

ISSUE 187

PS

1948 Series

THE PREVENTIVE MAINTENANCE PROGRAM



FACTORY APPROVE
YOUR MAINT SCOUT

WHO? ... performs those ESC checks?



With all the new ESC ES's rolling out in the field, more guys are asking questions. How?

Who does this ESC job?

How often?

Who? The who is you, the man who operates one a piece of equipment. If you're a tank driver, you pull the ESC checks on your own tank. If you're on a tank, artillery or missile crew, you do it (tank crew might be having specific checks to make). Radio or radio operator? ... Yes.

How, if you're new to ESC, you might get help from your unit commander or technical operator. Of course, your squad or section leader keeps an eye on how you're doing and hands a hand when you need it. In fact, it's a lot like "mister mister" some units have for daily maintenance.

How often? You do your checks all time you're working on or operating your equipment, the way you normally check the score. But you do report to your sergeant or chief, that would change the Known-Authentic status of your gear.

How often it comes down for the official ESC check, you're ready to go. You already know your equipment real well. You go over with

YOU!



Equipment Availability. Critical checkpoints with good scores operate your gear on the ESC system. You get some info from the logbook, and you've got the score.

The ESC is designed to tell you how Combat Ready your equipment is. Help it to tell the truth.

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Call today! PS offers the best in equipment, parts, service and support.

MEET YOUR M114 SCOUT SCOOTER



Is you're a scout, scout, scout, scout, scout?

Well, hello, for you!

Now let's make you acquainted with the best friend a scout ever had . . . an M114 or M114A1 Armored Command and Reconnaissance Carrier.

This scout-scooter can take a three-minute glance that a scout jeep could never think to wish, and it gives that valuable bit of your protection from road noise too.

So you think this is too good to be true?

It is true—unless, however, it spends a little time maintaining this all-terrain buggy and you'll get the full advantage of its reliability, protection and punch.

Now all you're going to find some things are a little different with this work package. Like, when you come to some town you don't worry about how deep it is or if there's a bridge handy. You just go on your Scout-Scooter across like it was built a team.

What's the Difference?

The M114 and the M114A1 are alike—except for the commander's station. On the M114A1 a .50-cal M2HB Browning machine gun can be elevated, traversed, and fired with the commander's rotation knob cover either open or closed. On the M114 the M2HB Browning machine gun is platform-mounted and can only be fired with the hatch open.

M114 Cargo Carrier

If you have an M114 Cargo Carrier, a lot of the steps on the M114 series will apply because they both have the same engine, transmission, ground gear, and floor wheel hubs.

But there's also a lot of difference between the M114 and the M114A1 too, before interchanging a gear check both vehicle IDs.



FM Checks

You'll be wanting to get your bow-troop through in pace but first to see who's ready. The vehicle commander is responsible for the before-operation checks. He makes some of them himself and assigns others to the driver or the observer. Change 2 (Jul 68) to your TM 9-1120-204-10 (Jan 64) lists the FM checks and number—This book guide gives you more depth on how to make friends with your M114.

For The COMMANDER:

THE LATEST EDITIONS OF THESE BOOKS AND MANUALS SHOULD BE ABOARD.

1. Table by Task Order (FM) (TIGARD) (204) with:
 - a. Operator's Report of After Vehicle/Engine Breakdown Form (M114, M114-1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 14)
 - b. Operator's Manual, TM 9-2220-204-01
 - c. Lubrication Table, TM 9-2220-204-01 (also see TM 9-2220-204-02)
2. Operator's Report of After Vehicle/Engine Breakdown Form (M114)
3. Airlock Identification Card (M114) (M114)
4. Inspected, Inspected and Reinspected Worksheet (M114) (M114)

Make sure the oil level in the gear oil sump is at the Safe-To-Drive mark.

SAFE
TO
DRIVE

Have the driver run on the head lights, direction lights and infrared lights to give the check 'em by looking the boxes which you see when the lights are working. Have the observer check the rear lights at the same time. Don't look into the infrared light—It could damage your eyes.

When checking the engine level, use a rag to absorb oil-spills. Let the pressure return before removing the cap. That way you won't get burned.

Team up with the observer and check tension on both tracks. A correctly adjusted track allows more drive and it's your insurance against track snagging and road wheel rubber chocking.

ALRIGHT...
PULLY...
LUBRICATED...
TENSION...
PULLY...
PULLY...
PULLY...
PULLY...

NO
WARRANT

The final fire extinguisher opening handle and should not be broken. If it is, you the extinguisher exchanged and tested before starting the vehicle.

While the engine's warming up, check the 50-psi and all equipment in the Commander's notice. When the oil is in operating temperature give the gear oil sump its last check.

Look over both sides of the vehicle. Look for broken track cables, missing rollers and/or drive rollers and road wheel rubber chocking.

No water leaks should be found or fixed.

Oil must show in all lub level gauges.



For the DRIVER:

MAKING THESE CHECKS BEFORE STARTING THE ENGINE.

SEATBELT — Always
check level of seatbeltings.
Seatbelts tight on the
seat and hold-downs at
100%.

SEATBELT — Cabnet
should be stable in the
floor and not tilted
to the top.

SEATBELT — Should be no
more than 1/2 inch from the full seat
on the flywheel.

SEATBELT — Flywheel should be at
the 100% mark before the engine is
started. If it has a
quantity valve, change the oil before
starting the engine. Also check for oil
leaks.

SEATBELT — Flywheel for the
fan, alternator, water and oil pump
drives must be in good condition and
functioned right. You check tension at
the belt tension assembly.

THE IAA AND ALTERNATOR BELTS

The check function of the belt tension assembly with a homemade belt tension adjust belt gauge

Make the gauge out of 1.2 mm to 1.3 mm steel in the form of the following dimensions:



... Now clamp on with the instructions on the gauge, like so:



... here's how to use the gauge to check the proper tension:



WATER AND OIL LEAKS BELT



THE WATER AND OIL LEAK FROM BELT IS IMPORTANT BECAUSE IF IT DROPS OR SLIPS OFF THE DRIVE PULLEY THE ENGINE

TO CHECK THE BELT TENSION, EXERCISE SUFFICIENT TENSION AS YOU TIGHTEN THE BELT. THE BELT SHOULD BE TIGHT ENOUGH TO DEFLECT 1/2 INCH.

Position the belt back in service when it takes 1/2 to 1/4 in. pull on a pull scale. Check the belt halfway between the pump pulley to deflect the belt 1/2 inch.

Naturally, there's no pull scale in your OEM, but your company mechanic has one. (Pull scale P39 6070-114-4004, 0-50-lb., which is replacing scale P39 6070-114-0044.) Bounce the scale a few times until you get a feeling for how tight the belt should be. After that you can use it with a thumb press.

If a new belt is needed, you can get a professional belt by using P39 5000-820-71074—Belt, V, (crank and oil pump drive). Your mechanic can put it on for you.



IT'S NOT
WELL FOR
IT TO BE
TIGHT
BUT IT

LOOK OVER THE CLAMPING AND TIGHTENING BOLTS TO MAKE SURE THEY'RE ALL TIGHT. DON'T FORGET TO TIGHTEN THE AIR-CHARGE VALVE.



Next, check the seats of both the pistons and the float for carbonization.

And the air-charger (boosting and control yourself that it's correctly linked).



FIXED THE EXTENSIONS—The location of the carburetor depends on the model of your vehicle, but there has never been a carburetor that has no fuel operating handle. It's got its operation by pulling the carburetor jet ring.



ALWAYS REMEMBER TO CHECK THE CARBURETOR JETTING.

ALWAYS REMEMBER TO CHECK THE CARBURETOR JETTING.

After you start the engine and warm it up, stay in the driver's seat while the commander hat checks the gear oil level and the observer hat checks the transmission.

For the OBSERVER:

ALL THE
WEAPON,
BOMB
AND OTHER
GEAR



Make sure all the T-42 machine gun and all other equipment at the observer's station is your baby. See that all things and equipment inside the vehicle is present, secure and properly stored . . . this includes guns, ammunition, personal gear, radios, life preservers and all other ODM in sight.

Run your hand under and around the perimeter air vent to make sure there's no obstructions.

Open the hull rear door and check the water seal for rips and cracks. Then close the door from the outside and lock it over for a tight fit.



Make sure that the hull drain plug door's under the right, rim, of the vehicle is in place and tight. And that the other five hull bottom drain plugs are all in place and tight, too.

After you're all done to enter through the rear door and lock it from the inside.

THE REAR VIEW SHOULD BE KEPT COVERED EXCEPT WHEN IN USE. WHEN NOT LOCKED, IT CAN EXPOSE YOU OPEN AT THE WHEEL. EVEN IF IT LOCKS AS YOU LEAVE THE VEHICLE, YOU'D KNOW THAT THE WELFARE WARD A POOR GUARDIAN.

HOW ABOUT
IT, BUAD?

A GUIDE OF ALL ORIGINAL MAINTENANCE CHECKS

Key

Continued — C

Never — N

Optional — O

What They Check

Who Does The Job and When

	Before	Half-Check	During	After
Ignition system	C + N			C + O
Ignite coil(s)	N			C
Insulation of	N	O		
Spark plug	C	C		
Positive cranking	N			N
Good cranking outside loads	C			
Good cranking battery	N			
Personalities (if checked)	O		N	
Instrument panel wiring/light	N		N	N
Cleaning, mechanical exterior				C + O + N
Body tanks				C + O
Temperature of wheel hubs, shocks			O	C
Oil				N
Light				C + O + N
Equipment, storage, tools from store	N		C	C
Exterior tools and equipment	O			
Cashier level, Fluid/level, low	O			C
Materials				N
Down, bushes, seals, extra beam	O			O
Fuel system (if weather only)				O
Air clean				O
Ball/steer play (before entering)				C
Carburetor, valve	C			C
Mechanics & supporting				N
Calibration of tires (checked daily only)				C + O + N
Percentage (N/A) (M/T) (S)	N			
Percentage (M)	O			
Weather gear (M/T)	O			N
Weather gear (S) collect	C			C



When the Before Operations Check, the driver makes sure like an . . .

1. FUEL — Turn the fuel shut-off valve. The valve opens through a complete 360° circle. It is full ON when the handle is parallel to the fuel line and full OFF when it's 90° angle. The pointer right side tells you how much fuel you have in the tank. It is not accurate as a fuel gauge to get up when it doesn't look so hot.

2. BATT SWITCH — The volt meter should be in 0 (neutral) position. Reconnect and fix.



10



4. AIRWAYS SWITCH — Turn off the engine, heater and other necessary equipment before you start.



5. STARTER SWITCH — Push it in to start the hydraulic tank. Hold it in for only a couple of seconds and then remove the positive switch and let everything do that.

6. STARTER SWITCH — Push it up and avoid the engine for one hour. 15 sec. each at a time. It shouldn't get worse than 10 seconds and 20 seconds before you try again.

10. STARTER OFF — As the engine work up at least three minutes — for a cold weather — before you move out. When it starts up, check your instruments.

5. WATER SWITCH — Flip it ON.



7. CHARGE — This is not needed. You'll have to experiment the right setting for engine work time.



8. STOPPING SWITCH — Flip it OFF now.

Always use proper safety in any situation.



11



It's not good to rev up the engine too fast during warmup. If you have cold oil in the ground near side and you raise your engine, temporary high oil pressure can rupture the filter or oil cooler of the ground near side cooling system.

Power plant master warning lights should go out within 30 seconds after the engine starts. Other lights should be out. If any of the lights are on, find out the what and where these below you mean out.



Your Battery/Governor switch should be in the green zone and when the engine is warmed up the engine coolant temperature should read 160-200° F.



HOW LEFTY TALK ABOUT MOVING OUT !!



BRAKE ON—To unlock your brakes, press down on the service brake pedal. This'll release the brake lock.



TRANSMISSION SHIFTS —



Move out in the right range... D (Direct), 1-2 and 3-down. Usually you'll want to stay in D (Direct) because that gives you automatic up- or down shifts through the four forward gears.



The 1-3 range is best for the very rough, billy-crocker. The shift is automatic, both upward and downward, but only between first and second gears.



L (Low) is used for going up- or down- steep grades or when you need low speed with maximum pulling power.

UPHOLD AND DOWNHOLD — An automatic, P (Park) or D (Direct), you can be in 1st, 2nd, 3rd, or 4th gear. It'll change to meet driving conditions.

In 1-3 range, the shift is automatic between first and second only. In L (Low), of course, you will hold along in low without any shifts.



HYDRA—Before you go into or out of R. (reverse)—STOP any motion of the track before you shift.

STOP

HYDRA

REVERSE



There's no exception to this and it applies whether you're on land or water. Do it, and you'll skip your gear . . . causing back breaking repairs.

COMMANDER!
WHY IT COSTS MORE
TO REPAIR WATER
CATCHERS.

**WHY NOT
USE WATER?**



HYDRA DRIVE—This gives you a choice of H1 or L2 and you can shift from one to the other as speeds under 5 MPH. On vehicles with serial numbers 1124 and below the H1 is marked **LAND** and the L2 is marked **WATER** but now also—the selector works the same no matter what the identification plate says.



HI HULL—In this position, power is delivered to both tracks at all times, but on turns your outer track goes faster than your inner track. With your steering bar fixed over in one direction it takes at least 48 feet to turn around. Use this position for all land speeds above 10 MPH.

POWER SAFE
STEERING BAR
AND TRACKS
SYMMETRICAL



LO (WATER)—In this position the inner track leads when you make a turn and the outer track, which continues to move, skids the inner track around. This lets you turn on land in as little as 12 feet. However, you don't use it on land when you are going faster than 10 MPH. Because this position gives you better control it is used when you are in water. Once you get out of the water, though, shift to the HI HULL position because you'll want to go faster than 10 MPH. The LO (WATER) position gives you maximum control and additional power so sometimes you'll want to use it on ice or mud if one track is spinning. Just remember, in this position a sudden jerk on the steering bar will give your vehicle . . . that's the reason for the no-faster-than-10 MPH rule. This position will give you the highest possible power for climbing steep grades but you'll have to go gentle on the steering.

There's no way you can make the two tracks on the HULL spin in opposite directions. And they won't make as fast a turn as two big ones. This'll keep 'em up real fast. Always pick a route and speed that'll create the least wear and tear . . . and repairs.



Steering

KEEP STRAIGHT — Use light and equal pressure.

TURN LEFT — To go left, either the bow or stern, pull steadily on the left hand grip. . . no jerks.

TURN RIGHT — To go right, either on the bow or stern, pull steadily on the right hand grip. Again no jerks.



**HEEL ON
LEFT HAND GRIP**

**HEEL ON
RIGHT HAND GRIP**



TURN TURN — You'll show a track for your feet if you turn fast on a tight circle. Use a series of short, smooth, motions and your track won't show.

DRIVING HAZARDS

Your Snow-Mover is a real power package—over steering and high speed are the big dangers.



A slippery chassis and steep grades require care. Snow goes when you coast or leave water. Take it easy when you've got an obstacle in the way—slow down.



IF IT LOOKS LIKE THERE MIGHT BE CONSPIRACY IN SOME FORM OR ANOTHER, I'M SURE YOU'VE HEARD THE NEWS. THAT'S WHY YOU SHOULD ALWAYS STAY ALERT FROM NOW ON.



WHEN DRIVING ON A SLOPE, DON'T TAKE SHORT CUTS. MAKE SURE YOU'RE ALWAYS ON THE STEEPEST PART OF THE HILL.



ON SLOPE-DRIVEN, YOU MUST ALWAYS BE ON THE STEEPEST PART OF THE HILL. DON'T TAKE SHORT CUTS. MAKE SURE YOU'RE ALWAYS ON THE STEEPEST PART OF THE HILL.



TO AVOID THE MOST COMMON VEHICLE MISTAKES,

TAKE IT... **DMSLOW**

D
DIVERSIFYING.

Never manually downshift the transmission in river and at high speed.



Never steer the transmission a few seconds when the engine is under load.



Never shift into gear with the engine running above idle speed.



L
LACROSS.

Never operate with more than all the floats on high but not overinflated.



Never let the engine get over heated.



Never let water of an inch or more enter a fuel tank.



W
WATER.





FRAMING — Never use it to hold an M114 on a slope. If you do it with the engine running the transmission could wear here and be damaged. If you try it with the engine stopped you're no further ahead because the transmission has no braking power. Better way you could lose. To hold an M114 on a slope:



START SWITCH — On all M114's with vehicle serial numbers above 1210 (and 1204 through 1211), the electrical system is tied to the engine will stop whenever either the master switch on the ignition switch is turned OFF. But, on all other M114's (and on all the M114's) you'll damage the governing system if you turn the master switch OFF while the ignition switch is ON and the engine is running.

AIR CLEANER — An instruction plate on the air cleaner shows how to use the service handle.

You can't see the lever handle but by pointing your LEFT hand over the top of the air cleaner you'll find it with your fingers.

Under hot or dusty conditions, draw the lever right to draw air from the clean compartment. This'll make the engine act as a scavenger.

In cold weather draw the lever left to draw air from the dirty compartment to keep the clean compartment warmer and help prevent excessive icing.



Follow this rule: To shut off the engine, always turn the master switch OFF and hold down the master stop, brake system, and master clutch first.

Get in the habit and you'll have no trouble no matter what road conditions are on the date line.

SHIFTS KEYS — The D (Direct) and N (Neutral) on your shift lever are pretty close together. This means if your linkage is out of adjust just a little, the vehicle can move forward when you think you've put the shift lever in neutral. So, once you make sure the linkage is full on until you get ready to move out and don't let up your engine more than you need to. Also, don't let anyone stand in front of a vehicle that is being started or that has its engine running.





STUCK ABOVE GENERAL INFO.

IF THE ELEMENT STAYS IN THE LINE, YOU CAN'T GET OUT. MAKE SURE YOU CAN GET OUT AFTER A DUCK DUCK.

ALL GEAR — The three elements are cleaned with a soft brush when needed.
The present price for the three elements is \$240-50-1-500-8. It'll come be enhanced to FMN 2940-379-0716.



GET HERE



BACK COVER — When driving with the back cover open make sure you have the back-eyes back completely engaged or the back cover could back your head. All back covers on the vehicle are for use as dispensers if not secured.
The shaft adjusting and must get enough motion on the driver's back or the safety back must engage. So, keep it right.



It's not what you're looking for. You're looking for a better company.



If you want to close the Commander's back cover, the M1141 should be in travel lock. If it's swamping around freely, hold the receiver up with one hand while you close the back with the other. You don't have this problem with the M1141.

THE BIRD — If your M114 or M114A1 is new, check to make sure the fuel lines are tight. They should be engaged but not wind-tight.



Remember to get your fuel system checked.



STOP — You're not supposed to stop. You're not supposed to stop.

STOP — You're not supposed to stop. You're not supposed to stop.

EMERGENCY STOP — If you're going fast and you hear a quick "EMAP" come like a low breaking, it could mean you've broken a track. Don't try to stop or put on the brakes. Just take your feet off the gas and let the vehicle roll to a stop by itself. Warn the rest of the crew so they can help us to something.



DRIVE EMERGENCY OVER — When you're operating in heavily wooded areas it's easy to get your engine exhaust system blocked. If it's not badly blocked, back-pressure could build up in the exhaust system and cause damage to your engine. So-o-o, check this often.



EMERGENCY STOP — There are 21 of these straps and you gotta check 'em when the lights. If you have a partial ammunition load you have to make sure the clips with the horizontal straps to make sure the ammunition boxes will stay put.



GRADE 8 SCREWS — Grade 8 screws and bolts are what your bolts need. They're harder than Grade 7's of the same size. You can tell the Grade 8's by the six steel marks on the head. Parts will fail if they're put together with low grade screws.

WAT'ER — Your water and sump pump valves are supposed to be air and water-tight. If the box you cracked or the seal doesn't hold, water will get in. Then the oil will run and drain out. Suppose these valves become clogged and keep 'em water-tight.



GOING SWIMMING?



BASIC — This is a very light vehicle so be sure careful that your cargo and passengers are positioned so equalize the weight. Otherwise, when you're underway, the vessel can wander. The engine lies in the transom (aft-most) position and be sure to follow the average plan. Storage and balance are mighty important.

If you have a full tank of gas, the good balance moves the board of the .50 caliber to the right. If the tank is nearly empty, put the .50 caliber with its board to the left. This will help equalize the weight.

BEWARE! — When crossing a narrow water a grade, sloping bank with no rocks, stumps or debris and drive into the water slowly at right angle to the bank.

If you're gun to make a fast entry into the bank straight, not at an angle.



Before entering the water, check out two things:

1. To check the outboard link-ups. The slack of a rope or brace could go it loose.



2. Make sure you have the outboard .50 caliber gun loaded in either the left or right position in the holder and opposite bank. ... to use to be to get out from being.



When you make a fast entry, stand on the bow and the big splash is over and your .50 caliber gun has coverage in a good recovery position.





DANGER! DANGER! DANGER! DANGER!

SEAL PLUGS — If you leave out the ball drain plug or one of the main plugs your SEAL will sink. Be sure they're all in place and tight before taking off.

WARNING SPOT — During all water operations have a crew member watch the bilge pump carefully. If it starts to show you a solid stream of water get the vehicle back on land—fast! This means you've got a bad leak that could sink you. Don't worry . . . If you ship a little water you can have confidence that your bilge pump will handle it.



WHEEL MOVING — Recovering an M114 rolled in water is a job for trained recovery people. Regular crew members should do it only in an emergency. Be careful not to slip the vehicle with your weight when trying to attach a winch cable. Winch a water-washed vehicle from the shore but don't try to tow or push it in the water with another vehicle.

WELL DOWN — The bilge pump won't get all the water out of your boat. To drain her completely, after you get out of the water:

1. Remove the ball drain plug.



2. Tilt your head to the front, left, to higher than the rest of the vehicle. (Use foot of leg and draw your head, left, back up on it. This will get the lowest part of the spot, rear, where the drain plug is. Don't forget to replace the drain plug.



MORE TO COME IN THE NEXT ISSUE . . .

JOE'S DOPE

THE SILENT CENTRAL

MY FRIEND, DO YOU BELIEVE THE MARCHING ROLE PLAYER IS JUST LIES BY THE LARABLE FIFTH? THAT SURE SOUNDS LIKE AN OPERATIONAL REALIZATION OF THE VERY BEST MARCHING COMPONENTS HAVE TO BE.

TO BE
COURTESY!



THE MARCHING IS BETTER THAN ANYTHING ELSE YOU CAN DO. THE JOB OF A MARCHER IS TO GET THERE AND STAY THERE. THAT'S THE ONLY EQUIPMENT NEEDED!

THEY AREN'T EVEN ON THE MARCHING LINE AND THEY DON'T EVEN KNOW THE MARCHING IS BETTER THAN ANYTHING ELSE YOU CAN DO. THE ONLY EQUIPMENT NEEDED!



WASNT ANYBODY AT THE STORE NOT THERE...AND THEY MUST HAVE AT LEAST SEEN **LEWIS** AND REPLACED HIM IMMEDIATELY.



THE SIMPLE MATHS HERE IS EVIDENTLY EXTREMELY SIMPLE "LOGICAL CONCLUSIONS"... IN THIS CASE, THE BEST COURSE WOULD BE TO...



WELL, THAT SOUNDS LIKE A PLAN... BUT LETS SEE... NO, WOULDnt BLOWING UP THE STORE BE A GOOD IDEA... THATS NOT HOW TO BE **CLEAN!**



YOUR LOGIC IS FLAWED... AFTER ALL, THE CONCLUSION WOULD BE THAT... YOU SHOULD NOT BLOW UP THE STORE... AND THATS NOT HOW TO BE **CLEAN!**







Dope Sheet

Be on guard to be on the go.
Dirty filters block air and oil flow.
Advice to be heeded —
to replace, clean as needed —
Your LC's and TM's tell you so.



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



WELL, ENOUGH, JIM. MINDS ARE A
NO-FLY-UP AIRSPACE AND LOOKS IS
WORTHY'S AIRCRAFT'S BEST. YOUR
IS CASE OF COOKED HARD ALIGHT
WALKS THE STAIRS. ... 10-10-10.



EVERY GOOD FILTER
BARRAGE MUST BE
WELL PLACED IN
TERRAIN FOR
BETTER FRONT.



ALRIGHT, ALRIGHT!
WELL, IT'S... JIM!
ON THAT POINT!



WELL, LET!
LET GO!



WELL, DO YOU THINK I'M NOT
THE BEST MAN FOR THE JOB?





A black and white illustration of a man in a red suit and white shirt. He is holding a newspaper in his right hand and a folder or stack of papers in his left. The background shows a window with a view of a city or office building.

Happens to Just a Thing Called...

APPENDIX III

(It's... Now! Revised to June 92 '92)

There was when the sight of a blank DA Form 1406-17 made a crew chief's hair bristle and brought tears of anger down to his eyes. Why? Because he had no SER (Basic Issue Form List) as guide.

But things are changing. The latest change of revision to all aircraft -10 manuals now contains (except the GE-1 —there will be a delay on this one) an Appendix III labeled:

"SERIAL NUMBER SAFE GUIDE"

And this is no longer just a title. It's an actual listing of inventory item—no modern version of the old Semitec (U-1) guide.

Yeah! Appendix III can make your night STRAC.

WELL (ON) THE ROAD, WEAR BOX THE LEAKING WATER NOT, IN... TRACK DOWN

It's no open end there, either—will looking over a well mean it's closed?

On the other hand, could this be "too perfect a sign" against the odds, the "palmistry" would say? Could be.

Suppose you spot oil seeping around the inside of the central cable drum. You'd probably figure that the gear bearing has had it. But before you make a seal change, consider another angle.

Maybe helpful Harry (PhD) says simply: "I've checked out that the gear has too low an oil, and decided to do it up from by filling it to the brim."

Well—in a full gear box means that the oil is there in under pressure and it's got to go some place.

The only place it can go is through the breather hole in the tail rotor support shaft. The oil then works its way onto the central cable drum.

So, the angle in this case is the breather hole. You can't see oil leaking



THE OIL LEAK

from it so you naturally suspect a seal leak.

Of course a bird mechanic is a super sleuth in his own right, so he isn't going to be flustered for long by these false oil clues on the central cable drum... is he?

He's going to save himself a lot of elbow grease by checking the oil level in the gear box. If it's essential the solution is simple enough. Drain the gear box down to the right level.



The right level on the right page of course, is when the oil is at the top of the page just above it. If the bird has a breather plug, the proper level is when the oil just begins to drip out of the breather draincock... just enough.

NO BALANCING ACT



There's no need to split your wheels if you don't find abnormal marks on the spinners, skids or spinners/balbood of your bimotorski 90-90 prop.

The two parts are no longer balanced together, so you can replace either one without replacing the whole assembly. That's how the game starts up in TM 11-15.90-200-20P 124 948-64.

COLLECTIVE FREE PLAY



Dear Woody,
 (Step 3, Sec 70, Para 3) Part 1 of the 11-15.90-200-20P of New 44 says we're allowed this free play in the collective on our Skowas 90A-90.
 My buddy says this does not include the red-and-brownings, but I say it does. What's right?

SP 5 1 5 5

Dear Spittle (A 5 5),
 You're right to raise about checking the free play over the whole collective system, including the red-and-brownings.

Remember that no one thinks are evenly alike. You may get wear in a collective bearing bushing, the bushing, or the bearing... depending on the nature of the laws.

Smiley

CHANGE THE 'WHOLE'



REMOVE
+
REINSTALL



ASSEMBLY

LOW IT BANG, WHOLE
YOU'VE CHANGED IT, CHANGE
THE WHOLE ASSEMBLY.

There's one detail that maintenance types shouldn't overlook about an assembly. It's usually made up of more than one part.

The engine tachometer generator assembly on the Sioux 304-144, 60 is no exception.

TM 55-110-264-10F (18 Dec 63) lists the assembly as ESN 1688-914-0620 on Page 3-125. One detail of the assembly is the tachometer generator, ESN 1688-140-2608, with a spare code of "F." The code is being changed to "B1," which means the detail isn't

stocked . . . you order the assembly.

The other detail part of the assembly is engine tachometer adapter, ESN 1688-111-2604. It's a general support item and is listed on Page 3-114 of TM 55-110-264-10F (18 Dec 63).

So when's all the trouble done, you may ask?

Well, it means that assemblies are being stocked in without the adapter. And do-it-yourself repairing tachometer generators can rightly be called an assembly unless both the tachometer and adapter are included.



Yep, things're looking up for your troops (EPL188). Now you can get a real maintenance problem free! Look out for your Huey's 171-in rotor blades . . . in place of the ordinary blade (EPL 7528-134-9317) listed in TM 5-1085-117-12P (Apr 64).

The new one's called heliohappy an means rotors have break out, EPL, and it comes in three parts: one and our assembly (1086212-1), ESN 1695-117-8778, and (1086212-1), ESN 1695-117-8877; and blade (1086212-1), ESN 1695-117-8774.

FUEL FILTER COMING

Dear Whoozy,

The organizational maintenance push on our Mustang (60-1) says to get in a new engine fuel control valve paper filter every 100 hours.

I searched the parts list from one contractor after, however, and haven't been able to come up with a part that was built like the filter.

A case of one article of the best—a good part number I don't have. What gives?

W. A. D. T.



Dear Whoozy (to R. E. T.),

Now your symbols over a glass of brandy show-politician. Change 1 to TM 55-1110-362-10F gives you 04, or, ESN 1688-140-2608, ESN 1688-140-2608. That's the baby you want.

Whoozy

LATELY

ITEM 00000 00-01

FOR 000-000-000



ITEM 00000 00-01
FOR 000-000-000

OR 000-000-000
FOR 000-000-000



NO WIGGLIN' THE WAFER, PLEASE



Wiggle the testing wafers of your RT-178 amplifiers won't get your ANIARCU27 radio set back in business. . . . 500 times out of a thousand. Some goes for the RT-189 of the ANIARCU-51.

What's more likely is that a wafer wiggler will knock the set out of track. So, you can see that wiggle' the fun or curiosity is downright foolish.

The wafers—or testing apparatus cover plates—are made-to-order to organizational maintenance. They rarely go bad, they need no adjusting by the using unit, and once they've been properly adjusted, it's unlikely they'll ever need it again.

The testing apparatus are in the amplifiers, and the men were commonly fooled up by the inexperienced air crew in the spurious amplifiers.

The wafers, or plates, are adjusted by your support, and a skilled hand can do the job as easy as falling out a window. . . . and just about as fast. After that, they shouldn't have to be touched again.

Again, make the connection. Make your wafers the waffle kind, and save your set a trip to support.

A LITTLE BRUSH-OFF

OHMY
GOSH!
AM I HOTTY?



Next time you give your AM/ABC-27 and -44 blower motor the brush-off, you might be brushing off the prospect of good communications.

Like you could be getting your radio in a spot that'll make it work, too good.

Remember those blower motor brushes wear down, and if you ain't checking them during the routine, organizational 60-hour check of the radio set, chances are they won't make it until the next inspection.

And . . . your blower motor may suddenly lack good electrical contact right in the middle of a hot mission on the coastline.

When the brushes wear with use,

they naturally keep less tension on the springs which push them against the motor's commutator. Result: Poor electrical contact—if any.

To inspect the brushes to be sure they're at least 1/4 inch long. If they're shorter, replace them. They'll never last until the next inspection.

Organizational maintenance calls for a check of the brushes of the B-1481 internal blower motor of each set and the B-1481 external motor of the ABC-27 after 60 hours of operation. So follow the word on page 6, Change 1 to TM 11-1481-209-24 (Jan 60). In addition to other info, it reduces the inspection time on the brushes from 120 hours to 60 hours of operation.



BRUSHES MUST BE AT
LEAST 1/4-INCH IN LENGTH



CHANGE YOUR TORQUE

800 is on 80 as Change 1 (19 Sep 80) is on TM 11-6140-209-12.

That little mark whether it is necessary, providing it jugged your memory on the amount of Change 1. If you didn't read the change, it should make as much sense to you as hieroglyphics.

Solution: The change corrects para 2002b, page 16 of the TM on the 80-411-A battery to read "18 inch-pounds" rather than 15 inch-pounds. Like, when you're putting the torque wrench on the battery's terminal screws, look for a torque indication of at least 30 inch-pounds.

The "15 inch-pounds" called for in the TM isn't enough, and, naturally, it could lead to problems.

FROM
35 TO 50
PAGES
REVISED





COMMUNICATIONS



FATHER TIME GOT YOUR TT-4?

Along about the time that old age or long use wears up on your TT-4/TG electrolytic, your RT volume to the line increase circuit tends lower its age to mine.

A good indication that the variable volume's garden's little fella is when you start puppie' tone when you work the LINE INCREASE switch from its counter-clockwise point to, or near, the full clockwise point. Like you know, going toward full clockwise feeds more current into the circuit.



If the volume is changed, or if old age or treatment use has weakened it, you get more current than you want. So, you pop a fuse because the RT's resistance is down.

That kinda' four puppie' shouldn't be confused with the kind you get when you make a fast swing of the switch from counter-clockwise to full clockwise. In normal operation, do like TM 11-38115-206-11 tells you and you'll see a fuse blow. Like, you come up from counter-clockwise direction if all you get the milliamperes reading you want (depends on how many neon-and-stones on your circuit). You should never have to swing to full clockwise.

Noncontrol stations, naturally, have no work back from the full stationer position.

The point being that if you're operating your TT-4 according to the book and you still pop fuses when you swing the LINE PULLER switch, have your wireworker make him or her support check out that variable resistor with an ohmmeter to make sure it's doing its job.

Now, take a look around the room at the line terminal board.

Are those indicator signal received logs?



Next time you swing 'em up, don't overlight 'em. They work, in other words, if you had to really put the surge to 'em, they'd be made out of sturdy material.

Don't treat 'em like they were made of solid wood. They ain't here to do that kind of righting job.

NEEDED: ONE CABLE



Dear Staff, Steve,

I need the extension cord which connects the 28-28 microphone to the computer of the 400/104-2 public address set.

I can't find it in TM 11-1880 or the 28P manual.

Sgt. W. H. M.



Dear Sergeant W. H. M.,

You need CX-2894/U, special program cable assembly, P/N 2895-148-1118, which is in TM 11-1880-266-28P (File 59). The cable is also used with the M-23 and M-25 mikes. It's not a maintenance item, but your support can make it for you from the cable connectors and so forth listed under cable assembly group, pages 7 and 8, TM 11-1880-266-28P.

Since the public address set is a badge-judge of components, it'd also be helpful to keep on hand a copy of Change 3 (Jan 64) on TM 11-1880-266-28P. It lists parts manuals you need for the components. The change lists eight (with) TM manuals you need for parts and PM.

BOB-TAILED IS NO WAY TO GO



Playing Russian roulette with the heater exhaust pipe of your ANFOBC-46 motorhome probably isn't a smart way to get an hour or so of extra gas.

It means that a few feet to be lucky (if that's all he gets from a bob-tailed pipe). It also means that it's foolish to connect the heater with anything less than the required 6-foot-long flexible exhaust.

Instead of playing games, you should be tying the heated bag from the top of your clothes if you're using a short pipe on your heater. A short job allows the heater guardline hoses to still extend in the truck bed, and your clothes' heavy inside pulls the hoses inside.



A flexible long pipe carries those kilowatts' flames away from the clothes.

Even with the right pipe, however, you should lower the truck roll gas when the heater's going. That gives all the flames a chance to escape.

An EPPO is being worked up to eliminate the lower hazard, but play it safe in the meanwhile.

COTTER PIN, ANYONE?



Interested in a quick fix for the heater loss of your TR-351FT or TR-351FT FT telephone?

Well, next time the cover peeling pin (E5M 3115-316-0111) comes out, or gets lost, and you need a fix sooner, get yourself a cotter pin about 3/8 inch long and 3/16 inch thick... and slip it in.

Then, sit back and wait for your req form to go down the mill.

'POP'

GOES \$260

A flip of the plate might not your ANYTIME and .26 volts transmitting can cost you and/or Uncle at least \$260 a dozen.

Warning: It gets costly when you apply plate voltage to the transmitting set when they're not ready for it.

The right time is AFTER you flip on the Filament/Emergency Shutdown switches. The switches are in the upper control panel of the transmitters, and they turn on filament windings. All are red, toggle jobs.

Since the Plate ON switch is a push-type it might be helpful to remember a slogan like: "Flip the filament and push the plate on."



FLIP ON WITH THE
FILAMENT/EMERGENCY
SHUTDOWN SWITCH

... THEN ON WITH
THE PLATE VOLTAGE

Forgetting the filament switch can pop the 425MA tubes of the transmitters. Each tube goes for \$250-plus. . . which is a mighty steep price to pay for forgetfulness.

Avoid it deady: Flip on with the filament voltage . . . and THEN on with the plate voltage.

TIE A ROPE 'ROUND YOUR FINGER

Maybe it's not as pleasant a stimulation, but try to remember this like you would your best girlfriend's telephone number:

When you remove an RF balanced cable from a connector all a cable set, hold it as the connector, twist, and back it all straight out.

Don't ever grab the cable itself and pull out. You may push the wiring right out of the connector . . . or damage the job.



IT'S ELEMENTAL

NEVER AGAIN!
FORGETTING ABOUT THE
FORM IS TERRIBLE!

NEVER
FORGET
THE
FORM!

Philosophy: If this life gives us lessons for simple facts that would a few minutes' labor, we'd all be fat and happy.

Fact: Most often, this world offers lessons for lessons when we take the easy way.

Like, gentle, closer to the pole, when you remove the upper element of the ANT-12 antenna to keep it from splintering against bridges, overhead wires and walls.

Fact is, some forgetful Freddy might even think he's doing Uncle a favor, because by removing the antenna element, he don't have to worry about splitting the antenna down when he takes his ANT-12 or ANT-12-12 series radio out for a ride. Like . . . how can you change it if it's not there?

On to the point: When you hit the wall with your head, keep your antenna lower—and don't remove that upper element!

If the element's off, and the transmitter gets holed accidentally (there

are ways, cause you're in the high power position, the transmitter antenna element gets the "H" knocked out of it.

To keep the antenna together, and stick it down when you're in trouble.

It's elemental.



TUNE-IN CLUE-IN



[Two for one. That's a great return most any time.

And that's what you get with this tuning process for your RT-66 three -bit receiver-transmitter.

The procedure will either perfectly tune your receiver antenna—or else you can shut the tubes in the RT right in bed.

When you do first to adjust your speaker so it's almost ready to open. Tune the receiver antenna as per TM procedure until the speaker opens. About this time the speaker should shut off when you adjust it on either side.

One reminder before going for the perfect case or a tube issue: The frequency for the tuning process should be the normal net frequency. Or, if you're to use the receiver on many different frequencies, the tuning should be done about two megacycles below the top frequency of your receiver.

Now you're ready for the following steps:

1. Adjust the speaker until when trying tone tells you it's ready to open.



2. Tune the receiver antenna control to left or right—whichever way opens the speaker.

3. Back up to the antenna control equivalent tone if the same way you did in Step 2 (left or right).

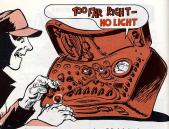


3. When you find the point where the trying tone disappears by tuning the control in either direction, your antenna should be perfectly tuned.

2. Advance the speaker until the trying tone barely stops.



On the other hand, if the speaker keeps snapping on or off—and you can't produce the trying antenna's tone no matter the value of your RT.



Some sets (except the one) do not have a control on how to handle the LINE ADJUST control of the TV-TEN-10000 tube set. They're still popping FUSE lamps with too much voltage.



A full clockwise adjustment of the LINE ADJUST control will burn out the FUSE lamp (E804). Since this kind of clockwise adjustment is not likely to be necessary even under full conditions, there's no need to burn out the

lamp. Full clockwise gives you more sensitivity on the control (which is the FULL-CONTROL) and allows enough additional voltage to get through to burn out the Fuse lamp.

The way to avoid that mess is easy.

Before you apply power to the set, turn the LINE ADJUST control fully clockwise, and back it off about half way.

Then, with power on, adjust the control for proper operation with the tube as he found (see TM 11-4625-174-12). This additional adjustment should be minor and take no more than a slight turn of the control.

In no case should you leave the control in the extreme clockwise or counter-clockwise position.

TAIL TROUBLE TIP



CHECK THE TAIL TIE
AND TAIL TIE TIGHTENING
OFF BALANCE!



When you can't pinpoint the direction they're coming from, all winds blow 90° ... and thereby hang a tale. You might even say a tail tail tale, pointing out that eyesight is only skin deep, and the real meat of the matter lies below the surface.

Or someone's like this:

Anyway, please don't do any fancy pointer jobs on the tail end of the T-400/TM40-1A wind speed transmitter of your wind measuring set. The extra weight of the pointer on the tail

throws the transmitter off balance and keeps it from pinpointing wind direction changes.

A real fancy concrete job on the tail could cause you to get an incorrect wind reading ... and affect the accuracy of a missile.

So go mighty easy on the needle-pointing ... and pay close attention to para 5 of TM 11-6000-209-20 (Apr 68) with Change 3. It gives you the dope on a balance check for the transmitter.

DON'T 'SHRINK' IT



100-FOOT
RECEIVING
CABLE
SHRINKS
UNDER
STRESS



100-FOOT
RECEIVING
CABLE
STRETCHES
UNDER
STRESS



is too small. The reason is your body's guess.

But it ain't work.

Oops. You can't interchange the AN/CRC-202's CG-1147U, 100-foot RF cable with the 75-foot CG-6017U RF cable ... and expect the radio set to put out for you.

Like you know, the cables are used with a double antenna. But—the CG-1147 is part of the double receiving

antenna. The shorter CG-600 goes with the double transmitting antenna.

Basically, the cables differ in size to do different jobs. Basically, too, you can't use the 100-foot receiving cable for transmitting. Among other things, you lose power when you're putting out with the RF energy.

So don't let yourself lose thinking it should work either way. Use the right length—or get it if you don't have it.



WIRED FOR SAFETY

Like to see the gas cylinder plug on your early gas-driven M10 machine gun's piston work loose and maybe get lost after a while. But there's a way to keep it safe.

Stick the top head of the plug with a bakelite or fiber plug into a piece of stainless-steel wire with P/N 9043-590-1 (4) (48) 30004-C206, through the notch and wrap it once around the gas cylinder gun. Train the ends between the barrel and the cylinder.

That'll do it.

Current production models have a hole drilled through the gas cylinder plug for retaining. No work is required.



IN CASE YOU'RE GUILTY

Chances are that if the carrying case for your M10 machine gun's open then it'll get the heat, noise, heat-up, cut-it-don't-look, somebody's guilty of use of force.

Securing tools and equipment in the wrong compartments or carrying or storing the magazine or similar items is it. Right?

No, get right by putting only the right stuff where it belongs in your case, like so:



BUGGED BY OIL?

Dear Editor,

There's a tip you might want to pass along to troops who find the metal fins clogged with a substance during airborne and ground operations.

Get yourself a discarded 2oz plastic ketchup jar (newest equivalent) bottle and keep your rifle oil in it. The two ounces will be plenty since the average rifle gets every 1000 rounds and oilings.

I tried this out during Operation Desert Storm and it worked fine. Before departing the unit, I filled the 2 oz bottle from the quart can in the arm room. After several cleaning and filling every day for 12 days I still had about 1/2 of a bottle left.

Major Charles L. deFrost
 Ft. Campbell, Kentucky



Old 'Nole—works real good!

REAL HEAT, EH, BEATLE?

OK, Beetle, let's get with it, boy!

If you're gonna be careless and let your M10's gas cylinder bolt on your M10 like this, you gonna get hot trouble.

You'll be forever replacing the gas cylinder, gas cylinder plug and maybe even the piston head. Not good.

Make sure the tapered guide grips the cylinder at only one spot. If you tighten the bolt in the position, you'll dent the cylinder. Then, when you take out the plug to clean the gas cylinder parts, you'll strip the threads.

From above on, follow it, you'll have one backhoe rim wearing the piston. Train the cylinder.

No, plug it with this. Take the extra half around and use it right in the first place, like we see how fine the guide sits? Now, when you tighten the bolt you spread the pressure evenly . . . the tapered grips good and tight . . . and the gas cylinder won't heat a hell.

OK, Beetle!





♪ ♪ ♪ ♪ ♪ ♪ ♪ ♪ ♪ ♪ ♪

PARDON MON AMIE

THOSE BOMBERS AND PLANES
 IN THE SKY ARE NOT MISSILES
 AND THE BOMBS ARE NOT
 BIOCULARS. WE'RE NOT
 GOING TO USE THEM. WE'RE
 GOING TO USE THEM TO
 DESTROY THE ENEMY. WE
 ARE NOT GOING TO USE THEM
 TO DESTROY THE ENEMY.
 WE ARE NOT GOING TO USE
 THEM TO DESTROY THE ENEMY.
 WE ARE NOT GOING TO USE
 THEM TO DESTROY THE ENEMY.
 WE ARE NOT GOING TO USE
 THEM TO DESTROY THE ENEMY.

*Ed Note - By the way, the
 use of the words...
 ATOMIC MISSILES, THOSE
 BIOCULARS...
 THEY'RE **NOT** BANGLES.*



METASCOPE MEDICINE

WHICH MOUNTS YOUR
INSTALL THE BATTERIES

Prescription for keeping your beloved Metascope Assembly, Model 88512, out of the hospital.

"One ounce of care when installing batteries, mixed well with skillful hand movement."

Preventive medicine or preventive maintenance, it doesn't matter how you look it down. An ounce of PM is worth a pound of cure any old day of the week.

Like with the surgeon's 88-5112 mercury battery. The another battery housing is light aluminum. The switch assembly, which caps the housing, has brass threads. Plus a spring to keep the battery in snug.

Which means when you're installing the battery, you should keep enough pressure on the spring so that the switch assembly turns in freely. If the spring tension matches the brass threads of the switch assembly against the aluminum threads of the housing, it could mean goodbye aluminum threads.

Installing the 88-5112 dry cell batteries calls for a different kind of PM. The light means care they go into is made of bakelite—which cracks when you give it as much as a cross-eyed squint.

So when you put in the 88-5112, slide 'em in easy while holding the case at an angle.



GENERAL & SUPPLY

MAKE IT SHORT AND SPECIFIC

DO NOT
EXPLAIN
USE IT TO
ANY
INSTEAD
IT IS
TO
TO



Hold down the weights.

Let the code numbers and system speak for themselves.

When you complete a maintenance service and enter it on DA Form 2488-1, let the code (997) tell their full story of your message.

Put in columns e, f and g only what the heading calls for. That's "component/your main or service" for most equipment and CB units, reference design name and manufacturer for the equipment where these apply.

In short, when you're writing the maintenance or service, keep it short. Keep it on one line if possible.

Remember, if your code entries in columns a, b, c and d of DA Form 1 for your vehicle read like this: 848724-708, the code will most of your story.

The letter we listed during heading (B).

to Unit 2488, if you have repaired, and describe with component/your main or service.



Call me correct to column (B).

For indicator of trouble we in column (E).

Something you set of adjustment (F).

TO UNIT 2488, IF YOU HAVE REPAIRED, AND DESCRIBE WITH COMPONENT/YOUR MAIN OR SERVICE.

Mail said, so why describe up on the message?

And the same thing goes, in a note, when you're filling out block 10 of DA Form 2487—see when your support's filling out block 26.

Even when more notes for you needed in block 12 of DA Form 2488, let your own explanation or description in needed in block 10 of DA Form 2487, make the message short and specific. When you're working over a few blocks 12 on DA Form 2487, let tell support which component or part is on the table with a few words on what needs to be wrong, leave it up to support to figure out how to correct the fault when it's their job to do.

TO UNIT 2488, IF YOU HAVE REPAIRED, AND DESCRIBE WITH COMPONENT/YOUR MAIN OR SERVICE.

TO UNIT 2488, IF YOU HAVE REPAIRED, AND DESCRIBE WITH COMPONENT/YOUR MAIN OR SERVICE.

Just remember these multi-use "quick-reference" forms are expensive. And if you use any group of the DA Form 1, your equipment tag will soon feel like its nails when you talk in the "what's wrong, a long repair may need, the part-requiring, machine—and its operation—how a wire, connect to equipment to plug into the chart in a attachment.

So, write your words and reports the you would a message. Use the code where they were meant to be used unless a report when the code have already said.

So what has to be said—then make it short and specific.

TO UNIT 2488, IF YOU HAVE REPAIRED, AND DESCRIBE WITH COMPONENT/YOUR MAIN OR SERVICE.



TREAT 'EM EQUAL

Now, you've got muscles. But, don't waste it when you're tightening the capacitors on the old blower fan motor. (Dodge model B-4-4) generator.



Tightening the capacitors unevenly will cause the blower fan to wobble—you'll lose oil, damage the engine.

So, when you replace the blower fan, tighten the capacitors alternately . . . and put the same pressure on each one.

No wobble, no waste, no waffle.

ROCK 'N ROTOR



Your Jeta Model 20011001 WA 11-40W generator set making with a wild wobble, wobble? Could be the rotor is out of balance.

Continued operation like this'll shake up the inside of the generator components and you'll be replacing them often—then the 1000 things picture.

Easy way to bring the wobble' and rattle' under control is to mount it in your support on a DA 1007, Maintenance Bracket. They'll put your Jeta along in the depot rebuild shop who'll test it up.



EASY OPEN, EASY CLOSE

Hold it, Man.

Easy does it when you're opening or closing the circuit breaker on the control panel of your 1100W generator set for your 1000 Campfire.

You don't need brute strength to turn the control switch, the breaker is motor-operated. But it, a light touch'll do the job. All the catch does is put the motor into operation . . . the motor does the rest.

If you spring-attach, you could push the switch handle right off its mountings.

HANDS OFF THE BOX



In any electrical job, however, you've got to have the right parts in the right places.

This makes for a complete plot of equipment.

There's no reason for your three-month Model 70-2 gas turbine 30-KW generator to be an exception.

However, some of these can have been running up as depot rebuild shops without factory boxes.

Now, since these boxes come with the generator, they should stay with it. The set's not complete without 'em.

Just have 'em on—it's that simple.

CUT THE SHORTS SHORT

Molasses . . . dampness . . . dew . . . condensation . . .

Call it by any other name—it's still water. And, in the wrong places, it can short out wiring and foul up your equipment.

Your Service & Service Model 1000 45-KW generator is a good fitment.

Molasses, acting on the rear of the 4-pole magnets of this rig shorts out the wires and leaves 'em right off the magnets.

You can beat the moisture and keep your generator running by insulating the magnets with a coating of either the compound, ESM 1700-211-0001, or synthetic compound, FM 800-010-1001.



HOW'S YOUR FUZZ, BUZ?



DON'T WORRY ABOUT YOUR FUZZING, EXCEPT IN CASES OF EXTREME WEAR.

Fuzzing (the fuzzy stuff) on the latex valve caps on your M17 mask may wear thin after awhile, and the shiny screen underneath may show through in spots. That's 'cause the latex valve caps rub against the inside of the mask's canvas carrier (as you jog along, or when you remove the mask or replace it in the carrier).

As long as the latex valve caps are otherwise OK (not bent or broken, and they're complete) you don't have to worry about their wear, fuzzing . . . unless you're operating in temperatures of 67° and below.

Below 67° your M17's need latex valve caps with a full growth of fuzzing.

SNAP FLAP

Is the flap on the carrier for your M17 total protective mask about its fasteners again?

Could he you get too grabby when you're in a rush to open the carrier and you scratch the flap. To keep from damaging the fasteners or yanking them out, do it this way:

Grab the flap in the center with your left hand and pull outward with a quick, firm motion.

Try it to save your fasteners.

SAFE GRAB OF FLAP



Connie Rodd's BRIEFS



Component D/A 2408-5

When you get an equipment component RWD that carries the component group and class number instead of the end item number, this is your clue that you need a separate DA 2408-5 for the component in your equipment log. That is, unless the component already has a DA 2408-5. Otherwise, an entry 2-2802-000-02 on an engine calls for a separate DA 2408-5 for the engine. And when you modify a component that has its own DA 2408-5, the entry goes there — not on the DA 2408-5 for the end item it's installed on.

Roller Calibration

Roller calibration and bleed what it comes to collecting your roller equipment?

Yes, collect yourself a copy of TR 202-344 (2 Dec 82) and take it reading on what equipment has to be calibrated, when done it, and when. The TR tells you to use TR references you'll need and other goodies. As a bonus, it tells you all roller sets and rollers are other than the 24-100-700 and 24-100-700 must be collected every 100 days.

FSR For Entering Bad Paint

Need to paint the bucket/lens on your vehicle with good resistant paint? But you don't know what to order? Well . . . ask for Component Coating, black, cold proof, enamel base, USA 2020-090-2141 brings you a new gallon can.

No More Tying

The engine bracket on your Series 200-250 has been known to get all cluttered up with too many heavy duty. Small wonder air tubes are chafing with direct support to get the bracket mounted in order to keep this essential air equipment. The company is spelled out in RWD 24-1000-200-24-11 (2 Sep 82).

Get The Details

Got a right key network (N/V) made who have had to recondition the whole engine oil filter in the past, in order to get a small part like an "O" ring packing, should try the new DA 24-10-100-200 (2 Aug 82). Here are the details see on page 2-309.

Would You Stake Your Life ^{1982 RWD} on
the Condition of Your Equipment?

Really
LEAN
on it!



MOST FORMS IN THE ARMY EQUIPMENT RECORDS SYSTEM CALL FOR A **SHARP, HARD** PENCIL OR A BALL-POINT PEN. **WRITE HARD**, SO THE GUY WHO GETS THE CARBON GETS THE MESSAGE.