

Issue 187

PS

1986 Series

THE PREVENTIVE MAINTENANCE MONTHLY

NO, I
DON'T CHECK THE
DA FORMS SINCE HE
TOO USE IF THE "GUY"
WAS PULLED...
WHY DO YOU
ASK?

SPECIAL SECTIONS
MAINTENANCE **TRAINING** **TOOLS** **SAFETY**
IN THIS ISSUE

Carl E. Evans

REGULAR PM PAYS!

Dear Half-Breed,

Normally it took at or over a piece of equipment and it had several ways to improve it. That, this time it went to buy—buy about my 11-AP generator. We were issued it just before we left for Viet Nam, and the care and feeding of them fell on me.

Now, over 1000 operating hours later, they are still running right along. We use 'em the best 24 hours a day, alternating the generators daily, and paralleling both of them in the evening during peak hours. We have hardly had time allotted for maintenance.

Parts replacement has been almost nil. The day tank and fuel filter bowls are drained daily.

So I take my hat off to the army for buying and an excellent piece of equipment.

Electrically yours,
"Now" Sgt

IF US GENERATORS COULD TALK — WE'D TELL YA THAT THE GUY WHO BOOGS THE DAY-TO-DAY PM REALLY DESERVES THE CREDIT FOR OUR PERFORMANCE.



Dear "Now",

A piece of equipment's so better than the one taking care of it. You are doing a fine job of caring for these generators.

When generators have to operate at lower loads, 24 Gener's gives you much more for \$6. So 24 does prove me wrong. You're getting the best of that one, huh?

I want to take my hat off to you for taking such good care of those generators.



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FOR HOW
MEMBER'S
ZAPSTERS!
 HERE ARE SOME
 NEARBY ONE-PM
 REMINDERS TO
 KEEP YOU GO-
 GO!

HOW TO REAP CARBON
 RELIEF ...

REFRESH & REHEAT
 RELIEF ...

PREVENTING SOOT OF THE
 NEXT BOLT STROKE ...

MORE POINTERS TO PONDER

TIP... CARBON FREEZE

Carbon types can't explode this
 enough! Clean the gas port in the bolt
 carrier group after every day of firing
 —and take it real easy with the lubes.
 Dry and pre-lubricating—plus an
 overdose of lube oil—will give you a
 sluggish rifle. ... *Manly's 10 "How"*
 in a combat situation.

So, when you get your body stopped
 for cleaning, like it says in para. 1-27 in
 Change 4 to your FM 7-21.95-149-04 (para 4B), take an extra 5 minutes to get
 to the part hole down there in the front end of the gas tube. Like so:



1. Use a long handle
 of fine electric steel
 brush to file.
2. Use one or two strokes
 of the file to poke the gunk out of the port.
 It's a good one would use a striped green ring or steel if you do
 the job — or buy an old worn-out file that has been used, though
 you might want the tube and oil up every twelve hours.

3. Use another pipe cleaner — or scrub it by using it around — to dry the tube as well
 as you can.

OK, we mark for the cleaning. **NOTE**

Now, when you return to lubing, this is like me:

1. Put one drop of oil down it so you're right flush—well, in the gas tube. This one drop'll also hit the outer surface of the tube in the receiver when you cock 'em.



2. Put one drop in each of the lubing tubes (down 'em on each barrel). This is the way to do it in a combat situation, say, but if time is plentiful you'd be better off taking the bolt apart and putting one drop on each side of the bolt ring—and then wash it in good with your finger.



Whatever you do, though, never dunk your bolt in tube oil—and never pour tube oil into the firing pin well, like some guys do. That'd make it like a hydraulic buffer, meaning it'd slow down the forward movement of the firing pin and give it a light smack on the cartridge primer.

3. Wipe light coat (about 3 drops, say) on all surfaces of the bolt and bolt cover. And that's all.



HECK, CHECK, THE
WEAPON GROUP IS
RECALIBRATED.

THANKS!

TIP ...

Another simple place you won't want to forget when you're cleaning your weapon are the claw under the extractor in the bolt group and the locking lug recesses on the barrel extending down in the lower receiver. If dirt and crud



collect under the extractor, the claw won't be able to snap over the rim of a cartridge case. And if gunk and burnt chips from cases gather in the recesses, your bolt action will be squeaky. So, take care on your bore break in both these places.

TIP ...

While you have the bolt group apart—and after you clean 'em—make a practice of eye-checking these parts:



BOLT — Cracks or fractures, especially in the cam pin bore area. This bolt has a great service record so far, but it pays to be on the lookout for that first sign of weakness. Don't worry about any discoloration you find there, though. It's harmless.

CAM PIN — Cracked, stripped, missing. Be sure it's in place when you put the parts back together. A rifle could explode if you fire it with the cam pin missing.

FIRING PIN — Bent, cracked, fouled.

FIRING PIN RETAINING PIN — Bent, fouled, badly worn. If one or both tangs are bent, there's no chance as long as it'll hold the firing pin in place. But, be mighty careful you don't lose it when you're doing PM. A rifle fired with this pin missing may fire once—but that's all. The firing pin would then fall out and—no fire!



TIP . . .

If you're having trouble with the down-stay control falling out, it means the spring pin's getting weak . . . like it'll naturally do after a spell. No reason, though. The best answer to make is this way.

Slide the spring pin through the rivet, making sure both ends of the pin are about flush with the outside surface. Then take a canvas punch and tap the area about 1/16 inch from the rivet spring hole. Make both ends for good measure.



TIP . . .

There's a little more about your rifle . . . like, baby, it's a bit. If necessary, when you're out in the bushes, be careful when you put it down and how you put it down. Never drop it in the mud or water or sand. Even if, maybe, end up, against a tree or something. You may be afraid that you may have to use it before you get a chance to clean it.



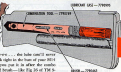
TIP . . .

Take care of your magazines — and hang on to 'em. Sure, there's plenty of 'em in supply — world-wide — but they could get mighty scarce in your own sector. So, protect 'em from dust (dust themselves like dust can't take enough treatment) — and especially, remember to bring those "magazines" back. The one you were just might save you some day.





STOW KNOW-HOW



However . . . the tube can't serve you much right in the heat of your M4 rifle if you put it in after the combat and break—like Fig. 10 of TM 9-1000-223-12 194b-504 says.

DRAWING BLANKS?



When you fire blanks across in your M4 rifle without using your blank firing attachment you get a lot of carbon in the gas cylinder. You can head this off by turning the gas cylinder valve to the closed position.

After you fire blanks, and before you fire ball ammo, you want to open the spooling valve.



The valve can also be open when you fire blanks with the blank firing attachment on the end of the barrel. When you use the attachment, enough gas is kept in the bore to operate your rifle semi-automatically — or automatically if you have the selector lever on your rifle.

PLAY IT SAFE



Pages 14 and 17 of your M14 rifle's TM 9-1801-211-12 10 Feb-60 tell you to make sure your weapon's cocked before you put the safety on. Why?

Trying to pull back on the safety with the trigger uncocked can cause a hazard safety tip — that's why. When the rifle's not cocked, the tip of the safety's levering against the bottom of the slot in the hammer . . . and pressure on the tip can break it off.

You might not even notice a small piece that breaks off — not right away. The first sign could be something in the firing mechanism getting jammed by the broken tip.



PS IS FOR GUNNERS . . .

and Drivers, Vehicle and Weapons Crewmen, Riflemen, Mortarmen, Gunner Operators, Radio and Radio Operators . . . and any other man who uses or maintains any Army equipment.

If your outfit getting enough copies for everybody to read *PS* Then, just crank up a new DA Form 124, tell how many copies of *PS* your outfit needs each month . . . and send it thru here for to the Defense Publications.

POSITION COUNTS

HEY! LOOKA
THERE!

I'LL BE!

LEAVE
THE POSITION!

It's a smart operator who checks out his M&M machine gun before he goes to play a game with it.

And one of the things he looks at as if it mattered — because it does — is the cover for the buffer assembly. Could be he'll find that the lock pin is making its way out of the buffer because the cover has moved.

Now that a loose pin will make a lot of difference in the way the gun operates. But if it drops out, and you fire the gun, you'll need a fix for the buffer assembly piece.



In other words, make sure the cover is twisted around so that the pin is where it belongs.

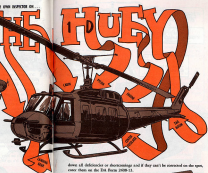
And don't let baby fingers get the best of you when you have the buffer in your hand. It's up to your support people to take it apart — not you.



AIR MOBILITY

BE YOUR OWN BOSS ON ...

THE HUEY



Pulling a complete aircraft inspection is a breeze these days with the check-three layout right in the log book. It's a bonus — provided the mechanic has developed a "working eye, feel and sound" check-on-the-job training.

Yes, indeed, when you're in the wild. But remember there's no pulling to the side of the road for repairs . . . all of these preventive maintenance checks are equally important.

With a cheap pencil and a DA Form 2494 worksheet handy, here's how to pull the Preventive Maintenance Daily on your UH-1H model. Be sure to get

down all deficiencies or shortcomings and if they can't be corrected on the spot, cover them on the DA Form 2499-11.

CHECK LOG BOOK

First off, rifle the log book to make sure it's up to snuff. A complete onboard log book should have Equipment Serviceability Criteria Manual, Daily, In-Intermediate and Periodic PM Checklists and various DA Forms 2493, 2499-1, -11, -13, -14, -18 . . . per AR 750-1.900-2 (13 Sep 81).



CABIN

OPEN CABIN DOORS—Open and close
 every exit large door to check for proper
 latching. Check for cracks, and leaks. Check
 rollers in sliding exit large doors for damage.
 Inspectly operation. Be sure the cargo door
 was latched is flush before you slide it open.
 Otherwise, you'll be missing a latch when
 the door tries to latch open during!



Also, be sure all the
 door jamming pins are
 not extended or retracted.
 All windows should be
 closed.



CLEAN INTERIOR—Clean and clear of
 tools, luggage, loose items.



FIRE EXTINGUISHER—In place.

FIRE ARRESTS—In place, secure, and
 undamaged and inspection date tag at
 top of tag. See 18 484 44 125 154 161 for
 details.

POU POINTS—Check cabin structure.
COMPASS CORRECTION CARD—

CABIN EXTERIOR
 LOOK FOR CRACKS, BROKEN
 LATCHES, AND DAMAGE, IF ANY.



Be sure you don't overlook the vent/drain drains.
 A plugged drain causes ice to... produce a
 blockage in the cabin when the vent/drain is opened. If
 a small amount of compressed air will clear a
 plugged drain, use 'soft'.



LANDING GEAR

LANDING GEAR—Check for damage and security. Use crimp tubes for middle-leg
 spread and if in doubt use 1/2 inch inspection limits in Chap 4, Sect 11 of the applicable
 final maintenance job.

SOFTS, MISSION EQUIPMENT—Secure.
 (Closed)



CENTER FUSELAGE



EXTENDING POWER ROOPINOLS — Check across floor and caution light — verify for security and general condition.



OIL COOLER, BULK, BLENDER, SCREEN, PLEEN AIR LINE, SUPPORT STRUCTURE — Look for obstructions, damage, loose nuts, broken/wormed or other damage.



CARGO SUSPENSION ASSEMBLY — Refer to manual closely. Check maintenance logs by hand — occasional pay indicates a failure when you



Don't want your BLADE On AOP — 14 14824 1'

FUEL TANKS — Test for water and dirt by taking a sample at the pump drain. Check for air bubbles and use a sampling jar and water detector kit, USE MAINTENANCE LOG. Use 100 to 1000 PSI test kit in testing your samples. Check fuel supply lines for loose connections and leakage.



CONTROL LINKAGE, HYDRAULIC CYLINDERS in fuselage for the pylon — Secure, not damaged, no leaks from cylinders and connecting lines.

OPTIONAL STORES — Secure, when installed.



THE PYLON



MAIN ROTOR HUB — Follow Maintenance Manual for level inspection HUB. Grip manual at level that fall. Rot, blade grip, pitchfork, drag brace, lower rotor blades — verify installation.

STABILIZER BAR — Engaged, connecting linkage secure.

STABILIZER BRACKET — Fast level Ball. See para 8-22 of maintenance job for fitting pins.

HANDROCKER CONTROL — Check? Beams? Hinges and fittings work, damaged?

HYDRAULIC SYSTEM COMPONENTS — Check lines for security, damage, leaks. Reservoir fluid level should read full.



MAIN ROTOR DRIVE SHAFT COUPLINGS — Grease and? Check tight?



SPAREPLATE, SCISSORS, BEARS — Check for damage all connecting linkage should be secure.

COLLECTIVE LEVER PINS — Secure connections.

TRANSDUCER CONTROL BARS — Look for damage and all nuts. Check for rump for water contamination and oil level full.



THE ENGINE



Use the visual detection board to see where it's broken.

ENGINE COVERING, PAINTING—Screen, or metal or cloth.



Check the motor.

A loose wire could snag on the fuel system, or another engine part, and short out the low warning system.

ENGINE BELT TENSION—Should be done, with no observations, or loose or missing fasteners. Space between covers and belt should not be wider than the belt width.



ENGINE BELT HOLDING IN PLACE, GUIDE WHEEL, END POSITIONER AND SUPPORT—Typical of area for oil leaks, foreign object damage.

ENGINE OIL TANK—Look supporting straps and push tight? Oil level fully topped?



ENGINE ACCESSORIES, CONNECTIONS—Use for damage, repairs.



ENGINE ACCESSORY DRIVE GEAR FOR—Check the slip detector plug with a continuity tester to take the plug out and look a look out for metal chips.

Remember that the presence of particles may, or may not, mean that a gear has to die. (Para 7-1 and 7-4, plus Fig 7-3 of the maintenance guide will show you on slip identification and the action you should take).



ENGINE EXHAUST SYSTEM, EXHAUST, LEAKS, DEFLECTOR, SUPPORT GEAR, PROTECTIVE SHEET—Cracks, dents, bent and buckled metal.



Be sure you never check any multiple deflector with a lead pencil. If you do, the next time the engine is started the carbon in the lead you left behind will act like a starting wedge and the started piece will drop right out of the multiple — what a possible development!!

Use correct terminology. A "multiple" AREA, CAN, TAIL END, PENCIL, WEDGE, LEAD, LINE, THIS ...

ENGINE MOUNTS—Eg for cracks and other damage, wear.

ENGINE COMPRESSOR HOUSING—Inspect!



Check for cracks and other damage, wear.

TAIL BOOM

Check
the
tailboom
for
damage
and
things!

THE BOOM EXTERIOR—Check for cracks, dents, corrosion.

THE BOOM ATTACHING BOLTS—Secure? Fillings cracked?



ELIMINATE THE GIB—Use your screwdriver to check the clearance and the fit of the bolt for tightness.



THE BOLT WITH CRIP' SCREWS—Secure? No leaks? Oil level full?



THE BOLT WITH THE HARD HEAD SCREWS—Secure? No visible damage?



THE BOLT CORROSION IN INSTALLATION—Secure, clean sprocket and chain, all cables in good condition.



THE BOLT WITH THE SWIFT SCREWS—Check security of shafts, tangs, coupling clamps. Insulate 10° apart for proper balance and control.



INTERCOMPT. HO' CONTROL—Secure? No leaks? Oil level full?

When adding oil to the intermediate and tail rotor gear boxes be sure you don't stretch filler caps, or you won't get the proper seal on use... the intermediate gear box will be pumped dry and you know what that means (ugh!).



Be sure you never use the VIB investigation technique on a handle control as it looks like used but often it isn't safe enough to use.



The electric handle is the only one for mounting good hand, more 'soft'.



SERVICE WITH A SMILE

FUEL OIL, HYDRAULIC FLUID—Serv-ice Your Helo at all the places shown in Fig 1-1 of your organizational maintenance manual. You will find the procedures for these operations, beginning in job 1-1.



SHOOT THE JUICE

THERE'RE SOME CHECKS ON THE DAILY that can help. We advise using "POWER ON" to save the battery. You can plug in an auxiliary power unit.



FUEL QUANTITY INDICATOR

Check for operation with the fuel switch.



CAUTION PANEL LIGHTS — Check for illumination at TEST switch position.

INTERIOR LIGHTS — Test, cut off, manually, pedestal, instrument lights operate.



OVERHEAD LIGHTS

Navigation, anti-collision, cabin and landing lights operate.



ENGINE CONTROLS

Free action through full range, idle stop button release and governor RPM actuator functionally checked.

PISTON HEATER — Check for valving fuel.



CRANK — Check for freedom of rotation with starter engaged. Be sure the ground return circuit breaker is "set" so the engine doesn't start when you trigger the starter. Release the engine for a maximum of 45 seconds. There should be no unusual noises during operation.

MAIN FUEL FILTER (In-line type) — Turn the main fuel pump switch **OFF** — this prevents air from getting into the fuel lines and gives you a good check for leaks. If you have the electrical bypass type filter and the element is clogged the fuel filter caution warning light will come on, which means unfiltered fuel is going thru the bypass valve to the engine.

If the light comes on replace the element according to the steps beginning in para 1002 of the maintenance job. Check for water and dirt by turning the filter drain-cock and collecting the sample in a jar at the bottom of the housing (cut off of the leading gear cross tab).



BY-PASS VALVE
SHOULD BE OPEN



MAIN FUEL FILTER (Mechanical type) — With the fuel boost pump **ON**, check for fuel line leaks. Check the transparent dome of the fuel strainer and if the red warning indicator is up, the strainer element is clogged. In this case the strainer has to be cleaned and the indicator re-set, according to the info beginning in para 5-11 of the maintenance job. Don't turn any drain valve on this strainer so be sure you completed your fuel taking by topping the fuel tank sump drains.

FOR YOUR
MODEL 1...

NEW AIR SCREEN MESH KIT

When you're out where the tall grass grows, your engine air intake needs all the protection it can get. The air-filter screen traps large objects from entering the axial compressor and centrifugal-diffuser stages, but grass just rolls thru the wire mesh and partially blocks the air intake.

Fire off a request now for an Air Screen Mesh Kit and rig the screens to knock off any dirt from grass:



For model 1, P/N 104-080-011-L, P/N 104-010-000-000 (based on part P/N 01 and later "T" models) you need — Engine Mesh Kit Air Screen Mesh Kit, P/N 104-010-010-L, P/N 104-010-000.



For model 2, P/N 104-080-010-000, P/N 104-010-000-000 (based on P/N 01) and earlier "T" models you need — Engine Mesh Kit Air Screen Mesh Kit, P/N 104-010-010-L, P/N 104-010-000.

You won't find these kits in a technical bulletin or modification work order, so your requisition shows three regular channels. The installation group is packed right with the kit, sure 'nuff.

But even with the improved screens, be sure to keep an eye on the air intake bellmouth area for grass and other stuff that'll choke off the air.



SO, YOU'RE
REPAIR
SUPPLY

THE NEW
PARTS
MAN



"TO - TIME TO INVEST IN YOUR OWN TOOLS."

Don't let it complicate your life. By keeping these two main points in mind (the get your gear and equipment fixed, and) ... a lot more of them!

KNOW YOUR EQUIPMENT - AND THEIR PARTS MAN!



"YOUR OWN TOOLS WILL BE THE KEY TO THE SUCCESS OF THE EQUIPMENT YOU ARE OPERATING. YOU'VE GOT TO KNOW THE PARTS FROM YOUR LAST TOOL!"

USE THE INDEX

No more, Oh, Pss 110-1 (with some changes), (Index of Technical Manuals, Technical Bulletin, Supply Manuals, Supply Bulletin, L&S and M&W) don't do the job and cost for you, both alphabetically and by publication number.

Maybe you've got a Truck, Utility, Home, M&W. Check the 110-1 for "Trucks, Utility." You'll see what you want to get in the 110-1, M&W sub-index.



"YOUR OWN TOOLS WILL BE THE KEY TO THE SUCCESS OF THE EQUIPMENT YOU ARE OPERATING. YOU'VE GOT TO KNOW THE PARTS FROM YOUR LAST TOOL!"

ORDER
VIA

PINPOINT, AUTOMATICALLY

Another thing . . . If your unit didn't have the parts manual which identifies the parts you need, then it's likely your unit's order on the L2-Series 204 Forms for automatic pin-point distribution is not up to snuff.

So, get out your unit's copy of all the L2-Series Forms and find out how many copies are no order for each type of equipment your unit has. If somebody didn't do it right enough, then you need to send new L2-Series Forms to the publication center.

OPERATOR'S MANUALS



At least 1 for each type, plus enough for requests and forecasts. Use a supply unit, you'll have to have it sent, too, because the 204 — that's from item 104 — is in the — 10.1

ORGANIZATIONAL MANUALS



— 20 10 204 204 Manual —
Use and your mechanics need this.



— 20 10 204 204 Manual —
Use and your mechanics need this.

Some TM's have standardized operator's manual, organizational maintenance and repair parts. TM 10-1070-110-21 is an example.

Remember that it does you good to order manuals on equipment that your unit does not have and does not expect to get. So, be real careful in ordering your manuals. And, skip the higher level maintenance jobs; they're for your support unit.



SUPPLY MANUALS



The DA Form 1184, Index of Supply Catalogs and Supply Manuals, breaks down these back kinds of supply parts units from the parts manuals and gives you both an index of components and an index by the four-number class.

For instance, suppose you need one of the tools in Tool Kit, Electronic Equipment TE 10542 (DA Form 1184-418-017). Check the components list index of the Form 1184 under "Tool Kit," and you'll see the TE-019 is listed in SC 1185-75-CL-107 (New-54) supply manual, where you'll find all the part numbers you need.

The 1184, in addition to listing supply manuals, also lists the Army Supply Catalogs (Pittsburgh, for the above, it would be SC108-001), and Federal catalogs (FSC 431041, etc.).

BE ACCURATE

There's some valuable help for you in DA Circular 73-9 (1) War and Instructions for Stock Number Identification and Validation of MILSTRIP Requisitions.

THE FOUR DIGIT TO BE MADE THE PART NO. ACCURATE AND DON'T FORGET TO CHECK WHETHER THE PART IS BEING ORDERED THROUGH THE MAIN NUMBER AND PART CODE!

THAT'S AN IMPORTANT TIP! GET THE RIGHT INFORMATION TO WORK WITH, YOU'VE GOT TO HAVE IT! YOU WANT TO GET IT!

THE PFL

Since your dealer or unit repair parts supply man almost surely will include prescribed load limit (PFL), you'll find the data you need to set up your PFL in para 6-2, Section VI, AR TM-11.

In order to evaluate your PFL, the facts and procedures previously mentioned will make the job cut the mustard with considerably less sweat.

DON'T FORGET TO INCLUDE THE TYPE, NUMBER AND WEIGHT OF THE SLIPS WHEN ASSESSING YOUR PFL LOAD UP TO LIMIT.



Rated lifting for unit PFL includes the PFL, type of loading, connections, cost code, unit of issue, quantity . . . and the TM slips. Naturally, your initial PFL is determined by -JIP, -JOP and -JIP manuals on the equipment you have. Naturally, too, it can increase, based on demand experience.

YOU'RE THE KEY MAN!
A RECENT ARMY STUDY SHOWED THAT A -OUT-OF-TO EQUIPMENTED PERSONNEL IN OPERATIONAL STATUS ARE CALLED BY HUMAN DESIGN — ONE FOLLOW-UP FOR NUMBERING WHEN CARRYING 'EM!

SOON
BRINGING THE
TEAM TO THE
FIELD AND
AND LET'S
MOVE THE
SCENE!





NO NEED TO GO INTO A
SHE, BOY. GIVE THE
BRIEF. YOUR FORMS USE
AND REALLY UNDERSTAND
WHAT'S NEEDED--IT
SHOULD ALL BE A
PROSE!



FIRST, AND FOREMOST,
MAKE SURE YOU'RE RIGHT!!
DOUBLE-CHECK--
- ALL FSN'S
- NOMENCLATURE
- IDENTIFYING INFO...
AND WRITE CLEARLY!!



LEARN TO QUICK-
THAW THE HOT TAP
FOOD UP THE BUILT
ONE BEFORE YOU
START TO FEEL IT
IN.

YEAH,
BUT HOW
ABOUT
THIS
PRE-PRINTED?



NEXT, MAKE SURE TO PICK
THE UNIT OF ISSUE COLUMN
OFFER ONLY THE RIGHT AMOUNT,
A QUANTITY ERROR CAN SEND
YOU UP... LIKE, IS THIS GETTING
PUSH OR NOT ENOUGH--
SUPPORT WILL HOLD UP
YOUR REQUEST? YES...
THEY'RE SURE OF HOW
MANY YOU WANT?





NEXT CLUB IN... FILL THE DEMANDS CODE IN BLOCK 13 - THIS IS A MUST!



A SPECIAL "R" MEANS A REQUESTED RESOURCE... IT'S A SPECIAL SIGNAL FOR MEMBERS TO KEEP THE RESOURCE FOR YOU!

FOR EXAMPLE, REQUEST FOR BLUE YOU NEED ON A BLOOD-AC BANGS, USE THIS PLS. (THIS IS AN "R")

A CAPITAL "M" MEANS A SIGN REQUESTED PRIOR TO THE SUPPLY TIME... USE IT ON A JOB THAT REQUEST-LOG ON AS WITH THE RESOURCE... ON A REQUEST FOR BMO... (THIS IS AN "M")



ALSO, YOUR USE OF "ABC" SHOULD BE CORRECT. IF NOT IN BLOCK 13.

... AND BE SURE TO USE THE RIGHT "UND". SEE PAGE 10-11 IN THE 198-85.



© 1985 International Code System of Hand Conventions

Joe's Dope Sheet



Supply know-how isn't that rough.
Know the system and know it enough—
Write clear and precise.
No sense doing it twice,
'Cause just one correct card
gets the stuff.

I want an extra (extra-?)

Why do I always have trouble?

NO MORE TROUBLE!

WE HAVE THE WORLD'S BEST EQUIPMENT

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



NOW... ABOUT YOUR STATUS CARDS





A detailed list of current publications is listed in alphabetical order, with their respective publishers, subscription rates, and contact information. The list includes titles such as "A Field Guide to Reptiles and Amphibians" and "A Field Guide to Trees and Shrubs".

ADVERTISING

ADVERTISING: See the advertising section for more information on advertising rates and contact information. The section includes details for various advertising agencies and publishers.

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HEY!

Can any hobbyist in the news world who don't get PS Magazine? Tell them to order 'em on a Form 11-4. Be sure it's the form-based 1 Dec 81. Their unit will get the number they order direct by mail every month.

GROUND MOBILITY

SHORT CLUTCH ROD



Look for a short clutch control rod if you're having trouble adjusting the free travel of your 2H and modified clutch's clutch pedal. This goes for the M55A1, M56A1 and all other models that have the M44A1 and M46A1 series chassis.

Some control rods have popped up with more than an inch missing from the threaded end. Measured in a straight line through the threaded end from following the handle, the control rod should be nearly 14 inches from the threaded end to the center of the holes in the fixed yoke end.



Free pedal travel should be 1 1/2 to 2 inches, like it says in TM 9-21.09-209-20-1 (p. 87). But you may not be able to get that much if you've got a short control rod.

A short rod should be replaced by a new one. You can get it by ordering Rod, control, w/yoke, any, ESN 20-40-752-0873. It's listed in TM 9-21.09-209-20P (p. 60).

If your rifle's OK and you still can't get the right free travel adjustment, check out the linkage for binding. Then get direct support to give you a hand in making sure the release bearing and bearing sleeve are working free. If they're binding, they'll have to be taken apart and lubed.

VOTE





FREEDOM
NEEDS
MAINTENANCE
TOO!

HITCH-HIKER HITCH

Dear Fellow,

These pictures show the trouble we had breaking cables and lines on M294 17-ton utility trailers, M200-truck and the support leg itself were always snapping lines.



Finally, we modified a Hitch-Hiker from a joint hook-traction and mounted from a hooker like these pictures show. It solved our problem.

We have also found the Hitch-Hiker in Part M2C-088200000, and shows up in figs. 4, 11, and 14 of M2C 0-2000-204-12.

Fig. 11, 14, 15, South Vietnam



RETAINER

CAN BE
PUT UP
ON BRACK

BRACK

1/24 Photo—Four Field Sec

2 WAYS TO TELL

Even so, often it becomes a problem deciding if an engine has had a modification applied to it. Particularly when the engine, or the entire vehicle, is a replacement item.

Well, there are two quick ways to tell . . . by data plate and log book.

First, TR CIRD 1880 (Oct 68) shows the "Installation and Use of Overhaul and Overhaul/MPWC Data Plates." So, in the case of a modified engine, a data plate like the one on page 2 of the TR should be sticking back at you from the engine block.

For backup, your vehicle log book should contain a separate DA Form 2486-1 MPWC Record for the engine only, showing a completed entry describing the same modification.

If both the data plate and MPWC entry were overlooked, you can eyeball



the engine itself to hunt for an obvious modification. But if it was an honest job, you'll just have to contact the engine shop that did the work to find out.

BLEEDER VALVE SWITCH

Look on page 446 in TR 9-88-14 (Oct 58) and you'll see a picture that may not be worth a thousand words but it's worth 20 real important words.

When cylinder-bleeder valve must be installed to top fuel . . . hydraulic bleeder line must be connected to the pressure side.

Some guys have been switching 'em around the other way.

What happens is, when the bleeder valve is on, the pressure you'll see a heavy



job of bleeding. The bleeder valve and the hydraulic line have got to be in the right place to do a good job of getting all the air from the line.



Dear Mr. Moore,

In how do you check the oil level in the transmission of an M110 engine model?

Page 27 of EM 8-2000-200-10 (May 48) says to run the engine to 2000 rpm for 2 to 3 minutes, but page 8 of ED 8-2000-200-10 (May 48) says to run it in NEUTRAL, which is right?

Dear Private J. A. B.,

Both. However, they need a little interpretation.

NOTE: The caption and TO check the oil level TRANSMISSION OIL LEVEL CHECK.

THE J. A. B.

1. Before starting engine make sure oil level is not below **COLD FULL** mark on the pipe.

COLD FULL

NOT BELOW

2. Start engine and run 2 to 3 minutes at idle speed (550 RPM) with loader bucket and transmission in 2 forward range to let the oil reach normal operating temperature.



3. After oil is at normal temperature, put the transmission in 2 forward range.



4. Now check the oil level, and add oil if needed to bring level to **COLD FULL** mark on dipstick.

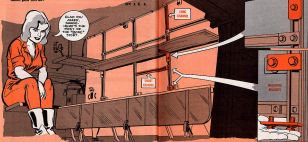


(Note the word not to overfill because that could cause loss of power and overheating.)

M577 WALL RACKS

Dear Staff—Staff,

I already know that "the right hand connects to the left hand," but what matters to me is the rack around your TC batch of every M577 can meet your needs!



Dear Sergeant J.-K. S.

The long channels mount vertically inside the vehicle where tops are welded to the roof. The 5 short pieces—2 of them make the storage benches—are attached if or as needed.

With the map board removed, you could attach them all to the left side if you wanted.

These channels can be put together in any combination you want depending on what else is in the way and what has to be moved.

The channels make a strong base on which you can mount any kind of built-in you need. With a lot of brackets and a little wire, purple lumber, corner strips (or whatever) you can have the kind of custom made built-ins you need for your particular problems. If you want a shelf you can have a shelf at the exact height you want.

Get an OK from your CO and use any part of this rack for mounting and storage. Keep the parts you don't use on the wall near the TC bench. You never know when they'll come in handy.

M&O TANK PINTLE POOP



Take a look at the plate on your M113-series tank or M113A1 (TUSK) combat engineer vehicle. Is the plate above the hole (ring on top of the sleeve)?

If it is, then take out the bolts and give the sleeve a 90° turn to the left. Then install and tighten the bolts again. This'll give the hole (ring) some protection from falling objects such as rocks.

MENT CAREER LABEL...



STEER HANDLE HAZARDS



Double trouble!

That's what a double set of steer handles can give you if you try to use both one at once.

Either the pivot or regular steer on your M113 series or M113A1 series vehicle will steer you right.

If you use both pivot and regular handles at the same time, you can rip up some internal gears in your differential.

Remember it like this: Pick a pair (of steer handles) . . . never mix 'em.

You use pivot steer for sharp, slow, turns on land, for worst operation or for emergency stops, but never use pivot steer if you are going over 18 MPH or you'll damage your vehicle and probably yourself as well.



THE CASE OF THE WEDGED LOCK PLATE



Is your EM-174/PB reflectometer getting out-of-service 'cause the lock plate on the empty battery box is wedging in the case?

When the BA-1288/U and BA-1289/U batteries are new, the lock plate can jiggle off the lock plate screws and wedge right inside the case. Digging it out with a screwdriver or other pointed tool can damage the plate and reflectometer case.



Tap it with a No. 4 ballpoint screw. Tap the case into one of the locking holes and gently pull out.

Your best bet is to put a piece of plastic insulating tape (3M Scotch-Bond 1189) on the lock plate, securing it to the side of the empty battery box. The tape's listed on Page 55 in the GSA catalog (Jan 60).

CURE FOR AN ASIATIC SWITCHBOARD

A good cure for a switchboard with the Asiatic blight might be a mixture of alcohol and varnish.

Sound a little *ah!* Read on.

Whether you're working in an air with Clacite or just plain sweating, let a little of the humidity's blight. That soggy feeling breeds corrosion — which has been getting to the contact springs of the TA-208/P and TA-209/P coil and operator packs of the 58-06/P switchboard.

The kind of corrosion you get where the PC comes calling can No. 10 your switchboard means. But, there's a PM cure that'll make it No. 1 — and keep it that way — with minimum sweat on your part.



Like, at the organizational level you can scrub the contact springs at least once a month with rubbing alcohol (FSN 5005-209-8095) or cleaning compound, (FSN 7000-209-0541). A good-lubber is a contact wash, like Applicator, FSN 6115-209-0106.

After you've cleaned the springs, use a contact wash to dab them with varnish (like moisture-tungsten? varnish FSN 8000-209-7094). Remember, a little varnish goes a long way, so try not to dip it on. Also, stop at the head in the spring so's not to get it on the contacts. Varnish makes a good insulator — which you may not do without on the contacts.

You'll find the varnish in BI 11-375 (Feb 64), Painting and Preservation Supplies Available for Field Use for ECM Equipment.

Because of high humidity damage, the coil and operator packs should go on general support at least once a year for complete cleaning and re-varnishing.

SETScrew SEEKING

FOR INFO: 800-333-8881



Dear Staff-Head,
What's the word on screws for the handle knobs of the 4-2000/2000 control?
P.S. number . . . ?
Mike B. L. L.

Dear August B. S. S.,

FOR 300-814-0814 will get you a screw for any R-100 knob on the front panel (except for the big 400cycle and megacycle change control knobs). The stock number's listed on Page 898 in *Real Car* (C1004-B-6, Vol. 5 (Jul 66)).

MOUNT CLAMP MOP UP

Staff-Head

Easy
on these
clamps.
No real repair
needed
when used.

Dear Staff-Head,
We want that the 416 for the
clamps for the 40-201 mount
with the 40-200. It reads on
the label?

EPG B. L. G.

Dear Specialist B. L. G.,

There's no P.S. for the clamps. They're not maintenance items, so you have to be real careful about replacing or abusing them. Replacements have to be made by your supplier or depot. You might even get lucky and scrounge a matching clamp from your supplier's common hardware or by local purchase.

Staff-Head

RING AROUND THE COVER

Are you about to lose the signal along the line with your AN/TUC-11 telephone repeater? That's fine.

While you're waiting the seconds in the J1 and J2 end assemblies, make certain the O-ring (preformed packing) is around the bottom of the contacts across post cover. A missing O-ring (PN 1158-100-0006) will be noticeable in and around J2 in close behind. Thus, whether the repair's up a pole or on high ground, it'll make a huge difference.

AN/TUC-11 TELEPHONE REPEATER



SPOT YOUR SPOT, HOT SHOTS!

When it comes to spot painting other traffic control equipment, forget the Tom Sawyer method of whitewashing everything in sight.

Firstname, with a T3-03111/U maintenance or T3-71010/0 side tool, scrubbing you up with paint where the sun said it is supposed to head off rust and corrosion, can create a safety problem.

For much up work your best bet's to use a brush and go sparingly with the paint.



If you have to use a spray can or gun make sure sensitive areas such as shaft and air vents are taped. Same goes for microphones, lights and other markings. Paint in the wrong place can damage a no longer repair.

T3 Sig 504 (Feb 04) with Change 1 has a list of good tips on painting other traffic equipment.

YOUR DA FORM 2404



You're gonna live with it—day by day! So, there's no getting along with DA Form 2404—and no waste of language.

DA Form 2404 has 2 operators/crew uses. (1) It's a worksheet for making Before-During-After-Operational checks—let's call 'em BDAOC. And it's for making Equipment Serviceability Criteria (ESC) ratings. As an operator or crewman, you'll be doing the BDAOC, and —if the equipment is required to be reported on DA Form 2404—you'll use DA 2404 along with the ESC TM to make the essential rating for each point.

For both of these operators/crew uses of the DA 2404, you fill out Blocks 1 thru 5 the same way. But entries in Blocks 6 and 7 are different.

AND
YOU
DON'T
WASTET
2404!

DO YOU LOVE
YOUR 2404...? THAT'S
WHAT YOU OUGHTA
KNOW. LET'S LEARN
HOW TO USE IT.



EQUIPMENT OPERATOR AND CREWMAN'S REPORT

1. OPERATOR/CREWMAN'S NAME (Last, First, Middle Initial)		2. OPERATOR/CREWMAN'S GRADE	
3. OPERATOR/CREWMAN'S SIGNATURE	4. DATE	5. TIME	6. LOCATION
7. EQUIPMENT IDENTIFICATION NUMBER (EIN)		8. EQUIPMENT TYPE	

When you're making the ESC rating, the Block 6 entry is "ESC" and the Block 7 entry is the ESC TM number and date.

DA FORM 2404

Here's how to complete the operator/crew entries for the DC, one of DA 2404.

DC

DC entry is required.

WHS

As required
Entry will be needed
for entry on DA 2404-L,
alternate workday.

OPERATOR/CREW

Call a DC from the
daily DC entry transaction.
Call a DC from maintenance.
Mark H, record DC entry
times, dates or HRS.
Mark H, operator and work.

OPERATION

A maintenance operation
for checking, lubrication
(especially in bag loader) and
test DC entry is completed.



Operation of DA 2404-41

DATE

DATE	OPERATOR/CREW	OPERATION	DATE	OPERATOR/CREW
1	01	training		
2	02	bag loader		
3	03	packing, plastic and repair		
4	04	operational adjustments		
5	05	bag loader		

Here's how to complete the operator/crew entries for the DA2401 crew of the DA 2404 for different types of equipment.



FOR EQUIPMENT WITH LOG (EXCEPT AIRCRAFT)

DC

DA2401 or from last
page a log space 4, 24,
or 10-120—except
aircraft.

WHS

Each day of
equipment use.

OPERATOR/CREW

Call a DC from the
daily DC entry transaction
on DA 2404-L or that operator
and work.

Call a operator's WHS from the
daily DC entry transaction on DA
2404-L or that operator and work.
Call a DC from "DA 2404-2" if you
connected by replacing part
of a table in the number of DA2401.
Mark H, operator and work.

OPERATION

After each entry is made,
a maintenance operation for
checking and repair after
it required.

Operation of DA 2404-41

DATE

DATE	OPERATOR/CREW	OPERATION	DATE	OPERATOR/CREW
1	0102			01 01
2	0202			02 02
3	0302			03 03
4	0402			04 04
01	0101	REPLACE CAR WHEELS	01-10-12	0101-1
02	0202	REPAIR AND TEST CAR WHEELS		

FOR AIRCRAFT

REGULAR CHECKS ENTRY

Call when to, how much (2408, 2409 or 2409A), call to make needed repairs by first — to end, call to, and description of fault.

Call, "DA Form 2408-11" for any fault that affects flight status, "DA Form 2408-12" for conditions that don't affect flight status that require operational maintenance attention. Call details whenever recorded or transmitted to DA Form 2408-13.

Block 13, reserved for repetitive and sensitive faults. Block 14, signature and date.



Form	DA Form 2408-11	DA Form 2408-12	DA Form 2408-13
1	1	1	1
<i>Count of items, flight</i>			
1	1	1	1
2	2	2	2
3	3	3	3

FOR EQUIPMENT WITHOUT LOG

OPERATION ENTRY

When required parts are less than 1 day. Call a, identify it, or fault found that requires use of part. Call to, and description of fault.

Call to, signature and date to, call to, state serial required by fault, call to, fault description of fault, call to, serial number when fault is "spliced," "ground" or "adjusted," call to, details when recorded, Block 13, reserved for repetitive and sensitive faults, Block 14, signature and date.



Form	DA Form 2408-11	DA Form 2408-12	DA Form 2408-13
1	1	1	1
<i>Count of items, flight</i>			
1	1	1	1
2	2	2	2
3	3	3	3

WATCH DA FORM 2408-14

Manually file operators or crewmembers when faults or fault action entries in volumes 1 and 2 only if the operator who finds a fault or crew member who finds a fault is not already that aircraft flight status entry "DA Form 2408-12" in volume 1 or show that the fault was

recorded there. Otherwise, obtain it and a serial are made by the maintenance reporting.

Even though unrecorded faults are recorded in DA Form 2408-14 when this is possible, the operator/crew should check DA 2408-14 before making entries on DA 2404. Unrecorded faults on DA 2408-14 don't need to be retyped day by day on DA 2404. However, the fault should be re-typed on DA 2404 if it gets more serious. And remember this: Besides keeping

an system log equipment and DA 2408-14, you want to watch the other log forms—especially DA 2408-1, 2408-2 and 2408-3. This 1-2-3 check will tell you how your equipment stands on periodic PM services. (The DA 2408-1, daily, has the dates those services are due, DA 2408-2 and DA 2408-3 show the last time the services were performed.) Also, ESO 114 is the official schedule of periodic services due.

WHAT IT AFFECTS THE FLIGHT STATUS? PUT IT ON DA FORM 2408-12!



ASK ME TELL ME ABOUT DA FORM 2408-14. I'VE HEARD IT'S NOT AS TERRIBLE AS THE 2404.

DO YOU WANT MORE...

YOUR ROTARY AIR COMPRESSOR



BOY, THE NEW
MONEY'S WORTH
OF TUNING ON OUR
LUNA-BAGS
PROJECT.



DO YOU
FEEL YOUR
SOCIETY?



You've got a specimen helping you in that Rotary Air Compressor, don't you?

No, our money's not in the works, true, but the money under that hood will draw through mountains and get your Army right where it needs to go here on your firm.



THOSE ARE A GREAT THING, YOU WANT TO GO TO YOUR LUNA-BAGS, DON'T YOU? CHEERUP - GREAT FEELING, LUNA!



That's LUN's gospel, and you'd better believe it. It with the sun and specific kind of oil you want in that air-compressor. Some types you may have trouble finding any.

MODEL	HP (PS)	PSI	CAPACITY
Model 4-110-27	1100	110-220-360	1 gallon
Model 4-110-30	1100	110-220-410	1 gallon
Model 4-110-34 and 4-110-36	1100	110-220-460	1 1/2 gallon

That's LUN's popular model in the air-compressor business — Ingersoll Rand DR-1110 and DR-4000 are in use — and don't forget the T24 part of the spec.

CHECK OUT YOUR BLEED

KEEP YOUR BLEED ON TRACK.

You've got 4, and 3 of them can go up on you any time. That 4, besides on engine air and compressor air can choke up within minutes of each other, and you'd better be ready with fresh underwear for both when it happens. Then you have to watch what goes on in that oil separator element—it's actually not built for maintenance. The 4th one, on the engine oil, you can't neglect either.



Here's the word on the official parts.

ITEM	MSR CODE	PART NUMBER
Engine Air, Dura 200	1071	F14-1447
Engine Air and Compressor		
Air Inlets, by 200's Part #F14-1447	1071	200-148-07
Compressor Air, Dura 200's	1071	F14-1447
Oil Separator, Dura 200's	1071	200-08
Oil Separator, by 200's	1071	200-08

What, only one PMS? Correct—but you can order 'em by part number. And there's a dealer who should provide life insurance for those air intake bottles, especially on your Dura, if you don't have a muffler.

If that's the make you've got, put a 24-in. length of exhaust extension on in place of the rain bracket—it's PN 4710-205-4146, brass, metal, interlocked, cupped. And point it away from the air filter.

BMW 2000-220-4858 gave you a muffler from Red Car C2000-B-A-CBC (Aug 65). When you get it, take off the 24-inch extension and put the muffler on—and put the rain bracket back.



No matter what pedigree rig you've got, but especially if it's a Datsun 240 CBM, you'll need a supply of spare filters if you're to work in the field. Washing the Datsun's engine air filters is non-sensical—streamer is fine—but they take 3 days to dry.

But wash, change or whatever, those filters are there to protect the insides



of your rig. Dirt in the air lines and exhaust man in your exhaustance will make a hangman's noose for sure—and dirt in that atmosphere squash stack rotors, broken valves, bent shafts, and an unhappy crew making right enough at you.



CHECK OUT YOUR ENGINE... BEFORE THE START

SO, YOU'VE BEEN WORKING FOR A HALF HOUR AND YOURS STILL NOT STARTING? EQUALS OK. THE PROBABLY CHECK-OUT IS THE RIGHT, AND THERE, WE'VE GOT ANSWERS TO GIVE!

CRANKCASE OIL—Level right? Your meter say it's time to change?



ELECTRICAL SYSTEM—Terminal tight? Distributor cap better plates? No loose wires that need tape? Generator belt sound?



EXHAUST—Loose within inch of top? Flows right, no dips or leaks?

ACCESSORIES—Fire extinguisher charged? Tools, jacks and jacks in order? Bells and rines tight?



SAFETY VALVE—Free, ready and well-tight!



FUEL SYSTEM—Tank full? Sediment filter clean? Jets in light?



CHECK OUT YOUR COMMISSION... BEFORE YOU START

THAT'S ABOUT HALF
OF "SMALL ENGINE SERVICE."
NOW BRING A GAUGE TO
CHECK THE OIL PRESSURE
OUT. THE OIL PRESSURE
GAGE!



If you're new on the job or if somebody else has been in the saddle before, or if you just plain prefer this work to "digging" bushes, check 3 more things—

OIL SEPARATOR

Been serviced by
water? Gas-
ket tight!



LINKS — Tight, no links or breaks?

COUPLERS — Feels smooth, gears good?



If support's not around, and the cou-
nails are around up so you can't be sure,
you can feel that oil separator's pulse
by raking the lid off. If it's around by
rough results, use just normal design,
that's a red flag and a sign for support
straw and oil change.

NOW - LET'S START

If everything checks out, the work is over. Next, get —

SERVICE VALVE —



Good.

FUEL SHUT-OFF —



Good.

OIL PRESSURE GAGE —



Good! Better
Preferred if you have one.

CHOCK — Lower刹, if it's
On Drive, stop chock out.



This brings on 5 critical moments of a bus morning.

Tap **START BUTTON** to kick
over a little of a time.



If she turns over OK — push **STOP CABLE** and **SAFETY CORD
TRIP**, in, if you're a **Driver** . . . Tap **IGNITION SWITCH** on if
you're a **log** . . . and that.



On a **Driver**, the Safety Control overrides the Low Oil Pressure safety switch, and you keep starting until pressure builds up over 15 PSI. Otherwise the engine'll try to shut down on you even when it's kicked off. On Joy riders, just keep pushing the Start Button until pressure's built up.

WARM

A hot like does a. Engines and air
compressors both have to get in shape.
The oil molecules in these zones have
to lumber up, and that raises tem-
peratures but is being 140-155°F to let
your power lines. So here's the deal —

GET THOSE
WHEELS
WARMING.

CHOCK — Chock out's
the driver's running on
it out.



EXHAUSTER — Operating
and starting down.



ARMER — Charge
going to battery.



AIR LINE COCKS—Open to blow contaminants until just clear air comes out.

Maybe you've got a filter-draw cock or a maintenance trap, but you'll wait until your engine temp gauge says 140° to clear the Compressor Unloader. If you've made a cold-weather start, You can start cranking in the Idle Control from idle.



More maybe you've got a direct air control, or maybe a globe valve. On a Derry, you can wash your feet like you'd foot-gage pickup with by scooping on 'em reaching for the water, to wash when you put down tools.

Maybe that Pressure Trap. When it hits 100 PSI, you're ready for customers. If you walk good care of that pressure washer, you get a head start on a good...



MYSTERY RUN

But there're things you've got to watch. That's what for you get heard a lot of symbols and hands and heads with. Be careful at:

WET—Up wind from these drills and shafts is what you want, and it'll pay you to cover yourself the wind changes. Your air lines will live longer.

OIL TEMPERATURE—If it gets in the red, you know your rig needs more's an APC.



TELEVISION—Avoid like a hot blood date with back seats. If you lean more than 15°, especially the long way, you'll get odorous and boring burps. May be the best sleep, but your rig won't.



WIND—Keep out of the way and hold fast. A heated high-pressure fan can whip around and wham you right into the mobile manor.

NOISE—Trucker's ear plugs will keep you from going deaf to high-pitched sounds. They get in the gap on ear walls, too. Filly cleaning patches or cotton wads help, but best get the music in the you with plugs.



REAR DRIVES—An axle stick from a straight line is about right, otherwise when speed changes, those are driven on nap.

PANEL LIGHTS—On if it's right, so you can watch those disks.



COVERS—Your legs and sides take care of covers mostly, but if you have a seat and the higher overhangs, keep that throaty hot.



SHUTDOWN

Closing up the store the right way is another big piece of insurance. Fast it, you can't start right the next day unless you stop right when customers start arrive.

With the load coast off, you coast at mile 30 minutes. If there's an Air Control, use it. You can use up your money all to close out your truck, blowing out track and more.



Filled long enough? When, now — detail, that! Right now is time for a magic charm on that Jay 200. If your is such —

Just before you stop that ignition, rev 'er up to 1500 RPM for a minute — then, Whammy! Off the gas, and just a few seconds does it.

This you do to avoid hydraulic lock when you fire up again. The Jay 200 has a small pump, and it's got a temperature-sensitive valve on the other models. If those valves get clogged with oil, all that won't compress, that means abnormal wear when you kick 'er over again.

HOSE REEL — Make sure there's no leaks. That they will stop holes if you let it, or unless you get support to put in a special 50" oil.



LIPS — Look for the bearings, drippy garden, hot spot. If you find metal chips in oil, call support.



GRUBS — Service now and create some oil ground?



FAN GUARDS AND SCREENS — Wash and make hold long!



FUEL RETURN LINE — Solid and well-kept!



SECOND FLOOR — Give today's business covered in the right place!



FUEL TANK — Full to make it easy to get during the night!



That fan guard is nothing to sneeze at. The documentarian across the pond just had his fan blades hit, which could mean a clean cut of your skull. Bolts with lockwashers and double nuts are good safety measures.

When buying a Dewey, you can take out that 3-faced screen, get a fused screen, and save an hour, besides working with less dirt.



That screen bit you won't throw off, either. It's the way you keep track of those filter-cum-separators, for instance.

These separators don't when gunk-loaded, and they hold up everything. A take-apart dresser by support, as best, is the only one.



Lines that break you'd best get replaced by steel if available. And look very sharp where they come from the housing. That's where vibration is worst.



If your automatic shut-down can't be used until the rig, you've got to know Why, Big Why, before you think of trying to run again.

That automatic shut-down is a chemical-switch safety deal — which means it's a headache — in your oil and water supply. When it stops the gas, you can bet something's cooking out there.

Could be a vent's gung's ring, or oil line's blocked, or a pump's gone — but the trouble you're gettin' into will be as useful as what's ahead, unless you look for reasons.

But maybe you drive your Dewey Why about all. While you wipe up any diesel juice that spilled, and pick up the ring to put over your jewel for the night, take one last look —

Ignition Off! Fuel Valve Closed! Pencil Shut? Amusement Stowed? Screen, Check'll be all gone.

Connie Rodd's BRIEFS



Recall: From -3 to -2

When you add recall oil to your mechanics, make a note of the type and amount on the SA form 2400-3 (Laboration Record)—not on the 1400-3 (Maintenance Record) like I did on page 28 of FS 142. The rules are the same as those for lubricants in parts 2-16 and 2-16(F) of Change 2 to TM 55-750.

Infrared Battery

Your infrared microscope assembly (Fisher Model F-141), FM 1090-240-0110, may need new batteries. It will use BA-32 dry batteries, FM 8133-130-1010 and not FM 8125-125-1020. If you didn't get Change 1 (see 44) to TM 5-1090-240-13 then you'd better get the number down so you can have it handy.

DA Form 12-51

Your gals which cover sliding of equipment are now on physical distribution and should be ordered on SA form 12-51. It goes to CG, US Army AG Publications Center, 1655 Woodson Road, Ft. Leck, Ok. 73114.

2 1/2 Ton Multigrad

The choice is easy when you need a new oil-filter element for your M44A1 or M44A2 series 2 1/2-ton multigrad truck. Part kit, oil filter, FM 2140-240-4800, includes the element and gaskets and is for either oil filter in either truck. The kit is listed in TM 9-2800-212-20F (at 44).

Water Bag Filter

Need a filter or 2 for your water sterilizing bags, FM 4610-240-7400? Then order 'em by FM 4610-277-2400 from the Defense Construction Supply Center, Columbus, Ohio. Be sure to use their stocking identifier 2FC on your request. The cost of each filter is \$24.

Tooth Coat Kit

If you're having a tough time getting CX action on carburetors for your M151 1/2-ton trucks, find out if your support has heard about the repair kit for the Tooth ache. It's Docket 50, Carburetor, Smith, FM 2910-84-2112, listed in Ch 1 (page 44) in TM 9-2800-212-24F.

Would You Stake Your Life ^{Right Now} on
the Condition of Your Equipment?



LET YOUR
GENERATOR
COLOR
YOU
HOME

REMEMBER!
THIS IS A
REMINDER ON
GENERATOR
MAINTENANCE