

Issue 501

PS

August
1994

THE PREVENTIVE MAINTENANCE MONTHLY

TB 43-PS-501

Read and
heed, then
pass along!

LET ME TELL IT
TO YOU STRAIGHT... WHEN
IT COMES TO VEHICULAR
ANTENNAS, THE FUNDAMENTAL
THINGS STILL APPLY.

THANKS, RICK.
I'LL REMEMBER
THAT!

RICK?

BOGART

U.S. ARMY

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Vehicle Antenna PM
... See Page 27

STREAMLINE YOUR PIPELINE

YOU SAY YOUR UNIT'S SUPPLY SYSTEM IS AS SLOW AS MOLASSES?



If your answer is yes, then you need an old home remedy for your supply support folks to give better, faster service. Make sure your clerks know to:

1 Use the correct NSN on requests. Now that most units order parts on the ULLS computer, a slip of the finger could key in the wrong NSN. Double-check each request before it's sent to support.



2 Read the status listings that support sends back. These listings give important info on your request. Follow through on these listings as soon as possible.



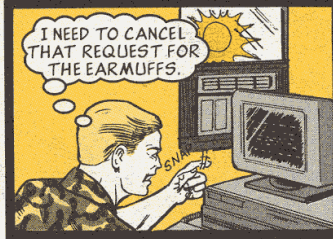
3 Let your mechanics know when there's an NSN change. That way they can jot down the new info in the parts TM.



4 Return RX unserviceable-reparable items to the supply support folks. They can fix them and put them back into service.



5 Cancel items that are no longer needed. As soon as you know an item's not needed, STOP the supply action.



IF YOUR SUPPLY PEOPLE FOLLOW THESE STEPS, YOUR SUPPLY SYSTEM WILL FLOW SMOOTHER THAN WARM SYRUP!



THE
PREVENTIVE
MAINTENANCE
MONTHLY

TB 43-PS-501: The Preventive Maintenance Monthly is an official publication of the Department of the Army, providing information for all soldiers assigned to combat and combat support units and all soldiers with unit maintenance and supply duties. All information published has been reviewed and approved by the agency responsible for the equipment, publication or policy discussed. Application of the information is optional with the user.

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You are invited to send PS your ideas for improving maintenance procedures, suggestions for articles, or comments on material published in PS. Just write to:

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Start Your Stopping PM

Master cylinders, air tanks, emergency brakes, and chock blocks. These are all show stoppers for trailers and semitrailers. They're supposed to be.

If they've been taken care of and used properly, they'll stop your rig... and keep it stopped until you want it to roll again.



THIS ARTICLE IS "CHOCK" FULL OF TIPS FOR YOUR TRAILERS.

YOU WERE SUPPOSED TO TAKE CARE OF THAT TRAILER!

BUT I SET THE BRAKE!

SHOULD'VE USED CHOCKS, TOO!

CRASH

PS 501

☆

2

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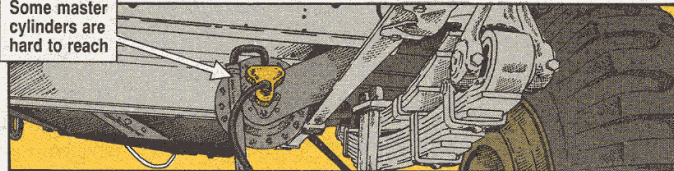
Master Cylinders

Many small trailers have hydraulic brakes. That means they've got a master cylinder that needs regular service.

Some are easy to find, like the one on the M149-series water trailer. The master cylinder is right behind the lunette.

Others are not so easy. On 1 1/2-ton trailers, for instance, the cylinder is under the chassis, next to the curbside wheel.

Some master cylinders are hard to reach



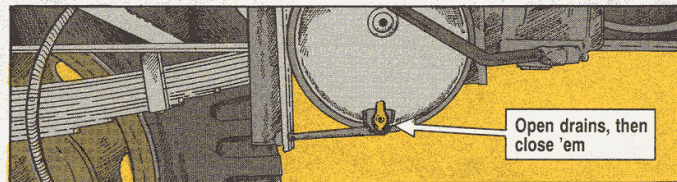
Your operator's TM will pinpoint the location. The point is, you need to make sure there's enough fluid in the master cylinder to make the brakes work.

Air Tanks

Other trailers, especially semitrailers, use air brakes. That means there are air tanks to be drained each day after operation. That keeps brake lines from freezing up in cold weather or corroding anytime.

After you drain the air tanks, close the petcock. Leaving it open lets water—condensation—back inside the tanks when temperatures go from warm to cool. That undoes your good PM.

It also lets anything small enough to crawl inside (like bugs and critters) or blow inside (like dirt) do so.



When you're ready to go, a quick check to make sure your brakes are hooked up right is to roll and stop the vehicle. If your trailer stops, then rolls again once the brakes are released, the brakes are right. If it rolls, stops and then the brakes lock up, the intervehicular air lines are connected backward. Change 'em.

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3

PS MORE

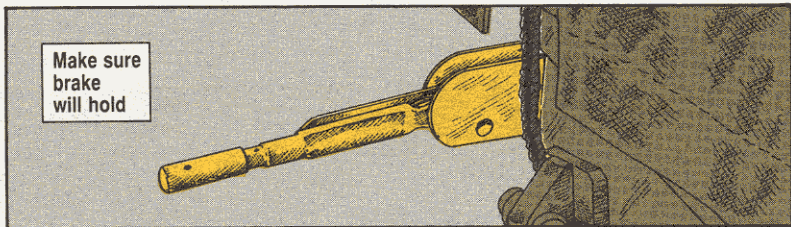
Emergency Brakes

It does no good to set your emergency brake when you park the trailer if the brake doesn't work.

Be sure the brake works. While your trailer is still hooked up, set the brake and try to pull the trailer forward with the truck. If the brakes are working, the tires won't roll.

If the tires will roll, the emergency brake is bad. Report it.

On the other hand, forget using trailer emergency brakes during cold weather.

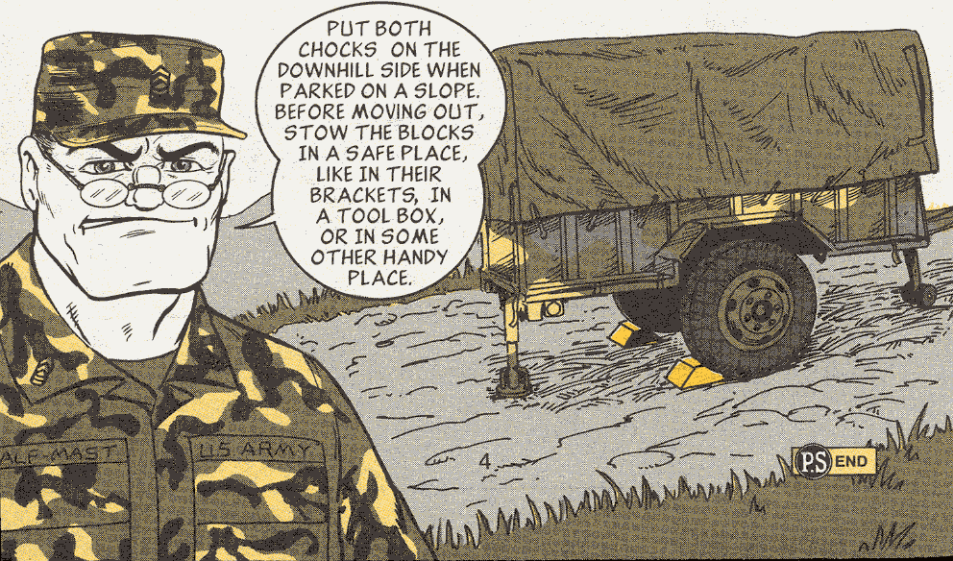


The cable and handle can freeze and break when you try to use them. Then you can't release the brakes. Instead use...

Chock Blocks

Chock blocks are the stoppers of choice during freezing weather. In warm weather, use chocks **and** the parking brake to make sure your trailers don't roll away.

Always use at least two chocks. If your trailer's not hooked to a truck, and it's on level ground, use chocks in front of and behind the wheels on each side.



RESISTOR KIT'S FREE

If you got free side marker lights to add to your newly fielded M871A2 semitrailers, there's another freebie coming your way to solve the resistor problem.

Those new marker lights melted the connections to the old resistors (Item 2, Fig 7, in TM 9-2330-386-14&P).

The Tank-Automotive Command (TACOM) has put together a resistor kit

to fix this problem. To get yours — free — call TACOM,

DSN 786-8018

Commercial (810) 574-8018

If you can't call, write to:

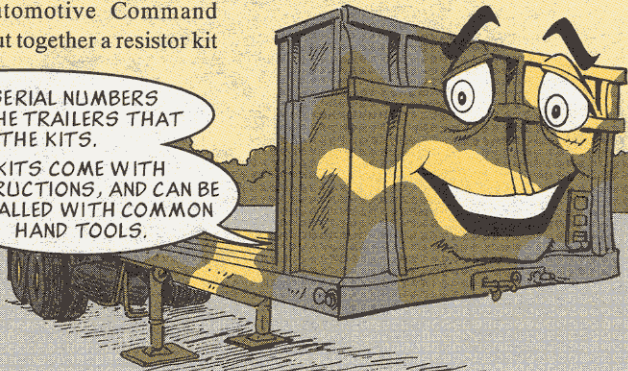
USA TACOM

ATTN: AMCPM-T

WARREN, MI 48397-5000

HAVE THE SERIAL NUMBERS
HANDY FOR THE TRAILERS THAT
NEED THE KITS.

KITS COME WITH
INSTRUCTIONS, AND CAN BE
INSTALLED WITH COMMON
HAND TOOLS.



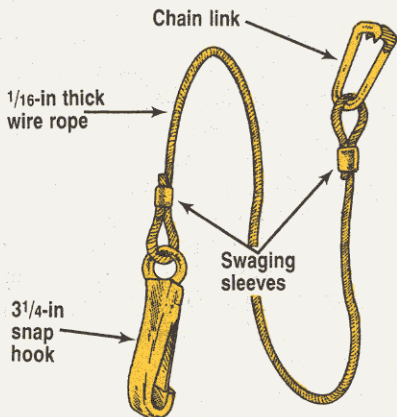
M871/M872 Semitrailers . . .

Tie Down Savings

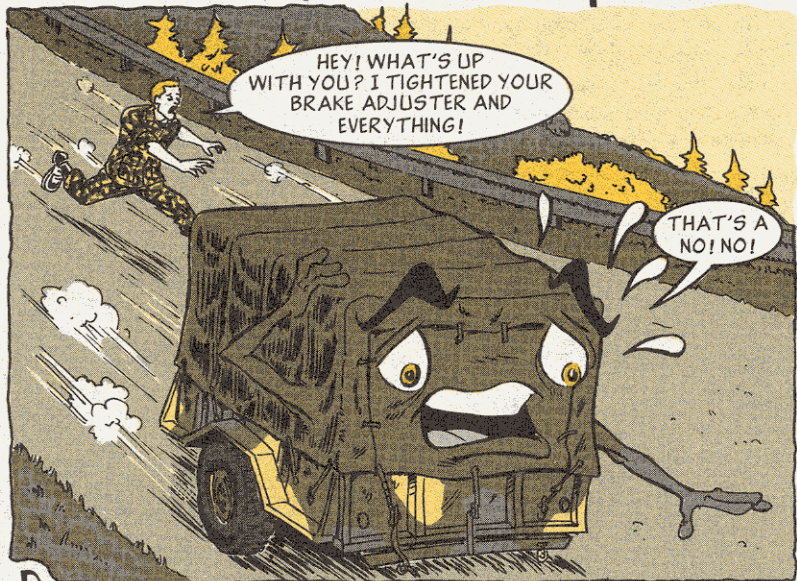
To make cheaper tiedowns with larger hooks to tie up the corner sideracks on those 22 $\frac{1}{2}$ - and 34-ton semitrailers, latch on to these parts:

Item	NSN
Snap hook	5340-01-265-6273
Chain link	4010-01-259-6445
Swaging sleeve	4030-01-112-6238
Wire rope (You need 24")	4010-01-145-8454

Here's how to make the tiedown:



No's the Word on Brake Adjustment



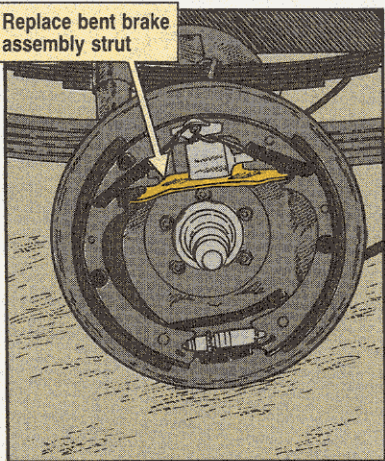
Drivers, leave your cotton pickin' fingers off the adjustment knob on the parking brake lever on these new $3/4$ -ton trailers. Too much tightening makes for no brakes, not more brakes.

Inside the brake drum there is a strut that pushes the brake shoes apart when you apply the parking brake. Too much tension will bend the strut and cause it to pop out of its slot in the brake shoes, then no parking brakes.

When you mechanics get one of these trailers in for a brake job, eyeball the strut. If it's bent, replace it with NSN 2530-01-074-7001.

Until a stronger strut is available, remember to follow the adjustment info in TM-9-2330-202-14&P. It says that only mechanics will adjust the brake lever knob.

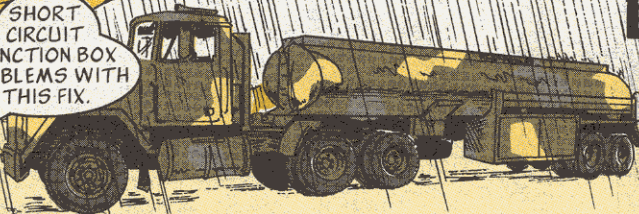
Replace bent brake assembly strut



Plug Up Junction Box



SHORT CIRCUIT JUNCTION BOX PROBLEMS WITH THIS FIX.

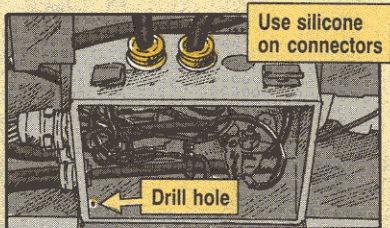


Given a chance, water will fill up the engine junction box on your M967/M967A1, M969/M969A1 and M970/M970A1 fuel tankers. Then you wind up with corrosion and electrical problems.

You can let water out and keep it out with two simple PM tricks.

First, drill 1/4-in holes in one or more corners of the box. That'll let out any water that accumulates.

Then put silicone, NSN 8040-00-833-9563, around the cables where they feed into the connectors on top of the box.



M1062 Gasket

Want to save big bucks for your unit? Order a loading or discharge tube coupling gasket with NSN 5330-01-081-5070. That gasket is \$35 cheaper than NSN 5330-01-290-3782 shown as Item 16 in Fig 48 of TM 9-2330-384-14&P.

Pamphlet Box

If you ruin the pamphlet box on your M872-series semitrailer, order a new one with NSN 2540-01-100-3894. Jot down the number 'til TM 9-2330-359-14&P is updated.

M900 Tanker Retainer

If you need the grease retainer for the 5,000 gallon fuel tanker hub and drum assembly, use NSN 5330-00-933-4198. The NSN in TM 9-2330-356-24P is wrong.

Install Oil Sampling Valves

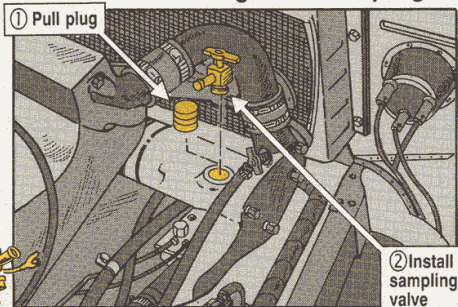


IT'S HARD TO DRAW AN OIL SAMPLE FOR THE ENGINE OR TRANSMISSION OF YOUR 2 1/2-TON OR 5-TON TRUCKS WITH AN OIL SAMPLING PUMP.

TO MAKE YOUR OIL SAMPLING JOB EASIER, INSTALL A TRANSMISSION AND ENGINE OIL SAMPLING VALVE.

HERE'S HOW...

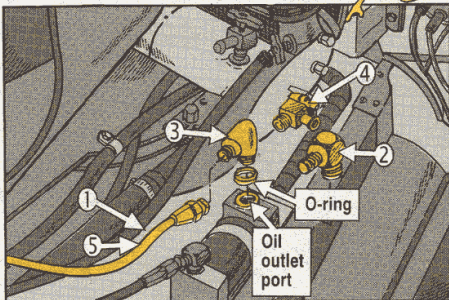
Engine Oil Sampling Valve



- ① Remove the 1/4-in pipe plug from the oil cooler housing.
- ② Install shutoff valve, NSN 4820-00-845-1096, into oil cooler housing. The 2 1/2-ton trucks also need bushing, NSN 4730-00-989-3550.

Transmission Oil Sampling Valve

- ① Disconnect the transmission oil cooler supply hose from the oil cooler adapter elbow.
- ② Remove the elbow from the oil cooler.
- ③ Put O-ring, NSN 5330-00-285-9842, on new elbow, NSN 4730-01-155-5449. Then install it in the oil cooler.
- ④ Place the shutoff valve, NSN 4820-00-287-4268, into the elbow.
- ⑤ Reconnect hose to the elbow.



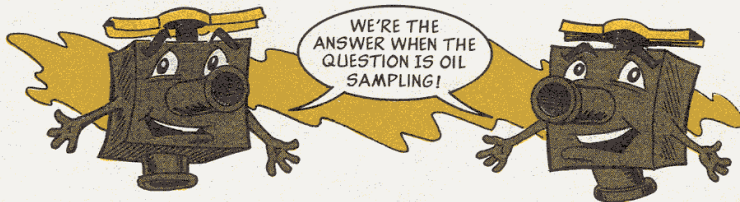
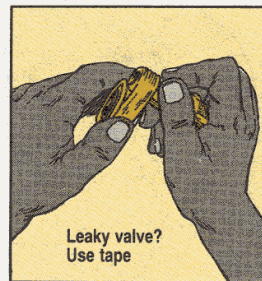
Leaky Valve?

If the sampling valve leaks, wrap the threads with antiseize tape. The tape comes in two sizes:

Size	NSN 8030-00-889-
1/4 inch	3534
1/2 inch	3535

Here's how to put on the tape:

- ① Clean the threads with a wire brush.
- ② Put the tape two threads from the end of the fitting and turn it in the direction of the threads.
- ③ Give the tape two wraps. Overlap the first turn halfway with the second.



Tactical Vehicles . . .

No Subs for Wire Rope

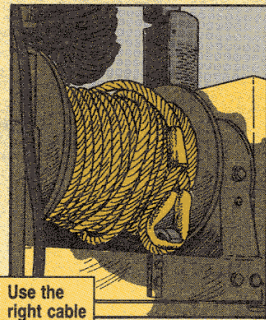
If you wrap the wrong wire rope around your vehicle's winch drum, you can't always make it work.

A thicker, less pliable wire rope won't go through the pulley easily. It may ball up around the winch motor, it can ruin drum seals, and it can jam around the drum so tightly that it's almost impossible to get it out.

A thinner, lighter cable won't do the job. You'll endanger lives and damage equipment.

Use the cable called for in your truck's TM.

If you have other questions about cables or rigging, see TM 5-725, Rigging.



DO A

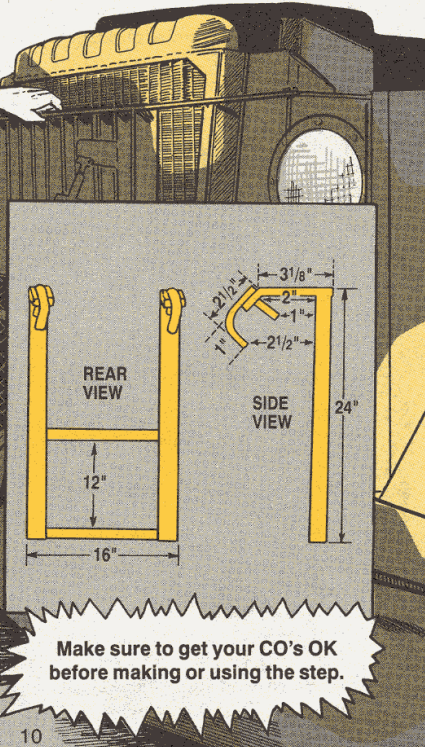
If you need a step up to get to the engine compartment of your 2 1/2-ton trucks or older 5-tonners, SFC James Lamb of Augusta, GA, offers you two.

A two-step ladder, that is. His home-made, portable, stepper-upper hooks over the truck's front bumper to give easy access topside.

Sergeant Lamb made the steps from 3/4-in pipe, the sides from 1 1/4-in angle iron, and the hooks from 1-in flat steel and 3/8-in steel bar.



TAKE A STEP UP LIKE SERGEANT LAMB. HERE ARE HIS PLANS ...



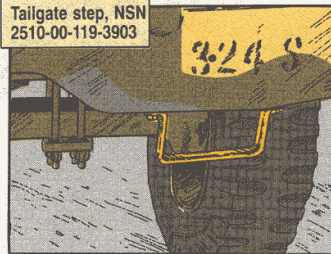
Make sure to get your CO's OK before making or using the step.

TWO-STEP

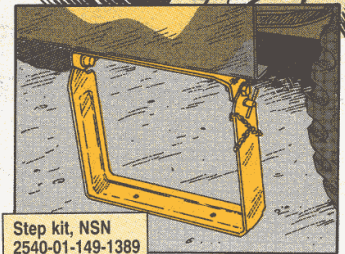
If you want a leg up that stays with your M44-, M39-, or M809-series truck, mount a tailgate step, NSN 2540-00-119-3903, on the bottom of the front bumper.

Or, add a step kit, NSN 2540-01-149-1389. Instructions come with the kit.

Tailgate step, NSN 2510-00-119-3903



Step kit, NSN 2540-01-149-1389



Motor Vehicle Tow Bar . . .

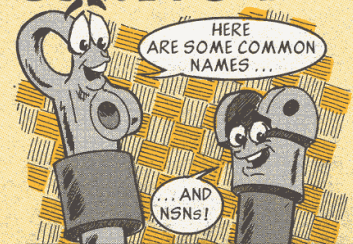
Make a Positive ID

Your MWO-modified vehicle tow bar gets a new identity—NSN 4910-01-365-9304.

Head off confusion between a tow bar that's modified and others by using only the new identification decal on the fixed leg. Get the decal with NSN 7690-01-372-5929.

If you want to label it now while you wait for the decal, you can stencil the NSN in 1/2- to 1 1/2-in black letters.

Your revised TM 9-4910-593-12&P identifies the modified tow bar legs only as tube, structural.

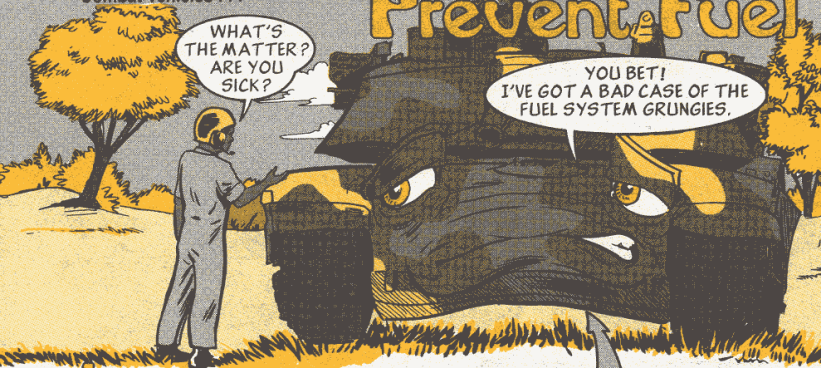


Item	NSN 4710-01-371-
Fixed Leg	7294
Movable Leg	7293
Male Leg	7292

Prevent Fuel

WHAT'S THE MATTER? ARE YOU SICK?

YOU BET! I'VE GOT A BAD CASE OF THE FUEL SYSTEM GRUNGIES.



If you don't watch out, your combat vehicle could come down with a bad case of the grungies!

Grungies are the sludge and slime that form in fuel tanks from the gradual breakdown of fuel and the growth of microbes. Grungies clog injectors and fuel lines and keep you changing fuel filters day and night.

Water's the culprit. If a vehicle's been stored for a long time, water gets inside the fuel tank and those little microorganisms go quickly to work. They multiply, clumping together to plug up fuel lines, injectors, pumps and filters.

They attack fuel tank coatings and sealants, causing flaking and peeling, which makes for more clogs. They can also corrode fuel system surfaces, especially around tank filler necks.

Once the grungies move in, only a thorough fuel tank scrubbing by your support will move them out.



RIGHT THIS WAY, BIG FELLA.



System Grungies

When the system's clean, you can keep it that way with diesel fuel stabilizer additive. The stabilizer, which comes in a 5-gal can, NSN 6850-01-246-6544, and a 55-gal drum, NSN 6850-01-246-6545, slows fuel breakdown, kills microbial growth and inhibits corrosion.

This additive will not remove existing sludge and microbial growth. It's to prevent more sludge from forming and to kill all microorganisms.

Never add the product to an empty tank. It works best when added to a half-full tank just before you finish filling it.

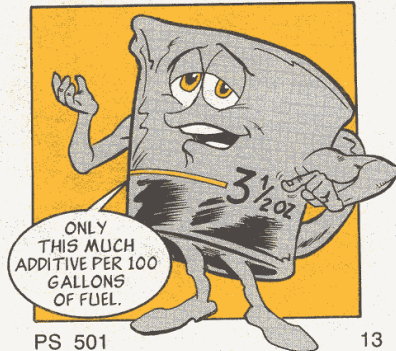
If you use the additive without first cleaning the fuel tanks, keep a close eye on your fuel filters. As the sludge and slime break loose, filters can plug up real quick. Clean or change them often until the grungies disappear.

Follow the instructions that come with the additive. Always use protective gloves and goggles when handling fuel additives.

WE'VE GOT WORK TO DO!



It's used at the rate of one gallon of additive per 3,500 gallons of fuel. That works out to about 3 1/2 ounces for every 100 gallons.



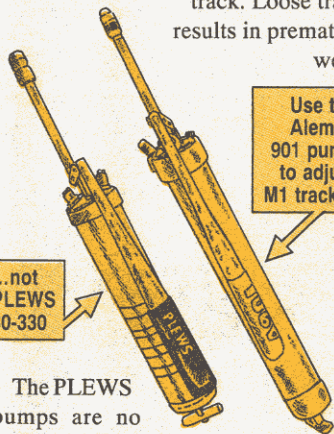
ONLY THIS MUCH ADDITIVE PER 100 GALLONS OF FUEL.



M Get the Right Pump

Mechanics, you need the right tools to put the track back together right on that M1-series tank. That's why you need to replace any PLEWS 30-330 track adjusting pumps you have.

While the PLEWS pump works great as a general purpose grease gun, it just won't pump 6,000 to 10,000 PSI of pressure needed to properly tighten the track. Loose track results in premature wear.



...not
PLEWS
30-330

Use the
Alemite
901 pump
to adjust
M1 track...

The PLEWS pumps are no longer being substituted, but a few did get out to users. Here's what to do if you have one:

- If you received the wrong pump in your BII, order a new one with NSN 4930-01-133-7143 and submit an SF 368, Quality Deficiency Report (QDR), following the instructions in DA Pam 738-750.
- If you received the wrong pump as a replacement item, order a new one and submit an SF 364, Report of Discrepancy, following the instructions in AR 735-11-2.

PS 501



Do It Right the First Time

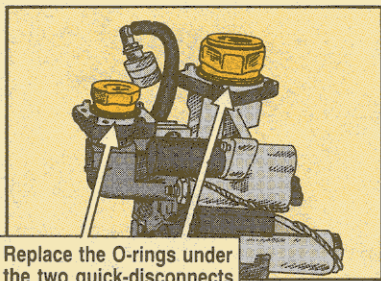


FIREPOWER

Pulling a powerpack is no fun, so make sure you do everything right the first time. Over time, the two O-rings that go between the quick-disconnects and the main hydraulic pump deteriorate. Eventually, a leak develops.

There's nothing in the TM about replacing the O-rings when the pack is pulled during semi-annual maintenance, but that's still a good time to do it. The job takes only a few minutes and can save you hours of work and frustration if the old O-rings give way.

Get the small O-ring with NSN 5330-00-165-4565, the large one with NSN 5330-00-165-1978.



Replace the O-rings under the two quick-disconnects

M1-Series Tank Roadwheels

Not sure if it's okay to put M1 roadwheels on an M1A1 tank or vice versa? Relax. You can use either two M1/IPM1 roadwheels (22-in dia.) or two M1A1 roadwheels (23-in dia.) on a roadarm. To make sure what type roadwheel you have, measure the diameter across the metal part, not the rubber tread.

Oil's Well That Ends Well

Mechanics, resist the urge to put 15W/40 oil in that M1-series tank transmission. That stuff causes increased friction and wears the bronze clutch plates inside.

Always use OE/HDO-30 oil. That's what's called for in the LO.

If you've already put in 15W/40, or if you're not sure, change it at the next scheduled service. The transmission won't need to be flushed unless AOAP testing says the old oil is contaminated.

M113-Series FOV . . .

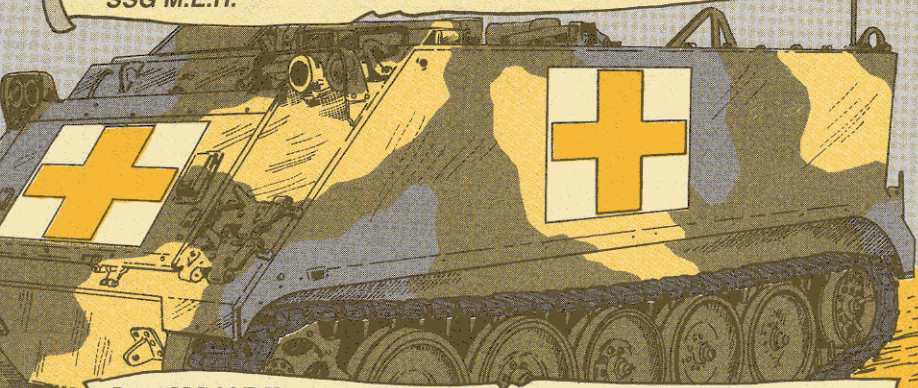
First Aid for Red Cross Markings

Dear Half-Mast,

Our unit has several M113-Series personnel carriers that we need to mark with Red Cross decals.

The problem is, we can't find an NSN for the decals. Is there an NSN, or do we have to paint on the markings?

SSG M.E.H.



Dear SSG M.E.H.,

You can put away your paint brush, Sergeant. NSN 7690-01-103-6312 will get you four Red Cross decals large enough for your carrier — three 36x36 inch and one 32x32 inch.

Each vehicle needs five decals — one for both sides, the front, top and rear — so you'll need to order enough kits to mark all your vehicles.


Half-Mast


The **LONG** and the **SHORT** of It


Replacing that broken light-emitting diode (LED) on your Bradley's vehicle distribution box is more than a matter of pushing in a new one, mechanics.

There's only one way for the LED to "go in" and still work right.

Here's the right way to do it:


 Turn off the vehicle's engine and shut down turret power.


 Remove the old LED by unscrewing the bezel and pulling out the light.

 Take a quick look at the bottom of the new LED. You'll see two pins — one longer than the other. Align the LED so the longer pin matches the indexing slot on the box socket.



Make sure longer pin matches indexing slot

 Push in the LED.

 Screw the bezel back on over the new LED.

That's it . . . nothing else is needed. Do it wrong, though, and you'll have a light that doesn't work.



HEY,
THERE'S
A GOOD
REASON WHY
ONE LEG IS
SHORTER
THAN THE
OTHER.

WIPE UP SLOBBER



You just can't avoid low-RPM idling in your M113A2 carrier every once in a while. At the same time, you won't be able to avoid the engine blow-by it causes.

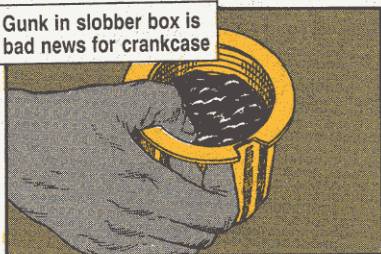
The problem can become big enough that the airbox drain and crankcase breather collector need cleaning every couple of days rather than weekly as called for in TM 9-2350-261-10.

Too much crud in the "slobber box" makes for too much pressure in the crankcase. Your engine burns too much oil and performance suffers.

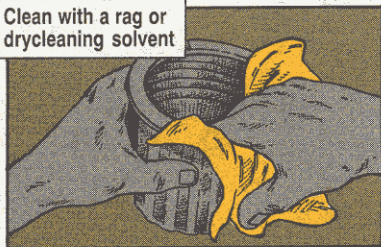
So, if you must idle at a low RPM, like when you're in the field, keep an eye on the collector can.

You can tell when the can's full—blow-by will start seeping into the engine compartment. Before that happens, remove the can, empty its contents into an approved disposal container, and clean it and the inner plastic element.

Gunk in slobber box is bad news for crankcase



Clean with a rag or drycleaning solvent



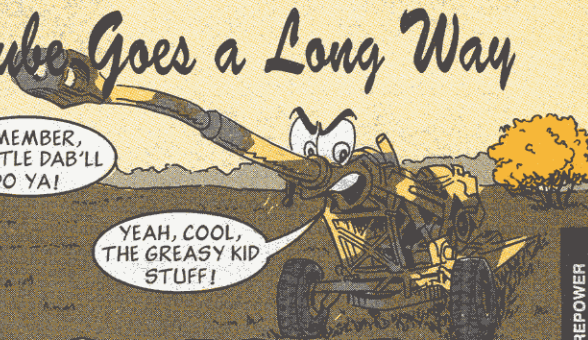
In the field, just use a rag to wipe off the crud. If you're near a maintenance outfit, clean the can and element with drycleaning solvent. Whenever possible, run your carrier's engine at a higher idle so most of the blow-by is burned inside the engine.

A Little Lube Goes a Long Way



REMEMBER,
A LITTLE DAB'LL
DO YA!

YEAH, COOL,
THE GREASY KID
STUFF!



Crewmen, just a few squirts of grease in the right places will go a long way toward making your job easier.

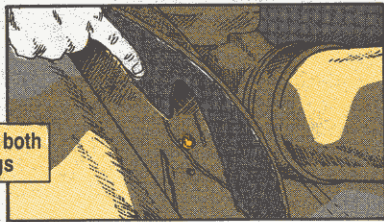
A cannon that's hard to elevate probably means the inside grease fittings at the base of both elevation cylinders are being neglected.

The outer fittings are in plain sight, but the inner ones are easy to miss because they're covered by the cannon's protective screen.

Lube the fittings monthly with WTR like it says in the LO.



Lube both
fittings



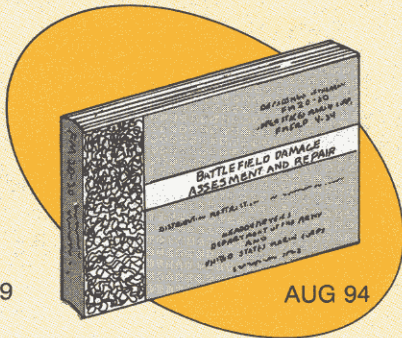
BDAR . . .

Get Your Field Manual Here

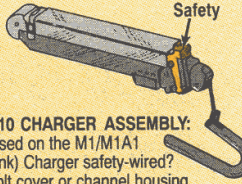
If you'd like to know more about the history of battlefield damage assessment and repair (BDAR)—as well as training and tool requirements—then FM 20-30 is for you.

Have your pubs clerk order the manual on a DA Form 4569. Then make sure it's added to your 12-series forms so that you get any future changes.

PS 501

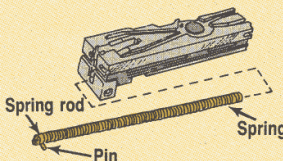


BE YOUR OWN INSPECTOR



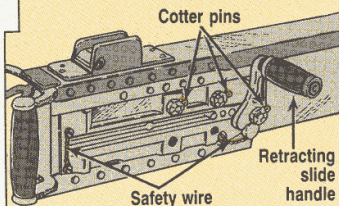
M10 CHARGER ASSEMBLY: (used on the M1/M1A1 tank) Charger safety-wired? Bolt cover or channel housing cracked or damaged? Charger cable missing ball ends? Loose? Kinked? Broken strands? Pulleys burred? Holes distorted? Latches worn or broken? Ball bearing swivel damaged?

COVER ASSEMBLY: Does cover lock? Belt feed lever or belt feed slide broken? Binds? Missing parts/springs?



BOLT GROUP: Edges sharp? Sear burred? Firing pin or firing pin extension bent or cracked?

SPRING ROD ASSEMBLY: Pin or rod bent? Broken?



RETRACTING SLIDE ASSEMBLY: (M2 Flex machine gun only) Lever missing? Broken? Loose?

BACKPLATE ASSEMBLY: Locks in the receiver? Grips cracked or loose?

REAR SIGHT

FRONT SIGHT

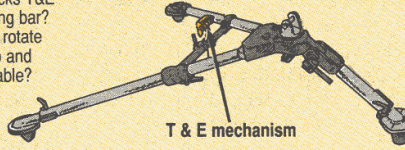
BARREL: Cracked? Obstructed? Damaged?

TRIGGER

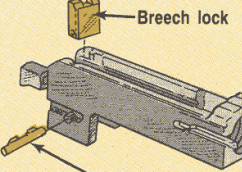
RECEIVER ASSEMBLY: Cracked, burred or gouged? Bolt holding pawls missing, broken or binding? Cartridge stops missing or cracked?

BARREL EXTENSION ASSEMBLY: Bolt rails gouged, burred, or binding? Locking spring staked? Threads burred or stripped? Breech lock/pin cracked or loose?

T&E mechanism: Locking pin and chain present? Locking lever locks T&E mechanism in place on traversing bar? Traversing and elevation knobs rotate freely and click? Elevation knob and designation plate indexes readable?



T & E mechanism



Breech lock

Lockpin assembly

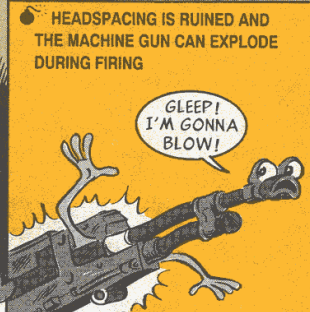
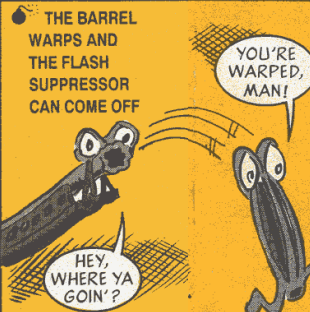
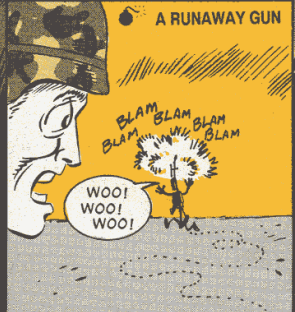
Problems? Tell your armorer.

DON'T MISS THAT SPARE!

There is a reason the M2, M60, M240 and M249 machine guns have spare barrels. If you fire...and fire...and fire your machine gun with the same barrel, the barrel gets VERY hot. And then the following can happen:



FIREPOWER



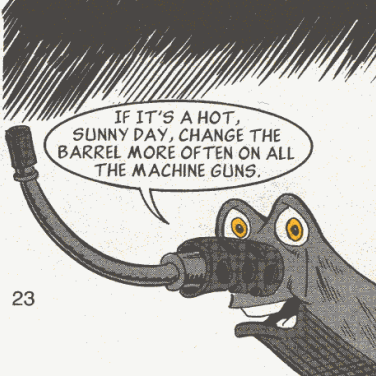
THIS IS ALL SERIOUS—EVEN LIFE-THREATENING—STUFF. THAT'S WHY YOU MUST...

- 1) Take the spare barrel to the range.
- 2) Keep rough count of rounds fired and rate of fire.
- 3) Change the barrel when you reach the rounds limit.

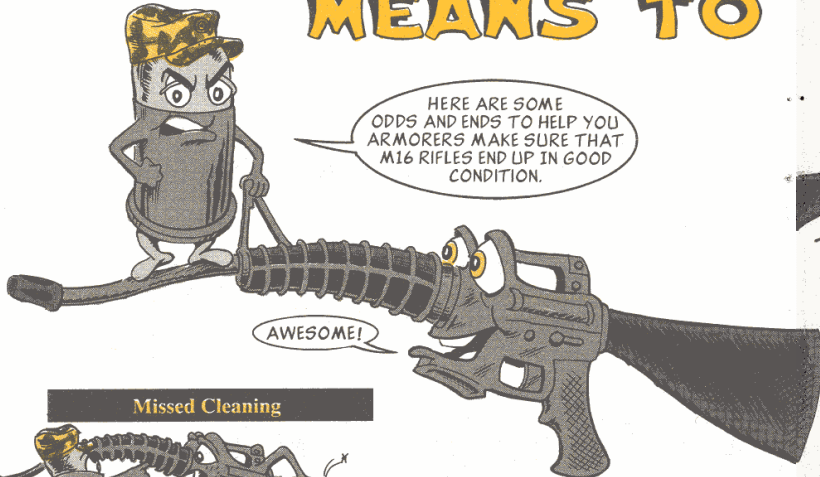
For the M60 and M240, change the barrel every 10 minutes during sustained fire (100 rounds per minute) and every two minutes for rapid fire (200 rounds per minute).

For the M249, during both sustained fire (50 rounds per minute) and rapid fire (100 rounds per minute), change the barrel every 200 rounds.

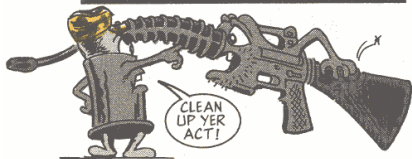
For the M2, change the barrel at the end of every firing session regardless of rate of fire.



MEANS TO A GOOD END

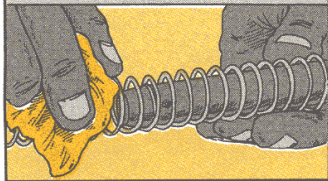


Missed Cleaning

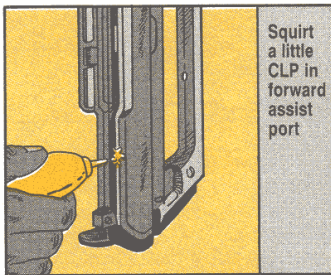


Some parts of the M16 are often missed during cleaning, particularly the action spring and forward assist. If the action spring becomes caked with carbon, the bolt has trouble recoiling enough to eject the round. Make sure your unit cleans springs with a rag or brush and gives them a light coat of CLP.

Clean spring with CLP and a rag or brush



If the forward assist is ignored, it freezes. Have them squirt one drop of CLP in the forward assist port and work the assist back and forth until it moves freely.



Squirt a little CLP in forward assist port

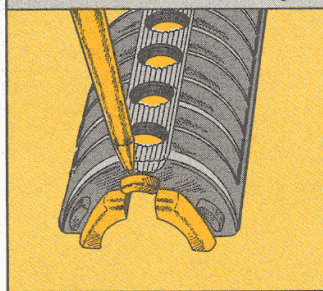
Stress that one item that should never be used as a cleaning tool is the firing pin. It may be great for working dirt out of corners, but that scratches and weakens it.

Handguards



Remember, as long as each handguard has at least one tab, they're good to go.

Two out of three tabs can be missing

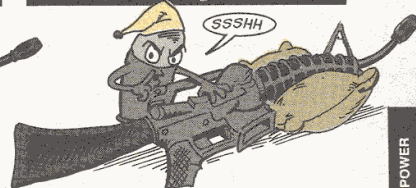


Barrel Gauging

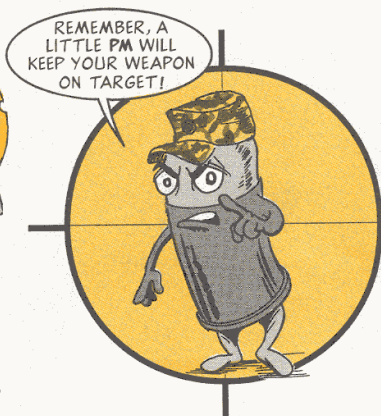
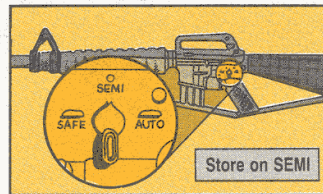


The TMs say to have the barrels gauged annually. It may need to be done more often if you belong to an airborne unit. Parachute landings can cause bent barrels. Suspect a bent barrel if a soldier complains of poor accuracy.

Storage



When you store M16s in the arms room, close their ejection ports. That helps keep dust out of the rifles' insides. Also set the selectors on SEMI and pull the triggers. If the M16s are left on SAFE and cocked, the trigger springs weaken.



M9 Pistol...

Crack Down on Cracks

Catch cracks in your M9 pistol before they put you in a crack. Cracks get worse and worse during firing and eventually your pistol breaks apart.

Eyeball the entire M9 for cracks. But pay special attention to the frame rails and the slide locking block slots.

REPORT ANY
CRACKS TO YOUR
ARMORER.



Armorers and Spring

When warm weather arrives, a young armorer's thoughts naturally turn to...recoil springs. And well they should, since the M9 pistol's recoil spring and its guide are now the armorer's responsibility.

The SMR code for the spring, NSN 5360-01-206-0934, and guide, NSN 1005-01-204-4336, is now PAOZZ.

A free length requirement has also been added. If the spring's less than 5 inches, replace it. Measure the spring during PMCS.

DON'T
FORGET,
ARMORERS,
IT'S SPRING
TIME!



If spring's
less than
5 inches,
replace it



INCHES

You Must Remember This...

YOU MUST REMEMBER THIS,
A TWIST IS STILL A TWIST,
A TIE IS STILL A TIE.
THE FUNDAMENTAL THINGS APPLY
AS TIME GOES BY.

SAM! I TOLD
YOU TO NEVER PLAY
THAT SONG!

I ASKED
HIM TO PLAY
IT FOR ME,
RICK.

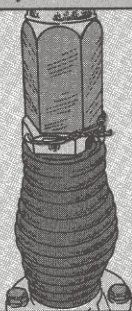
CONNIE ...

OF ALL THE
COMMO JOINTS IN ALL
THE TOWNS, IN ALL THE
WORLD, YOU HAD TO
WALK INTO MINE.

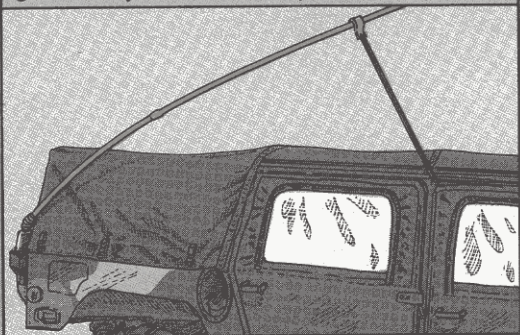
LET ME
TELL IT TO
YOU STRAIGHT,
RICK ...

... WHEN IT COMES
TO VEHICULAR ANTENNAS,
TWO FUNDAMENTAL THINGS
STILL APPLY.

① Safety wire your whip antenna. A short length of wire and a little twist help you stay on the air.



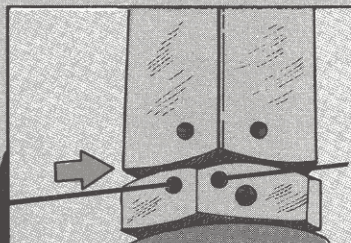
② Tie down your antenna to keep it out of danger.



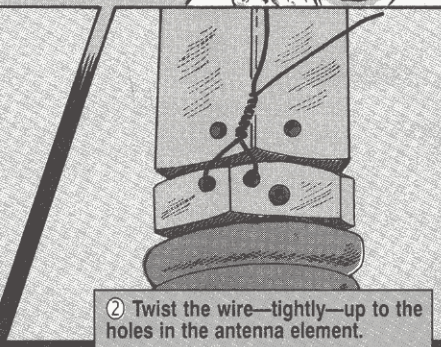
IT'S STILL
THE SAME OLD
STORY ...



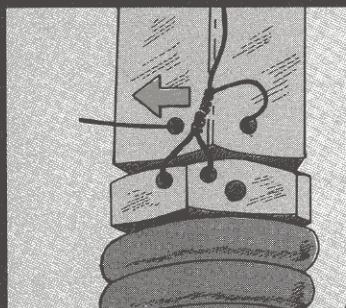
A SHORT PIECE OF SAFETY WIRE, NSN 9505-00-293-4208, KEEPS YOUR WHIP SECURE, NO MATTER HOW ROUGH THE RIDE.



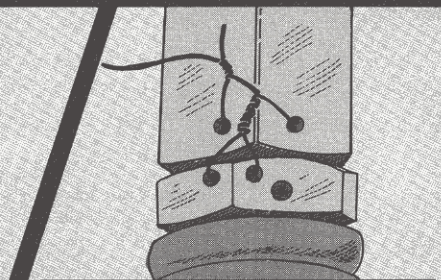
① Hand tighten the lower antenna element to the base. Then, run an 8-in length of safety wire through the holes in the base.



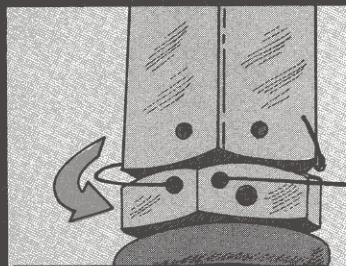
② Twist the wire—tightly—up to the holes in the antenna element.



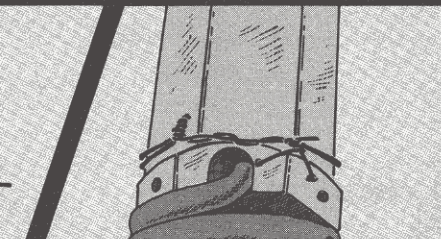
③ Slip it through the antenna holes.



④ Twist the loose ends tight. Run the wire back past the base holes you used . . .



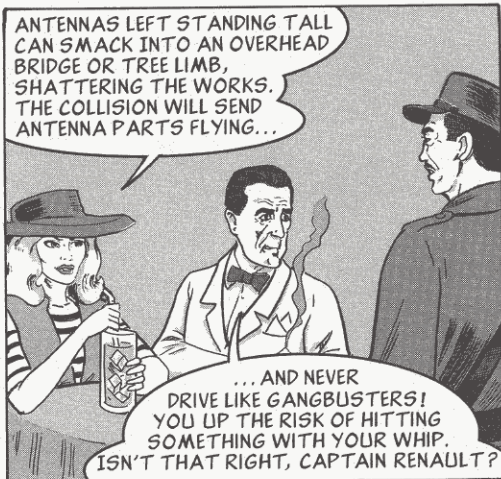
⑤ . . . to the first ones beyond it. Slip the wire through these holes and twist again.



⑥ Try to jiggle the wire. If it moves up and down, it's too loose. Twist until snug. Trim excess wire and fold the pigtail against the antenna for safety.

Fit to Be Tied

Whether you're packing a SINCGARS or AN/VRC-12-series radio, you need to tie down your whip when you're on the move.



An even greater danger is striking a power line with an upright antenna. A run-in like that can burn both you and your gear. If your antenna touches a power line, stay in your vehicle. Stepping outside and putting your foot on the ground makes you an electrical conductor. Maybe a fried one.



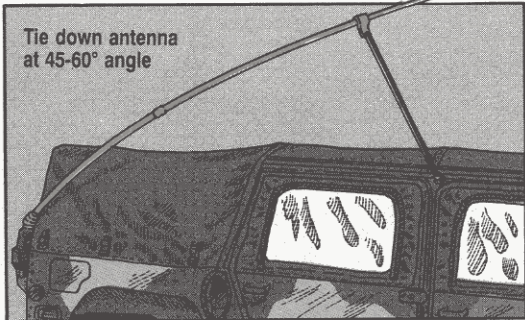
... EVEN THOUGH THE SINGARS AS-3900 AND AS-3916 ANTENNAS ARE MADE TO PROTECT YOU AND YOUR GEAR FROM ELECTRICAL SURGES, YOU SHOULDN'T GAMBLE WITH HIGH VOLTAGE. PLAY IT SAFE BY TYING DOWN YOUR WHIP.

I CAN SEE WHAT YOU'RE GETTING AT, RICK.

Tie down the antenna at a 45–60° angle to the ground. That's low enough to avoid collisions with most overhead obstacles. If you pull down the antenna any lower than that, you risk cracking the antenna sections or the base.

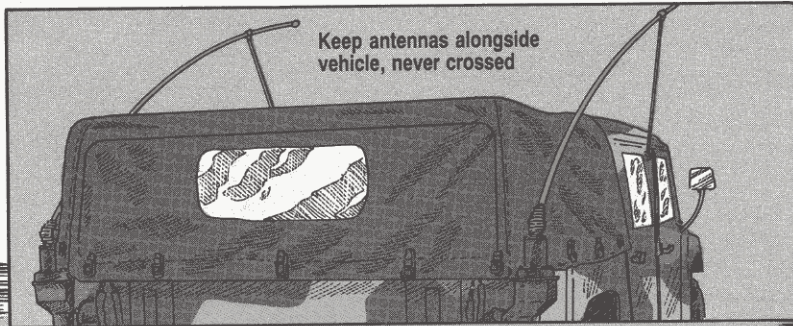
I'D SLIDE THE TIEDOWN CLIP ONTO THE MIDDLE OF THE TOP ANTENNA SECTION. YOUR OPERATOR TM SHOWS YOU HOW.

Tie down antenna at 45-60° angle



Get a tiedown kit for your AS-3900 antenna with NSN 4020-01-341-8795. NSN 4020-00-908-6416 brings a tiedown kit for the AS-1729 antenna.

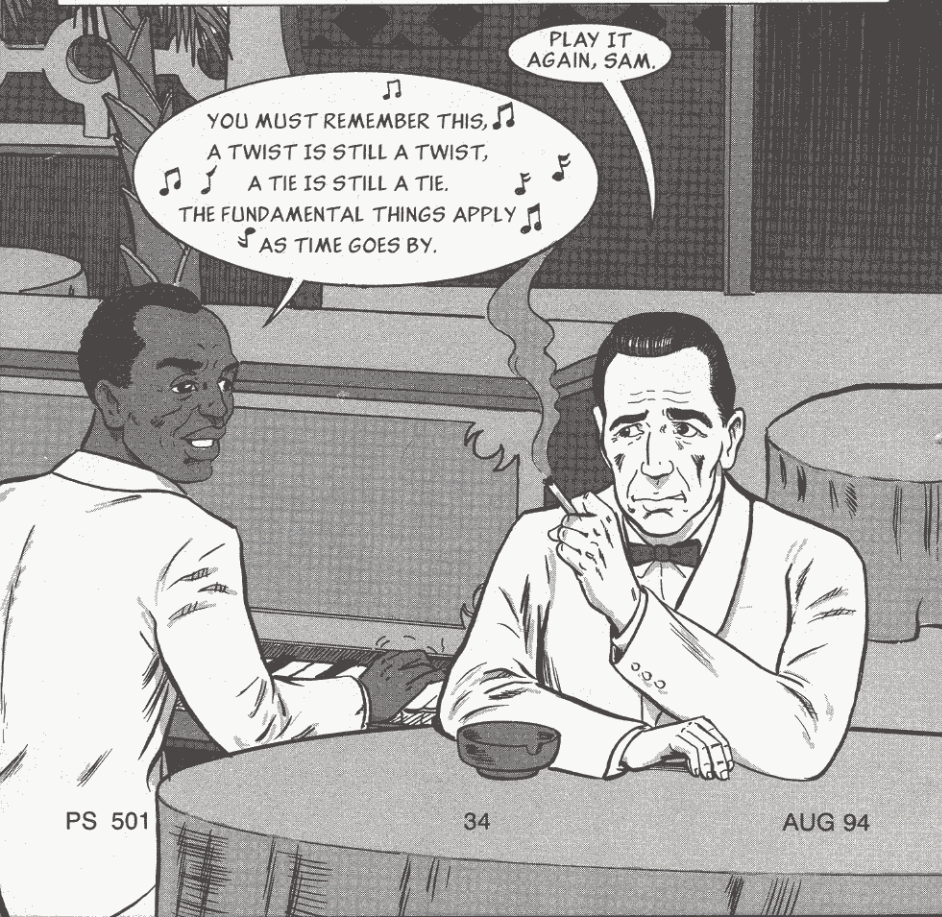
If your vehicle has more than one antenna, tie them down alongside the vehicle. Never cross them. If you do, the transmitting antenna will feed its signal to the one it's touching. You'll get interference and maybe even damage your radio's circuits.





WELL ...
HERE'S LOOKIN'
AT YOU,
KID.

REMEMBER, RICK,
WE'LL ALWAYS HAVE
PREVENTIVE
MAINTENANCE.



PLAY IT
AGAIN, SAM.

YOU MUST REMEMBER THIS,
A TWIST IS STILL A TWIST,
A TIE IS STILL A TIE.
THE FUNDAMENTAL THINGS APPLY
AS TIME GOES BY.

In Search of One Good Turn

A NEW LIGHT
SOLVES THAT
PROBLEM!

I WISH!

Dear Windy,

Our Cobra's navigation light, shown as Item 152 of Fig 110A in TM 55-1520-236-23P-1, stopped turning. We replaced it and the new one, NSN 6650-00-155-1762, stopped, too. Is the problem ours or with the light?

SGT D. B. C.

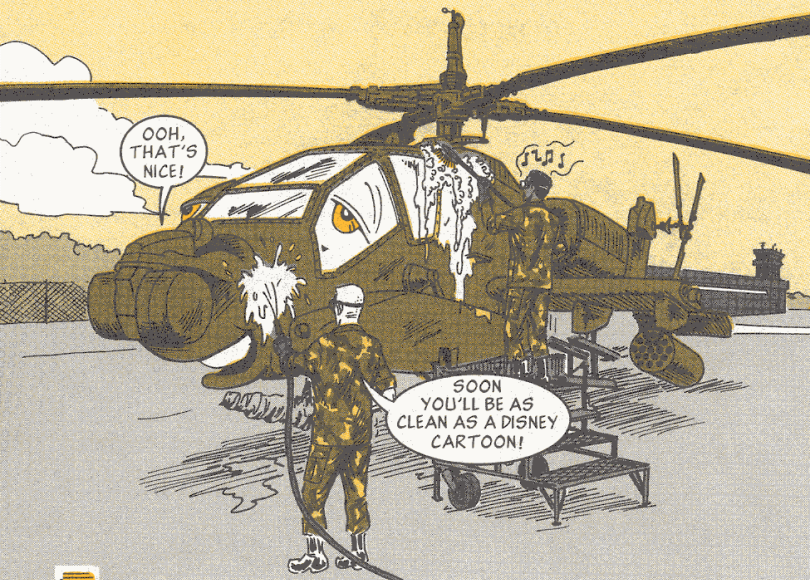
AND THERE'S
A WHOLE BUNCH OF
US BUMMERS OUT
THERE!

Dear SGT D. B. C.,

The problem is the light, but that makes it your problem, too. A supply of lights got in the system that rotate only a short time, then fail. The aviation headshed is buying new lights, but until those bum lights are used up, keep an eye out for bummers. Replace bad lights quickly.

Windy

Time to Come Clean



Air creates a breeding place where moisture, salt and other airborne deposits combine to attack your Apache's exterior. The victory laurel for a successful attack is corrosion.

Keeping your Apache clean is the only way for you to win. How often you clean depends on the environment, the weather and how you use the aircraft. In coastal areas, salt-laden air may mean cleaning your aircraft every week. Air pollution in heavy industrialized areas may call for a weekly cleaning, too.

An aircraft should be washed at least every month. Set up a regular schedule.

Between washings, though, use your eyes. You can spot a dirty bird that needs immediate attention.

Since TM 55-1500-333-24, Cleaning Procedures for Army Aircraft, is now obsolete, your exterior cleaning info is only in your Apache's maintenance TM. Follow that info and pay extra attention to these points:

TBe prepared for the job before you start. Have everything you need at the ready to avoid prolonged exposure of cleaning compounds on your aircraft.

TYour TM calls for you to use dry cleaning solvent, P-D-680, Type II, on heavy soils. The newer version of P-D-680, Type III, has less odor and is not as flammable as the older types. It does take longer to evaporate, though, so allow for that. Order a 55-gal drum with NSN 6850-01-331-3350.

TYour Number 1 grime fighter is cleaning compound, NSN 6850-01-235-0872. Never use it full strength, however. Light dirt needs only one part cleaner to nine parts of water. Use a 1:4 mix on tougher dirt. If you still haven't met with cleaning success, a 1:1 mix can be used.

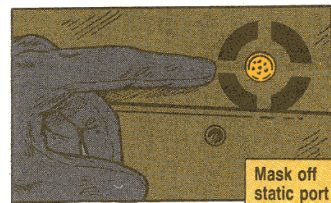


Mix cleaning compound according to dirt-fighting needs

TThe plastic and glass panels of the exterior of your canopy call for a mild liquid detergent.

This wash job needs a mix of water, isopropyl alcohol and liquid detergent. Make a gallon mix of 80% water and 20% alcohol. Add 1/4 ounce of liquid detergent to the solution. There are several sizes of isopropyl alcohol: quart—NSN 6810-00-983-8551; gallon—NSN 6810-00-286-5435; and 55 gals—NSN 6810-00-543-7915.

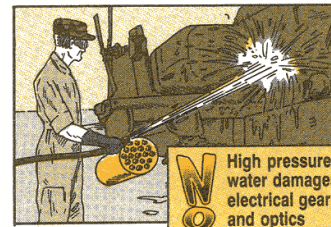
TMask off ports, bearings and lubricated parts. Remember to remove the tape when you're finished.



Mask off static port

TGround your bird so static electricity doesn't create a shock hazard.

TDon't solve a cleaning problem by making a corrosion problem from water intrusion. Use a spray pattern to put water on your aircraft and use no high pressure.

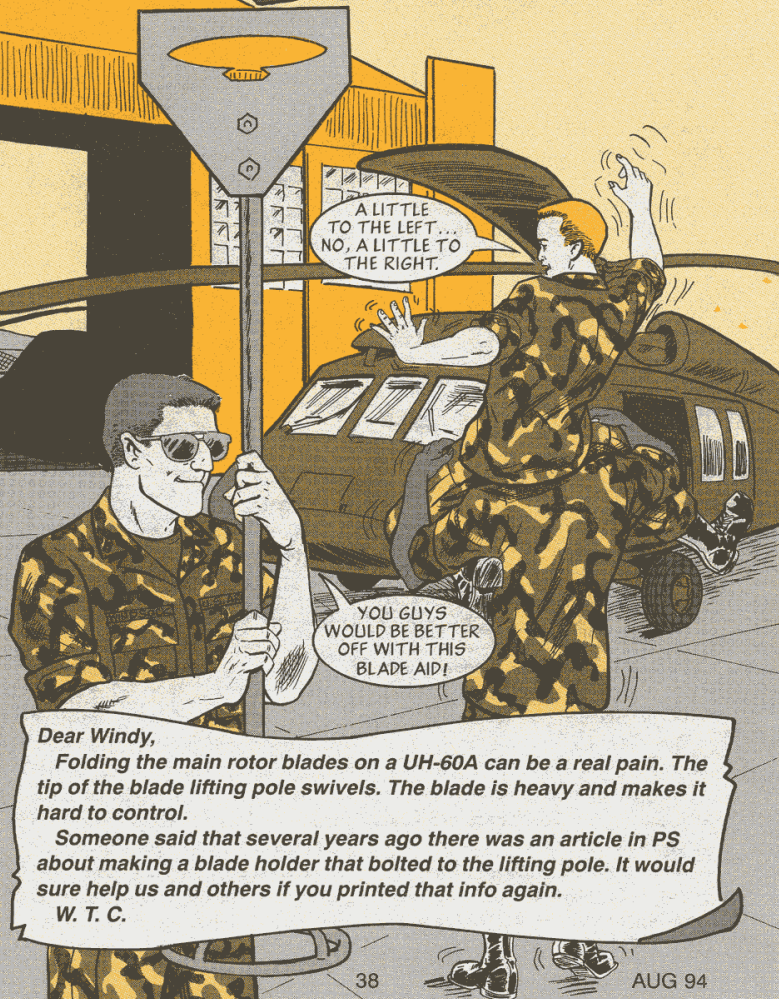


High pressure water damages electrical gear and optics

TYour cleaning chore is not done when your aircraft is clean. Many areas need an application of corrosion prevention film or water displacing compound. See your TM for NSNs.

TFinally, never forget safety. The chemicals you use for cleaning are stronger than any you use around the house. That means gloves, eye protection and protective clothing are needed.

Blade Aid



Dear Windy,

Folding the main rotor blades on a UH-60A can be a real pain. The tip of the blade lifting pole swivels. The blade is heavy and makes it hard to control.

Someone said that several years ago there was an article in PS about making a blade holder that bolted to the lifting pole. It would sure help us and others if you printed that info again.

W. T. C.

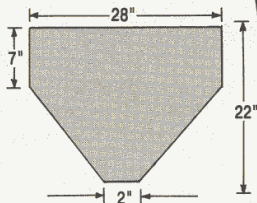
Dear Mr. W. T. C.,

With a tip of our hat to CW2 Barent Johnson, the originator of the idea, here's how to lift your blade burden.

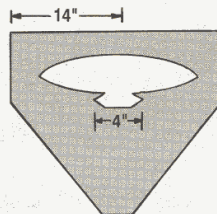
You'll need:

- One 22x28-in piece of $3/4$ -in plywood.
- Two self-locking nuts, NSN 5310-00-126-5754.
- Two $1/2$ -in shear bolts, NSN 5306-01-014-1732.
- Four washers, NSN 5318-00-149-9130.

Measure and cut the plywood like this:



Cut a hole in the wood the shape of the blade, like this:



Put a strip of rubber around the edge of the hole. That keeps wood splinters from damaging the blade.

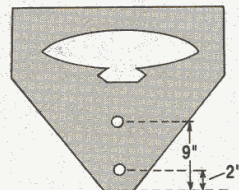
Drill two $1/2$ -in holes in the wood, 2 inches and 9 inches from the bottom of the V.

Measure 67 inches and 74 inches up from the bottom of the pole's base and drill a $1/2$ -in hole at each location.

Attach the blade holder to the lifting pole.

The holder slides around the blade and makes it easier to maneuver the blade.

Windy



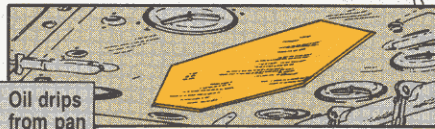
Put an End to Stained Seats

Does your Black Hawk have a seat or two with dark, heavy stains? If so, it's almost a cinch these seats are directly below the main transmission oil drip pan.

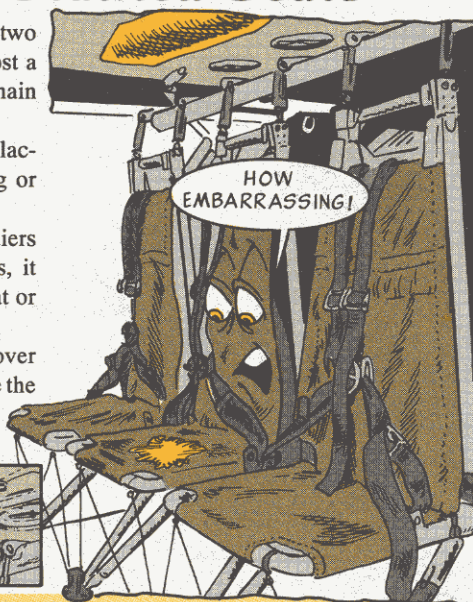
Some soldiers take a shortcut when replacing the oil filter. They are not covering or taking out the crew seats.

No matter how much care those soldiers take, some oil will spill. When it does, it shortens the life and worthiness of a seat or two.

So put out the word — good soldiers cover or take out troop seats before they replace the transmission oil filter.



Oil drips from pan



The M-130 Under Cover

Dear Windy,
Is there a cover for the M-130 chaff dispenser on the Black Hawk?

CW2 J. S.



Dear Mr. J. S.,

Yep! Use the flight helmet's chemical protective cover, NSN 8415-01-111-9028.

Tie down the cover with cord, NSN 5340-01-267-3116, or something suitable. Finish your cover by adding a prominent, "Remove Before Flight" streamer.

Windy

Still on the Mark? ✓

Dear Windy,

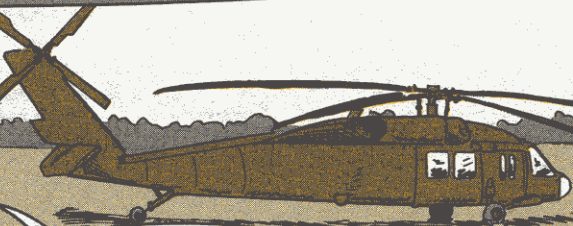
The TM instructions for putting in a spline wear indicator system say the procedure only applies to helicopters with oil cooler fans, 70361-03005-103 through 70361-03005-106.

We've got some birds now with oil cooler fans, 70361-03005-107. A few folks want to install the spline wear indicator system. Why should or shouldn't we?

SGT B.S.G



MARK MY WORDS,
THE NEW -107 OIL FAN COOLER
IS A WINNER.

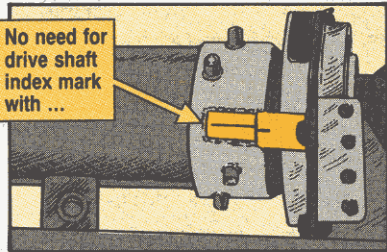


AIR MOBILITY

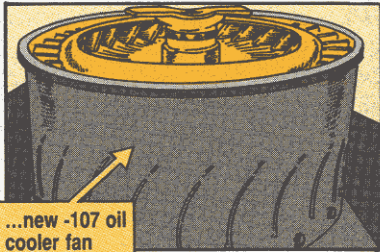
Dear Sergeant B.S.G.,

The spline wear indicator system gives advance warning that excessive spline wear is going to happen. Since the new -107 oil cooler fan has a new fan shaft/flange assembly to stop excessive spline wear, no advance warning is needed.

No need for
drive shaft
index mark
with ...



...new -107 oil
cooler fan



Tell your die-hards to save their time and money. The new -107 oil cooler fan solves the problem.

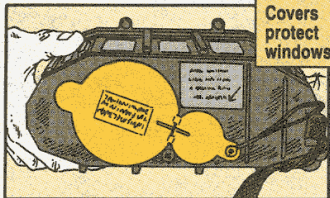
Windy

Home in on the Rangefinder



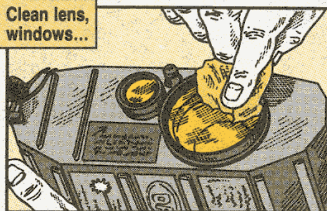
Clean and Cover

Dirt and grit can scratch the eyepiece lens and the laser and monocular windows, obscuring your view. Keep the eyepiece cover and the window covers on when the rangefinder's not in use.



PS 501

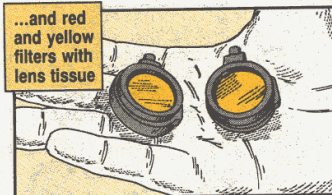
When it's time for cleaning, brush the lens and windows with lens brush, NSN 7920-00-205-0565, to remove any heavy dirt build-up. Then wipe them with lens tissue, NSN 6640-00-240-5851, and distilled water.



42

AUG 94

Remove the red and yellow attenuation filters from the carrying case and clean them the same way.



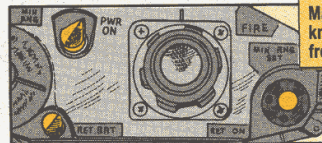
While you're at it, unscrew the rubber eyepiece and look it over. If it's torn or worn, replace it with NSN 6650-01-071-4514.

Replace worn rubber eyepiece



Knobs and Buttons

Look at the PWR ON, RET BRT and MIN RNG SET knobs. Make sure the knobs are not cracked or damaged, and that they turn freely. If necessary, tighten them with an Allen wrench.

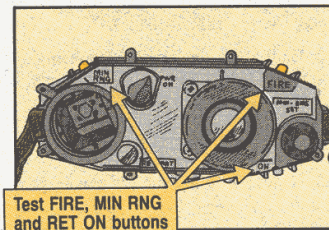


PS 501

With the battery installed, test the RET BRT knob by turning it clockwise while you look through the eyepiece. The image should get brighter.

Also turn the MIN RNG SET knob while looking through the eyepiece. The minimum range setting will show up on the range/meters display.

Remove the battery from the rangefinder, and test the buttons.



Test FIRE, MIN RNG and RET ON buttons

Press the two-position FIRE button in all the way. You should hear two clicks. The first click prepares the rangefinder for firing. The second click actually fires the laser beam at the target.

ALSO PRESS THE MIN RNG BUTTON AND THE RET ON BUTTON. A SINGLE CLICK WHEN YOU PRESS EACH BUTTON MEANS YOU'RE GOOD TO GO!



43

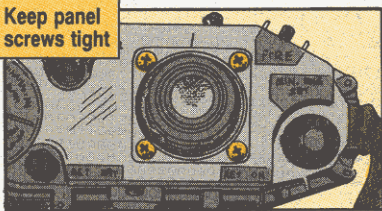
PS MORE

Odds and Ends

Completing these checks makes your PM top-rate:

➔ Panel screws. Loose panel screws mean a bad seal. And a bad seal means moisture seeping into your gear. Tighten loose screws with a Phillips screwdriver.

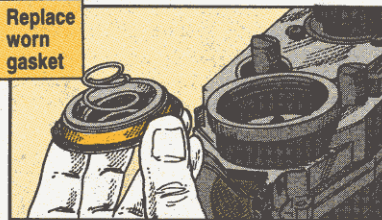
Keep panel screws tight



➔ Battery compartment. Look inside for dirt, moisture and corrosion. They can keep the battery from making good contact. Wipe the compartment with a clean, dry cloth.

➔ Battery compartment's cover gasket. If it's worn, cracked or missing, that's an open invitation to damaging moisture. Replace the gasket with NSN 5330-00-582-2571.

Replace worn gasket



➔ Focus ring. Turn the focus ring as you look through the eyepiece. The ring should turn freely, and the viewed image should sharpen.

➔ Neck strap. Make sure the webbing's not frayed and the buckle's not bent or broken. The same goes for the strap on the carrying case.

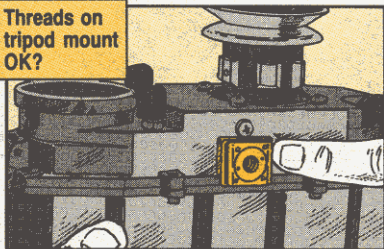
➔ Carrying case. Close the lid a few times and see if the latches work. Make sure the foam inserts are in good shape. If the inside of the case gets wet, air dry it. Never try to remove the foam. It's glued in.

Air dry inside of case if wet



➔ Tripod mount. Look at the threads on the bottom of the rangefinder. Make sure they're not stripped, or you won't be able to mount the rangefinder on the tripod.

Threads on tripod mount OK?



IF YOU FIND ANYTHING YOU CAN'T FIX, REPORT IT TO YOUR UNIT REPAIRER.



BATTERIES GO COMMERCIAL

All BA-3030, BA-3042, BA-3058, BA-3090 and BA-200 Army OD Commo batteries have been replaced by commercial batteries.

HERE'S A LIST SHOWING THE SWITCH.

Army Battery	NSN 6135-	Commercial Battery	NSN 6135-00-
BA-3030	00-930-0030	D cell	835-7210
BA-3042	00-935-5301	C cell	985-7846
BA-3058	00-935-2587	AA	985-7845
BA-3090	01-063-1978	9-volt	900-2139
BA-200	00-050-3280	6-volt	643-1310

CECOM Hotline . . .



A Phone Call Away

Got a hot question concerning your commo gear? Call the CECOM Hotline at DSN 992-3266 or commercial (908) 532-3266.

Help is available 24 hours a day, 365 days a year for emergency problems concerning the supply and maintenance of commo equipment. The Hotline is NOT meant to handle routine requests or normal requisitions.

How Hot, How

Cold, How Long?

HOW LONG A LITHIUM BATTERY LASTS DEPENDS ON THE OPERATING TEMPERATURE AND THE EQUIPMENT IT'S USED IN.

HERE ARE SOME USAGE RATES FOR BATTERIES COMMONLY FOUND IN COMMUNICATIONS/ELECTRONICS EQUIPMENT. KEEP THIS HANDY TOOL CLOSE BY FOR QUICK REFERENCE.

THAT SOUNDS LIKE A GREAT IDEA.

Battery	Equipment	Hours @ 70°F	Operating Temp Max	Hours @ Max Op Temp	Operating Temp Min	Hours @ Min Op Temp
BA-5112/U	AN/PRC-112	20	131° F	20	-40° F	6
BA-5372/U	AN/PRC-119	500	125° F	500	-20° F	160
BA-5372/U	TSEC/KY-57	2300	130° F	2300	-40° F	1000
BA-5372/U	TSEC/KY-68	1800	140° F	1800	-40° F	1000
BA-5567/U	AN/AVS-6	16	125° F	15.5	-25° F	8
BA-5567/U	AN/PVS-4	46	127° F	40	-20° F	29
BA-5567/U	AN/PVS-5 Series	32	120° F	32	-20° F	18
BA-5567/U	AN/PVS-7 Series	32	120° F	32	-20° F	18
BA-5567/U	AN/TVS-5	46	127° F	40	-20° F	29
BA-5567/U	AN/VVS-2	23	120° F	20	-20° F	12
BA-5588/U	AN/PRC-126	56	130° F	56	-40° F	19
BA-5588/U	AN/PRC-68	33	130° F	33	-40° F	12
BA-5590/U	AN/PRC-119	20	125° F	20	-20° F	12
BA-5590/U	AN/TAS-4A	5	125° F	5.2	-40° F	2
BA-5590/U	AN/TAS-6A	5	125° F	5.2	-40° F	2
BA-5590/U	TSEC/KY-57	53	130° F	53.2	-40° F	21.5
BA-5598/U	AN/PRC-77	57	140° F	57	-40° F	30
BA-5598/U	AN/UGC-74	6	155° F	5.8	-25° F	4

AND HERE ARE THE NSNs FOR THE BATTERIES.

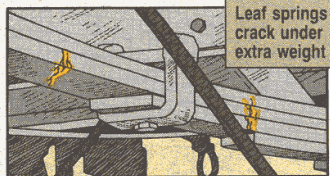
Battery	NSN 6135-01-
BA-5112/U	235-4168
BA-5372/U	214-6441
BA-5567/U	090-5365
BA-5588/U	088-2708
BA-5590/U	036-3495
BA-5598/U	034-2239

WATCH YOUR WEIGHT



Loading your MSE generator trailers with extra gear and fuel creates some heavy problems.

The weight of extra gear—camouflage netting, poles, cots, tents, fuel cans—cracks the trailer's leaf springs. It also causes the fenders to rub against the tires. Extra fuel on board is a fire hazard.



You can stow up to 555 pounds of MSE transit equipment on the PU-751 5-KW generator without damaging the trailer. The PU-753 10-KW generator can handle only 160 pounds.

Once you reach the limit, all other gear must go into the S-250 shelter.

Generally, limit gear packed on the trailers to:

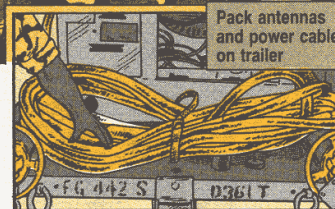
- ☞ COEI/BII
- ☞ Two 15-meter antennas or two 9-meter antennas
- ☞ Any necessary cables

353-3116, and four U-bolts, NSN 5306-01-147-8225. The springs will increase the trailer payload by 160 pounds.

You'll find the springs and U-bolts in Fig 27, Appendix F, of TM 9-2330-202-14&P.

Fooling with Fuel

Some units have modified their trailers to carry fuel cans. That can be downright hazardous. Fuel cans pose a fire hazard if mounted anywhere near hot exhausts.



If you must load more gear on the trailer, have your support unit install two heavy duty springs, NSN 2510-01-

So, when you run your generator, take the fuel cans off and store them several feet away.

AN/GRC-103 Radio . . .

Keep Air Filter in Shape

The air filter on your AN/GRC-103 transmitter has to be in good shape to keep dust out of the ventilation system.

When the filter's plastic frame breaks or the filtering material starts to get frayed or torn, it's time for a replacement.

NSN 4130-00-879-2280 brings a new filter with captive screws.

Stop Fuelishness

The M17 decon's burner will burn multiple fuels, such as MOGAS, diesel, JP4, and kerosene. But it's another story with the M17's two-cycle engine. If you use anything but MOGAS mixed with two-cycle oil, the engine won't run. Diesel JP4 and kerosene make a real mess of the fuel system.

That's why it's vital you keep track of what you're pouring in the M17. The easiest way is to mark on the engine fuel can **ENGINE: TWO-CYCLE MOGAS ONLY**. You can paint the sign on the can or tape it on.

Then remember to mix one quart of two-cycle oil for every five gallons of MOGAS. If you can't remember if you added the oil, use that fuel for the burner and mix new fuel for the engine. Keep in mind, the new Cuyana 215cc motors use one pint of two-cycle oil per five gallons of MOGAS, while the older JLO 197cc engines use one quart of two-cycle oil per five gallons of MOGAS.

It's not worth a ruined engine to find out if it's the fuel that's mixed up...or you.



BOX IT UP

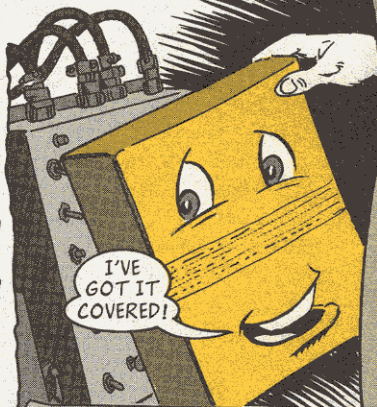
Dear Editor,


The bulbs on the M157's smoke generator control panel stick out from the panel. They get knocked off and broken by things like helmets and packs. We were spending several hundred dollars every few months just on replacement bulbs.

We switched off the broken bulb problem with a plain everyday cardboard box. We trimmed the box so it fit fairly well over the panel. A couple of pieces of tape holds the box in place.

Now helmets and such bounce off the box, not the panel. When we're ready to smoke, we just pull off the box and lay it on the floor.

SGT Daryl T. Roots
Ft Campbell, KY



FROM THE DESK OF THE Editor 

A cheap solution to a pesky problem. Your local commissary should have plenty of boxes.

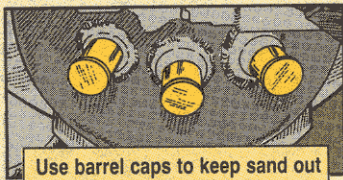
Sand Capped Off

Blowing sand knocks out M157 and M3A4 smoke generators.

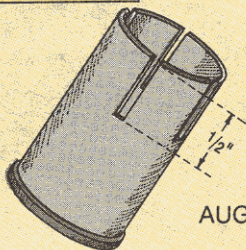
Sand blows into the smoke discharge holes, settles in the engine chamber, and eventually makes it difficult for the fog oil to turn to smoke.

The solution to sand is as close as your nearest armorer. Put M16 rifle barrel caps on the three smoke discharge hole spouts. The caps fit tight after a 1/2-in long slit is made on four points of the cap. When it's time to smoke, just pull off the caps and stick them in your pocket.

If your armorer doesn't have extra caps, order some with NSN 5340-00-880-7666.



Modify caps like so:



THE BATTERY CHOICE

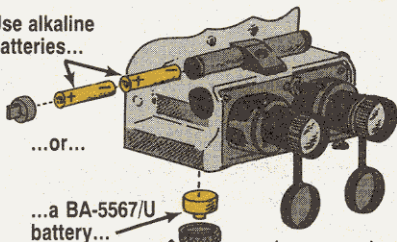
Operators, using lithium and alkaline batteries at the same time in your AN/PVS-5B, -5C night vision goggles drains battery power.

You'll know you're losing battery power if the image you see through your goggles becomes dim and unclear. Further loss of power causes the image to flicker on and off. So, never mix the batteries.

When it comes to putting batteries in your goggles, you have two clear choices: Use one BA-5567/U **lithium** battery, NSN 6135-01-090-5365,

or two AA **alkaline** batteries, NSN 6135-00-985-7845. For everyday use, go with the alkaline batteries. They don't cost as much as the lithiums. But when temperatures drop below freezing, use the BA-5567/U. The alkaline batteries do not work as well in freezing weather.

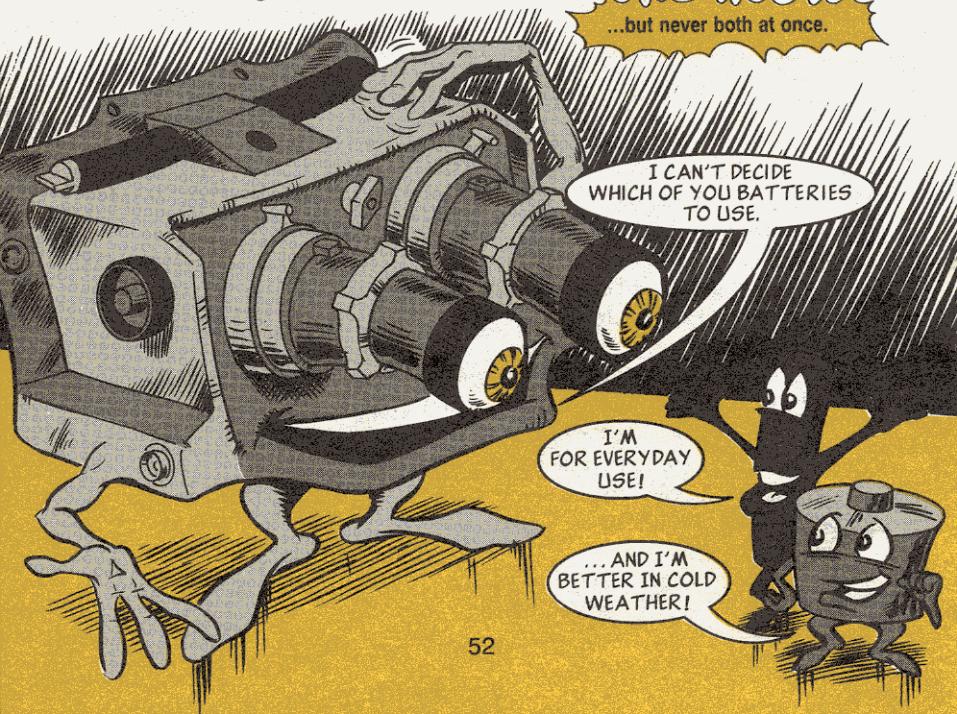
Use alkaline batteries...



...or...

...a BA-5567/U battery...

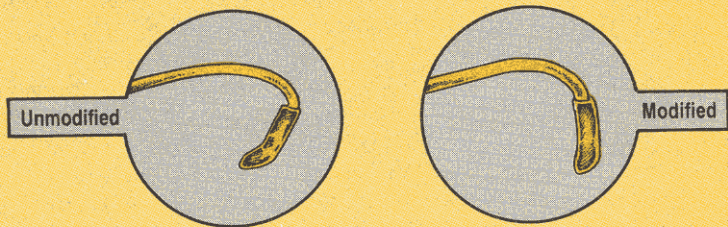
...but never both at once.



Unblocking Vision

The optical inserts for the new M40 and M42 masks have a slight problem. When you try to sight with your rifle while wearing your mask, the insert retainer blocks your vision.

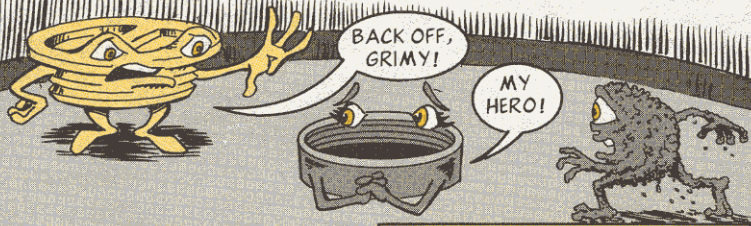
NBC NCOs can unblock vision with a simple twist. Use ordinary pliers to bend the rubber-coated end of the retainer outward until it looks like this:



When you install the inserts, the retainer end should touch the mask eyewall.

55-Gal Oil Drums . . .

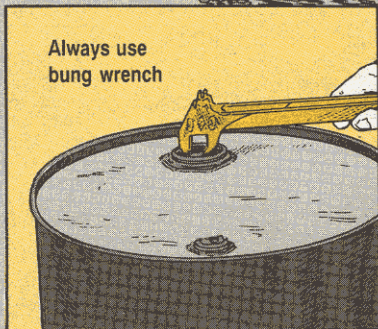
Bung Plugs Keep Out Dirt



Those 55-gal oil drums need bung plugs to keep out sand, dirt, and water. If a bung is missing, replace it with one of these NSNs.

Size	NSN 8110-00-132-
2 inches	9640
3/4 inch	9639

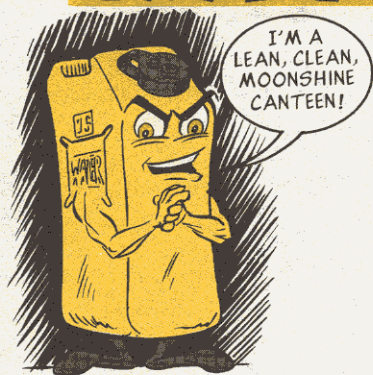
Get a bung wrench with NSN 5120-00-507-4886. Use CTA 50-900 for authorization to order the wrench.



Always use bung wrench

TROOP SUPPORT

CARE FOR THE CAN



Look your water can over carefully to make sure it's in good shape, or you may be S-O-W — Sorry, Out of Water!

Take care of your water can like this:

◆ **Inspect it.** Check the can and its cap weekly when in use or after field maneuvers for leaks or other damage. Look inside the can and cap to make sure they're clean.

◆ **Clean it.** Clean the can inside and out, including the cap. Use one ounce detergent, NSN 7930-00-281-4731, per gallon of hot water. Wash with a clean cloth, sponge or fiber brush.

Never use abrasives. They'll scratch the can and make it harder to clean later on. Water temp shouldn't be over 180° F or the can will lose its shape.

Rinse the can in clear hot water, and turn it upside down to air dry.

◆ **Replace it.** If the cap leaks or is damaged, get a new cap with NSN 7240-00-089-7312. If your can has even a small puncture, get a new can with NSN 7240-00-089-3827.

5-gal Gas Can . . .

Fill Up on Parts

Here are the repair parts for your 5-gal military gas can, NSN 7240-00-222-3088:



Item	NSN
Cap and screen assembly (flat washer, screen and cap)	7240-00-132-6433
Spout assembly (cap and screen, 1/8-in thick rubber gasket, rubber bushing and flexible nozzle)	7240-00-177-6154
Flat washer	5310-00-228-6638
Rubber bushing	7240-00-132-6431
Gasket for temperatures down to -40°F	5330-00-298-7165
Closure assembly (gasket, chain, plug swivel, connecting link, and cotter pin anchor)	7240-00-025-3377

Keep on Shovelin'

TO KEEP YOUR
STUBBY DIGGING TOOL DIGGING,
DIG THIS!



After each use...

- 🔧 **Clean it.** Cleaning stops dirt and rust buildup that keep the handle from folding.
- 🔧 **Lube it.** Apply the same oil you use on your weapon to the threads on the locking nut to keep it turning.
- 🔧 **Tighten it.** Tighten the nut if it's loose. (If an older model tool's riveted-on blade gets loose, turn it in and get a new shovel.)
- 🔧 **eyeball it.** Look at the tube at the blade hinge point. If the hole is worn, you need a new insert, NSN 5120-01-279-6396.

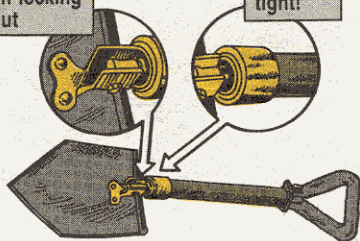
Install the insert like this:

- 🔧 Remove the blade using two pairs of pliers.
- 🔧 Push the insert into the handle's tube.
- 🔧 Put the blade back.

If your entrenching tool's last dig was its own grave, order a newer, better one with NSN 5120-00-878-5932.

Oil threads
on locking
nut

Keep nut
tight!



AMDF Account Number Needed

NOW THAT YOU HAVE A CD-ROM READER, YOU'LL PROBABLY WANT TO PUT AMDF INFORMATION AT YOUR FINGERTIPS. YOU CAN DO IT WITH THE ARMYLOG SYSTEM.

WITHIN ARMYLOG, AMDF DATA IS LOADED DIRECTLY ONTO A CD. YOU CAN ACCESS THE INFO ALMOST INSTANTLY, USING A PERSONAL COMPUTER AND CD-ROM READER.

HOWEVER, IF YOU WANT TO SWITCH FROM MICROFICHE TO ARMYLOG, BE SURE YOU KNOW YOUR AMDF CUSTOMER ACCOUNT NUMBER BEFORE YOU CONTACT THE LOGISTICS SUPPORT ACTIVITY (LOGSA) FOLKS.

DO NOT GET THIS ACCOUNT NUMBER CONFLUED WITH YOUR PUBLICATIONS ACCOUNT NUMBER. THE BALTIMORE PUBS CENTER DOES NOT STOCK OR DISTRIBUTE THE AMDF.

YOUR AMDF CUSTOMER ACCOUNT NUMBER IS ASSIGNED BY THE LOGSA FOLKS. IF YOU DON'T KNOW YOUR ACCOUNT NUMBER, YOU CAN FIND IT ON THE AMDF MICROFICHE MAILING LABEL.

NOT SURE WHAT TO LOOK FOR? THE ACCOUNT NUMBER IS LOCATED TO THE FAR RIGHT ON THE FIRST LINE OF YOUR ADDRESS. IT'S SIX DIGITS BEGINNING WITH 0.

NOW THAT YOU'VE GOT YOUR AMDF CUSTOMER ACCOUNT NUMBER, SWITCH FROM MICROFICHE TO CD BY CONTACTING LOGSA. CALL DSN 645-0782/0778 OR COMMERCIAL (205) 955-0782/0778.

OR WRITE TO...

DEPARTMENT OF THE ARMY
USAMC LOGISTICS SUPPORT ACTIVITY
ATTN: AMXLS-LCF
BLDG 3325
REDSTONE ARSENAL, AL 35898-7466

OFFICIAL BUSINESS

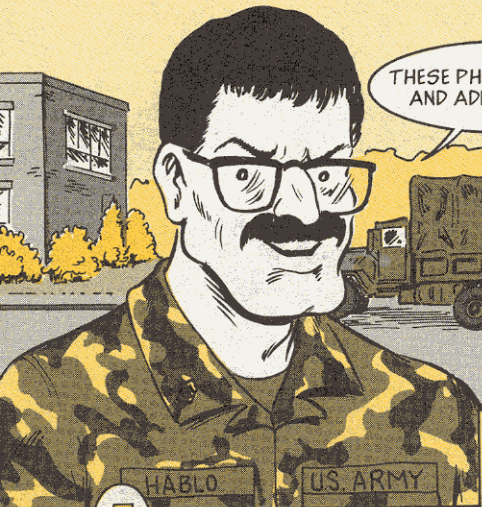
021581

COMMUNICATE WITH US BY PHONE OR MAIL
MAIL STOP 1, ROOM 111
ATTN: AMXLS-LCF
DST 205
AFCI APL 021581

USAMC Logistics Support Activity
ATTN: AMXLS-LCF
Redstone Arsenal, AL 35898-7466

Or send your request by E-mail:
amxlsicf@logsa-emh2.army.mil

There's Change in the Air



The ULLS folks have a new home at Ft Lee, Virginia.

Now if you need assistance with a special problem, call the Ft Lee customer assistance office at:

DSN: 687-1051
Commercial: (804) 734-1051

If you're in CONUS and do not have access to a DSN line, you can contact the Ft Lee operator toll-free at: 1-800-258-9440. Ask the operator to connect you with 734-1051.

Or write:

USAISSDCL
ATTN: ASQB-ILS-D (ULLS User Support)
Ft Lee, VA 23801-6000

Or fax your question to:

DSN 687-2974
Commercial (804) 734-2974

Or use DDN:

MCCAMMOG%LEE-EMH2.ARMY.MIL

Units from US Army, Europe (USAREUR) can call the Tactical Systems Branch, Logistics Automation Division:

DSN 379-9855/9856
Commercial 49 6202 80 9855/9856

Or write:

Logistics Automation Division
ATTN: AEAGD-LT
Unit 29351
APO AE 09014

Or use DDN:

AEAGD-LAD-31@HEIDELBERG-EMH2.ARMY.MIL

Army National Guard units operating ULLS/SAMS-1/2 can call:

DSN 327-7457/9423/9426
Commercial (703) 607-7457/9423/9426

Or write:

Army National Guard Bureau
Logistics Systems Branch
Arlington, VA 22204-1382

Or use one of the following DDNs:

DEPAUWM@ARNGC-EMH2.ARMY.MIL
JONESO@ARNGC-EMH2.ARMY.MIL
MCALLISR@ARNGC-EMH2.ARMY.MIL

TAILORED TO FIT

The suspension has been lifted! You can now get a tailored publications list from the Logistics Support Activity (LOGSA).

To get this pubs list, you need to send LOGSA your equipment list on computer disk. Here's how:

✪ If your unit uses the Standard Property Book System Redesign (SPBS-R), have your property book officer prepare an MS-DOS floppy disk version of your unit's hand receipt.

✪ If your unit is not part of the SPBS-R, request a copy of the EQUIP DISK from LOGSA. This disk is an IBM PC compatible software program that will guide you on how to submit the data on disk.

Send the SPBS-R disk or your request for an EQUIP DISK to:

**USAMC Logistics Support Activity
ATTN: AMXLS-AP
Redstone Arsenal, AL 35898-7466**

When you request your tailored list, be sure to include the maintenance level range you want the listing to cover, your name, rank, unit, address, DSN or commercial phone number, and a return label.

You'll get back a computer printout showing the equipment publications you need in your unit to support the equipment you have assigned.

If you need more information about this publications list, call:

**DSN 645-9859
Commercial (205) 955-9859**



HURRY UP WITH THOSE ALTERATIONS, SAM! THE SUSPENSION HAS BEEN LIFTED!

SUSPENDERS? I THOUGHT YOU WANTED A NICE BELT!

LOGISTICS MANAGEMENT

Readiness Reporting Update

A move's been made—and not everyone is aware of the move of the readiness reporting folks.



TO GET
YOUR REPORT TO
THE NEW ADDRESS,
DO THIS ...

Mail your DA Form 2406 (ground) or
DA Form 1352 (aircraft) reports to:

USAMC Logistics Support Activity
ATTN: AMXLS-RRS
Redstone Arsenal, AL 35898-7466

Here's the AUTODIN address to send the 1352
report to:

RUDQLCK READINESS INTEGRATED DATA BASE
REDSTONE ARSENAL AL //AMXLS-RRS//

Or you can send your 2406 report on
E-mail using this address:

ridbdata@logsa-emh2.army.mil

To send your 2406 report over AUTODIN, use
this address:

RUDQLCL READINESS INTEGRATED DATA BASE
REDSTONE ARSENAL AL //AMXLS-RRS//

Missile reports (DA Form 3266-1)
are mailed to:

US Army Missile Command
ATTN: AMSMI-MMC-CS-A
Redstone Arsenal, AL 35898-5180

Or fax your missile report to:

DSN 746-9430 or 645-6917
Commercial (205) 876-9430

Or use E-mail address:

amsmi-mmc-cs-alc@redstone-emh2.army.mil

For more information about readi-
ness reporting, call:

DSN 645-9671/9668
Commercial (205) 955-9671/9668

Maintenance Excellence Award Winners

ACTIVE TOE/MTOE UNITS

LIGHT CATEGORY

- WINNER HHD, 503d MP Bn, Ft Bragg, NC
RUNNER-UP HHD, 6th Ord Bn, Waegwan, Korea

INTERMEDIATE CATEGORY

- WINNER 268th Sig Co, Karlsruhe, Germany
RUNNER-UP 46th Trans Co, Camp Humphreys, Korea

HEAVY CATEGORY

- WINNER 85th Maint Co, Ft Lewis, WA
RUNNER-UP 201st MI Bn, Vint Hill Farms Station, VA

TDA UNITS

LIGHT CATEGORY

- WINNER TMP 23d Support Group, Camp Humphreys, Korea
RUNNER-UP Area Support Activity 2(G), Pocatello, ID

INTERMEDIATE CATEGORY

- WINNER HSC, 751st MI Bn, Camp Humphreys, Korea
RUNNER-UP DOL, 34th Support Group, Yongsan, Korea

HEAVY CATEGORY

- WINNER United Nations Security Command, Camp Bonifas, Korea
RUNNER-UP Mobilization and Training Equipment Site, Ft Pickett, VA

HERE ARE THE
WINNERS AND THE
RUNNERS-UP OF THE
FY93 ARMY AWARD
FOR MAINTENANCE
EXCELLENCE.



RESERVE TOE/MTOE UNITS

LIGHT CATEGORY

- WINNER HHC, 520th Maint Bn, St Louis, MO
RUNNER-UP 318th Chemical Co, Birmingham, AL

INTERMEDIATE CATEGORY

- WINNER 388th Medial Unit, Hays, KS
RUNNER-UP 824th Quartermaster Co, Ft Bragg, NC

HEAVY CATEGORY

- WINNER HHC, 1st Bn, 314th Inf, Lock Haven, PA
RUNNER-UP Co A, 391st Engr Bn, Asheville, NC

NATIONAL GUARD TOE/MTOE UNITS

LIGHT CATEGORY

- WINNER HHD, 130th Sig Bn, Asheville, NC
RUNNER-UP HHC, 1st Bn, 169th Avn Regiment, Enfield, CT

INTERMEDIATE CATEGORY

- WINNER Co B, 1st Bn, 109th Inf, Carbondale, PA
RUNNER-UP Co A, 169th Forward Support Bn, Olathe, KS

HEAVY CATEGORY

- WINNER Co D, 109th Avn, Boone, IA
RUNNER-UP Co E, 130th Avn, Salisbury, NC

DA Circular 750-93-1 has the
word on the FY94 and FY95
competitions.

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GO! ... OR NO-GO!



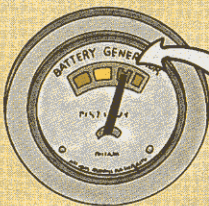
Overcharging Cooks Batteries!

IT'S UP TO YOU!

GOOD

ENGINE RUNNING SMOOTHLY AT HIGH IDLE AND WARM

ALL ELECTRICAL UNITS ON



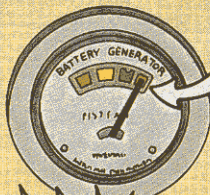
NEEDLE SHOULD REST HERE



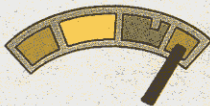
BAD

NEEDLE IN RIGHT RED SECTION SHOWS OVERCHARGING

BATTERIES CAN'T TAKE IT!



OVERCHARGING



GET YOUR MECHANIC TO CHECK OUT THE BATTERIES AND CHARGING SYSTEM

