the electric motor.



Clean the filter often, and take action as soon as you can if it's needed. Don't wait till the air flow drops down because of the dirt. By then it's too late.

STEP 2: HOW TO CARE FOR DIRTY FILTERS

1. Flip the filter dirty-side down on the floor or any hard surface to get rid of the heavy dirt.



2. Then use a regular garden hose to flush the filter down from the dirty side toward the clean side. You can use cold water for this, but warm water'll do a better job.



3. Let the filter drain and dry good.



4. Install the two dry filters that are stored in the drying rack on the side of the plow's chamber. Place the washed filter in the drying rack for one week time you have to use the filter.



Keep your ears tuned for unusual noises like excess vibration and the blower wheel rubbing against the blower. And keep your sniffer alert for the smell of overheating. If you catch anything wrong on either of these, stop the blower quick and get your mechanics on the ball.

You also want to make sure the air-ventilated fan is well protected from the weather. When the fan's not being used, keep it covered with a tarp.

Another thing, if you're replacing freezing and sub-freezing temperatures make sure to remove the air filter from the blower. This will keep blowing snow, snot, fog and freezing rain from clogging it. A heavy fog will freeze in the filter.

REMEMBER THIS:

These air-supported team "machines" valuable babies. Any time you neglect the care you run the risk of wasting Ueich's dough—or worse yet—finding up a critical mission. So, on the ball, eh, Doc?

DIESELS ARE DIFFERENT



That fall, of the switch you can to start and stop your favorite heated, deflated, worn's die when you're starting and stopping a Cat D-8 or D-8E series tractor . . . as all you hop operators know.

And there's a lot more to it than just remembering that you've got a piggy-back starting engine to help the diesel engine get going.

Before you try to start the starting engine—as spelled out in Fig 5 of TM 1-241B-204-10 (Jan 62)—make sure all the diesel engine and tractor controls are in starting position. Check 'em step by step like in steps in Fig 8 of the TM.



Pay special attention to the compression release lever on the bleed. This you shift to **START** before firing up the starting engine. That'll release compression on all cylinders so the engine'll turn over easier.



As soon as the starting engine raises the bleed to normal cranking speed, follow thru with steps in Fig 10 of the TM. Shift the compression release lever to **STOP**. Compression loss will warm the diesel's combustion chamber and make the fuel fire easier.

Then open the diesel engine throttle (give more control lever to 1/4 to 1/2 the governed speed). After the diesel starts you shut down the starting engine.



Take it easy, now, when you're stopping by the numbers as spelled out in Fig. 11 of the TM.

After you've allowed the closed engine to idle five minutes at half speed with engine clutch engaged, shift the throttle control to the closed position.

Then as the engine slows down,

shift the compression release lever to START. This'll help the engine to "crank" slow and easy to a stop.

Over a stop, also, shift the compression release lever back to RUN. If you don't, the hot valves may warp as they cool down. Then you'll lose compression 'cause they won't seat right.



WEN YOUR PUMPA/C...

WONDER NO MORE

Confused?
Got doubts?

Now, instead of doing the confusion of your 50/50 PUMPA/C generator hold!

No more, it's 50/50 parts... including 50 cc. in the oil line.

A look-over at TM 11-6115-208-10 (10 Aug 70) will back this up.

That's right, if the operating instructions place on your rig just otherwise... it's wrong.

Go by the TM.



GO WITH THE LO

Dear Half-Mast,

When should we change the oil in our Wackadaw 2-40000-001 100-hour generators?

We've been changing the oil on these rigs at "50" hours of 100 hours of operation, whichever comes first. However, sometimes we only have as much as 50 hours of operation on these by the time "50" comes to us.

Sgt. J. M. K.

Dear Sergeant J. M. K.,

Let's go back to the old, old way—follow the late order, LO 3-6111-001-15, covering your Wackadaw, viz., "Change oil at 100 hours of operation." That's what you do.

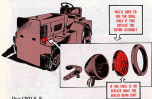
IS THIS DRILL NECESSARY?

Dear Staff-Man,

The new headlight assembly and sealed beam lamp listed on page 37 of Part 14-1704-007-001 (Apr 67) for the Minneapolis-St. Paul 607 400 tractors, 600 172, 600 181.

Is this a change in the equipment or do we still install 67

CHD H. K.



Dear CHD H. K.,

Hold the drill for just a sec! It depends on whether you need the entire headlamp assembly or just a new sealed-beam lamp.

If the headlamp assembly (shell) that came with your 600 172 tractor is still OK, you replace the sealed beam unit with Lamp Unit, headlight, P/N 6228-170-0108 listed in the -MOP. This should fit as-is.

Once the headlamp shell is shot, also, you'll need to use Headlight, w/ bracket, sealed beam, 12v, P/N 6228-174-0704. (This assembly includes the

sealed beam unit.) And to install this new standard replacement assembly you'll need to drill a 7/16-in hole in the flange for the bracket and a 1/16-in hole in the bracket to run the headlight wire thru. These holes are necessary because of small differences in the design of the replacement assembly.

After this workover, you'll use Lamp, incandescent, P/N 6248-608-1125, listed in the -MOP, when you need to replace the sealed beam unit.

So, drill if you must, but not till you have. Best!

Staff-Man

THE MARKING DUFFEL BAGS

Hold that point! You say you're about to retool your John Henry on your duffel bag because you're trying to follow AB 745-10 (1 Apr 64)? That AB does apply if you don't already have your name on your duffel bag. But if it's already there—but not in the location called for in the AB—then it's up to your local commander to decide if it has to be remarked in a new year.

DRILLING ELECTRICALLY DRILLING ELECTRICALLY



Anytime you have used to pick up a 110 in electrical drill, look it over and close.

There's one out under ESN 315-105-138 Operating, Model 1270 This Speed Drill, which is made. In manufacturing they are not with. Your problem could accidentally range with the motor's cooling fan.

Various top defective drills you've got for replacement, not stress. The manufacturer is correcting the problem, and all the ball drills should be out of service soon.

PLUG THE DUST OUT

You been shoving out all in dusty and dusty area . . . like from a 15-gallon drum or whatever? Good, but don't forget to replace the bag in the drum hole when you're not giving with

the oil. That dust is always around, in dusty areas, especially, you might not even see it . . . but it's there. And sand and dust are the companions of quick-ble.

SHOOT THE HOT POOP

TO THE PUBS PEOPLE

Got something on your chest?

If it's about an Army publication you can get it off real quick with the brand new DA Form 2028 (21 Apr 04).

The new Form 2028, "Recommended Changes in DA Publications," opens a new site and is designed to make it easier for you to use on different types of pubs.

You can use the form (Part II) for recommending changes to Regular Forms and Special Tool Uses and (Part III) for the publishing date changes you'd like to see in TMs, SOPs, LOs, M's and IP's.

You use the form (Part II) for putting down the changes you'd like to see in TMs, SOPs, LOs, M's and IP's.

And, to make your life simple, you make up only ONE document - ... *13* copy of the DA Form 2028.

For the same part, you send the form directly to the address listed in the pub you want to change. But since there's been a lot of changes made in the pubs since in the last few years, think twice about the address you use. For example, you no longer send anything to Fairfax Arsenal, Manassas, VA.

If you're in doubt as to where it should go, send the 2028 to the address listed in Appendix II of your TM M-119. Find the equipment category number in Appendix III and then send your

For Approval
Send to
DA Form 2028



TO THE PUBS PEOPLE



submit the address given for the equipment category. Alternatively, you only do this for the addresses that've changed.

You fill out all blanks possible on the 2028. Don't leave blank spaces when you know the info at your fingertips.

When you're using Part II, Technical Publications, be sure to fill out the TO and (FORM) columns on the front of the form.

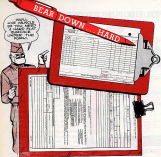
Include the Publication Number, Date and Title. It's important to include the date of the pub because it may be superseded, and the pubs people may have already taken care of your problem.

There may not be enough space for the complete title of many publications. So be sure you identify the equipment.

Use the REMARKS space if you have a general recommendation or suggestion for the pub. That is, if you have something that would apply to pubs in general and not just one particular pub. You can also use that space if you've run out of space on some of the other blocks. Be sure to call which block is being continued to the REMARKS space.

It's a good idea to go back and double check the form before you mail it.

DA Form 2028



That's right—bear down hard when you fill out your equipment records like DA Forms 1488-1, 1400 and any that have built-in carbon. Use a sharp pencil or ballpoint pen.

You've got to use a hard surface. And if you're going to use carbon, you need a hard, flat surface under the form.

But you're where there's no flat, smooth, hard surface—then you need a clip board . . . like the one GSA has in stock—Clip-Board File, 5 x 11½ in, P09 7530-081-0810. It's big enough to hold DA Form 1487.

Till you get a clip board, cut a piece of sheet metal the same size as the form or a hole puncher if you want to add a clip.

Any message important enough to write has got to be sharp and clear. So try these forms that use a smooth, hard surface and bear down on a sharp pencil or ballpoint as all copies can be read.

Connie Rodd's BRIEFS



NEED A KNIFE?

You'd better take note if you're reading Knives, Home Value Steel, RM 7210-274-2004, for your M1907 field knife. It's listed in TM 10-7210-201-20P (see 60). The RM has been changed to 584-274-2003 and assigned to Supply Manager, 584.

A COUPLE ON YOUR MIT MASK

1. Some new M1P field protective masks are shipped with strips of plastic covering the inlet valves. The plastic mainly protects the bag the mask is shipped in.

It may fool you, since it looks so natural there. But, don't breathe—it's to come off as soon's you get it. Otherwise your mask won't breathe at all. Just gently peel it off and throw it away.

2. Remember, hot water and a brush are too rough for cleaning your mask. Warm soapy water (100-130°F) and a clean cloth or sponge will do the job OK.

FALCONRY & FALCONERS

For checking out the new man on your Hawk team (and for keeping the older ones sane and ready) take a look at DA training circular, TC 44-18 (see 44). It's a training guide for making good falconed crewmen.

AIRLIFT

Get a heavy MCA compressor but no Army jobs for some! That figure shows there are more yet. Instead, you requisition Air Force Technical Orders 2471-87-21, 2471-87-22, and 2471-87-24 direct from CO, Mobile Air Force Area, AFHQ ACOMAC Technical Dir., Bradley Air Force Base, Alabama. Regen, and out.

THE TM IS RIGHT

The TM is right when it comes to the oil in the hydraulic system of your M4B 183-6000-6 M48 tank. The 10-2930-223-18 (see 44) page 22 says to use Oil 10, 5c, in spite of anything else you may have seen or heard, stick to the TM info for this thing alone.

HERE'S A HOT ONE

Ungrounded operation, even little ones, can strike enough jolt to knock you off your feet dead—or whatever you may be sitting on or leaning against when you grab it. Even a slight tinkle from a "hot" capacitor might throw you off balance enough for you to injure yourself or damage equipment. Defeat hot in to ground all capacitors before you work on 'em or take 'em out of equipment. And remember, the bigger the capacitor, the harder it can hit you.

Would You Stake Your Life ^{like you} on
the Condition of Your Equipment?

**GIVE YOUR EQUIPMENT
A PRESENT EVERY DAY
OF THE YEAR...PM IS
NOT A ONE-TIME DEAL.**



NO ONE
WANTS
A PRESENT
EVERY DAY.

THAT'S A GOOD
PRESENT!

HO, HO, HO!

BEST GIFT
FOR THE
HOLIDAYS!

ARE YOU
GIVING THE
BEST GIFT
EVER?

**TM'S ARE GREAT FOR
GETTING THE JOB
DONE RIGHT. RIGHT?**
Chrysler Equipment