

Issue 90

PS

1960 Series

THE PREVENTIVE MAINTENANCE MONTHLY



*And, what's the point of all this maintenance just . . .
The next year'll be fought with gaspumps and all
the gas will be replaced with new stuff anyway!*



1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

THE GOOD ONES

Half-Steel resulted in more a half step, the other way, leaving a little more than half-step flattened.

¹²“The longer I remain, the better I’ll like you,” he said when he was talking about “you” and he looked over the distance.”

Her 30 MP's Carrier was crying till the floor with a shout. "Willie! Are you going home or not? You don't want to be with my son, do you?"

"Yeah, yeah, the guy, the one who said 'There's nothing wrong with me, I'm a normal person'."

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"They have the bar shut up in the headquarters of one of the battalions I was visiting, along with all their army arms. It was longer [he estimated] that all the important battalions aren't found in battalions."

"[Overcoming] the toughest battles have to be fought right in person. ... It's no long sitting down and saying ... with all the little pieces from dreams for your life, [start] living at you ... with no feeling of urgency to have your going with the job is done. It takes a special kind of attitude ... management ... and leadership to keep on going on it but when there's no real trouble, you're the better."

Conduct system dropped back to normal but did not return to normal.

"Thinking is, upon reflection about" from the sense of viewing something as possible, or that they think the need of staff is reduced there. Now, if they had more time

WIN THEM ALL

among them and 10 per cent can't buy the shirt for a solid year, it sure isn't in any shape to begin with a first year.

"There, I know. There will not be the least with this stuff. Things will be a lot different if the cat goes outside. We won't have to live with those stupid neighbors!"

"But what has that really done is that we've not told people the information that we can tell anyone else, piece-by-piece what has gone. It's got that bit of information out to be stopped-by its body... or anything... all around. And they put just another other and make him playing music to that in their own bodies."

Keywords: family therapy; marital status; divorce; remarriage

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"There's another angle that can help to see in the situation."

100

Abstract

"That's for you," and that's how he took to pick up the 'B's. "That's for yourself," says.

PS

THE
PRESENTING
WILLIAMS & SON
INCORPORATED

[illegible]

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General Ball
 Army (Major Major Right) Major Right, New Right
 (Major and Major)
 (Major and Major)
 (Major and Major)

²⁷ I argue that structural worldviews, and by extension, their practices, operate and influence our lives in accordance with the world we live in.

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[illegible]

FOR THE MAN
WHO WANTS



1000

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The rule, a clean, spot-free solution will last longer, look better, save you money and make life easier right down the line.

The event began the midday light dinner. You can either opt and make your own with the New Year's

the industry. Both have lost business they slip in. The longer they wait around the longer they are to get out.

Get started quick with the right tool...it's the new Progressive Maintenance for your station.

So name your brand...green, blue, red, purple, white. There's an antique formula for each.

before his eyes



2009

Don't say hot water or soap and water on blood stains. They'll set the stain, making it just about impossible to take out. Dip a clean rag in cold water and wash nothing until the stain is gone. If this doesn't work the trick, use a clean rag to rub some ammonia on the spot. Wait a minute, and then rub the same area with a rag dipped in cold water.

The spot will stand long in the heavy artillery. Make a thick paste of some starch and cold water—and spread it on the spot. When the starch is dry, pick it up and brush off any marks that stick on the cloth.

For really fast action, give your dog some extra exercises a few times a day.



LIPSTICK

Anybody know? It's just about the toughest stuff to strike. Sometimes mineral spirits (THEY: NER, Falso, Mineral Spirits, 1 pint can, \$2M 50/00-246-6117 QED) will take out certain kinds of lipstick stains. Sometimes not. Depends on the kind of lipstick. Even if the solvent doesn't do the job on the first try—forget it. You're better off leaving it alone than trying anything else.



CHEWING GUM

Give it the cold treatment. Freeze it. Try to get hold of an ice cube or chunk of ice. Hold it on the gum until it (the rest of gum) hardens and shatters. Then pick it off. If there's no ice handy, submerge the gum with mineral spirits and slowly work it off with a dull knife while the gum is cold again.



GRAFF

Dip a clean rag into cold water and rub a little. If that doesn't work, rub on some mineral spirits. Just rub a little and see how fast. And that's it.



VOMIT

Dip a clean rag in cold water and start sopping. Do this so's to get most of the stuff off. Then go over the same area with a clean rag soaked in warm, soapy water. Mild soap.

You're not quite finished. Give the area another scrubbing with cold water. And, if need be, finally submerge a cloth in mineral spirits and rub away. But try this only if the soap and water treatment flops.



FRUIT—LIQUOR—WINE



Hot water-plumy hot—is the answer. It'll wash its almost every stain. Use a clean rag to wipe the spot with that hot water. If there's any fruit pulp on the cloth, use a dull knife to scrape it off before you make wash the rag and hot water.

If the spot's still there, wait until the material dries completely and then use a clean rag to rub on some mineral spirits. And that's all. If the hot water and cleaner don't rub out your trouble—chances are nothing will.

Stay away from soap and water. It'll set the stain like a clot in blood stains! and will give you a permanent discoloration.

GREASE AND OIL

You have to use straight mineral spirits. Nothing else. Soak a clean rag in the cleaner and rub lightly. Try to rub in circles so's to keep the stain from spreading.



TAR



First, you have to soften the tar a little. Do that by moistening the spot with mineral spirits. Then scrape off as much tar as you can with a dull knife. Follow up by rubbing the spot with a cloth soaked in the spirits.

SHOE POLISH

Like with grease and oil, use a clean rag dipped in mineral spirits. Rub gently in circles. That's all you need—whether the polish is paste or wax type.



CANDY

Most candy stains can be rubbed out with a rag soaked in plain warm water. Sometimes you might have to follow up with some volatile spirits. As usual, soak a rag in the stuff and rub gently.

URINE

A three-part cure. First, soak a clean rag in lukewarm soap suds and sponge the spot. Then is by rubbing with a clean rag dipped in cold water.

Second, mix a solution of one part ammonia and five parts water. Soak a clean rag in that solution and dab it on the spot. Let the ammonia and water solution set for about one minute. Rub up.

Third, clean the spot with a clean, warm-soap rag.



ICE CREAM

Since you use the same hot water treatment as you use for wiping out fruit stains, just rub the spot good with a clean rag soaked in hot water.

If the spot is stubborn, then rub it with a clean cloth dipped in warm soap suds. Follow this with a cold water rinse—using a clean cloth, of course.

If there's any fatty or oily stuff on the stain area, rub it out with a cloth wet with volatile spirits. In most cases, though, the plain, hot water cure should do.



A little diluted bleach or some warm water and alcohol rubbed on with a clean cloth might do the trick on some kinds of ink. But there's no general rule, since different inks have different solvents.

If the weak acids, water and alcohol don't do the job, here's how to go about it the traditional way.

Speaking about the preformations, think they close before you ship, something like gassing without first rolling out the spout or without first being closed first. Otherwise, these spouts are likely to make themselves permanent before once the heat is applied.

Thanks, sometimes a spot just is before you can do anything about it. Then it has to go up the pipe. So stand off and clear to the man about what kind of a spot it is. That way he'll give special treatment to the really rough spots that need your attention.

Here's a chart that might help. It's a down-from reference for quick action. It'll come in handy when the rain is spitting and time is short...

1991 1992 1993 1994 1995

[illegible]

Figure 1

Abstract

1000

100

[illegible]

100

1000 1000 1000 1000

Downloaded From: [IP: 128.112.1.144] On: 11 May 2014 08:32

Here's what you should have. (In some cases the and you have may not look like the one in the picture. Check out your FSI before you start to do. A difference in the manufacturing may create a difference in the look but not the way it works.)

You should have one set of these work orders, you are the number one one

[illegible]

TABLE 1. THE LATEST DATA ON THE
U.S. INTERNATIONAL LABOR FORCE
PARTICIPATION RATE, 1990-1995

[illegible]

HYDROMETER, 2000
MM, 54.75 IN. W. 1
Identical body, in con-
ting case, 1 set



FOR 1000-1000

1000

HYDROMETER, 2000
MM, 54.75 IN. W. 1
Identical body, in con-
ting case, 1 set



FOR 1000-1000

1000

HYDROMETER, 2000
MM, 54.75 IN. W. 1
Identical body, in con-
ting case, 1 set



FOR 1000-1000

1000

HYDROMETER, 2000
MM, 54.75 IN. W. 1
Identical body, in con-
ting case, 1 set



FOR 1000-1000

1000

HYDROMETER, 2000
MM, 54.75 IN. W. 1
Identical body, in con-
ting case, 1 set

FOR 1000-1000

1000

FOR 1000-1000

1000

FOR 1000-1000

1000

FOR 1000-1000

1000

FOR 1000-1000

1000

FOR 1000-1000

1000

FOR 1000-1000

1000

FOR 1000-1000

1000

FOR 1000-1000

1000

FOR 1000-1000

1000

FOR 1000-1000

1000

FOR 1000-1000

1000

FOR 1000-1000

1000

HYDROMETER, 2000
MM, 54.75 IN. W. 1
Identical body, in con-
ting case, 1 set



FOR 1000-1000

1000

HYDROMETER, 2000
MM, 54.75 IN. W. 1
Identical body, in con-
ting case, 1 set



FOR 1000-1000

1000

HYDROMETER, 2000
MM, 54.75 IN. W. 1
Identical body, in con-
ting case, 1 set



FOR 1000-1000

1000

HYDROMETER, 2000
MM, 54.75 IN. W. 1
Identical body, in con-
ting case, 1 set



FOR 1000-1000

1000

HYDROMETER, 2000
MM, 54.75 IN. W. 1
Identical body, in con-
ting case, 1 set



FOR 1000-1000

1000

HYDROMETER, 2000
MM, 54.75 IN. W. 1
Identical body, in con-
ting case, 1 set



FOR 1000-1000

1000





COMBINATION SET

FOR 1/2-IN. DRIVE	Combination set	1/2
FOR 3/8-IN. DRIVE	Set (2 in set)	1/2
FOR 1/4-IN. DRIVE	Set	1/2
FOR 1/8-IN. DRIVE	Set (2 in set)	1/2
FOR 1/4-IN. DRIVE	Coupling	1/2
FOR 1/8-IN. DRIVE	Adapter	1/2
FOR 1/4-IN. DRIVE	Extension	1/2
FOR 1/8-IN. DRIVE	Lubricator	1/2
FOR 1/4-IN. DRIVE	Tool	1/2
FOR 1/8-IN. DRIVE	Box	1/2
FOR 1/4-IN. DRIVE	Patrol	1/2
FOR 1/8-IN. DRIVE	Fitting (2 in set)	1/2
FOR 1/4-IN. DRIVE	Blow (2 in set)	1/2
FOR 1/8-IN. DRIVE	Blow (2 in set)	1/2

AN AIRCRAFT TYPE POWER SPRAYER, 25- to 50 lb cap, air operated, 10-15 recommended air pressure



FOR 1/2-IN. DRIVE	1/2
-------------------	-----

MEASURE, 25- to 50 lb cap, air operated, 10-15 recommended air pressure



FOR 1/2-IN. DRIVE	1/2
-------------------	-----

MEASURE, 25- to 50 lb cap, air operated, 10-15 recommended air pressure



FOR 1/2-IN. DRIVE	1/2
-------------------	-----

ON, ON, 10-15 lb cap, air operated, 10-15 recommended air pressure



FOR 1/2-IN. DRIVE	1/2
-------------------	-----

FOR 1/2-IN. DRIVE



FOR 1/2-IN. DRIVE	1/2
-------------------	-----

FOR 1/2-IN. DRIVE



FOR 1/2-IN. DRIVE	1/2
-------------------	-----

FOR 1/2-IN. DRIVE



FOR 1/2-IN. DRIVE	1/2
-------------------	-----

FOR 1/2-IN. DRIVE



FOR 1/2-IN. DRIVE	1/2
-------------------	-----



FOR 1/2-IN. DRIVE



FOR 1/2-IN. DRIVE	1/2
-------------------	-----



FALLER ET AL., RETROVIRUS, continued, table
REPRODUCTION, continued, 1 to 3 (see 10-200-0000)
 include: 1000 1 to 1000 1000 1000 1000

Year	Number of cases	Percentage of cases
1990	10	10.0
1991	15	15.0
1992	20	20.0
1993	25	25.0
1994	30	30.0
1995	35	35.0
1996	40	40.0
1997	45	45.0
1998	50	50.0
1999	55	55.0
2000	60	60.0
2001	65	65.0
2002	70	70.0
2003	75	75.0
2004	80	80.0
2005	85	85.0
2006	90	90.0
2007	95	95.0
2008	100	100.0
2009	105	105.0
2010	110	110.0
2011	115	115.0
2012	120	120.0
2013	125	125.0
2014	130	130.0
2015	135	135.0
2016	140	140.0
2017	145	145.0
2018	150	150.0
2019	155	155.0
2020	160	160.0
2021	165	165.0
2022	170	170.0
2023	175	175.0
2024	180	180.0
2025	185	185.0
2026	190	190.0
2027	195	195.0
2028	200	200.0
2029	205	205.0
2030	210	210.0
2031	215	215.0
2032	220	220.0
2033	225	225.0
2034	230	230.0
2035	235	235.0
2036	240	240.0
2037	245	245.0
2038	250	250.0
2039	255	255.0
2040	260	260.0
2041	265	265.0
2042	270	270.0
2043	275	275.0
2044	280	280.0
2045	285	285.0
2046	290	290.0
2047	295	295.0
2048	300	300.0
2049	305	305.0
2050	310	310.0
2051	315	315.0
2052	320	320.0
2053	325	325.0
2054	330	330.0
2055	335	335.0
2056	340	340.0
2057	345	345.0
2058	350	350.0
2059	355	355.0
2060	360	360.0
2061	365	365.0
2062	370	370.0
2063	375	375.0
2064	380	380.0
2065	385	385.0
2066	390	390.0
2067	395	395.0
2068	400	400.0
2069	405	405.0
2070	410	410.0
2071	415	415.0
2072	420	420.0
2073	425	425.0
2074	430	430.0
2075	435	435.0
2076	440	440.0
2077	445	445.0
2078	450	450.0
2079	455	455.0
2080	460	460.0
2081	465	465.0
2082	470	470.0
2083	475	475.0
2084	480	480.0
2085	485	485.0
2086	490	490.0
2087	495	495.0
2088	500	500.0
2089	505	505.0
2090	510	510.0
2091	515	515.0
2092	520	520.0
2093	525	525.0
2094	530	530.0
2095	535	535.0
2096	540	540.0
2097	545	545.0
2098	550	550.0
2099	555	555.0
2100		

[illegible]

Boeing Stearman, 1920s
ENGINE: fixed open star
 23 to 26 hp rated (top
 2500 rpm pressure) 54
 -cylinder 28" diameter, 18"
 bore 24 to 26" length
 Type: constant, 18" bore
 24 to 26" length
 24 to 26" length



WATER-SUPPLY LINES (4" MIN.) MUST BE INSTALLED TO BE AT THE OUTLET OF EACH HOT WATER VALVE, TO PROVIDE FOR THE FILLING OF THE VALVE AND TO PREVENT THE VALVE FROM DRYING OUT.



1. **Identify the problem.** The first step is to identify the problem. This involves understanding the symptoms and the context in which they are occurring.



100

1. **NAME** _____
 2. **ADDRESS** _____
 3. **CITY** _____



H. H. HARRISON, JR.
SCHOOL OF BUSINESS
UNIVERSITY OF MICHIGAN



2000/01/19, 17:12
 2000/01/19, 17:12
 2000/01/19, 17:12
 2000/01/19, 17:12

[illegible]

STANDARD FORMS, 11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1

[illegible]

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

[illegible]

WRENCH, OPEN END, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head



FIG. 100-20-0001

1/2"

WRENCH, MACHINE END, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head



FIG. 100-20-0002

1/2"

WRENCH, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head



FIG. 100-20-0003

1/2"

WRENCH, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head



FIG. 100-20-0004

1/2"

WRENCH, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head



FIG. 100-20-0005

1/2"

WRENCH, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head



FIG. 100-20-0006

1/2"

WRENCH, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head



1/2"

FIG. 100-20-0007

1/2"

WRENCH, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head



FIG. 100-20-0008

1/2"

WRENCH, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head



FIG. 100-20-0009

1/2"

WRENCH, OPEN END, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head



FIG. 100-20-0010

1/2"

WRENCH, OPEN END, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head



FIG. 100-20-0011

1/2"

WRENCH, OPEN END, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head



FIG. 100-20-0012

1/2"

WRENCH, OPEN END, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head



FIG. 100-20-0013

1/2"

WRENCH, OPEN END, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head



1/2"

FIG. 100-20-0014

1/2"

WRENCH, 1/2" (12.7 mm) jaw opening, 1/2" (12.7 mm) head, 1/2" (12.7 mm) head



FIG. 100-20-0015

1/2"

Connie Rodd's

—GAMES & GAMES GEAR—



Tweedy Controls

When power concerning the cursor or power handling the 128-MBb gun in your MIBbbl tank, you've gotta watch the way you operate the gunner's and commander's control handles.

These handles are a simple device that helps work together as a team in guiding the cursor or gun through their power. If both are cabled up, you'll have a balanced circuit—but that device becomes unbalanced when the gunner's control handle is disconnected.



A joystick with a red and white striped grip. It's a simple device that helps work together as a team in guiding the cursor or gun through their power.



With a joystick with a red and white striped grip, you can operate the cursor or gun through their power. It's a simple device that helps work together as a team in guiding the cursor or gun through their power.

The danger begins when you start reversing the cursor with the commander's control handle when the cable to the gunner's handle is disconnected. When you let go of the commander's control override grip switch, that cursor will go into a sleep and the gun will fly up or down and be completely out of control.

If, for one reason or another, any of your seven mechanisms decide to leave the GC handle disconnected and intend to steer the cursor with the GC handle, leave keep the override grip switch dis-

connected (maybe need a handle to help) and you've got the cursor where you want it, then turn off the "steer power control switch." In most cases it would be better to rethink your setup to keep the circuit in balance so make it safer to work around your tank.

It only takes a second to hook 'em up, so why take any chances.

There's always the possibility that the harness to the gunner's control handle can go out and leave you with this unbalanced condition, so keep it checked out for shorts.

Lighter Out

"I'll take
this money
and make my
own type."

"None."

Did you catch that? The latest scoop? Gunner's and commander's ready indicator lights are no longer needed in your tanks.

Meanwhile... you can use the lights as long as they're working. Once they go out, forget about them. They won't be repaired or replaced.



Opposite Effect

Testing the 34-ounce G/T-2 under cranks' water temperature gage out like

it says in TM 9-4002, para 131, 1st, will give with a glossy reading.



After removing the panel, disconnect the reading unit cable "T1", ground the gage unit with a wire, turn on the ignition switch, and the reading is low.

Now, run a wire from the reading unit gage terminal to the grounded wire, and the needle'll swing to a high reading. Anything else, and the gage is bad.

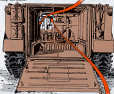
For that matter, all Ordnance vehicle electrical temperature gages get checked out this way. When changing a bad gage, make sure the new gage meets with your reading unit. (Para 130, TM 9-4002).

Ramp Ramp

ONE OF THESE DAYS
A TRUCKER IS GOING
TO ASK, "THAT'S
ALL, THANKS."

The grip you put in the control handle disconnects from the top of your 2000 APC or M301P motor comes down.

Touch 'er slightly and your ramp will lower nice and easy. Put a heavy hand on the control handle and the ramp will slam down in a face full that'll probably do damage to the vehicle or snap the cable.



If there's something wrong with the hydraulic system—such as a lack of oil—you'll find that quick enough too. As soon as the mechanical locks are released, the ramp might come down with a bang. And that's another good reason to look over the system for possible oil leaks before lowering away.





Many things, some guys know no fuel, that it takes a lot of trouble to tighten leaky connections on fuel systems.

It would just be opposite—the trouble would get you in trouble.

Now, take your 40-BHP generator to other side with a Boost-Master fuel pump. When you run into leaks around the fuel line connector, you tighten the connector screw until it's snug—no more. Flooding your muscle here will make the connection tighter, yes, but, the washer or washer seal will only compress and wear (plus you'll keep your connection to connect how much more you tighten. Matter of fact, once the washer or seal have been damaged, it'll only make the leak worse.



CRUISE ENGINE



So, if your experience never is snug and you still have leaks, here's what you want to do:

1. You remove the fuel line connector screw, the fuel line connector, and the washer (plus the hole-in-head of the fuel pump). Then you check to see if there's any damage to the threads, washer and the washer seal. You replace 'em if necessary.



2. Now, you'll check all the fuel lines (even the fuel line) to see if there's any damage to the fuel line connector. If there's any damage to the fuel line connector, you'll replace it. If there's any damage to the fuel line connector, you'll replace it. If there's any damage to the fuel line connector, you'll replace it.

3. After you make sure that all the connectors or seals the parts have been replaced, you'll install the parts. Now, install a new connector—tighten the fuel line connector until it's snug.



Now up on the washer and ... do not over-tighten. Over-tightening can give you a bigger leak than you started with.

The same applies to the Boost-Master fuel pump, but the same principle of checking and not over-tightening connections applies to most any type of fuel system.

D-S MAGNETO GOT DAMP?



When your Gas (D) (Series 54) starting engine won't kick off pronto—here's one more way to shoot the trouble.

Know that some magnets refuse to draw machines pick up enough dampness to throw the spark. So if the spark is weak or dead—pull that dew-dropped damp magnet.

Then, you wash it with soap (no detergent) and warm water—dry it with air hose—stuff it back in the magnet.

Now, if you can spit up a spark, you know what ailed that way out all the time.



KNOW YOUR LIMIT

Whether you're wheeling your own scraped-up convertible or an Army tank, you've got speed limits you have to obey. Some govern your military march and engine.... hitting its overproof can be a costly operation.

Your 115- and 3-HP engines, models 1A115-1 and 1A115-2, were designed to run up to 1,500 R.P.M. to get the most out of their small HP. Pushing them over the 1,500 R.P.M. mark or letting them run away leaves them wide open for failure.

And since your CD manufacturer over-speeding is an abuse of equipment, you may not be the happiest guy in the payoff.



DON'T RUN THEM OVER 1,500 R.P.M.







THEY ALREADY INSPECTED AN OUTFIT AT WILSON'S. THE OLD MAN WANTS ME TO GET A GUN AND A HOLE AND PICK HIM UP DOWN THERE IN AN HOUR... AND BE READY!



DUKE!

HERE! NOW, YOU'RE ABOUT FIVE MILES... LOOKING I SAW THESE GUYS HIT AN OUTFIT HARD WITH ONLY A HANDFUL OF MEN. THEY WERE KILLED AND WERE FIGHTING LIKE APES THAT HIT AN ELECTRIC FAN!



WE GOT ONE HOUR TO FIGHTER UP THIS OUTFIT... WHAT'S-2-PLAN?



GET OUT THE BUNCH AND GRAB A WAGON, THE TIGHT-NIGHT IN THE OL' GENERAL!

Wagon! Yes! Yes! Yes!

COMER FROM OVER GOODWHEEL MITTEN WRECKED TOOK DART DART BRING BACK HERE...



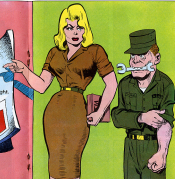
Joe's Dope Sheet

Some bolts are made to be tight...
Some snug, some light to be right.
Be you Inspector/Inspector
Check your TM... S.O.P.
Don't strong-arm each bolt in your sight.

snug bolt

snug bolt

too tight



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







SPARK SHORTSTOP

QUESTION AND ANSWER DEPARTMENT

Dear Half-Mast:

Why is the flame and spark arrester muffler, FFM 2000-254-2117, listed only for the M12 and M740 truck-tractors? Shouldn't it be for all trucks handling explosives or highly flammable materials?

What is the large plug on the muffler for?

Sgt. M. B.



M12

SPARK ARRESTER MUFFLER IS FLAME FOR M12 AND M740—THEY ARE USED FOR HAULING GASOLINE TANKS.

LARGE PLUG FOR MANUAL EXHAUSTION FROM MUFFLER



Dear Sgt. M. B.,

This safety-type muffler is listed for the M12 and M740 because they're used in hauling gasoline tanks. You don't need this muffler for general purpose 5-ton vehicles not intended for use as gas haulers.

Of course the muffler can be installed on any vehicle used for gasoline hauling if your CO feels it's needed for safety.

Vehicles hauling explosives usually

don't need the safety muffler if they are operated right. The 5-PMO, para 7b directs that truck engines be stopped, brakes set and wheels checked, before loading or unloading ammunition. You might need the spark arrester muffler, though, if you're using engine power to operate mechanical loading equipment.

The large plug is for draining any deviation from the muffler.

REPAIR PARTS FOR ENG. MWO'S

I realize some of the tech services have a note on their RFP's asking how to get replacement parts when the parts just in by the RFP's are worn out or damaged. How do we get these replacement parts for Regener RFP's? The RFP's don't allow us.

1994-1995

It may well help to know that links included in the Engleware MFWG's. But here's how you get those replacements. If the item called for by the original MFWG has a modified item, just requisition it, using the same date and stock number found in the MFWG. If it's a non-modified item, do the same thing but list the MFWG as the item, not the identified vendor.

In many cases your team will have to be locally fabricated, either by you or your support unit. The EPWC will give you the info and the authority. Your representatives for EPWCs are also included in changes to the EPWC 1, 2 & 3, or the *WOLF* section of the multi-mat TM for your assignment. 

W. D.

TOSSING YOUR WEIGHT AROUND



1000

The inside rim of the commander's cupola of our early model M16 APC has two places where it fits out. What's the purpose of this, and how is it designed this way?

Figure 1

Downloaded At: 11:42 11 September 2009

The new position is the creek gate, not to help you opening the manually mounted machine gun. You place your shoulders at back against the post between the projections and shift your body to change the direction of the machine gun. You seem throw your weight around—to help make a quick shift to a new target.



Figure 1

FIXED FIRE EXTINGUISHER SEALS



Dear Kelly Clark,

We've having a heated discussion as where the seals and the locking wires of the fixed fire extinguishers go on the M59 APC. The TM doesn't give the whole story on this.

Sgt. C. F. J.

Dear Sergeant C. F. J.,

You can silence down your hot arguments 'cause here's the story... The M59 APC has two places on the earlier model where the fire extinguishers should be sealed and three points on the later model:

1. The crank safety pin on the rear end head of the fire extinguisher in the left engine compartment should be wired to the shank of the crank and sealed.



2. The remote-control handle at the left rear of the driver's seat should be wired and sealed. (If there's no handle through which the wire can be threaded, the wire should be secured to the cable conduit retaining nut.)

3. Besides those two places—on the later model personnel carrier there's a remote-control handle on the left outside of the vehicle. This handle should be sealed the same way as the one in back of the driver's seat.

The M59 manual, TM 9-2080-204-12 (Oct 48), mentions the seal in a non-engage M59, when it tells about installing the control head of the fire extinguisher. The pub didn't catch up to the later modification and that's probably the reason the outside (remote) control handle isn't mentioned.

John Clark

CHANGE IN WELDERS



Dear Sgt. Davis:

It's known that welders were transferred from the Engineers in Ordinance according to AR 700-1411. Although we still have ours physically, we're lost them as Engineer equipment. Do we have to send through a Del Form 5-714 to show that they're no longer a part of the Engineer equipment inventory?

EPC-A. J.

Dear EPC-A. J.:

You can do. You prepare Del Form 5-714 to show loss of Engineer equipment on the date that the responsibility changes. You fill out the 5-714 like in

AR 711-941, change 2 (20 Nov 89).

Your remark to item 16 will be "Engineer lost to Ordnance Corps, AR 700-1411."

Sgt. Doyne

SHAFTING FROM A SHAFT



Dear Staff-Sgt.:

We're having trouble with the drive shaft of the manual crane-reversing system in our M58 medium tank. There's shaft deep breaking off at the tapered end where the snap ring goes. What's the story here please?

SP7's G.M.



Dear Specialist G.M.:

That shafting your tanks are taking from the SHAFTS drive, (DSM 2520-799-7304) of the hand reversing drive is coming from a bad No-Bolt assembly. A slipping No-Bolt will allow a reverse motion and cause that shaft to break.

The No-Bolt should be examined by your support unit for a weak or broken spring and to see if it's working right. This "before operation" check should stop the drive shaft failure.

Staff-Sgt.

ALL THE SAME

Dear Staff-Room,

Just what is the story on ST-FCF and Nike argon-filled antennas radars just as I see where it's listed under FSN 55-10, 105-0596, but I've also seen two different Staff Specs—TT-B-125, Class A, and TT-C-125—for the same stock number.

CWO J. H.

Dear CWO J. H.,

It can be confusing.

Believe me when explaining, let's make one correction. Staff Spec TT-C-125 has been superseded by Fed Std No. 105-11, Mar. 54. OK... Fed Std No. 105 points the color of the paint. And Staff Spec TT-B-125 reflects the paint type.



basic semi-gloss enamel... what it's made of...and the fact that it's non-metallic. Class A means it's air drying. Class B refers to oven drying.

You just go along with the Federal Stock Number and you won't have any trouble.

Half-Blood

NO MORE ROOM



Dear Staff-Room,

According to TS ORD 3405-2073 (11 July 54), motor vehicles equipped with a radio will have a stencil "Max. Of The Electric Accessories Prior to Starting Engine." But the tech bulletin says it should be 14 inch high.

This size stencil just isn't to be had, and the size of the instrument panel just won't take the next size stencil which is 16 inch.

It's not exactly solved this problem by having our artist paint this morning and see we in the clear?

S. N. J. H.

Dear Lieutenant M. E. M.,

You're sleeping the option if not the intent of the order. Hand painting the wording on the instrument panel is one way of doing it.

However, you can hold off... Until this TS is cancelled by DA Circular 500-4 126 Feb 55.

Half-Blood

LET'S COMMUNICATE

ICY FINGERS



Take's being when icy fingers run up and down your antenna. Can actually have a very shocking effect.

A coating of ice on a whip antenna will definitely set down on the effective transmitting range of your set. However,

most of keep an eye on the weather. If a freezing rain is falling, Christmas, it won't take long to spin on icy shards on your antenna.

Worse part of it is that a man can rub and rub the ice off his antenna and not increase his output one little bit if the juice just isn't getting out.

Shouldn't take more than a minute or two to pinch the ice off and get you back to nearly maximum range.

BOO-BOO BY THE NUMBERS



CCPOT The hammy type number in Change 2 of SR 11-6 listing one of the batteries in your HA-108/U Radiometer is way off frequency. In the SR the large hammy is listed as 84-1284/U. Way off. Its right number is 84-1284/U (1-594).

ALL STAKED OUT



When it comes to stakes, you want 'em soft and easy to clamp into.

But when it comes to making, you want 'em tough and able to stand up to pressure. Which leads to the trouble some signal outlets have been having with the GP-115/GI guy-stakes. The answer is to supply an anchor for each home at the AS-115/GI man manually.



Sometimes they suddenly crack—usually a few inches from the top—without any real reason. No manual stress. No heavy wind-blowing in the antenna. They just crack . . . sending the whole mast into a wobble.

Some the weakness is obvious. But many of them have been strengthened by an improved suggested weld. And many of them have now, for a heavy rig, got well back, clearly at the upper end

of their scales for even the thickest crack or hint of a crack.

One technique that works just about every time is to pound the stake into the ground and then check it for cracks, flaws, etc., before attaching the guy clamps.



If the crack doesn't show after the stake has been pounded for a while, chances are it's in good shape and ready to make your camp.

If you do find one with a crack, turn it in for a position.

HOT THUMB



1971 old Jack Horner may have been a "good boy" when he stuck his thumb in—but he'd come up with a pretty sour plan if his thumb ended up inside a PDC-8. Which is no fairy tale.

What generally happens is this: When a man grips the weather-resistant handle and moves to slide it in or out of the case, chances are he's got hold of it by the two front panel corners.

And his thumbs end up pressing some of the internal components. In the case of the PDC-8, the slightest pressure on several of the "knobs" can throw the whole set out of alignment.



For example, take the C17 capacitor up there in the center next the non-adjustable plate. In the tuning process, it must be adjusted for a correct resonant lag. And just about anything—especially a finger—that touches it will jolt it out of adjustment and throw the set out of alignment.

Come close, then, to lay hands on the handle of just wildlife-radio, grab it good and tight by the front panel—mak-

ing especially sure the thumbs (or any other digits) stay clear of the internal components.

Because not only will pressure on those parts tend to distort a newly tuned set, but there's always the risk that some of the mechanism will be seriously damaged.

When that happens, not only is time wasted and lost, but otherwise good parts go down the drain.

SET YOUR CAP



"First, replace cap after using."

You've seen those simple reports on such items as handcup leeches, staphylococci jars, maybe modified optoid?

And for a good reason, too. It's so

for the idea is the same. The small plastic cap that fits over the business end of the radiometer performs a high priority mission. It keeps you clean. And does not take all kinds of abuse when the time arrives to change the IM-93.

Because it fits down from the charging socket into the wall of the Radiac Detector Charger (FP-60A/PD, FP-60BA/PD or FP-117B) whenever the detector is stuck into the charger.

In cap the detector not only is kept dust out of its own charging socket, but is safe from its dust off's into the detector charger when changing time. Since no replacement caps are available, one way to make up for a missing one is to pop on a home-made cap of cellophane or cloth held in place by a rubber band.



keep the stuff inside the chamber ready for use for a longer period of time. Some units have IM-93/PD Radiometers (detector) — although the little chamber doesn't show up anywhere on the face.



Second primitive, but it works every time. Keep 'em capped, then, except when charging or reading.

Checking the RS-876/70 tape heads by

STOPS AND STARTS

CAUTION: IF YOU ARE NOT SURE OF THE CORRECT WAY TO OPERATE THE TAPE REEL, DO NOT ATTEMPT TO OPERATE IT. IT MAY BE DAMAGED OR YOU MAY BE INJURED.



Most everyone figures for one operator a tape recorder. Nothing to let just turn the heads to the indicated position and you're on to play and play back.

Which is exactly why so many tape operators end up with broken heads, ripped tape and new heads. Mostly because there are some critical settings that can't be made until another one is made first.

It's a case of stopping with one before starting with another ... in simpler the

other way 'round ... and generally knowing the working relationship among the different controls.

Sounds confusing, maybe, but usually it's simple enough.

And to keep it that way, why not concentrate on two particular controls that are used almost most of the time in operating the RS-876 (and most other recorders, too) ... the **MASTER CONTROL**, and **WIND-NORMAL-REWIND**.

When you're ready to record, the **MASTER CONTROL** switcher is turned into two **RECORD** positions only if the **STOP LINE** is released (pulled to the left).

Turn out that most people unfamiliar with the machine sometimes figure the **MASTER CONTROL** is maybe stuck ... so they try to force it to the **RECORD** positions. Always check to see that the lock is off (and the **START-STOP** switch on **START**) before going into the record range.

Ready to wind a small Reel-to-Reel that operator will be the **MASTER CONTROL** is set on **WIND**. And then keep it in that position 'til the wind or record job is finished.



If it's time to get other positions when the **STOP** line is shown—both **WIND** and **REWIND** will, **WIND**, **WIND-NORMAL**, **REWIND** and **REWIND-NORMAL**. **REWIND** will **WIND**, **WIND** will be the **REWIND-NORMAL** position (on **START**).

It would be nice, also, about starting up the recorder and shutting it down. Like almost any kind of machinery, the recorder needs a short warm-up period for the best results. If you have the time, allow up to one minute ... but always at least one minute.

After the last words are recorded and the final playback heard . . . and you're finished until the next time . . . turn the whole works off with the THUMB knob. That kills all power to the entire unit.

Speaking about power, the receptacle for the AC power line is the quarter-wave type. Those are tricky, because they give the first impression of being the type you just desire a plug into straight-on.

But not so. A gentle quarter-wave in the right box will be completed before the plug will even leave the receptacle. Too many guys—some of them in a hurry—push and push and jam and jam and can't figure why the (4-1/2") (240) plug won't go in! Quarter-wave first, please.

Follow these simplest of operational tips and chances are much, much, much brighter than your monitor will have and will look on you every day.

ALL CHARGED UP AND DOWN



Canada's been causing sparks of one sort or another for in these many years. The boys just aren't generating whatever she comes within eyeball sight.

In the story goes that this wise repairman was standing at his bench with a G-41/PT generator in his hand. Another telephone check. Then, watch the window, along comes Canada.

This guy starts watchin' her, Real close. He unconsciously starts crackin' the generator. She's still walkin'. He's still watchin'—nasty harder. He cracks harder. His hand wanders over the generator. YIP!



Our hero's wandering hand accidentally touched the three terminals. And by now he had built up enough volts in the generator to give himself a good job. That's what happened—and that's how come Canada's voltage dropped the generator.

Higher sound like that, but it's a fact.

Crack ten or fifteen seconds of crackin' can build up somewhere around 30 volts. And then will come anybody to let go.

Now these G-41's are non-repairable items, you've got a costly change on your hands. So never crack without a name and run the risk of making a live crackle and dropping a good generator into a huge.

CELL GROWTH

The issue that the **RE-CELL** cells in your **RE-CELL**® Nike batteries are more or less interchangeable.

The newer sapon cells are designed to "staple" up with the older polynymus models, and vice-versa, so that the power packs of your **RE-CELL** always will be strong enough to take a minute where it will do the most good.

But, whenever possible, it's best to make up your batteries either with all sapon or all polynymus cells. Put together those **RE-CELL**'s with one or the other whenever your cell supply allows. And in any case, try to keep "intermixing" of the two types to a minimum.

Why?

It seems there are shades of difference between the two types. Little characteristics like occasional traces of electrolyte that hang on to the outside of the sapon ones even though a good battery man will scrub and scrub.

Sometimes and sometimes the electrolyte creeps along the cell walls on the sapon cells—especially at sites that lie close to large bodies of water.

Many of the cells have white or brown stains of sapon along the seam line. Wiping away the stains with a pen knife will make the cells easier to work.

Also, the electrolyte levels in the sapon cells can be a quarter-inch above the red line without causing bubble trouble—which is exactly 75% in the case of the polynymus cells.

And so it goes. Little things that add up to more problems when a man is busy enough maintaining his load of **RE-CELL**'s.

It's easy to spot the two cell types. The polynymus cells are glossy clear and shiny, while the sapon have a white, waxy appearance.



CELL NUMBER



When with nylon and polycarbonate cells charging in and out of your BB-611U Nike batteries these days, some guys have wondered if maybe such eyes will hat its own Federal Stock

Numbers.

Whether your BB-611U Cell is made out of glass, clear polycarbonate or waxy white nylon, the cell name and number remains the same:

HAPPY FORM B-611U cell for BB-611U 1/2 cell rating. P/N 4-10-42-104

THE RUB-OUT



When it comes to cleaning such radio equipment as connectors, plugs and jacks, one of the best ways to handle the job is with a pencil.

Yes, indeed. The eraser on that pencil behind your ear will rub out almost any kind of light marks or grease or oxidation that collects on those delicate contact spots.

Not the heavy stuff, of course. That calls for sandpaper or maybe a burnishing tool. But for a quick rub-out of the light grime that always gathers in those places (and which can kill a contact) the eraser does the job quick and easy.

Naturally, when you're finished, you blow out any eraser dust that collects during the rubbing operation.



Good! It's frustrating when your supply support people issue you DA Form 1146 (Request for Issue or Turn-In) with an UNQUALIFIED FOR ISSUE or IN EXCESS OF ALLOWANCE remark in Block 36. But if you attach your 1146 to a justification letter soon after receipt, you'll save yourself a day or two's delay—and make your support people happy, as well.

Para 11-11 in Change 1 (4 May 93), AR 120-1 (Sep 88), outlines the procedures to follow in responding unqualified and excess and turn-including Class IV and unqualified items.

For repair parts, just cite the authority that gave you the unqualified or excess and turn in Block 36 of your 1146.

Naturally, the planning people are curious about why you'd want any of these items. Some of the things they'd like to know are listed below for excess or unqualified items, for example, are:



1. What effect will this item or change in allowance have on your mission?
2. Why do you need it right now?
3. What's your IIR or II number?
4. Do you think your IIR or II allowance should or shouldn't be changed? Why?

If the item happens to be unqualified, or if it's a commercial type item with no stock number, you'd better explain why the standard equipment the Army already has won't do the job . . . especially if it turns out to be a local purchase deal.

Could be you're already using equipment that's over your authorized allowance or that you aren't allowed to have at all. This could happen when your mission is changed but your authorization stays the same . . . or some other unexpected change. If you want to hold on to this equipment officially, you'll need the same type of letter to justify keeping it.

FRONT BOSS ASSEMBLY—*drive pin, and center pin broken, missing, leading pin damaged, too loose.*

FRONT BOSS—*connect to clamp frame, missing, left bent, frame, tongue and back bent, broken, missing, yoke rod end cracked, broken, cable frayed, seized, center pin missing.*

BOSS LIFTING ARM—*threads damaged, surface damaged, drive frame, bottom screw missing, left lifting missing, broken.*

CLAMP ASSEMBLY AND SHAPING—*broken, lost, damaged, middle lock screw into frame, cracked, damaged, threads stripped.*

BOSS SPRING—*damaged, cracked, broken frame.*

BOSS PIVOT AND LIFTING ASSEMBLY—*pin, spring broken, center pin missing, nuts and bolts loose, lock screw loose, missing, both pin loose, screw missing, damaged.*

LOCKING ARM—*drive pin, center pin, screw, nut, bolt, missing.*

LOCK

DRUM BRAKE—*damaged.*

DRUM BOSS AND TONGUE—*cracked, not correct missing, frame, eye plug missing, loose.*

FRONT AIR CYCLE PLATE AND RETURN SCREW—*loose, missing.*

REAR BOSS ASSEMBLY INDICATOR—*malfunctioned, missing, not dirty screw.*

REAR BOSS ASSEMBLY INDICATOR—*malfunctioned, missing, not dirty screw.*

DRUM BOSS—*broken, bent, loose, loose, slipping up.*

DRUM RETURN—*loose, connection loose, loose cracked, nuts and bolts loose.*

MAIN BODY—
left, hinges
damaged.
broken

MAIN WING PIV—(jammed),
broken, black

MAIN PIVOT—
broken, missing

PIVOT W/STABILIZER—hinge screws
loose, nuts and collar pins
missing

LEFT PIV PIVOT
—*missing, damaged*

WING SPIN PIVOT
—*missing*

BOTTOM PIVOT SECURING SCREW—
loose, *missing*

SCREW—broken head, wading
nutlet, *broken*

WING SCREW
loose to check
nutlet



WING PIVOT AND CHECK PIVOT —
cracked, worn, dirty

WING PIVOT—*dirty, the left one
cracked*

WING PIVOT—*damaged, dirty*

PIVOT HOLDER—*dry, cracked,
threads damaged, nut screws
loose, missing*

PIVOT FOR
LEFT—*cracked*

STABILIZER
PIVOT—
*dirty, plug
up, worn,
barned*



STABILIZER—*interfered
damaged, cracked, dirty, barned*



PIVOT NUT—*dry, cracked,
threads barned, dirty, cracked*



PIVOT PIVOT—*damaged or missing, but to
check for value of pivot to be used around
the plug*



WING PIVOT AND CHECK PIVOT
—*broken, missing*



INTAKE VALVE—
valves, seats,

RETURN SPRING—*lost*

LEVERING DOWN—*crankshaft lock,
lock, damaged, ring out loss.*



CRANK SHAFT
BEARINGS—*lost.*

WASHER AND SPRING—*lost
mounting screw, adjusting screw lost,
worn.*

WASHER—*and spring lost, broken, cracked.*



WASHER—*gear bearing screw mounting
lost, screw lost,
nut and lock washer lost,
bushings lost, adjuster damaged,
crankshaft lock lost, adjusting, plates
cracked, too much bent/damaged.*

WASHER AND SPRING—*lost, broken, worn.*

WASHER—*lost, screw lost, missing.*



PISTON—*check teeth
dirty, lost, bent,
any cracked, teeth cracked,
bent, bent.*



WASHER—*check cups lost,
crankshaft screw missing,
cup broken, cup
mounting hole lost.*



WASHER AND SPRING—*lost, broken,
worn, lost, open cracked,
crankshaft screw lost,
lost or missing, adjusting
screw lost, damaged,
threads stripped, broken
retainer lost, adjusting
screw damaged, inspection
valve dirty, screw lost.*



CRK TUR—external surface in chamber, sides, strakes, ducts, and gaps, around cracks, leaks show signs plasticizer wear, degraded, offing damaged, exterior pitted, rusted/bleed.

CRK RM—leaks

RTDZ—sealing wear.

BRADY GUMT COVER (GMP)—damaged, correct leak.

FRAMET RTDZ COVER—leaks, leaking, cracked, causing severe leaks.

SCOURING/DRYING RUB—damaged, dry, leaks, cracked, leaks.



RTDZ (GUMT) PL, RTDZ (GMP)—and leaks, correct pin sealing, all leaks.

RTDZ, PLDZ RM AND RM—leaks, correct pin sealing, otherwise all leak around plates etc.

OL, RMZ (GUMT)—leaks, dry, leaks pin sealing, damaged.



FRAMET RTDZ, BRADY GUMT, BRADY GUMT (GMP) RTDZ (GMP)—sealing wear and leakage/leaks, leaking, broken cracked.

CONCRETE RM—cracked, leak, leaks, pin holes, missing.

BRADY GUMT (GMP) GUMT—damaged, leaks, clamp leaks, damaged.

BRADY GUMT (GMP)—leak, dry.

BRADY GUMT (GMP) PLDZ—sealing wear/leaks, leaking leaks.



BRADY GUMT (GMP)—leaks, leaks, filling and drain plug leaks or missing plug may missing, broken, or colored side painted around filling plug.

BRADY GUMT (GMP)—sealing wear, leaks, sealing leaks cracked.

LINK (STRUT)—bent, missing, broken, loose.

SHOCK MOUNTING—missing screw, loose, missing, oily, wires loose, broken, missing.

SHOCKS, FLAMES, THE STRUTS—cracked, loose nuts and bolts.

SHOCK MOUNTING—broken, bent, chips, loose.



FLAMEBUSHING—loose nuts and bolts, both damaged, worn, dry.

TURNING TIGHT—up, down, left, missing.



SHOCK MOUNTING (SHOCK) MOUNTING—loose wires, plunger damaged.

SHOCK MOUNTING—damaged, dry, dip, down, pin and spring missing, plunger spring broken.

SHOCK MOUNTING (SHOCK) MOUNTING—damaged.

SHOCK MOUNTING—dry, springs broken, pin and plunger lost, broken.

SHOCK PIN MOUNTING—loose, dry, damaged, broken.

SHOCK AND SHOCKING SHOCKING SHOCKING SHOCKING—loose, damaged, cracked, loose pin loss, worn, broken pin loss, missing, dry, worn.



SHOCK MOUNTING AND SHOCKING—loose, broken, dry.

SHOCK MOUNTING—damaged, dry, cracked, dry.

SHOCK MOUNTING (SHOCK) MOUNTING—loose, dry, damaged, missing.

TURNER WASH - damaged, no
spring screws loose, missing.

TURNER - loose, bent, dirty.

TURNER WASH - damaged, no
spring screws loose, missing.

TURNER - cracked, missing
screws loose, missing.

TURNER WASH - damaged, no
spring screws loose, missing.

TURNER WASH - damaged, no
spring screws loose, missing.

TURNER WASH - damaged, no
spring screws loose, missing.

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spring screws loose, missing.

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TURNER WASH - damaged, no
spring screws loose, missing.

TURNER WASH - damaged, no
spring screws loose, missing.

TURNER WASH - damaged, no
spring screws loose, missing.

AIRPLANE SMOKE TANK MIO



You know that the M18 airplane smoke tank's used in by smoke screens. It can also be used on the Boeing Stear for spraying liquid herbicides and for spraying insecticides.

Before you install the smoke tanks, the bomb shackles must be moved toward the forward position in the bomb shackle support channels so the tanks won't be in the way of the wing flaps.

After you install the tanks it's a good idea to check the wing flaps by pulling them to full down position. That way you can make sure there's enough clearance between the end of the tanks and the wing flaps.

When you're going to use the tanks for spraying liquids, it's better to get a round metal plate in the discharge line assembly so you'll get a more effective spray and a wider dispersion. Cut the metal plate out of sheet metal and make it with a 14-inch diameter and $\frac{1}{2}$ -inch thick. Then drill seven $\frac{1}{2}$ -inch holes in one half of the plate, from the center line to the edge.



The plane goes between the lower discharge gasket and the discharge seal in the discharge line assembly. The tubes go toward the bottom of the discharge line assembly.

When you use four tubes (two under

each wing) lower make sure you don't overload your plane by filling those tubes too full. Each of the four tubes can carry a maximum weight of 150 lbs. The combined weight loads under each wing is 500 lbs.

Weight of fuel tank (empty)	48 lbs
Weight of wing	8 lbs per gallon
W1	11.5 lbs per gallon
W2	11.5 lbs per gallon



to believe you longer that you're not filling your gas tank and fill it full, because galls a pencil and do some figuring. Keep in mind you're only allowed 500 lbs for each wing.

During spraying operations it's best to fly at a speed of 300 knots or an altitude of 100 feet (of course, you're going to have to take weather conditions into consideration). When you fly at that speed and altitude, the rate of discharge will be about six inches (.5) of a gallon

per second. The stream of hose water will spray an area approximately 11.5 miles in length by 200 feet in width.

If you're wondering about publications for getting spare parts and accessories for your M10, there's a T&E 3040-287-130 (13 May 59) which lists your repair parts and special tools. There's also an SM 3-6-1040-024 (29 April 58), which lists the M10 accessories (such as variable brush, wipers, graphic green, etc.).



Dear Half-Mon:

What's with this shipment marking on the H-13? When I first spotted that "T" in TM 1-211-2-2, I thought it was an unusual version of the J marked (Basic Wright Check List and Loading Data). What's the significance of the "T"? Has the Army devised a new numbering system?

REPLY K. L. H.



Dear Top K. L. H.,

None! The numbering system hasn't changed. The letter "T" is being used to make sure field people don't confuse the new series of shipment markings with the numbered modifications ... because the modification numbers also follow the aircraft designation in the TM 1-series.

Only once the shipment instructions were changed over to the TM 1-series is because it used to be tough finding up the right TM STM for a particular aircraft. Just an improvement in the system, I hope.

Half-Mon

CONTRIBUTIONS

HIS SPACE PLATFORM



Dear Editors,

HIS crew are welcome to utilize our homemade "space platform" for working around the main room.

It's simply a plywood panel, cut to fit over the frame, and clamped below so it can't rotate.



We find it easier to work from the platform, there's less chance of accidents and there's less chance of damage to this structure from guys crawling over the frame and stuff.

Alvin K. Kohnen
Camp Lewis, California

OK. Note—Obtained skin and skin matter another invention. Good deal. But you'll want to add a hole in the platform so you can attach a "removable" light. STRONGER. Keep the other end of the structure over the cycle control unit. See in PS 74, Page 46.)

KEEF MISSING ON THE RACK

Dear Editor:

You know how some Nike-Ajax missiles have rolled off the end of the storage racks onto the ground because the hinged wings were down.

The trouble is there's never been a lock to keep the wings in the up position. If you lift them up, without being locked, a missile can bend down the racks and hit the wings hard enough to swing them down.

Some racks use steel hanger wires and the like to hold the wings up. But that means loosening and fastening the wires every time you put on or take a missile off the racks. And that takes time.

What we did was get the support units for our launchers to make what we call a locking lock. They made four for each section.

The components and their dimensions shape up this way:



Wing lock, 1/2, plus 1/4, 1/4 to 1/2 by 1/4 (see Fig. 3, Part 1-100-100-100, 10-1-100-100).

Wing lock, 1/2, plus 1/4, 1/4 to 1/2 by 1/4 (see Fig. 4, Part 1-100-100-100, 10-1-100-100).

Wing lock, 1/2, plus 1/4, 1/4 to 1/2 by 1/4 (see Fig. 5, Part 1-100-100-100, 10-1-100-100).

And the lock works like this:



BACK VIEW OF LOCK
WING LOCK
1/2, plus 1/4, 1/4 to 1/2 by 1/4
WING
1/2, plus 1/4, 1/4 to 1/2 by 1/4



Carl P. Potts, GOMT
President of
San Francisco

Connie Rodd's BRIEFS



But not for you

You M11 SP gun and M15 5-in. howitzer crewmen...straggle killing for your weapons' repulchration systems is surely a task for your Ordnance support unit. Para 149 (1) of TM 9-7212 and TM 9-7220 applies only to the upper echelons.

Change your paint

You need a paint that'll hold up when it comes to protecting tanks, tank-downs, boxes and traps. Otherwise, just removing and installing your tankettes will scratch or crack the paint thin enough to open the door to acid-caused corrosion. That's why the Engineers are making Compound, Intumescent, radiated Type (P24 8210-280-0141) available. For aircraft aluminum surfaces close to batteries, look on to the lacquer in Fed Spec TT-1-34, referenced. *1 D Aug 83. P24 8210-280-0141 (M 8240) is good for a gallon.

Retard 'em

That knockout P24 1140-140-0102 on post-M16A1 sight mount is no longer needed aboard the M16A2 tank, and the M16 APC and M11 SP 4.2 mortar from the used-without-a-best-answer, as far as it is to your support and they'll take care of 'em.



SP-service pads

If you're interested in knowing how to get your Special Weapons pads (PW-series TM's) on an automatic basis by the new direct distribution system, DA Circular 210-PS 113 (20 Sep 83) gives the scoop on the why's and wherefore's of using DA Form 12-6 and DA Form 17.

All about oil

Supply-wise, you can't beat DA 12-1-CA-1 (Sept 83), Petroleum, Petroleum-Based Products and Related Material, for the oil-related handouts on fuels, lubes, oils and waxes--all the FSC Group F1 items. Part 1 describes the items and gives you the Federal Stock Number. Part 2 contains the Army Supplementary Supply Management Data, which'll tell you where and how to order it.

Steer easy

Those ball joint connections in the steering mechanism of the M10 SP 90-mm Scorpion are cheap small for normal operations; they weren't made for scrubbing around or shock treatment. If a connection breaks, you'll lose control of the vehicle because you'll have no steer. So, no fancy maneuvers or "hard" steers.

***Would You Stake Your Life on
the Condition of Your Equipment?***



MURDER

YOU'RE KILLING TIRES AND WASTING
MONEY WHEN YOU EITHER UNDERINFLATE
OR OVERINFLATE

SEE YOUR VEHICLE'S TM FOR THE RIGHT PRESSURE