

Issue 271

PS

June  
1975

# THE PREVENTIVE MAINTENANCE MONTHLY

FIRE,  
MEN!  
**FIRE!**  
WHAT'RE  
YOU  
WAITING  
FOR?



ARMY BICENTENNIAL ISSUE

MURPHY  
ANDERSON



# 200 Years of PM

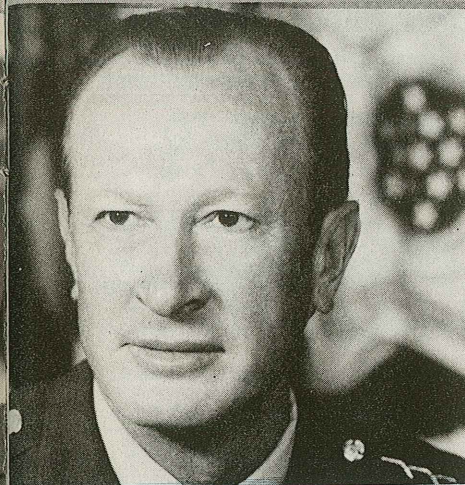


The Army has served this country of ours for two hundred years, and in all that time, it's never failed to accomplish the mission -- to keep our country safe.

There's no way to set a record like this without an equally fine record for maintenance. From the age of muzzle-loaders to these days of laser weapons, the operators on the equipment, the wrench-benders in the motor pools, and the repair shop technicians everywhere have had an important mission: to make sure this Army can move, shoot, and communicate. It was true at Concord and it's true today.

I know that readers of **PS** are part of that maintenance team -- and I know that everyone from the equipment jockey to the most specialized maintenance technician will keep this proud record going.

*Fred C. Weyand*  
**FRED C. WEYAND**  
 General, United States Army  
 Chief of Staff



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ISSUE No. 271 JUNE 1975

## FIREPOWER

2-21

106-MM Recoilless Rifle	2-9	TOW Missile System	14-15, 16-17
M8C Spotting Rifle	10-11	HAWK	17
Flamethrower Hoses	12	Chaparral	18-19, 20
Arms Rack Poop	13	Honest John	21

## COMMUNICATIONS

22-27

Cable Tips	22-23	COMSEC Filter Oil	26
Commo Gear Kits	24	Nomenclature Info	26
AB-652 Antenna	25	TA-312/PT,-43/PT	27

## GROUND MOBILITY

37-49

Pollution Control	37	M113A1	48
10-Ton Oil Filter	38-43	Logbook Binders	49
10-Ton Transmission		Supply Hotline	49
Transfer	44-47		

## AIR MOBILITY

50-57

UH-1	50-51	DA Form 2408-18	56
AH-1G	52-53	CH-47	56
Maintenance Check	52	PM Periodic	57
U-8	54	Color Code Parts	57
OH-58A	55		

## COMBAT SUPPORT/SUPPLY

EIR's	29-36	DA Form 2408-5	60-61
New Publications	28	DD Form 1348-1	62-63
Circular Saw		DA Forms 444	63
Blades	58-59		
DA Form 2406	60-61	DA Forms 2408-1	64

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

**M S G Half-Mast**  
**PS Magazine**  
 Lexington, KY.  
 40507

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**DISTRIBUTION:** In accordance with requirements submitted on DA Form 12-5.



FIRE  
POWER

WHAT YOU  
NEED, EPHRAIM  
MAST-- IS A  
"RECOILLESS"  
RIFLE!

106

M40A2, M40A4, BYOI ...

-MM RECOILLESS

-RIFLE ROUNDUP

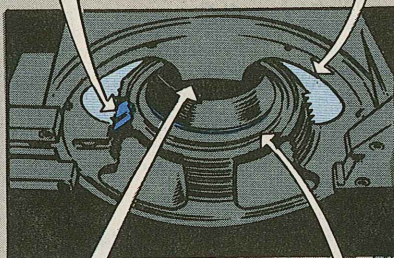
Reckless riflemen who take good care of their AT/AP weapon are rewarded with trouble-free performance. They keep it cleaned and lubed--and PM perfect.

Here's how to join the elite troop group. Eyespy these PM check points. Watch for the items in **boldface type**. They're the most serious, so 'tend to 'em soonest.

### BARREL AND CHAMBER

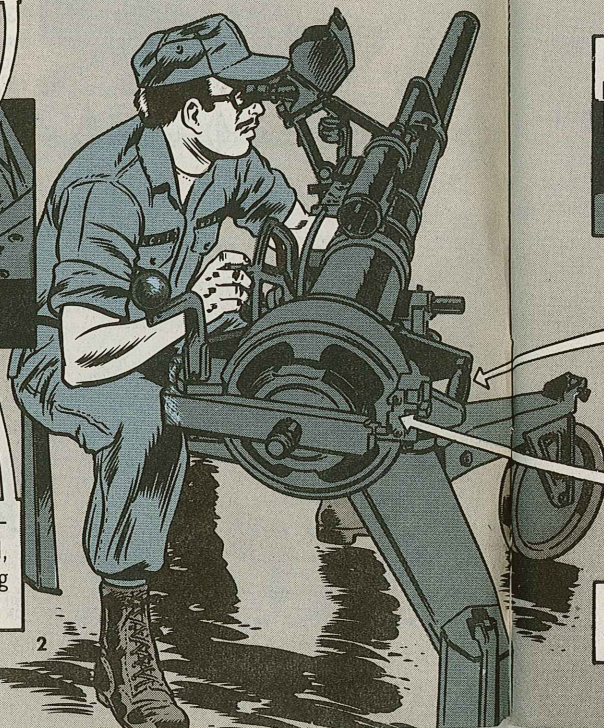
**VENT ASSEMBLY**—Interrupted threads **powder-fouled**; pitted, damaged, burred.

**CARTRIDGE CASE DETENT**—Spring weak, broken.

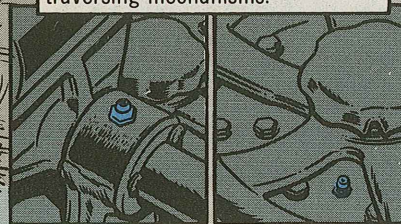


**CHAMBER**—Rusted, powder-fouled, pitted, dirty, cracked, burred, bulged.

**COMPENSATING RING**—Powder-fouled, pitted, deformed, loose. Area behind vent bushing gunk-filled.

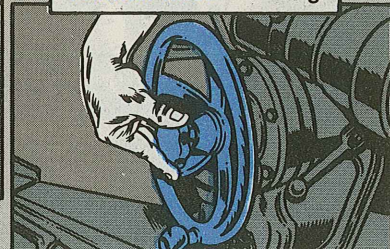


**LUBE POINTS**—No spring action in grease fitting on elevation and traversing mechanisms.

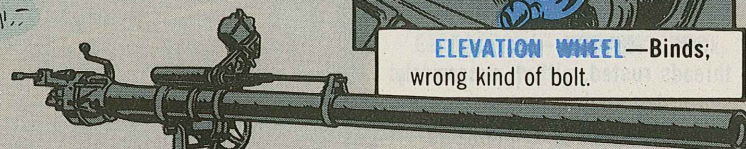


**BARREL**—Rusted, corroded, pitted, cracked, bulged, burred.

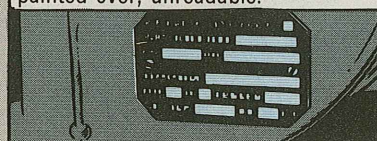
**VERNIER KNOB**—Missing.



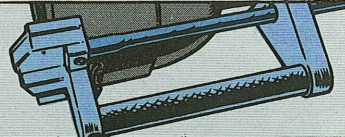
**ELEVATION WHEEL**—Binds; wrong kind of bolt.



**DATA PLATE**—Missing, smudged, painted over; unreadable.



**FIRING CABLE**—Broken; adjustment screw loose.



**TRIGGER SPRING**—Weak.

**REAR CARRIAGE CONNECTOR BOLTS**—Loose, damaged.



**TRAVERSE HANDWHEEL KNOB**—Binds. Free traverse shifting shaft knob stays in UP/DOWN position.



**TRAVERSE SHIFTING KNOB**

**BRACKETS (HANDLES)**—Rusted; broken; mounting screws loose, missing.







NOW... IS THE  
FRIZZEN FROZEN?

## BARREL AND CHAMBER (Cont.)



**OPERATING  
LEVER**—  
Woodruff key  
missing,  
damaged.

**BREECHBLOCK**—Interrupted  
threads rusted, pitted; excessively  
worn; damaged.

**HINGE BLOCK**—Mounting  
screws missing, damaged, loose.



**COUPLING RING  
BEARING ROLLERS**—  
Corroded, needs lube.

**COUPLING RING**—Corroded,  
excessively worn; needs lube.

**FIRING PIN HOUSING**—Loose,  
rusted; threads stripped, burred,  
damaged, rusted; cap threads  
burred, rusted.



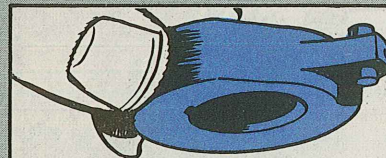
**FIRING PIN**—Tip broken,  
chipped, rusted; won't strike  
primer. Spring weak, rusted, bent.



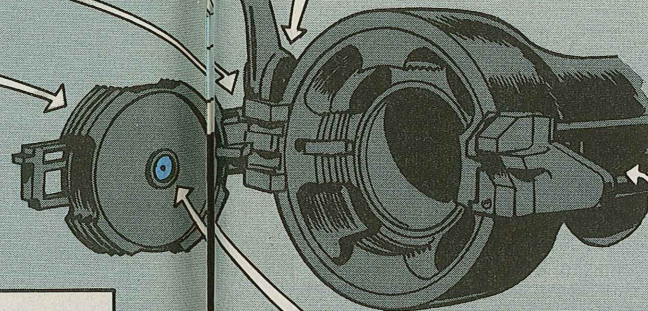
**BREECHBLOCK HINGE**—  
Damaged; rusted, won't swing free  
'n' easy. Roller loose, damaged.



NO... BUT  
THE DOG  
IS LOOSE!

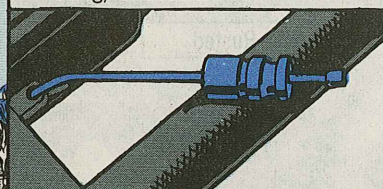


**BREECHBLOCK OPERATING  
LEVER DOG**—Burred, worn, damag-  
ed. Roller damaged.

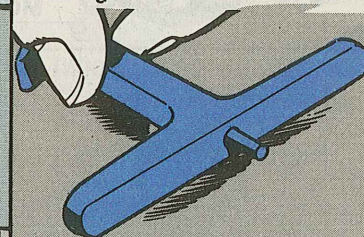


**FIRING PIN HOLE**—Powder-  
fouled; clogged with dirt, gunk.

**AUXILIARY FIRING CORD**—  
Missing, defective.



**EXTRACTOR**—Burred, nicked,  
chipped, bent. Pin weak, broken,  
missing.



**EXTRACTOR SPRING**—Weak,  
broken, missing.

**COCKING CAM PLATE**—Burred,  
corroded, worn.

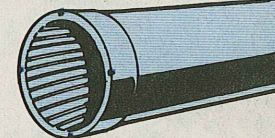


**CAMS**—Burred or nicked; needs  
lube.

**SEAR**—Bent, excessively worn.



**GUN TUBE**—Shiny. It should be a  
dull sheen. Grooves pitted, rusted,  
burred, damaged; needs LSA.



**BORE SIGHT NOTCHES**—Burred,  
clogged.



HHMM... **BARREL**—FOULED, RUSTED, PITTED.

## MOUNT

**FRONT TIE DOWN MOUNT**—Hook loose, broken, missing.

**FRONT WHEEL**—Rubber separated from metal; unevenly worn; missing.

**LOCKING NUTS**—Cotter pins missing, broken.

**LUBE POINTS**—No spring action in grease fittings; won't hold grease; missing.

**REAR CARRYING HANDLES**—Missing, broken; lube points clogged, missing.

**REAR LOCKING CLAMPS**—Hook tips broken.

**LEG LOCK**—Won't hold legs in lock position; lube points gunked up.

**LOCKING YOKE**—Threads damaged, won't hold gun in mount.

**MOUNT**—Rusted.

CAN'T BE CORRECTED.

SORRY--  
CANT CORRECTION KNOB  
MISSING.

## SIGHTING/FIRE CONTROL INSTRUMENTS

**COVER HINGE**—Bent, damaged; pins missing.

**RUBBER EYESHIELD**—Missing, rotten, loose.

**M92F ELBOW TELESCOPE**—Identification plate missing, unreadable.

**CROSS LEVEL VIAL**—Broken, cracked.

**COVER STUD**—Missing, bent.

**BORESIGHT SCREWS**—Damaged, rusty, missing. Azimuth and elevation legends unreadable.

**MOUNT COVER RETAINING CLIP**—Damaged, broken, missing.

**BORESIGHT SCREWS**—Access lid missing, loose; sprung.

**MOUNTING SCREWS**—Missing, loose; slot chewed up.

**COVER RETAINING CLIP**—Missing, weak, broken.

**MOUNT COVER**—Rubber seal strip missing, unglued, deteriorated.

**CANT CORRECTION KNOB**—Missing, won't turn or too loose.

## PUBLICATIONS

Do your homework on ye olde breech-loaded recoilless rifle by reading TM 9-1000-205-12 (Mar 59) w/changes; LO 9-1015-221-10 (Jul 74) and FM 23-82 (Jul 73).





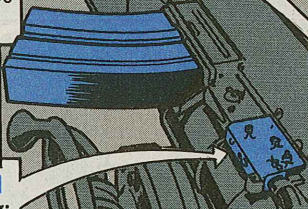
## M8C SPOTTING RIFLE

**M42 INSTRUMENT LIGHT BRACKET**—Broken, rusted; mounting screws loose, missing.



**MAGAZINE**—Spring weak, broken; follower, base and tube bent, broken, worn.

**MAGAZINE CATCH**—Spring tension weak; rusted; won't hold magazine in housing and catch assembly.



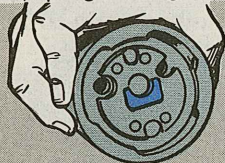
**FIRING MECHANISM HOUSING**—Cotter pins missing; loose, broken; pins installed wrong.

**SAFETY**—Won't work in S—rear position—or F—forward position; bent, broken.

**GUIDE RODS**—Locking tips broken, bent; rods bent.



**REAR BUFFER ASSEMBLY**—Cracked, loose. Catch broken, burred; spring missing, weak.

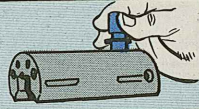


**EXTRACTOR PLUNGER**—Damaged, unserviceable. Spring broken, weak.

**DRIVING ROD SPRINGS**—Rusty, broken; not same length.



**CHARGING HANDLE**—Rusty; too tight. Receiver slide rusty.



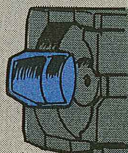
**FIRING PIN**—Tip damaged, broken, rusty; bent.



**FIRING PIN RETRACTOR**—Missing, rusty.



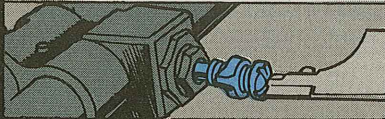
**CARTRIDGE EXTRACTOR**—Damaged.



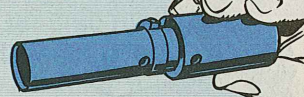
## GAS REGULATING SCREW

Wrong kind; adjusted wrong. Change 8 (Jun 74) TM 9-1000-205-12 (Mar 59) has the right poop.

See page 10 of this issue for details.



**GAS CYLINDER**—Powder-fouled; gas ports clogged. Rusty, needs LSA.



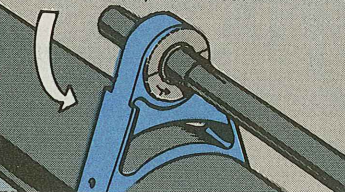
**IDENTIFICATION MARKINGS**—Missing, unreadable.

**BOLT RECEIVER GUIDES**—Missing, dirty, rusty.



**ELEVATION CAM**—Loose; letters/number unreadable; springs missing.

**FRONT CAM ALINING MOUNT**—Loose, rusted, corroded.



**AZIMUTH CAM**—Loose; letters/number unreadable.

**BARREL**—Pitted, corroded, rusty; lands and grooves damaged.

Just before you secure your rifle, look for any broken or cracked welds, rivets, plates or bolts; any loose, broken or missing bolts, nuts, setscrews, or cotter pins. Every hinge, latch, clamp, pin, or moving part should be rust-free and free-moving with the right kind and amount of lube and preservative.

And remember, dirt, grit, and corrosion gouge and score your weapon. Canvas and other covers attract wetness and rust. Undetected faults and defects never fail to grow into extra maintenance downtime and parts replacement.

So, every day your rifle's working, treat it kindly. It'll repay you with on-time, on-target and on and on service.

RIGHT ON, PRIVATE. DAILY PM ATTENTION TO YOUR RIFLE WILL PAY OFF WHEN THE REDCOATS SHOW UP.

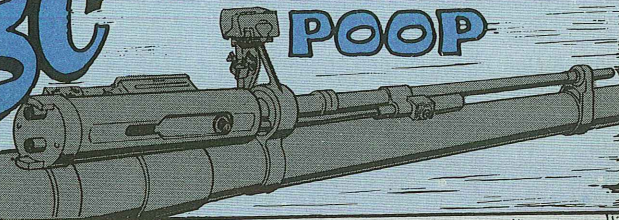
THANKS, BONITA.





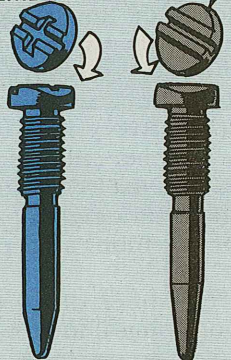
106-MM RECOILLESS RIFLE ...

# M8C SPOTTING RIFLE POOP



It's a new twist for the gas regulator screw on your .50-cal M8C spotting rifle.

NEW ONE LOOKS LIKE THIS:



REPLACING OLD WITH NEW IS A MUST!!

You gotta be sure you're using the newest regulator screw NSN 1005-00-751-9108. And mate it right with the gas regulator screw locking nut and gas regulator screw bushing during after-action PM.

Like so: Screw the gas regulator screw locking nut onto the gas regulator screw. All the way. Now, screw the gas

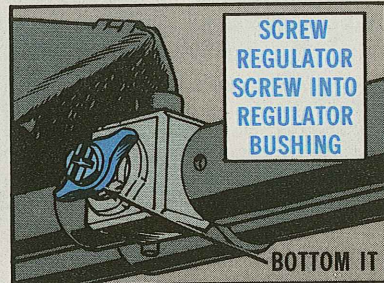
SCREW THE LOCKING NUT ONTO THE GAS REGULATOR SCREW ...



... ALL THE WAY

regulator screw into the gas regulator bushing. Bottom it.

SCREW REGULATOR SCREW INTO REGULATOR BUSHING



BOTTOM IT

You won't want more'n .010 inch of space between the bottom of the locking nut and the top of the bushing.



HE'S A BACKWOODS SHARPSHOOTER, SIR...

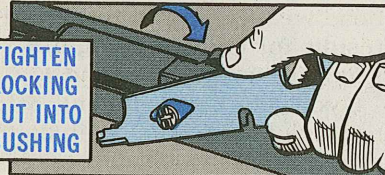
... CLAIMS HE CAN IMPROVE ARTILLERY ACCURACY BY ACTING AS OUR "SPOTTING RIFLE"!!

.010 INCH SPACE HERE IS ENOUGH

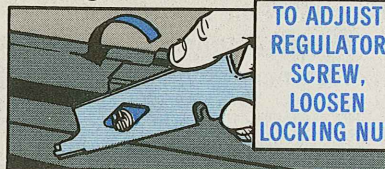


This tight fit will keep carbon from building up on the screw and bushing threads. Tighten the gas regulator screw locking nut down into the bushing.

TIGHTEN LOCKING NUT INTO BUSHING

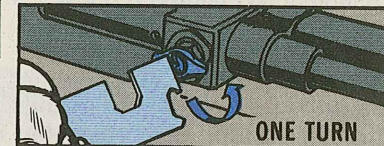


To adjust the gas regulator screw, use tool No. 726650 to loosen the gas regulator screw locking nut.



TO ADJUST REGULATOR SCREW, LOOSEN LOCKING NUT

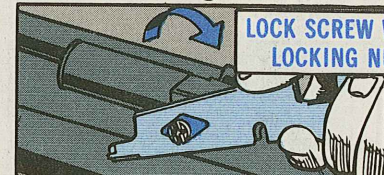
With the screwdriver end of the tool, turn the gas regulator screw counterclockwise one



ONE TURN

full turn. Lock the screw in place with the locking nut.

LOCK SCREW WITH LOCKING NUT



Fire the spotting rifle and check for consistent ejection of spent cartridge cases.

If you have to turn the gas regulator screw more'n 1½ full turns from the fully closed position to get it working right, call for maintenance help.

You'll find this PM poop in Ch 8 to TM 9-1000-205-12 (Mar 69).



## WATCH THAT DATE

ER--  
PARDON  
ME... BUT  
DID YOU  
CHECK  
THE  
DATE  
?

?

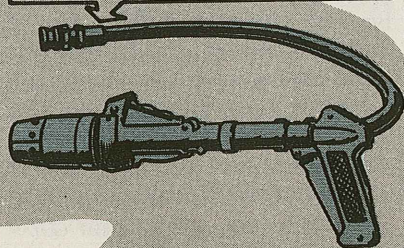


Hoses on your M2A1-7 and M9A1-7 portable flamethrowers serve short 2-year service hitches.

Just before you receive the hose, the month and year are stamped on both couplings directly under the manufacturer date. This second date is the beginning of the hose's 2-year life.



F-4 MEANS JUNE 1974. THIS DATE BEGINS HOSE'S TWO YEAR LIFE.



The dates are coded with a letter and a number. The letter corresponds to the month. For example: A is January, B is February and F June. The number represents the last digit in the year. So, a date of A5 means that hose began its 2-year life on January 1975.

Once the 2 years are up, the hose weakens . . . with heated results for anyone using it. So, keep an eye on that second date.

If you get a hose with only the manufacturer's date or no date at all on it, turn it in to your support for testing and marking. Support also performs a hydrostatic test on the hose every 6 months and keeping up with that date insures your hose is tested on time.

DON'T CHANCE  
GETTING REALLY  
HOT UNDER THE  
COLLAR! EYEBALL  
THAT DATE  
REGULARLY!

12



## SMALL ARMS STORAGE RACK... MURPHY STRIKES AGAIN!

PRIVATE  
MURPHY!

THERE! THAT  
TAKES CARE O'  
OUR ARMS RACK  
PROBLEM!

YEH,  
BUT IT'S  
A NECK  
'N' LEGS  
RACK  
TOO!

Yep! The latest M16A1 arms rack—NSN 1095-00-407-0674—has become a victim of Murphy's Law\*.

Some armorers have been putting the left-hand locking bar in front of the vertical bar before locking the whole smear. Done this way, it's still not much trouble for somebody to get the rifles out of the rack.

This is like locking your personal locker lock and then closing the door. Sure makes it easier for thieves.

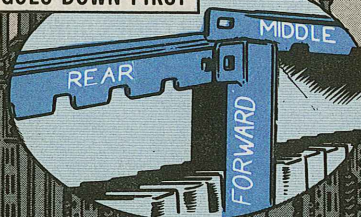
So, how 'bout painting some reminders on your M12's locking bars with 1/2-in high white letters.

Stencil REAR on the LH locking bar; MIDDLE on the RH bar and FORWARD on the vertical one.

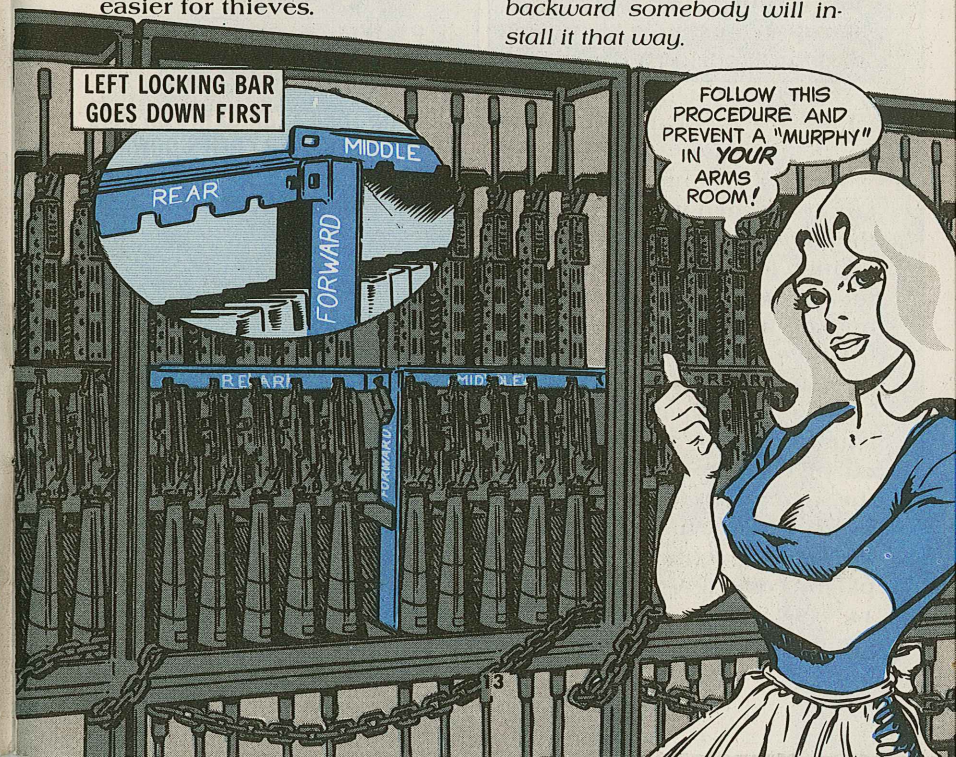
Now when you lock your M16A1's you'll ease the left-hand locking bar in place first, followed by the right-hand bar, and finally—add the HS lock.

*"When a part can be installed backward somebody will install it that way."*

LEFT LOCKING BAR  
GOES DOWN FIRST



FOLLOW THIS  
PROCEDURE AND  
PREVENT A "MURPHY"  
IN YOUR  
ARMS  
ROOM!

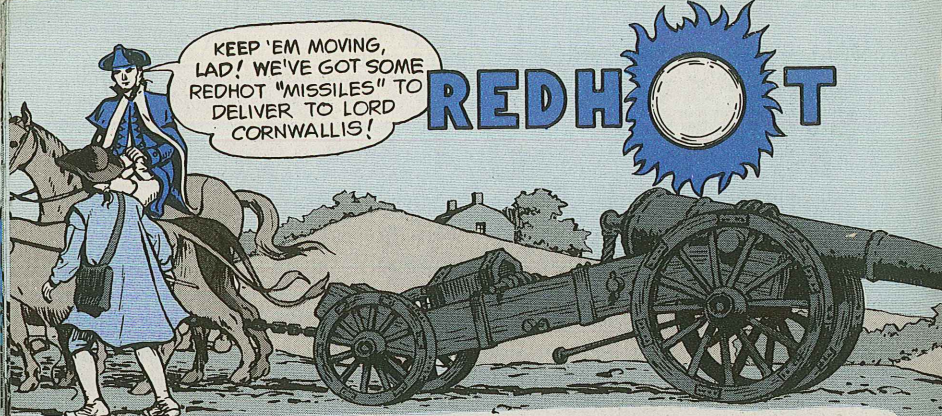


13



KEEP 'EM MOVING, LAD! WE'VE GOT SOME REDHOT "MISSILES" TO DELIVER TO LORD CORNWALLIS!

# REDHOT



Wanna prevent a hot problem with your TOW missile system battery?

Eyeball and correct this list of trouble spots:

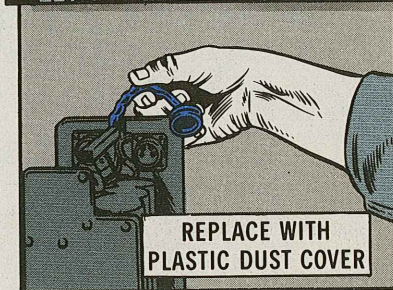
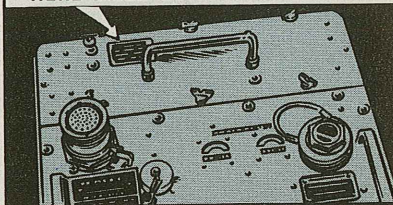
1. Battery lead is too long (anything over 5½ inches).
2. The dust cover is metal.
3. You're using the wrong charging procedure.

The lead most likely to cause a battery fire is one that has a loop in it (because it's too long, naturally). A long lead can get cut or pinched when you close the cover . . . and that's a fire waiting to happen. If the lead is more than 5½ inches long, and/or looped, tie it down (remove the loop) so that it can't get pinched.

Dangling metal dust covers cause shorts. If yours is metal, cut off both the metal cover and the retaining chain, and don't use it. Instead, fire off an exception type requisition for a plastic cover (Part No. MS 25178-14, NSN 5340-00-837-9408) and put that one on when you get it.



LOOPED OR LONG LEAD GETS PINCHED HERE WHEN COVER COMES DOWN



# TOW BATTERY

HSSST!! HEY, BUDDY...

MY FEET ARE KILLIN' ME...

RIGHT! MAYBE IF WE HAD A TOW SYSTEM, WE COULD END THIS WAR ... QUICK!

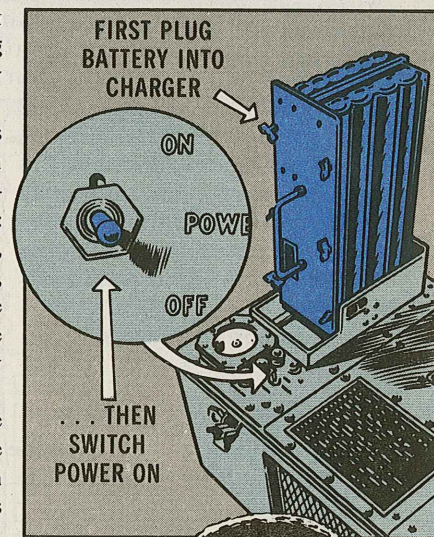


When you get ready to charge the battery, be sure the charger is off before you plug the battery into it.

Those PM measures prevent fires in storage, during charging and when you put the battery into the missile guidance set.

If your battery still catches fire, send an immediate EIR (on a DA Form 2407) to: Commander, USAMICOM, ATTN: AMSMI-NMD, Redstone Arsenal, AL 35809. Give all the details, including when and how the fire might have happened, the battery manufacturer and how long it's been in use.

TOW shooters in Europe should contact their missile support company in case of a TOW battery fire . . . and that's soonest.

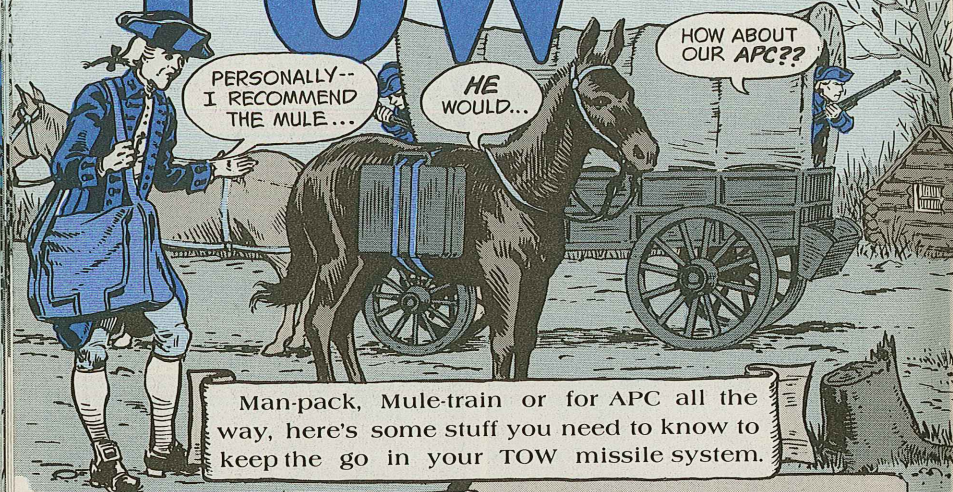


CONTACT 'EM-- LIKE RIGHT NOW!





# TOW... ON THE LONG HAUL



Man-pack, Mule-train or for APC all the way, here's some stuff you need to know to keep the go in your TOW missile system.

## MAN-PACK

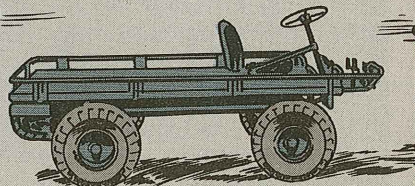
Stock numbers for the strap and bag assemblies shown in TM 9-1425-470-12 (Jan 74) are:

Shroud assembly (carrying bag for optical sight), NSN 1440-00-078-1641.

Strap assembly, NSN 1440-00-478-0334. (You need 5).

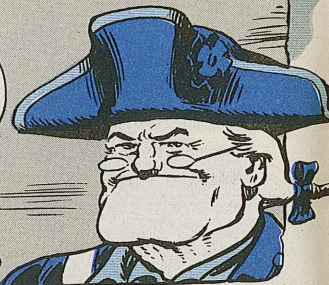
## GO, MULE!

For mule travel (M274 variety) correct tire pressure can help prevent shaking up the guidance set and optical sight.



Maximum pressure is 12PSI... which cuts down vibration and shock.

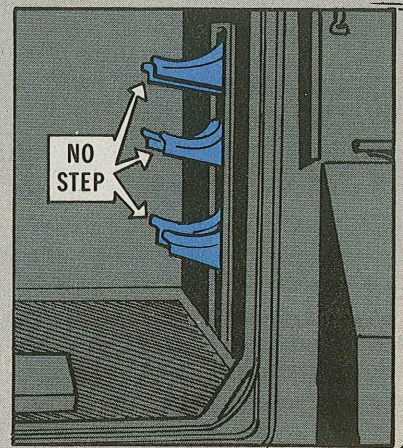
IF YOU HAVE TO TOW THE MULE, FIRST REMOVE THE GUIDANCE SET AND SIGHT.



# THE APC OF IT

The missile system storage racks inside your personnel carrier may look like great steps when you're about to climb through the hatch, especially when TOW components are stowed in them. But forget it!

A foot on the wrong thing, like the optical sight unit, can cause inaccurate readings or damage. If you've re-a-l-l-y gotta get through the hatch from the inside, use the track commander's seat or some other thing that's not likely to get damaged.



## HAWK IPAR COAX

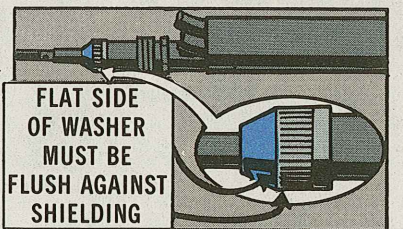
HOW CAN THEY EVEN CONSIDER THE EAGLE FOR THE NATIONAL SYMBOL WITH ME AROUND?



Putting a best face forward is a must for the cone-shaped washers on the coax cables of your Hawk IPAR.

Just so happens that some of the washers on the IPAR's were assembled with the cone facing the connector... which is bad news. A quick look can tell you whether the washers on your rig are right.

The flat part of the cone-shaped job should be flush against the shielding on your connectors. If they're not, report the problem to your DS soonest.



Not only does the wrong set-up cut or pull the shielding wire loose, but the shielding wire can fall onto the center conductor and short out signal input. At the least, it can cause the cable to work loose from the connector.



# CHAPARRAL MPU

Dear Half-Mast,  
There's a flap in my battalion on starting the MPU (master power unit) of the Chaparral launching station with the communications breaker on. Some say the breaker should be off. Others say it doesn't matter. What's the story?

LT J.R.W.

GENERAL, THEY CAN START DELIVERY JUST AS SOON AS THEY WORK OUT A FEW POWER BUGS!

FINE! BUT THEY **MUST** SOLVE THAT MPU BREAKER PROBLEM FIRST, AND...

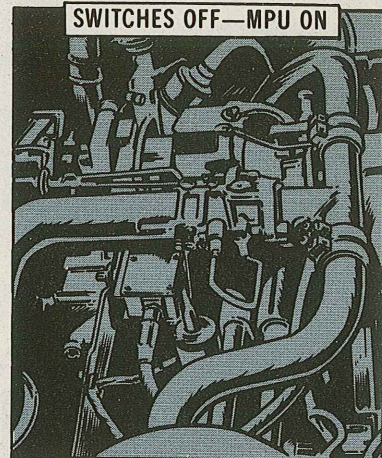
IF THE BRITISH SHOULD SURRENDER BEFORE THE FIRST UNIT IS DELIVERED, THE ORDER IS AUTOMATICALLY CANCELLED!

Dear Lieutenant J.R.W.,

Head shed pros I talked to agree with me that starting the MPU with the commo breaker on can damage the commo package (AM-1780 amplifier and AN/VRC-47 radio set).

To prevent as much transient voltage damage as possible... be sure both the commo and the master power switches are off when the MPU is started. The off is true, despite what you read in Table 2-9, TM 9-1440-585-10 (Sep 74)—it's a goof. Keep the

SWITCHES OFF—MPU ON



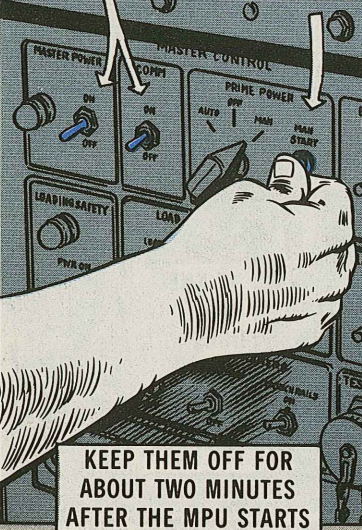
switches off for about two minutes after the MPU starts. The same bit goes when you slave start the MPU.

It applies to initial starting only. That's when batteries are at their lowest and most likely to cause damage.

Since the cyclic mode automatically turns the MPU on and off after the initial start, no crew action is needed once the MPU is cranked up.

Remember: Turn off the commo and master power switches when you shut down for the day. The master power switch does **not** turn the commo off.

BOTH THESE SWITCHES MUST BE OFF... WHEN YOU START THE MPU



KEEP THEM OFF FOR ABOUT TWO MINUTES AFTER THE MPU STARTS

YOUR COMMO PULLS MORE THAN 2 AMPS WHEN LEFT ON...AND THAT COULD LEAVE YOU WITH DEAD BATTERIES!



## CHAPARRAL COMMO

OPERATE  
BETWEEN  
45-60 MC

MC-TUNE-KC

USE  
LOW  
POWER

HIGH  
LOW  
OFF  
BREAKER RESET

No doubt about it. The RT-524 receiver-transmitter in your Chaparral launch station runs a temperature when the MPU's operating.

Here're a few things you can do to help the RT keep its cool:

1. Operate in the low power mode.
2. Operate near the center of the frequency band. (45-60 MC).
3. Reduce transmitting time.

Meanwhile, back at the head shed, engineer types are checking out better ways to keep the RT cool. Hang in there.

REDUCE  
TRANSMITTING  
TIME

## KNEE SWITCH HITCH

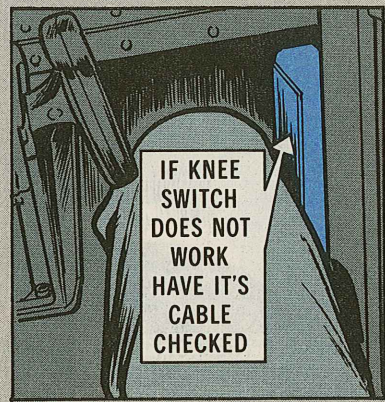
There's nothing like a little knee action to get the word out quick over your Chaparral commo system.

Which means, if your commo knee switch isn't doing its job because of a frayed or worn cable (NSN 1440-00-223-7143), your AM-1780 amplifier either won't work at all ... or it'll work only part of the time.

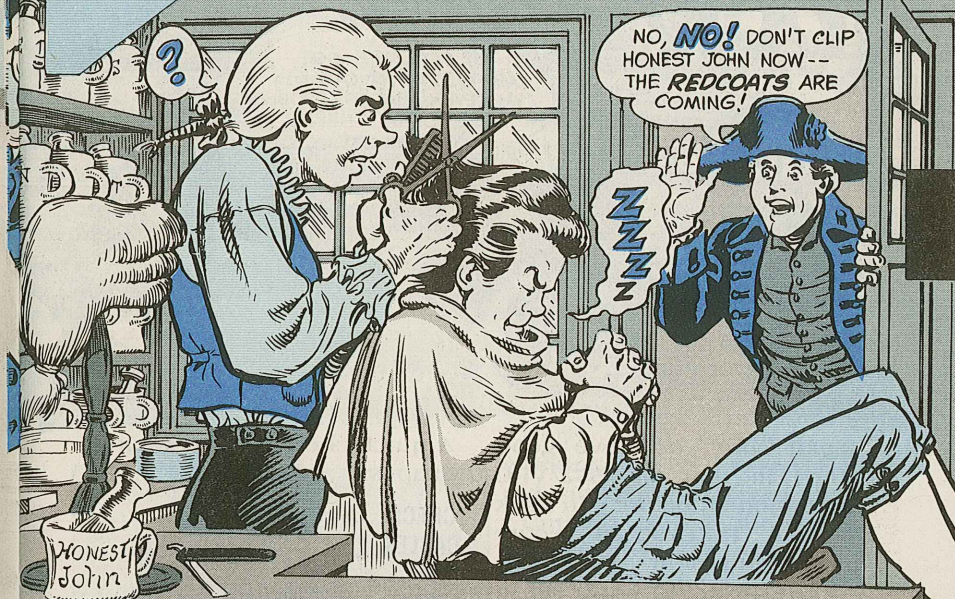
That's as good as talking to yourself, because nobody else is gonna hear what you have to say.

So, if you press the knee switch and nothing happens,

have your Support check out the cable. It may have to be repaired or replaced.



## HONEST JOHN GETS CLIPPED



To clip or not to clip? That is the question.

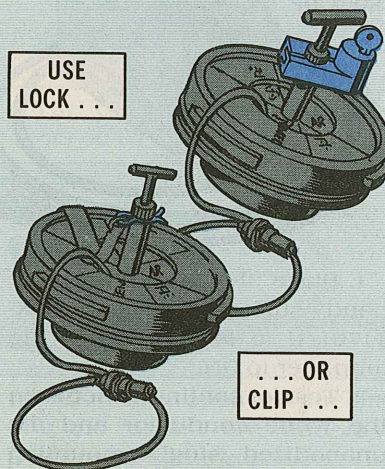
The answer depends on whether you want to be or not to be.

The idea is this: When you mate the Honest John M27, M47 or M48 warhead to the M66-series rocket motor, use the igniter adapter lock.

For anything else, and at all times except when the warhead is mated, you use the safety clip on the arming device retainer.

The lock and clip do their own things, so mixing 'em up is bad stuff. Each, used right, prevents accidental arming of the igniter.

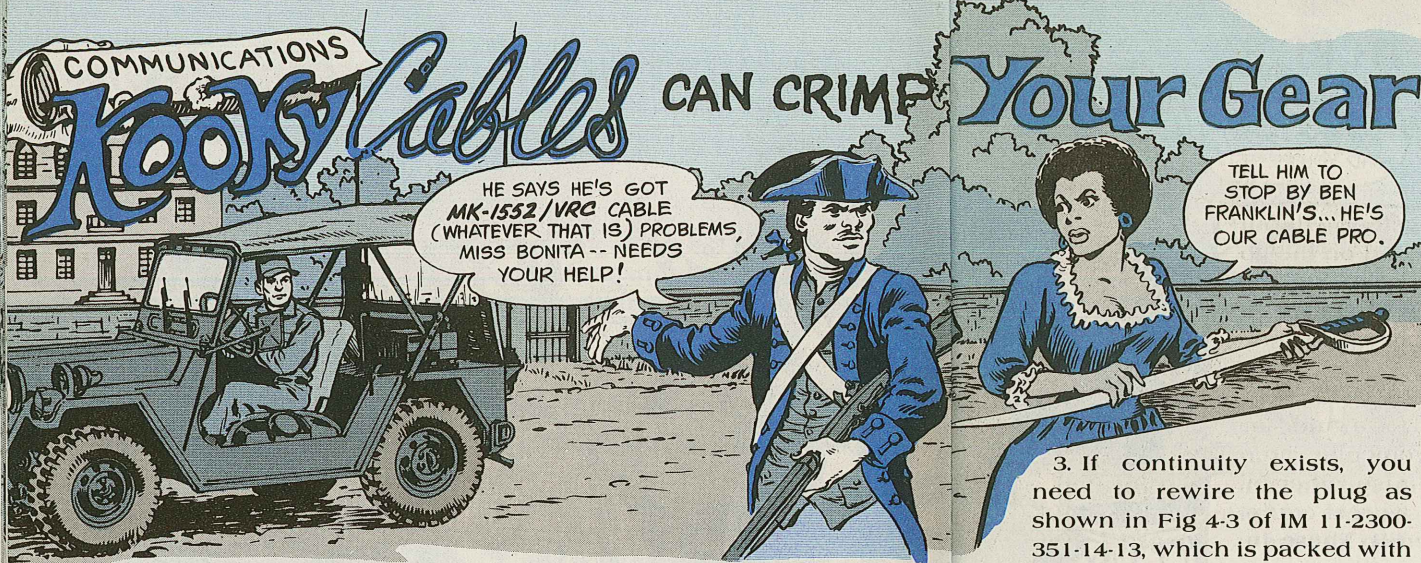
USE  
LOCK ...



... OR  
CLIP ...

... TO PREVENT ARMING OF IGNITER





Make sure you have good cables in that MK-1552/VRC installation kit before you hook up your TSEC/KY-38 secure voice equipment with your AN/VRC-46 or -49 radio set in M151 wheeled vehicles.

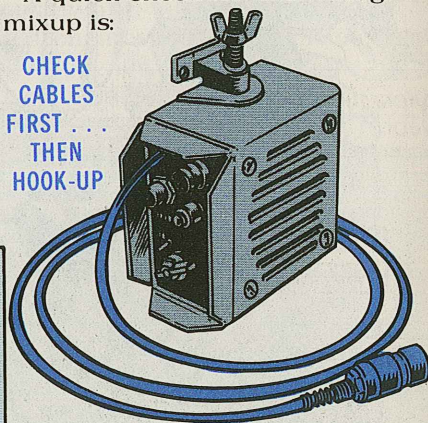
Like, some of the CX-11761/U cables (NSN 5995-00-403-5848)



have the 24-volt and ground connections reversed which will cause a short when the AM-4979A/GR amplifier and power supply are hooked up. The amplifier will begin smoking and burn out.

A quick check for this wiring mixup is:

**CHECK  
CABLES  
FIRST ...  
THEN  
HOOK-UP**



1. Place the amplifier on a handy surface, connect the CX-11761/U to it, and switch the amplifier to ON.

2. Test for continuity between the white conductor and the unanodized single mounting bolt of the amplifier.

## Your Gear

So, to prevent damage to the amplifier and to avoid those aching backs from putting in and taking out bad cables, give the cables a going over before you put them in place.

Make continuity checks in accordance with Fig 4-2 of the instruction manual.

You can reconnect the conductors in the CX-11761/U for A-OK operation.

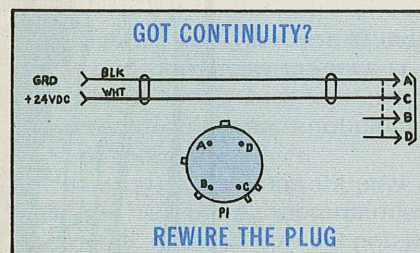
But, the CX-10539/U, since it has molded connectors and a 4-way molded junction, is a "no way" proposition to fix economically, even at depots.

Head shed engineers are working on a CX-10539/U cable redesign for better repairability.

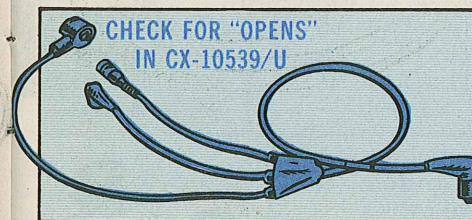
Until this is done, though, turn in defective CX-10539/U's to your support for disposal and get replacements.

If you don't have a copy of the instruction manual, you can get one through COMSEC logistics channels. Use DA Form 2436, Cryptomaterial Requisition and Issue/Shipping Document.

3. If continuity exists, you need to rewire the plug as shown in Fig 4-3 of IM 11-2300-351-14-13, which is packed with the kit.



The CX-10539/U cable (NSN 5995-00-877-1125) has been



found to have open conductors and the "opens" are random—seldom the same conductors in different cables.

SEND  
IT  
TO:

Commander  
U.S. Army Communications  
Security Logistics Agency  
ATTN: AMSEL-CCM-NICP  
Fort Huachuca, AZ 85613



## RADIO-VEHICLE MARRIAGE—

## DO IT WITH KITS

TAKE AN  
SB 11-131--  
ADD DA PAMPHLET  
310-4...

...COMBINE WITH  
INFO FROM  
SB 700-20  
AND YOU'RE SET!

Getting it all together will put you in the know and on the go when it comes to getting the right commo gear installed in the right track or wheeled vehicle.

Start out with SB 11-131 (Sep 74). You can use it as a guide for the authorized vehicular radio set installations. Also, other installations, such as reel equipment, are in the SB. These installations are based on your TOE and MTOE.

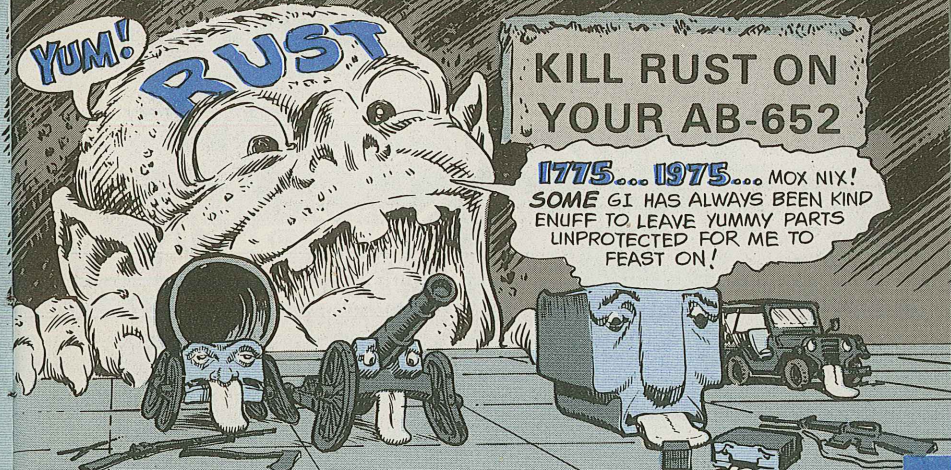
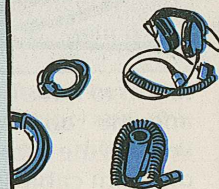
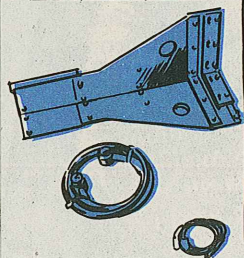
This SB tells what is needed, and available. TM 11-2300-series manuals show you how and where specific installations can be made.

The TM, which lists kit components and gives instructions, is for each installation kit. Here are some examples:

Vehicle/Radio	TM	Kit	NSN
M561 (Carrier)-AN/VRC-47	11-2300-372-14-6 (Dec 73)	MK-1253	5820-00-493-7530
M561 (Cab)-AN/VRC-47	11-2300-372-14-4 (Nov 73)	MK-1245	5820-00-469-6689
M715-AN/VRC-12	11-2300-373-14-5 (Nov 73)	MK-1239	5820-00-469-6683
M151A1-AN/GRC-163	11-2300-351-15-12 (Dec 69)	---	5820-00-054-4753

See the list of available TM 11-2300-series in index, DA Pamphlet 310-4 (Aug 73).

To add icing on the cake, you can find installation kits that are reportable items on Pages 2-119 thru 2-122 in SB 700-20 (Dec 74).



Whether it's on a shelter or a vehicle, rust can run rings around your AB-652 antenna base bringing a halt to communications.

To beat this rust at its wrecking game, put your eyeballing PM into play. Make it a practice to watch for rust buildup on the AB-652 during your monthly PM ... or more often even.

Use a wire brush or sandpaper to get rid of the rust on the outside.

To get at the rust in the antenna cable contact, use a small brush dampened with trichloroethane, NSN 6810-00-292-9625 is for a quart. And, remember that cleaner is dangerous like it says in para 5-8 of TM 11-5820-520-12 (Feb 71).

Before you go after the rust, make sure your equipment is turned off and the AB-652 is removed from its mounting bracket.

GOING  
AFTER RUST?  
TURN OFF  
EQUIPMENT ...

... REMOVE  
AB-652 FROM  
MOUNTING  
BRACKET



CLEAN  
RUST  
OFF  
WITH  
WIRE  
BRUSH



## COMSEC FILTER OIL

Dear Half-Mast,

Do metal mesh filters used in COMSEC gear need an oil coating?

Another one: Can the modules inside COMSEC equipment be cleaned with solvents?

SP5 R.P.M.

Dear Specialist R.P.M.,

Good initials, those. You sound like a man who gets around. About oil on those filters: yes, they need it.

First off, clean the filter with hot water and detergent . . . or with cleaning solvent.

① HOT WATER  
AND DETERGENT  
OR CLEANING  
SOLVENT

③ DRY REAL  
WELL

④ SPRAY WITH  
LIGHT OIL.  
DRAIN OFF  
EXCESS

② RINSE WITH  
CLEAN WATER

SAYS HE  
WON'T ENLIST  
IF HE HAS  
TO SHAVE!

THARS A LIMIT!  
EVEN GETTIN' RID O'  
KING GEORGE AIN'T  
WITH MAH SOUP  
STRAINER!

Rinse it with clean water and get it good and dry (an air-hose helps).

Next, spray the filter with light oil, NSN 9150-00-263-3490 gets you a quart of the preferred lube—MIL-L-7870A. NSN 9150-00-542-1430 gets a 4-oz can.

Let the excess oil drain off . . . and replace the filter.

Forget about using cleaning solvent on modules! That stuff'll really clobber printed circuit boards and anti-fungus coatings. Best bet for that kind of cleaning is a low-pressure air hose. Other methods include using a lint-free cloth or a soft-bristle brush.

*Half-Mast*

## THOSE "BOW-LEGS"

When your electronic equipment's nomenclature includes parentheses such as AN/GRC-122(), stay loose. Those "bow-legs" mean the info covers all models of a particular set.

WHO'S  
BOW-LEGGED?

AN/GRC-122 Plain model.  
AN/GRC-122A A model.  
AN/GRC-122() All models.

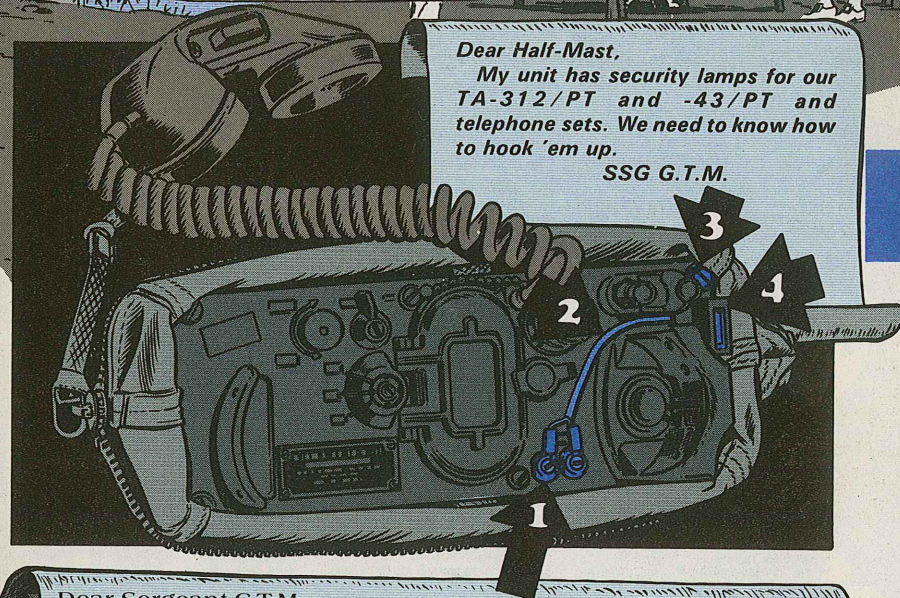
## HANDLING HOOKUP HANG-UP

SORRY, GENERAL! WE'VE GOT  
DIRECT ORDERS FROM CONGRESS--  
YOUR SECURITY, Y'KNOW, SIR...

Dear Half-Mast,

My unit has security lamps for our TA-312/PT and -43/PT and telephone sets. We need to know how to hook 'em up.

SSG G.T.M.



Dear Sergeant G.T.M.,

Once you get the hang of the lamp hookup the light will shine.

① First, connect the lamp's terminal lugs to the battery binding posts.

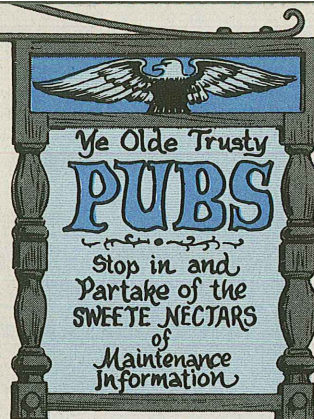
② Then, run the lamp wire across the face of the phone, between the handset's mounting cradle with springs and the LINE 1 and 2 binding posts.

③ Remove the case retaining screw nearest the LINE binding posts.

④ Attach the security lamp to the case with the screw, keeping the lamp portion of the attachment snugged near the telephone cradle . . . and there you have it.

*Half-Mast*





This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Nov 74), TM's, TB's, etc.; DA Pam 310-6 (Jul 74), and Ch 1 (Jan 75), SC's and SM's, and DA Pam (C) 310-9 (Aug 74), COMSEC Pubs.

#### TECHNICAL MANUALS

TM 3-1040-257-ESC Dec M9A1-7 Flamethrower  
TM 3-1310-243-10 Jan M651 Cartridge 40-MM  
TM 5-2410-214-12 Jan D7E Tractor  
TM 5-4310-280-14 Nov Compressor, Rotary Air, Diesel 600 CFM 100 PSI (Worthington 2016)  
CH 22, TM 9-7022 May Tank M48A2C  
TM 9-1010-221-10 Jul M203 Grenade Launcher  
TM 9-1400-425-20P Dec REDEYE  
TM 9-1410-585-20P Nov CHAPARRAL System  
TM 9-1430-526-24P Dec Improved HAWK  
Ch 2, TM 9-2320-211-10 Jan 5-Ton Truck  
Ch 14, TM 9-2350-222-10 Oct M728 CEV  
TM 9-2350-230-20-1 Feb M551/M551A1 Sheridan Hull  
Ch 3, TM 9-2350-230-10/2-1 Dec M551 Sheridan Turret  
TM 9-2350-230-10-2-3 Jun M551A1 Sheridan Turret

Ch 2, TM 9-2350-232-10 Mar M60A2 Tank  
TM 9-6115-202-24P Ori Generator Set, GED, 4.2-KW, 150 AMP, 28-V, DC Model DC 4.2-ORD/28  
TM 10-3930-631-12 Feb Truck, Lift, Fork, EMD  
TM 11-1520-210-ESC Jan Electronic Equip in UH-1B, UH-1C/M, UH-1D/H, UH-1H(W/LAE) Helicopters  
TM 11-5965-243-14P Mar LS-116/U Loudspeaker  
TM 11-5965-248-14P Dec H-94/U Handset  
TM 11-5965-255-14P Mar LS-454/U Loudspeaker  
TM 11-5965-260-24P Dec H-140A/U Headset  
TM 11-5965-274-14P Feb LS-111/U Loudspeaker  
TM 11-6130-202-20P Mar PP-1329/FRN-20 Power Supply  
TM 11-6130-221-24P Mar PP-255(I)/PT Battery Charger Rectifier  
TM 55-1500-333-24 Oct Aircraft Cleaning Procedures  
Ch 1, Ch 4, TM 55-1500-328-25 Jan Aeronautical Equip Maint Management  
Ch 11, TM 55-1680-255-24 Feb Ejection Seat, Model MK-J5  
TM 55-6870-201-14 Oct Aircraft Weighing Kit

TM 32-5820-002-24P Apr Special Tools List for Keyer, KY-586/G  
TM 32-5965-001-14P Mar Microphone Headset Mod MS40-5/T30-1  
TM 32-5965-002-14P Mar Microphone/Receiver Headset Mod HSO-144

\*These Pubs are available only from the U.S. Army Security Agency Materiel Support Command, Vint Hill Farms, Warren, VA 22186.

TM 11-5805-217-20P Dec MD-179/TC Telephone Modem  
TM 11-5805-245-20P Jan PP-827/U Power Supply  
TM 11-5805-553-12 Jan CV-1918A/G Telephone Signal Converter  
TM 11-5810-244-12P Dec TSEC/KY-28 COMSEC Equip  
Ch 7, TM 11-5815-204-20 Oct AN/GRC-46(I) and AN/VRC-29 Radio Teletypewriter  
TM 11-5815-334-ESC-1 Dec AN/GRC-142(I) Radio Teletypewriter  
TM 11-5815-334-ESC-2 Dec AN/GRC-122(I) Radio Teletypewriters  
Ch 2, TM 11-5820-256-10 Mar AN/GRC-26D Radio Set  
TM 11-5820-270-20P Mar AN/GRT-3 Radio Transmitter

TM 11-5820-354-20P Mar PP-454/FRT-5 Power Supply  
Ch 5, TM 11-5820-461-12 Feb AN/GRC-50(I)-V Radio Sets  
Ch 5, TM 11-5821-217-12 Dec Op/Org Maint AN/ARC-730 Radio Sets  
Ch 1, TM 11-5821-259-20 Oct Org Maint AN/ARC-114(I) Radio Set  
Ch 6, TM 11-5855-217-12-1 Nov AN/VSS-3A Searchlight Set  
TM 11-5935-212-14P Feb U-185(I)/G Electrical Plug Connectors  
TM 11-5965-200-14P Dec MT-596(I)/U Microphone Stands  
TM 11-5965-206-14P Dec H-91A/U Headset-Microphone H-144(I)/U Handset-Headset and H-210/G Headset-Microphone  
TM 11-5965-210-14P Feb H-104(I) Headset  
TM 11-5965-218-14P Mar T-50, M-105/U Microphones  
TM 11-5965-220-14P Dec H-118/U Headset  
TM 11-5965-224-14P Mar H-60/PT and H-165/U Handsets  
TM 11-5965-227-14P Mar H-121/U Handset

#### MISCELLANEOUS

LO 5-3805-253-12-1 Feb Grader DED, 12-Ft Blade, 6 Wheels (Huber F1500M)  
LO 5-3805-253-12-2 Feb Grader, Road, DED, 12-Ft Blade (Huber F1500M)  
LO 5-6115-464-12 Aug Generator DED Skid Mid, 15-KW DOD Model MEP-004A MEP 103A, MEP 113A, 400 Hertz  
LO 5-6115-465-12 Aug Generator Set, DED Skid Mid, 30-KW, MEP-005A, -104A, -114A  
Ch 1, LO 9-2350-215-12 Dec M60/M60A1 Tanks  
Ch 1, LO 9-2350-222-12 Dec Combat Vehicle M728 CEV  
Ch 1, LO 9-2350-224-12 Dec M48A3 Tank  
Ch 1, LO 9-2350-232-12 Dec M60A2 Tank  
FM 21-61 Dec Visual Signals  
FM 29-77 Nov Supply & Transport  
TB 55-1510-209-20-20 Dec Inspection of Wing Hinge, Pins  
TC 10-76-3 PT Mar Preparation and Maintenance of Repair Parts Records (Supply Specialist MOS 76A)  
TC 17-4 Feb Tank Gunner's Guide, M48A1  
TC 17-5 Feb Tank Loader's Guide, M48A1

#### NEW FILMS

TF 8-4747 M.U.S.T.: The Dolly Set  
TF 55-4685 LARC Amphibian Water Operations  
MF 5-5855 XM56 Mine Dispensing System Preparation, Maintenance



### Sheridan Helpers

You won't have to call or write home if you're having problems with your M551 Sheridan in Europe. A special office has been set up. Call Heidelberg Mil 2121 extension 7336. If you're in CONUS or Korea, call the M551 project manager's office at Detroit, AUTOVON 273-1221 or 273-1273.

### No Oil At All!

When you get a replacement engine or a new or overhauled vehicle, remember one thing: It may not have oil in the crankcase! Make sure you bring the oil level up to snuff before you crank it over. Use new, clean oil from clean containers. Read and follow the lube order.





A...HEM!

INTUNS?

RED-COATS?



CONNIE AN' BONNIE!...

SHAME ON YOU GUYS! ...TALKING ABOUT THE U.S. ARMY THAT WAY!

YOU CLOWNS SHOULD BITE YOUR TONGUES!

AWW-- I SENT IN *EIR'S* ON THIS *MIGA!* RUST PROBLEM AGES AGO-- BUT THEY DON'T EVEN BOTHER TO ANSWER!

I'M SURE THE CONTINENTAL ARMY TROOPER GOT *RESULTS* WHEN *HE* MADE A SUGGESTION ON IMPROVING *HIS* EQUIPMENT!

DID HE, NOW? WE'LL LOOK INTO THAT IN A MOMENT! BUT...

ABOUT YOUR *EIR*, PVT. FREEMAN... WHEN YOU FILLED OUT THAT *DA FORM 2407*, HOW DID *BLOCK 32d* LOOK? SIGNATURES THERE OFTEN CAN'T BE MADE OUT--SO A REPLY IS IMPOSSIBLE!

HAH! SHE'S GOT YA THERE, JOE!  
WELL... UH...

DON'T YOU BE SO SMUG, PVT. BURGESS-- YOU SEEM TO HAVE SOME FALSE NOTIONS ABOUT THE ARMY-- *PAST AND PRESENT!*

CONNIE, WHAT SAY WE TAKE THESE GUYS WITH US?

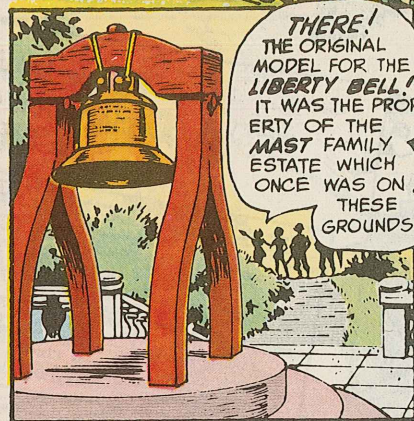


GREAT IDEA! COME ALONG, FELLAS!

IT WON'T TAKE LONG...

...AND YOU SURE NEED EDUCATING!

...THIS WAY!



THERE! THE ORIGINAL MODEL FOR THE *LIBERTY BELL!* IT WAS THE PROPERTY OF THE *MAST* FAMILY ESTATE WHICH ONCE WAS ON THESE GROUNDS!

ACCORDING TO *HALF-MAST*, LEGEND SAYS THAT ONCE EVERY HUNDRED YEARS, IF THE BELL IS RUNG AT A CERTAIN INSTANT, A FANTASTIC THING HAPPENS...

YA MEAN LIKE THIS...

NO-- DON'T!



AND SUDDENLY...



HEY-- WHA HOPPEN-- WHERE ARE WE ?

AN' WHAT ARE THESE STRANGE DUDS WE'RE WEARIN' ?

YOU *DID* IT, FREEMAN! THE BELL TRANSPORTED US BACK TO COLONIAL TIMES!

... AND OUTFITTED US IN CONTINENTAL ARMY UNIFORMS...

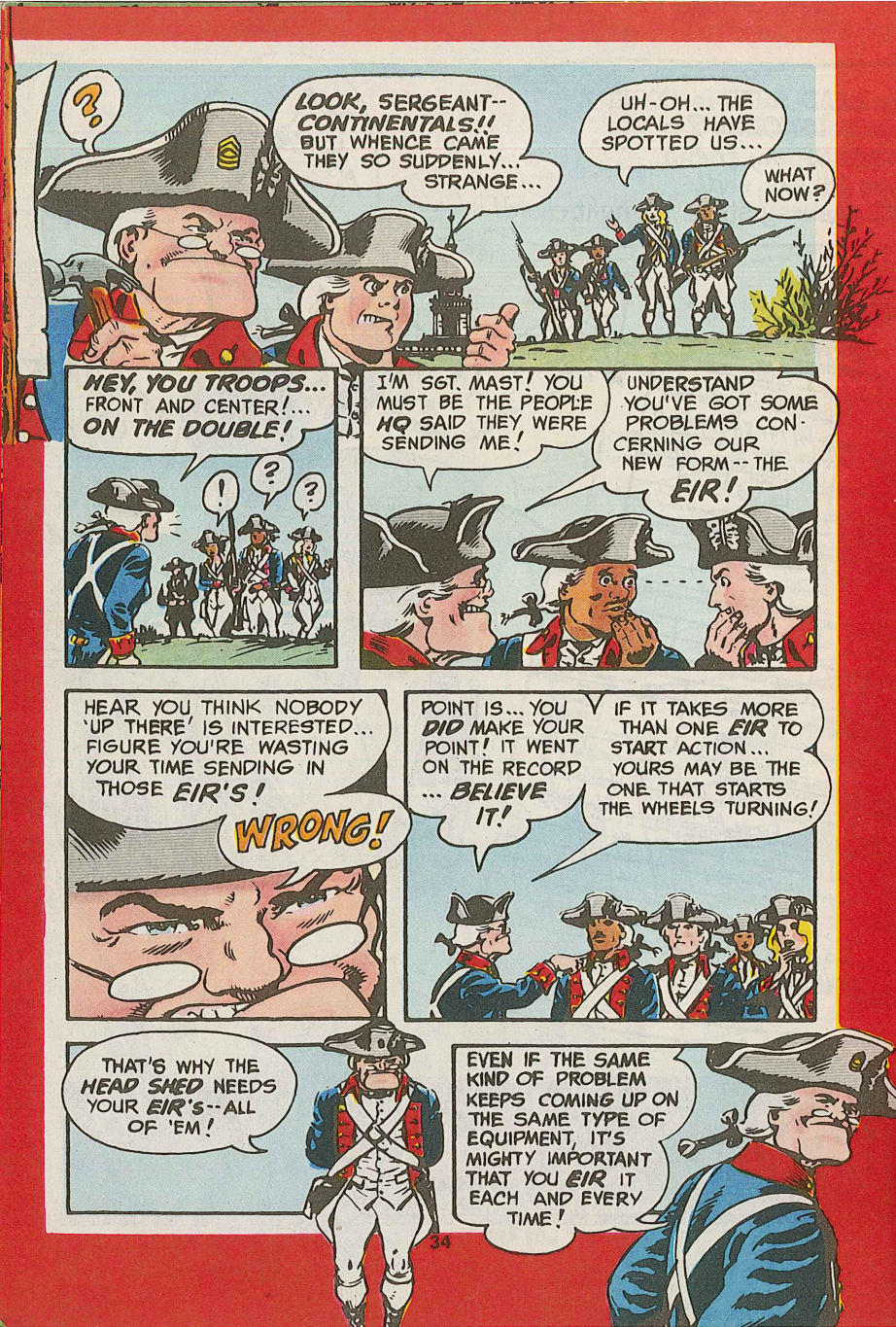
ANOTHER BROAD-SIDE, EPHRAIM?

NOPE-- A POSTER FOR *EICHER'S* RECRUITS!









LOOK, SERGEANT--  
CONTINENTALS!!  
BUT WHENCE CAME  
THEY SO SUDDENLY...  
STRANGE...

UH-OH... THE  
LOCALS HAVE  
SPOTTED US...

WHAT  
NOW?

HEY, YOU TROOPS...  
FRONT AND CENTER!...  
ON THE DOUBLE!

I'M SGT. MAST! YOU  
MUST BE THE PEOPLE  
HQ SAID THEY WERE  
SENDING ME!

UNDERSTAND  
YOU'VE GOT SOME  
PROBLEMS CON-  
CERNING OUR  
NEW FORM-- THE  
**EIR!**

HEAR YOU THINK NOBODY  
'UP THERE' IS INTERESTED...  
FIGURE YOU'RE WASTING  
YOUR TIME SENDING IN  
THOSE **EIR'S!**

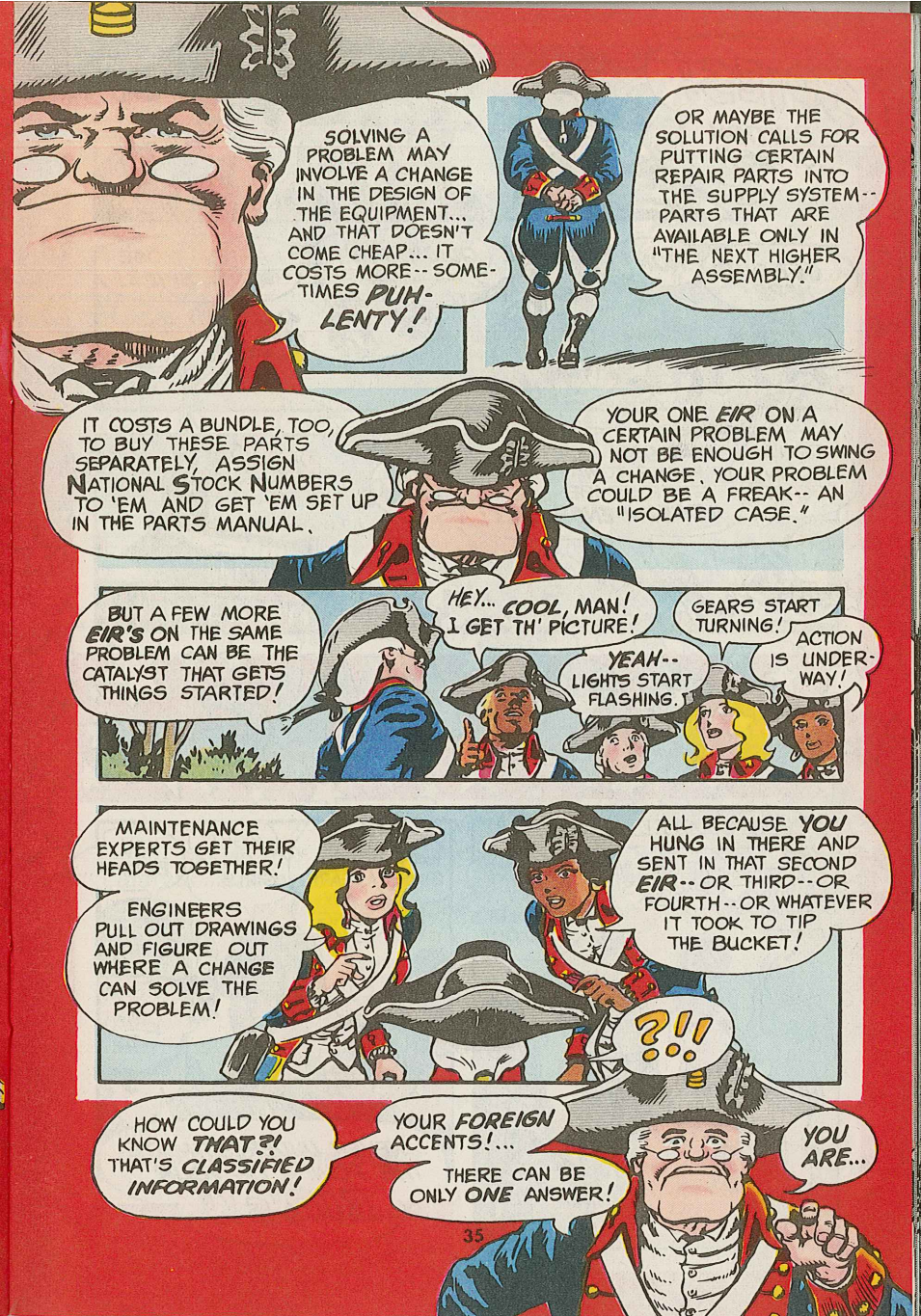
**WRONG!**

POINT IS... YOU  
**DID** MAKE YOUR  
POINT! IT WENT  
ON THE RECORD  
... **BELIEVE**  
**IT!**

IF IT TAKES MORE  
THAN ONE **EIR** TO  
START ACTION...  
YOURS MAY BE THE  
ONE THAT STARTS  
THE WHEELS TURNING!

THAT'S WHY THE  
HEAD **SHED** NEEDS  
YOUR **EIR'S**-- ALL  
OF 'EM!

EVEN IF THE SAME  
KIND OF PROBLEM  
KEEPS COMING UP ON  
THE SAME TYPE OF  
EQUIPMENT, IT'S  
MIGHTY IMPORTANT  
THAT YOU **EIR** IT  
EACH AND EVERY  
TIME!



SOLVING A  
PROBLEM MAY  
INVOLVE A CHANGE  
IN THE DESIGN OF  
THE EQUIPMENT...  
AND THAT DOESN'T  
COME CHEAP... IT  
COSTS MORE-- SOME-  
TIMES **PUH-  
LENTY!**

OR MAYBE THE  
SOLUTION CALLS FOR  
PUTTING CERTAIN  
REPAIR PARTS INTO  
THE SUPPLY SYSTEM--  
PARTS THAT ARE  
AVAILABLE ONLY IN  
"THE NEXT HIGHER  
ASSEMBLY."

IT COSTS A BUNDLE, TOO,  
TO BUY THESE PARTS  
SEPARATELY, ASSIGN  
NATIONAL STOCK NUMBERS  
TO 'EM AND GET 'EM SET UP  
IN THE PARTS MANUAL.

YOUR ONE **EIR** ON A  
CERTAIN PROBLEM MAY  
NOT BE ENOUGH TO SWING  
A CHANGE. YOUR PROBLEM  
COULD BE A FREAK-- AN  
"ISOLATED CASE."

BUT A FEW MORE  
**EIR'S** ON THE SAME  
PROBLEM CAN BE THE  
CATALYST THAT GETS  
THINGS STARTED!

HEY... COOL, MAN!  
I GET TH' PICTURE!

GEARS START  
TURNING!

YEAH--  
LIGHTS START  
FLASHING.

ACTION  
IS UNDER-  
WAY!

MAINTENANCE  
EXPERTS GET THEIR  
HEADS TOGETHER!

ENGINEERS  
PULL OUT DRAWINGS  
AND FIGURE OUT  
WHERE A CHANGE  
CAN SOLVE THE  
PROBLEM!

ALL BECAUSE **YOU**  
HUNG IN THERE AND  
SENT IN THAT SECOND  
**EIR**-- OR THIRD--OR  
FOURTH--OR WHATEVER  
IT TOOK TO TIP  
THE BUCKET!

HOW COULD YOU  
KNOW **THAT?!**  
THAT'S **CLASSIFIED**  
**INFORMATION!**

YOUR **FOREIGN**  
ACCENTS!...

THERE CAN BE  
ONLY ONE ANSWER!

**YOU**  
**ARE...**



**SPIES!**  
BRITISH  
SPIES!!

! GULP: UH-OH!  
I THINK  
WE'D  
BETTER...

...GET OUTA  
HERE!  
RUN!  
QUICK, MEN!!  
AFTER THOSE  
SPIES!

DON'T  
LET 'EM  
ESCAPE!  
WHAT GALL! THEY'RE  
RUNNING TOWARD THE  
STATE HOUSE --  
INDEPENDENCE HALL!  
THE  
BELL--  
BONG BONG  
GET 'EM!

**BOI-AWNG**

AND SUDDENLY (again)...

THANK  
GOODNESS!  
WE'RE  
BACK!  
WE'RE  
SAFE!  
...WE'RE  
LATE...  
JOE, LET'S  
CUT OUT...

HEY!  
WAIT,  
GUYS!  
DID YOU  
LEARN ANY-  
THING?  
RIGHT ON,  
GIRLS...  
YOU  
BETCHA...  
...NEVER UNDERESTIMATE  
THE POWER OF YOUR  
**EIR's!!**



Trying to outsmart your 1975 vehicle's pollution control system is not smart. Like figuring out a way to use leaded fuel in a vehicle designed for only unleaded fuel.

It can cost you.  
In the long run, your life.

In the short run, a catalytic converter with a price tag of about \$150.

Air pollution from engine exhaust is cut 'way down by the catalytic converter. It's part of the exhaust system. Inside the converter is a special metal—the catalyst. This converts—changes—dangerous carbon monoxide and hydrocarbons to harmless carbon dioxide and water.

Leaded fuel will destroy the catalyst.

Then the converter's shot.  
And so's the air.  
So stick to unleaded fuel.





# MEET

YOUR

HEY-- YOU  
WHEEL-TYPE JOCKS...  
IF YOU'D LIKE TO BE  
REAL MINUTE-MEN... JUST  
TAKE FIVE AND READ ON...

Why are you being introduced to the full-flow oil filter on your M123A1C (or M123E2) 10-ton tractor truck? It may seem dumb, since that filter's been there all the time.

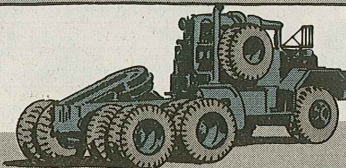
But if you're like a lot of guys, you've never seen the inside of that filter—never serviced it as called for in LO 9-2320-206-12 (Jun 73).

Changing the bag-type filter element is not hard to do, although it can be pretty messy.

So here's some poop you can add to the instructions in TM 9-2320-206-20 (Oct 71), page 2-54, para 2-43:

# FULL-FLOW

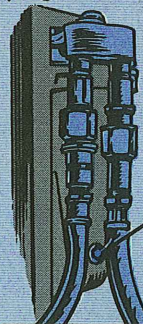
## OIL FILTER



SEMIANNUAL SERVICE

Like the LO says, you change the filter element every 6,000 miles or 6 months—whichever comes around first. This comes at the same time you change the 2 bypass oil filter elements.

Then, you should take the plug out of the bottom of the filter to drain it. It's a mighty tight squeeze to get at that drain plug.



TAKE  
OUT  
DRAIN  
PLUG

You may want to remove the filter housing without draining. Do whichever way suits you best.

Some guys like to remove the whole filter assembly. This calls for taking out the mounting bracket screws and unhooking the 2 hoses.

TAKE OUT MOUNTING  
BRACKET SCREWS ...



... UNHOOK  
THE TWO  
HOSES

If you do it this way, lay the assembly on the fender with the openings up—so oil won't run out of the holes until you're ready to pour it into a container.



CORRECT...IN PM, WE ALL MARCH TO THE SAME DRUMMER!

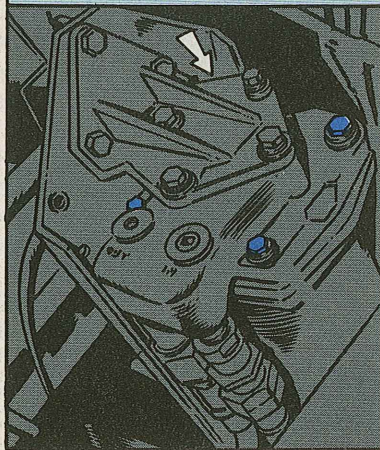
1776 OR ANY TIME-- IS REGULAR PM TIME! RIGHT, SGT. MAST?

... 'SPECIALLY FOR THE PRO WHO REALLY GIVES A TOOT!



And if you do unhook the hoses, keep 'em tied up high with a rope or heavy string so oil won't run out of 'em and mess things up.

But you should be able to remove the filter housing just by loosening the 4 screws on top of the filter flange.



Once you've got the housing free, you can move it back toward the firewall where there's room to lift it up out of the engine compartment.

Any way you do it, you're going to have a lot of gloppy oil in the housing. So have a container handy to catch this stuff.



## REPLACING THE ELEMENT.

Here're the replacement parts you need (they're in Ch 2, TM 9-2320-206-20P (Dec 71):

- Bag-type filter element, NSN 2940-00-460-3222
- Gasket for filter housing, NSN 5330-00-682-4523
- Gaskets for filter element, NSN 5330-00-580-5368 (2 of 'em)

Give yourself plenty of room. Lay some clean boards, paper towels or rags on the floor or ground.

glass. Find any? If so, report it to your DSU—they may want to check for bad bearings.

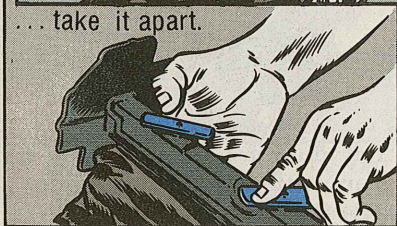
Clean all of the metal parts, including the filter housing.

Now take your new filter bag and hold it with the open end up.

Pull the element out of the filter housing, unroll it and ...



... take it apart.



Before you toss out the old filter bag, look it over real close—both inside and out—for bits of metal. Use a magnifying

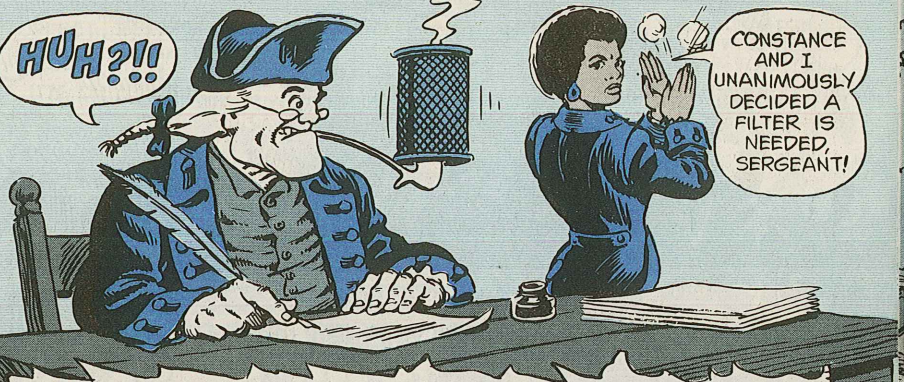
Put the bag clamp just inside the open end of the bag with the clamp studs sticking out. Fold the edge of the bag in over the clamp about 1/2 inch.



Make sure it's snug around the clamp studs.

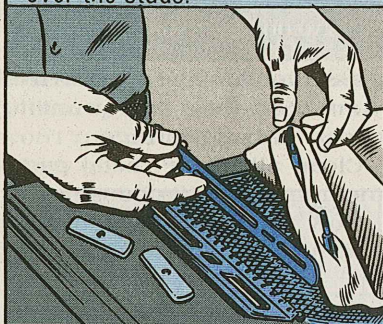


HUH?!!



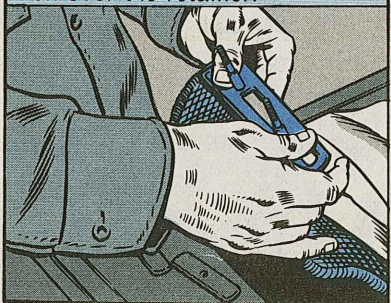
CONSTANCE  
AND I  
UNANIMOUSLY  
DECIDED A  
FILTER IS  
NEEDED,  
SERGEANT!

Put one of the 2 long gaskets  
over the studs.



Install the retainer (which is  
attached to the wire mesh) over  
the studs.

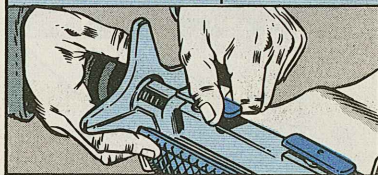
Then put the second gasket  
on over the retainer.



Hold all of these parts  
together and insert the studs  
through the holes in the oil  
channel in the spool.



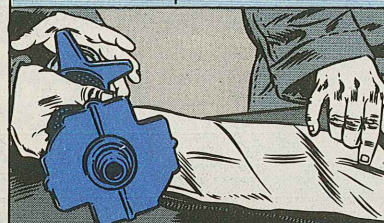
Install the 2 wing nuts on the  
studs and turn 'em down as  
tight as you can—finger-tight  
only—so the wing nuts wind up  
in line with the spool.



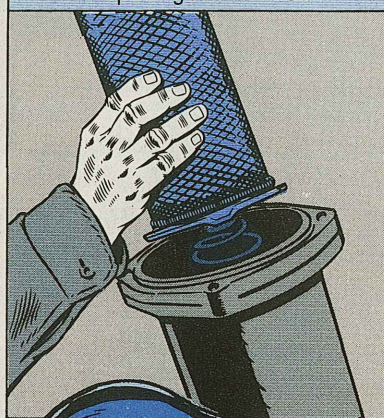
Lay out the whole thing on a  
clean, flat surface—so the filter  
bag's on the top and the wire  
mesh is on the bottom. Smooth  
out any wrinkles in the bag.  
Make sure there're no kinks or  
torn places in the mesh.

42

Roll the bag and mesh  
around the spool.



Put this assembly into the  
filter housing—the spring end  
of the spool goes in first.



Put the new gasket on the  
housing and install the housing  
on the filter flange.



After you've refilled the  
crankcase, run your engine for  
a few minutes and check for  
leaks on and around the filter.

Then shut your engine down  
and check your oil level. Quite a  
bit of oil sits in your filters, so  
you'll probably have to add  
some oil to bring the level up to  
FULL on your dipstick.

ONE FINAL DETAIL--VERY, VERY IMPORTANT!  
YOU'LL RUIN YOUR ENGINE FOR SURE IF YOU  
HOOK UP THOSE 2 HOSES WRONG! MAKE SURE  
THE **OUT** HOSE ON THE FILTER GOES TO **IN** ON  
THE OIL COOLER--AND THE **IN** HOSE ON THE  
FILTER GOES TO **OUT** ON THE OIL COOLER.  
SEE FIGURE 2-49.1, PAGE 2, CHANGE 2  
(APR 73), TM 9-2320-206-20.



43

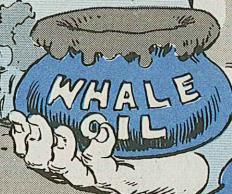
PS END



TM-206-SERIES 10-TON TRUCK ...

# TRANSMISSION-TRANSFER ROUBLES?

NO NEED FOR PUZZLEMENT, PRIVATE...



?

RIGHT ON, CONSTANCE-- THE ANSWER IS IN THE LO... BELIEVE IT!



Next to a direct hit by a 105-MM armor-piercing round, poor PM is probably the worst thing that can happen to the transmission and transfer in your M123A1C or M123E2 10-ton tractor truck.

Heat and bum lubrication are the double-barrelled threat to those gear boxes.

And there's no need for it to happen.

Most trouble can be pinned to—

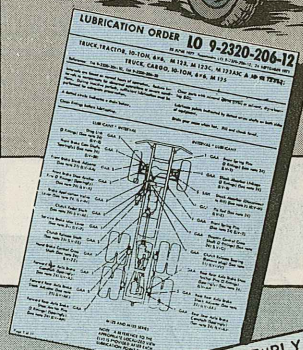
- WRONG OIL
- PLUGGED LUBE SYSTEM
- OVERHEATING.

**OE 30— NOT (REPEAT NOT) GO 90**

Some guys can't believe it. And some never heard of it.

But Note 25 in LO 9-2320-206-12 (Jun 73) means exactly what it says—the transmission and transfer get OE 30.

## M123A1C AND M123E2 10-TON TRUCK



25. TRANSMISSION-TRANSFER ASSEMBLY  
Service every 6,000 miles or semiannually, whichever occurs first, drain OE/HDO oil and flush. Refill with OE/HDO 30 oil. Remove, clean, inspect and install magnetic plugs and strainer at bottom of transfer housing. Fill to filler plug level before operation. Speed is not

Sure, it used to be GO 90. Not anymore, though. That stuff makes for too much heat.

If you've still got GO 90 in there, drain it out. Then clean the transfer pick-up screen and the magnetic plugs. (See Page 47 for more on the screen and plugs.)

Refill with OE 30.

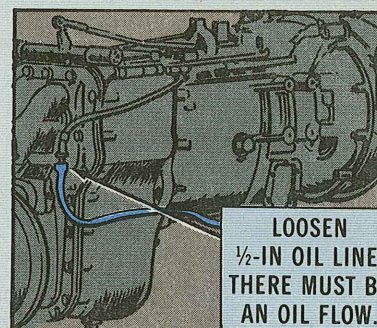
Before you take off down the road, make this check—it's real important:

Idle your engine. Make sure the transmission's in neutral and the parking brake is on.

Now loosen the 1/2-in oil line at the rear of the transfer case and check for oil flow. If oil comes out under pressure, the oil pump's working OK.

But if you don't get oil flow, shut down quick! Get your DS to check it out.

After 50-70 miles of operation, drain your transmission-



transfer, refill with OE 30 and go through the same check.

And do it again after the next 50-70 miles of operation.

You'll have all of the old GO 90 flushed out. Your third fill of OE 30 puts you on the regular track.

From here on you drain, flush, and refill semiannually by Note 25 in the LO. To flush, you go through the same steps given for switching from GO 90 to OE 30.





### TRANSMISSION TEMPERATURE GAGE?

Did you notice something about "280°F" in Note 25 in the LO? It says you can operate at normal speeds if the transmission temperature stays under 280°F. If the temperature goes over 280°F, you shut down and wait until the transmission cools off. Then you keep your speed down to 35 MPH.

If your transmission overheats at this speed, just shut down and cool 'er off again.

But how do you know what the temperature is in your transmission?

You need a temperature sending unit and gage. Your support will install the setup for you.

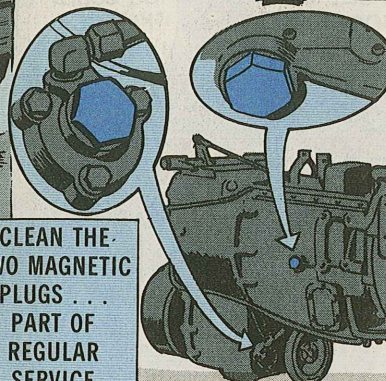
YOUR DSU CAN GET ALL THE INFO BY WRITING HERE!

CONSTANCE, YOU'RE A HAZARD!

RIGHT! TEMPERATURES ALWAYS RISE WHEN YOU COME AROUND!

Commander  
U.S. Army Tank-Automotive  
Command  
ATTN: AMSTA-M  
Warren, MI 48090

### HIDDEN TROUBLE



Part of your regular transmission-transfer service is cleaning the 2 magnetic plugs and the screen.

One of these plugs is on the right side of the transmission. The other is on the right front of the transfer. And this transfer plug screws in where the screen is. You have to take off the oil line and 3 screws to get the screen out.

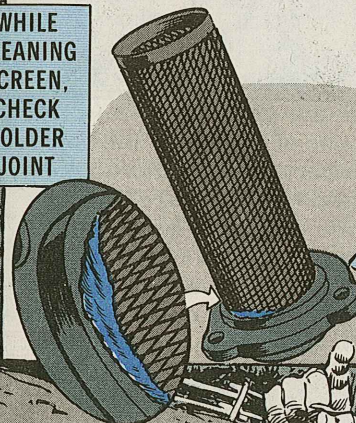
If you've never taken out one of those magnetic plugs, you'll be surprised at the junk it picks up from the oil. This stuff may look and feel like heavy grease, but it's got lots of metal particles in it—that's why it's stuck on the magnetic plug.

All you have to do is clean the plug and put it back.

MAGNETIC PLUG PICKS UP A LOT OF JUNK, METAL PARTICLES



WHILE CLEANING SCREEN, CHECK SOLDER JOINT

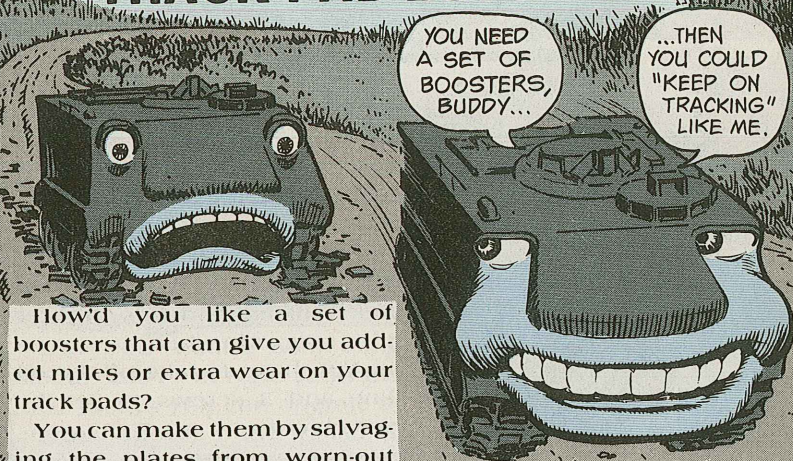


Same goes for the screen. But while you're cleaning it, look real close to see if the screen is in good shape. You may find that it has pulled loose at the solder joint. Yep, your transmission can get hot enough to melt solder!

GET IT FIXED



## TRACK PAD BOOSTERS

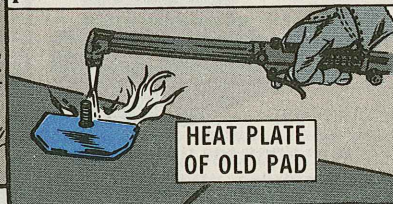


How'd you like a set of boosters that can give you added miles or extra wear on your track pads?

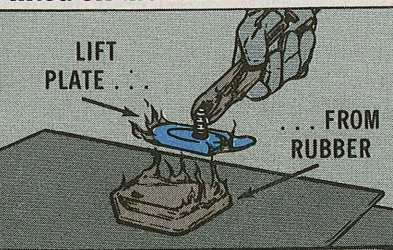
You can make them by salvaging the plates from worn-out pads.

Here's how you do it...

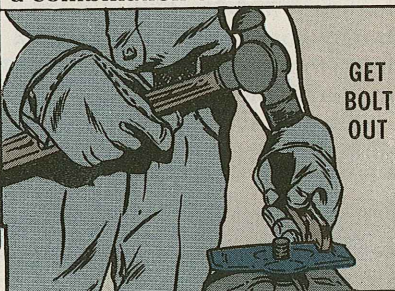
1. Turn the old track pad boltside-up and heat the metal plate for about 45 seconds.



2. The metal plate can then be lifted off the rubber.



3. Get the bolt out of the plate by cutting, by hammering, or by a combination of both.



Use the plates as shims, putting one of them over the bolt of each track pad and then locking the pad back in place.

Once you make a set of these shim plates you can use them over and over again and get additional miles out of every set of track pads you use them with.

## THIN LOGBOOK STORY

Regular logbook binders are fine for items or groups of items that require a heap of forms. But when you only need 1 to 5 forms, that big binder can be a real hassle. So, put in a request for a thin logbook binder. NSN 7510-00-196-1208 will get a 1-in capacity binder just right for holding a few forms. It's listed on page 3.2 in SC 7510/30-IL-A (Jun 73). 4.20



## SUPPLY HOTLINE

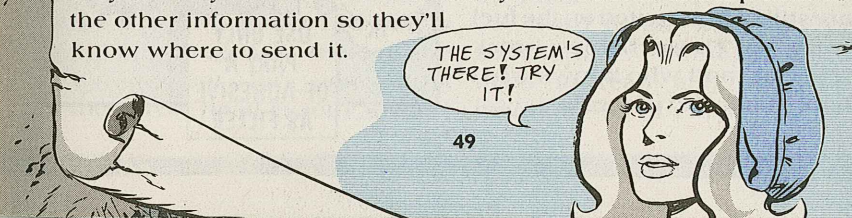
Could be the answers to your supply problems are just a phone call away.

Autovon 977-7431 is a supply hotline number to the people at MIRAC, Management Information Research Assistance Center. The center's part of the US Army Catalog Data Agency, New Cumberland Army Depot.

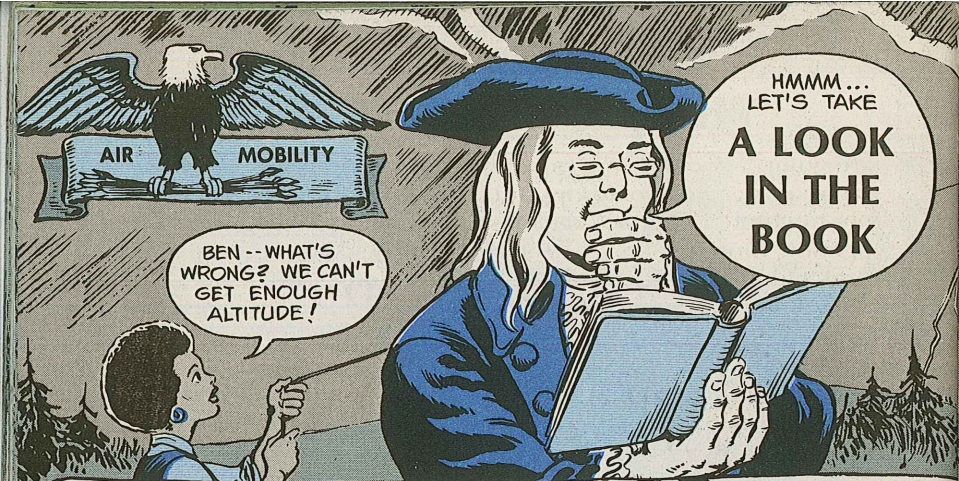
So, if you've got an NSN or part number problem, a code mix-up or just a good case of confusion, give 'em a call. They're the people who supply the answers.

If you call during the center's non-duty hours, an answering service will record the information and you'll get a return call the next work day. Be sure you give **all** the following: Your name, unit, Autovon number, the best time for them to call you back, the time zone you're in, and an explanation of your problem or the information you need.

If you need written verification of the answer, just say so. The MIRAC people will send you a copy of the document on which they found your answer. Then add your address and zip code to the other information so they'll know where to send it.







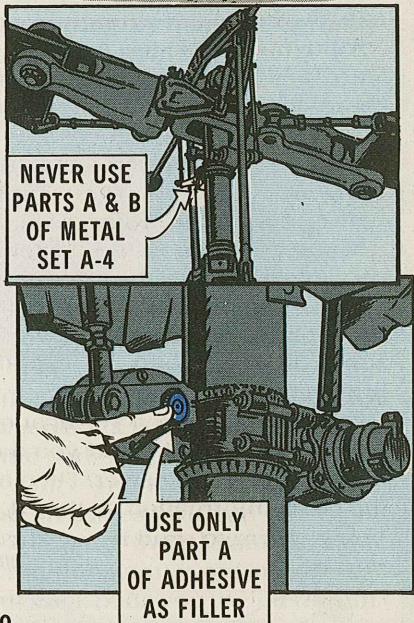
There must be some mechs in the field who feel they can pull aircraft maintenance blind-folded and with one hand tied behind their backs. To them, using the manual is "for the beginner."

For example, they do their thing with Parts A and B of Metal-Set, A-4, on the Huey (UH-1) stabilizer bar damper shaft.

However, TM 55-1520-210-20 (Sep 71) says to use only Part A of the adhesive as a filler. Using both parts makes the adhesive hard as a rock. It takes a chisel to get the lever off again. You know what that means—a damaged shaft and arm . . . and some ruined parts.

Using the wrong parts on your bird can also cause a lot of grief.

For example, plastic chains are still being spotted on the fuel cell cap. Those babies break real easy and who knows what happens to the pieces?

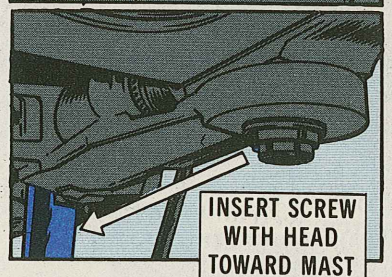
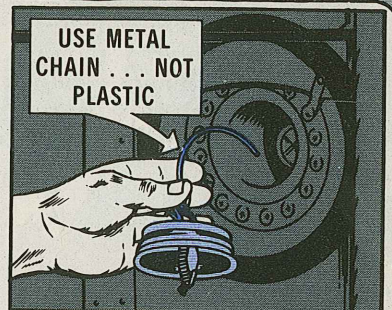


Again, a little looking in the right place can save your whole day. Replace that plastic chain with the metal one listed in TM 55-1520-210-20P-2 (Apr 74). You want bead chain, NSN 1560-00-626-8541. Use 2 retaining pins, NSN 5315-00-514-2660, to attach the chain to the fuel cell cap.

Fact is, new maintenance poop is always in the works that'll change your way of doing things.

Take the main rotor blade retaining bolt nut for example. When you torque the nut and install the locking screw, the pub calls for placing the screw head toward the center of rotation (mast).

A lot of time and elbow grease has been spent re-torquing the nut to center the screw head on the mast. No more! The pub is being changed to remove the requirement for positioning the screw head exactly toward



the center of rotation. Just insert the screw with the head toward the mast.

A word to the wise may be sufficient . . . but the rest of us need to read and heed the manuals—all of 'em!



## SAFETY FIRST

HERE'S A GOODY FROM THE ARMY AVIATION SYSTEMS COMMAND.

Any Cobra (AH-1G) with the canopy removal system can be dangerous to anybody not familiar with it.

A pull and a twist is all it takes to blow that big plastic canopy sky-high.

To prevent such a revoltin' development, there's a safety bracket that can be used to fit over both the pilot's and gunner's firing control system.

Just insert a suitable padlock in the slotted hole of the bracket, and the system's safe.

Your commander can OK installing the bracket. Make it according to the dimensions shown on page 5 of the EIR and Maintenance Digest, TB 43-0001-2-1 (Feb 75).

## MOC NEEDED

Latest word from the headshed:

A maintenance operational check has to be done when components of a functional aircraft system are repaired, replaced, removed and reinstalled, or adjusted. This includes pressurizing the systems to check for leaks, even when a test flight is scheduled for the bird.

## NO PURGE NEEDED

THANKS! JUST A DAB O' GREASE ON TH' TAIL FEATHERS IS ALL I NEED!

When you Cobra (AH-1G) mechs lube the tail rotor blade grips on the Preventive Maintenance Daily, it's not necessary to disconnect the pitch change links and rotate the blades.

That time-consuming chore is done only on the 25-hr purge job.

Pack your gun with grease, MIL-G-81322, called for in the lube chart, Ch 15 (May 74) to TM 55-1520-221-20. NSN 9150-00-944-8953 will get you 1-lb of the new, wide temperature range grease ... NSN 9150-00-484-4009 a 14-oz cartridge.

WHEN LUBING DAILY ...

... NEVER DISCONNECT PITCH CHANGE LINKS

USE MIL-G-81322 GREASE

## HARNESS CLEARANCE

COME ON, YOU ORNERY @\*☆!!

HE'S A JERK!

The first chance you Cobra handlers get, eyeball the exhaust gas temperature harness at the engine cowl hinge.

You should have about 1-in clearance between the harness and the hinge to prevent chafing of the harness.

If you don't have clearance, you're probably missing a harness clamp. Add the clamp pronto, man!

ENGINE COWLING HINGE

HARNESS

KEEP ABOUT 1 INCH CLEARANCE BETWEEN THEM

THAT'S A CINCH!



# Some have 2-- Some DON'T

Dear Windy,  
We lube the props on our Seminole every 50 hours according to TM 55-1510-201-20 (Jan 69). The lube chart shows 1 grease fitting per blade. However, a caution note in para 8-10 of the pub says to remove 1 grease fitting from each blade and shoot the works thru the other fitting. We only have 1 fitting per blade. Are we missing something, Windy?  
SFC R.W.B.,



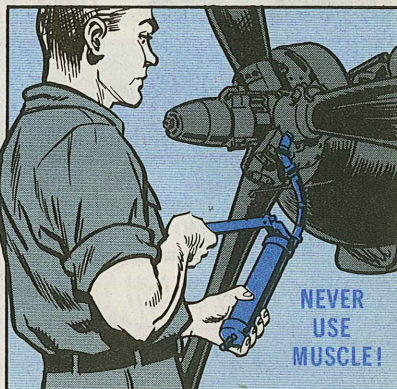
Dear Sergeant R.W.B.,

Yes, indeed!

Ch 11 (Apr 73) to TM 55-1610-206-40 (Dec 68) adds the second grease fitting, which your props will get at overhaul.

Meanwhile, never use muscle when greasing blades with 1 fitting. As soon as you feel back pressure on the gun—stop! Too much pressure will damage blade seals and that'll mean extra sweat and elbow grease for a prop change.

You'll get better bearing lubrication with 2 fittings. When you get them, just remove the fitting on the counterweight side and pump grease in the other fitting. Stop when you see grease coming out the open hole. The bearing chamber will then be full and additional pressure will damage blade seals, leading to leaks and a prop change.



TAKE IT FROM ME--  
BLADE PM ALWAYS  
PAYS OFF!



SPRING IS SPRUNG

*Poor Ben's Almanack*  
For want of a nail--  
For want of a shoe--  
For want of a horse--  
the shoe was lost--  
the horse was lost--  
the battle was lost--

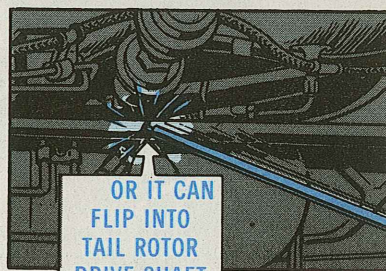
SUPPORT  
ROD



MUST BE HELD  
BY CLIP



OR IT CAN  
FLIP INTO  
TAIL ROTOR  
DRIVE SHAFT



The next time you Kiowa (OH-58A) types open up the engine cowl, left side, check out the support rod retaining clip.

If the clip loses its retaining power the rod can flip into the tail rotor drive shaft during flight and scratch it.

'Course, you wouldn't ruin an expensive drive shaft for want of a 10-cent clip, right? Not when you can keep some of those babies on hand. Just ask for—spring tension clip, NAS 1464B036-04N, NSN 5340-00-182-9888.

The clip is usually attached to the engine pan by a rivet. If a rivet gun is not handy you can attach the clip with the following: screw, MS35206-215, NSN 5305-00-889-2997; washer, AN960PD4L, NSN 5310-00-187-2397; nut, MS21042L04, NSN 5310-00-807-1471.



# A MATTER OF SCHEDULING

Dear Windy,  
The restraint equipment in our aircraft is over-due for replacement. Is this a red-X grounding condition?  
SP6 J.D.

Dear Specialist J.D.,  
No. Continue to carry the equipment in a red-dash status. That doesn't mean you should routinely over-fly calendar replacement items listed on the DA Form 2408-18. You should also not routinely over-fly components listed in the overhaul and retirement schedule of all

bird organizational maintenance pubs.

Para 4-3c(3) of TM 55-1500-328-25 (Jul 72) on management procedures gives you the needed flexibility to permit scheduled items to be replaced during the nearest intermediate or periodic inspection.

Windy

## COTTER PINS NEEDED

Self-retaining bolts used at critical control points add an additional safety factor to the operation of your Chinook (CH-47). Contrary to the poop on page 46 of PS 263, tho, cotter pins are still required. Keep using those little giants!

## NO ENTRY NEEDED



When you hot pilots test-fly an aircraft following the PM Periodic, you check out all the avionics gear, right? Right-on!

And that includes the VOR receiver check called for in para 10-12 of TM 1-225 (Dec 68) on navigation.

'Course, the tech manual doesn't require a VOR logbook entry. It does make reference to Federal Air Regulation 91.25. That reg does call for a logbook entry but you can forget that one.

The intent of the info in the tech manual is to point out where the specific performance check can be found—not to levy a logbook requirement.

Para 4-17b(4) of TM 38-750 (Nov 72) indicates that if an item is included in a checklist, it's not necessary to carry it on the DA Form 2408-18.

YOUR TEST FLIGHT CHECKOFF FILLS THE BILL!

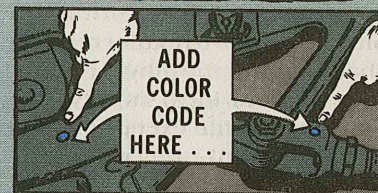


## COLOR ME BLUE

It's not surprising when some mechs end up blue in the face from re-rigging dynamic controls and re-balancing rotor assemblies—when it's not necessary!

Like, before you start pulling components off your bird, color code 'em if they aren't already coded. Para 6-9 in TB 746-93-2 (Jan 71), on painting and marking of aircraft, has the "how to" info.

Installing parts in their original position can save you and your buddies a lot of extra sweat and elbow grease.







NEW TEETH FOR YOUR SAW ...

# ROTARY

# BLADE

ROUND-UP

BLADE, CIRCULAR, SAW???

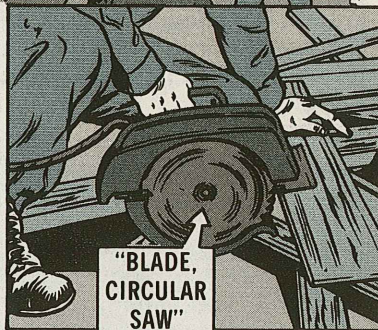
YES, CONSTANCE... HE BROKE THE TEETH IN OUR LAST CROSS-CUT-- AND IT LOOKS LIKE A COLD WINTER COMIN' ON!

HAS HE TRIED DGSC AT RICHMOND, COLONEL?

YE TOOLKIT LISTE.

So the circular saw in your engineer tool set needs dental work ... and your tool kit list has no replacement blades?

Relax—the blades listed here are stocked at Defense General Supply Center, Richmond, RIC S9G. Those printed in blue come thru regular request channels. For the others, depending on your local supply, you may have to file exception data requis until they're in the Army Master Data File—AMDF.



The name is "Blade, Circular Saw ...—"

THE GENERAL IS COUNTING ON MOVING IN-- IN 3 DAYS!

Headquarters  
CONTINENTAL  
ARMY  
Valley Forge

NSN 3230-00-	Dia	Arbor Dia	No. of Teeth	Type	Class
947-3858	7	5/8 & 1/2	20	III	1
204-3608	8	5/8 & 1/2	20	III	1
204-3605	8	5/8 & 1/2	60	III	2
204-3624	8	5/8 & 1/2	36	II	1
204-3625	8	5/8 & 1/2	100	I	2
204-3610	10	5/8 & 3/4	36	II	1
204-3626	10	5/8 & 3/4	100	I	1
264-3998	10	5/8 & 3/4	80	III	2
279-0738	10	5/8 & 3/4	44	III	1
279-0740	10	5/8 & 3/4	44	III	1
287-7573	12	3/4 & 1	44	III	1
287-8298	12	3/4 & 1	44	III	1
294-6960	12	3/4 & 1	90	III	2
460-4734	12	3/4 & 1	44	III	1

BLADES IN BLUE AVAILABLE THROUGH REGULAR CHANNELS.

Type I = Crosscut

Type II = Rip

Type III = Combination

Class 1 = Flat Ground

Class 2 = Hollow Ground

The hollow-ground blades are for fine crosscuts, rips or miters in hardwoods, furniture and plywood—places where neatness counts. It's best not to burn them up or wear them out on heavy timber stock.

HEY, WOULD YOU LIKE TO BORROW MY GLUE?

ERR-- NO, THANKS, ELMER!



Dear Half-Mast,  
We have a problem preparing the Materiel Readiness Report, DA Form 2406. Our unit is authorized 2 reportable 5-ton trucks but we don't have any on hand. We do have 1 substitute truck assigned. However, the substitute is not reportable. So, the DA Form 2406 goes in showing us short 2 vehicles when we are actually short only one.

SFC G.F.F.

WELL, Y'SEE, SERGEANT-- WE'RE SHORT TWO-- BUT WE HAVE ONE TOO MANY-- CLEAR?

?

## REPORTING

## SUBSTITUTE ITEMS

MATERIEL READINESS REPORT (TM 38-750)				1. PERIOD REPORT FROM: 455 TO: 5079		2. DATE PREPARED 5082		3. TYPE DATA ACCUMULATIVE <input checked="" type="checkbox"/> CURRENT STATUS <input type="checkbox"/>		REPORTS CONTROL SYMBOL CSOT.D 1043 (R1)	
4. TO: Commanding Officer 43rd Engineer Group Ft. Parslow, MI 49441				5. FROM: Lt Bn 43rd Engineer Group Ft. Parslow, MI 49441		6. ORGANIZATION CODE W33RBI		7. TOE NO. 5-101G		8. STRAC <input type="checkbox"/> YES <input type="checkbox"/> NO ON	
11. NOMENCLATURE				DENSITY		EQUIPMENT AVAILA		9. UTILIZATION CODE		10. PAGE NO. 1	
NO.	NO.	MODEL	LINE NO.	AUTH	ON HAND	POSSIBLE DAYS	AVAILABLE DAYS	OR MAINT	108. NO. OF PAGES 2		
1	Truck, Cargo, 5T	M54A1C	HT X40931	2	2	117	97				
2	Truck, Cargo, 5T	M813	HT X40968	2	0	0	0				
3	Truck, Cargo, 5T	M656	HT X41327	0	1	68	68				

WHEN YOU'RE AUTHORIZED A REPORTABLE ITEM, BUT YOU DON'T HAVE ANY ON HAND, GO AHEAD AND LIST IT. PUT THE NUMBER YOU'RE AUTHORIZED IN COLUMN e AND O IN COLUMN f.

WHEN YOU'RE ASSIGNED A REPORTABLE SUBSTITUTE OR AN UNREPORTABLE SUBSTITUTE WITH LCC A, B, T OR U IN SB 700-20, LIST IT AS A SEPARATE ITEM IN THE CORRECT LETTER AND NUMBER ORDER. PUT O IN THE AUTHORIZED COLUMN AND THE NUMBER YOU HAVE ON HAND IN COLUMN f.

DA FORM 2406

Dear SFC G.F.F.,

There's a way to show unreportable substitute items on your DA Form 2406. Para 3-6b (4) (b) in TM 38-750 says report unreportable substitute items when they're listed in SB 700-20 with logistic control code (LCC) A, B, T or U, and have operational characteristics similar to the authorized item.

So, you list the item you are authorized on the DA Form 2406. Put the number you're authorized in column e, in this case, 2. Then list the LIN for the substitute item on another line in the correct letter and number order. Put 0 in the authorized column and 1 in the on hand column.

Half-Mast

Dear Half-Mast,  
When you have an item that requires a DA Form 2408-5 according to Appendix E of TM 38-750 and a component of that item is also listed in the appendix as requiring a 2408-5, do you have to maintain 2 forms?  
SSG M.W.V.

BE SURE YOUR FILL IS LEGIBLE!

## EASING MWO WOES

Dear SSG M.W.V.,

Yes. You must keep a DA Form 2408-5 on the component as well as the end item when both are listed in Appendix E with an X under that form and there are MWO's published against both.

However, you do not initiate a DA Form 2408-5 until you receive notice of an MWO on the item or component.

The reason a -5 is also required on a component is that the MWO record goes with the component—before it is installed and after it is removed.

NOMENCLATURE				1. REGISTRATION NUMBER		2. SERIAL NUMBER	
AN/VRC-53 Radio Set				12697A			
MODIFICATIONS REQUIRED				MODIFICATIONS COMPLETED			
MWO NUMBER	DATE OF MWO (DD/MO/YR)	PRE. ORIT	ECH	MWO TITLE AND KIT NUMBERS	DATE MWO APPLIED (DD/MO/YR)	MAN. HRS	ORGANIZATION APPLYING MWO
5800-211-30-1	13/9/72	L	F				
NOMENCLATURE				1. REGISTRATION NUMBER		2. SERIAL NUMBER	
AN/PRC-25 Radio Set				47932C			
MODIFICATIONS REQUIRED				MODIFICATIONS COMPLETED			
MWO NUMBER	DATE OF MWO (DD/MO/YR)	PRE. ORIT	ECH	MWO TITLE AND KIT NUMBERS	DATE MWO APPLIED (DD/MO/YR)	MAN. HRS	ORGANIZATION APPLYING MWO
11-5800-211-30-1	13/9/72	L	F	Eliminate hazardous condition			

DA FORM 2408-5



Dear Half-Mast,  
When our DSU passes our requests on, our supplies are delivered on a DD Form 1348-1.

The form shows our DSU's document number, but not ours. It would save a lot of time and trouble (checking in supplies) if our document number would be listed somewhere on the 1348-1.

Are we missing something?

R.J.M.

IF YOU'RE UNDER AN AUTOMATED SUPPLY SYSTEM LIKE DLOGS, DSU's DOCUMENT NUMBER WILL APPEAR HERE AND YOUR DOCUMENT NUMBER HERE

BUT IF YOU'RE UNDER A MANUAL SYSTEM LIKE BASOPS, YOUR DSU's DOCUMENT NUMBER WILL BE ENTERED IN BLOCKS 11 AND 12. LOCAL SOP SPELLS OUT THE LOCATION OF YOUR DOCUMENT NUMBER.

DOCUMENT REGISTER FOR SUPPLY ACTIONS				ORGANIZATION/ACTIVITY CODE		UNIT IDENTIFICATION CODE		DATES (Day, Month, Year)		PAGE NO.
For use of this form, see AR 735-35; the proponent agency is Office of the Deputy Chief of Staff for Logistics.				Co. A1 <sup>st</sup> Bn 60 <sup>th</sup> Inf (Med)		W3XEAA		5720		32
PRIORITY AND DATE	DOCUMENT SERIAL NO.	CONTROL NUMBER	REMARKS	SUPPLY ACTIVITY	QTY REQ	REC OR TURNED IN	QTY DUE IN	DATE COMPL	MISC	
14/5120	0506		3030-00-833-1336 Bolt, V	302	1			5151	NSL	
14/5120	0507		2530-00-714-6155 Cap, 6Prase	302	1	1		5151	NSL	
14/5120	0508	5122-0015	6350-00-772-7664 Buzzer	302	1					
07/5122	0501		5930-00-991-6173 J.B. Ponglet Switch Assy	302	1	1		5140		
14/5122	0502	5126-0021	5935-00-900-6281 Adapter	302	4					
09/5153	0501	5156-0034	1005-00-600-8618 Plunger Extractor	302	3					

DSU's DOCUMENT NUMBER GOES IN "column c"

DA FORM 2064

REPLACES DA FORM 2064, 1 MAR 82, WHICH IS OBSOLETE.

## TEAM-UP

COULD BE!

## DOCUMENT NUMBERS

Dear R.J.M.,

When your request is passed on, your DSU sends a status card to you. Along with other info needed to handle the transaction, your DSU records its document number on the card. You'll find it in the card's blocks 11 and 12 or printed on the top line of the card as the requisition document number. Your document number will also be printed on the card so it's easy to match up.

Before you stash the card in your dues-in file, you have to

record DSU's document number alongside your own document number in your document register. DSU's number goes in column c of your register.

Then when your supplies arrive on a DD Form 1348-1, you can easily match the form's document number to the open request on your register.

By all means, keep in touch with your DSU to make sure you get the document number info you need on requests that are forwarded up the supply line.

INVENTORY ADJUSTMENT REPORT (AR 711-10)				STATION	DATE PREPARED	PAGE NO	NUMBER OF PAGES
SUPPLY BRANCH				PROPERTY CLASS	BY DATE	APPROVED	FORWARDED TO
DA FORMS 444 ON PILFERABLE ITEMS				SECURITY CLASS	QUANTITY OVER	QUANTITY SHORT	STANDARD PRICE
ITEM NUMBER	PART NUMBER	NOMENCLATURE	AMOUNT	DEBIT	CREDIT		

Dear Half-Mast,

AR 710-2 says shortage adjustments of items listed in Appendix N, Sensitive/Pilferable Items, require a DA Form 444.

Appendix N lists Communications/Electronics Equipment and Parts under Pilferable Items. Where do we draw the line? Must we put out a DA Form 444 on every piece of commo equipment that is missing or lost?

SGM A.M.H.

Dear SGM A.M.H.,  
Negative.

DA Forms 444 are required on lost and missing items listed in Appendix N only when those particular items are coded J or Y for pilferable items in the Security Classification (SEC) column of the AMDF. Other equipment requires a DA 444 when any one of the pilferable codes listed in Appendix N appears in the SEC column.

MSG Half-Mast

I CERTIFY THAT THE ABOVE INVENTORY ADJUSTMENTS ARE NECESSITATED BY DIFFERENCES BETWEEN THE BALANCES AS RECORDED ON THE STOCK CARDS AND THE BALANCES COUNTED ON THE PHYSICAL INVENTORY MADE		ACCOUNTABLE OFFICER	
ON	LOCATION OF COUNT SLIPS DISCLOSED ABOVE DISCREPANCIES	NAME	PLACE
DA FORM 444		VOUCHER NO	ACCT TRANS CODE

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.



# X-RATED DA FORMS 2408-1

Dear MSG Half-Mast,

We're required to place an X status symbol on the DA 2408-1 daily when any sub-system is ESC Red.

I say the DA 2408-1 on a truck applies only to the truck and not to commo and weapons even though they are part of the system. So, a system evaluation of Red, sub-system ESC Red and a DA Form 2404 in the log book showing a Red system is sufficient.

Of course, the DD 314's on the system and the Red sub-system should show status according to TM 38-750.

SFC L.C.S.

Dear SFC L.C.S.,

You're right! The daily on the truck's operation does apply only to the item which requires the DA Form 2408-1.

Other items, like the commo equipment listed as a sub-system, are shown on the DA Form 2404 ESC.

THE DA 2408-1 APPLIES ONLY TO THE TRUCK, COMPONENTS ESC INFO APPEARS ON THE DA 2404.

For use of this form, see TM 38-750, the proponent agency is Office of the Deputy Chief of Staff for Logistics.

1. NOMENCLATURE		2. SERIAL NUMBER		3. TYPE		4. DATE	
TRUCK 1/4TON M151A2		A151-26700		52		15 Jan 75	
5. TYPE LOG		6. OIL CHANGED OR ADDED (CR or R/S)		7. OPERATIONAL STATUS		8. SIGNATURE OF INDIVIDUAL MAKING ENTRIES OTHER THAN OPERATOR OR CREW CHIEF	
<input checked="" type="checkbox"/> DAILY <input type="checkbox"/> MONTHLY							
DATE OF ENTRY	READING HOURS	READING MILES	TOTAL FUEL ADDED (Gals)	ENGINE TRANSMISSION	EQUIPMENT OPERATIONAL	SIGNATURE OF OPERATOR OR CREW CHIEF	
2 Nov 74		1330					
2 Nov 74		1390	15	1			
4 Nov 74		1450	5				
6 Nov 74		1493	3	CH			
Brought Forward from Previous 2408-1							
✓ C. Brown							
✗ H. Mart							
✓ C. Brown S. J. Sch							
E. Blair							
T. Carney							
T. Carney							

REPLACES EDITION OF 1 JAN 66 AND DA FORM 2408-1, 1 APR 62, WHICH ARE OBSOLETE.

EQUIPMENT DAILY OR MONTHLY LOG

DA FORM 2408-1

Connie's  
Mini Minis

CONSTANCE--WE HAVE A MAINTENANCE PROBLEM... SORT OF.



## Use Burner Unit Shield!

Use that top shield when you're operating your M2 burner unit! It'll keep the frame of the unit from warping or melting and it shields your gas tanks from the flame. Sure, you're tempted to leave it behind when you go to the field. That way it's always clean and shiny and ready for inspection. But the shield's needed to deflect the heat right, and without it you're playing with fire and a statement of charges for sure.

## Receptacle Cover Gasket

Need a gasket for the trailer receptacle cover for your M151-series 1/4-ton? You can get it with NSN 5340-00-176-0457 as Disk, Solid Plain. Stick it on with Adhesive, Rubber Type II, Spec MMM-A-1617. NSN 8040-00-664-4318 gets you a pint can.

## Chaparral GSCB

Wipe the information on page 21 of PS 268 out of your mind next time you're about to remove the generator set control box (GSCB) from your Chaparral launching station. The latest word is that you disconnect negative cables W22E1 from the BT-1 battery and W19E1 from the BT-4 before you remove the GSCB. Forget that info about disconnecting the W21E2 and W23E2 cables.

## M551 Sheridan Oil Filter Fun

Having fun trying to order an engine oil filter element for your M551 Sheridan? Page 152 of your TM 9-2350-230-24P/1 (Jun 71) list it as NSN 2940-00-555-6348. Don't you believe it. Use NSN 2940-00-580-6283 instead and you'll get your filter.

## Coverall Correction

If you're wanting mechanics' coveralls, ignore the stock numbers on page 47, PS 269.

For the regular weight use:

- NSN 8405-00-131-6507, Small.
- NSN 8405-00-131-6508, Medium.
- NSN 8405-00-131-6509, Large.
- NSN 8405-00-131-6510, Extra Large.
- NSN 8405-00-131-6511, Extra-Extra Large.

For cold-weather coveralls, use:

- NSN 8415-00-753-6483, Small.
- NSN 8415-00-753-6484, Medium.
- NSN 8415-00-753-6485, Large.

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 - 657-034/11

Would You Stake Your Life <sup>right now</sup> on the Condition of Your Equipment?



Guilford C.H.

New  
Garden

UH-OH!  
WET POWDER...

Now ... as Then ...

# PM'S THE WAY!!

OH, NO--  
MY **FRIZZEN'S**  
JAMMED AGAIN!

SPUT

IF ONLY  
WE HAD  
**EIR'S!**

RIGHT!  
THERE'S GOT  
TO BE A BETTER  
WAY TO LET  
THE HEAD  
SHED KNOW  
OUR  
PROBLEMS!

DRAT!!  
TOUCHHOLE  
IS CLOGGED!

They may not be  
**REVOLUTIONARY...**  
but **EIR'S** and DA Form 2028  
do the job—**BELIEVE IT!**