

PS

THE
PREVENTIVE
MAINTENANCE
MONTHLY

1954 Series
Issue 26

"WHO WAS CLEANING WITH GAS?"



Special Features
STOCKING GAS MATHS
see pages 2-16



That's right. You depend on God's allowance for your initial work . . . you draw "his" to set yourself up in business . . . but after that you rely on "Usage Experience" to tell you exactly how much of what you're to stock. You can utilize only as many the allowance granted to God's . . . or you can even discontinue stocking as God's item altogether.

And anybody can do it . . . because all it takes to modify stock allowances, or stock needs that prove exactly how much-how little usage your side has for each item.



Usage Experience (or Demand Experience) reports all the items you stock plus all the related requests you have for any item during any given period.

REPAIR PARTS DEMAND



Intending that . . . as usual, you say, Oh, but before you get started every item" stuff up the window, here's a warning note that should be printed in large letters all over the post, and copies sent without to your printing house. "Don't even yourself up with sloppy records."



It's Legal

The authority that we can set subject stock levels according to usage experience is SR 711-120 (12 Jan 54), para 34b states that "quantity of spare parts and equipment issued by God's is, Supply Materials, one such guideline for use in establishing initial operating levels by units, organizations and installations. Naturally, allowances listed therein will not be required in the exact quantities specified other than usage factors for use below. Allowances indicated therein do not necessarily have to be on hand with the exception of units that have been alerted to one or more items (equipment) orders. For such units the allowances indicated are minimum allowances and will be as needed by the units."

Remember—If you're alerted for services, make sure you have at least what God's SRCS requires. You can bring in to your increased stock of any item, if your records show you had to raise the God's allowance based on usage experience. After your're alerted you can again start subjecting stock levels according to usage.



In a nutshell... IT WORKS LIKE THIS



For example, if you send the request and modified response for 44 days you decide by it is not your own alternative.

DATE	NO	AMOUNT
1991	1	100.00
1992	2	200.00
1993	3	300.00
1994	4	400.00
1995	5	500.00
1996	6	600.00
1997	7	700.00
1998	8	800.00
1999	9	900.00
2000	10	1000.00
2001	11	1100.00
2002	12	1200.00
2003	13	1300.00
2004	14	1400.00
2005	15	1500.00
2006	16	1600.00
2007	17	1700.00
2008	18	1800.00
2009	19	1900.00
2010	20	2000.00
2011	21	2100.00
2012	22	2200.00
2013	23	2300.00
2014	24	2400.00
2015	25	2500.00
2016	26	2600.00
2017	27	2700.00
2018	28	2800.00
2019	29	2900.00
2020	30	3000.00
2021	31	3100.00
2022	32	3200.00
2023	33	3300.00
2024	34	3400.00
2025	35	3500.00
2026	36	3600.00
2027	37	3700.00
2028	38	3800.00
2029	39	3900.00
2030	40	4000.00
2031	41	4100.00
2032	42	4200.00
2033	43	4300.00
2034	44	4400.00
2035	45	4500.00
2036	46	4600.00
2037	47	4700.00
2038	48	4800.00
2039	49	4900.00
2040	50	5000.00
2041	51	5100.00
2042	52	5200.00
2043	53	5300.00
2044	54	5400.00
2045	55	5500.00
2046	56	5600.00
2047	57	5700.00
2048	58	5800.00
2049	59	5900.00
2050	60	6000.00
2051	61	6100.00
2052	62	6200.00
2053	63	6300.00
2054	64	6400.00
2055	65	6500.00
2056	66	6600.00
2057	67	6700.00
2058	68	6800.00
2059	69	6900.00
2060	70	7000.00
2061	71	7100.00
2062	72	7200.00
2063	73	7300.00
2064	74	7400.00
2065	75	7500.00
2066	76	7600.00
2067	77	7700.00
2068	78	7800.00
2069	79	7900.00
2070	80	8000.00
2071	81	8100.00
2072	82	8200.00
2073	83	8300.00
2074	84	8400.00
2075	85	8500.00
2076	86	8600.00
2077	87	8700.00
2078	88	8800.00
2079	89	8900.00
2080	90	9000.00
2081	91	9100.00
2082	92	9200.00
2083	93	9300.00
2084	94	9400.00
2085	95	9500.00
2086	96	9600.00
2087	97	9700.00
2088	98	9800.00
2089	99	9900.00
2090	100	10000.00

If you want to have your allowance for the entire year of the year 10 days, then you divide by 4, and when you choose 30 days, you divide by 6.

[illegible]

WWW.MP.MAGAZINE



445 500 550 600 650 700 750 800 850 900 950 1000

— **STANDARD**
— **ADDITIONAL**



to get the full story. Please let us hear from the first time you notice any change in your dog's or cat's behavior. You'll be glad to hear that we're available 24/7.

Having the same value without square, you have
 doing that time then divide the square by the number
 of 1 day periods included in the specific point of time
 that you are working with. — Also, partially of value
 are: [mathematical](#) & [Calculus](#) [Math](#).

Then to help your adjustment allow more running time, you reduce your allowance every time you complete it. If you set on a 15-day equine-feeding schedule, you get your new (adjusted) figure by adding the hours and minutes of the past 15 days to the last (Red-adjusted) Allowance figure, and dividing the total by 2.

100

DIG THAT NEW SNL

It's a very high-maintenance species, so before you start feeding, you better be jumping into the debate. Let's remember it: While about 100,000 killed off the species—and possibly more—in the year 2001, it's



The old SAT PS had the tendency of having you use words, but the new (and PSW) gives 11-day differences based on 100 major differences to find your specific difference you use a simple formula given in the SAT's "translation" section.

*You don't actually have to subscribe, and you don't have to pay. But if you find what you're looking for, we'll notify you. What you do find is that the companies listed in this ad have taken it upon themselves to be on the list.

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UCBAW/BJS



100

2-11

[illegible]

On the other hand, if you're not a member, you get 40¢ off the \$10, for just \$6.00. And that's the "difference" between you and any other person who is not an NFL member, except he or she gets 40¢ more than your current rate, you should say?

1. The first step is to identify the problem. In this case, the problem is that the company is not meeting its sales targets.



FOUO UNIT'S AUTHORITY IS A LEGAL ISSUE

Abstract

1	2	3	4
5	6	7	8

[illegible]

1. **Identify the main topic**
 2. **Identify the main question**
 3. **Identify the main answer**

THE UNIVERSITY OF CHICAGO

[illegible]

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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1 2 3

1111

1951

Amidst the group at Ryeclay Hotel, 41 attendees, Mike, left, taking the central stage for setting-up and overview on Ryeclay Hotel, 41 attendees.



TAKE
A CARD

2011 November
 Volume 1, 1
 Contents
 Editorial
 and Journal Team
 2011

Maximize the information for Marine Mollusks of the world you get from your visit to www.marine.mollusks.org. We need your help, please contact us.

DO LIKE THIS!

Q Did I plagiarize the final doc., none of them and there
absolutely no opportunity for them to studied the. (This is
the number one rule even more for)

3. Tell T, M, George, & Jane.
2. Finally George notices, if that's stored on disk, then also change his to include 1. ending in alphabetical sequence, younger than his wife, otherwise even aged.
1. Notice on George's family tree an additional one tagged "maternal", is you get further storage this time.
1. His children and 1. Grandson offspring go last.

Abstract

- 1. In volume, look at my other
- 2. And volume (like how close the fingers) too, and maybe under the fingernail
how this this volume also is different the type of condition, such as
"healer", "temporal", etc.
- 3. In volume, the cut back requires you have to cut but that you're not off.
- 4. In volume, from, or hand
- 5. In volume, every time you go to volume 10 "temporal" volume is smaller here
and the volume of from it cuts, to you, right along side of it to
the parallel.

When you enter the number of the file in the number number
area here, (underline your number).

When you turn on this, the output of the CPU tests displayed here will be in hexadecimal and will look like this:

1000



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[illegible]

Interchangeable with its other applications

Find the best of other than that the best is interchangeable with... and/or

the best of other than that the best is interchangeable with... and/or



NOTE

IF YOUR QUOTE IS ON A MONTH REQUESTION SCHEDULE, YOU'LL BE ALLOWED TO STOCK ACCORDINGLY AND ACCORDINGLY WHEN YOU STOCK FOR DEPART. YOU COMPUTE YOUR RM BY ADDING THE NUMBER OF ISSUES (AND UNFILED REQUESTS) OF THE PREVIOUS BUDGET PERIOD TO THE RM OR LAST REORDERED ALLOWANCE AND INVOICING IT.

ALSO, WHEN OPERATING ON A BUDGET SCHEDULE BE SURE TO DEBIT THE ALLOWANCE QUOTE IN YOUR RM WHEN YOU HAVE A RM. . . THE 24-HOUR BUDGET REMAINS BUDGET STOCK LEVEL.

AS NEEDED ITEMS



The first time you get a call for any "as needed" items, and I realize you, make out a 971, but in the end's time on the allowance on the 15 figure on the card that's how you tell it from the 971's for your regular stock items.

When any of these cards show a sufficient margin you can consider a stock level for that item from 20% or 40% or 60% day margin again, and like we showed you before and that's what's in.

However, you keep it working. It's for it just like on your other items.

On the other hand, when you're the first to get down to the bottom of your card stop working it but don't destroy the card. You can get "new" to the working "regular items". When the 15 or the Christmas time you're a bit, these cards will show who you're not working that item.

And if the "dead stock" you should have in to your Christmas supply and

CARD-KEEPING POINTERS



1 To keep your credit-based information current and correct you'll need to check credit-card regularly. The best way to do this is to arrange your card-paying routine so's you cover all your cards regularly.



2 To make sure you're remembering dates really pay attention your cards are filed by MM group—the day for remembering each group should fall before and as close as possible to the remembering date for each specific group.



3 This way you can easily make up the regulations and schedule. It so you check each group.



4 Have or verified requests handled after the cards are reviewed and regulations made and are changed to your next adjusted allowance.

If you can stay on top while you're getting acquainted with the new MM's or when you enter your first direct or operating scheduled check allowances when's best to put for help from your (if possible) support unit. In addition to their regular visits they're possible to give you very needed help you need. So, the direct contact you have with them the less your chances are of missing or or finding yourself in hot water.

KEEPING TAB ON DIRECT-EXCHANGE ITEMS



Yes, you can track these items you get for "Direct Exchange"—if your group experiment shows you should. For the "DE" items, keep PFI cards for the or any other item. The only difference is you don't need to prepare a regulation. And these PFI's will be "DE" or in some way to let you know this.

People handling all the "stock according to demand" system should give your supply some ideas of all-increased, extended repair parts, either their areas and paperwork

problems should get another—and increase, possible parts to their old "stock" back should definitely come up—you'll have as much less or more cost log around.

ANY QUESTIONS ? JUST WRITE HALF-MAST

Coupe Road's

"DON'T GET LOST"



Here's

There's a green signal for all of you fellows that've been running and running to put a drain plug in the flywheel housing of your 1-1/2-ton GMC's. Check with your Ordnance outfit to see if they've got that MWD that'll let them do the job for you.

There will be an exception to the rule when it comes to this drain plug. It'll be installed in the flywheel housing in all cases—but in the map compartment. The plug will be pulled at every C service and after each landing operation to drain the housing. It has to be reinstalled immediately.

Twisting arms

Keep an eye on the piston arm shafts on your M155 series GMC's. The splines on some of the shafts have been twisting (Fig. 11). If yours shows such

signs—dead-line the truck until you can have the shaft replaced. A twisted shaft can cause complete loss of control and bring down another crew. You gotta pull the arm to see the rule.



3-toe gaspin' off

You guys who've been around trucks awhile will meet an old friend in the latest 3-toe trucks coming out of production. Every since October 1953, designers for outstanding diesel have been asked to put a stop to rough mail on your 3-toe truck.



Without you, the engine may keep on running a few seconds after you switch off your ignition. The high heat and the rich fuel mixture from the carburetor spark it on, sometimes the engine runs backwards and throws fire into the air stream. And that's not good.

But with the degasser, you just pull out its handle on the dash-pan. This is connected up to an air-fuel valve in the carburetor. It adds air to the fuel mixture—which stops the engine. After it's stopped, turn off the ignition switch. And that's it.

If you should get a rough ride with your degasser, the carburetor valve may not be snapping back to position when the dash handle's in. A little grease at the sticking point could relieve the situation.

Not that a degasser's necessary if you do right when you shut off your engine. All you gotta do is shut being your vehicle to rest idle. These diesels love low gear, but keep the clutch disengaged. And with your right foot, press down on the brake.

Now turn off the ignition. If the engine starts on, immediately engage the clutch. With your foot on the brake and the clutch engaged, your truck'll stall to a dead stop.

Without a degasser, all it takes is a little extra effort to play it safe. The good-ol' who-doesn't-fool-around-with-fire.

Shackled truck

You gotta take off your 3-1/2-tonner's brake in the other way than in last 1955 model. That is, the way in the carburetor's governor-bearing (Fig. 21, 2



just use an 800, with several thousand miles, still covering along with that dash handle. TM 7-515 (Jan 55) with you here.

Take a number

Have you wondering what all those numbers are? Wonder no more—here are the basic vehicles and the various models they cover:

M100 series (GMC): 2-1/2-ton M100, M111, M115, M121 and M112 trucks.

M100 series (Ford): 2-1/2-ton M14, M19, M16, M107, M108, M19, M10, M10, M108, M109 and M111 trucks.

M20 series: 2-ton Cargo truck M11 on the M10 chassis; cargo truck M14 on the M10 chassis; cargo truck M15 and cargo van M16 on the M10 chassis; truck-trailer M17 and dump-truck M18 on the M10 chassis; medium wrecker M19 on the M10C chassis; truck-trailer wrecker M246 on the M10C chassis; bridge equipment truck M118 on the M10PC chassis.

Track facts

The carburetor (Ford Stock No. 1B-T-211) for setting idle speed on the M111 and M111 2-1/2-ton truck engine is not included in the No. 1 common 2nd-aid-kit tool set. You'll find it in the No. 2 common tool set (Ford Stock No. 41-T-1508-855) Oid 6 SPS, p.7, Sect 3, also in the No. 1 supplemental tool set (Ford Stock No. 41-T-1158-855) Oid 6 SPS, p.7, Sect 3.

So—if you've got Hydr-Master to maintain, you've got the tools.

In a pinch, the idle can be adjusted by shifting the vehicle into reverse gear, low range, and adjust the carburetor until it won't creep on the ground.

Short and snaffle?

You might find that the standard rod is too short to give you the new free-play for the clutch-pedal on your 3-ton truck. The rod has to be 7-1/4 inches long to do the job.



If you find that your rod is running out of threads when you're getting that new 7-1/4 or 2-inch free-play (it's about 1-inch short), take the standard rod (Ford Stock No. 1B-T-211) out, cut the rod at the yoke and make a new one of the right length out of Oid Stock No. 1B-T-211 (211) rod, for stock. Weld it to the yoke. Thread it and you're set.

Even if you can get the 2-inch adjustment, you'd better check around there's enough of the threaded rod left in the yoke—the safety. Should be enough so that one thread of the rod goes into the threaded part of the yoke.



Keep radio cable

All the ingenious gadgets you've been rigging in your 11-40s to supply power for the radio don't need to be so elaborate. What the Signal Corps wants for the radio's power supply when they're not hooking up right off the battery, is K's, standardized radio power feed, Cord Book No. GT16-110-806.



This kit will work in the M3A1's, and in the M3's beginning with Vehicle Serial No. 4771. Earlier M3's got their radio power cable and receptacle in production—no problem there.

What caused the confusion was a couple of errors in your Cord T and Cord B KM 4-740. The radio cable and its receptacle assemblies that are listed will be deleted when your 11-40s M3's get another revision.

In any case, what should be used to supply power between the battery and radio on those 11-40s is the G716-110-1008 kit. It comes complete with info on how to put the pieces where they belong. (This modification will be covered by a new publication now in the mill.)

Excitement

Keep your chitchatters off the church except when starting, stopping, or shifting, won't that?



If you ride the church pedal you wear out the linkage and therefore hearing of the church.

For the same reason, when you're stopped on a hill use your brakes instead of slipping the clutch to keep your vehicle from rolling back.



Save gas for riding the clutch on a traffic light for a few gears—you'll deserve it, too.

This is old stuff to you guys who really know your Driver's Manual, TM 11-581, particularly part 6.





1



TRIGGER, HOOKED
BASIC

2



BARREL AND RECEIVER
BASIC

3



STOCK
BASIC



JOE'S

Dope Sheet

Joe's a big hit on the range
His target needs frequent exchange
With good rifle care
His misses are rare
In combat he won't feel so strange



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





WITH THE NEW AND CLEANING ROD... USE
THE BORE BRUSH AND THE BORE IT TO
FROM THE Muzzle END TO THE CHAMBER
CONNECTION. THEN CLEAN THE CHAMBER
AND BORE WITH CLEAN RAGS. PUT IT IN
THE BORE THROUGH THE CHAMBER.



METAL PARTS

Wipe with
DRY CLOTH...
THEN WITH
OILED CLOTH



STOCK AND HAND GUARDS

Wipe with
CLEAN CLOTH,
then rub in oil



LEATHER SLING

Wipe in liniment
oil to preserve



ON YOUR JEEP'S CRANKCASE

WHICH SWITCH'S WHICH?

STUCK WITH A STICK

The crankcase oil-level of some M38A1's have been in the soup because someone's retwisting their dipsticks. Double-check the wrong side dipstick into the oil well won't give you the truth, and nothing for the truck. It may say FULL, but not be full of oil.

The M38 and M38A1 have different length sticks. Although the owner's cir-

cums for both—"Drops, oil, bypass!", the mark number isn't. For the '38 it's God Stock No. 67-60-76-47598, which is 15-1/4 inches long. While for the '41, it's 67-58-65-28406 and is 21-15/32 inches long. Both are measured from the cap's lower lip to the bypass's end.

Stand up this way, the longer stick won't fit in the M38, so you can't go wrong here. But you'll be caught short when the shorter stick's in the '41.



GO GET ITS NUMBER

Get and give it in the oil should get mixed in the M38A1's oil flow. But when the overhull starts get ready for the push pits, and it's time for a change, you'll find its stock number in that vehicle's new God 7 EML G-718.

Because when the old EML was written, it was intended for the '41 to use the Case-type filter like the M38. But somebody got hooked. After the first few came out with the Case, it switched to the military-issue cartridge-type filter. This is the same kind that helped pull the old World War II jeep thru the war.

To get the latest dirt, with a clean flow, ask for Element, oil filter, God Stock No. 18-16-01-68462. And change it at least every 10 miles—more often if you're running under severe duty conditions.



FOR-ARETA GOING TO FORT

Dear Half-Mast,

It seems that the pot-metal top-cover plate on the control lever of the M111 and M112 isn't holding up.

One of our fellows jerked his vehicle and went in a dithering. He was coming right out to be let 'er slide. While telling the shifted into gear, ran into a jerked car, and took off about 1000 worth of fenders.

We checked in on what made 'er slip into gear and found the trouble in the lower cover. The cover had worn so much that the lowest pin wouldn't hold the shift-lever in neutral.

Do you have any idea how we can keep this from happening?

Sgt W. H. X.

Dear Sgt W. H. X.,

Give that top the right treatment, and she'll hold up.

If you take a good look at that pot-metal cover you'll see that there are steel pins that lock it to give a warning surface for the driver.

When you don't have the right adjustment on the transmission shifter, then the linkage to the control-lever

doesn't, you get a lot of motor wear. This is your source of trouble.

If the transmission and control-lever doesn't are not synchronized, you could be in gear in the transmission and only half way in at the control-lever. When this happens, the driver will find the shifting shift-lever in place, coming away on the cover. Some folks not only have the lever in place but keep on depress it—that gives more wear.



You can find the adjustment on the shifter and linkage on pages 354-355 in TM 9-113A.

Before you make the adjustment, check the parts for wear. You can't keep

the right adjustments with worn parts—replace 'em.

Now for the driver who peeled off a bit.

We should have known better than to leave a vehicle with its engine running. You always run the engine when you leave the vehicle—can't tell when something might go wrong.

Nothing was said about the hand-brake—doubt if he had it on.

That's all it takes, Sarge. The right adjustment in the inside and right handling on the outside.

Half-Mast

BUTTY BARNSTON

Dear Half-Mast,

We are having lots of trouble with radiators corroding on our vehicles. Being near the sea, seems like salt air is doing this. What can be put on the radiator to prevent corrosion and get our heaters and its cooling job?

JOSEF M. J. W.



Dear Mister M. J. W.,

You've really got a headache. Corrosion of radiators has always been a problem, especially around salt air. All you can do about it is inspect the radiator more often.

Here's how to keep rust down to a minimum.



Here's one thing to watch! If you get the paint too thick on the radiator, it won't do that cooling job.

Brushes are being made on ways of holding down corrosion and rust in radiators, specially in salt-water areas.

Half-Mast

HIGH-SPEED TRACTION MOTOR

Dear Half-Mast,

Where can we get torque-converter traction motors for our M4 and M6 high-speed tractors? These motors don't seem to be listed or described anywhere.

W. O. J. H. W.

Dear Mister J. H. W.,

These torque-converter motors are now called crawler traction and can

be found listed on page 43 of Oct 7 EML G-110. If you need the whole assembly you can acquisition Section, all, all order numbers any, Oct Stock No. G745-7000038. If you only need the screen, which is part of the assembly, you can order Screen, all order numbers any, Oct Stock No. G780-7000038.

Half-Mast

WINDSHIELD PLANTS

Dear Half-Mast,

Try as I might, I can't find the Oct stock numbers for the M115's windshield assembly and windshield glass. Can you give me a hand?

SFC C. L. W.,

Dear SFC C. L. W.,

Shipping head Half-Mast, they will be, just ask your Ordnance support unit for Windshield any, Oct Stock No.



G745-7000038, and Windshield glass, Oct Stock No. H800-0017175. They're in Oct 8 EML G-758, dated May 1964.

Half-Mast

A SOCKET DOES IT

Dear Half-Mast,

We're done having trouble removing the oil pressure and screw drive

plugs from the Hydra-Matic transmission of the M115. It's just that many of the plugs are unidentifiable and the numbers in the 2nd column don't match 2.1 and 2.2 do not fit them. Got any suggestions?

Mr. R. E. H.

Dear Mr. R. E. H.,

There's a 3/16-inch, six gauge, 1 1/2-inch square-drive socket wrench listed in Oct 4 EML 3-7, Section 1 that'll do the job. It's part of the 14-inch drive-sucker wrench set that's included in the Oct volume Organizational Maintenance Tool Set No. 1, Common. You can acquisition it under Oct Stock No. 41-70-2071-100.

Those plug aren't unidentifiable. They're made of a soft metal and most likely take an operational wrench on 'em—it just won't stay with 'em. Try the socket for size and you'll save the time. You'll



also find that transmission beginning with Serial No. 8004-53406 easy to plug with Oct Stock No. G745-7000038. Transmission before that called for an Oct Stock No. 8000-042047 plug.

Half-Mast

ARMAMENT

YOUR M1 RIFLE GETS A—

NEW CLEANING ROD



You've just been handed an M1 cleaning rod when you ordered a combination rod and brush. You look it over and ask just how this cleaning rod (Old Brush No. M1-17187000) is going to replace the combination rod when you clean the chamber. (Highly easy, yes, mighty easy.)

Use the four sections and the tip, slip it down the muzzle and to the tip seated down into the receiver, then draw two patches in the tip.



Thread two patches in the tip, pull back in the chamber and draw away.

When you clean the bore you use the four sections and the tip with a patch—or the wire brush. But remember when using the brush you've got to push 'em all the way thru before you back 'em up so that brush might refuse to go either way.

The handle of the rod's just another function rod. You can use it to replace a broken receiver with the hole in your rifle.



CLEANING ROD HANDLE

USE THIS FOR THE
M1 RIFLE
M1 CARBINE
M1A1 CARBINE
M14 RIFLE

When you're not using the rod, the four sections, patch tip and wire brush are placed in a cloth case or piece of cloth then stored in the upper hole in the rear of the rifle stock. The handle is stored in the other end (hang case in place of the charging handle).

SMALL ARMS ARMY

CHECK YOUR IRON RATIONS



He'll be your friend if you treat'er right. Your weapons, that is.

That means you've gotta give her a good, clean diet that's had the best of living rats.

Your small arms means her to have the right care to hit the mark. That means protect it from mud, sand and water, and if your arms gets dirty or wet, you gotta wipe it off with a clean, dry rag.

Oil or grease means it is wet. The dirt and dirt that collect on greasy arms can ruin that part of your weapon. Or maybe jam up the works so she won't fire.

Clean arms and a clean weapon go together like nitro-formin and cotton.

The rain's all right for bathing later—she that it's no place for your arms. When powder (you're talking about arms) is heated, too much pressure could build up when she's fired, and snap—she'd go that-a-way instead of this-a-way.

A cartridge with bad dope, scorches or loose bullet—she shouldn't be fired. Turn it in—has something to say or trying to get rid of it yourself is a mistake—and could be dangerous for you in more ways than one.

Open arms boxes just before you use the rifle. If a box is broken or damaged,

it is quick but make sure you get all the markings on the new parts of the box.

There's danger of corrosion, that means it takes out of its all-right condition, specially in places that are damp. When arms becomes corroded it's no good.

Before you load your piece, take a look-out at your arms.

Lots of things can be wrong with it. Learn what they are and how to spot them.



The bullet's size for loads is the rule. This can be serious especially if it's too deep it'll magnify the powder charge or other chamber pressure. If it does, brother, look out—she'll really blow. The safe thing to do is not to fire a short-round.

CORROSION ON CARTRIDGE CASE



Corrosion can ruin your cartridge case so look like a misshap. Green, blue, yellow or white—regardless of what color the rust is, there's no pot of gold connected with them.

The metal gets weak when corrosion runs into it. It'll cause a rupture when fired. Also, the chemical depends on the case will keep it from seating right in the chamber. So—bea, not let it.

CRACKED CASE



A split in the neck of the case can be a pain in the neck. It's usually caused by severe weather conditions. You can test for cracks by pressing down on the bullet end.

DENT AND BURN



Rough stuff causes denting and burning of your case. If the dent is large, it might cause dangerous pressure and blow—what—your weapon's head in.

Sometimes your cartridge won't chamber if it's got dents or burns.

LOOSE BULLET



If you can move the bullet by twisting, pushing or pulling while you hold the cartridge, then you've got a loose bullet. And, if you load it, the bullet may get stuck in the bore if you decide to take the round out of the weapon.

MACHINE-GUN MITS



Trouble might be happening in the machine-gun hole if you don't give 'em the once-over.

Cartridges aligned right—no short or long!

Excessively and twice ammunition spaced right?

When your "typewriter" machine-gun, always look at the ammo for a possible source of trouble.

A misfire should be handled just like live eggs. Play 'em rough and it might explode.

When the primer shows that the firing pin came down on it hard enough to set off explosion, the ammo's no-good—get rid of it.

If the cartridge fires with a weak "puff" and pushes the bullet only half-way down the barrel—then backout! Remove it—don't try to shoot it out. Firing another round will cause the barrel to heat or bulge.

HANDS AND FINGERS

Because you can't tell a misfire from a hangfire right away, don't take chances. Wait 10 to 15 seconds before you open the bolt. (Unless you're in combat and can't wait.)

If your M1 machine, you can check it by working the trigger guard and pulling before opening the bolt. On the M1918 rifle, you can check it by drawing back the cocking piece and pulling before opening the bolt. Your M1917 rifle can't be checked without opening the bolt, so if you have a misfire wait a full minute before you open the bolt. When the action doesn't log, pull the operating slide to the rear. If the bolt goes fully home, stop and fire again.

To keep from getting hurt in case of hangfire, hold the hand in front of the slide handle. If the round goes off then operating slide handle can deliver a mean kick.

M33 FIRE CONTROL TRICKS



TURN 'EM IN

When you replace a 5790 or 5791 magnetron used in your M33 fire-control system, turn the old one in to your post Ordnance officer, and spare the jack pile.

A lot of so-called bad tubes have been checked, binned and found useful. If you think they're on the blink, turn them in to your post Ordnance officer and a re-check'll be made on 'em. If they can be used again they'll be put back to work.

GET TO BE IN THE "H"— NOT THE "P" GROOVE

Check the #4 power socket on the back plate of your M33 tracking console (Fig 1) and make sure it's in the groove—the right groove.



This one, Jack's a good order to plug in the #4-conductor power cable for the tracking RF-coupler when you're debugging the coupler inside the van for testing—but it's got to be right.

The key is in the correct place *only* when it's in the groove near the pin for *lead 4* (Fig 2). If you find the key anywhere else or the insert groove in any place other than the #4 position, call an Ordnance to make a change.



(SLIPPING) ANTENNA

If you're having trouble with your M33 tracking-antenna slipping when you're tracking in winds under 40 MPH—better have Ordnance check its innards for a slanting job.

Shooting too much grease in the spring-loaded follower action of the friction-drive motor in the antenna and the motor-drive unit will cause the slippage. Spare the grease and you'll track with ease.

STOP-LOOK-LISTEN
IF YOUR BABY'S
MISBEHAVIN'



Simpler: the better is not getting help—
and not his. It's time you change your
mind.

Rough stuff was all right for the cowboy who took his money slowly, and changed it over the head of his table and bed.

These have changed—there are more in place of weapons. There are



made in his attempt. As for the gold
finders, well-known men had been

Frost suggests equipment like the inter-
scape mount BCN as the 70 mm overall
low rifle can't take it. There's always
danger of the instrument light clamp
snapping off when you twist or rough.
It can also be put on the blink by fail-
ing to see that the clamp's secure in the
clamped position when the sight's re-
mounted. And snag's the way you want
the chamber-to-mount shift.

The new, color-coded color-coded labels from the breakfast symbols, separation of stamps from locations and location measurements, so give you a good overview of your day's work from place to place.



11/11/2019 11:11 AM

If you want, be too dog when being your 100-
M 101 145 (pawing machine gun) better and that your
M2 (back) side is where it ought to be. (And that is not
in the same case.)

“Your machine isn’t, and going in is what it ought to be if you’re entering that kind of thing. It takes that guess to make it flow right.”

Also, you'll better keep an eye peeled on the Book of the Month Club's cataloging slip. When it gets stretched it's liable to let that book slip. So watch 'em—especially in June.

SUPPLY & DIRECTIVES



TRIP TO NOWHERE

Dear Half-Meat,

Are trip tickets really necessary when you're road-testing vehicles? I hear candidates about as many as 20 miles being allowed for the job. On some jobs they just hang a "Road Test" sign on the vehicle and no ticket's needed.

CHAS. H. I. G.

Dear Mr. H. I. G.,

It's local custom that's got your vehicle's rating points stopped. When using the vehicle for something else,



when they're supposed to be out testing, is why some centers have such rules.

There's nothing in general directives that calls for a ticket when you're actually working on a vehicle.

Half-Meat

SCRATCH ORD. 1

Have you XERO'd out Section II and III of your Department of the Army Supply Manual, Ord 1? And substituted SR 509-59-29 (15 Jan 54) and Change 1 (24 Apr 54) for them respectively?

If you haven't, you'll better go now.

This SR is an index of Ordnance Corps supply manuals. This includes the supply ratings not yet replaced by supply manuals. (The new DM's are called manuals instead of ratings.)

You'll also find a numerical list of up-to-date DM's and changes to them. There's also an alphabetical subject index. List of superseded and excluded DM's are there too.

You can scratch Ord. 1, except for Section II which is still current.



THE SCOOP

REPORT A LIST OF ADDITIONAL OFFICIALS, MEMBERS AND OBSERVERS EQUIPMENT WOULD BE IN PRESENT TO A LIST AND DATE

1. **THEORY** – The theory of the model is based on the assumption that the system is in a steady state. The model is based on the assumption that the system is in a steady state. The model is based on the assumption that the system is in a steady state.

[illegible]

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Abstract

[illegible]

1. **Identify the main idea or thesis statement.** This is the central point the author is trying to make. It's often found in the introduction or conclusion.

WINTER FOR WILDLIFE
 The following are the top 10 bird species that are most vulnerable to winter weather conditions, according to the U.S. Fish and Wildlife Service. The birds are listed in descending order of vulnerability.

1. **RESEARCH** (10%)
 2. **TECHNOLOGY** (10%)
 3. **ENVIRONMENT** (10%)
 4. **ENERGY** (10%)
 5. **TRANSPORTATION** (10%)
 6. **INFRASTRUCTURE** (10%)
 7. **MANUFACTURING** (10%)
 8. **CONSTRUCTION** (10%)
 9. **AGRICULTURE** (10%)
 10. **RETAIL** (10%)
 11. **FINANCIAL SERVICES** (10%)
 12. **HEALTHCARE** (10%)
 13. **EDUCATION** (10%)
 14. **GOVERNMENT** (10%)
 15. **NON-PROFIT** (10%)

Abstract

1. **THEORY** – The theory of the course is based on the
 2. **CONCEPTS** – The concepts of the course are based on the
 3. **PROBLEMS** – The problems of the course are based on the
 4. **EXERCISES** – The exercises of the course are based on the
 5. **PROJECTS** – The projects of the course are based on the
 6. **RESEARCH** – The research of the course is based on the
 7. **TEACHING** – The teaching of the course is based on the
 8. **LEARNING** – The learning of the course is based on the
 9. **EVALUATION** – The evaluation of the course is based on the
 10. **CONCLUSION** – The conclusion of the course is based on the

1975-86 20% and 1986-90
 25% (1986-90) 1986-90
 1986-90 1986-90
 1986-90 1986-90



ENGINEERS



REDUCED BLAST

Dear Sgt. Brown,

I'm in the M1 section of a radio fire control branch, and we have trouble with the exhaust blast on the M1000 generator. The exhaust is fairly hot and damages the cooling.

We've shipped the problem by putting an extension on the exhaust. All you need is a piece of 2-inch pipe about 8 inches long, threaded on one end. I've seen one what it looks like in Fig. 1. Be sure the pipe can take the heat.

Cpl. G. A. B.

Dear Cpl. G. A. B.,

Yep, a hot blast can really set you going. Your idea looks good. That ex-



haust'll definitely cool down and stay on the cooling.

Ed. Dyer

LET SGT. BULLER KNOW



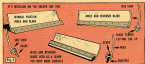
If you've got a problem or suggestion on the care and operation of your Engineer equipment, just whip off a note to Sgt. Bull Brown, c/o PE Magazine Inc., Aberdeen Proving Ground, Maryland. He'll not only reply with the right steps, but maybe use your letter in the column.

on your grades

HOW'RE YOU FIXED FOR BLADES?



When your road grader is called in to clear the road of snow and slush, this winter, you can make life a lot easier for its blade if you rig it up with this home-made sponge. Check with the Ordnance exchange section in your army camp for the sponges, and test like this:



The sponges will not only save your grader's blades, but will be kinder on road surfaces than an unrelenting blade. Take care not to exert too much weight on the sponges, or they won't last long under pressure.

ENGINEER GRAB-BAG



STUFF IN THE JOINT

When you get stiff in a joint, about the only thing you can do is let it wear away.

There's no use when locomotives stiffen in the holes of a new track on your shop, shop, or other cracks. It's not caused by lack of clearance between the track pins and bushings—the track's just not broken in yet.

Never lubricate new tracks. Lubrication won't help the stiffness, especially in the long run. The lub'll just collect and carry dirt and grit between the pins and bushings. Then you'll really have troubles. Yep, those new tracks will last longer and work better if you'll let 'em work out their own stiff joints.

THOSE SPARE PARTS

You don't need to panic if you discover that there's no Eng'g P or B for your piece of Engineer equipment. Until a supply manual is available, use either the equipment's T&E or manufacturer's maintenance manual for ordering spare parts. SR 711-15-1 (H) (Jan 54) explains this in para 3L.

You make a note on your requisition telling what manual you got the nomenclature and parts number data from for the parts you're ordering—

plus all information as to make, model and serial numbers. This'll help identify the proper item.

CLIMBON IT UPWIG!

Even if you're stuck on feeling tough, as you get those wiggly cylinders refilled, you can find the answer in SR 700-51-110. Funds for this job both come from the Corps of Engineers. Check with the Engineer Depot or the Engineer supply section of the General Depot that has supply responsibility for your area. They've got all the dope on up-to-date local purchase regulations.

LATELY ENLARGED

The 316-244 Gas-powered engine, used on bridge-laying boats of the TP-27 class, when he's given a fair starting chance by some people—which makes for easy results.

Like all other marine engines the Model 316-244 needs its clutch engaged immediately after the engine's started. And the clutch must remain engaged until the engine reaches operating temperature—otherwise the reduction-gear pilot bearing is gonna be shot.

If the engine's started with the clutch disengaged, that pilot bearing's gonna take a beating, you can bet on that.

CONTRIBUTIONS



TRACK CONNECTOR PULLER

Dear Editor,

Guess you've heard plenty of complaining about the time, effort and money wasted in fumbling with awkward track end-connectors.

Imagine that track loader that'll pull a rough one has a way of getting another like *Boog* ones in Brooklyn. Then likely the fudge-hammers start reeling, and may be the machine winds up with meeting off the connector while work. Which is just more money down the drain.



Wouldn't one good answer to the problem be a puller that can be slung up in the field, quick and easy, when and where it's needed?

Here's one that's simple, compact, inexpensive and easy to make. And it works on top of the medium track end-connected tracks. Most every track pull could use at least one.

All that's needed is a slab of 1-1/8-inch armor plate, two bolts and a little cutting, shearing and welding. One-man support mechanical whip 'em up like this:

1. Cut the two sections, with dimensions in Fig. 1, from a plate of 1-1/8-inch armor plate (Army spec, if you feel so).



2. Drill and tap holes (Fig. 1) for two 1-inch bolts. Get the 2-1/2-inch distance between centers as exact as possible.

NOSE FOR NOSE

Dear Editor,

While in Korea I picked up a good idea I'd like to pass along.

On equipment with straight air brakes, like on the large tractors and lift-trucks, we found that every so often a relay-valve-to-chamber brake hose would crack. Our supply room didn't always carry the part, and we didn't have the equipment to repair the broken one. So, we needed a substitute to keep the vehicle off of the line.

We had some broken trailer hoses. They are the same diameter as the brake hoses, and with the quick disconnect off, the ends are the same, too.

With one end ready for use, cut the hose the length, being sure that the piece you select is OK. Then take the cut end spring from the broken brake hose, and slip it on the end of your new piece. Now put the brake on, leaving about 1/8 inch of hose on the end. And with a pair of pliers, separate it so the cut will slip over it (Fig. 1). Problem is gone.



You can avoid trouble by taking a spare driver and gently prying his fingers open (Fig. 2). And long hoses can sometimes be made cut-free in three short cuts.

James R. McInnell
St Hamilton, New York



Old Note—Not bad in a pinch. But check with supply first. They may have the part you need.

WHICH WAY TO TURN?

Dear Editor,

We were out on maneuvers towing a brand new 151-mm howitzer, when plug, hang-off came the howitzer's left wheel.

When we checked to see what did it, we found its hubs were on wrong. The left was on the right and vice-versa, so that the wheel rolling-into had become up instead of right-into as we rolled. We checked other howitzers and found the same was true on some.

By exchanging the hubs for each other, we soon had the steel wheels rolling in the right direction.

Cpl Steve Barber
H Maude, Maryland

Old Man—What makes it confusing is that the manufacturer actually installs a hole so that its stud threads turn around the front of a vehicle. And in



the case of auxiliary, the gas muscle is called the *hose*. But auxiliary gas turned backwords, with the muscle pointing toward the rear. That puts the right side left and the left side right—makes it hard to tell left from a hole in the ground. To sit these holes straight, their stud ends should align in the direction of the trailer tongue—starting with the second handle at the top of its chain. But even if the studs are turning the other way, the wheels shouldn't roll off. Test them first if the wheel's centered, and the stud ends rightward, it'll stay put—regardless of how the threads face. In fact, during overhaul, if a shop doesn't have the right or left stud needed, it was either rather than put the vehicle on stands. In whether or not your nuts turn around the front, the wheel'll be with you if they're put on right.)

HOME OF YOUR LIP

Dear Editor,

It wasn't the first time I put my foot in it, but when I couldn't take it off an M&M's motorcycle pedal-throttle, it had me going.

The trouble is that the gas pedal's too close to the brake pedal. And it's

too easy to crash the sole of your shoe under the foot rest when you push the accelerator 'way down.

What I suggest is put some weld under the foot-rest, tapping it down toward the floor. That'll let you rub your heel, and your shoe won't get caught under the foot rest's lip.

WPC D. R. Gossman
Camp Carson, Colorado



Old Man—Tapping the foot rest would let you slide your shoe instead back to safety. But if the rest still proves to be a hazard, why not remove it? Pull the hole in leaves until loose, tap 3/16-inch or 1/8-inch. One hole No. 1141, 1142/84, and Wicker, plain 3/16-inch (D One hole No. 1001, 1002/84). The later 1141's did it. The 11's also solved the acetic acid-die-cast problem—by spacing them farther apart.)

REPAIR IT IS WORTH

Ed Bull Head is willing to bet that you'll find you've got an idea or problem in maintaining your equipment. Just have someone on a good card or letter today and send it to him—Ed Bull Head, c/o PE Magazine, 14400an Proving Ground, Md. He won't tell a soul you wrote him, but he'll sure give you some help.

Carmie Rodd's **BRIEFS**



Setting no-wit

Official engine governor setting for your 24-horse truck is going back to 2800-RPM—the year '78 says. Keep an eye peeled for Technical Bulletin 7-837-4.

Guard that glass

If your A18 reflex sight on your M42 .30-cal. guard mount has no guard around the reflector you'd better see AMC Ord F021.W1 right away. Keep you from ending up with your glass in the sling.

Short-round stop

If your M1919A4E1 machine gun doesn't have a short-round stop like all the other .30-cal. jobs, you've got one coming. Your Ordnance outfit will do the job for you. The '78 got left out of AMC Ord 343.W1-4.

Focus vision only

Now, if you've got the idea you can clear lanes on sighting equipment with commercial eye-glass frames you've got

bring back an optical illusion. They won't be seeing. Stick to the GI lens frame.

I've got work

May be nice to feel at home in your tank driver's compartment—but take care where y'hang your hat. That tank good-doll lever's no rock for helmets, canteens and such. Wants (jumps) a spring or lever maybe hit someone when you're aimed for low? Keep the gear shift clear of everything but your flyability skills. It'll save transmissions—and teeth.

Flat check's best

With the 36-weight oil in your GMC Hydro-Matic transmission, it's best to check the oil level after a day's run. When the oil's hot it'll give you a true reading 'cause it finds its level better.

Branch—a promise

Finally (week) interlocks on the T80B and T80F Skywipers are going down the drain, along with TB 7-3037-1 (12 May 74). Keep on the lookout for AMC Ord 248.W2. It'll cancel the TB and turn the interlock into a one-place job.

Troublesome cracks

Some guys have been complaining about cracked windows in their vehicles. Helps the champagne holding the glass on in satisfactory condition, windows are easily broken. Smoking is another big cause of cracked sides. When you close the door hard while your window is rolled down, don't be surprised if you roll up little pieces.

Take a second look

Those 4-door, dash, trucks, equipped with a dash, call for a second look when you reach for the power-up/down control. Some of the transfer control lever, late models have these controls switched. The transfer control lever is next to the driver's leg instead of the PTO being there. This is the way you reach for finding the check to gear with your nice truck.

Spout of life

There's a hot one. When it comes to spout plugs, the 400 and 420 4-door trucks use the same one. It's a hot number 1-800-44-447714. Give us a ring to the Jeep's plug.

A clean tongue

If you want an accurate reading when using a torque wrench, you gotta have free-running, lubricated threads. Threads that's gummed up, bogged or rusted are slow your torque. So—before torquing, clean 'em and oil 'em.

A driver's best friend

Tap-brake is the driver's best friend. You gotta be kind to 'em, too. Check over those hydraulic line connections to see that you're not losing fluid. Otherwise, you'll be a friend in need.

Ambulance needs help

If the hinges on your 440 ambulance's spare wheel carrier creak or it won't, it's probably because the world's Fusion won't be small. Revolt it with a longer Fusion arm to spare your spare.



Radiator grill lives

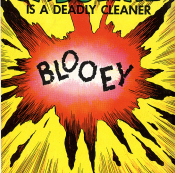
A good substitute for the lines on top of the radiator—the one the hand rests on—is a wire and two bolts. Turn the bolt upside down and split it in the thickness you want, lay the wire side down against the radiator grill and clamp it in place. It works fine.

Flaring your eyes

If you're using the 440 equipped automatic-drive feature eyes for guy who makes you'll have less time. You only use 'em in the slow the drive with when it's loaded in the truck.

GASOLINE

IS A DEADLY CLEANER



BLOEY

DON'T USE IT...