

Issue 283

PS

June
1976

THE PREVENTIVE MAINTENANCE MONTHLY

HEY,
YOU BEEN
LOOKIN' FOR A
GOOD MECHANIC?
WELL, A GUY'S
HERE...

IS HE
A QUALIFIED
"MONSTER"
MECH?



"CARE AND FEEDING
OF A MONSTER"
See pages 2-14

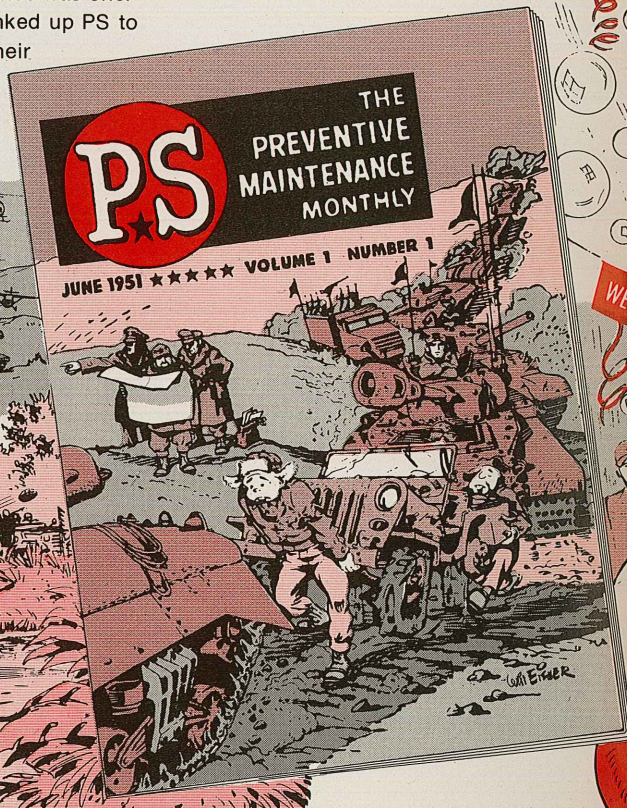
25 YEARS ... and STILL ROLLING

Korea was the hot spot in 1951 when the first issue of PS Magazine rolled off the press.

General MacArthur and his troops were up against some tough problems.

Preventive maintenance was one.

So, the Army cranked up PS to help soldiers keep their fighting equipment maintained. And PS has been rolling along ever since.



The pace was steady during periods of peace. But, when combat warmed up, the tempo in PS picked up.

Troops landed on the shores of Lebanon and PS featured an article on maintenance in the desert. Vietnam got hot and the intensity grew on articles about maintenance in warm, wet areas.

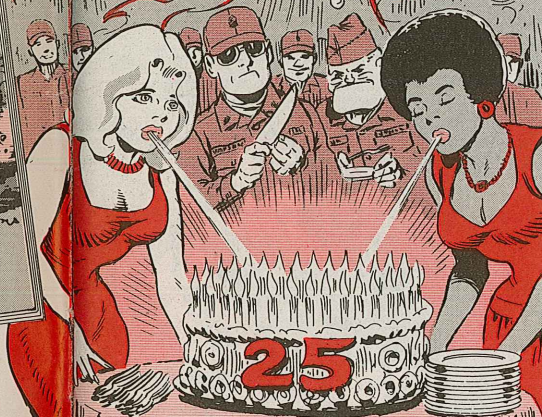
Thousands of soldiers have sent letters to PS Magazine for answers to puzzling problems. Thousands, too, have told PS what they want to read in the magazine.

PS Magazine's aim today is the same as it was the day the first issue rolled off the press 25 years ago—

To help you, the combat soldier, keep your equipment ever ready for combat.

And, so it is—282 issues later.

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



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

PS THE PREVENTIVE MAINTENANCE MONTHLY

Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties. Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Maintenance Management Center, Lexington, KY 40511.

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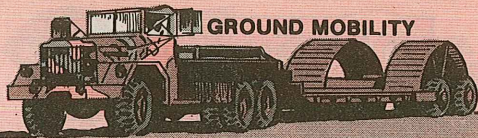
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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to Or call: AUTOVON 745-3503

M S G Half-Mast PS Magazine Lexington, KY 40511

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TM-206-SERIES 10-TON TRUCK

CARE and FEEDING of a MONSTER

NOW, FRANK, I'M GOIN' TO SHOW YOU TH' WHAT 'N' WHERE--THEN YOU CAN LEND ME A HAND EVERY TIME I DO MY BEFORE OPERATION INSPECTION!

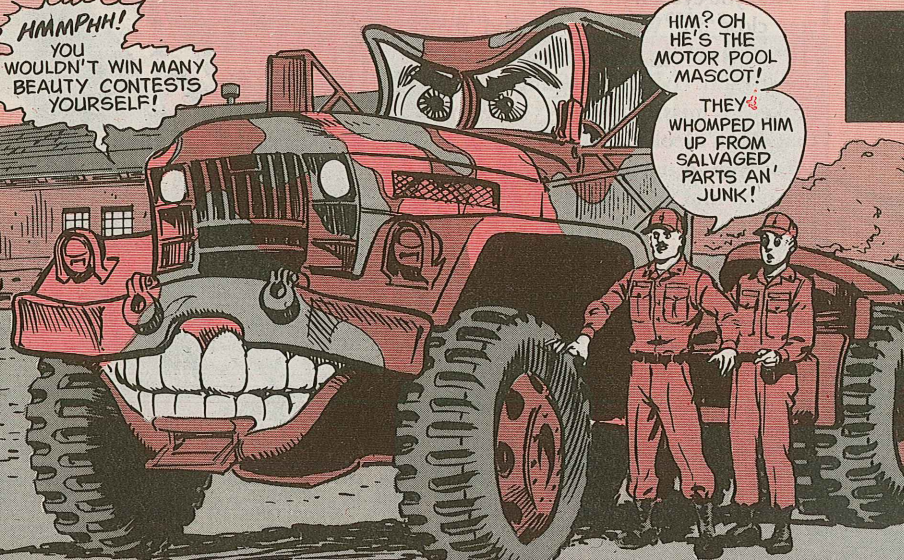
GEE! THAT SURE IS AN UGLY-LOOKING MONSTER!

?

HMMPH!
YOU WOULDN'T WIN MANY BEAUTY CONTESTS YOURSELF!

HIM? OH HE'S THE MOTOR POOL MASCOT!

THEY WHOMPED HIM UP FROM SALVAGED PARTS AN' JUNK!



It's not pretty—it's not supposed to be. It's built to do a job. That's all.

Like most monsters, your 10-ton tractor truck is a little short on brains. So it can't take care of itself. It depends on you, the driver.

As the operator of an M123A1C or M123E2, your job is making sure your truck can do its job. You can keep your monster healthy 'n' happy with a regular dose of Preventive Maintenance Checks and Services, page 3-2, TM 9-2320-206-10 (Feb 72).

ON THE FOLLOWING PAGES, YOU'LL FIND THE HIGH POINTS--ALONG WITH SOME SPECIAL CHECKS THAT OTHER 10-TON OPERATORS HAVE LEARNED ABOUT--THE HARD WAY!!



PS MORE

50 FEET AND CLOSING

Start looking for trouble as soon as you set eyes on your truck.

Leaning to one side? Could be a busted spring.

Low at one corner? Look for a flat tire.

And you eyeball the beast all over as you close in. Walk all around the critter, checking the top, sides, and underneath. Look for dangling wires... broken or missing parts... anything that doesn't look right... things that smack you in the eye!

If you find anything that you can't fix yourself, jot it down on your DA Form 2404. Get it checked out by a mechanic.

DA 2404

SPECIAL—Look close for cracks in the steering arm. Brush the dirt 'n' crud off so you can see any tiny cracks. Check inside the bends real well.

CHECK FOR CRACKS

STEERING IS NUMERO UNO IMPORTANT, FRANK! CHECK FOR CRACKS IN 'TH' ARM... AN' SEE IF 'TH' DRAG LINK 'IS LOOSE!

SPECIAL—Grab ahold of the steering drag link. Try hard to shake it. If it's loose, report it.

SHAKE? REPORT IT!

LOOSE?

SPECIAL—There's a chance you'll find loose nuts 'n' bolts in the rear hanger bracket for your front springs. Check all 4 of 'em—both sides of the truck. You may not be able to turn a loose one with your fingers, but shiny places around the bolt head are a tip-off. Even breaks in the dirt or in the paint around the bolt head tell you to check closer.

SPECIAL—Mounting nuts on the rear spring trunnion brackets may be loose. This can lead to the bracket cracking. Fact is, the bracket may crack even when it's tight. Keep the nuts tight. Report bracket cracks.

CHECK BOTH RIGHT AND LEFT BRACKETS

TRUNNION BRACKETS

SUPPORT PLATE

SPECIAL—Has your tractor got the support plate used with the M870 40-ton low bed semitrailer? If so, watch the mounting bolts. Keep 'em tight. If they get loose, they can tear right out through the frame crossmember.

KEEP BOLTS TIGHT

PS MORE

BLACK BLOOD

Wet spots on the ground under your truck may signal leaks. Same goes for wet places anywhere on your truck—where leaking fluid may be running down. Could be loose plugs . . . blown seals . . . cracked tubing . . . rotten hoses . . .

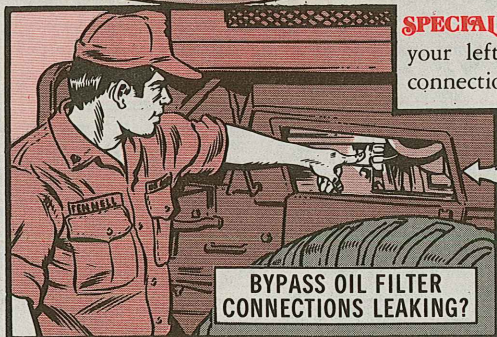
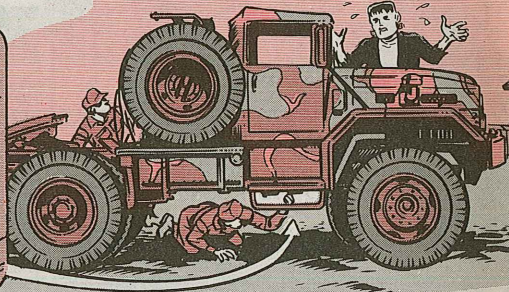
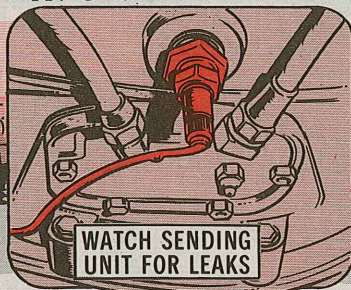
Steady dripping or running is bad! Get it stopped before you move your truck. If not, a gear case could "bleed to death" . . . without your knowing it . . . until you've got a bunch of scrap iron grinding inside.

If you don't see any dripping, lay a board or paper on top of the wet spot. Or, if it's a wet place on the truck, wipe it off with a rag. Then watch to see if you've got a leak going.

No dripping or running? Then check again after you've got your truck operating—maybe even after you've driven for a couple o'miles. A leak may drip or run only when heat and pressure have built up.

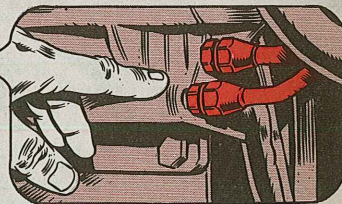
SPECIAL—A likely leaker is the temperature sending unit on the bottom of your transmission. If it's sloppy, get your mechanic on it.

HEY, WHERE'S MY BOTTLE?
HERE'S A PLACE THAT NEEDS A SHOT OF OIL!



BYPASS OIL FILTER CONNECTIONS LEAKING?

SPECIAL—Open the panel under your left fender. Check for leaking connections on the bypass oil filters.



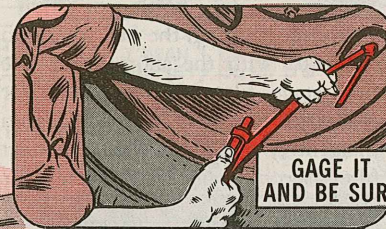
MARRIED TO THE GROUND

Like you and your feet, your 10-tonner is no better than its tires and wheels. If the tires are flat or the wheels fall off, your monster is crippled!

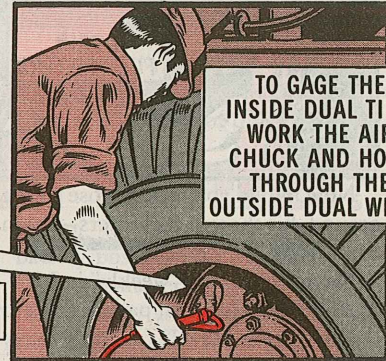
Just looking to see if tires are soft is not good enough. They may look good when your truck's sittin' there all by itself, but it can be a different story when you hook up to a loaded semitrailer. Soft tires make your truck work harder to pull its load—and soft tires go to pot fast.

So check 'em—with a gage!

Gaging tire pressure on inside duals can't be done with a plain tire gage. You've got to use a gage with a short hose on it.

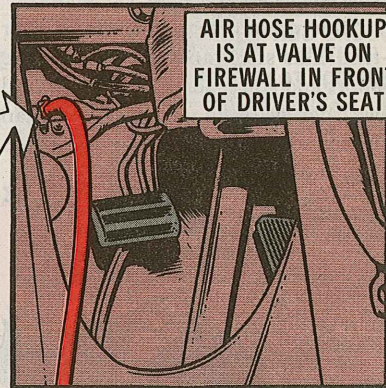
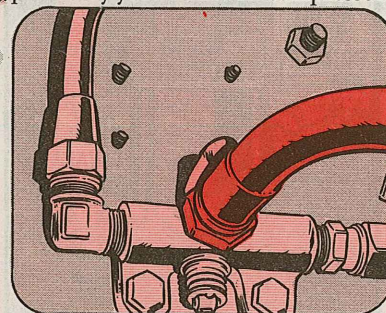


GAGE IT AND BE SURE



TO GAGE THE INSIDE DUAL TIRE, WORK THE AIR CHUCK AND HOSE THROUGH THE OUTSIDE DUAL WHEEL

This same gage hooks up to a long hose to pump up your tires—using air put out by your truck's air compressor.



AIR HOSE HOOKUP IS AT VALVE ON FIREWALL IN FRONT OF DRIVER'S SEAT

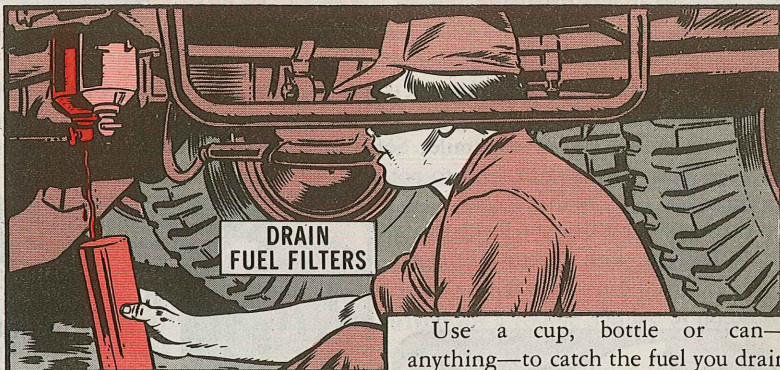
Both the gage and hose are in your TM 9-2320-206-10, Ch 2 (Aug 74), page 4, Section III, Items Troop Installed Or Authorized List.

While you're checking your tires, see if your wheel lug nuts are tight. You can bet a nut's loose if you see shiny metal around it—the nut's turning free on the stud and rubbing on the wheel.



Get a mechanic to tighten loose lug nuts with his torque wrench.

DRAIN OFF TROUBLE



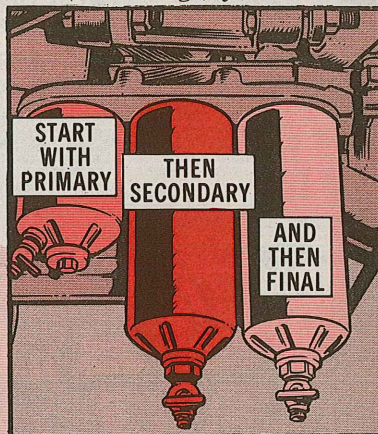
Now, while you're still close to the ground, hit those 3 fuel filters—drain 'em. ~~LO-D~~

Never mind that "weekly" in LO 9-2320-206-12 (Jun 73), page 6. Stick to the "D" in the LO—D for Daily, every day before you take off.

You're after dirt 'n' water in your fuel. This stuff can make your engine snort and spit—and even quit. In cold weather, water in your fuel filters can freeze solid and cut off your engine's fuel supply.



Use a cup, bottle or can—anything—to catch the fuel you drain off. Start with the short filter—the first stage filter. If you get water (blobs) or dirt (bits 'n' specks) from that filter, work across to the next filter (second stage). Junk there, too?



Then drain the third stage filter. If it's bad, report it on your 2404. Your shop people may want to check into it.

No drain cock on the filter is no excuse. Get one installed—NSN 4820-00-752-9040.



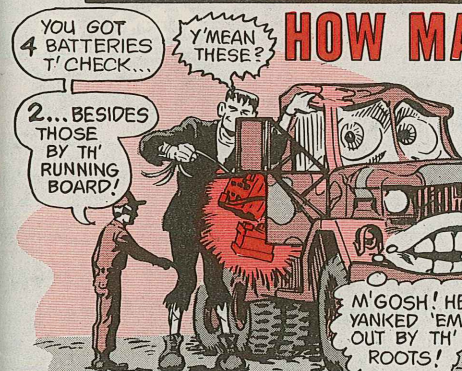
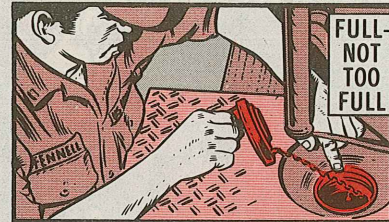
WHERE IT STARTS

And make sure you're fueled up—all the way. "Full" is about 2 inches below your fuel tank filler neck. Too full wastes fuel—the sun beatin' on

your fuel tank makes the fuel expand, so it overflows.

Keeping your tank up to the full mark cuts down on the water you get in your fuel filter. Empty space in your fuel tanks makes room for moist air. The moisture in the air condenses—turns into water.

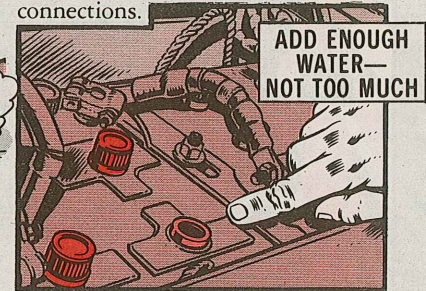
Keep snow, rain and dirt out of your fuel tank when you're refueling. Then there's less chance of fouling your fuel filters.



HOW MANY BATTERIES?

clamp? Is the clamp tight on the battery post?

If your starter won't turn over (and this goes for your own car, too), your first check is always for loose battery connections.



Four batteries. That comes as a surprise to some 10-ton drivers. They know about the pair by the right running board. But there're 2 more—under the co-driver's seat!

Most important: Is the electrolyte level over the tops of the plates? If not, add water to bring it up.

Watch it! Not too much water! Just a little over the plates. If you overflow the electrolyte, you lose acid. Weak electrolyte means weak batteries.

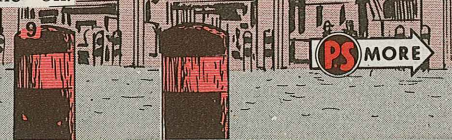
Make sure battery connections are tight. Is the cable terminal tight on the

No need to yank up 'n' down on the cables. Or to attack the clamps with pliers.

Check for loose cables with your thumb and finger—lift and press.

Check for loose clamps with your thumb and 2 fingers—twist.

If the open side of the clamp is mashed closed, get a new clamp put on.



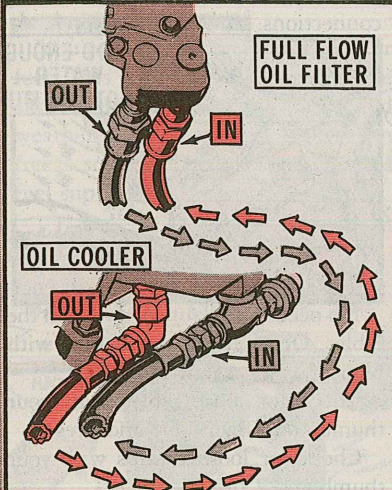
JUST LOOK . . . AT FIRST

Take a minute or so and just look around in your engine compartment.

Hoses leaking or cracked . . . tube connections leaking . . . electrical wires bare, broken or burned . . . parts missing (The threaded end of a bolt or shaft probably should have a nut on it, right?)

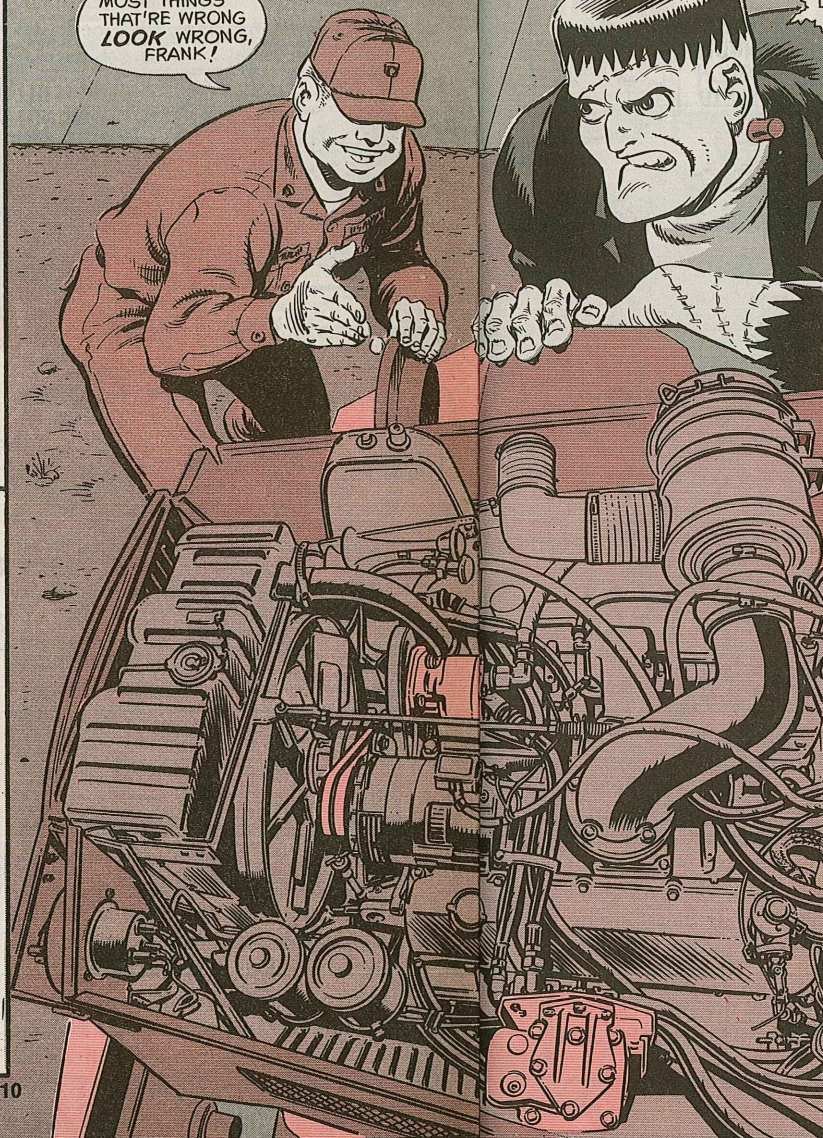
If your truck just came out of the repair shop, take a look at the repair—mechanics can slip, too. For instance, if the alternator was replaced, was the nut put back on the pulley shaft?

If the full-flow oil filter was serviced, were the hoses hooked back up right? "In" on the filter goes to "out" on the engine oil cooler. So, natch, "out" on the filter goes to "in" on the oil cooler.



And when you're looking for leaks, always eyeball the hose hookups at the full-flow filter and at the oil cooler.

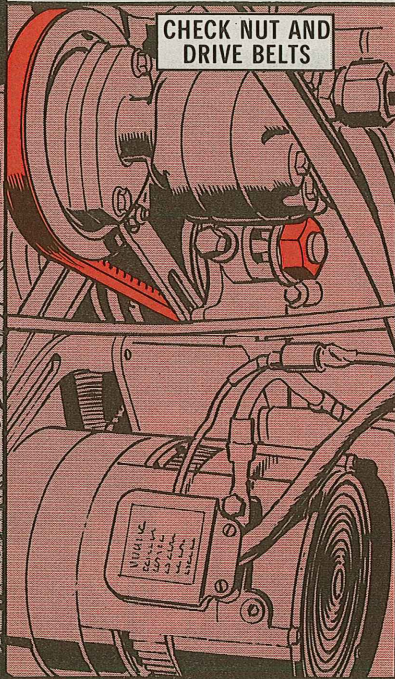
MOST THINGS THAT'RE WRONG LOOK WRONG, FRANK!



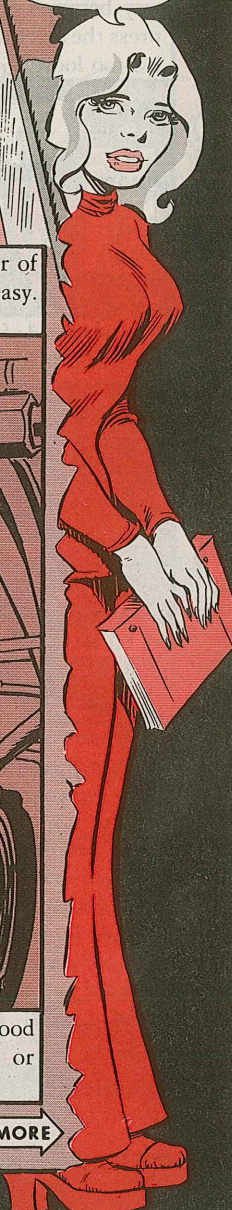
WATCHIT, BOSS! LOTS A PEOPLE SAY I DON'T LOOK RIGHT!

GOOD PM IS THE RESULT OF CARE, ATTENTION AND ACTION... OF COURSE!

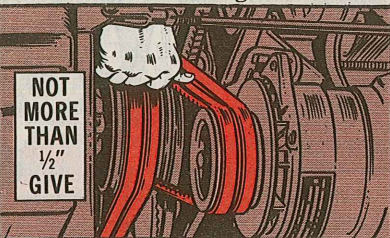
A hot one! The nut on the rear of the fan shaft seems to loosen easy. Check it!



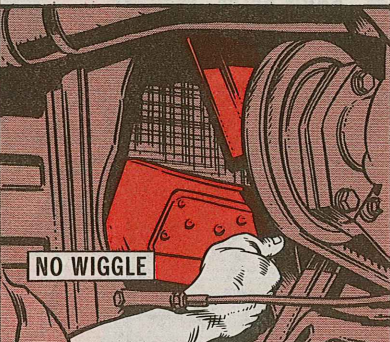
See if the drive belts are in good shape—not frayed, cut, broken or missing.



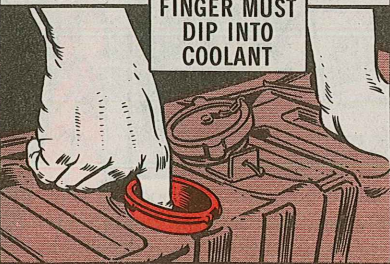
And are the belts tight enough? Press hard with your thumb 'bout half-way between the pulleys. If you can press the belt in more than a half-inch, it's too loose. Get it tightened.



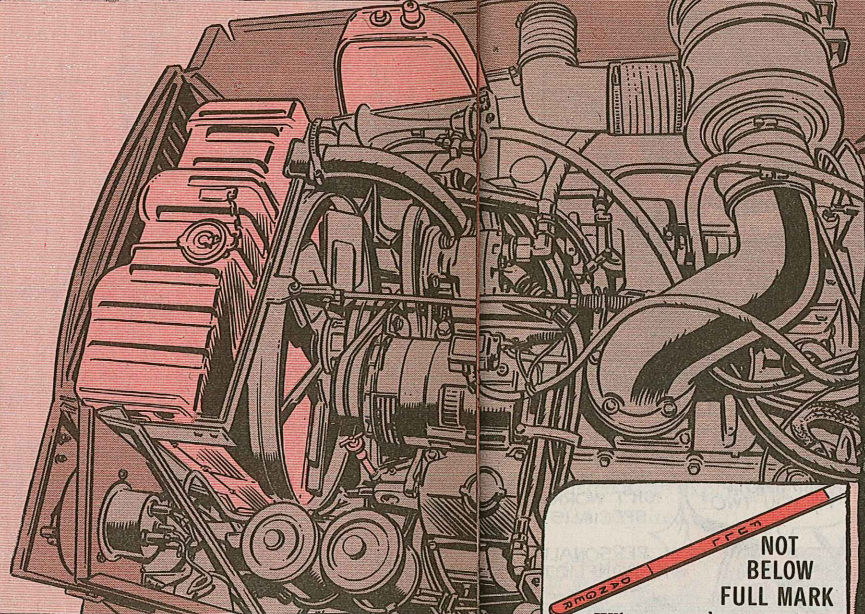
Grab ahold of each fan blade—try to wiggle it. If it's loose, report it.



While you're right there, check the coolant level in your radiator. If you can't dip your finger into the coolant, it's too low.



How 'bout your power steering reservoir? Fluid should be up to the bottom of the tube-type screen in the filler hole.



There's no good reason for starting out with your engine oil level below the FULL mark. A big diesel engine like this is bound to use some oil in a day's hard work—several quarts, maybe. If you start out below FULL, you could wind up in DANGER before you're done.



When you're out on the job, though, an oil level anywhere between the FULL and DANGER marks is safe for operation. You don't have to panic until it gets down to DANGER.

New PS Magazine Index

The PS Magazine Index for July 1975 thru June 1976 will be distributed about the time next month's issue of PS is distributed—and to the same outfits. Let Connie know if yours does not arrive. You get 1 copy of the Index for each 3 copies of the magazine you get on pinpoint.

SEEING IS BELIEVING

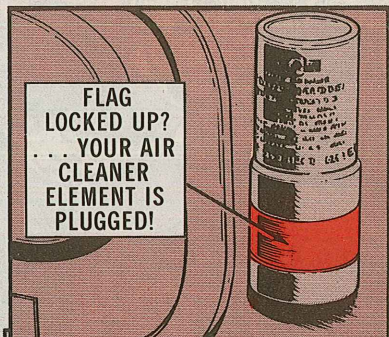
So you've got your monster running. You've checked out all of your instruments. You're 'bout ready to move out . . .

... but your engine does not sound right. It sounds a little weak. You're puttin' out a lot of black exhaust smoke. You wonder if your tractor will be able to hack it when you hook up to the loaded semitrailer.

Did you miss it? That "flag" (red or green) in your dash-mounted air filter indicator?

It's locked up in the window! Your air cleaner element is plugged! Your engine's not getting enough air. It's getting too much fuel. It can't burn all of that fuel, so it's dumping it out the exhaust—as black smoke.

Shut down—right now. Clean your air cleaner element. Your -10 TM tells how—page 3-13, para 3-14, Servicing Dry-Type Air Cleaner—Diesel Engine.



FLAG LOCKED UP? ... YOUR AIR CLEANER ELEMENT IS PLUGGED!



KEEP AIR CLEANER ELEMENT CLEAN



M715 TRUCK, M101 TRAILER . . .

A FITTING SPARE

HEY! TH' TRAILER'S LOST A WHEEL!

AIN'T THAT TH' TRUCK'S SPARE YOU PUT ON LAST WEEK?

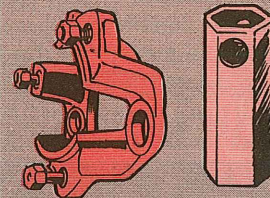
I TOLD YOU IT WAS A TEMPORARY FIX!

Towing an M101-series trailer with an M715 is fine, until you get a flat on the trailer. There's no spare.

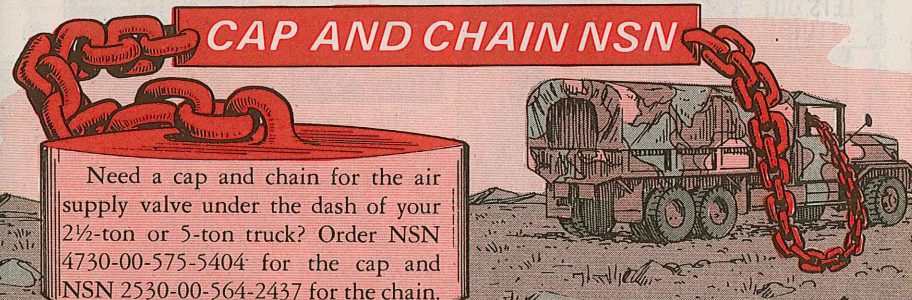
You can carry an adapter kit, NSN 2530-00-239-5817. It's designed to let you mount the truck's spare on the trailer. 'Course, it's only meant for getting you home, not for tearin' around the country for another week or so.

Your authority for getting it is CTA 50-970, Appendix A. The adapter's listed as an expendable item, available "as required."

WITH THIS YOU CAN MOUNT THE TRUCK'S SPARE ON THE TRAILER



ADAPTER KIT
NSN 2530-00-239-5817



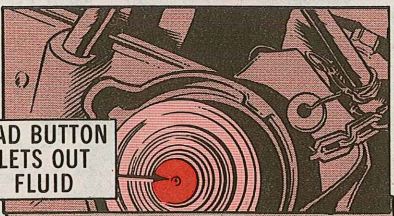
Need a cap and chain for the air supply valve under the dash of your 2½-ton or 5-ton truck? Order NSN 4730-00-575-5404 for the cap and NSN 2530-00-564-2437 for the chain.



Next time you check your coolant level, take a good look at that radiator cap. It's more than just a cover for the radiator filler hole, and it needs some care to keep it working right.

Of course, you know that you've gotta keep the seating surfaces clean, or the cap won't hold pressure. Dents, cracks and nicks in the seating surfaces will also cause a leak. And a leak will let your coolant boil away.

Some guys don't realize that there are 2 valves in the cap. See that little button in the middle of the inside of the cap? If that's bugged up, it'll let out your fluid, too. If it's in good shape,

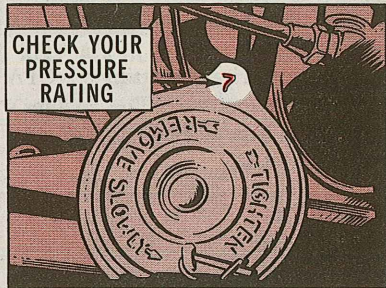


ROTATE TO CLEAN GOOD BUTTON

rotate the button back and forth a couple of times. That'll take care of any dirt in the seat.

When you take the cap off to check the coolant, set it down on the top of the radiator. That chain is there to keep the cap from getting lost, not for letting it dangle and bang against the vehicle.

You'll find the pressure rating stamped or printed right on the cover of the cap. Make sure you get the right one.



This is not a case of "If the cap fits, wear it." If the cap's pressure is too low your coolant will boil away before the engine gets up to operating temperature. If the pressure's too high, the system could get too hot and damage the engine.

THAT'S THE

CAPPER

*★!!
NO CAP!



NSN	Pressure	Vehicles
2930-00	7	¼-ton TM-218-series
720-2677		¾-ton TM-212-series
		2½-ton TM-209-series
		5-ton TM-230-series
		5-ton TM-211-series
		(multifuel and diesel engines only)
741-1061	4	8-ton TM-233-series (GOER)
		5-ton TM-211-series
		(gasoline engines only)
445-7217	4	10-ton TM-206-series
083-9560	15	1¼-ton TM-244-series
933-6424	15	1¼-ton TM-242-series
147-5202	14	5-ton TM-260-series (on surge tank)

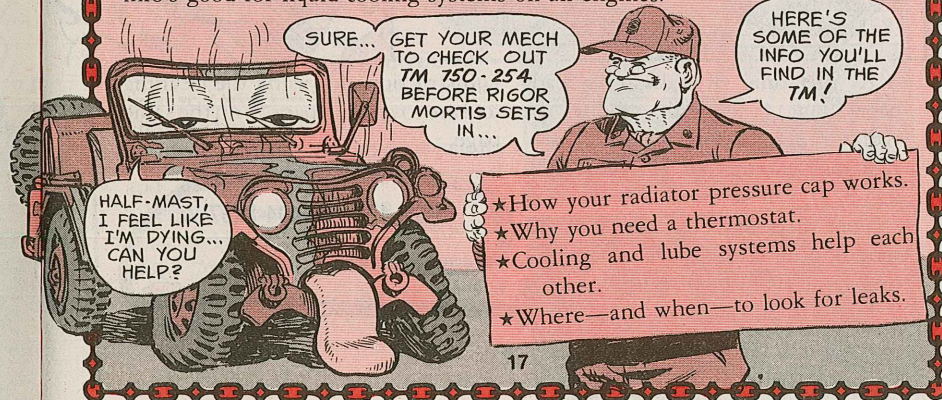
DON'T LOOSE YOUR COOL MEN!

HERE'S A HANDY LIST OF WHAT CAP GOES WITH WHICH VEHICLE...

GET THE COOLING SYSTEM PUB

It's what's up front that counts.

Keep your engine cooling system in good shape—latch onto TM 750-254 (Mar 72) with Ch 1 and 2. That pub mentions only tactical vehicles, but the info's good for liquid cooling systems on all engines.



- ★How your radiator pressure cap works.
- ★Why you need a thermostat.
- ★Cooling and lube systems help each other.
- ★Where—and when—to look for leaks.

FIREPOWER

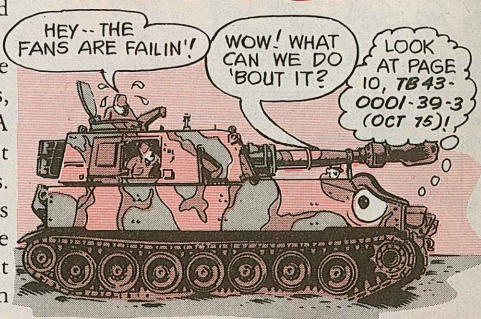
M108/M109/M109A1 HOWITZERS

COOLING FAN PROBLEM SOLVED

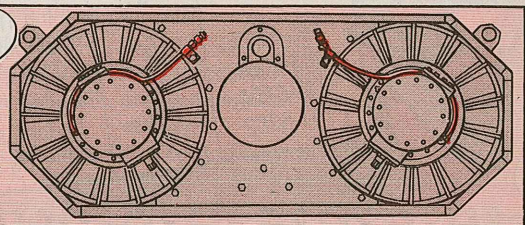
The vane axial cooling fans need more lube.

The fans, gear shaft and gears are failing because the fan gear cases, (packed only 90 per cent full of GIA grease at time of assembly), don't put enough lube on the fast-moving parts.

The only way to get enough lube is to have your direct support put in lube and pressure relief fittings the way it says in TB 43-0001-39-3 (Oct 75) on page 10.



FIX APPLIED TO A JOY WILL LOOK LIKE THIS!

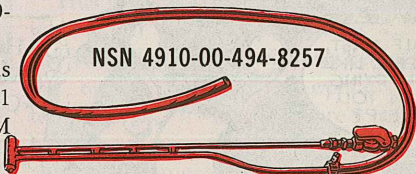


HERE'S WHAT THE PESCO FANS LOOK LIKE AFTER MODIFICATION!

At this time (if it hasn't already been done) they will modify the radiator fan shroud so the new radiator cleaning tool, NSN 4910-00-494-8257, can be used.

Your mechanic can also make this modification. The dope is in para 56.1 on page 178 of Ch 10 (Aug 74) to TM 9-2350-217-20 (Jan 65).

Instructions for using the cleaning tool are covered in para 57 on the same page.



TAKE THIS RAMMER AND JAM IT

SUPPLY

RAMMING TOOL NUMBER 7309593... I TAKE IT!

YUP!



Listen, all you crewmen on 155-MM towed and self-propelled howitzers... Check the part number on the cleaning and ramming tool you have. If it has the number 7309593 on it, smash it. Then hand the parts in to your supply and get a new one.

If you use one of these old rammers to unload a modern round you could damage the fuze and that might be dangerous. These were discontinued in 1968—but some are still around.

If your rammer has the number 8767210, it's good. It's NSN 1025-00-860-5443 and won't hurt any of the modern rounds.

EVERY DAY... MENTIS... OPT... AEROPHILIC

SHERIDAN AIR FILTER NEWS

LT THP N 4 10 15 17 19

Air filter element NSN 2940-00-052-6033 is in short supply. This is for the air filter you'll have on your M551/M551A1 after MWO 9-2350-230-40/5 has been laid on.

You can't use the early filter element NSN 2940-00-782-1264 because it won't work in the late model filter bucket.

The only thing you can do is handle and clean your filter elements real carefully the way it says on pages 3-39 thru 3-41 of TM 9-2350-230-10-1 (Nov 74). Try to get a new replacement element only if there're holes or tears in the element you have.

NEW TYPE OF FILTER

NEW **OLD**

LOOK ALIKE—WORK DIFFERENT



There're 2 master brake cylinders that look alike but are different inside. NSN 2530-00-978-2068 (10916089) is used on M48 and M60-series tanks with

TRUCK
2530-00-741-1070
(7411070)

hydraulic brake systems, and on M728 combat engineer vehicles.

NSN 2530-00-741-1070 (7411070) is used for both M39 and M809-series 5-ton trucks.

Just unscrew the fill plug from the top of the reservoir. If it's the tank master cylinder (NSN 2530-00-978-2068), you'll see 3 return port holes at the bottom of the reservoir.

If you have the 5-ton truck master cylinder (NSN 2530-00-741-1070) there'll be only one return port hole at the bottom of the reservoir.

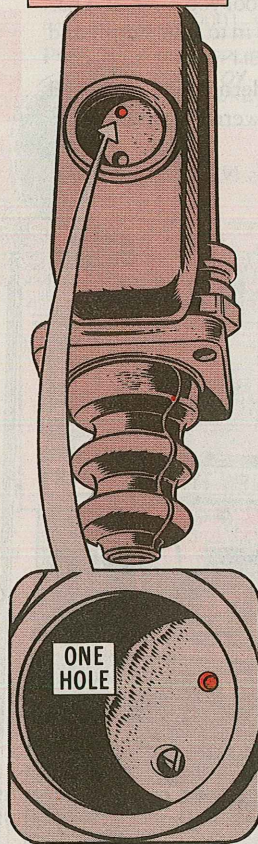
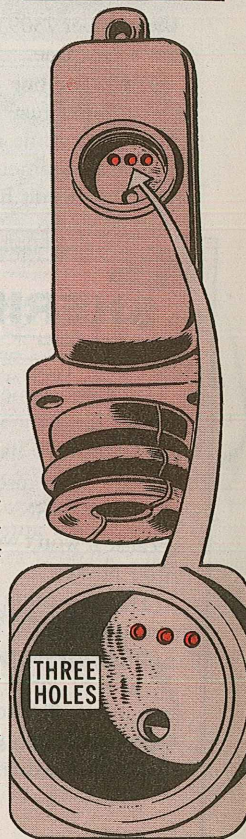
It's not a good idea to interchange the 2 kinds of master cylinders. In order to prevent mixing them up, you can stamp them with the metal stamping die set, NSN 5110-00-289-0007, in the No. 2 common tool kit.

In a conspicuous place on the cylinder, stamp either **M60 TANK** or **5T TRK**, depending on which kind of cylinder you have.

You should mark all stock on hand. If they're not already marked, do it any time a master cylinder is removed from a vehicle.

Careful. Take it easy. Don't crack a cylinder.

TANK
2530-00-978-2068
(10916089)

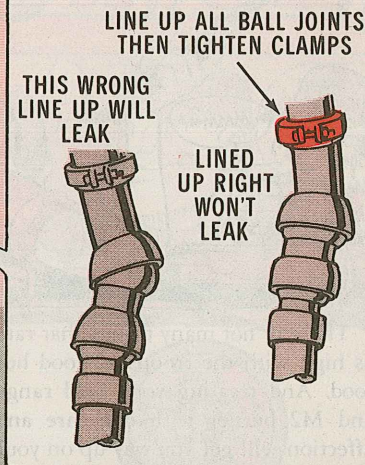
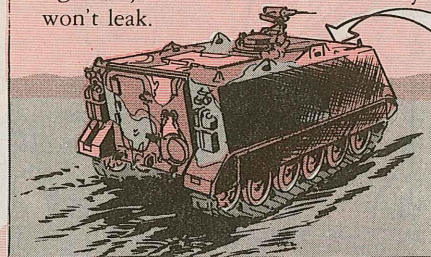


M113/M113A1 . . .

CARRIER LEAK INSURANCE

Getting your exhaust pipe lined up right is good insurance against leaks at the ball joints.

Before you tighten the clamp holding the last ball joint to the flange, rotate the upper sections to line up the other sections. If you have 'em lined up right all joints will be closed and they won't leak.



CHOP THE IDLE

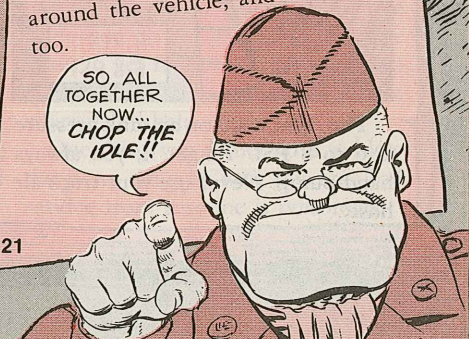


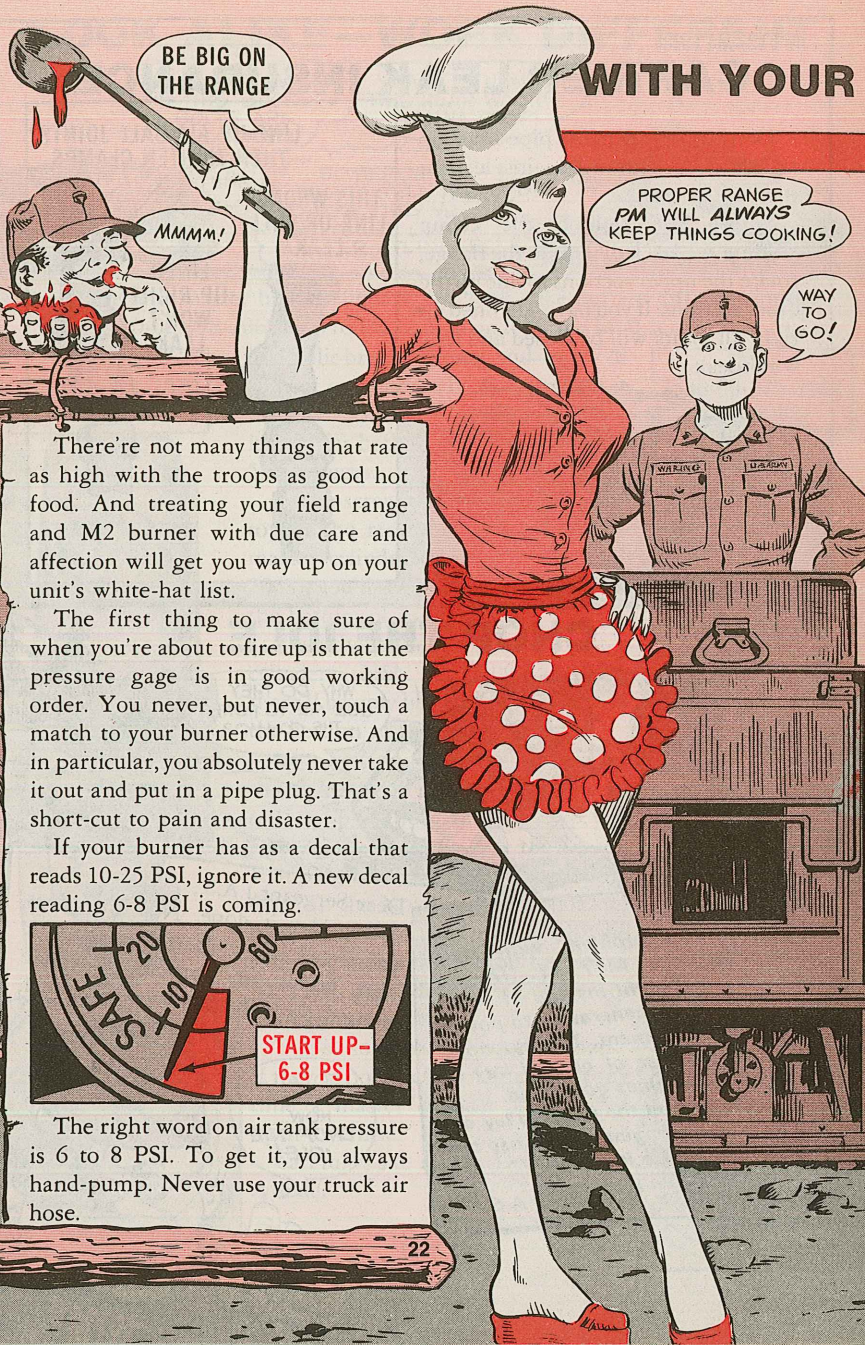
Dear Half-Mast,
We have a problem with staff tracks—like the M577A1. They're idled day and night instead of being put on auxiliary generators to power radios and equipment. This extended idling causes loss of oil and lots of trouble with engines going bad. Can you spread the word to lay off idling the main engine and to use the auxiliary generator instead?

SFC J.A.S.

Dear Sergeant J.A.S.,
Consider it done. Not only does prolonged idling destroy engines, it also builds up carbon monoxide around the vehicle, and wastes fuel, too.

SO, ALL TOGETHER NOW...
CHOP THE IDLE!!





BE BIG ON THE RANGE

MMMM!

WITH YOUR

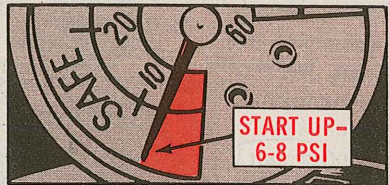
PROPER RANGE PM WILL ALWAYS KEEP THINGS COOKING!

WAY TO GO!

There're not many things that rate as high with the troops as good hot food. And treating your field range and M2 burner with due care and affection will get you way up on your unit's white-hat list.

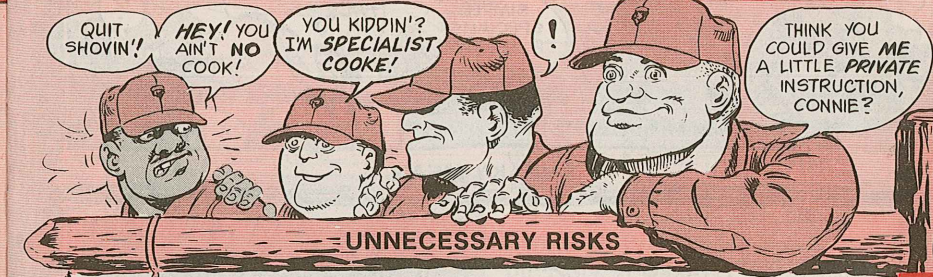
The first thing to make sure of when you're about to fire up is that the pressure gage is in good working order. You never, but never, touch a match to your burner otherwise. And in particular, you absolutely never take it out and put in a pipe plug. That's a short-cut to pain and disaster.

If your burner has as a decal that reads 10-25 PSI, ignore it. A new decal reading 6-8 PSI is coming.



The right word on air tank pressure is 6 to 8 PSI. To get it, you always hand-pump. Never use your truck air hose.

FINE FIELD RANGE



QUIT SHOVIN'!

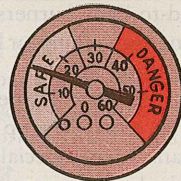
HEY! YOU AIN'T NO COOK!

YOU KIDDIN'? I'M SPECIALIST COOKE!

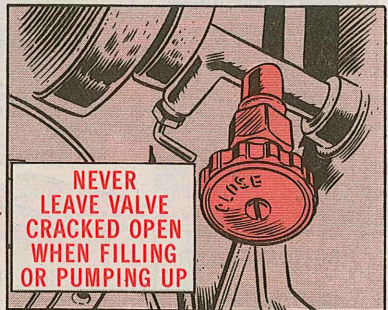
THINK YOU COULD GIVE ME A LITTLE PRIVATE INSTRUCTION, CONNIE?

UNNECESSARY RISKS

A needle—or "flame"—valve cracked open in filling or pumping up invites calamity. Pressure pushes raw, unvaporized gasoline into the mixing chamber. It collects under the burner and drips onto the base.



DON'T LET PRESSURE GET ABOVE 20 PSI



Few things in this world are more certain than the explosion you'll get if you then try to light the burner.

If your pressure gage climbs past 20 PSI after you fire up, turn down the flame one half. If it goes on up, say to near 35 PSI, shut 'er down until she cools off. Never continue operating the burner unit after the pressure gage hand has reached the red area.

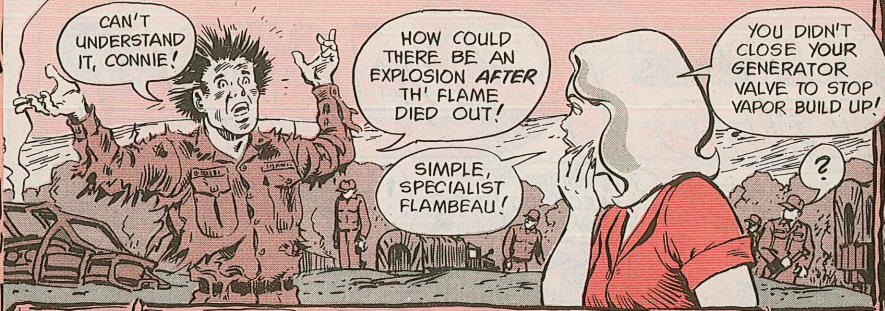
Leaks can zap you, too. Your feed tube assembly has to be clean, threaded on straight, and seated tight.

So does your generator coupling. Crossed threads, rusty parts, burrs, or any obstruction that turns raw gasoline loose is a booby trap.

Get out of that bind fast—shut down, cool off, clean, and drain fuel out of all the hideaways—

And here's an exception to the rule—you do use your truck air hose here, to get fuel out of hard-to-reach spots. Even take your needle valve apart if it'll help.

One thing you do not do is to blow the parts clean by lung power—lead residue from gasoline is poisonous.



CAN'T UNDERSTAND IT, CONNIE!

HOW COULD THERE BE AN EXPLOSION AFTER TH' FLAME DIED OUT!

YOU DIDN'T CLOSE YOUR GENERATOR VALVE TO STOP VAPOR BUILD UP!

SIMPLE, SPECIALIST FLAMBEAU!

?

SNEAKY MEAN

Dirty burner slots give low, uneven heat, hard-to-light burners, an oven not cooking right. Put your burner slot cleaner to work, for sure.

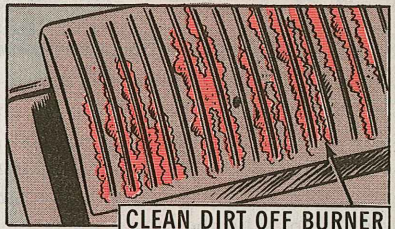
Always use your burner shields. Both shields reflect heat up away from the gas tank—but especially the top. Without it, heat warps the frame a little, more the next, and the next . . . puts extra strain on the tank.

If the flame dies on you—no matter why—close your generator valve to stop vapor buildup—and the explosion.

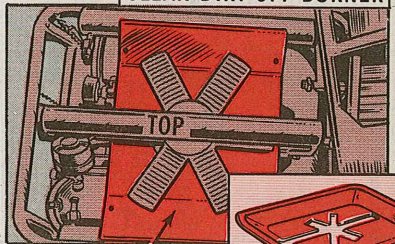
And never use a burner that drags the ground or bumps the base bar. Shim under the tank brackets with 1/4-in thick washers. That'll give you clearance between base bar and tank.

Your large baking-roasting pan does not go on the burner top frame. Put it aside when you go to graphite-lube the rails (use Lubricant, petrolatum/graphite, NSN 8030-00-243-3285).

Naturally, the graphite lube comes off and the preservative coat goes on



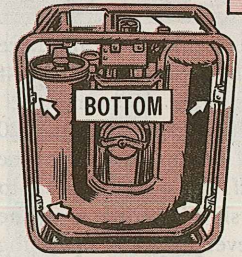
CLEAN DIRT OFF BURNER



BOTTOM SHIELD



TOP SHIELD



SHIM UP WITH 1/4-IN WASHERS

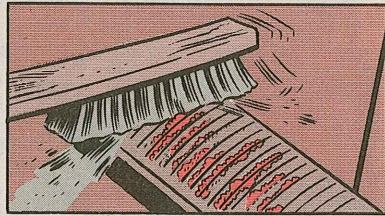
when you get back to garrison and store the range.



NEVER STORE YOUR FIELD RANGE AND BURNER AFTER AN EXERCISE WITHOUT SLICKING AND WRAPPING 'EM RIGHT!

BACK FROM THE BOONIES

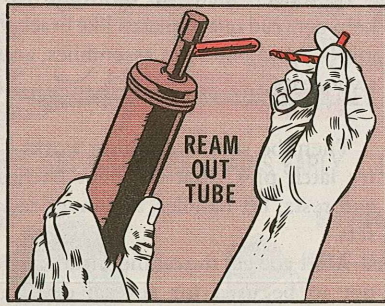
Getting your burner in shape is easy, but it takes time.



Wire-brush off the mixture of grease, caked carbon, and cooking oil from your burner, including flanges and threads.

Good hot soapsuds and a nylon cleaning pad rubdown will do the job for the rest of the assembly.

Ream out the hot vapor tube if you have an M37. On M2 units, take the



generator valve (flame valve) apart and clean carefully. Coat valve stem threads and packing nut threads with

anti-seize compound (NSN 8380-00-087-8630). Replace packing as needed, and reassemble valve.

Coat the burner and unpainted parts with P-10 Grade 1 preservative oil, NSN 9150-00-111-3199 (that's a gallon).

If your M2 burner base needs paint, use just one kind—NSN 8010-00-598-5054 (1 gallon), aluminum color only.

You brush on this paint—never,



NEVER SPRAY



USE BRUSH

never spray. If you have any left over, hang a tag on the bail or paste a notice on the lid: "Not for spray gun use—ruins guns." And don't leave the lid off—it's quick-drying (10 minutes). Even with a brush, you have to hurry. Don't stop, once you start, or the brush will just cake up on you.

Drain the fuel tank and keep it dry. Forget any old stories you hear about leaving the cap off the burner fuel tank and putting in a wick to get rid of fuel. That causes more of a hazard than it solves.



CABINET



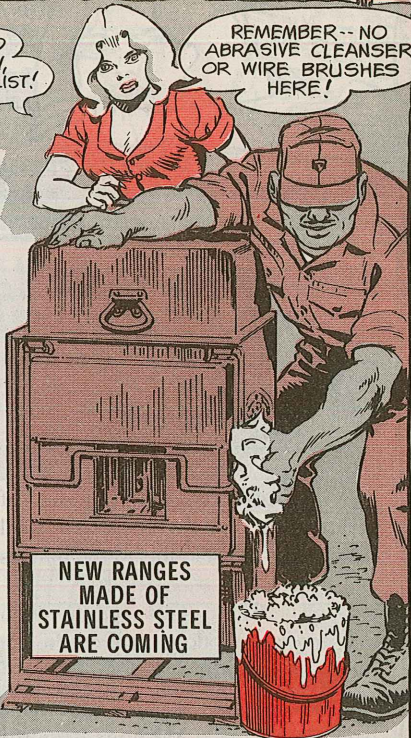
GOOD SHOW, SPECIALIST!

REMEMBER-- NO ABRASIVE CLEANSER OR WIRE BRUSHES HERE!

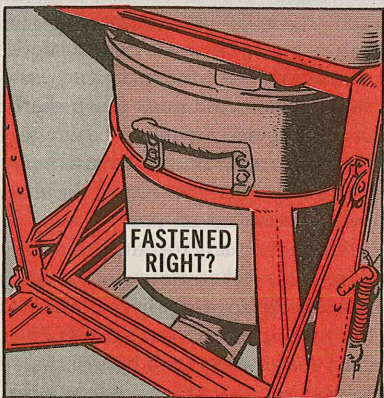
If you have an M59 look sharp at it. See whether it shows any sign of peeling or corroding. The coating over the metal base may show spots . . . if so, go after it with soap and water or an approved solvent (open air only!)

You don't want to get rough on this item—no abrasive cleansers or wire brushes. Like on other kitchen equipment, chrome-plated or aluminum-finished surfaces get only soapsuds and non-metallic rubdown. A commercial-type nylon cleaning pad is OK.

Make sure braces, angle irons, and support parts are fastened right. They're there partly to give cabinet walls strength and keep down warping under heat. They can't do the job if they're not snug.



NEW RANGES MADE OF STAINLESS STEEL ARE COMING



A wooden match or toothpick can help get crud out of places like bracket joints, spring and pin assemblies, and rivet seats.

Then, be sure everything works—try latch pins, shutters, door latches and rests, lift handles, and inner rack sets.

After you get the cabinet clean, if it's not to be used for several days or weeks, cover it with corrosion preventive compound P14—NSN 8030 -00-251-5048 gets a gallon.

UTENSILS



HEY, GREAT! NEW DETERGENT?

NOPE--- SOAP 'N' WATER!

RIGHT ON! AND FINISH UP BY RUBBING COOKING OIL OR LNSEED OIL ON YOUR WOODEN HANDLES!

There's a marvelous compound out for cleaning these things—hot water and soap. Timely use of this wonderful solvent will prevent harder work later, like scouring off ugly corrosion or caked-on grease. When that black smear gets on utensil surfaces, nothing short of scouring will make it go away . . . which wrecks the finish every time.

Cooking oil or linseed oil makes a fine lotion for wood-handled knives. All other standard items get the same P14 preservative compound the cabinet did.



PS END

Next Month In PS

SUNSHINE FOR YOUR SUPPLY BLUES

A 12-FOOT GRADER PRIMER

★ GET YOUR TIRE CHAINS EARLY

★ ELECTRICAL CONNECTOR REPLACEMENTS

STARRING:



This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Nov 74), and Ch 3 (Oct 75), TM's, TB's, etc.; DA Pam 310-6 (Jul 75), and Ch 2 (Jan 76), SC's and SM's, and DA Pam (C) 310-9 (Aug 74), COMSEC Pubs.

TECHNICAL MANUALS

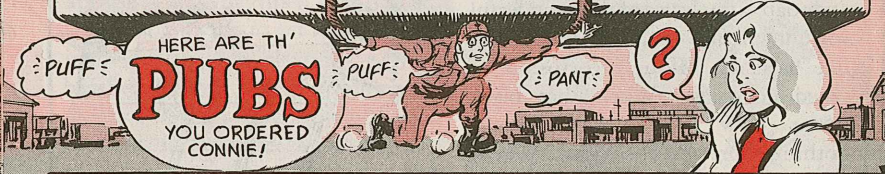
TM 3-6665-253-12 Feb Detector Kit, AN-M15A2A and AN-M15A2N
 TM 3-6665-254-12 Feb Detector Kit, ABC-M18A2
 TM 3-6665-308-10 Dec Water Testing Kit AN-M2, Refill Kit, ABC-M30A1
 TM 5-2090-200-12 Mar Boat Cradle, 27 ft. Bridge Erection
 TM 5-2805-256-14 Jan Engine, Gas 1 1/2 HP, MII Std Mdls 1A08-1, -2, and -3
 TM 5-3805-253-20P Feb Grader, Huber Model F1500M
 TM 5-5420-209-12 Feb Float Bridge (Ribbon)

TM 5-5420-209-20P Feb Float Bridge (Ribbon)
 TM 9-1090-203-12 Jan M28A1 Armament Subsystem
 TM 9-1340-418-20P Jan BATS
 TM 9-1425-470-ESC Mar TOW
 TM 9-1425-485-24P Feb Lance
 TM 9-1430-535-24P Mar Improved HAWK
 TM 9-4935-501-14P Mar Basic and SP HAWK
 TM 11-1510-204-ESC Jan Electronic Equip OV-1B, OV-1C, OV-1D
 TM 11-1510-204-20P-2 Feb Electronic Equip OV-1D
 Ch 1, TM 11-5815-359-14-1 Mar AN/GC-140 Teletypewriter Set
 Ch 4, TM 11-5985-262-15 Jan AS-1729/VRC Antenna
 TM 11-6130-384-14 & P Jan PP-2926B/U Battery Charger
 TM 11-6625-409-12 Feb AN(ARM-45) Radio Test Set
 TM 55-1500-219-MTF Mar UH-1B, C, D, H, M
 Ch 5, TM 55-1520-210-PMS Feb UH-1D/H

Ch 24, TM 55-1520-210-20 Feb UH-1D/H
 Ch 4, TM 55-1520-219-PMS Feb UH-1B
 Ch 4, TM 55-1520-220-PMS Feb UH-1C/M
 Ch 13, TM 55-1520-220-20 Mar UH-1C/M
 Ch 18, TM 55-1520-227-20-1 Mar CH-47B and CH-47C Helicopters
 Ch 6, TM 55-1520-228-CL Mar OH-58A

MISCELLANEOUS

DA Cir 750-47 Feb Technical Assistance (Maintenance)
 DA Label 105 Feb Flammable
 FM 29-30-1 Feb Division Maint Bn
 FM 38-24 Mar Classes of Supply
 LO 10-3930-634-12-1 Jan Fork Lift Truck, Diesel, RT, 6000-lb
 SB 11-636 Feb Watercraft Commo Electronics
 SB 700-20 Jan Army Adopted Items
 SC 5180-95-CL-A65 Jan Tool Kit, Lance
 TB 43-0117 Feb Marine Electronics Config Directory
 TB 750-263 Jan General Mechanic's Tune Up Specs, Engine-Driven Equip (TROCQM)



TEC LESSONS (Training Extension Courses)

These are available at your local TASO.

- | | | | | | | | | | | | | | | | | | |
|---------------------------------------------|--------------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------|-------------------------------------------------------------|------------------------------------------------------|--------------------------------------------------------|-----------------------------------------------|-----------------------------------------------------------------------------|--------------------------------------------------------|--------------------------------------|-----------------------------|-----------------------------|-------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------|
| 020-171-1634-F Boreighting M551 Searchlight | 020-171-5366-F Before, During, After Operation Thru Maint M60/M60A1 Tank | 020-171-5370-F Boreighting Main Gun, M60/M60A1 Tank Part II | 020-171-5375-E Manual and Power Turret Operation, M48A1 Tank | 020-171-5376-E Ballistic Computer Operation, M48A1 Tank | 020-171-5377-E Range Finder Operation, M48A1 Tank | 020-171-5378-E Boreighting Main Gun, M60/M60A1 Tank Part II | 020-171-5379-E Starting, Stopping Engine, M48A1 Tank | 020-171-5380-E Loading, Unloading Main Gun, M48A1 Tank | 020-171-5381-E Missile Procedures, M48A1 Tank | 043-441-5958-E Vulcan Cannon Disassembly, Inspection, Lubrication, Assembly | 043-441-5972-E Vulcan Radar Energizing Checks, Part II | 043-441-7805-F Chaparral Daily Maint | 043-441-7806-F Checks Paris | 043-441-7807-F Checks Paris | 043-441-7808-F Chaparral Weekly Maint, Part III | 043-441-7843-F Load/Unload Chaparral Missile, Part II | TF 6-4783 Maintenance of Barrel, Breech, Rammer, M109-M109A1 SP Howitzer |
|---------------------------------------------|--------------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------|-------------------------------------------------------------|------------------------------------------------------|--------------------------------------------------------|-----------------------------------------------|-----------------------------------------------------------------------------|--------------------------------------------------------|--------------------------------------|-----------------------------|-----------------------------|-------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------|

Goat Brake Bleeder

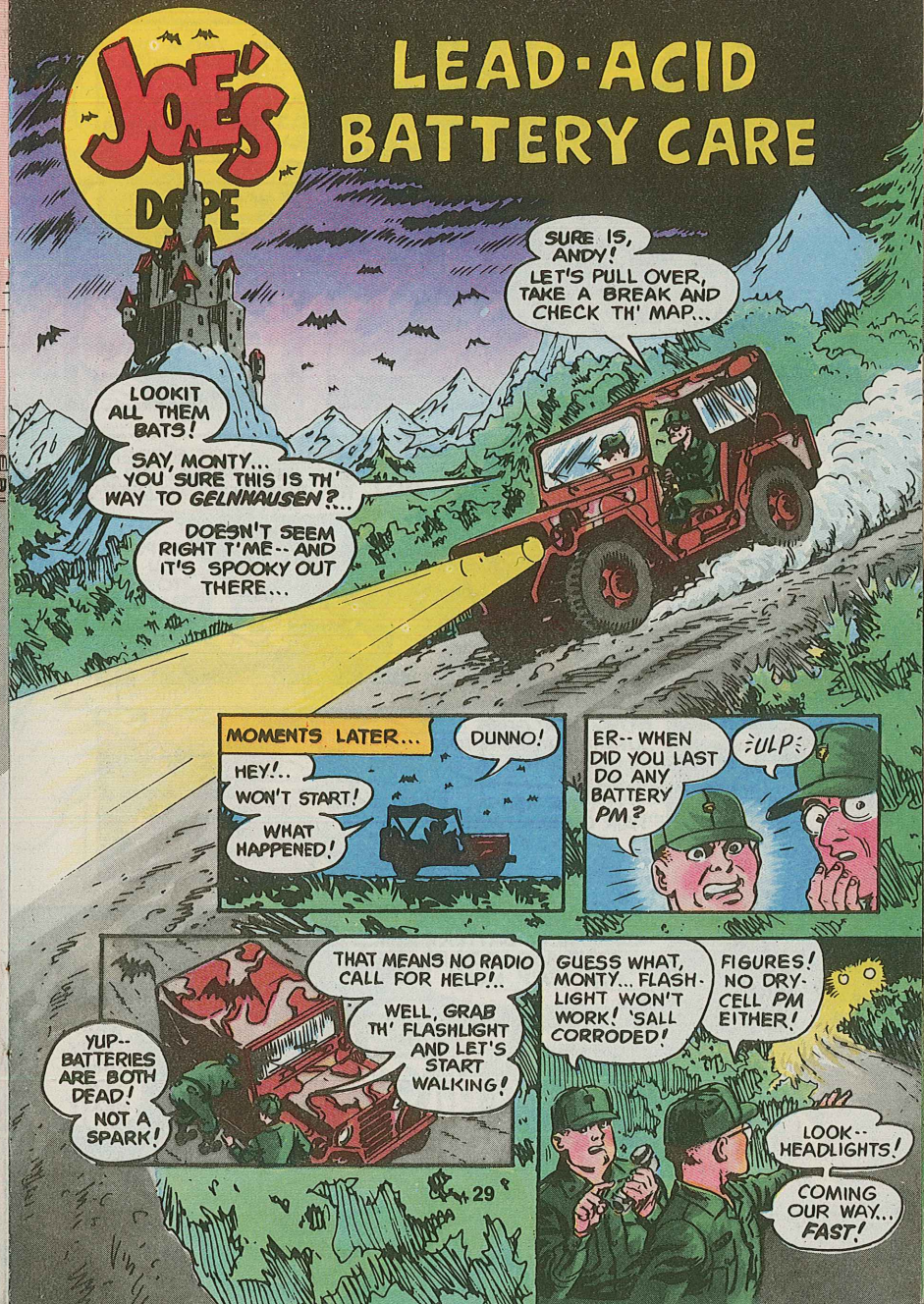
There's a new, improved brake bleeding tool for your M561 and M792 1 1/4-ton vehicles. It's a 2-piece kit—Part No. 5704837—containing a modified box wrench and a 25-in length of clear, soft plastic tubing. The kit can be ordered utilizing stock funds from: Commander, US Army Tank-Automotive Command, ATTN: DRSTA-WK, Warren, MI 48090.

Forget That Course

You can forget about that "Organizational Motor Sergeant's Course" at Fort Knox listed in PS Magazine 281 (Page 13). It's not available.

1/4-Ton Battery Box Cover

Need a battery box cover for your M151-series 1/4-ton? Order it by exception data with part number 8754753 (19207).



THEY'RE SLOWING DOWN-- STOPPING...

GREAT! MAYBE THEY CAN HELP US...

WHY-- IT'S A VAN...

'LO, TROOPS!

MONTY! CAN IT BE...

WHY-- IT'S...

... AND A FAR-OUT TYPE!!

IT'S ME!...

BATTERY GIRL...

TO THE BATTERY RESCUE!

B-- BUT HOW COULD YOU KNOW WE'RE HAVING BATTERY TROUBLE?

SIMPLE-- MY LITTLE FRIENDS HERE ARE TRAINED TO FOLLOW THE TRAIL OF DYING LEAD-ACIDS!

THEY REPORTED YOU FELLAS TO ME BY BAT-RADAR!

WOW-- YOU GUYS SURE KNOW HOW TO KILL A BATTERY!

I'LL LEND YOU A PAIR OF NEW ONES-- BUT FIRST...

FOR A SHORT COURSE ON LEAD-ACID BATTERY PM... STEP ABOARD THE BATTERY VAN!

GEE--

WHAT'LL THEY THINK OF NEXT?

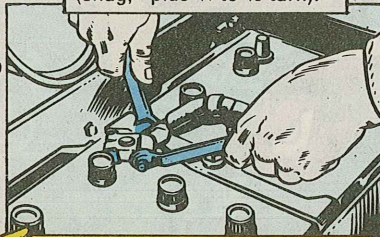
THE MOST IMPORTANT PM AREAS FOR LEAD-ACID BATTERIES ARE ELECTROLYTE CONDITION AND CABLE AND CLAMP CONNECTIONS.

THE COMPLETE STORY ON CARE OF THESE BATTERIES IS IN TM 9-6140-200-12 (Sep 73). HERE ARE COPIES...

THANKS, BG!

THIS CHART SHOWS IMPORTANT PM ACTIONS YOU MUST TAKE ON CABLES AND CLAMPS.

Connections should be tight (snug, plus 1/4 to 1/2 turn).



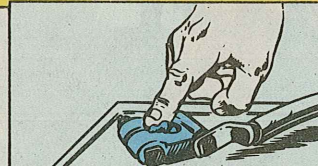
Use ONLY the two small box wrenches or open-end wrenches in your No. 1 common tool kit.

Check for tightness of the clamp-to-post by trying to twist it with your hand--not with pliers.

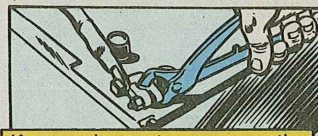


Use only your thumb and finger to lift and press the cable-to-clamp connection. That's enough to see if it's tight. No pumping with a fist-grip on the cable.

Protect clamps and posts from corrosion with a coat of GAA.



Report any corroded parts, frayed cable or bare wire.



AND WHEN YOU GET BACK TO YOUR MOTOR POOL, POST THIS PIN-UP...

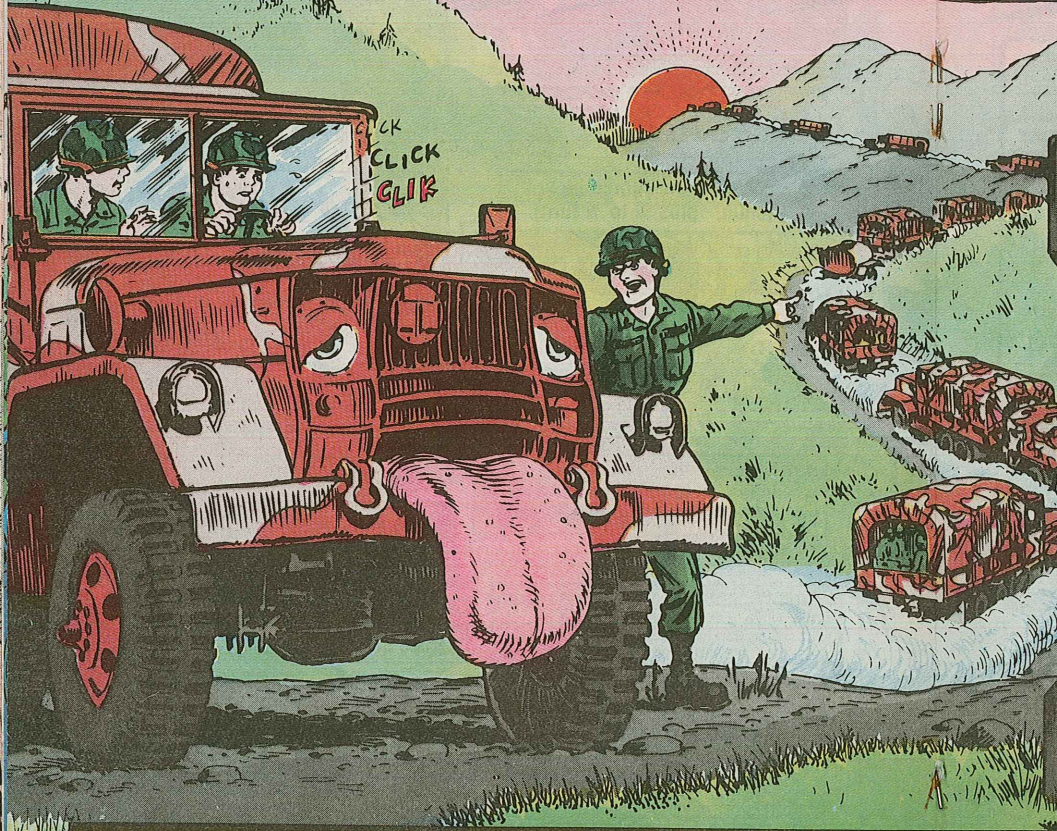
Replace clamps if they're mashed together at open end.



If you have to remove the clamps, use your battery terminal lifter-scraper, NSN 5120-00-293-1039. Be sure to loosen the clamp bolt first. And never twist while lifting--you'll damage the battery post or break the battery case.

Joe's Dope Sheet

The **FINEST** equipment you've got
Will sit as if glued to the spot
If by battery **WOE**
Its **STARTER** won't **GO--**
Play it safe: Keep your go-power **HOT!**



KEEP A SHARP EYE OUT FOR--

CABLES

- Frayed?
- Corroded?
- Bare Wires?

CLAMPS

- Loose?
- Mashed?
- Corroded?

ELECTROLYTE

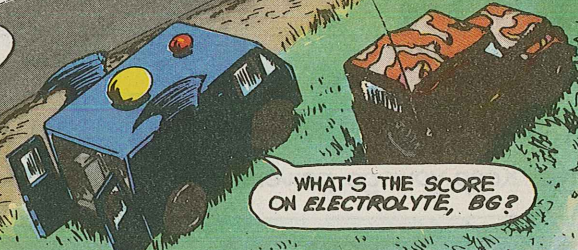
- Low Charge?
- Low Level?

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

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



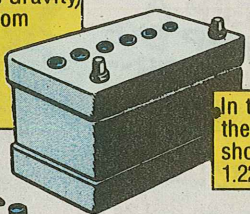
OK-- ON WITH THE INSTRUCTION...



WHAT'S THE SCORE ON ELECTROLYTE, BG?

BATTERY ELECTROLYTE MUST BE UP TO SNUFF... 'SPECIALLY IN COLD WEATHER!

A full charge (1.275-1.300 Specific Gravity) will keep it from freezing and give more starting power.



In tropical weather, the electrolyte should be around 1.225.



CHECK THE CHARGE OUT WITH YOUR OPTICAL TESTER, BUT MAKE SURE TO CORRECT FOR THE TEMPERATURE AS THE TM SAYS.



KEEP THE ELECTROLYTE LEVEL 3/8 INCH ABOVE THE PLATES.

3/8 in



NEVER OVERFILL!



ALWAYS TRY TO USE DISTILLED WATER, BUT SETTLED RAINWATER IS A GOOD SECOND CHOICE, FOLLOWED BY TAP WATER (AFTER YOU LET IT RUN AWHILE).

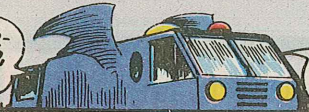
ANY WATER IS BETTER THAN LETTING IT RUN DRY. DRY PLATES DISCHARGE AND SULFATE FASTER.

IN FREEZING WEATHER, ONLY ADD WATER WHEN ELECTROLYTE IS AROUND 40°F...



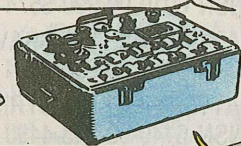
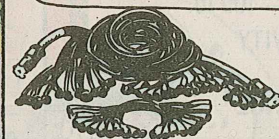
... AND THEN CHARGE THE BATTERY FOR AN HOUR.

UNDERSTOOD, BG!



FINE-- NOW, LET'S TALK ABOUT CHARGING BATTERIES WITH THE MEP-0264 GENERATOR SET!

YOU'LL NEED THIS DISTRIBUTION PANEL.



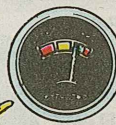
TM 5-6130-301-12 COVERS HOOK-UP FOR 6-12 - AND 24-VOLT BATTERIES!

NSN 6130-00-940-7866

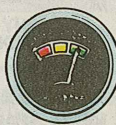
BAT-GEN INDICATOR

(2 types)

NEEDLE SHOULD BE HERE DURING ENGINE OPERATION



4 COLORED PANELS



3 COLORED PANELS

WATCH FOR SIGNS OF OVERCHARGING, SUCH AS EXCESSIVE USE OF WATER OR HIGH CHARGING RATE ON YOUR VEHICLES BAT-GEN INDICATOR.



TEST VENTS IN BATTERY CAPS WITH LOW PRESSURE AIR (BUT DON'T BLOW THRU 'EM WITH YOUR MOUTH-- THAT'S ACID, Y'KNOW)!

IF THEY'RE CLOGGED, POKE THEM CLEAN WITH A WIRE!



CLEAN ELECTROLYTE SALTS FROM THE BATTERY TOP WITH A BAKING SODA SOLUTION.

1/2 lb SODA + 1 gal WATER

APPLY IT WITH A SCRUB BRUSH, RINSE THE TOP WITH CLEAN WATER AND DRY THOROUGHLY.

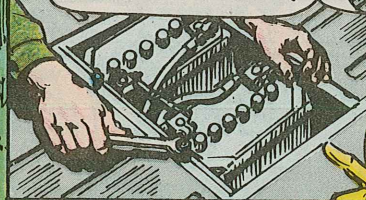


KEEP HOLD-DOWNS TIGHTENED-- JUST ENOUGH TO KEEP THE BATTERY FROM MOVING AROUND. TOO TIGHT WILL CRACK THE CASE!

REPORT ANY CRACKS OR LEAKS IN THE CASE!

WAY TO GO, BG!

CAN YOU GIVE US A RUNDOWN ON SUPPLIES WE'LL NEED?



GLAD YOU ASKED...

HERE ARE SOME STOCK NUMBERS OF NEEDED MATERIAL FOR BATTERY MAINTENANCE!



- SODIUM BICARBONATE (baking soda)
NSN 6810-00-264-6618—1 lb.
NSN 6910-00-290-5574—100 lb.
- BATTERY FILLER, GRAVITY
NSN 6140-00-635-3824
- BATTERY FILLER, SYRINGE
NSN 6140-00-643-4490



ANY SAFETY TIPS FOR US, BG?

WAS JUST GETTING TO THAT!!

KEEP SPARKS, OPEN FLAME AND SMOKING AWAY FROM BATTERIES... ESPECIALLY WHEN CHARGING!

BE CAREFUL WITH METAL TOOLS CLOSE TO BATTERIES!

THEY GENERATE EXPLOSIVE HYDROGEN GAS!!

A SPARK FROM A DROPPED TOOL CAN IGNITE THE GAS!

OK, END O' CLASS!

LET'S GET THESE LOANED BATTERIES INSTALLED... AND YOU GENTS BACK ON YOUR WAY!!

THERE -- ALL SET! BY THE WAY... WHAT IS YOUR DESTINATION?

GELNHAUSEN, BG!

WOW! YOU MUST BE LOST! THAT'S 250 Km. AWAY!

SAY, BG, WHAT CASTLE IS THAT OVER THERE?

WHY, THAT'S BATTFRIED...

Y'MEAN... TH' LEGENDARY SUMMER HOME OF... OF... .. COUNT DRACULA!

'BYE, BG...

SORRY WE CAN'T HANG AROUND... WE'RE LATE!

HA! HA!

NOT VERY POLITE, HUH?

WOULD YOU SAY THEIR EXPERIENCE HAS DRIVEN THEM A LITTLE BATTY?

BE YOUR INSPECTOR ...

the Chinook (CH-47) PART II

AIR MOBILITY

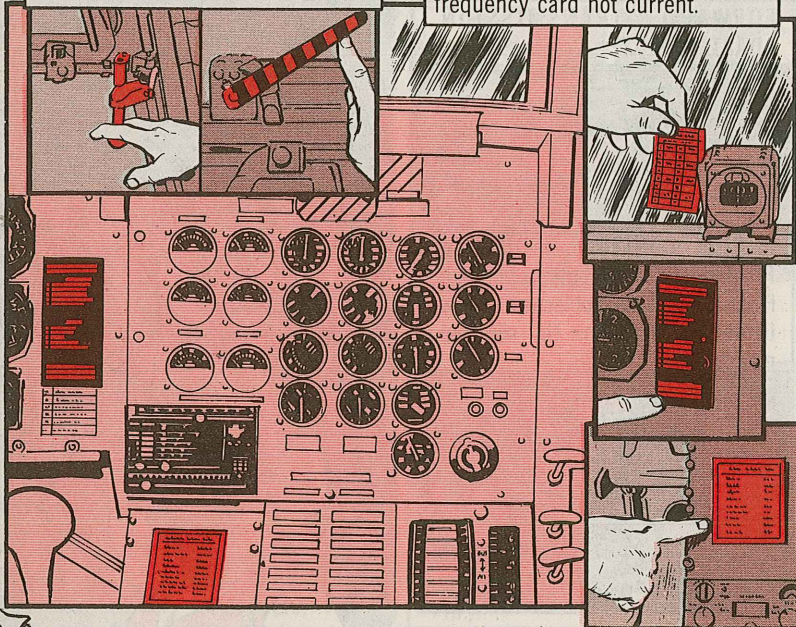
OK-- YOU'VE HIT PART I OF THE CHINOOK BYOI IN PS 282... NOW HERE'S PART II FOR YOUR SCRAPBOOK! AGAIN, THE HEAVY BLACK TYPE ITEMS ARE REAL CRITICAL!



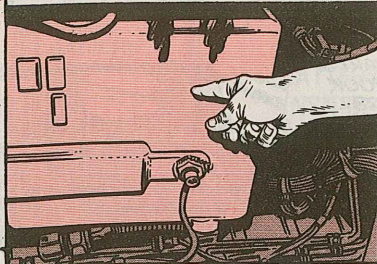
Cockpit

PILOT'S, COPILOT'S DOORS— Window latch loose. Jettison latches not secure in the locked position (top and bottom).

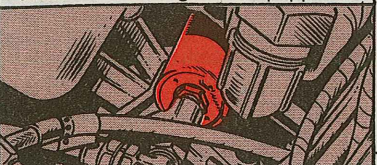
RADIO FREQUENCY CARD, COMPASS CORRECTION CARD, PILOT'S CHECKLIST—12-month compass swing due. Checklist dirty. Radio frequency card not current.



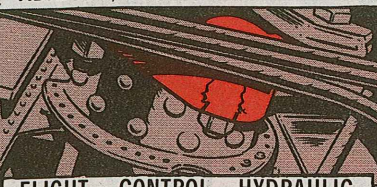
FORWARD TRANSMISSION—
Leaking.



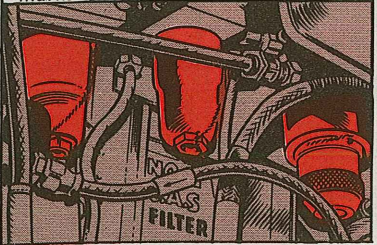
FORWARD TRANSMISSION OIL
FILTER—Warning button popped.



FORWARD TRANSMISSION
ADAPTER, PLATE—Cracks.

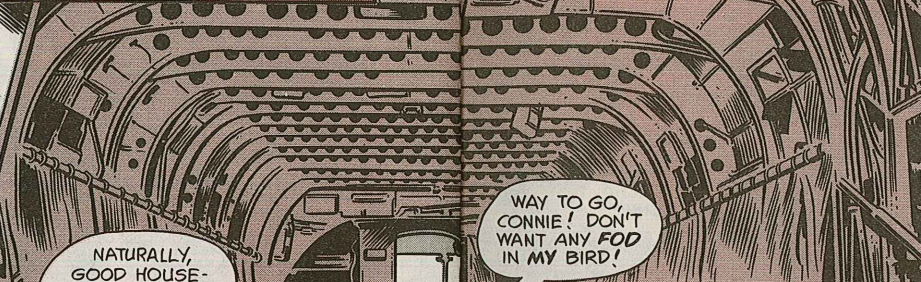
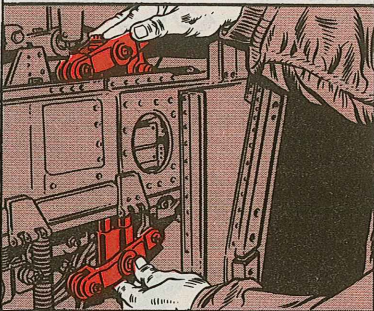


FLIGHT CONTROL HYDRAULIC
FILTERS—Warning buttons popped.
Filter bowls loose, not lockwired in a
tightening direction. No slippage
marks.



Cabin

STICK-BOOST ACTUATORS (all 4),
AND SAS ACTUATORS (all 6),
LEAKING AND SAS CONNECTORS
(all 6)—For proper connection
(color on both connector halves is
same.)



NATURALLY,
GOOD HOUSE-
KEEPING HERE IS
IMPORTANT!

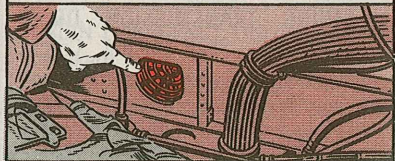


WAY TO GO,
CONNIE! DON'T
WANT ANY FOD
IN MY BIRD!

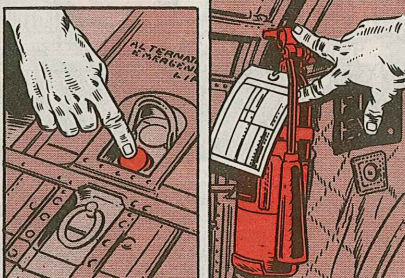
FIRST AID KITS—Loose. Seal
broken. 12-mo inspection overdue.
(Note: You should have 7 in your
bird.)



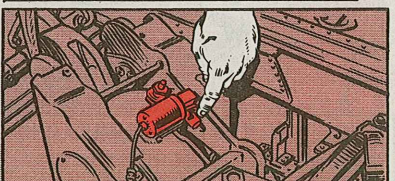
TRANSFORMER RECTIFIER—Air
inlet screen blocked with debris.
(Note: Keep rags and other loose
equipment from in front of the
screen to keep the cooling air
flowing.)



PORTABLE FIRE EXTINGUISHER—
Lead seal broken. 6-month weight
test overdue.

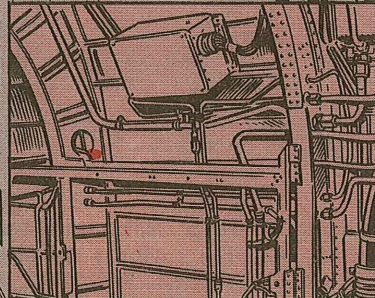


RESCUE HATCH DOOR—Does not
close, lock.



EXTERNAL CARGO HOOK—Air
pressure low. (Note: You need 2,100
PSI.)

LUBRICATION, HYDRAULIC, FUEL
LINES AND HOSES—Chafing, leak-
ing.



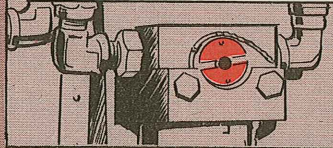
Ramp

LUBRICATION, HYDRAULIC, FUEL LINES—Chafing, leaking.

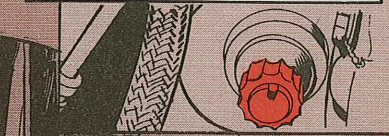


AFT TRANSMISSION TO COMBINING TRANSMISSION DRIVE SHAFTING—Shaft chafing. Cracks in adapters. Bearing housing shows signs of overheating. Shock mounts cracked. Springs broken.

UTILITY HYDRAULIC FILTERS—Warning buttons popped. Filters not lockwired in a tightening direction. No slippage marks.



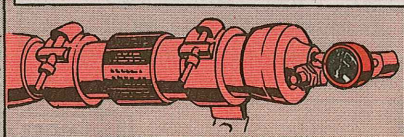
4 AFT TRANSMISSION MOUNTING BOLTS (doesn't apply if you have bolts, P/N 114D2162-4)—Hardware cracked.



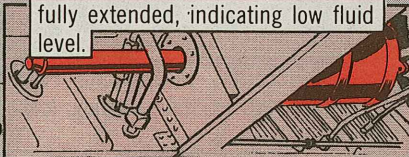
PAY SPECIAL HEED TO ALL YOUR HYDRAULIC SYSTEMS IN THIS AREA!

GOTCHA, CONNIE!

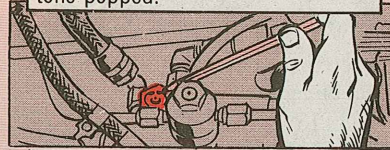
FLIGHT CONTROL ACCUMULATORS—Pressure below 1,400 PSI.



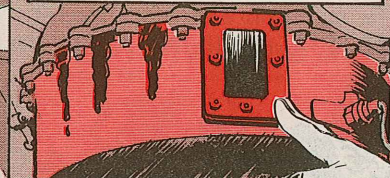
UTILITY HYDRAULIC PRESSURE TANK—Leaking. Donkey stick not fully extended, indicating low fluid level.



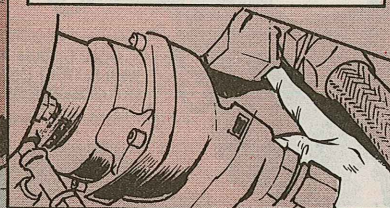
FLIGHT CONTROL HYDRAULIC MANIFOLD FILTERS—Warning buttons popped.



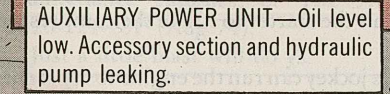
AFT TRANSMISSION—Oil level low. Cracks and leakage. (Note: Eyeball the aft transmission housing below the pressure port and forward of the accessory gear box mounting flange.)



AFT TRANSMISSION OIL FILTER—Indicator popped . . . filter being bypassed.

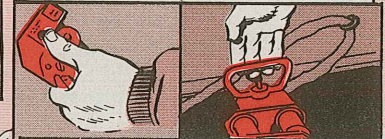


AUXILIARY POWER UNIT—Oil level low. Accessory section and hydraulic pump leaking.

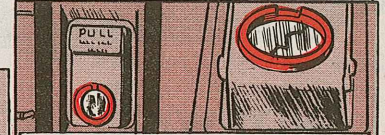


Power Checks

EXTERNAL CARGO HOOK—Hydraulic release doesn't work. Manual release jammed.

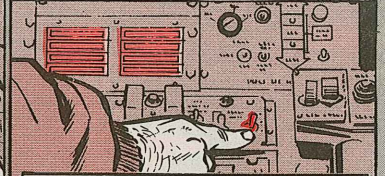


CABIN EMERGENCY LIGHTS—Lens cracked.



RAMP EMERGENCY LIGHT—Lens broken. Bulb missing, burned out; batteries run down.

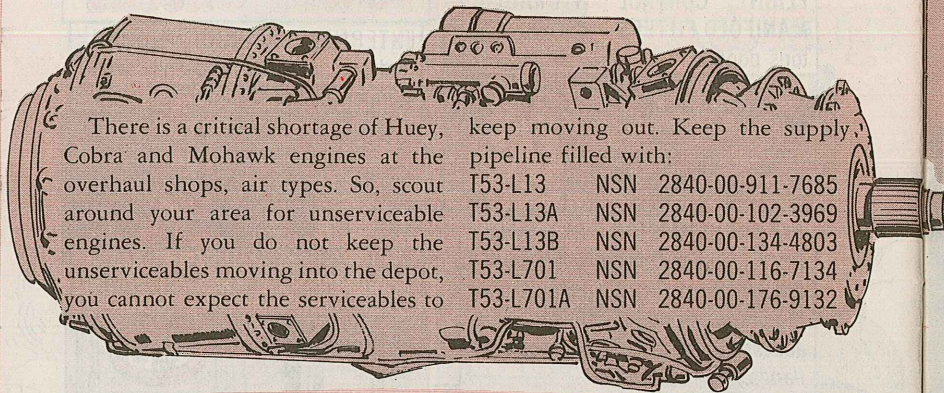
ENGINE, TRANSMISSION CHIP DETECTOR CAUTION LIGHTS ARE NOT ILLUMINATED—(Flip caution panel test switch to see that panel lights operate.)



BATTERY EMERGENCY BUS RELAY—Not working. Eyeball the log book and sign off the Daily on the DA Form 2408-13, knucklebusters. Your baby is ready for the wild blue.



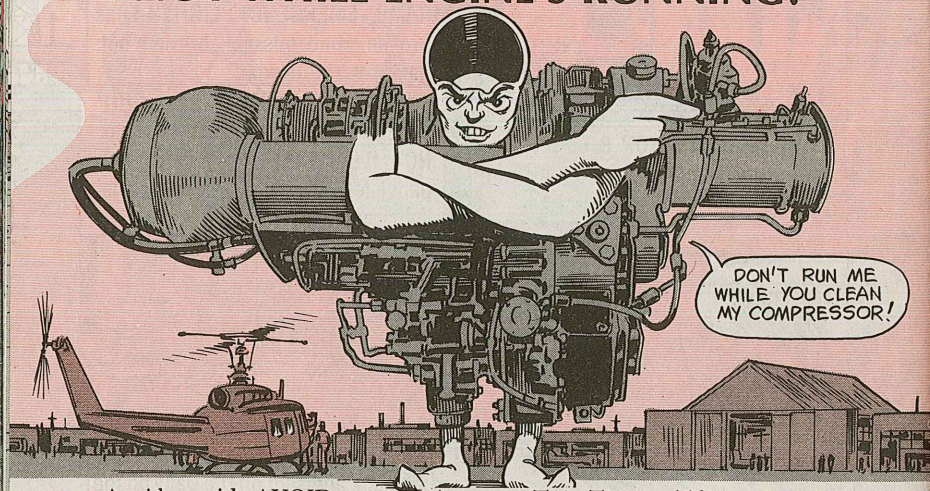
TURN 'EM IN!



There is a critical shortage of Huey, Cobra and Mohawk engines at the overhaul shops, air types. So, scout around your area for unserviceable engines. If you do not keep the unserviceables moving into the depot, you cannot expect the serviceables to keep moving out. Keep the supply pipeline filled with:

T53-L13	NSN	2840-00-911-7685
T53-L13A	NSN	2840-00-102-3969
T53-L13B	NSN	2840-00-134-4803
T53-L701	NSN	2840-00-116-7134
T53-L701A	NSN	2840-00-176-9132

NOT WHILE ENGINE'S RUNNING!



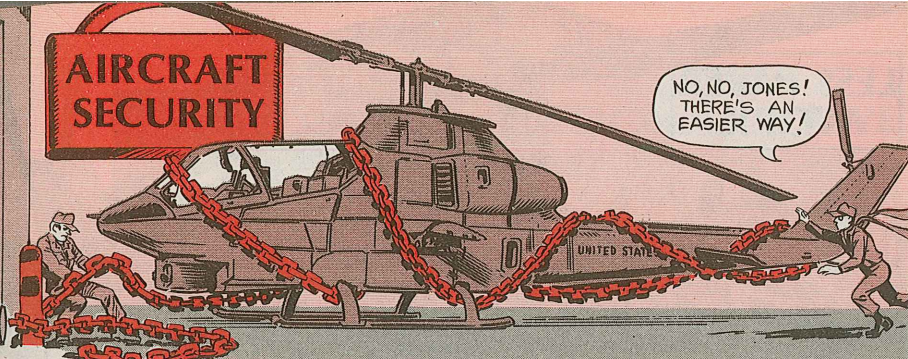
Avoid, avoid, AVOID . . . running your T53, T55, or T63 engine while cleaning the compressor.

Water or cleaning solution sprayed into the engine inlet will cause high-frequency compressor blade oscillation. This leads to metal fatigue damage and possible blade failure.

Plug in an auxiliary power unit and hit the starter to rotate the compressor during cleaning.

After a wash job, your favorite throttle jockey can run the engine to dry it out.

AIRCRAFT SECURITY



If you've been postponing . . . dawdling a bit . . . in complying with aircraft MWO's covering a standard padlock fixture and an ignition lockout switch . . . don't.

There's a big push on to get all MWO's on security devices applied.

Taking care of the door lock is MWO 55-1500-204-30-1 (Dec 74) with Ch 1 (Jan 75), Ch 2 (Mar 75), and Ch 3 (Aug 75).

The MWO's covering the ignition locks are:

OH-58A	MWO	55-1520-228-30-27
UH-1	MWO	55-1500-219-30-5 and Ch 1
AH-1	MWO	55-1520-221-30-51 and Ch 1
CH-47	MWO	55-1500-210-30-50 and Ch 1, Ch 2, Ch 3
CH-54	MWO	55-1520-217-30-64
OV-1	MWO	55-1510-204-30-46 and Ch 1
OH-6A	MWO	55-1520-214-30-44 and Ch 1

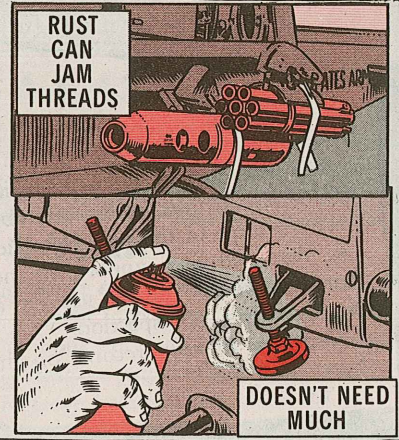
STOPS RUST IN ITS TRACKS

Any time you come across bare metal on your Cobra, rust is going to foul up the works.

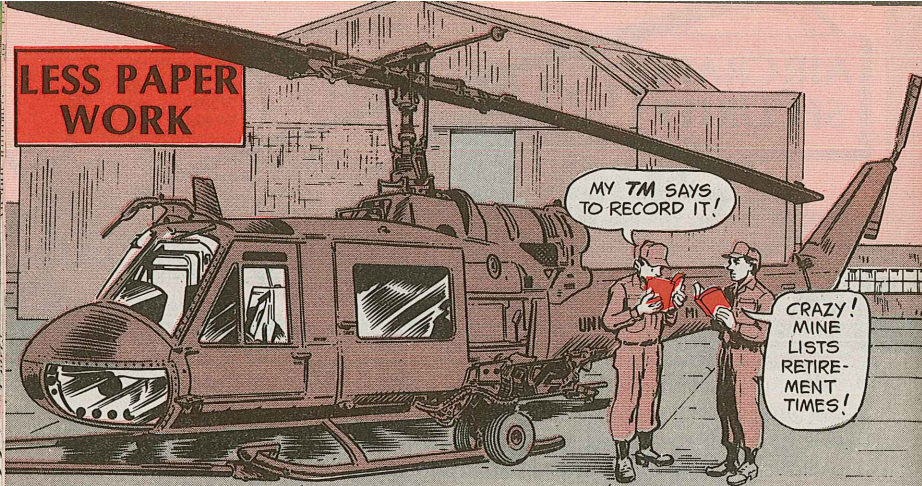
Take those steel screws that hold the weapons sub-systems on your baby. Rust can jam the threads.

So, latch on to some corrosion preventive compound from your Quick Supply Store and stop the villain. NSN 8030-00-838-7789 will get you a 16-oz spray can for only 49 cents. It's authorized on page 663, maintenance supplies, of TM 55-1520-221-20P (Aug 74).

Just a little blast will do ya.



LESS PAPER WORK

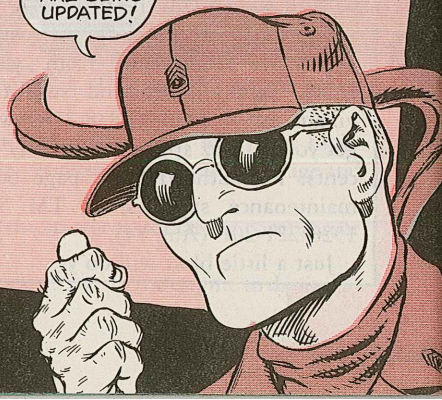


Dear Windy,
 The stabilizer bar on our B Model Huey has me in a spin. TB 55-1500-307-25 (Jan 74), on components requiring historical poop, says the assembly gets recorded on a DA Form 2408-16. TM 55-1520-219-20, Ch 3 (Apr 74) lists a 2400-hour retirement for the assembly and the frame. A 5-year retirement is also given for the tubes. How can the assembly require an entry? Wouldn't it conflict with retirement times on the sub-assemblies. Windy?

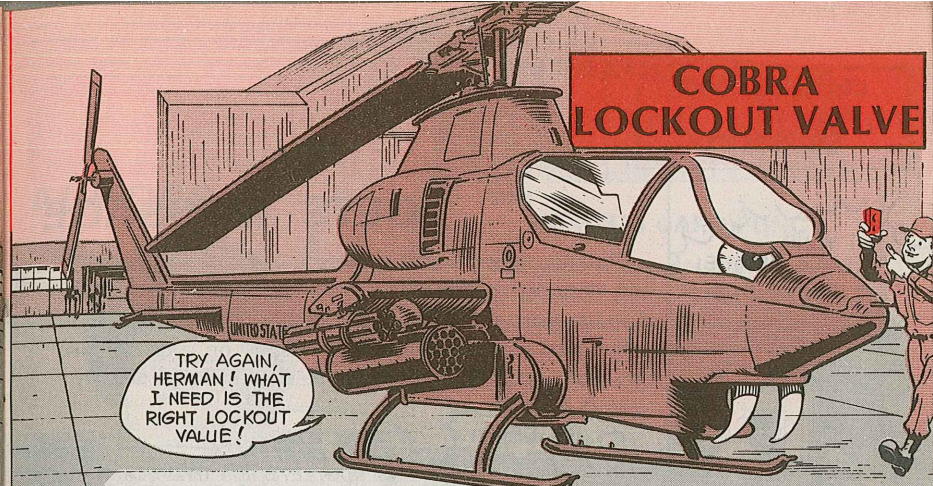
SSG D.R.C.

Dear SSG D.R.C.,
 Yes, indeed!
 The word now is that no historical data is required on the bar assembly. Fact is—some of the sub-assemblies, like the lever and support, are not finite life items. You can use 'em as long as they pass inspection.
 Continue to keep records on the frame and tubes.

ALL THE PUBS YOU MENTIONED ARE BEING UPDATED!



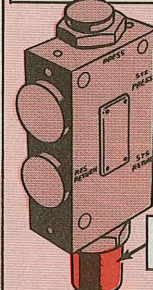
COBRA LOCKOUT VALVE



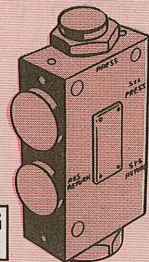
Your AH-1G/Q/R/S or TH-1G helicopter uses the P/N 209-076-136-1 lockout valve in its hydraulic system.

So, be sure to get the right valve for your Snake. Avoid P/N 204-076-012-3, which has a spring cover with hydraulic servo cylinder lockup.

WRONG LOCKOUT VALVE



RIGHT LOCKOUT VALVE



SPRING COVER

HERE'S THE DIFFERENCE!



P/N 204-076-012-3 | P/N 209-076-136-1

A TISKET, A GASKET

There's no installation gasket used on the UH-1D/H helicopters the way it says on page 12-12, para 12-12d(1), TM 55-1520-210-20 (Sep 71). The pub's wrong. The only gasket used with the main generator is for shipping.

TWICE A YEAR

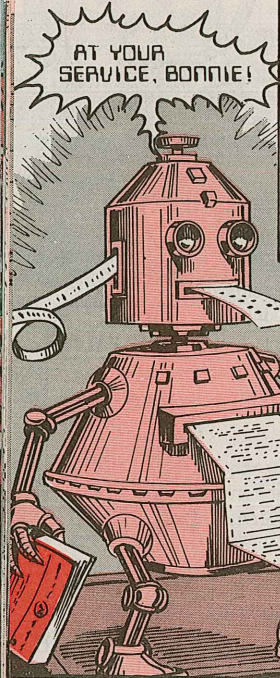
The idea behind testing aircraft outside air temperature gages is to do it around 100 hours. So, it's done on the Periodic inspection for most first-line birds. The Kiowa and Cayuse, with 300-hour Periodics, are the exceptions. Based on a monthly flying hour average, test the gage in those babies every 6 months. That's the word in AVSCOM message AMSAV-FEP 121920Z Dec 75.

COMPUTER CARE

GETS MESSAGE ACROSS

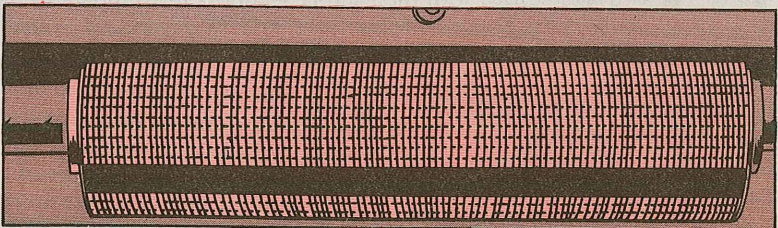
Blinking lights, whirling reels and fantastic memory add up to digital subscriber terminal equipment (DSTE) doing its thing when you pull your PM.

But, let dirt, grease and neglect gang up on your computers and a snail or turtle can come up with more activity.



RP-157/G PAGE PRINTER

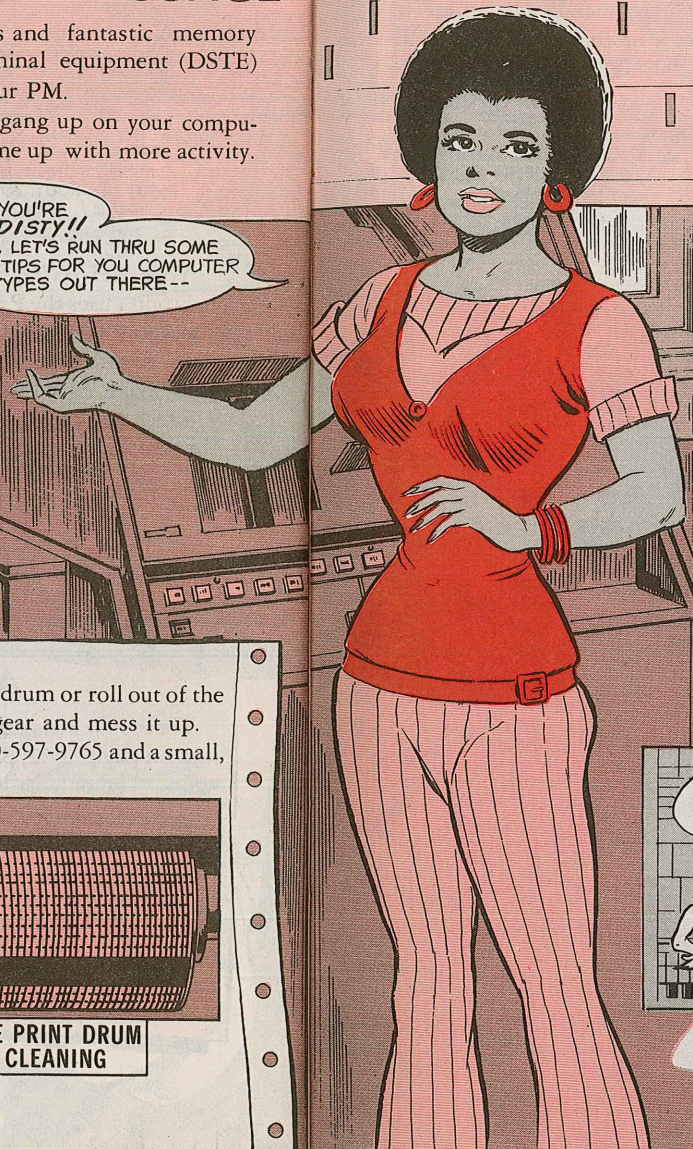
When cleaning time comes, be sure to take the print drum or roll out of the printer. Otherwise, flecks of dirt will drop into your gear and mess it up. Scrub the drum, using cleaning solvent NSN 6850-00-597-9765 and a small, stiff-bristled brush in a well ventilated area.



REMOVE PRINT DRUM FOR CLEANING

CARE

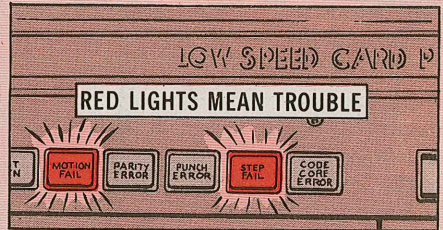
ACROSS



RO-313/G CARD PUNCH

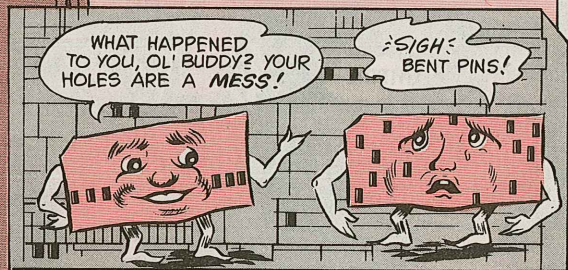
Those cards go zipping through the low-speed card punch with ease, except when they're bent or damaged. Bad cards can cause a card jam.

When this happens your MOTION FAIL and STEP FAIL buttons turn on—bright red.



Stop the cards coming, pronto.

- Lift the lid to the transport and clear the jam before starting the card punch.
- If you try to force the card jam through, the pins on the punch head get bent. This causes all kinds of errors, like giving you holes in the wrong places. And, it costs a bundle to replace a punch head.



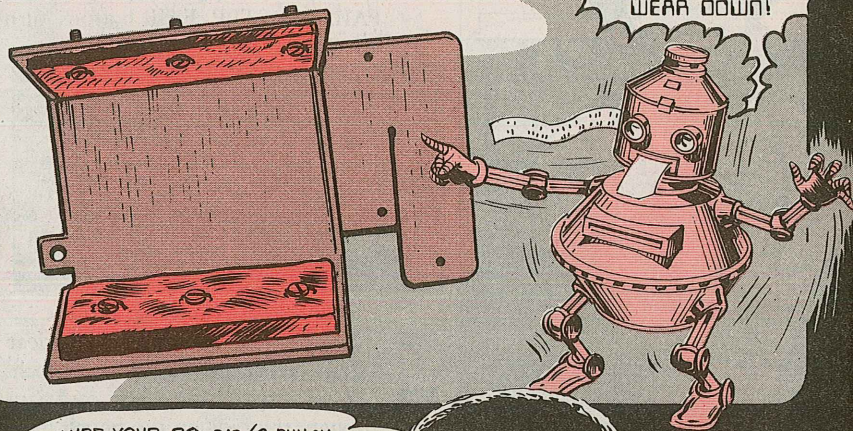
STICKY WICK-IT

Those grease wicks in the RO-312 may need reversing to distribute grease evenly.

Sometimes the grease wicks get lazy and let the grease settle along the bottom edge of the wick. To get the grease spread around, loosen the wick—holding screws and reverse the

wicks. This will evenly distribute the grease.

If you need to add grease, use MIL-G-3545C-type high temperature aircraft grease on the wicks. NSN 9150-00-223-4003 is for a 1-lb can of the lubricant.



REPLACE THE WICKS WHEN THEY WEAR DOWN!

LUBE YOUR RO-312/G PUNCH HEAD WITH OIL LIKE IT SAYS IN para 4-9, OF TM 11-7440-217-15 (May 70)... BUT

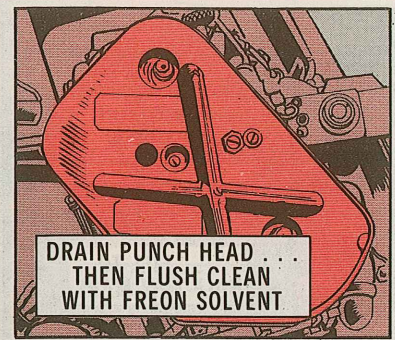
SHAKE OIL CAN FOR AT LEAST ONE MINUTE!

YUM! SOROBAN #90!

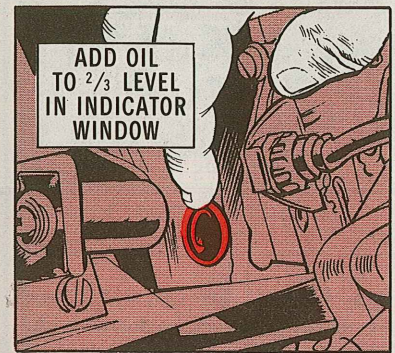
GIMME!



RO-312/G CARD PUNCH



DRAIN PUNCH HEAD... THEN FLUSH CLEAN WITH FREON SOLVENT



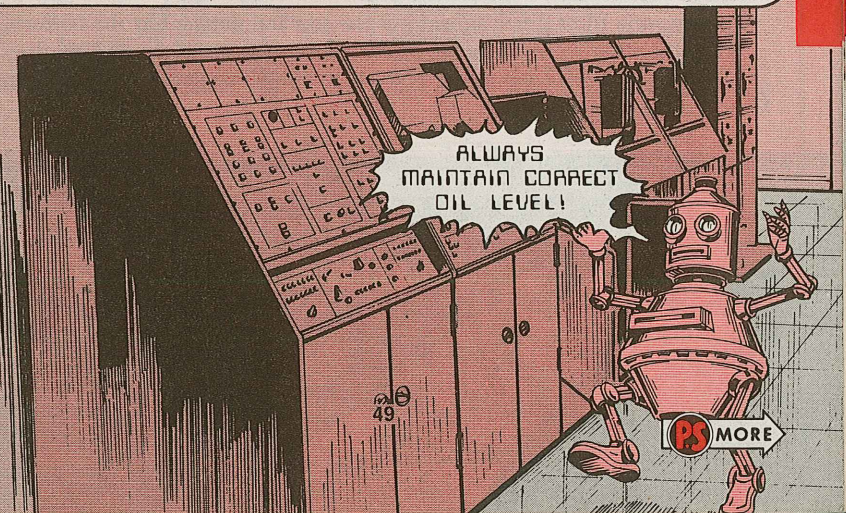
ADD OIL TO 2/3 LEVEL IN INDICATOR WINDOW

After draining the oil out of your high-speed card punch's punch head and flushing it clean with freon solvent, like it says in para 4-9 of TM 11-7440-217-15 (May 70), put in new Soroban #90-type oil.

Shake the can of oil at least one minute just before refilling each reservoir. If you don't do this, important additives stay in the bottom of the can. This'll lead to a punchy punch head.

You know you've put in enough oil when you've measured out 9 3/4 ounces of oil or the oil level has reached the two-thirds level on the indicator window.

Wait until you have replaced the punch head in the RO-312 before eyeing that oil level, though. Because of the head's angle of installation, the oil level can change.



ALWAYS MAINTAIN CORRECT OIL LEVEL!

PS MORE

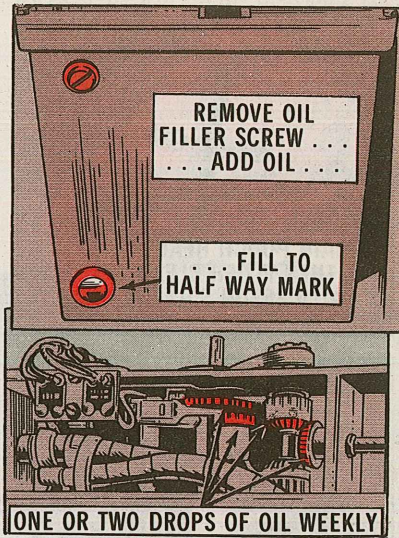
RO-315/G PAPER TAPE PUNCH

When it comes to replacing the oil in the RO-315's perforator oil can, fill 'er to the halfway mark on the oil gage. But wait . . . eye the oil level again after it's been in the can for awhile 'cause a strange thing can happen . . . the oil may rise by itself.

If this happens, drain it to the level of the halfway mark and the perforator's ready to go.

And, you put only a drop or two of oil weekly on the gears in the capstan drive mechanism.

Keep paper tape from dragging on the floor. It'll pick up dirt and pass it along to your reader, making a mess of its innards.



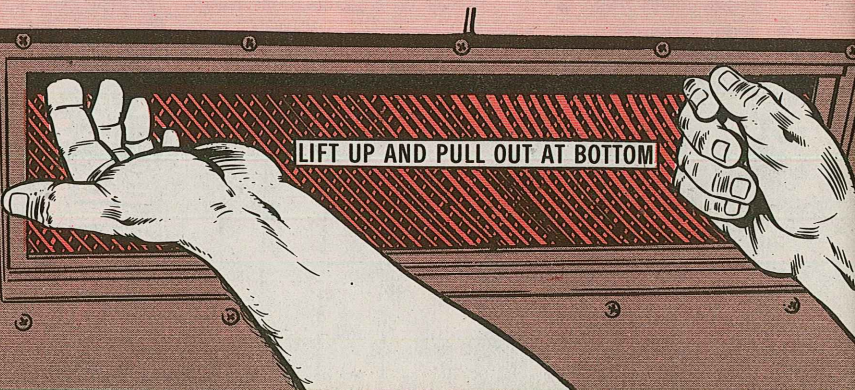
AIR FILTERS

Cleaning the air filter in the RO-312, -313, -314, -315, RP-152, -154(P) and C-8120 control unit will keep your gear clear-headed and cool. So clean 'em like it says in the respective equipment TM.

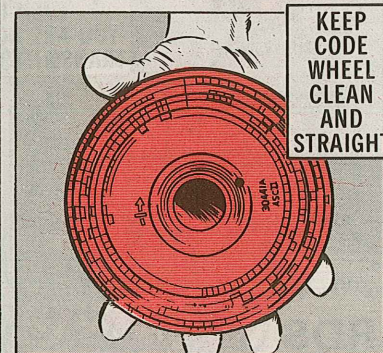
To remove a filter, lift it upward at the top and outward at the bottom.

Wash the filter in warm, soapy water, rinse in fresh water, and air dry.

After drying, apply filter coater NSN 4130-00-860-0042 to both sides of the filter 3 times.



CODE WHEELS



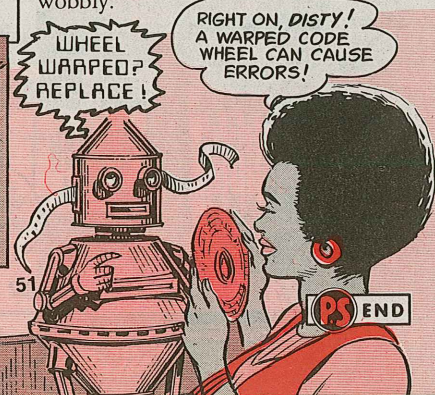
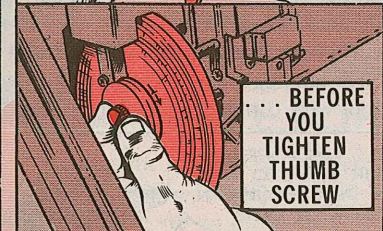
The real key to the successful operation of your digital gear is the code wheel. Keeping it clean and straight will help keep your communications traffic moving.

Always clean the code wheel with a lint-free cloth.

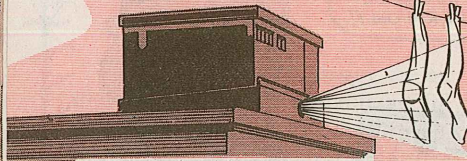
Hold the disc by the rim when you're cleaning it or installing it in the DSTE.

Careless handling of the code wheel can leave it with messy fingerprints or scratches that give you false readings and bad vibes.

Before you tighten the thumb screw holding the code wheel on the equipment, make sure the guide pin is lined up with the disc. Mismatching the guide pin can leave your disc wobbly.



BLOWER BLOWS GOOD BREEZE



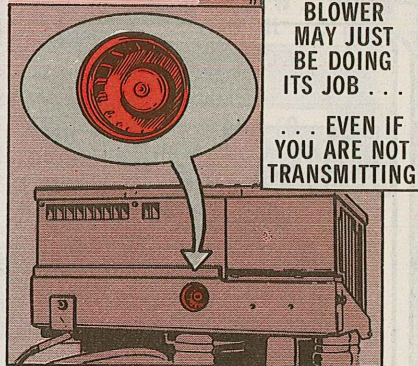
FIGURED WHY WASTE ALL THAT HOT AIR!

Does the blower sometimes come on in your RT-246() or -524() receiver-transmitter when you're not transmitting?

Wait one with the repairs... Your RT may just be doing its thing.

A thermostat turns the blower on when the temperature inside reaches 140° F—even when you're not transmitting.

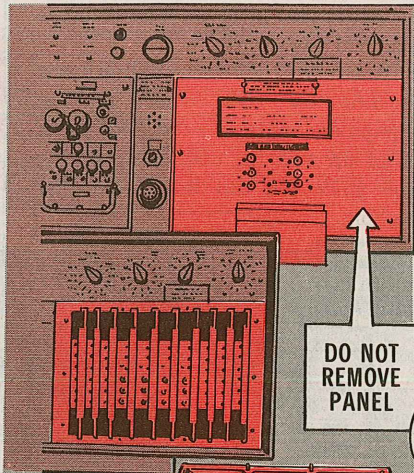
So, if the blower blows while your transmitter rests, the set is just trying to regain its cool—so you do the same.



BLOWER MAY JUST BE DOING ITS JOB...

... EVEN IF YOU ARE NOT TRANSMITTING

PANEL PULLING IS— BAD DEAL FOR CARDS



DO NOT REMOVE PANEL

Taking the front panel off your TD-660()/G multiplexer makes it handier to get at the channel setting screws.

True enough—
But, sacrifice the convenience and leave the panel put.

Use the panel door like you're supposed to do when you're making channel changes.

Without the panel in place those cards can jiggle loose. This'll make for poor card contact or no contact at all.

IT'LL ALSO OPEN UP YOUR GEAR TO DUST AN' DIRT WHICH CAN SHORT IT OUT!

LONG AND SHORT OF IT

ABOUT YOUR AT-1095 ANTENNAS...

ELEMENT LENGTH'S NOT IMPORTANT FOR FREQUENCY MATCHING... ONLY THE METAL CONDUCTORS MUST BE THE SAME LENGTH!

Dear Half-Mast,
TM 11-5820-498-12 (May 67) says to replace the AT-1095 antenna element when it's less than 63-in long. This info is not in other TM's or FM radios. What's the story here?
SFC W.D.R. Jr.

Dear Sergeant W.D.R.,
I'm glad you asked. The length of the element itself is no longer important since different manufacturers supply AT-1095 elements of different lengths. However, all AT-1095 elements have the same length metal conductor to insure proper frequency matching.

The AT-1095 is good as long as the metal conductor inside hasn't been exposed at the tip due to wear or breakage.

Half-Mast



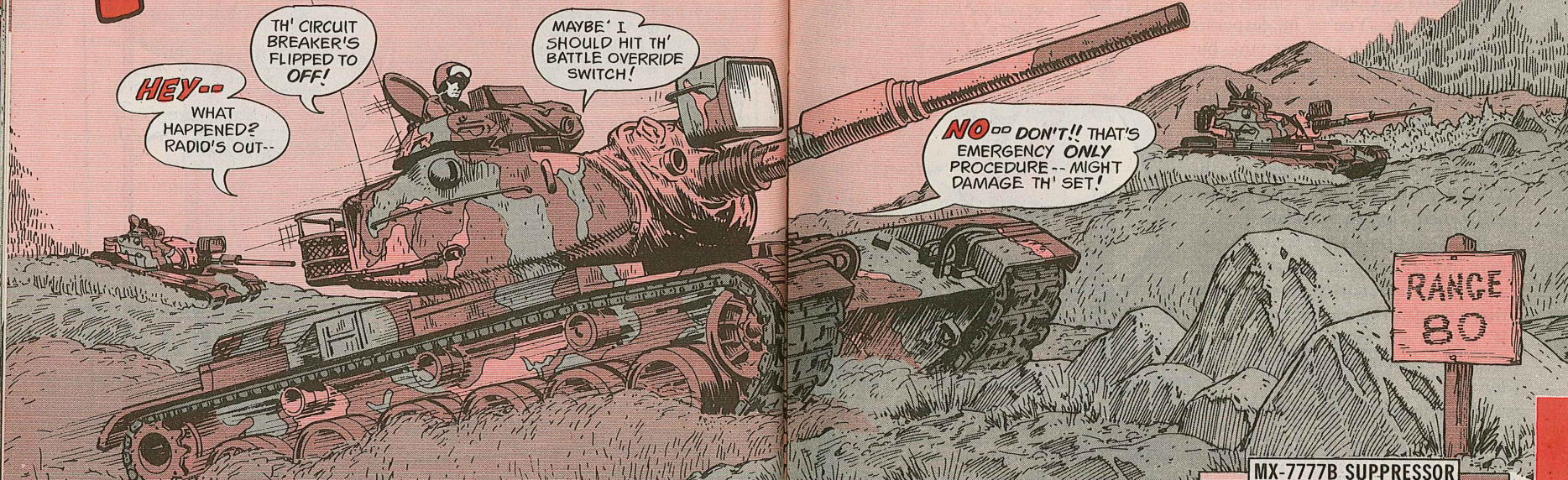
BONNIE HAS 'EM ...



FREE FOR THE ASKING

That's right... many of the back issues of PS Magazine. Jot a note to Bonnie, c/o PS Magazine, Lexington, KY 40507. Many issues from No. 247 (June 1973) to date are on the shelf.

FLIP SWITCH ONLY WHEN NEEDED



Whoa, Mac!
 Back off finger-flipping those switches on your tracked vehicle's MX-777B electrical transient suppressor.

Leave the circuit breaker switch in the ON position and battle override switch in the OFF position.

This'll give your FM radio set protection against electrical spikes that can damage your set.

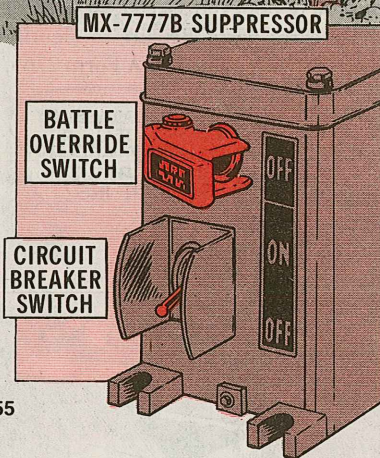
O'course, if your suppressor is hit with a hot one and the circuit breaker flicks to OFF, stay off the panic button. Wait 2 minutes.

It takes that long for the zener diode and thermostatic switch to cool.

Then, reset the circuit breaker switch to ON.

So you're in a real big hurry and you can't wait 2 minutes to get communications going again? Throw the battle override switch to ON, like it says in para 2-3c of TM 11-5915-224-14 (Jan 73).

After a couple of minutes, turn the battle override switch to OFF and reset the circuit breaker switch to ON. When the battle override switch is on, your radio has no protection against electrical spikes.





TURN-IN TURN-ON

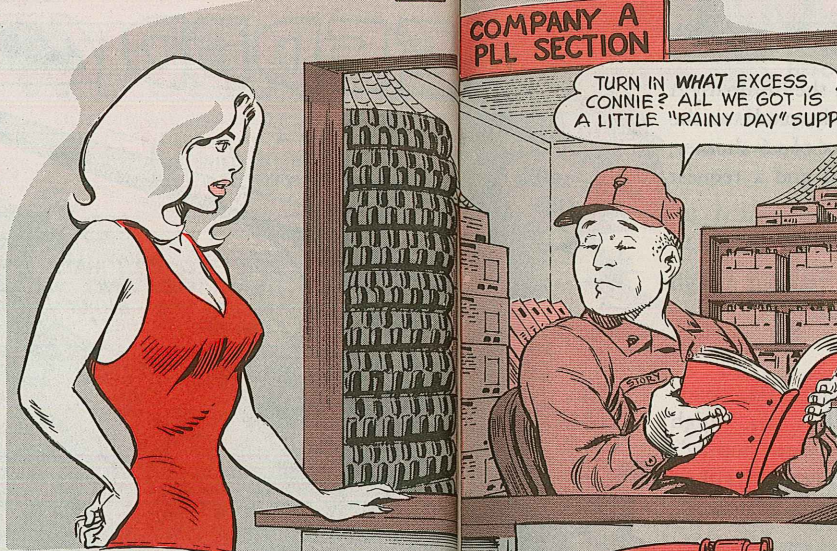
If some is good, more is better, right?

Wrong! Especially when it comes to repair parts stockage.

Picture this. You're in desperate need of track pads for your tank, but DS is out of 'em. And to top it all off, the darn things are on back-order. But over on the other side of the post, Company X is hoarding a pile of pads they won't use up before the Tricentennial. So you're being squeezed by their vice, so to speak.

But it's not time to get feeling holier than thou. Check your own stockroom, and see if maybe you've got something that's been sitting there since Year 1. If you've got extra of something, chances are somebody else is hurtin' for em.

The solution? Turn in excess parts. Check your DSU's SOP on free turn-in. You're not even asked how you got those extra parts. Be sure to identify the part with a tag or DA Form 2765,



TURN IN WHAT EXCESS, CONNIE? ALL WE GOT IS A LITTLE "RAINY DAY" SUPPLY!

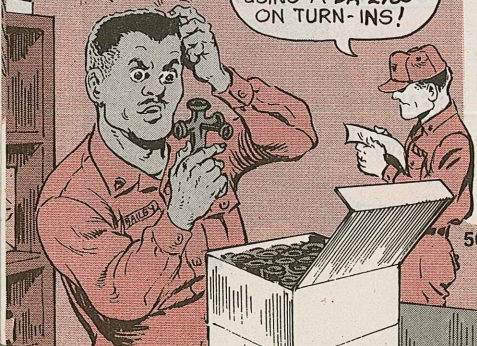
so Support won't have to waste time trying to figure out what they are.

Turning in excess not only helps others; it helps you, too. You know what happens when you get caught in an inspection with extra stuff you're not supposed to have.

Some excess items have been showing up at PDO. That's not the way to go. It's just as easy to turn something back in as it is to throw it away—and a lot cheaper! The cost of throwing away a good repair part shows up in that block on your pay statement labeled "Federal Tax." In other words, you're wasting your own money.

WHAT ARE THESE THINGS?

DUNNO! SOMEBODY OUGHTA TELL A COMPANY ABOUT USING A DA 2765 ON TURN-INS!



So what do you turn in? That's easy—everything that's not authorized. If you need a repair part often, order it as needed. Then you'll build up enough demands to put it on your PLL—legally!

When you're gathering excess for turn-in, some things to look for especially are items that will deteriorate in storage. Things like batteries, seals, tires and other things with a short to medium shelf life. Also watch for repair parts for equipment you no longer have. And send back those DX items that should have gone back to DS long ago.

There're some items that're in especially short supply right now. In fact, they're on back order from the manufacturer. If you have even one extra of any of these, turn it in right now—somebody else needs it bad.

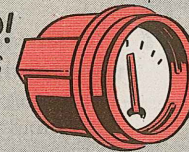


NSN

2590-00-148-7961,
2940-00-804-7898,
6620-00-938-8212,
2920-00-116-8399,
2540-00-176-9464,
4140-00-016-2615,

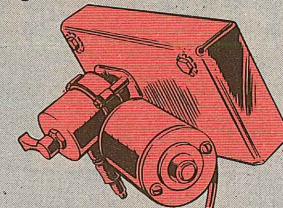
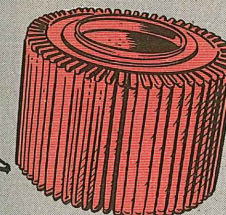
WANTED!

THESE ITEMS
IN SHORT
SUPPLY!



NOMENCLATURE

Cable Kit (slave cable)
Air Filter Element, 2½-ton truck
Oil Pressure Gage, M151 series trucks
Voltage Regulator, many trucks and tracks
Windshield Wiper Motor, M151 series trucks
Blower, Engine Air Filter, M60 series tanks



IF YOU GET TURNED ON TO THIS TURN-IN IDEA, YOU CAN TURN OFF A LOT OF PROBLEMS AND DO YOURSELF A GOOD TURN!

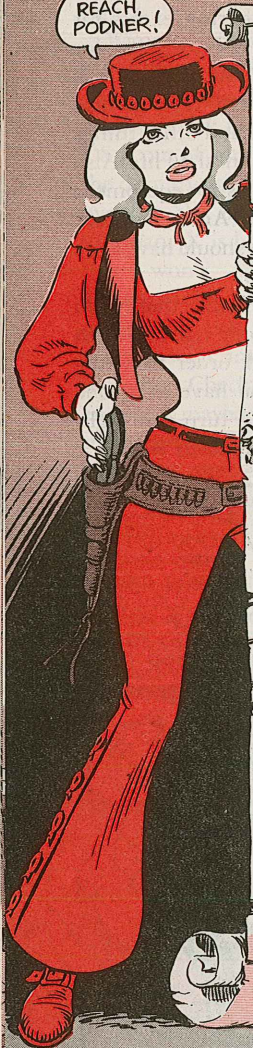


PREVENTIVE LOGISTICS ...

Check-List

FOR REQUESTS

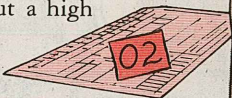
REACH, PODNER!



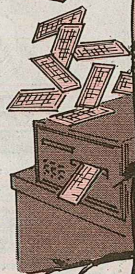
It's request time at the Company A corral, and you're ready to take on the supply system. In place of a 6-shooter, you grab up a pencil and a request form.



Instead of bullets, you put a high priority on the request.



Well, hold your fire! Too many people automatically put high priorities on all requests. Supply's computers are beginning to react like a cattle stampede in a thunderstorm.



Before you shoot off that request, consider this: Your commander (or the person in charge when the CO is gone) must sign off in block D of the DA 2064 document register for all high-priority requests. And like it says in DA Cir 700-18, your CO will be taking a real hard-nosed look at your handiwork.

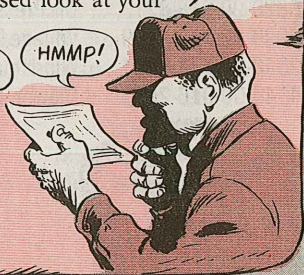
A-HEM!



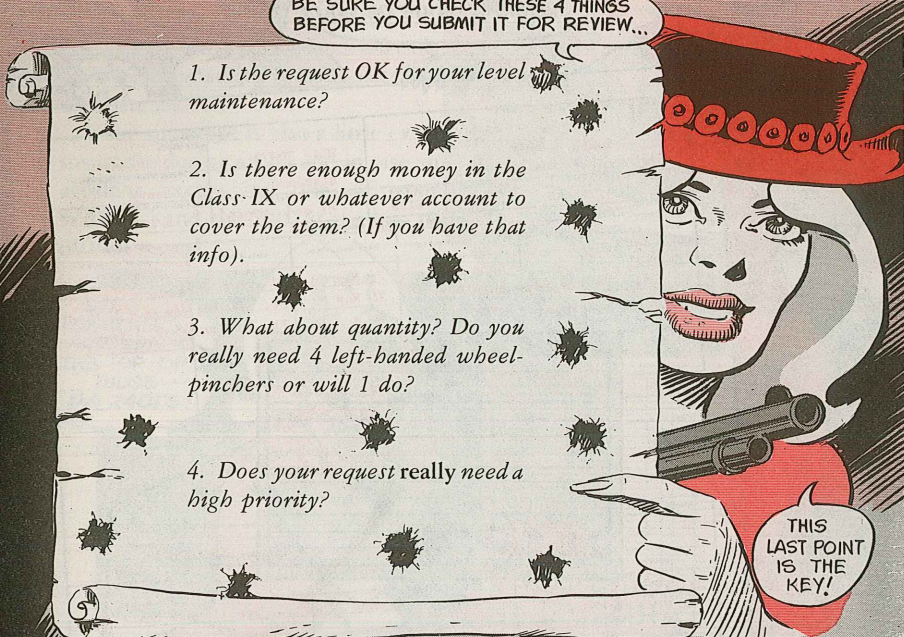
∴GULP∴

UMMMM

HMMP!



BE SURE YOU CHECK THESE 4 THINGS BEFORE YOU SUBMIT IT FOR REVIEW...



1. Is the request OK for your level maintenance?

2. Is there enough money in the Class-IX or whatever account to cover the item? (If you have that info).

3. What about quantity? Do you really need 4 left-handed wheel-pinchers or will 1 do?

4. Does your request really need a high priority?

THIS LAST POINT IS THE KEY!

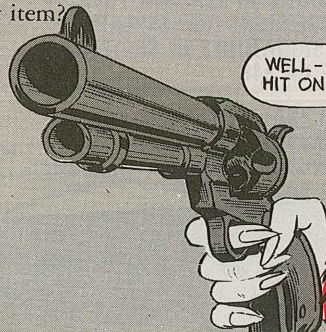
Have you got gear deadlined for lack of that item?

Can you meet the Deadwood Gang at high noon or will you be limping up too little and too late because you need that item?

If your request isn't NORS or ANORS or regular gear's not deadlined, your commander's probably going to call a halt to that high priority—or at least ask for a reason.

So, keep these points in mind.

WELL-AIMED SHOTS HIT ON-TARGET BETTER THAN A WILD BURST OF SHOTS!



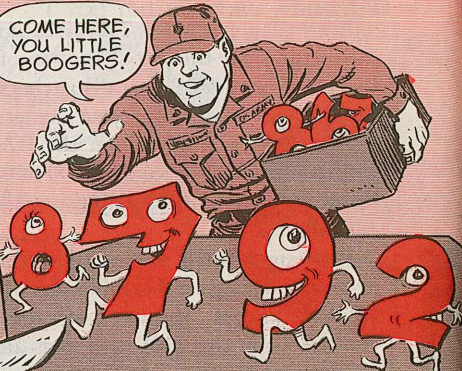
CONTROLLING SERIAL NUMBERS

Dear MSG Half-Mast,
For block 9, DA Form 2408-9, TM 38-750 says enter the serial number assigned to an item. For equipment that has no assigned serial number, enter the preprinted control number of the DA Form 2408-9 acceptance report.

What about radios like the AN/VRC-47 and AN/VRC-12 series? Do you use the major component serial number or the preprinted control number?

N. A. C.

COME HERE, YOU LITTLE BOOGERS!



CONTROL NO. 201869		1. ORGANIZATION 1st BN 3TH INFANTRY		2. LOCATION APO SF 90137		3. UNIT IDENT CODE WAH000		4. UTILIZATION CODE ON		5. VEHICLE USE CODE	
6. NOMENCLATURE RADIO SET		7. MODEL AN/VRC-47		8. FEDERAL STOCK NO. 5820-00-223-7434		9. SERIAL NO. 201869		10. REGISTRATION NO.			
11. YEAR OF MFG		12. MANUFACTURER (MPG Code)		13. CONTRACT NO.		14. PURCHASE ORDER NO.		15. WARRANTY PERIOD			

THE CONTROL NUMBER OF THE DA 2408-9 ACCEPTANCE REPORT BECOMES THE SERIAL NUMBER FOR EQUIPMENT THAT DOES NOT HAVE A SERIAL NUMBER ASSIGNED TO THE END ITEM.

Dear N.A.C.,

Use the preprinted control number from the acceptance report. That way, as you replace major components, you do not lose the serial number.

THIS IS TRUE FOR ANY EQUIPMENT WITH NO SERIAL NUMBER ASSIGNED SPECIFICALLY TO THE END ITEM.

Whenever you get equipment with 6-digit serial numbers you cannot account for, check the control number of the DA 2408-9 (acceptance report) or 2408-8.

Once a control number is reported on a DA 2408-9 (or an old DA 2408-7 or -8), it becomes the permanent serial number for the equipment.

FORM FIX

Dear Half-Mast,
We received some equipment with the wrong (a component's) serial number on the DA Forms 2408-9. Some of the forms have the component's name in the nomenclature block, too, even though the set is listed in Appendix E. What do you suggest?

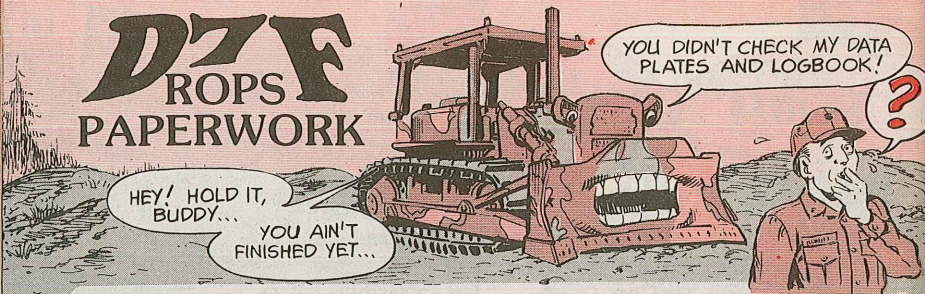
SFC R.L.H.

Dear SFC R.L.H.,
Your best bet is to start over. Fill out a DA Form 2408-9 loss report to kill the computer info on the component. Use the component's name and serial number. Put loss code L in block 17d.
Then, fill out a -9 gain report using the end item's name and serial number and Code U in block 17e.
If the end item has no serial number, the old -9 acceptance report's control number becomes the permanent serial number for all TAMMS records.
Send out the forms as it says in para 4-9d of TM 38-750.



CONTROL NO. 201869		1. ORGANIZATION HQ 1st Signal		2. LOCATION Ft Carson Co 80913		3. UNIT IDENT CODE AK5THAN		4. UTILIZATION CODE ON		5. VEHICLE USE CODE	
6. NOMENCLATURE RADIO SET		7. MODEL AN/VRC-47		8. FEDERAL STOCK NO. 5820-00-223-7434		9. SERIAL NO. 125988		10. REGISTRATION NO.			
11. YEAR OF MFG		12. MANUFACTURER (MPG Code)		13. CONTRACT NO.		14. PURCHASE ORDER NO.		15. WARRANTY PERIOD			
16. TYPE REPORT		17. REPORT CODE		18. USAGE		19. SHIPPED TO		20. RECEIVED FROM		21. REMARKS	
a. ACCEPTANCE AND REGISTRATION		b. LOSS		c. TRANSFER		d. GAIN		e. OTHER		f. REMARKS	
g. USAGE		h. HOURS		i. MILES		j. ROUNDS		k. ORGANIZATION		l. ORGANIZATION	
m. LOSS		n. LOSS		o. LOSS		p. LOSS		q. LOSS		r. LOSS	
s. LOSS		t. LOSS		u. LOSS		v. LOSS		w. LOSS		x. LOSS	
y. LOSS		z. LOSS		aa. LOSS		ab. LOSS		ac. LOSS		ad. LOSS	
ae. LOSS		af. LOSS		ag. LOSS		ah. LOSS		ai. LOSS		aj. LOSS	
ak. LOSS		al. LOSS		am. LOSS		an. LOSS		ao. LOSS		ap. LOSS	
aq. LOSS		ar. LOSS		as. LOSS		at. LOSS		au. LOSS		av. LOSS	
aw. LOSS		ax. LOSS		ay. LOSS		az. LOSS		ba. LOSS		bb. LOSS	
bc. LOSS		bd. LOSS		be. LOSS		bf. LOSS		bg. LOSS		bh. LOSS	
bi. LOSS		bj. LOSS		bk. LOSS		bl. LOSS		bm. LOSS		bn. LOSS	
bo. LOSS		bp. LOSS		bq. LOSS		br. LOSS		bs. LOSS		bt. LOSS	
bu. LOSS		bv. LOSS		bw. LOSS		bx. LOSS		by. LOSS		bz. LOSS	
ca. LOSS		cb. LOSS		cc. LOSS		cd. LOSS		ce. LOSS		cf. LOSS	
cg. LOSS		ch. LOSS		ci. LOSS		cj. LOSS		ck. LOSS		cl. LOSS	
cm. LOSS		cn. LOSS		co. LOSS		cp. LOSS		cq. LOSS		cr. LOSS	
cs. LOSS		ct. LOSS		cu. LOSS		cv. LOSS		cw. LOSS		cx. LOSS	
cy. LOSS		cz. LOSS		ca. LOSS		cb. LOSS		cc. LOSS		cd. LOSS	
ce. LOSS		cf. LOSS		cg. LOSS		ch. LOSS		ci. LOSS		cj. LOSS	
ck. LOSS		cl. LOSS		cm. LOSS		cn. LOSS		co. LOSS		cp. LOSS	
cq. LOSS		cr. LOSS		cs. LOSS		ct. LOSS		cu. LOSS		cv. LOSS	
cw. LOSS		cx. LOSS		cy. LOSS		cz. LOSS		ca. LOSS		cb. LOSS	
cc. LOSS		cd. LOSS		ce. LOSS		cf. LOSS		cg. LOSS		ch. LOSS	
ci. LOSS		cj. LOSS		ck. LOSS		cl. LOSS		cm. LOSS		cn. LOSS	
co. LOSS		cp. LOSS		cq. LOSS		cr. LOSS		cs. LOSS		ct. LOSS	
cu. LOSS		cv. LOSS		cw. LOSS		cx. LOSS		cy. LOSS		cz. LOSS	
ca. LOSS		cb. LOSS		cc. LOSS		cd. LOSS		ce. LOSS		cf. LOSS	
cg. LOSS		ch. LOSS		ci. LOSS		cj. LOSS		ck. LOSS		cl. LOSS	
cm. LOSS		cn. LOSS		co. LOSS		cp. LOSS		cq. LOSS		cr. LOSS	
cs. LOSS		ct. LOSS		cu. LOSS		cv. LOSS		cw. LOSS		cx. LOSS	
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cq. LOSS		cr. LOSS		cs. LOSS		ct. LOSS		cu. LOSS		cv. LOSS	
cw. LOSS		cx. LOSS		cy. LOSS		cz. LOSS		ca. LOSS		cb. LOSS	
cc. LOSS		cd. LOSS		ce. LOSS		cf. LOSS		cg. LOSS		ch. LOSS	
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co. LOSS		cp. LOSS		cq. LOSS		cr. LOSS		cs. LOSS		ct. LOSS	
cu. LOSS		cv. LOSS		cw. LOSS		cx. LOSS		cy. LOSS		cz. LOSS	
ca. LOSS		cb. LOSS		cc. LOSS		cd. LOSS		ce. LOSS		cf. LOSS	
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cm. LOSS		cn. LOSS		co. LOSS		cp. LOSS		cq. LOSS		cr. LOSS	
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cy. LOSS		cz. LOSS		ca. LOSS		cb. LOSS		cc. LOSS		cd. LOSS	
ce. LOSS		cf. LOSS		cg. LOSS		ch. LOSS		ci. LOSS		cj. LOSS	
ck. LOSS		cl. LOSS		cm. LOSS		cn. LOSS		co. LOSS		cp. LOSS	
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cw. LOSS		cx. LOSS		cy. LOSS		cz. LOSS		ca. LOSS		cb. LOSS	
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ci. LOSS		cj. LOSS		ck. LOSS		cl. LOSS		cm. LOSS		cn. LOSS	
co. LOSS		cp. LOSS		cq. LOSS		cr. LOSS		cs. LOSS		ct. LOSS	
cu. LOSS		cv. LOSS		cw. LOSS		cx. LOSS		cy. LOSS		cz. LOSS	
ca. LOSS		cb. LOSS		cc. LOSS		cd. LOSS		ce. LOSS		cf. LOSS	
cg. LOSS		ch. LOSS		ci. LOSS		cj. LOSS		ck. LOSS		cl. LOSS	
cm. LOSS		cn. LOSS		co. LOSS		cp. LOSS		cq. LOSS		cr. LOSS	
cs. LOSS		ct. LOSS		cu. LOSS		cv. LOSS		cw. LOSS		cx. LOSS	
cy. LOSS		cz. LOSS		ca. LOSS		cb. LOSS		cc. LOSS		cd. LOSS	
ce. LOSS		cf. LOSS		cg. LOSS		ch. LOSS		ci. LOSS		cj. LOSS	
ck. LOSS		cl. LOSS		cm. LOSS		cn. LOSS		co. LOSS		cp. LOSS	
cq. LOSS		cr. LOSS		cs. LOSS		ct. LOSS		cu. LOSS		cv. LOSS	
cw. LOSS		cx. LOSS		cy. LOSS		cz. LOSS		ca. LOSS		cb. LOSS	
cc. LOSS		cd. LOSS		ce. LOSS		cf. LOSS		cg. LOSS		ch. LOSS	
ci. LOSS		cj. LOSS		ck. LOSS		cl. LOSS		cm. LOSS		cn. LOSS	
co. LOSS		cp. LOSS		cq. LOSS		cr. LOSS		cs. LOSS		ct. LOSS	
cu. LOSS		cv. LOSS		cw. LOSS		cx. LOSS		cy. LOSS		cz. LOSS	
ca. LOSS		cb. LOSS		cc. LOSS		cd. LOSS		ce. LOSS		cf. LOSS	
cg. LOSS		ch. LOSS		ci. LOSS		cj. LOSS		ck. LOSS		cl. LOSS	
cm. LOSS		cn. LOSS		co. LOSS		cp. LOSS		cq. LOSS		cr. LOSS	
cs. LOSS		ct. LOSS		cu. LOSS		cv. LOSS		cw. LOSS		cx. LOSS	
cy. LOSS		cz. LOSS		ca. LOSS		cb. LOSS		cc. LOSS		cd. LOSS	
ce. LOSS		cf. LOSS		cg. LOSS		ch. LOSS		ci. LOSS		cj. LOSS	
ck. LOSS		cl. LOSS		cm. LOSS		cn. LOSS		co. LOSS		cp. LOSS	
cq. LOSS		cr. LOSS		cs. LOSS		ct. LOSS		cu. LOSS		cv. LOSS	
cw. LOSS		cx. LOSS		cy. LOSS		cz. LOSS		ca. LOSS		cb. LOSS	
cc. LOSS		cd. LOSS		ce. LOSS		cf. LOSS		cg. LOSS		ch. LOSS	
ci. LOSS		cj. LOSS		ck. LOSS		cl. LOSS		cm. LOSS		cn. LOSS	
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cu. LOSS		cv. LOSS		cw. LOSS		cx. LOSS		cy. LOSS		cz. LOSS	
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D7F ROPS PAPERWORK



HEY! HOLD IT, BUDDY...

YOU AIN'T FINISHED YET...

Do you have a D7F Caterpillar with a ROPS—Roll-Over Protective Structure? If so, doublecheck your equipment data plate and logbook forms to be sure they have the correct NSN.

HERE'S HOW THE CATS LINE UP...

EQUIPMENT	NSN	LIN
D7F w/ripper	2410-00-177-7283	W83529
D7F w/ripper and ROPS	2410-00-185-9794	W83529
D7F w/winch	2410-00-177-7284	W76816
D7F w/winch and ROPS	2410-00-185-9792	*W76816
*BEING ADDED TO SB 700-20		

Mis-matched numbers mean you fire off a DA Form 2408-9—Equipment Control Record—to straighten out the records per TM 38-750.

SEND IT TO...

Commander
US Army Maintenance
Management Center
ATTN: DRXMD-MT
Lexington, KY 40507

TO ESC
OR NOT
TO ESC

...THAT IS TH' QUESTION!

ALAS, POOR SHAKE-SPEARE!

Dear Half-Mast,
Para D-3b and c of AR 220-1 Unit Readiness Reporting (Mar 75) seem to limit required ESC ratings to equipment that is reported on the DA Form 2406. But, there are several ESC TM's out on equipment that is not reported on that form. Do we have to pull ESC's on these items?

SFC D.M.

Dear SFC D.M.,
Only if your command says so. Even tho there is no DA requirement for pulling ESC's on non-reportable items, your command may still require you to pull ESC's on any equipment with a published ESC.

Half-Mast

64

Connie's Mini Mini's



HEY, BATTERY GIRL! I GOT BATTERY TROUBLES!

TO TH' BAT TREE, DICK!

RIGHT ON, BRUCE!

Non-Stocked Item Goof

We goofed on page 9 of PS 281. You keep a second DA 3318 non-stocked items file for minimum stockage (MS) items—not DS items.

Dosimeter Serial Numbers

The AR 710-2 headshed has called a halt to writing radiac dosimeter serial numbers on property book pages.

5-Ton Chain Gang

To get the tailgate chain for the M813A1 droside cargo truck, order Pin, NSN 5315-00-740-9017; Hook, NSN 4030-00-948-7315; and Chain, NSN 4010-00-165-6063. They got left out of the parts manual.

Since these items are replaced from float stock on a direct exchange basis, you've had to change the serial number entry nearly every time the dosimeters went in for a check-up. But no more!

Change 4 to AR 710-2 will strike radiac dosimeters from this requirement.

5-Ton Truck Brake Pin

You have to use NSN 5305-00-206-0932 to get that brake shoe pin (Item 23, Fig 104) listed on page 2-101, TM 9-2320-211-20P (May 73). You'll get a slotted washer if you order by NSN 5310-00-333-7519 now in the TM.

Until then, DA message DALO-LES 121545Z (Jan 76) is your authority to leave radiac dosimeter serial numbers off property book pages.

Better Brake Clamp



Interim Change to AR 220-1

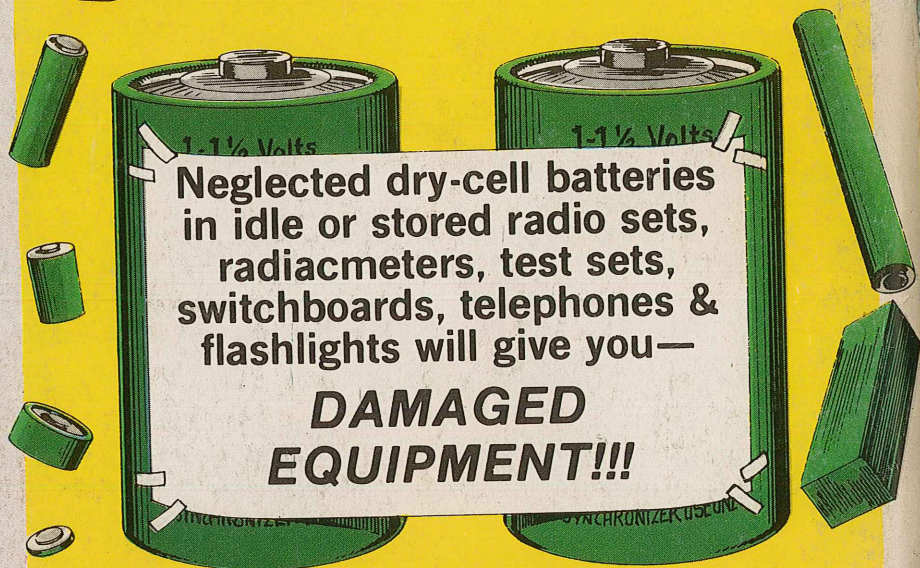
Start tracking down a DA message change to AR 220-1 Unit Readiness Reporting (Mar 75). The message, DAMO-ODR 271650Z Jan 76, came out with lots of new instructions on filling out your unit readiness report. It went into effect 20 Mar 76.

Brake hoses on your 5-ton truck can be cut by the loop clamps holding them in place—unless you've got the new cushioned clamp, NSN 5340-00-854-6729. It's replacing the old non-cushioned clamp, NSN 5340-00-597-0182 now in TM 9-2320-211-20P (May 73) and TM 9-2320-260-20P (Nov 72).

☆U.S. GOVERNMENT PRINTING OFFICE: 1976 - 657-631/12

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

GEAR IDLE OR GEAR STORED?



**REMOVE DRY-CELL
BATTERIES!**