

Issue 234

PS

1972 Series

May

THE PREVENTIVE MAINTENANCE MONTHLY

OUTTASIGHT!
I HEAR AN
"EIGHT-INCHER"
DID HER IN.

RIGHT ON,
DUDE—
AN 8 INCH
WRENCH
LED TO THIS
CHAIN OF
EVENTS!

INVEST
TEAM
A

CHUCK KRAMER

1/4-TON
TRUCK
PAGE 2



PS THE PREVENTIVE MAINTENANCE MONTHLY			
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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to: MSQ Half-Mast, PS Magazine, Fort Knox, Ky. 40121			
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GROUND MOBILITY

Lift your hand to your face, cousin, and run your fingers alongside your handsome nose.

Right there you find a pair of wonder gadgets: human eyeballs. No doubt about it, your peepers are top tools in anybody's maintenance efforts because they're such easy-running trouble spotters.

So do yourself and your M151-type ¼-tonner a favor. Work a check-and-detect routine on your set of wheels with that pair of ogling orbs. No need to beam all that eyeball energy out in one session—take a part every day.

(Natch, you always go right by the poop in Chapter 3, TM 9-2320-218-10 (Sep 71), for regular driver PM services. The following BYOI is intended for a motor stables—type inspection where your sergeant or mechanic is looking over your shoulder.)

Report all these faults on your DA Form 2404. But, if you run across any of those in heavy type, get 'em corrected before you take off—they'll make the vehicle unsafe for you to operate, or they'll cause further damage or breakdown.

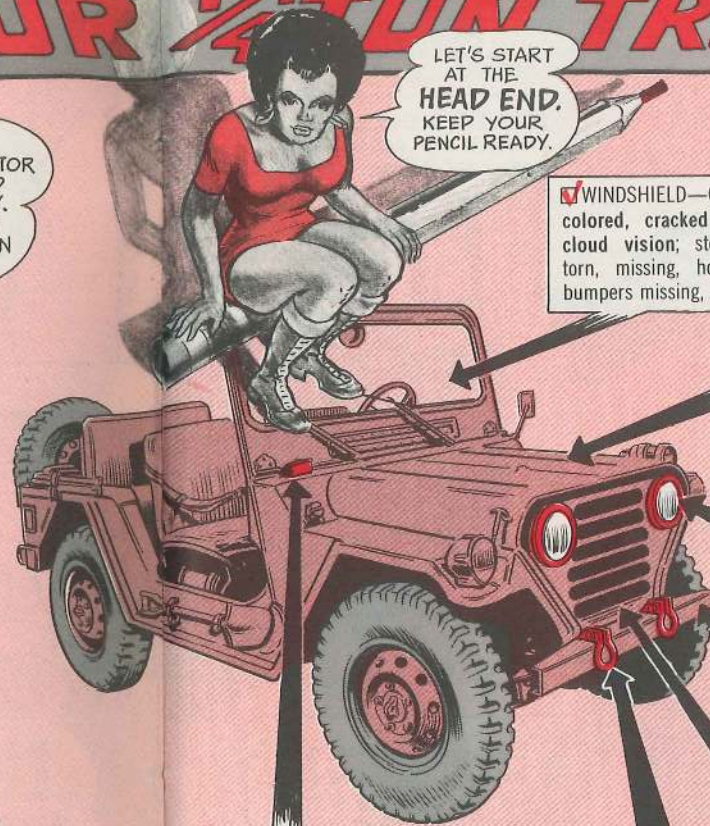
Be Your Own Inspector . . .

YOUR ¼-TON TRUCK

HERE WE GO ON A BE-YOUR-OWN-INSPECTOR ON YOUR MISIAI AND OTHERS IN ITS FAMILY. WALK THROUGH WITH US, AND CHECK...THEN CHECK IT OFF!



LET'S START AT THE HEAD END. KEEP YOUR PENCIL READY.



☒ WINDSHIELD—Crazed, discolored, cracked enough to cloud vision; stowage strap torn, missing, hood cushion bumpers missing, hinges rusty.

☐ HOOD—Hold-down catches stuck, loose, broken, missing; safety catch bent, broken, out of line; national symbol/markings missing, wrong.

☐ LIGHTS — Painted over, waterlogged, broken; markers/turn signals misaligned; shields or brackets loose.

☐ BUMPERS—Unit markings (see TB 746-93-1) missing, wrong, not legible; fastenings loose, channel cut, rusty, bent.

☐ GRILLE, FENDERS—Bent, rusted, seams cracked; side channel crushed, loose.

☒ COWL VENT—Rusty, stuck, dirty, hinge broken, screen clogged.



☐ LIFTING SHACKLES—Stuck, loose, bent, missing; no retaining pin/chain.

MORE

OKAY! NOW LET'S GO
AND CHECK THE
LEFT SIDE!

□ FIRE EXTINGUISHER—(if mounted behind seat) Discharged, untagged, unsealed; bracket loose, broken; no inspection tag (check command SOP).



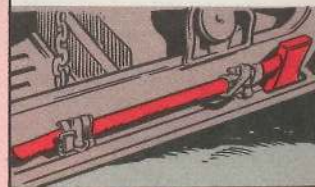
□ MIRROR — Clouded, broken, missing; arm broken, won't adjust and stay put.

□ TIRES—Worn, cut to fabric; beads not snug to rims; valve caps missing, valves leaking; flat, pressure wrong (it's 20 lb front, 25 lb rear for pavement; 18 lb front, 22 rear for cross-country; 12 front and 18 rear for mud/sand/snow—unless your command's SOP says different).



□ WHEELS—Lug nuts loose, missing; studs bent, stripped, broken; rims bent, dented; stud holes reamed or worn too large; airdrop eyes broken, jam nuts loose.

□ AXE—Missing, head rusty; handle not linseed-oiled (local SOP may say to use paint instead); straps, mount, or handle loose, broken.

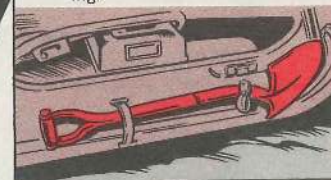


□ SIDE PANELS—Bent, rusty, gashed, seams cracked; bow-rod hold-downs bent/broken; reflectors broken (On M151A2, that side reflector should stick, not hang. The curtain edge channel must be open and aligned, not broken).

OLD
STYLE
REFLECTOR

HERE ARE
SOME THINGS
ON THE
RIGHT SIDE.

□ SHOVEL—Missing; handle broken, linseed oil or paint not used; bracket bent, straps/fittings rotting, unusable, missing.



□ SIDE PANELS — WHEELS - TIRES—... same as left side.

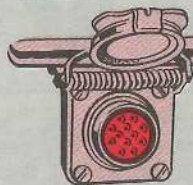
AND
MORE...

LET'S DO THE
REAR OF THE
VEHICLE NOW.

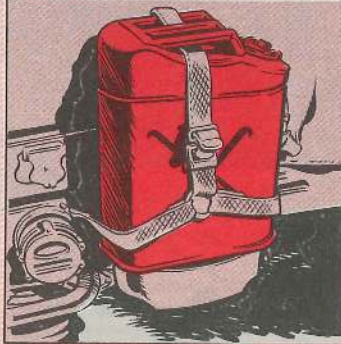
□ SPARE & WHEEL—Tire flat,
valve cap gone; casing cut,
worn out, rim bent, mounting
loose.

□ COUPLING RECEPTACLE —

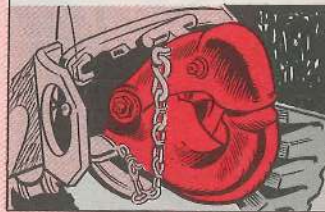
* Cover, gasket missing, spring
broken; socket damaged, mud-
clogged.



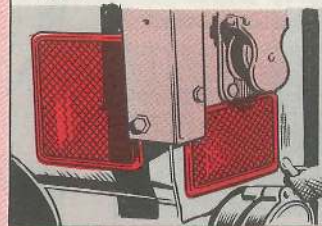
□ FUEL CAN—Leaking, rusty;
cap or gasket gone; chain
broken, missing; retaining strap
unserviceable.



□ PINTLE — Broken, won't
work, unlubed, rusted stuck.
Safety pin and chain missing.



□ END PANEL—Dented, rusty;
tie-down brackets bent, missing;
reflectors painted over, broken,
loose.



CHECK OVER YOUR
CANVAS VERY
CAREFULLY.

□ BUMPERETTES—Bent, rusty,
loose; unit markings wrong,
missing.

□ SHACKLES — Bent, rusted,
twisted, missing; pin or chain
broken, missing.

□ WINDOWS, CANVAS—Torn/
missing, straps cut or frayed,
seams open; ties loose; win-
dows badly fogged, dirty.

AND
SOME
MORE



NOW
FOR
THE
INSIDE.

□ WINDSHIELD—Lock pins stuck, pins or chains broken, gone; stowage strap defective; rim gasket cut, age-cracked.



□ DATA PLATES — Missing, painted over, flapping loose.

□ BOTTOM — Rusty, dirty, drains plugged, trashy.

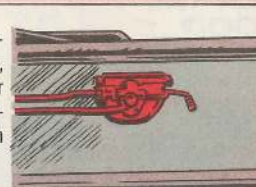
□ FUEL TANK—Cap rusty, missing, gasket broken; vent valve clogged (lets pressure build inside with valve at "Open"); tank leaks; strainer missing, clogged, broken; loose objects under seat endangering lines.



□ TOOL BOX—Dirty, wet, rusty; unauthorized tools carried; authorized items broken, missing.



□ WINDSHIELD WIPERS — Hoses cracked, loose, leaking, short; parts missing; wiper blade missing, scraping, over-age. (Check wiring on M151A2.)



□ DIALS, GAGES — Broken, painted over, pointers missing, markings not legible.

□ SEATS—Torn, dirty, greasy; frames bent/broken; pins or retaining eyes unusable, missing; safety strap (right side) broken, missing; adjustments sticking.

□ BATTERIES—Cracked, dirty, posts broken; corroded; caps loose, missing; vents clogged; holdowns too loose/tight; electrolyte level low; charge low (hydrometer should show 1.200-1.225 in tropics, 1.285 elsewhere). Box trashy, corroded, clips or cover bent.



WOULD
YOU
BELIEVE
MORE?

NOW TO CHECK
UNDER THE
HOOD.



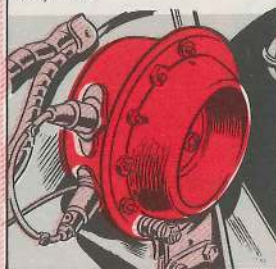
□ ENGINE VENT VALVE—Lines bent, crushed, leaking; valve sticking (See operating checks).

□ CARBURETOR—Loose, leaking; couplings and joints bent, binding, crushed; retainers or pins bent, missing.



□ SAFETY CATCH—Rusty, won't work right, misaligned.

□ HORN—Loose; wires frayed, cut, loose.



□ WINDSHIELD WASH-
ER—Empty, loose on
mount, hoses broken



□ SAFETY
STENCIL —
Missing, painted
over.



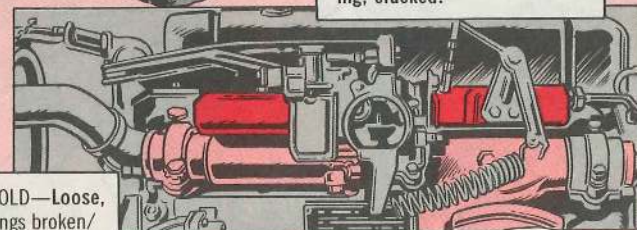
□ AIR CLEANER—Gravel screen missing, broken; bowl bottom gritty, oil level low; fastenings loose, gaskets/joints leaking air.



□ RADIATOR—Trash clogging fins; coolant level low; overflow line plugged, crushed; tank leaking (top or bottom) hoses spongy, cut, leaky; clamps rusty; cap wrong (right: 7 PSI).

□ LIGHTS—Wires exposed; connectors loose / cracked / corroded.

□ INTAKE MANIFOLD — Loose, leaking, cracked; gasket missing, cracked.



□ EXHAUST MANIFOLD—Loose, rusted thru, lock tangs broken/missing; pipe flange gasket missing or defective.

EYE-BALL ALL
THESE ITEMS
VERY CAREFULLY.



MORE
UNDER THE
HOOD.

☐ FUEL LINES—Crushed, chafing, leaking, loose.

☐ OIL FILTER—Loose, leaking.

☐ FUEL PUMP — Any leak, break in case, or part missing is too much.

☐ OIL DIPSTICK—Bent, won't seat right, O-ring cut/missing; lube level below ADD mark.

☐ OIL PRESSURE SENDING UNIT — Connections broken, loose.

☐ OIL FILLER CAP—MISSING; gasket loose, missing; cap bent; chain broken, missing.

☐ FAN—Belt frayed, cracked, too tight or loose ($\frac{1}{2}$ -in deflection in center of belt is right); fan blades bent, cracked; pulley gashed, bent.

☐ WATER TEMP SENDING UNIT
—Connections broken, loose.

☐ VOLTAGE REGULATOR — (if used) Loose on mount; connections loose; wires fraying.

☐ MASTER CYLINDER — Vent hole (side of plug) clogged, plug too tight (finger-tight is enough); fluid low (more than $1\frac{1}{16}$ inch below top edge of hole threads).

☐ DISTRIBUTOR — Cracked (look sharp: hard to see), cables loose, insulation cut, fraying; seal missing.

☐ GENERATOR — (Or Alternator)—Belt worn heavily on one side only; pulley cracked, out of line; connector loose, mount loose; belt cut.

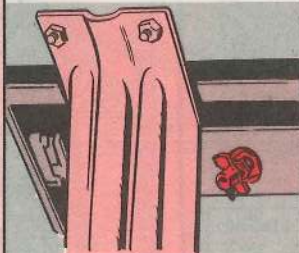
OKAY!
NOW WE'RE
COMING TO
THE
UNDERSIDE.

MORE
AND
MORE.

LET'S GET
UNDER THE
VEHICLE.

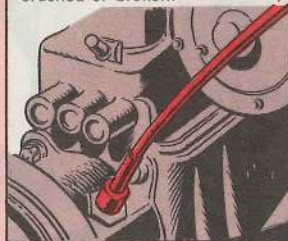


□ RADIATOR DRAIN COCK —
Stuck, broken, lower tank
caved in.

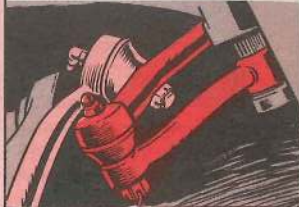


□ FLANGE GUARD—Bent, bolts
or washers loose/missing.

□ SPEEDOMETER DRIVE—Con-
nector loose/broken; fittings
crushed or broken.



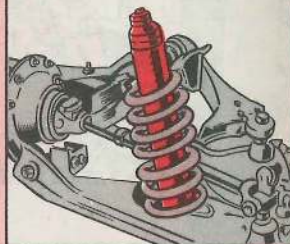
□ STEERING—Loose pitman or
idler arms; tie rod or spindle
arm assembly bent, loose;
grease fittings broken off,
missing, unlubed; bushings
worn badly enough to rattle;
cotter pins/nuts missing.



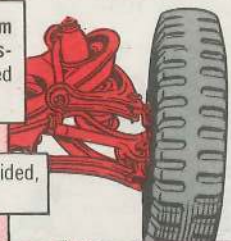
□ ENGINE OIL PAN—Pan gas-
ket leaking; drain plug loose;
screws loose/missing; pan
badly dented.

□ DIFFERENTIAL — Breather
plugged or missing; dripping
lubricant.

□ SHOCK ABSORBERS — Leak-
ing, bent, loose, broken..

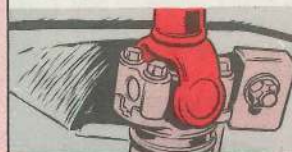


□ FRONT SUSPENSION — Arm
assembly loose, shims miss-
ing; bolts loose; parts cracked
or bent.



□ COIL SPRINGS — Lopsided,
tips broken off.

□ FRONT UNIVERSALS—(Wheel
drives, shaft) Worn enough to
rattle; parts loose or missing,
not lubed.

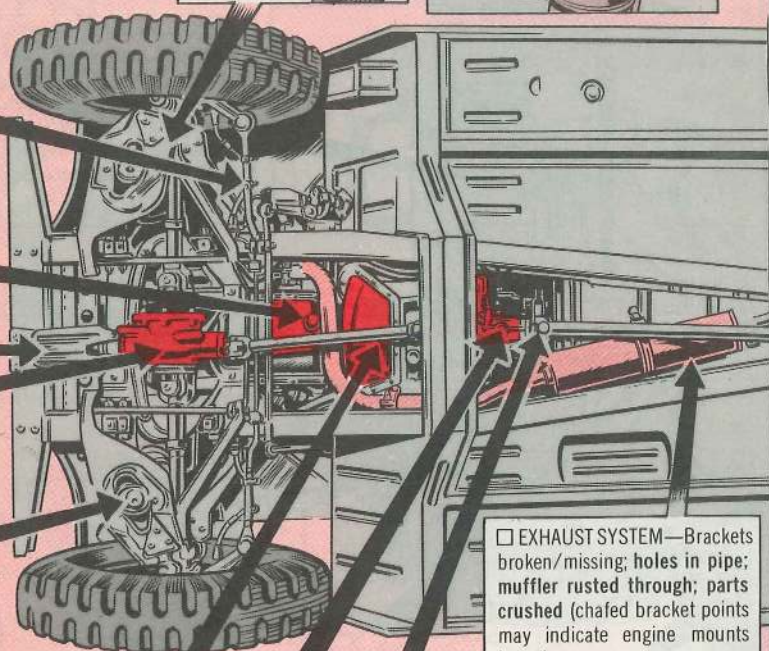


□ FLYWHEEL - CLUTCH COVER
—Dripping lubricant; drain plug
not in blind boss.

□ TRANSMISSION-TRANSFER—
Breather clogged, missing fill/
level plug or either drain plug
(there're 2) loose, leaking (The
reverse shift pivot pin is not a
plug).

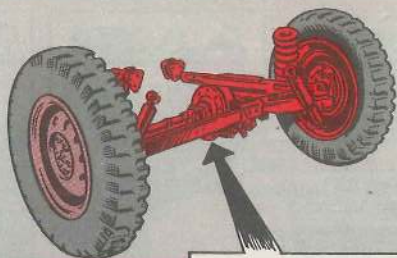
□ PARKING BRAKE—Parts bent
or loose; oil dripping on brake
band; return spring disengaged/
slack (clean band and check
wear).

□ EXHAUST SYSTEM—Brackets
broken/missing; holes in pipe;
muffler rusted through; parts
crushed (chafed bracket points
may indicate engine mounts
kaput).



AND
MORE...

☐ DIFFERENTIAL (REAR) — Breather plugged, missing; case leaking; suspension bolts loose; flange guard washers/screws missing (not on older models).



☐ REAR SUSPENSION—Arms or braces bent, pins loose; base plates bent; on 151A2, pin in mounting bolt rubbing propeller shaft and scoring it (have your friendly mechanic reverse the bolt so the head of the bolt faces the shaft).

☐ LINKAGE—Ties, rods, link-and-eye assemblies loose, twisted, broken, worn.

☐ FRAME, PANELS — Rusty, welds broken, holes, distorted, badly bent.

☐ SHAFTS, U-JOINTS—Rattling, unlubed.

SO MUCH FOR THE UNDERSIDE.

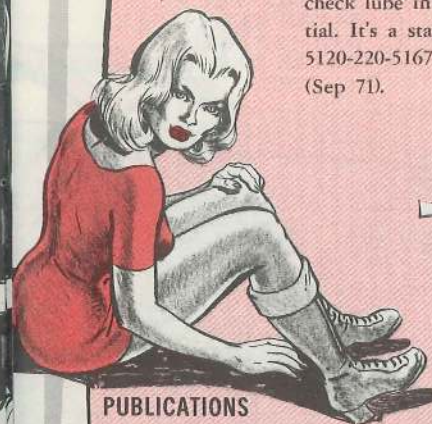


WORKING TIPS



Use the gear-case-plug wrench to check lube in transmission and differential. It's a standard tool-box item: FSN 5120-220-5167, page B-6 of your -10 TM, (Sep 71).

HEY BONNIE!
THERE'S MORE
TO CHECK OUT.



PUBLICATIONS

In map pocket, back of driver's seat:

TM 9-2320-218-10 (Sep 71)
LO 9-2320-218-12 (Dec 69)
SF 91
DD Form 518
DA Form 2404 (for day's operation).

When you're hosing down after a day afield, keep water out of all commo gear. Take the radio off first, or tarpaulin-wrap it completely—anything you can do—but make sure it's kept dry.

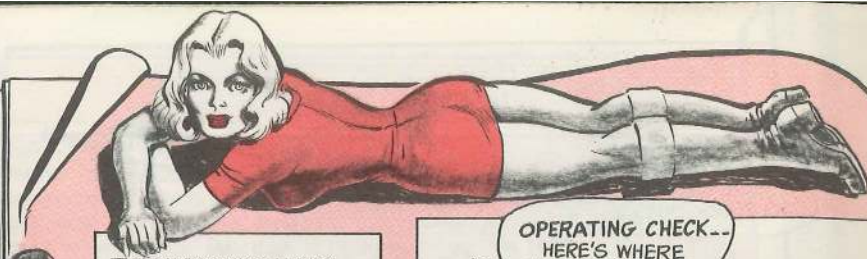


WE KEEP
TH' FLAVOR
IN.

TM 9-2320-218-ESC (May 70)
DA Form 2404 (latest ESC rating in log pocket, optional).

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET (TM 9-2320-218-10)									
1. ORGANIZATION		2. INSPECTION/REPAIR/MAINTENANCE							
		A. PREPARED BY				B. CHECKED BY			
		NAME		DATE		NAME		DATE	
		SIGNATURE		SIGNATURE		SIGNATURE		SIGNATURE	
INSTRUCTIONS—Perform each check listed in the TM applicable to the inspection performed. Following the sequence listed in the TM, complete each check as follows: COLUMN 1—Enter the applicable condition codes: symbol. COLUMN 2—Enter the applicable condition codes: symbol. COLUMN 3—Enter the applicable condition codes: symbol. COLUMN 4—Enter the applicable condition codes: symbol. COLUMN 5—Enter the applicable condition codes: symbol. COLUMN 6—Enter the applicable condition codes: symbol. COLUMN 7—Enter the applicable condition codes: symbol. COLUMN 8—Enter the applicable condition codes: symbol. COLUMN 9—Enter the applicable condition codes: symbol. COLUMN 10—Enter the applicable condition codes: symbol.									
ALL INSPECTIONS AND EQUIPMENT CONDITIONS RECORDED ON THE WORKSHEET MUST BE ENTERED IN ACCORDANCE WITH THE INSPECTION PROCEDURES AND STANDARDS IN THE TM OR OTHER WORKSHEET.									
DA FORM 2404 (FOR DAY'S OPERATION)									
DA 2404									

OH, OH, HERE
IS SOMETHING
ELSE ...



☐ **TURN/WARNING LIGHTS** — (Check all bulbs, all lamps, front and rear, with engine running, standing still) bulbs burnt out, circuits broken, controls damaged, dirty.

☐ **IGNITION SWITCH**—Handle screw loose, missing; mount loose; **won't work**.

☐ **BLACKOUT AND HEAD-LIGHTS**—Won't work, maladjusted, flicker when jolted.

☐ **MAIN LIGHT SWITCH**—Won't stay in **LOCK** (Some models are made to give you **STOP LIGHT** and **SERVICE DRIVE** without going to **UNLOCK**).

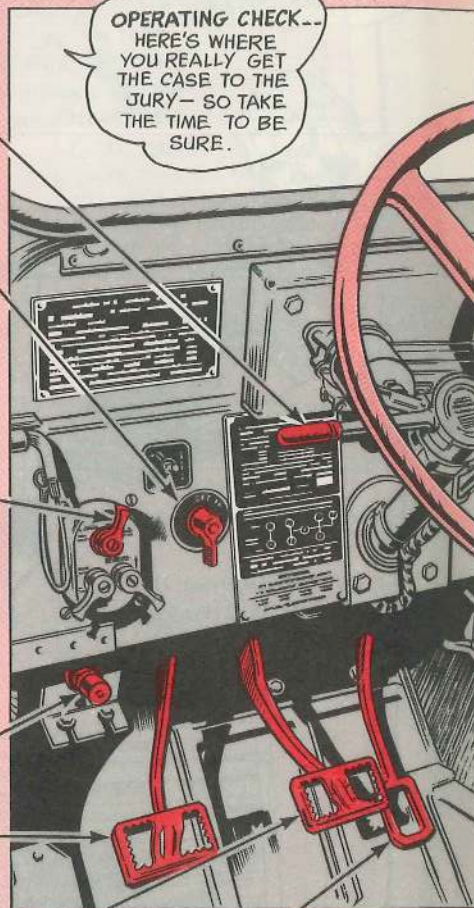
☐ **DIMMER SWITCH** — (Check "high beam" against a wall with dash panel indicator on.) Won't work, loose, sticks.

☐ **STARTER PEDAL**—Hard to use, sticks, loose, off mount.

☐ **CLUTCH**—Slips, grabs, chatters, free pedal travel wrong (1½-to-1½-in is right).

☐ **SERVICE BRAKES**—Wrong free travel (hand check at standstill: ¼ inch plus or minus 1/16 inch and 2 inches floor clearance is right); grab, slip.

OPERATING CHECK--
HERE'S WHERE
YOU REALLY GET
THE CASE TO THE
JURY— SO TAKE
THE TIME TO BE
SURE.



☐ **ACCELERATOR PEDAL** — Loose, sticking, broken.

☐ **CHOKE, THROTTLE**—Sticks, loose, won't stay put.

☐ **WIPERS** — Chatter, weak, parts missing, noisy, won't work, streak.

☐ **SPEEDOMETER-ODOMETER**—Broken, won't work smoothly.

☐ **BATTERY-GENERATOR INDICATOR**—Needle not in green while running above idle speed, **won't work**, stays in yellow without changing.

☐ **ENGINE TEMP GAGE**—Won't warm up to 160°-180° and stay around 200° under usual operating conditions.

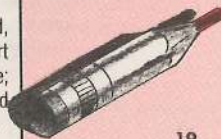
☐ **OIL PRESSURE GAGE**—Below or above 15-30 PSI on idle, 40 PSI on road.

☐ **TRANSMISSION**—Knob missing, boot torn, noisy, sticking, jumps out of gear.

☐ **TRANSFER** — Works hard; knob missing; boot torn; won't engage or disengage without clutching in forward travel.

☐ **PARKING BRAKE** — Won't hold on slope, slips or grabs; boot torn.

☐ **STEERING**—Wheel gouged, cracked badly enough to hurt hands; column/bracket loose; horn button stuck; wheel hard to turn; front end shimmies.



THERE'S
NO MORE.
THIS IS
THE END.



POKING CAUSES SMOKING

Dear Half-Mast,

What causes our multifuel trucks to smoke and spit oil out of the exhaust stack? What can we do about it?

SFC D.W.

Dear Sergeant D.W.,

Most likely your trouble comes from too much idling and low-speed operation. DA Pam 750-11 (May 68) says you should idle at 800-1000 RPM for stops of 30 minutes or less.

To cure those sick multifuels, primarily LD 465-1's and -1C's, see Article 14 in TB 750-981-2 (Apr 71). Get 'em out, loaded fairly well, and roll at highway speeds for 100 miles or so.

Half-Mast



COOL CLUTCH TOOL FOR TM-218-SERIES ¼-TON TRUCK . . .

STOP SPRING BANG EASY

Dear Editor,

I may have a solution for an old problem.

In order to adjust the clutch linkage on M151-series ¼-ton vehicles, it's necessary to remove the clutch pedal return spring. Using a screwdriver or pair of pliers, this can be a frustrating, knuckle-skipping job.

If you use this little gadget I designed, (Figures 1 and 2), you can flip the spring off and on with no sweat. Taking a file, a vise, and a piece of strap iron, it could take 10 minutes to make if you don't work fast.

Charles L. Kitchen
AOMS (G)-57
Kansas City, MO

HOW MUCH 'N' WHERE - AGAIN

As you were!

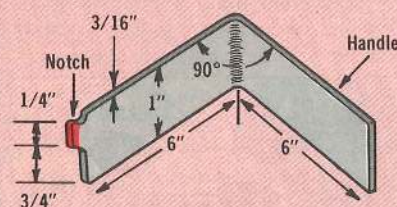
Remember that article in PS 222 that told about loads for your 2½-ton fuel servicing truck or water tank truck?

Forget that table showing how much you carry and where you carry it.

Instead, go by this table:

2½-TON TANK TRUCK LOAD FOR TERRAIN	M49C, M49A1C fuel tanker			M49A2C fuel tanker		M50, M50A1, M50A2 water	
							
Operation	200-gal forward tank	400-gal center tank	600-gal rear tank	600-gal forward tank	600-gal rear tank	400-gal forward tank	600-gal rear tank
Unlimited off- road (rough ter- rain, no roads)	0	200	400	0	600	0	400
Improved roads (highway)	200	400	600	600	600	400	600

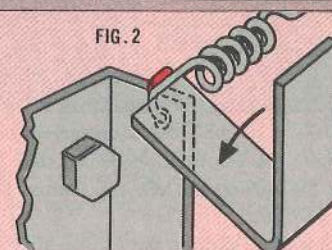
FIG. 1



Item constructed from 1" x 3/16" mild steel strap. A piece of heater hose may be pushed over handle to eliminate sharp edges.

(Editor's Note: Great. Beauty of it is, no damage to springs, either.)

FIG. 2



Insert tool as shown and rotate counterclockwise to remove spring. To install spring, place spring in notch, place edge of tool on bracket and rotate until spring is over bracket and in hole—then release tool.

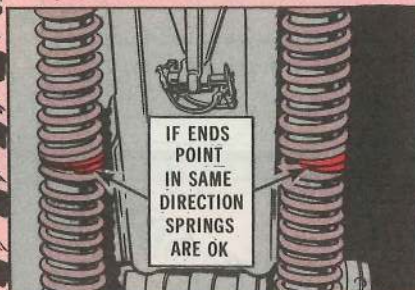


FIREPOWER

MISMATCHED EQUILIBRATOR SPRINGS WILL PUT YOUR M102, 105-MM TOWED HOWITZER IN A CRUSHING BIND. CHECK IT LIKE RIGHT NOW.

ELEVATING

The elevating system's ball-screw and equilibrator assemblies use both right-turn and left-turn springs, and the springs must be paired off the right way on each side of the weapon. Both top springs must coil in the same direction—left or right. Same for the bottom springs.



IF ENDS POINT IN SAME DIRECTION SPRINGS ARE OK

That is, if you have the 2 top springs turning right, the 2 bottom ones must turn left. If the top springs go left, the bottom ones must go right.

Mismatched springs put critical stress on the weapon's cradle and its main carriage, each time you elevate. If the springs are out of order, call your support soonest. They're responsible for maintenance on the elevating system, and they can easily switch the big springs for you.

BREECH-BLOCK SPRINGS

It's best to replace the cocking-lever spring, FSN 1015-919-7267, and the sear spring, FSN 1015-863-1059, when they start showing signs of fatigue. A weakened spring will cause you serious trouble, so never stretch 'em to make 'em do. Get new ones.



REPLACE SPRINGS WHEN WORN

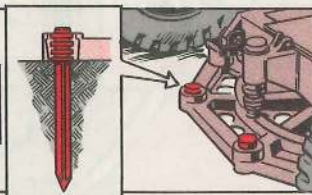
Both springs are listed on page 145, Ch 3, TM 9-1015-234-12 (Mar 65).

PM TIPS ON YOUR M102

STAKING AND UNSTAKING

Best PM you can give your platform stakes is to aim right when you drive 'em and pry right when you retrieve 'em. And never, like never use the actuator to loosen or remove the stakes—you'll ruin the actuator.

DRIVE STAKES STRAIGHT



Whether you're using the 38-in stakes, FSN 1015-658-0794, or the 24-in stakes, FSN 1015-987-8738, wild, off-center blows with the sledge hammer will behead 'em, or otherwise ruin them.

Same goes when you're pulling up stakes. Be as kind as you can as you pry 'em up with the stake extractor. Use the sledge hammer, or some other tool under the extractor, to give you prying leverage as you work around the stakes. If the stakes are really stuck and you tap 'em to and fro with the hammer, hit 'em easy and even-like all around.

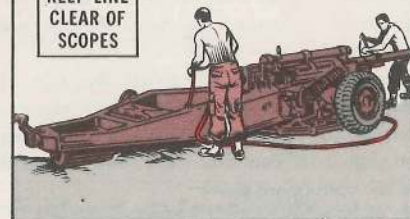
For complete scoop on unstaking see para 22, Ch 6, TM 9-1015-234-12.

YOU CAN SPOT PAINT THE EQUILIBRATOR SPRINGS, BUT USE A SMALL BRUSH AND KEEP PAINT OFF THE BALL - SCREW ASSEMBLY SHAFT. THE SHAFT'S GOT TO BE CLEAN.

AIR-LIFTING

When you're rushing to get your M102 air-lifted, take care the lifting slings clear the cant corrector and both scopes. If the lines snag under them, the fire control gear'll be busted off as the lines are raised and tightened by the pull of the aircraft.

KEEP LINE CLEAR OF SCOPES



An easy way to control the lines (and keep them from flopping under parts of your M102) is to tape them together at a spot or two. The tape'll snap easy enough once the aircraft starts its lift.

See TM 55-450-11 (Jun 68), Chap 11, Sect IV and Sect V, for air-lift rigging materials and air-lift SOP for your M102. That's where your M102's FM 6-70 (Mar 70) sends you for air-lift scoop. Also, take a look at para 75, Chap 7 in the FM.

OMNI CHANNEL CHECK

Dear Half-Mast,

What's the story on the Table 2-17, Step 6 omni channel check in TM 9-1430-502-12/1 (Mar 67)? If we leave the VIDEO switch in MTI position, we can't make the check.

SFC R.E.R.

Dear Sergeant R.E.R.,

You're right, you can't make the check in that position on your AN/MPQ-35 PAR. What you've got to do is rearrange the steps slightly in order to make it.

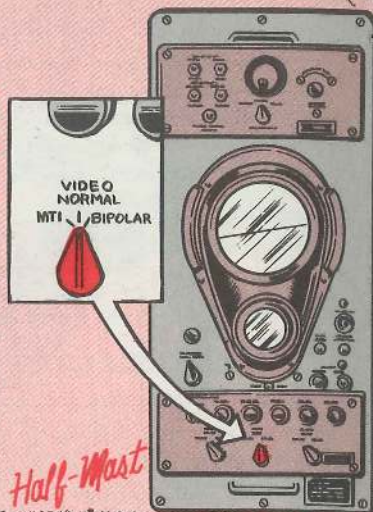
Big point: the VIDEO switch has to be in NORMAL position, and not MTI. Which means you slip Step 6q on page 2-49 of the TM ahead of Step 6i ... on page 2-28. Para 6 of Ch 4 (Mar 71) has the steps in the correct order.

NEED BACK ISSUES?

If you need any of these back issues of PS Magazine, write to PS Magazine, Fort Knox, Ky. 40121.



PS Issues: 195, 199, 200, 201, 202, 203, 204, 205, 206, 207, 209, 211, 212, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 226, 227, 229, 230, 231, 232 and 233.



Half-Mast

SURE I'M A MALE HAWK! BUT MY WIFE'S A WOMEN'S "LIB" PEOPLE, AND SHE WON'T SIT ON EGGS.

LOOKIT MOMMA!

HAR-DE-HAR!

HAWK LOADER DECAL

Been looking for the maximum crane load caution decal that goes in the cockpit of your Hawk loader-transporter?

Look no more. You can't get the decal through the supply system, but you can use this substitute, which is about 1000 percent better than nothing:

CAUTION
MAXIMUM CRANE LOAD

Mobile Condition	1600 lbs
Static Condition	2200 lbs

Cut this out and clean the area to the right of the extension control lever in the cockpit (where the remnants of the old decal might be).

Scrape off all of the old decal (if any's left) and any loose paint flakes. Sand the area lightly with 00 sandpaper or fine emery cloth and wipe it clean with a rag.

Coat the back of the decal with rubber cement (Type I, FSN 8040-266-0849 is fine) and press the decal into place near the control lever.

Coat the face of the decal with clear varnish (MIL SPEC TT-V-121, FSN 8010-160-5851 for 1 quart, is excellent). Spread the varnish at least 1/2 inch beyond the edges of the decal ... and you're in business!



BATTEN THE LATCHES ...

ANY LITTLE FAULT'S TOO MUCH

Humidity, loose latches, dirty filters and other "little" faults build up to downed components on your Hawk missile system.

MISSILE

Humidity can disable the guidance section of the missile quick-like ... which is why you have the humidity indicator dessicant in the section.

Eyeball the indicator during PM checks. If it's blue, fine. It's dry. If it's any shade of pink, purge the section of moisture like it says in the TM.

CHECK THE COLOR

LAUNCHER

Moisture also zaps the electronics of the launcher. To prevent it, secure all four latches on the electronics component compartment.

ONE LATCH SECURED IS NOT ENOUGH

Snugging down one or two latches isn't enough. You just pass out an invitation to water damage.

A good point, too. Keep the compartment closed during snow or rain ... even during a test. Uh, that stuff is moisture, too.

ROR

Another must is mechanical and electrical battery alinement. If you go half-way, or not at all, your AN/MPQ-37 ROR won't aline.

The way to do it is spelled out in the TM ... which some types seem to pass up—regularly.

RADARS

Burned out blower motors are constant proof of dirty filters in the various system radar sets.

Like, more users take filters for granted than is pleasant to think about.

Make filters a must on your PM checks. Clean 'em or replace 'em, but don't take 'em for granted.

CHECK YOUR FILTERS

SIMULATOR

Electrocuted contacts and charred cords are as easy to avoid on the TS-765MH test set of the AN/TPQ-21 simulator as connecting the right end of the cord first.

Otherwise, residue builds up and causes arcing.

If you insert the keyed plug into the jack on the test set **before** you plug in the other end of the cord to the AC outlet, you'll save damage to the test set and the cord.

You've also gotta be sure the keyed plug lines up with the keyway on the test set. If the plug's not firmly in place, you'll fry the contacts.

AN/MPQ-34

The exhaust and intake vent doors on the CWAR must be open during operation to prevent overheating. Saves the cost of an expensive magnetron.

You're riding up front when you make sure all vent doors are open on system components during operation.

KEEP VENT DOORS OPEN

This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Jan 71), and Ch 3 (Dec 71). TM's, TB's, etc.; DA Pam 310-6 (Jul 71) and Ch 2 (Jan 72). SC's and SM's: DA Pam 310-7 (Oct 71), MWO's; and DA Pam 310-9 (Nov 71), COMSEC Pubs.



TECHNICAL MANUALS

TM 3-1040-219-ESC Sep M4A2 Truck Mid Flame Thrower Service Unit
 TM 5-2815-229-24 Dec Diesel Eng
 TM 5-3655-209-20P Jan Gen and Charging Plant Mdl J6538
 TM 5-3740-211-14 Dec Act-Mid Insecticide Sprayer
 TM 5-3805-235-13 Jan 8 Cu Yd Earthmoving Scrapers
 TM 5-3805-235-23P Dec 8 Cu Yd Towed Earthmoving Scrapers
 TM 5-3805-237-20P Dec Road Grader Mdl 440HA
 TM 5-3805-249-20P Jan Motorized Road Grader Mdl 120
 TM 5-3810-290-20P Dec 5 Ton Whl Mid Crane
 TM 5-3895-342-17 Jan 16 Cu Ft Concrete Mixer
 TM 5-4110-224-12 Dec Refrig Unit
 TM 5-4120-213-20P Dec 38,000 BTU/HR Air Cond
 TM 5-4320-259-20P Jan 100 GPM Pumping Assy
 TM 5-6115-274-20P Dec 45 KW Gen Set
 TM 5-6665-202-13 Dec Part Mine Detecting Set
 TM 9-1015-234-20P Dec Towed Lt Howitzer: M102 105-MM W/E
 TM 9-1340-211-12 Dec M144 and M186 762-MM Rocket High Explosive
 TM 9-1400-500-ESC/2 Jan ESC for SP Hawk Air Defense Guided Msl Sys
 TM 9-1400-500-12/1 C7 Oct Employment of Hawk Air Defense Guided Msl Sys
 TM 9-1430-516-20 C4 Oct Hawk Platoon Cmd Post AN/MSW-9 (XO-1)
 TM 9-2320-244-20P Nov 1 1/4 Ton Trucks: M715 Cargo, M725 Ambulance, M726 Maint
 TM 10-1670-201-29 C9 Jan Maint of Parachutes and Other Airdrop Equip, Gen
 TM 10-3610-202-20P Nov Editorial Shelter
 TM 10-3610-203-20P Nov Press and Platemaking Shelter
 TM 10-3930-618-10 Nov 6000-Lb Forklift Truck

TM 11-5840-208-20 Dec Radar Set AN/MPQ-4A
 TM 55-1500-204-25/1 C7 Jan General Actt Maint
 TM 55-1510-203-CL C2 Nov U-6A
 TM 55-1510-204-10/2 C3 Jan Operator, OV-1A Actt
 TM 55-1510-204-10/3 C3 Jan Operator, OV-1B Actt
 TM 55-1510-204-10/4 C5 Jan OV-1
 TM 55-1510-205-PMP C3 Dec U-1A
 TM 55-1510-209-10/1 C3 Jan RU-21, U-21
 TM 55-1510-209-10/3 Dec RU-21E
 TM 55-1510-209-10/4 C2 Jan U-21, RU-21
 TM 55-1510-209-20/1 Jan U-21A, RU-21A/d
 TM 55-1510-209-20/2 Jan RU-21B/C
 TM 55-1510-209-20/3 Jan U-21G and RU-21E
 TM 55-1510-209-CL/3 Jan RU-21E
 TM 55-1510-209-PMD/a Jan U-21A, RU-21A/d
 TM 55-1510-209-PMD/2 Jan RU-21B/C
 TM 55-1510-209-PMD/3 Jan U-21G and RU-21E
 TM 55-1510-209-PMI/1 Jan U-21A, RU-21A/d
 TM 55-1510-209-PMI/2 Jan RU-21B/C
 TM 55-1510-209-PMI/3 Jan U-21G and RU-21E
 TM 55-1510-209-PMP/1 Jan U-21A, RU-21A/d
 TM 55-1510-209-PMP/2 Jan RU-21B/C
 TM 55-1510-209-PMP/3 Jan U-21G and RU-21E
 TM 55-1520-209-20-1 C35 Jan CH-47A
 TM 55-1520-209-20-1 C36 Feb CH-47A
 TM 55-1520-209-20P-1 C1 Jan CH-47
 TM 55-1520-209-20P-2 C1 Jan CH-47
 TM 55-1520-209-35-2 C14 Feb CH-47A
 TM 55-1520-209-PMD C1 Jan CH-47A
 TM 55-1520-209-PMP C1 Jan CH-47A
 TM 55-1520-210-20 C1 Jan UH-10/H

LUBRICATION ORDERS

LO 5-3805-249-12-1 & -2 Jan Road Grader Mdl 120
 LO 5-3805-249-12-3 Jan Road Grader Mdl 120
 LO 5-3805-249-12-4 Jan Road Grader Mdl DV28
 LO 5-3805-250-12-2 Jan 2 1/2 Cu Yd Scoop Type Loader
 LO 5-3895-340-12-1 & -2 Dec Motorized Roller Mdl 1504
 LO 9-2320-209-12 Oct 2 1/2 Ton 6x6 Truck
 LO 9-2350-230-12 Nov M551
 LO 10-3930-618-12-1 & -2 Dec Forklift Truck, GED, Pneum Tired Wheels, (Allis-Chalmers Mdl PP60-24PS) (Army Mdl MHE-213)

MODIFICATION WORK ORDERS

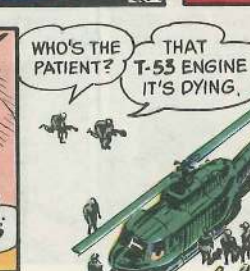
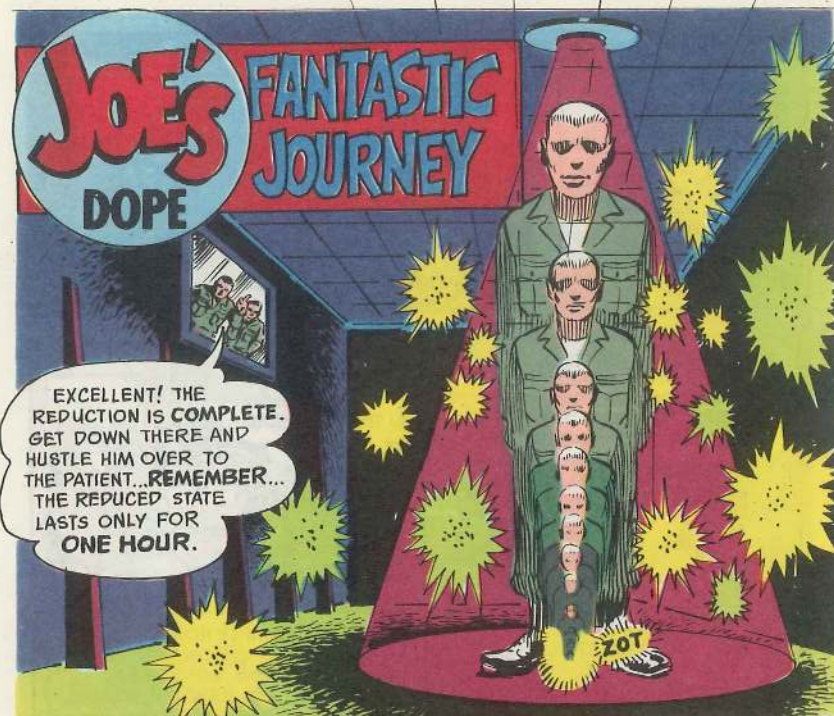
9-2350-238-40/1 Feb Recovery Veh, Full Trkd, Lt, Armored, M578
 9-2350-244-30/13 Oct XM27 20-MM Gun Mount Powered Cupola
 11-5800-210-30-1 Feb Mod of Night Vision Sights AN/PVS-1, 2, 2A; AN/PVS-2, 2A; AN/PVS-3 and 3A by Installing Adapter Ring on Eyepiece Assy
 55-1510-201-40/14 C1 Feb U-8

SUPPLY CATALOGS

SC 1190-94-CL-P08 C2 Dec Test and Handling Equip, Atomic Weapon EOD
 SC 3610-97-CL-E14 Nov Photomechanical Process Sect, Topo Repro Sect, Truck Mdl
 SC 5180-90-CL-R08 Nov Linemans

MISCELLANEOUS

C5905-IL-A, Vols 1, 2, 3, 4 of 4 May FSC 5905 Resistors
 C5910-IL-A Vols 1, 2, 3, 4 of 4 Apr FSC 5910 Capacitors
 C5920-IL-A-CB2 Apr FSC 5920 Fuses and Lightning Arresters
 C5960-IL-A-CB1 Apr FSC 5960 Electron Tubes and Associated Hardware



MWO of the MONTH

If you have a hot time in your M551 Sheridan you'll need a crew compartment fire extinguisher system. MWO 9-2350-230-30/6 (Jul 71) puts one in for you. Your direct support can do it with only 6 days downtime for the vehicle.



IT'S DONE. ALL WE CAN DO IS WAIT. IF HE DOESN'T SUCCEED... F.O.D. HAS STRUCK AGAIN. SOB!



THE PLAN, GENTLEMEN, IS AS FOLLOWS. OUR MAN WILL PROCEED THROUGH THE AIR INLET TO THE AXIAL COMPRESSOR. THEN THROUGH THE CENTRIFUGAL COMPRESSOR.



NOW IT STARTS GETTING HAIRY. HE THEN MAKES HIS WAY PAST THE VANES IN THE DIFFUSER AND INTO THE COMBUSTION CHAMBER.



HE THEN HEADS FOR THE FIRST STAGE TURBINE. THAT'S WHERE IT'S AT.



HE WILL REMOVE THE OBJECT AND INSPECT FOR FOREIGN OBJECT DAMAGE.



UPON COMPLETION OF HIS ASSIGNED MISSION, OUR MAN IN THE ENGINE EGRESSES THROUGH THE EXHAUST NOZZLE.



THE ELAPSED TIME AT THAT POINT IS FIFTY EIGHT MINUTES. ANY QUESTIONS, GENTLEMEN?



WHAT IF HE TAKES OVER AN HOUR? HE'LL START TO GROW BACK, WON'T HE?



AHEM! KOFF! KOFF! ARE THERE ANY OTHER QUESTIONS? NO! FINE... MEETING ADJOURNED.



MEANWHILE DEEP IN THE DARK SUBTERRANEAN CONDUIT OF THE PATIENT'S ENGINE.



OH-WOW! LOOKIT THIS PLACE. REAL WEIRD.



OUCH! OH-MAN. LOOKIT THOSE ROCKS.



HMMM! THAT MUST BE DIRT 'N' STUFF. NOW I CAN SEE WHY WE GOT ALL THESE FILTERS AND SCREENS.



I HAD QUITE A JOB GETTING THROUGH THE SCREEN AND PARTICLE SEPARATOR.



WITHOUT THOSE, THIS ENGINE WOULD BE REDUCED TO USELESS JUNK BY F.O.D.



A COTTER PIN! HOW'D IT GET HERE?



NUTS AND BOLTS, TOO. MUSTA WORKED THROUGH THE BULKHEAD BETWEEN THE TRANSMISSION AND THE ENGINE INTO THE INLET.



WITH THE SCREEN AND PARTICLE SEPARATOR OFF TO PULL PM-- THE ENGINE IS VULNERABLE!



Dope Sheet

Don't let TOOLS and loose
PARTS go astray,
Or your engine could have a
ROUGH DAY--
Just beware of **F0**
(They're quite HARMFUL, y'know!)
And your BIRD'LL be UP AND AWAY!



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

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

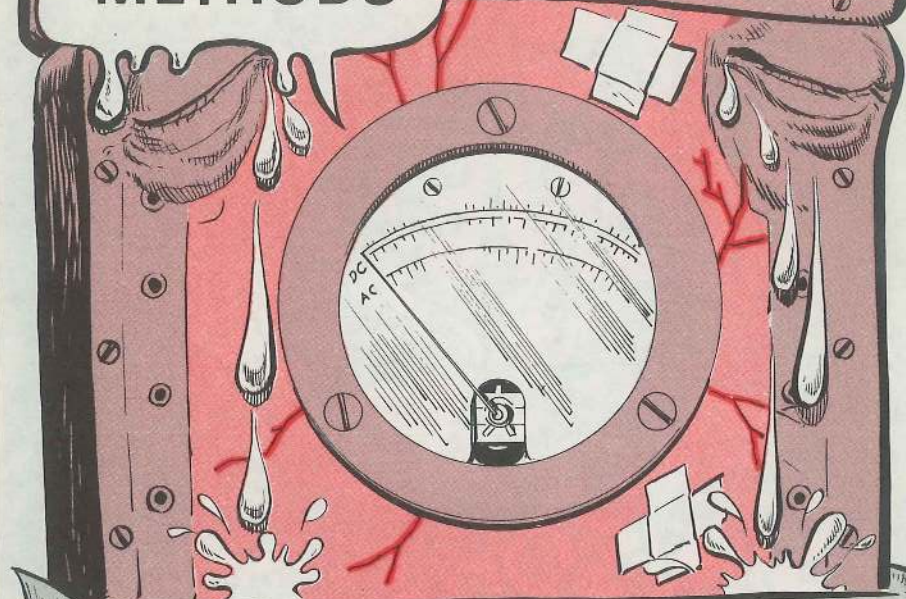


CLUNK





MULTIMETER METHODS



Any time you're handling your TS-352()/U multimeter, hold it tight. It doesn't take kindly to being tossed around. Here's why—

The bakelite face panel can develop crackitis and let in moisture and dust.

The set probably would have to be re-calibrated after any accidental mishap that shakes it up... like a fall, striking against a bench, wall or any other object.

The meter movement glass looks breakable, and is.

O'course, you know those 3 BA-31 batteries and that solitary BA-30 shouldn't ever be left in when the multimeter's out of use for any extended period of time.

Battery-box forgetfulness can put your TS down with corroded BA's and rusted terminals. So-o-o-o, take 'em out.

The terminals oughta be removed and cleaned on occasion. If you spot corrosion in the battery compartment, clean it off with a damp cloth and scouring powder.

When you take out the battery box, remove it by the screws—never use a screw-driver to pry it up at the end. This kind of prying can crunch the thin bakelite of the cover.

"LEAVE EM ALONE!"

HUH?



"SENSORS ARE LONERS!"

The idea to burn in your brain on keeping unattended ground sensors going and maintained is: **LET THEM ALONE!**

Like, if you spot something you can't figure, whether it be on the perimeter of your position or way out in the Boonies, let it be! It might be half-buried, lying on the ground, or hanging in a tree, but let it be.

And get some Intelligence types to come out and look it over.

Chances are great that you've stumbled into a sensor field. Your CO probably knows it's there.

If you pick up a sensor you trigger an electronic disable that makes it useless.

So like was said, the best PM is to let it alone—unless you know what it is and are authorized to handle it.

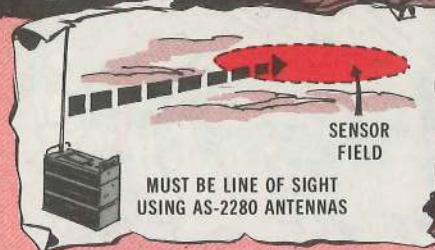


YOU HEARD IT RIGHT... 'N' TO PUSH THE POINT, THERE'S A SHORT-COLOR FLICK CALLED "DON'T TOUCH IT," MF-11-5561. LOCAL CO'S WHO NEED IT CAN GET IT AT THE NEAREST ARMY FILM LIBRARY.

For the troops who "can touch it," here're some PM and operating tips that can save trips to support for unnecessary maintenance.

Line of sight is critical if you're monitoring a sensor field with the AS-2550 or AS-2280 portatote antennas. If reception is poor, double-check antenna sighting before you suspect that something's wrong with the portatote. Sometimes, just moving the portatote a couple of feet one way or another at the monitoring site will cure your problems on reception.

Elevating your antenna, using a mast or attaching to a pole or tree and using 50 feet of RF cable CG-



**MUST BE LINE OF SIGHT
USING AS-2280 ANTENNAS**

2510A/U, part of Antenna Group AS-2549/USQ, will greatly help reception.

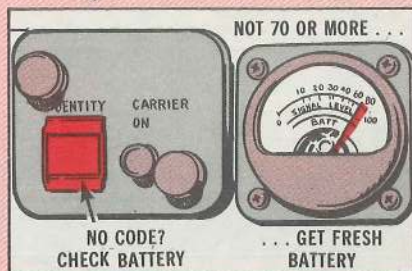
A terrain map helps, too, since it'll keep you from sighting through a distant hill, or woods. The big point: your angle to the sensor field has to be clear of obstacles.

Same goes for all sensor antennas.

If you get a low acoustic reading (a low rushing noise in the headset) on your portatale but no identity code readout, suspect a low BA-386 or BA-4386 battery.

If the battery scale on your USQ-42 isn't in mid-green (or 70 or more on the numbered scale above the green), get a fresh battery.

The test switch of your USQ-46 tests the lamps. Therefore, the BATT LOW lamp will light when the switch is actuated because you're testing that lamp. Don't switch the battery. When your bat-



tery is low, the BATT LOW lamp will light without your actuating the test switch.

You get poor or no identity code readout with low batteries.

A caution on the BA-4386 magnesium battery: It gives off hydrogen gas in the battery box, which will explode if ignited. The USQ-46 has a pressure relief valve to vent these gases. In addition, check the center housing assembly of the USQ-46A to make sure the seal screw is installed.

After operating with a battery and switching over to power supply, loosen the 4 screws securing the center housing section to vent any hydrogen gas that may be in this section.

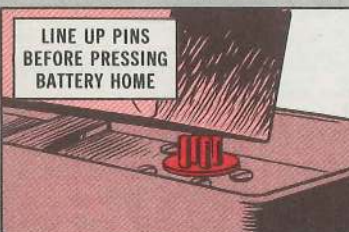
Re-secure the screws. Also, don't forget to clean the battery plug when switching from battery to power supply.

Some battery boxes for the USQ-42 may have a small hole drilled in the box to prevent gas build-up; if yours doesn't have a vent-hole, un-snap the latches every few hours to let the gas escape.

IF THE HYDROGEN GAS ISN'T VENTED OUT, IT'LL GET TO THE ELECTRONICS AND YOU'LL END UP A ZAPPED SET.



The USQ-42 demands a little maneuvering in lining up the battery receptacle holes with the bat-



tery plug, since the holes are slightly mismatched. Same goes for the -46. Don't try to ram the battery home, or you'll bust up the receptacle. Line up the holes with the plug and sorta swivel the battery into place.

Aside from the battery there's not much inside the portatale for an operator to concern himself with. Good advice: Stay out! Support does all the repair work. Operators should position the FAST-SLOW rate switch in the -46 to "FAST" when changing the battery.

When the portatale slave cable isn't attached on the -42, keep the cover on the slave receptacle. The cover's a great dirt and moisture stopper.

As for operator maintenance on portatales aside from PM, 'bout the only thing you do is change the BAT and VEH operation fuses and the carrier lamp.

In case you're hurting for them, the USQ-42 manual is TM 11-5840-339-12 (Apr 68) and the USQ-46 is TM 11-5820-790-12 (Jul 70).

Annunciators, the "portatales" of the line sensor family, require a minimum of unit maintenance... and about the only thing an operator does is replace the battery and indicator lamp.

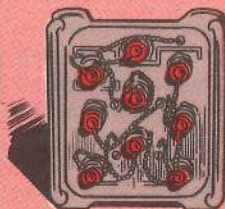
DON'T TOUCH ANYTHING INSIDE THE ANNUNCIATOR. SUPPORT DOES THAT.



SARS, the Sensor Analog Relay System, AN/GRQ-16(V) radio repeater set, demands more from an operator than the annunciator.

Cable connections must be snug... and be sure your RF cables are going to the right receptacles.

Cap all SARS RF cable receptacles when they're not being used in order to minimize signal loss in the system. If you lose a signal, check the RF cable connection first.



KEEP
RECEPTACLES
CAPPED

Big point on the CG-3649/U RF cable itself: It can't be forced on—or off. Be careful with it, line it up to twist it on ... and back it all the way out to get it off. Don't yank.

When you set up the AB-577 antenna mast at the relay-site, be sure the UHF antenna is 90 degrees, or perpendicular, to the VHF antenna. Otherwise, they radiate into each other and reception suffers.

The antenna connections themselves should be 180 degrees to, or



KEEP
ANTENNAS
AT RIGHT
ANGLES

facing away from each other. Same bit on the radiation and reception.

Before you extend the mast turn off the RT light ... to prevent making a beautiful target.

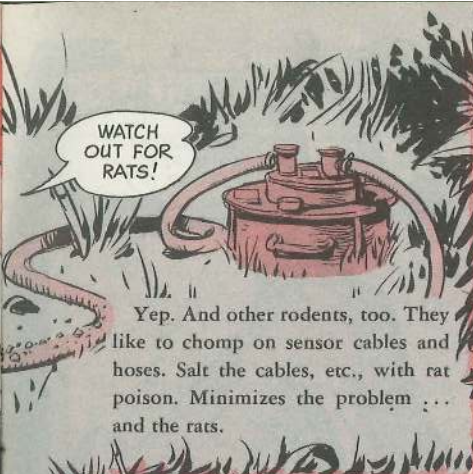
Pubs out on SARS are TM 11-5895-751-12 (AN/GRQ-16) and IM 11-5985-337-15 (SARS), both of which you should have gotten with the equipment.



Keep all sensor covers tight and all screws snug. It helps prevent moisture from seeping into the sensors and knocking them out.



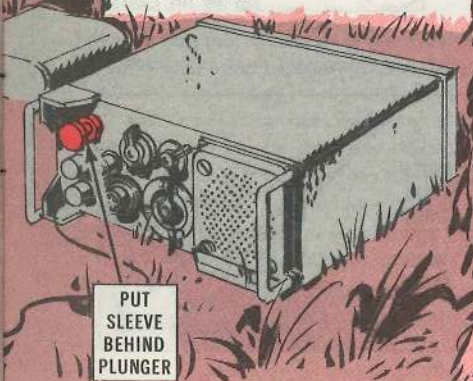
If you can't push the geophone into the ground, make a hole and push it in by hand. Use a stick, a screwdriver or whatever to punch the hole.



Yep. And other rodents, too. They like to chomp on sensor cables and hoses. Salt the cables, etc., with rat poison. Minimizes the problem ... and the rats.

PSID (Patrol Seismic Intrusion Detector) receiver volume can be amplified by using the local control of the AN/GRA-39 radio set control, if the PSID receiver can't do the necessary job.

You detach the wires from the PSID receiver headset and attach them to the GRA-39 binding posts. Works fine if you need a long remote and more noise. One caution: Put a 1/2-in plastic sleeve behind the ringer plunger so's you can't push in the ringer. Otherwise, you can damage the PSID receiver.



PUT
SLEEVE
BEHIND
PLUNGER

The PSID batteries, and others, too, corrode fast in humid areas. So, on recoverable sensors like the PSID, you can slow down corrosion by turning the power off when you're not using them. Remove them, if possible.

The MAGID battery creates a different kind of problem. It's a bummer to connect ... if you don't make the connection before you install the battery. Connect the plug, install it, and go radiate. Even then it's not overly easy to slip into place.



CONNECT THIS
PLUG FIRST.

The ADSID Phase I sensor module has stacked connectors, 4- and 5-pin.

If you try to make the connection with the connector mismatched, you can force it into place and break the pins.

So match 'em up right, 4-pin to 4-pin; 5-pin to 5-pin.

Have an extra look at the EMID sensor when you bury it. Dirt has a tendency to pop off the day-night cap ... which you don't want. Be careful with it. You can cover it with the antenna cover for 24-hour operation, too.

WINCH IT RIGHT!

GET IT UP!
GET IT ALL THE
WAY UP.

IT'S ALMOST
TO 75 FEET
CONNIE.



Get it all the way up there, man, if you have to, but stop at 75 feet if you wanna save a winch ... or a mast.

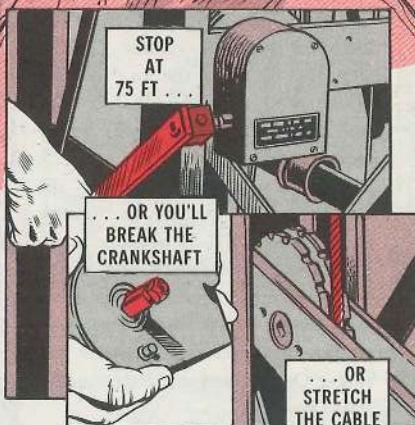
Wuzzat?

The mast of the AN/GRC-50 radio set, that's wot. The strain on the winch even up to 75 feet is great enough. But beyond that the force on the handle literally shears off the crankshaft.

Also, excess height stretches the winch cable so that it twists and can't lay in the winch reel. And that, friend can set up a toppled mast. If you need more than 75 feet of mast, you need another antenna site.

Another way to secure a mast is to screw the guy stakes into the ground on the same angle as the guy wire. Which, more or less, makes the stake an extension of the wire.

If you screw the stake on a different angle, like perpendicular to the wire, you set it up for the big pullout. The strain is much greater.



THE IM-174/PD

IM PM

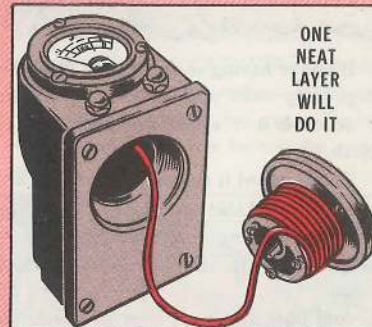
When you're winding up the battery cable on your IM-174/PD radiacmeter, take it easy.

Too much pressure against the battery-cable clamps damages 'em as you wrap the cable around the battery box.

There are no replacement clamps.

In wrapping the cable, place only 1 layer around the box. Be sure the cable doesn't slip into the small portion of the recessed battery-box receptacle. It could get cut.

Keep hands off the calibration control on the left side of the front panel. That's for depot repair types only.



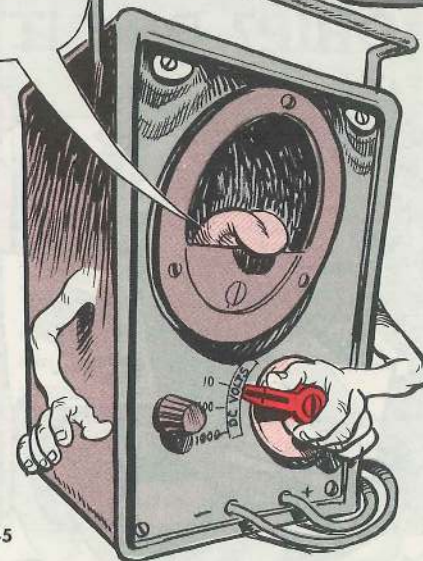
SWITCH THE SWITCH

Switching from 6.3 AC filament voltage reading to B-plus DC plate voltage on your AN/URM-105 multimeter?

Then, be sure to reset the multimeter function switch. Otherwise, you can end up with a burned-out multimeter.

When you're reading filament AC voltage, the function switch indicator is parked on the 10-volt AC scale. When you change the test probes from the AC test points to the high-voltage points, you need to reset the function switch to the DC voltage range for the reading. Then insert the probes.

If you don't, the 10-volt AC scale burns out the resistors and rectifier.



A WORTHY PROJECTOR

If you're having to store your PH-222-C projector out-of-doors in sandy or humid high-temp areas, you wouldn't want to sabotage its chances, would you?

So, cover it . . . either with some kind of temporary enclosure, or with a tight-fitting cloth.

That'll guard it against a lot of sand and grit and mold and corrosion.

Before putting the PH-222-C back in action, clean it off with a camel's-hair brush.

And how about an internal brushing, too?

Brush the dust and grime off your lens before you use the tissue on the lens.

The same cautions apply to the 115-volt AC AP-9(1) still picture projector.



CLEAN
BEFORE
USING

DRIP? DRY IT?

KEEP MY
BABIES DRY!
=HICK=

Using alcohol to clean plug tips and packs on the SB-22/PT or SB-86/PT switchboard?

OK, as long as you remember to sop up the equipment afterwards. Dry off the cleaned areas with a soft cloth.

If you hurry or forget, you stand a good chance of shorting out the TA-207 signal assembly on the -86, and the TA-222 line pack on the -22.

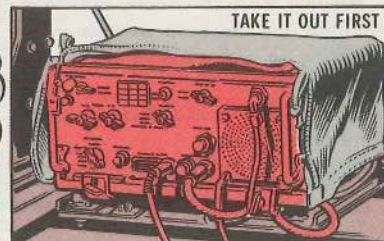
Incidentally, any time you have to force operator's pack TA-221/PT into the SB-22, or TA-220/P into the SB-86 key-shelf . . . back up and take another run at it. Avoids damage.

SPRAY-PAINT NO RADIOS

So you've got your prized four-wheeler in the paint shop, and they're spraying up a fog.

Fine—but don't let that paint-spray fog in, on or around your AN/VRC-12 model radio set, or any other radio installation.

First-off, your radio has got to be removed from its vehicle before the spray gun gets going.



TAKE IT OUT FIRST

Any connections—such as the antenna connection in the MX-6707/VRC antenna matching unit—get masked off from accidental paint spray or drift.



MASK OFF
CONNECTIONS

The paint fog that's stirred up by spraying can settle into exposed panel receptacles and connectors, and really cripple your set.

Once the paint has drifted in and hardened, there's no workable way to get it out. So, you've got partial insulation whether you want it or not.

It's the same deal when you hose down your vehicle. Either take out the radio set, or cover it with waterproof material before you start the water flowing.

THE BIG PICTURE

FOCUS IN ON ASOAP

AIR MOBILITY

YOU CAN TELL A LOT BY OBSERVING A FORM. LIKE—THE LAB TECHNICIAN WHO EYES THE DA FORM 3253 YOU MAIL WITH AN AIRCRAFT OIL SAMPLE.

Tell him what you know, birdmechs, by filling out the form completely and he'll come up with a first-rate picture on the health of your baby.

Focus in on the time blocks on part 5 of the form, for real.

C Co, 227th Avn Bn
WAAVCO

Ft. Ho

A. TYPE		B. SERIAL NO	
UH-1		70-15930	
C. AIRFRAME TIME		D. TIME SINCE OVERHAUL	
975 Hours		975 Hours	
E. TIME SINCE OIL CHANGE		F. OIL CONSUMPTION SINCE LAST SAMPLE	
24 Hours		0 Hours	
G. COMPONENT		H. COMPONENT SERIAL NO	
LE-167		L-3172-51A	

Fill in block 5c with the time since last oil change, also. An oil change may not seem like a big deal to a mechanic but it is to a lab technician.

He keeps a history on an oil analysis data record for all components in the program.

On a recently overhauled low time engine, for example, you're going to get a greater metal wear rate than on a high-time engine. That's because a lot of wear takes place as internal parts become seated.

The lab types take the time since new or overhaul, shown in block 5b, into account when reading aluminum, iron, chromium, silver, copper, tin, magnesium, lead, nickel and silicon content in samples.

Course, a copy of the DA Form 3253 also goes to the AVSCOM ASOAP data bank where sections 6 and 7 get the key-punch treatment—when you check the right blocks!! To get important responses from the computer fill in sections 1 and 2 with your unit identification, address and APO or zip code.

When you change the oil and your latest sample hits the lab, the concentration of wear particles will be less than on previous samples with the old oil. The lab types need the oil change poop to account for the difference between readings on new and previous samples. With no time figure the technician might decide the sample came from a different component. He may ask for another sample ... could mean extra sweat and elbow grease on your part.

A. AIRFRAME TIME		B. TIME SINCE OVERHAUL		C. COMPONENT SERIAL NO	
1487:05		0 Hours		L-3172-51A	
D. TIME SINCE OIL CHANGE		E. OIL CONSUMPTION SINCE LAST SAMPLE		F. OTHER (Explain in Remarks)	
0 Hours		0 Hours			
G. REASON FOR SAMPLING		H. SPECIAL LAB REQUEST		I. PRIOR TO OIL CHANGE	
☒ 25 HOUR (Routine) ☐ SPECIAL LAB REQUEST ☐ PRIOR TO OIL CHANGE ☐ OVERBOOST		☐ OVERSPEED ☐ PRIOR TO MAINT ON ANY OIL-WETTED PARTS (Explain in Remarks) ☐ COMPONENT REMOVAL (Explain in Remarks)		☐ METAL IN OIL OR SCREEN ☐ AIRCRAFT CRASH ☒ OTHER (Explain in Remarks)	
J. TENANCE PERFORMED SINCE LAST SAMPLE		K. CYLINDERS REPLACED		L. BEARINGS REPLACED	
NONE		☐ CYLINDERS REPLACED ☐ BEARINGS REPLACED ☐ OTHER (Identify)		☒ ENGINE REPLACED ☐ COMPRESSION CHECKED ☐ INTERMEDIATE INSPECTION	
M. SAMPLE TAKEN BY		N. DATE SAMPLE TAKEN			
SP6 Harry Jones		4 Dec 71			

Engine change. S/N L-3172-51A installed at 1487:05 A/C hours. Two overhauls to date.

AT AN ENGINE CHANGE, ZERO THE TIME IN BLOCKS 5b,c AND d. CHECK "OTHER" IN PART 6 OF THE FORM. ADD THE MAINTENANCE ACTIONS YOU TOOK IN THE REMARKS COLUMN TO KEEP THE LAB IN THE KNOW... AND NEVER OVERLOOK BLOCK 5d ON OIL CONSUMPTION, EITHER.

High recip engine oil consumption is a good indication that the lab should look into high-wear rates in the upper cylinder area when eyeing your sample.

If you're about to change a cylinder due to high oil consumption and low compression, send an engine oil sample to the lab before you make the switch.

CHECK THE COMPONENT REMOVAL BLOCK (6g) AND GIVE THE DETAILS IN THE REMARKS COLUMN.

1. OPERATING UNIT (Include Unit Identification)			
USAPHS			
2. AIRCRAFT			
a. TYPE	b. SERIAL NO		
TH-55A	67-17002		
3. TIME			
a. AIRFRAME TIME	b. TIME SINCE OVERHAUL		
1487:05	667 Hours		
c. TIME SINCE OIL CHANGE	d. OIL CONSUMPTION SINCE LAST SAMPLE		
37 Hours	2 Quarts		
e. COMPONENT SERIAL NO			
L-2481-51A			
6. REASON FOR SAMPLING			
☐ a. 25 HOUR (Routine) ☐ g. OVERSPEED ☐ h. METAL IN OIL OR SCREEN ☐ b. SPECIAL LAB REQUEST ☐ i. PRIOR TO MAINT ON ANY OIL-WETTED PARTS (Explain in Remarks) ☐ j. AIRCRAFT CRASH ☐ c. PRIOR TO OIL CHANGE ☐ k. COMPONENT REMOVAL (Explain in Remarks) ☐ l. OTHER (Explain in Remarks) ☐ d. OVERBOOST ☒ e. CYLINDERS REPLACED ☐ m. COMPRESSION CHECKED ☐ f. BEARINGS REPLACED ☐ n. INTERMEDIATE INSPECTION ☐ o. COMP EVALUATION ☐ p. OTHER (Identify)			
7. MAINTENANCE PERFORMED SINCE LAST SAMPLE			
☒ a. NONE ☐ d. CYLINDERS REPLACED ☐ g. ENGINE REPLACED ☐ b. OIL CHANGE ☐ e. BEARINGS REPLACED ☐ h. COMPRESSION CHECKED ☐ c. COMP EVALUATION ☐ f. OTHER (Identify) ☐ i. INTERMEDIATE INSPECTION			
8. METHOD			
☐ TUBE ☒ DRAIN SP6 Loyd Welch 6 Dec 71			
9. DATE SAMPLE TAKEN			
REMARKS (Continue on Reverse if Necessary)			
Number 2 cylinder has low compression and excessive oil consumption.			

Follow up with another sample taken after the cylinder change. Block 7d, cylinder replaced, gets checked and your explanation again goes in the remarks column because block 6j also gets checked.

Complete the DA Form 3253 after a maintenance operational check or test flight.

For other pointers eye the poop in TB 55-6650-300-15 (Aug 70) on oil analysis. Para 9 spells out the conditions under which special samples are sent to the oil lab.

5. REASON FOR SAMPLING		
☐ a. 25 HOUR (Routine) ☐ g. OVERSPEED ☐ h. METAL IN OIL OR SCREEN ☐ b. SPECIAL LAB REQUEST ☐ i. PRIOR TO MAINT ON ANY OIL-WETTED PARTS (Explain in Remarks) ☐ j. AIRCRAFT CRASH ☐ c. PRIOR TO OIL CHANGE ☐ k. COMPONENT REMOVAL (Explain in Remarks) ☐ l. OTHER (Explain in Remarks) ☐ d. OVERBOOST ☒ e. CYLINDERS REPLACED ☐ m. COMPRESSION CHECKED ☐ f. BEARINGS REPLACED ☐ n. INTERMEDIATE INSPECTION ☐ o. COMP EVALUATION ☐ p. OTHER (Identify)		
7. MAINTENANCE PERFORMED SINCE LAST SAMPLE		
☒ a. NONE ☐ d. CYLINDERS REPLACED ☐ g. ENGINE REPLACED ☐ b. OIL CHANGE ☐ e. BEARINGS REPLACED ☐ h. COMPRESSION CHECKED ☐ c. COMP EVALUATION ☐ f. OTHER (Identify) ☐ i. INTERMEDIATE INSPECTION		
8. METHOD		
☒ TUBE ☐ DRAIN SP4 Harold Johnson 8 Dec 71		
9. DATE SAMPLE TAKEN		
REMARKS (Continue on Reverse if Necessary)		
Number 2 cylinder changed because of excessively worn rings. Sample taken after run-up.		

There is no block to check on the 3253 form when taking a sample following an aircraft accident, tho, so—check block 6j in section 6 and give the reason for taking the sample in the remarks section.

The same deal goes for an inflight failure, overboost or overspeed and any abnormal flight condition which may be the result of a malfunction of oil lubricated parts, or any operation that may have damaged an oil lubricated system. Check block 6j and use the remarks section.

Also, when taking a routine turbine engine oil sample every 12½ hrs, check block 6a, which is also used for a routine 25-hr sample.



Yessir-e-e, fill out the DA Form 3253 completely, man! The lab will then be to keep you tuned in to the big picture.

"G" GONE - FILE REMAINS

HERE'S THE
STRAIGHT SCOOP
ON YOUR
INQUIRIES.

Dear Windy,

Whatever happened to the "G" file of technical publications required for each aircraft?

The organizational maintenance pubs no longer list it in Appendix C, the Master Inventory Guide.

Shouldn't the file be carried on the inventory record, DA Form 2408-17?

SP6 D.J.N.

Dear Specialist D.J.N.,

Shades of yesteryear . . . the "G" file.

The term was originated during WW II when the government furnished publications and forms for aircraft during high production years. Industry dubbed the government file, "G" file.

The term is gone, but the file requirement lingers on. It's spelled out in AR 750-31 (Apr 70), Technical Publications for Aircraft Files.

The technical file does not appear in the aircraft master inventory guide because it's established, maintained and transferred by the Reg.

No requirement for inventory, via the DA Form 2408-17, is needed. Listing it would be a duplication since the AR legislates management of the file, thru command responsibility.

Windy

BELLCRANK BEARING WEAR

Dear Windy,

Are there any definite wear limits for the bearings, P/N AN206 DSP5, in the bellcrank assembly, P/N 205-001-902-5, fig 9-5, item 2 of TM 55-1520-210-20 (Sep 71)?

SP6 E.S.

Dear Specialist E.S.,

Roger, Sarge. Replace 'em when the radial play is more'n 0.012 inches—axial play more'n 0.030 inches. Look for this poop in Fig 9-15 of the new Dash 20 TM. Bellcrank, P/N 204-001-963-1, should read -P/N 205-001-902-5, in Fig. 9-15.

Windy



CHECK WITH SUPPORT

Dear Windy,

Sequence 13.9 in the Seminole PMP checklist calls for an inspection of the landing-gear-gearbox spur gear for wear, corrosion and damage. TM-55-1510-201-35 (Jan 69) is cited for the inspection poop.

Does this mean only our support can make this check?

SP4 R.O.L.

Dear Specialist R.O.L.,

Normally—yes! An organizational maintenance mech should only visually inspect the gearbox and clutch for cracks, dents and distortion, as called for in para 4-302b or 4-304b of TM 55-1510-201-20 (Jan 69). You do not remove the motor.

You can inspect the spur gear, tho, if you have the tools, facilities and skill to do the job. Just be sure to get the green light from your support unit.

Then—pull the motor and eye the spur-gear teeth for excessive wear and pitting. If the sides of the teeth are flattened, use a dial indicator to find out if the pinion-to-spur-gear backlash is within the limits given in Table 4-5 of TM 55-1510-201-35.

Windy

BASICALLY, NEW

To keep all your aircraft component records straight be sure you eye a copy of the new TB 55-1500-307-25 (Nov 71).

HUEY HOOK HANGUP

Check and double check your Huey rescue hook on Daily inspections and before use. A bent, distorted keeper or a weak spring could upset the apple cart.

OH-58A T/R DRIVE SHAFT CARE

A rusty tail rotor drive shaft leads to pitting and corrosion—2 metal manglers that weaken the shaft. An extra sharp flex, rap or strain will kink the shaft PDQ.

Your new bird's exposed shaft is protected with 2 coats of clear lacquer. You have to give it the same-same double-coat protection when you install a new one. Here's how.

First the shaft gets a rubdown with naphtha or M.E.K. (Table 1-1, TM 55-1520-228-20). Hold it! Air drying leaves uneven patches of this primer, so w-i-p-e it dry.

FIRST, CLEAN THE SHAFT



Lay the shaft on the hanger supports. Button down the bearings and collars and cover 'em with masking tape. Protect the tail boom with a cloth or paper.



PROTECT BEARINGS AND BOOM

Put 2 coats of clear lacquer on the shaft. First coat dries to touch, but second coat gets a 48-hour drying spell. FSN 8010-515-2487 gets you a 16-oz spray can.



GIVE IT TWO COATS

Finally, make sure the rubber collar to the shaft mating area is clean and dry and seal the rubber collar to the shaft with a light coat of RTV-732 adhesive compound, FSN 8040-902-3871 (3-oz tube). This keeps dirt 'n' dust from getting under the collar and grinding away the shaft.

Safety sense idea for the Daily: Add a PM check for rust—specially 'round the bearing collars—to your unit SOP.



OUCH! CHECK THEM BEARING COLLARS! OUCH!

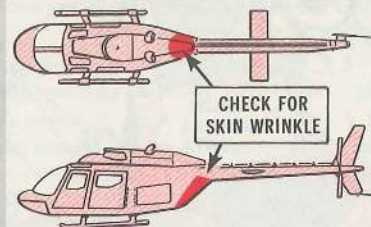
IT'S YOUR SKIN, TIGER

OH-58 training blows your mind concentrating on controls, instruments and IP instructions.

This cockpit concern could cause you to overlook a hard touchdown—or a touchdown in an unusual attitude . . . that could wrinkle your bird's skin and yours!

So-o-o-o, hold one, Bold One. Check for skin wrinkling and compression buckling on your bird's belly from just below the avionics compartment aft to the horizontal stabilizer, and for skin wrinkles on each side of the engine deck.

Any puckered condition calls for a time out and a hard landing inspection, Tiger. In which case get your claws into pg 3-4 of TM 55-1520-228-20 (Oct 70), and bring your bird up to scratch.



CHECK FOR SKIN WRINKLE

BY THE MODEL, PLEASE!

When you request a part for your aircraft, birdmen, choose the part that applies just to your model.

If you ask for a part that applies to several models some of your buddies are going to wind up on the short end of the supply stick.

Say, for example, you have an A model Chinook and she needs a hydraulic servocylinder.

Use the stock number for the A model. If you order the part that fits either the A or B model, units with B models will be short since they can't use parts coded strictly A model . . . 'tis the case right now.

No matter what bird you crew, order by model. If supply is fresh out then they'll substitute another part that is usable on other models.

Keep the supply pipeline filled—with the right repair parts.

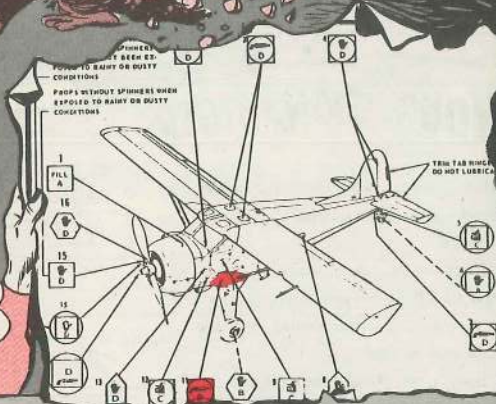
SERVOCYLINDER, HYDRAULIC.....	A
RPL-BY 1650-117-2986	
SEE FIG. 222 FOR NHA	
SERVOCYLINDER, HYDRAULIC.....	A
RPL-BY 1650-117-2986	
SEE FIG. 222 FOR NHA	
SERVOCYLINDER, HYDRAULIC.....	A
RPL-BY 1650-117-2986	
SEE FIG. 222 FOR NHA	
SERVOCYLINDER, HYDRAULIC.....	AB
RPL-BY 1650-117-2986	
SEE FIG. 222 FOR NHA	
SERVOCYLINDER, HYDRAULIC.....	AB
RPLS— 1650-865-7970	
USBL EFF 60-2451, 63-7903,	
64-13132 THRU 67-10493	
SEE FIG. 222 FOR NHA	

ORDER THESE PARTS...

... NOT THESE

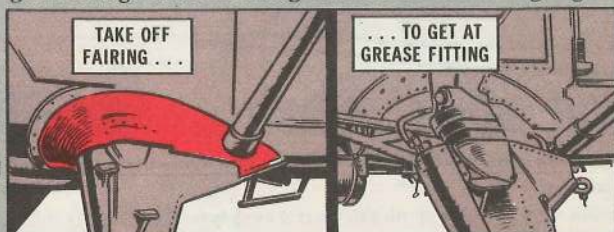
BEAVER P M QUICKIES

FOLLOW
THIS U-6A
CHART!



Focus on the landing gear attachment points, Beavermechs, when you lube your baby.

Some of the fairing screws may be frozen, which means the grease fittings under the fairing haven't been hit in a dog's age.



The wing flap torque tube fittings may also be dry as a bone. That's no way to keep a lady in the blue. Follow the lube chart when you shoot the works.

HOLD IT!

When you or your buddy make with the Avgas always support the weight of the nozzle when it's in the filler neck, especially on the wing fuel tanks. The full weight of the nozzle may crack the filler neck.

A cracked tank has to come off for repair or replacement which means a lot of extra sweat and elbow grease for your support ... loss of the bird to your unit.

LOW ON FUEL?

SET 'ER
DOWN!

When the 20-minute fuel caution light comes on in your Huey, throttle jocks, look for a place to set down. Flying 10 to 15 minutes more to reach home plate could result in bending up some bird parts.

Specially if one of the fuel boost pumps should fail, in the bargain.

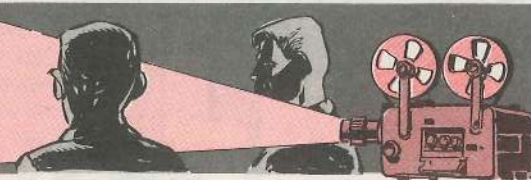
If either the left or right fuel boost pump quits on the D/H model you've got about 10 minutes of flying time left at cruise power.

On the B and C/M models, tho, the left fuel sump is mounted lower than the right. Right pump failure would give you only about 10 minutes of flying time ... 5 minutes, should the left pump fail.

So, hot pilots, if a fuel boost pump caution light is ON and the 20-minute caution light comes ON figure you have about 5 minutes of flying time at cruise power.

The 20-minute caution light applies during normal fuel flow, when both boost pumps are working. Don't push your luck.

THE REEL SCOOP!



Dear Windy,

The shoulder harnesses in our Bird Dogs (O-1A's) do not lock automatically according to the info in para 4-206A, Chg 1 (Oct 70) to TM 55-1510-202-20.

And, in trying to order the MA-2 type inertia reel which has the automatic lock feature, we are unable to come up with a stock number in the organizational or support parts pubs.

What's the good word, Windy?

CW3 E. P. B.

Dear Mr. E. P. B.,

Your O-1A models will not take the automatic locking type without a change to the airframe.

Some O-IG's have been modified to accept the MA-2 reel. To date the mod can be done only by a contractor at overhaul.

So, replace an unserviceable reel with the type you removed.

Windy

COMBAT SUPPORT

HERE'S SOME HEADS UP POOP ON YOUR M17 OR M17A1 PROTECTIVE MASK.

HEAD HARNESS FLAP

There's no right side or wrong side for the head harness on your M17 or M17A1 field protective mask.

You can install the harness either way. Just make sure the top straps attach to the top of the faceblank and the lower straps go to the side buckles on the faceblank. Otherwise, the mask won't seal right around your face.

MASK ID

Both the medium and the large M17-series masks use a medium faceblank. The large mask, however, is equipped with a large nose cup, and it has an L stamped alongside

MATCHED FILTER ELEMENTS

Both filter elements in your M17 or M17A1 mask must show the same lot number. If the numbers don't match, or they're not readable, the elements are unserviceable. The serviceable filter element lots are listed in SB 3-30-2 (Nov 70).



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Protective Mask Tips

SNAP THE FLAP

To open your M17 or M17A1 mask carrier, always pull out on the center of the flap. The flap fasteners will give easy-like. If you pull on the corners of the flap, your lopsided yank'll strip off the flap eyelets, sending your carrier to support for new eyelets.

the molded M on the faceblank. The small mask uses a medium nose cup.

When all markings are in good order, mask sizing stacks up like this:

COMPONENT SIZE	MASK SIZE	FSN
Molded S on faceblank and molded or stamped M on nose cup	S (small)	4240-542-4450 (M17) 4240-926-4199 (M17A1)
Molded M on faceblank and molded or stamped M on nose cup	M (medium)	4240-542-4451 (M17) 4240-926-4201 (M17A1)
Molded M with a stamped L alongside it, on the faceblank, and a molded or stamped L on the nose cup	L (large)	4240-542-4452 (M17) 4240-926-4200 (M17A1)

GO EASY ON THE STAMPED MARKINGS

If the stamped sizing info's worn off or washed off you may end up with a sizing puzzle. So go easy on the stamped markings when you handle or clean the mask.

If some, or all, of the markings are missing, here's a sizing guide that'll help:

If there's a molded S on the faceblank and no mark on the nose cup, you can be fairly sure that you have a small mask.

If you have a molded M on the faceblank and no size on the nose cup, consider the size unknown. (The stamped L on the faceblank may have worn off... and without a size on the nose cup, you'll not know for sure whether you have an M or an L mask.) In this kind of pinch you can try the fitting and leakage test SOP in the mask's TM, to see if the mask'll fit and work for you. Or, you can turn the mask in for one that's properly marked.

If you have a molded M with an L stamped alongside it on the faceblank, and no mark on the nose cup, you can be fairly sure you have a large mask.

For fitting, PM, and supply scoop on the M17A1 you need TM 3-4240-258-14 (Mar 71) and its -20P TM (Mar 68). The M17 mask is covered by TM 3-4240-202-14 (Jul 71) and its companion -20P (Jul 68).

Never use paint, magic markers or any kind of ink to size or identify your mask. Same goes for its carrier. You can use transparent tape for marking the carrier and a tag code, of some kind, to identify your mask.

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MORE

KEEP OUTSERTS ON

Keep the outserts on the mask. That'll protect the lens from getting scratched or broken, and it'll also protect the lens from flying debris when you're wearing the mask.



TINTED LENS

The eyelens on masks and outserts should be clear, but sometimes the plastic windows turn brownish or yellowish with age. The tint can't be removed, but as long as the color doesn't impair your vision (day or night), the tinted lens are OK. If the coloring does cause vision problems, you'll have to swap the mask or the outserts with your supply man.



WATERPROOFING BAG

Unless local SOP says otherwise, never leave the mask in its waterproofing bag for more than 24 hours at one stretch. If the mask goes to sweating, the filter elements may end up wet.



SAFETY RANGE

Remember, the M17-series masks protect you from chemical and biological agents. They won't see you through ammonia fumes or carbon monoxide, or through confined spaces where the oxygen content is real low.

DON'T FRET OVER THE PLASTIC STRIP COVERING THE INLET VALVE CAPS ON NEW MASKS... JUST REMOVE 'EM AND CHUCK 'EM OUT. THEY'RE ONLY USED FOR SHIPPING.



WHAT'S A PLL MAN RESPONSIBLE FOR... ?

Big, important things!

He has to stay on the ball with AR 710-2, 710-7 and the local supply SOP.

He must know all the equipment his shop's responsible for maintaining, and stay current with the equipment's supply pubs.

He has to know the outfit's DSU (Direct Support Unit), where it is, and how it supports his outfit.

Most of all—regardless of his rank—he represents the Old Man in his PLL dealings with the DSU. When he requests or turns in something, and when he asks the DSU for special help, he's not doing it on his own—he's acting for the Old Man. He has to know his supply P's and Q's, and how to talk to and work with the DSU.

It's up to him to bring home whatever's needed to keep the equipment maintained so the outfit can operate.

In a nutshell—the PLL man must fill some fair-sized boots . . . and a lot depends on how well he wears 'em.

HERE IT IS, YOU PLL GUYS!

SUPPLY COMPUTER NOT LISTENING? ...

WIRE YOUR

2765 FOR SOUND!

You say you've had it with those non-FSN'd, non-stocked, non-PLL repair parts listed in supply pubs! You need 'em, but you can't shake 'em loose?

Hang in there, man—

BLOCK 1
Exception-data Document Identifier Codes AOE or A05. They tell support you're requesting a non-FSN'd item. See para 9, and Fig 1, AR 710-7.

BLOCK 22
Advice code. If you have special instructions for support—fill or kill request. No substitute, please. Not available thru local purchase, manufacturer, or can-point, etc. See AR 725-50, App 11-17 for the 2-character advice codes you can use to talk to support.

AR 710-7 (Sep 70) will cut it for you on those items ... if you do exactly what it says. Like:

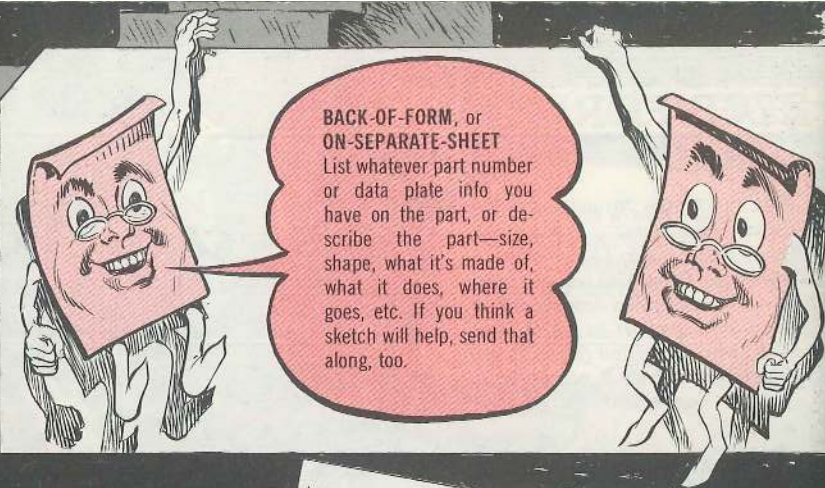
Your DA Form 2765 requests must call out the exception data needed by your supply support to track down those items. Exception (justification) data means you have to provide extra scoop on your request. For instance:

BLOCKS 4-5
Leave FSN block blank. Unless you have a legit stock number.

BLOCK M
Short line description of part needed. Also, in this block you must identify the major end item—truck, tank, weapon, generator, or whatever—the part is for. Give the major end item's name, FSN, LIN—line item number, etc.

BLOCK O
TM or manufacturer's pub listing the part—or else the TOE, MTOE, CTA or SB, that gives you the major end item. Quote the pub's date and the page listing the item.

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BACK-OF-FORM, or ON-SEPARATE-SHEET
List whatever part number or data plate info you have on the part, or describe the part—size, shape, what it's made of, what it does, where it goes, etc. If you think a sketch will help, send that along, too.

If you have an FSN for the item you need, use it in the form's FSN block, and use Document Identifier Code A0A or A0I in block 1—to tell support your request has an FSN. See Fig. 1, AR 710-7.

Even with an FSN, though, you must still provide exception data in blocks M and O, just like when you don't have one.

The more item identification and justification info you can give support and the more accurate it is, the better service they can give you on your exception-data supply requests.

AR 710-7

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, DC, 4 September 1970

INVENTORY MANAGEMENT
ING, CONTROL, AND TECHNICAL EDIT PROCEDURES

Effective 15 October 1970

None of this regulation is permitted but is not required, if supplements are and major Army commands will furnish one copy of each to Component Materiel Command, ATTN: AMCT-S. Other commands will furnish the next higher headquarters.

1. Purpose. This regulation prescribes the Department of the Army technical edit policies and procedures for stock number/part number identification, validation, and submission of supply requests and Military Standard Requisition and Issue Procedures (MILSTRIP) requisitions. This standard procedure, with necessary emphasis on frigate and maintenance items, Federal stock number and non-Federal catalog (part number) items of supply are designated to:

1. Reduce/eliminate supply excesses.
2. Issue that requisition for items that are provided when required.
3. Issue that requisition for items that are not provided in the Army Master Data File (AMDF) are routed to the appropriate National Inventory Control Point Army Class Manager (NICP/ACMA) for review.
4. Issue that requisition for items that are not provided in the Army Master Data File (AMDF) are routed to the appropriate National Inventory Control Point Army Class Manager (NICP/ACMA) for review.
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Connie's Mini Mini's

BJJ Changeover

DA policy on Basic Issue Items (BI) included as a part of your equipment is getting an overhaul. Dozens of new Basic Issue Item Lists (BIIL) soon will hit the field—and are effective 1 Jul 73. Others will come out later with an effective date of 1 July 74. Hold and operate by the old BIIL until the effective date of the new list—then adjust your BI. Word went out in DA Mag DALO-MTE 171537Z Mar 72.

PS Index

The Index to PS Magazines for 1971 (Issues 218-229) should hit your outfit any day now. You get 1 Index for each 3 copies of PS you get each month.

That M151 Seat Pin

Hold it—before you order that Pin, FSN 5340-871-3858, given in PS 228 for the TM-218-series ¼-ton vehicles. It's not in the AMDF. And it's probably not the pin you want, anyway; it's a spring clip that holds the hinge pin at the front of the seat.

FSN 2540-815-5725 will get you that pin that holds down the back of the front seat. This's the pin that's flat on one side, has a snap-over retaining ring and carries a short length of chain to fasten to the floor.

And this FSN is in the AMDF.

Clear the Air

All scuttlebutt to the contrary, there're ways you can change the Army system—including maintenance operations.

The latest is an invitation to help with the US Army Armor Center Team Army Maintenance System Simplification Study (ACTAMSSS) being made at Fort Knox.

Any idea to simplify trooper-level maintenance (TAMMS or otherwise) is wanted. Send to: Editor, PS Magazine, Fort Knox, KY 40121.

Give any detail you can on recommended changes—on plain paper. The study's not a substitute for DA Forms 2028, 2407 or 1045. It's just another way to get it off your chest and help improve the system.

Hidden Extinguishers

Do you have a piece of equipment that has its fire extinguisher locked in a cabinet or tool box? Like the trailer-mounted welding shop? That's fine to foil midnight requisitioners but don't let it do the same to you. Play it safe and keep the door unlocked when welding or working the equipment. And to let others know where it's located, stencil "Fire Extinguisher Inside" across the container in a spot where it can be seen at all times. Use 2-in. letters.

Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

TRANSPORTING ELECTRONICS?



PACK 'EM SEPARATELY



COMING

GOING

PREVENT
OVER-THE-ROAD
DAMAGE