

Issue 247

PS

1973 Series

June

THE PREVENTIVE MAINTENANCE MONTHLY

LET'S
REPLACE
EVERYTHING!

TURN
'EM IN! MY
TEST GEAR
SHOWS NOthin'
BUT A LOOSE
CONNECTION!



YOU TOO CAN BECOME A...

UNIT DIAGNOSTICIAN

RX

Ever get frustrated when . . .
Your rig's lights won't work?
Or the battery won't turn over the engine?
Or the generator won't kick out enough juice?
Or your engine spits and sputters, coughs, lacks go-power?
Or you're not certain of the life left in your PRC-25 radio's battery?

JUST A FLICKER!



Some people, when caught with these or similar equipment failures, have no shame. They leap right in and start yanking and replacing components until the problem's solved. Or until they throw up their hands in utter hopelessness when all the new parts don't fix the trouble.

HOPE I FIND IT SOON!



AHH, MINE DEAR SERGEANT, I AM DER UNIT DIAGNOSTICIAN. VOT SEEMS TO BE YOUR TROUBLE?

TELL THAT M151 TO DISROBE, PLEASE.

FUN-NEE...

O K, DOCTOR, GET YOUR TESTING GEAR TOGETHER... WE'VE GOT SOME VEHICLES THAT ARE IN NEED OF YOUR HIGH-POWERED SKILLS...



Either way, a lot of good and useful parts get tossed aside, and many find their way to the scrap heap. Or they clog the supply pipeline when they're shuttled up to support for repair—where they're checked out and found to be serviceable.

LET'S SEE, NOW... THAT REPAIR COST WAS... WOW!



It's the hit-and-miss or trial-and-error type of repair that runs parts costs and maintenance down-time sky high. And it points to a diagnostic method that's for the birds.

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:

MSG Half-Mast
PS Magazine,
Fort Knox, Ky
40121

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HEY, YOU DIAGNOSTICIAN
TYPES! EYEBALLS
HERE...

If you haven't yet won the "Order-of-the-Bolt with Crossed-Threads" for expert troubleshooting, maybe all you need is to brush up on working the diagnostic equipment that's holed up within your reach.

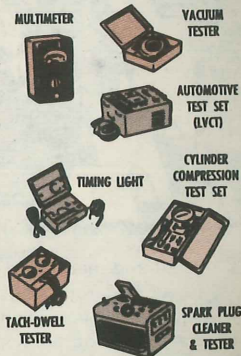
DIAGNOSTIC EQUIPMENT??

Yes! That's just the test equipment that's resting on the shelf in every unit's tool cage. It comes in tool sets or is provided by your TOE.

That test equipment can short-cut your troubleshooting chase and lead you straight to the trouble source.

IT'S RIGHT
HERE...

To qualify for the title of "Unit Diagnostician," brush up on the most common test equipment—equipment like the multimeter, low-voltage circuit tester, vacuum gage, compression gage, spark plug tester, tach and dwell set, timing light and tube testers.



WHEN YOU LEARN **HOW** AND
WHEN TO USE THE TESTERS,
YOU'LL BE KNOWN AS A
REAL DIAGNOSTICIAN.

YOU'LL BE A MAN WHO . . .

1. Doesn't diagnose equipment by guessing.

2. Keeps good components off the scrap heap.

3. Doesn't bog down the supply system by requesting unnecessary parts.

4. Doesn't waste support's time checking out good parts.

5. Holds equipment down-time to a minimum.

6. Saves money, time and work.

7. Provides elements of safety and good housekeeping.

8. Sets a good example for OJT's.

9. Improves maintenance of his outfit's equipment.

10. Is respected as a man who knows his stuff.

HMMM...
I WONDER?

DSU-
THESE ARE
BAD...CHECK
'EM-

BUT, YOU'VE
HAD IT FOR
2 MONTHS!

DON'T
TOUCH!

STORE
NEATLY!

PLEASE
RETURN

THAT CAT'S
WITH IT.

ALL SET...
TAKE 'ER
AWAY.

HE
KNOWS
HIS
STUFF.

TO GET THE BEST:

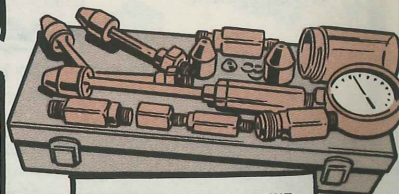
TRY COMPRESSION TEST

WOW! AM I
EVER GONNA GIVE YOU
A SWINGIN' TUNE-UP...
YOU'LL SOUND LIKE A
VIOLIN...

BEFORE
YOU PULL TH'
STRADIVARIUS
BIT... CHECK ME
OUT WITH THAT
COMPRESSION
GAGE.

Ever try polishing a pair of muddy boots without first removing the mud? Won't work—all you'll get is a mucked-up job plus a lot of wasted elbow grease.

Same goes when you short-cut an engine tune-up job by skipping the compression test. A compression test tells you whether there are problems that your tune-up will not correct.



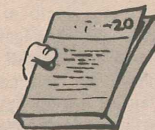
COMPRESSION GAGE KIT

TO DO THE TEST JUST
USE COMPRESSION
GAGE, FSN 4910-250-2423,
FROM YOUR AUTOMOTIVE
COMMON TOOL KIT.

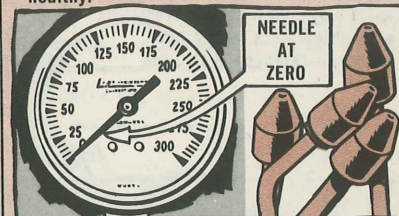
Before Testing . . .

1. Dig out the equipment's
- 20 TM for any specific instruc-
tions.

HERE
IT
IS!



2. Check the tester itself. Be
sure the gage is in good condi-
tion and needle on zero. Hoses
and adapters, including rubber-
cone types, must be clean and
healthy.



3. Make sure the vehicle bat-
teries are charged—at least to
1.250 sp gr.

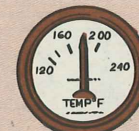


LET'S HAVE
THE BATTERY
TESTER!

4. The crankcase oil should
be at the FULL mark on the dip-
stick.



5. Get engine up to operating
temperature so you'll get a true
reading.



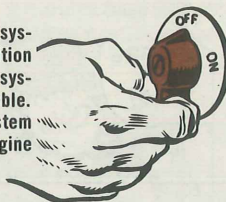
TEMPERATURE
NORMAL?

PS MORE

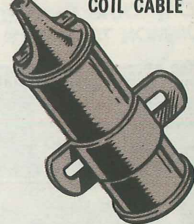
NOW THE TEST...

1. On shielded electrical systems turn OFF the ignition switch. And on commercial systems remove the coil cable. This'll keep the ignition system from sparking while the engine is being cranked.

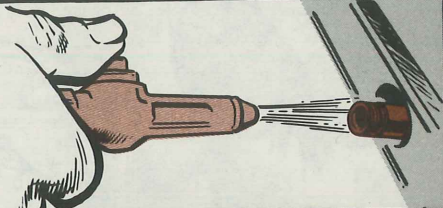
IGNITION OFF ...



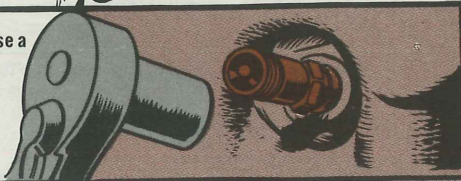
... OR REMOVE
COIL CABLE



2. Blow dirt from around spark plugs (protect your eyes) with a low-pressure air hose. Loosen spark plugs and air clean again.



3. Take out all plugs — use a spark plug wrench.



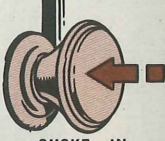
4. Clean grease from holes with clean rags.



5. Open the throttle and choke wide and leave 'em open. That lets your engine breathe all it can.

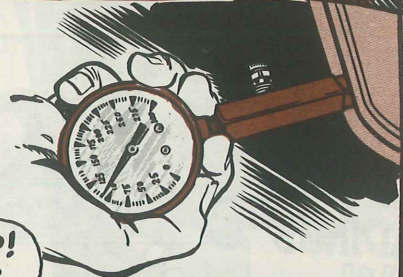


THROTTLE—OUT



CHOKE—IN

6. Choose the right size rubber-tip cone or adapter, and get a reading from Cylinder No. 1. Write it down. To do this, you need a helper to turn the engine over with the starter about 10 times. (Turn the engine over the same number of times for each cylinder.)



STOP!
THAT'S
ENOUGH.



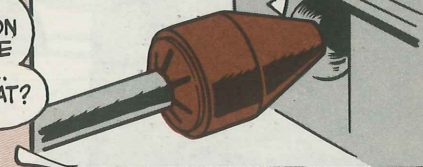
RIGHT!



7. Repeat the same test on all other cylinders. Check the rubber-tip adapter each time for a snug fit.

CHECK FOR GOOD TIGHT FIT

SAME
DEAL ON
ALL THE
REST...
GOT THAT?



8. Now check the figures. If you get too much difference between any 2 cylinders, try a re-run (your engine TM should tell what "too much" is). If you still get a big difference of PSI readings between cylinders, something is probably wrong.

IF THE
DIFFERENCES
ARE **STILL**
THERE, START
CHECKING
FOR OTHER
SYMPTOMS.



WOW!
LOOKIT
THE WILD
NUMBERS.
LET'S CHECK
AGAIN.



LOW
READINGS
CAN
MEAN...

Possible Trouble

1. Bad cylinder rings.



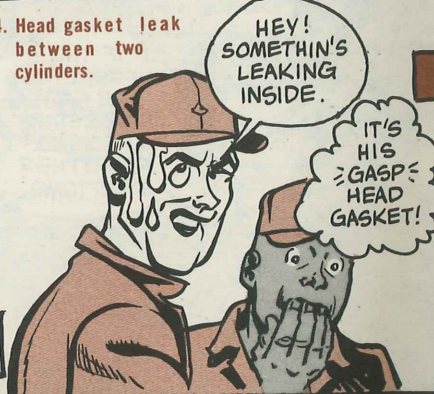
2. Head gasket blown.



3. Valves burnt or out-of-adjustment.

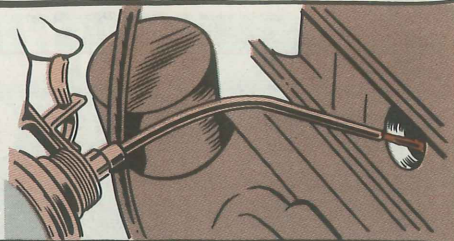


4. Head gasket leak between two cylinders.

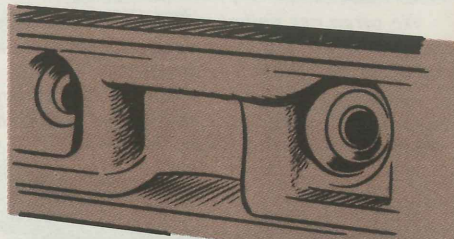


What To Do

Make a wet test of each cylinder. Squirt some oil on the cylinder wall just before testing that cylinder. Test all cylinders. If the gage PSI goes to normal —your rings are bad. Stop your tune-up job and notify your DSU.



First... look all around the base of the cylinder head for possible leaks. If you find a leak, the head gasket will have to be replaced and the head bolts torqued right. But before you replace the gasket, check the Maintenance Allocation Chart (MAC) in the vehicle's -20 TM to see if it's your job. If not, tell your DSU.



Overhead valve-in-head engines: If the wet test didn't improve your gage readings, then go over the valve clearances. After adjustment, test again. Still no improvement, You may have burnt valves. Replace 'em if your MAC says so. **Flathead engines:** If the wet test didn't improve your gage readings and the head gasket is OK, notify your DSU.



Constant low PSI between cylinders next to each other is the tell-tale sign. Replace the gasket if the MAC says it's your job.



TIPS:

1. Never make cylinder checks on a diesel or multifuel engine. It's a DSU job. Your gage won't dig it.
2. While your spark plugs are out, check and clean 'em on your spark plug tester-cleaner. Could be a bad plug was part of the engine's bum performance in the first place.

PM TIME-WASTER KILLED

AAAH!
YOU SEE, IT'S
NOT AT 180°
YOU GOOFED!

SAY'S
WHO?

Dear Half-Mast,

We often get nailed in roadside spot checks because we don't have the locking split 180 degrees from the tire valve. This means we've got to take the ring off and remount it.

The only requirement close to this I've ever seen is in the "Note" in para 2-23a(2)(a), TM 9-2610-200-20 (Jan 71)—and that says the locking split should be 90 or 270 degrees from the valve.

What's the straight story?

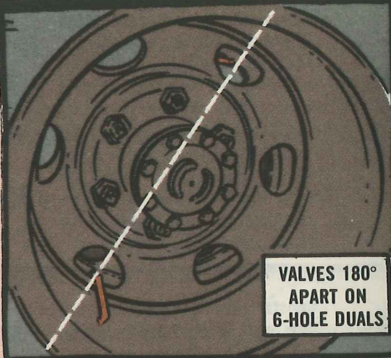
SP6 T.D.R.

Dear Specialist T.D.R.,

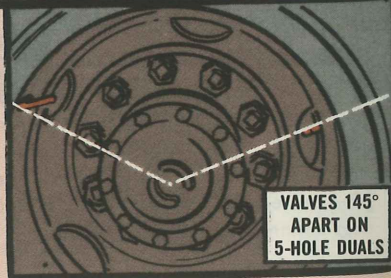
There're a few points of confusion in this whole deal that need clearing up.

First, on that 180-degree bit, some people are getting mixed up with the requirement for valve positioning on dual wheels. Like it says in para 2-1d in TM 9-2610-200-20, you position dual wheel valves 180 degrees apart. This just makes it easier for you to find the inner wheel valve in the dark. You know it's straight across from the outer wheel valve.

But even this does not hold true for 5-hole wheels, like you see on a lot of equipment. In that case, you position the inner wheel valve about 145 degrees from the outer wheel valve.



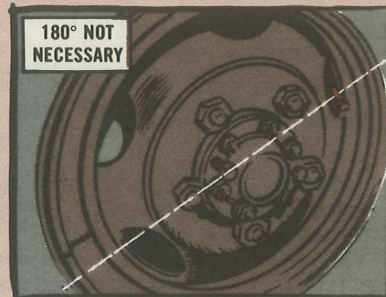
VALVES 180°
APART ON
6-HOLE DUALS



VALVES 145°
APART ON
5-HOLE DUALS

Now on that 90 or 270 degrees in para 2-23a(2)(a) in the tire TM. That "Note" is s'posed to be talking about a continuous side-ring, not a split locking. What's intended is, you position the tongue of the ring 90 or 270 degrees from the valve stem. This's so you won't mash the valve with your tire irons when you're taking the ring off.

180° NOT
NECESSARY



IT DOESN'T MAKE
ANY DIFFERENCE
WHERE THE SPLIT IN
THE LOCKRING IS
POSITIONED...

Half-Mast

TM-209-SERIES 2½-TON TRUCK

MULTIFUEL A GASSER?

No need to suffer from a leaky horizontal exhaust system on your M35A2 or other A2-series 2½-ton multifuel job.

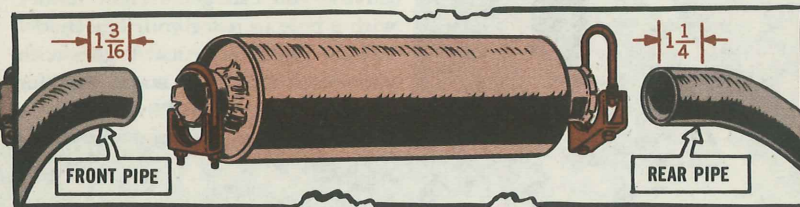
Chances are this'll fix you up:

Loosen the connections at both ends of the muffler. Loosen the tailpipe brackets. Then insert the front pipe into the muffler just about 1-3/16 inches. Insert

the rear pipe into the muffler not more than 1¼ inches.

Now get those muffler clamps almost to the ends of the muffler pipe ends—and tighten 'em. Finish up by tightening the tailpipe brackets.

And breathe easy.

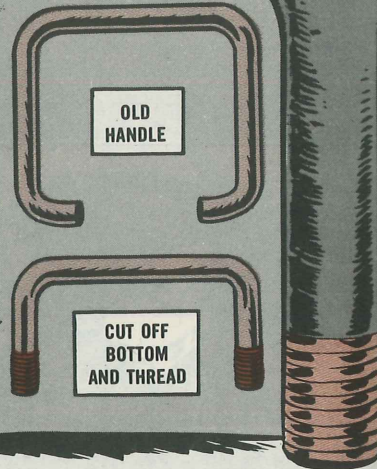


HANDY HANDLE HELP

Dear Editor,
Handles off salvage yard 6TN batteries make dandy hood handles for 2½-ton trucks.

All you do is cut off the curved part at the handle bottom and thread the ends this way. Not all 6TNs have such handles, but those that do fit like gloves.

Joe Keen
Wichita, KS



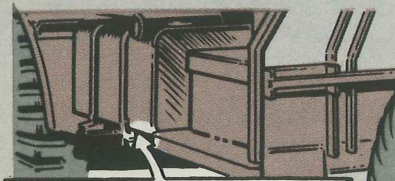
(Ed Note—Good going. And the cleaned-out cases make good soak tubs for small parts.)

FENDER FOR MULTIFUEL

Now you can get a right fender with a hole in it for your late-model 2½-ton multifuel truck. It goes with your vertical exhaust stack. Ask for it by FSN 2510-489-6005.

FUEL TANK DRAINING SIMPLE

Now you can head off some of the water 'n' dirt in the bottom of your 5-ton truck's fuel tank before that stuff gets to your fuel filters.



DRAIN GROOVE
ON SIDE
OF PLUG



You can if your 5-tonner is an M813 or M656 or any of the others in the TM-260-series and TM-230-series families.

They've got a special fuel tank drain plug. It lets you drain off the bottom of the tank without taking the plug all the way out.

First, you set a container under the tank to catch the fuel. Then you turn the plug out only far enough to start draining. After you've drained off a pint or so, shut 'er off by turning



the plug back in. Take a good look at the stuff you've caught. If there's dirt or blobs of water in it, drain off some more.



You can see the junk better if you catch a little in a clean glass container.

Keep draining until your fuel runs clean 'n' clear.

You'll need a wrench with a 1½-in opening to fit the hex head of the plug.

If you ever need a new plug, it comes under FSN 5340-880-7898, listed in TM 9-2320-260-20P (Nov 72) and TM 9-2320-230-20P (Apr 69). New gaskets come 100-to-a-box with FSN 5330-199-5884.

This fuel tank draining won't take the place of your regular before-operation fuel filter draining. There's stuff floating in your fuel, and only your fuel filter can catch it.





Whether you're wheeling the M51 5-ton dumptruck or one of the other 5-ton 6by6s, some brief but basic know-how can save mighty big headaches.

If you're the operator:

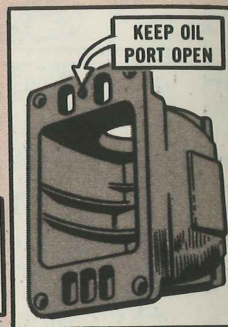
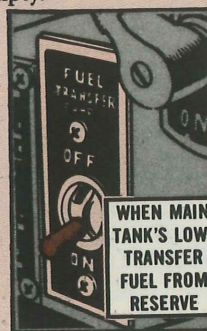
Never let the fuel (diesel or gas) get so low that you dredge the crud in the bottom of the tank through the fuel system. It clogs lines and fouls parts.

Best practice is to top off the fuel tank after each day's use . . . or whenever the fuel gage reads half-empty.

If your diesel or gas rig has 2 fuel tanks, check the fuel in the tanks by flipping the fuel indicator switch on the dash panel. Turn the tank selector valve (at left of driver's seat) to the tank you want.

On the 5-ton dump and other models equipped with multi-fuel engines and 2 tanks, flip on the FUEL TRANSFER PUMP switch which transfers reserve fuel to the main tank. Otherwise, you'll just drain the big tank dry . . . and feed the sludge through the fuel system.

If you're wheeling a 5-ton with a turbo-charger, let the engine idle down a few minutes before you shut it off. That way you prevent lube starvation and damage to the turbo.

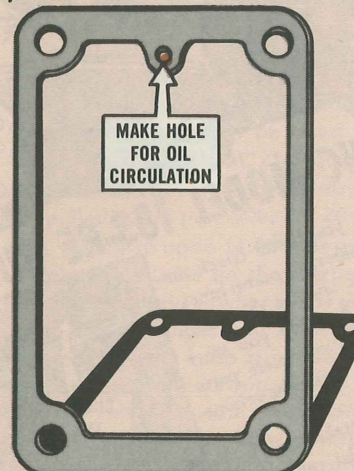


For unit mechanics:

If the air compressor stops operating, or is sluggish, suspect a clogged air strainer first . . . and eyeball para 189 of TM 9-2320-211-20 (Mar 63) for a cleaning job. Naturally, clean the strainer regularly for good operation.



And, if you have to fabricate an air compressor gasket, remember to punch the 5th hole in the gasket . . . the one which allows oil circulation. If you forget it, you cut off the lube and burn out bearings and cylinder walls.



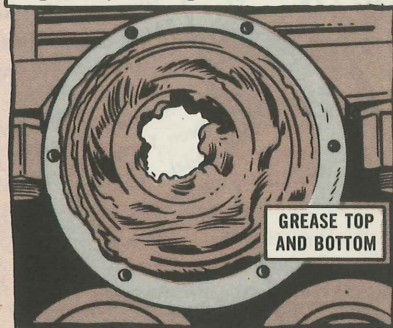
When you install the oil filter assembly, be sure the O-ring gasket is thoroughly seated in the groove of the filter base. In addition to preventing small leaks, seating the gasket

also stops oil from spewing all over the engine . . . or you.



Finally, remember to lube the trunnion bearings (rear spring seat) twice a year or every 3000 miles. Saves burned bearings.

Remove the cover to see that grease is distributed to all bearing surfaces, especially the top.



FIND THE O-RING

When you get a new air cleaner element kit for your TM-230-series 5-ton trucks under FSN 2940-857-2744, you get both an element and an O-ring gasket. You replace the old O-ring with this new one.

The catch? Some guys fail to spot the gasket 'cause it's packaged inside the element.

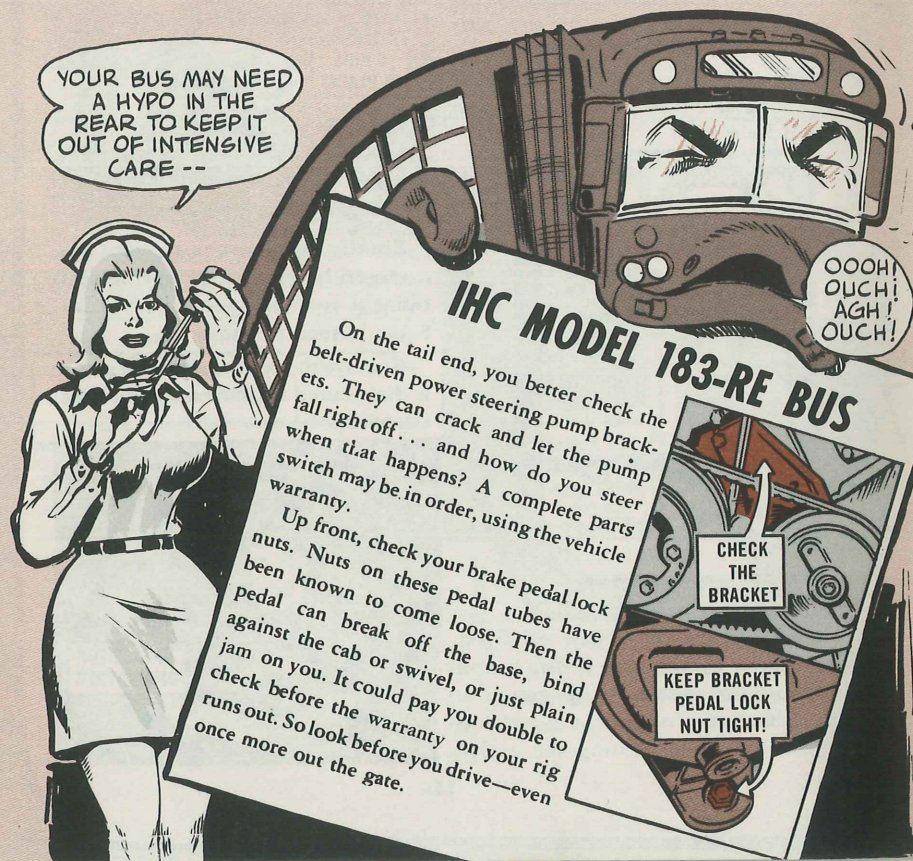
Result? It gets sucked into the



UNPACK
AND
INSTALL
O-RING

turbo. If you're lucky all it'll do is cause loss of power and shoot out some black smoke. But, it could damage the turbo impellers. Keep it in mind.

YOUR BUS MAY NEED
A HYPO IN THE
REAR TO KEEP IT
OUT OF INTENSIVE
CARE --



On the tail end, you better check the belt-driven power steering pump brackets. They can crack and let the pump fall right off... and how do you steer when that happens? A complete parts switch may be in order, using the vehicle warranty.

Up front, check your brake pedal lock nuts. Nuts on these pedal tubes have been known to come loose. Then the pedal can break off the base, bind against the cab or swivel, or just plain jam on you. It could pay you double to check before the warranty on your rig runs out. So look before you drive—even once more out the gate.

CHECK
THE
BRACKET

KEEP BRACKET
PEDAL LOCK
NUT TIGHT!

TOWBAR SAFETY



Got a vehicle tow job to do, using towbar, FSN 4910-735-6056? Then forget that red-backed TM 9-4910-496-10 dated December 1971. It's rescinded and replaced by a new green-backed edition.

Meanwhile, heed these warnings: The towbar's *not* to be used for towing the M715 or M725 5-quarter ton trucks. They must be lift-towed as spelled out in para 90b, FM 20-22.

A vehicle of up to 14,000-lbs gross weight (all wheels on the road) can be towed with the towbar in any position. But for these, and vehicles of lighter weight, keep it as close to retracted position as you can.

Fully retracted and connected to bumper shackle brackets, it can be used to tow other vehicles up to 42,000-lb gross weight (vehicle plus load). But this applies only to *on-road* towing with *all* wheels on the ground. And speed must be kept at or below 20 MPH.



For cross-country, use only lift-tow procedures spelled out in FM 20-22. (When towbar is used for this, connect to vehicle axle and don't allow the towbar to touch the ground or the bumper. It's for stabilizing *only*.)

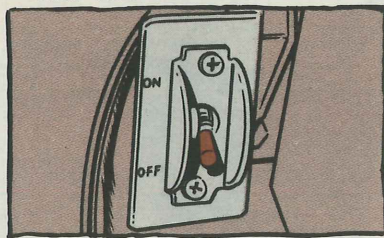
These cautions in USAWECOM Msg 241721Z Oct 72 change the poop you'll find in the red-backed towbar TM. Your command received this TWX.

M551 AIR COMPRESSOR FIX



When you wash the inside of your Sheridan, water can seep into the control box of the air compressor. That is, if the compressor is the kind that has South Wind marked on the data plate on its fan guard end.

This water sometimes short circuits the main control relay.

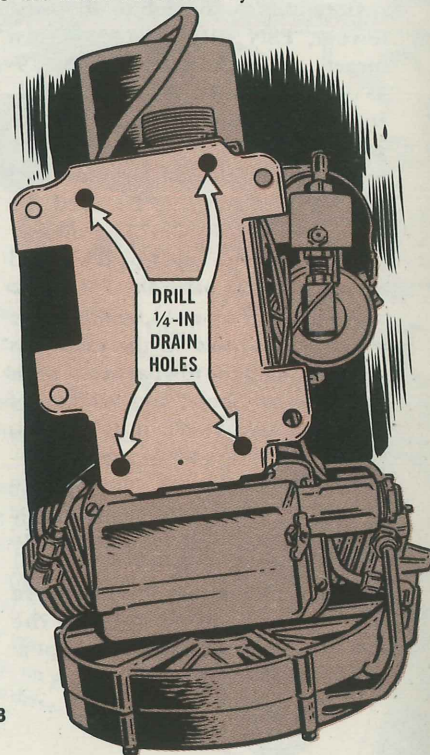


The compressor will then run even if you turn the control switch OFF.

Course if you can't turn off the compressor, people could get hurt or the vehicle might be damaged.

To prevent all this, ask your support outfit for some help.

They can drill 1/4-in drain holes (5/16-in deep) at each of the 4 corners near the bottom of the control box. They can take the control box off the compressor, clean out any gunk inside it and then put everything back the way it was. Item 13 in TB 750-971-3 (July 72) has the word.



M119 TELESCOPE TOPICS

On the Sheridan M119 telescopes, quite a few of the flanges on the tube assemblies are showing up at rebuild depots with hairline cracks.

This can be caused by careless handling when the telescope is being put in and taken out. When the telescope is not secured by the hanger, you have to hold it with one hand the way it says in Step 11 on page 11-39 of Ch 9 of your TM 9-2350-230-12 (Jun 66).

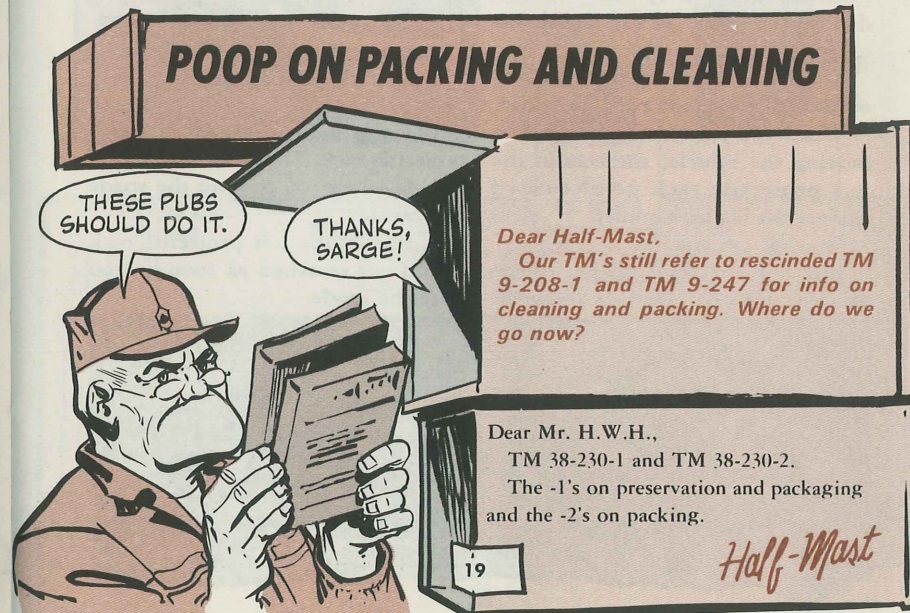
So be mental and treat it gentle.

Also, make sure it's held by the hanger before you let go of it.

TREAT IT
GENTLY



POOP ON PACKING AND CLEANING



Dear Half-Mast,
Our TM's still refer to rescinded TM 9-208-1 and TM 9-247 for info on cleaning and packing. Where do we go now?

Dear Mr. H.W.H.,
TM 38-230-1 and TM 38-230-2.
The -1's on preservation and packaging
and the -2's on packing.

Half-Mast

M107/M110 PROJECTILE TRAY SAVER



The projectile lifting trays on your M107/M110 artillery are handy-dandy to have . . . so why smash one of 'em up?

This will happen if you stow a tray on the left projectile rack for travel.

When you raise the spade before moving the vehicle, the tray in the left projectile rack gets crushed against the loader-rammer.

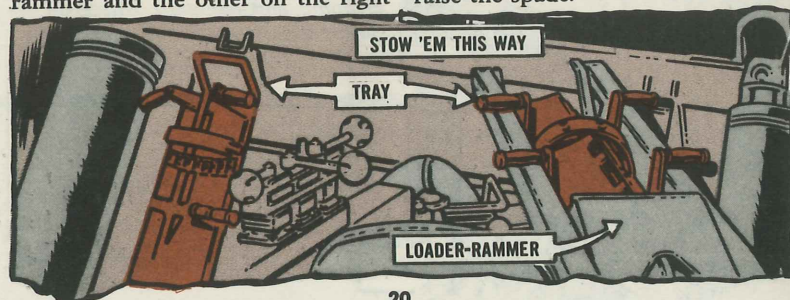
So what can you do?

Just put one tray on the loader-rammer and the other on the right



projectile rack. That way they'll both be safe when you pull up the spade for travel.

A tray in the left projectile rack would get smashed as soon as you raise the spade.



SHILLELAGH COFT . . .

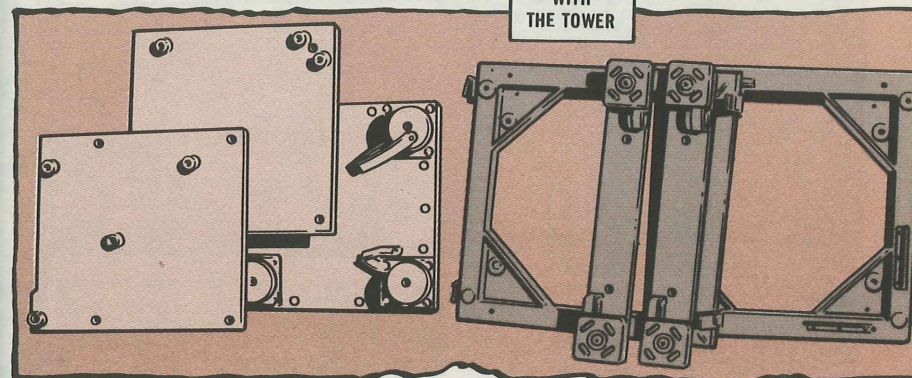
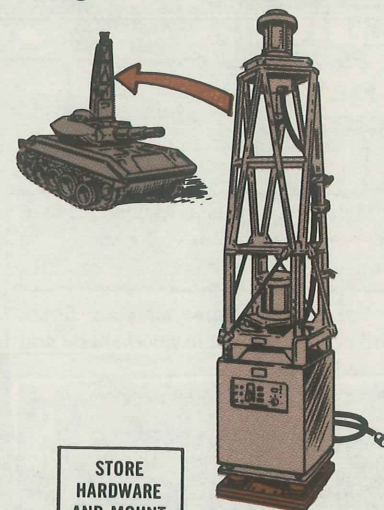


Who looks after the mounting hardware for the M41 and M42 Conduct of Fire Trainer (COFT) when the system's not mounted?

The way this good stuff has been getting lost, maybe nobody's keeping an eye on it.

Actually, it's sorta hard to keep track of because so many different people—crew and organizational maintenance—handle the stuff.

At any rate, all parts of the M41 and M42, including mount assemblies and hardware, should be stored with the tower and other main assemblies. (There are storage containers for all the equipment.) That way, with everything in one place, there's less chance for hardware to get lost.





FIREPOWER

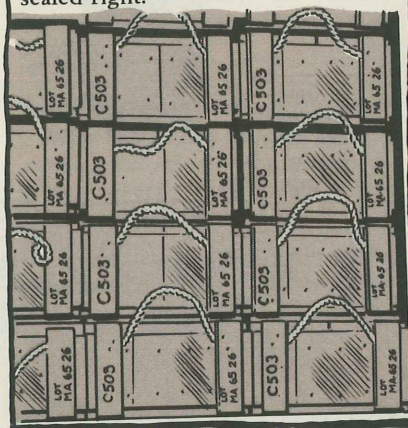
MOVING YOUR

AMMO LOAD

PART II
SEE PS 246
FOR PART I

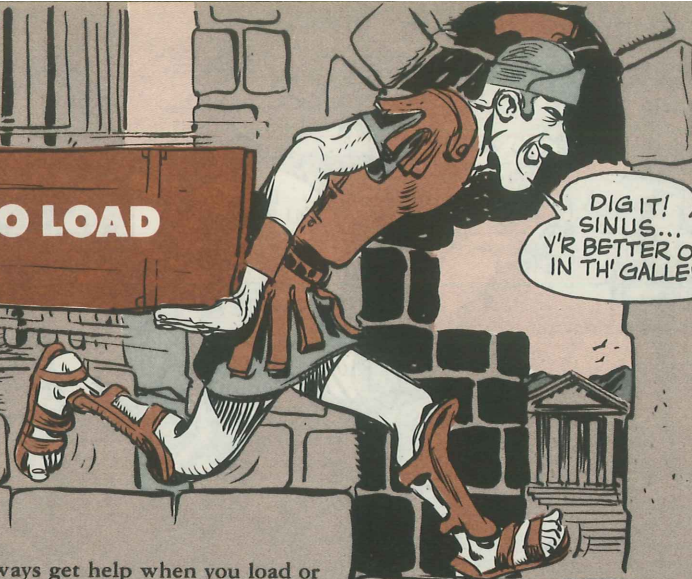
Handling care is more critical than ever when you're moving your ammo load in a vehicle.

For one—be sure all your boxes and containers are in good shape and sealed right.



Brace your load as much as possible to keep it from shifting—and to protect it from jolts and bumps.

Load your ammo according to lot number. And, *never* load HE or WP ammo and chemical ammo items in the same vehicle.

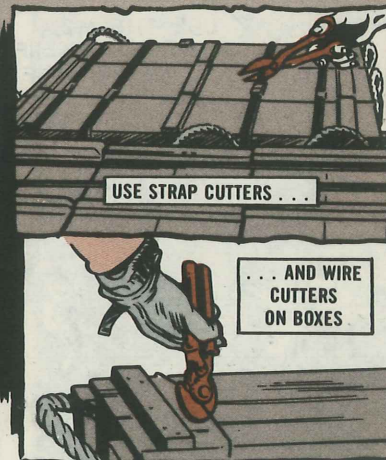


DIG IT!
SINUS...
Y'R BETTER OFF
IN TH' GALLEYS.

Always get help when you load or unload ammo. Never toss or dump ammo on or off a vehicle. Set up a human chain and pass the ammo gently.



G-E-N-T-L-Y



USE STRAP CUTTERS...

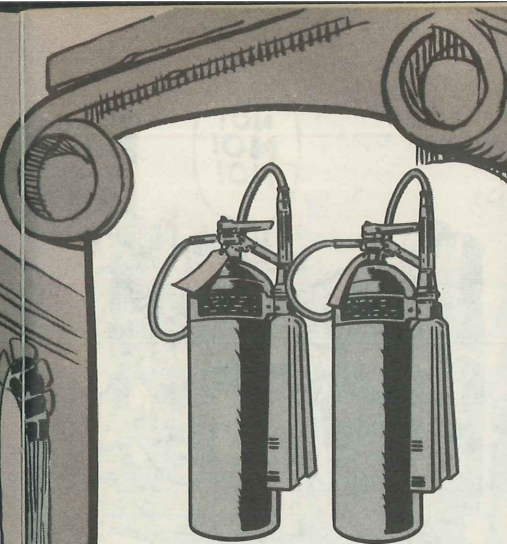
... AND WIRE
CUTTERS
ON BOXES

Use strap cutters to open a palletized load—*never* use an axe, mattock, or any other tool that'll damage the ammo.



For heavier loads use whatever safe mechanical power is handy.

Keep in mind that any vehicle carrying ammo, or going near stored ammo, must be in A-1 condition. Especially its fuel, lube, electrical, steering, braking and exhaust systems. It must also be clean—no fuel, lube, grease or fluids leaking any place. See, for example, DD Form 626, Motor Vehicle Inspection (transporting hazardous material).



At least 2 carbon dioxide (CO₂) type fire extinguishers (rated 10-B:C or higher) are a must for the vehicle. See TB 5-4200-200-10 (May 72) for info on fire extinguishers. Your ammo vehicle driver must be a real pro. DD Form 836, Special Instructions for Motor Vehicle Drivers, is a good check-list for him.

SPECIAL INSTRUCTIONS FOR USE OF VEHICLE DRIVERS	
1. The vehicle must be in A-1 condition.	2. The vehicle must be in A-1 condition.
3. The vehicle must be in A-1 condition.	4. The vehicle must be in A-1 condition.
5. The vehicle must be in A-1 condition.	6. The vehicle must be in A-1 condition.
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97. The vehicle must be in A-1 condition.	98. The vehicle must be in A-1 condition.
99. The vehicle must be in A-1 condition.	100. The vehicle must be in A-1 condition.

DD FORM 836



Never refuel a vehicle near your ammo load. When you must refuel a loaded vehicle, do the job in some lonely spot.

I HATE TO TELL YOU THIS, BUT THERE AIN'T NO FLOOR RACK IN THAT ALMOST LOADED TRUCK...



VEHICLE STORAGE

If you plan to store your load in a truck or trailer, you'll need a floor rack (at least 2 inches high) to cover the vehicle's cargo area.

Before you start loading ammo be sure to check your vehicle's load limit. You'll find ammo weight info listed on most boxes or containers. It's also provided in ammo supply catalogs. See, for example, SC 1305/30-IL and SC 1340/98-IL. The info's in the catalogs' Sect IV, Storage and Packaging Data. The catalog's *Introduction* section clues you on interpreting info in Sect IV.

I THINK THEY SHOULD READ THIS FIRST.

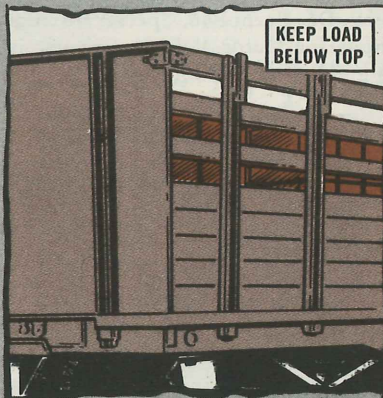


OH!
NO!
NO!
NO!



NO
SMOKING

KEEP LOAD
BELOW TOP



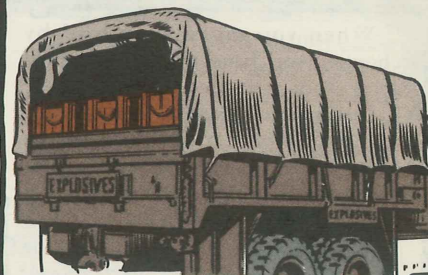
Load your ammo evenly over the cargo area, and keep it well below the top side of the cargo compartment. Leave air space on all sides and between boxes and containers, if possible.

LET'S SWING IT WITH THAT TARP!

HEAVY LOAD
VEHICLE



ET TU
BRUTÉ?



Use a good tarp cover with rigid poles underneath—to prevent rain puddles. Lash the cover down good on all sides.

NO
SMOKING
NEAR
AMMO!



Mark your load *off limits* to smokers, riders and all visitors.

Check your covered load frequently for moisture. Uncover it when possible to air it.



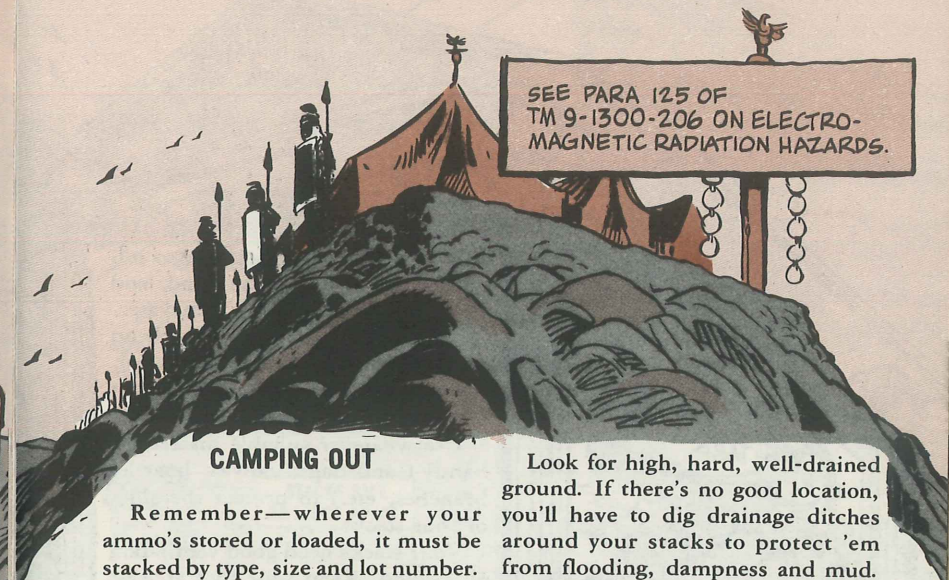
When you move your load by chopper you have to load the bird away from your ammo storage area.

During ammo loading and unloading, the chopper must: Have proper explosives signs on its side, be properly grounded, have all its switches on OFF, its rotor secured.

All boxes and containers must be in good shape (none busted, leaking), tightly sealed, and their markings must be easy to check.

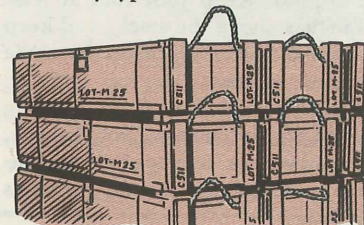
The ammo is loaded and lashed down according to the aircraft commander's SOP.

TM 38-250 (Aug 71) Packaging and Handling of Dangerous Materials for Transportation by Military Aircraft provides details on transporting ammo by aircraft (load limits, safety requirements, aircraft grounding info, ammo compatibility, etc.).



CAMPING OUT

Remember—wherever your ammo's stored or loaded, it must be stacked by type, size and lot number.



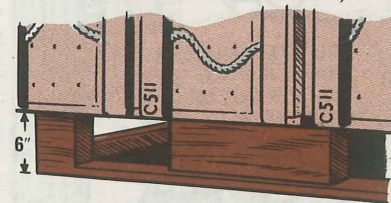
That's critical SOP for all ammo, but especially for artillery ammo which must zero in for pinpoint support.

Keep a list of lot numbers (by stack, location, etc). That way you can easily check your load for ammo suspended or restricted by TB 9-1300-385.

STORING YOUR AMMO OUTDOORS—Locate your load away from power lines, electric cables, towers, trees and anything else that may attract lightning. Keep it away from fuel dumps, airfields, water supplies, hospital areas and busy roads or trails.



Use strong dunnage (at least 6 inches high) under each stack. Boards, logs or stones make good dunnage. You need dunnage between boxes and containers, too.



Use tarp (a double thickness, if possible) or whatever'll make a good, safe roof for your stacks.

BEWARE
THE IDES
OF MARCH
ON TH'
TARP.

HE'S NOT GOOFIN'
OFF...HE'S CHECKIN'
THE DUNNAGE.

OK, OK, I
GET THE
POINT.

YOU ATE GARLIC!
YOU'RE A FIRE
HAZARD. OUT OF
THE AREA!

If you use tarp—anchor it so it'll not be ripped off by the wind, and stretch it tight so it'll not trap water.

Never lay the covering directly on an ammo stack. That creates sweat. Never anchor or nail the roofing right to the boxes or containers.

Use whatever suitable material is handy (sand bags, canvas, boards, branches, etc.) to protect the sides of your stacks.

Your stacks need good ventilation all around. Keep your roof at least 18 inches above the stack, and keep the walls at least 6 inches from the sides of the stack.

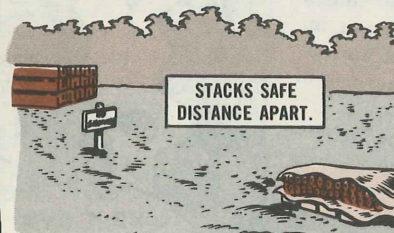
Check your dunnage and covering frequently for mildew, rot, fungus, rats and snakes. Replace broken dunnage and straighten your stacks as needed.

Post "Restricted Area" and "No Smoking" signs around your ammo area, and guard it to keep out unauthorized people and vehicles. See AR 190-11 (Aug 71), Physical Security of Weapons, Ammunition, and Explosives. For fire symbols see TM 9-1300-206.

Police your storage area daily. Clear out fire hazards. Protect your area with fire extinguishers and a water supply of some kind . . . like 55-gal drums of water. In cold weather add calcium chloride to keep water from freezing. (Check SB 700-50.)

SPACE YOUR STACKS

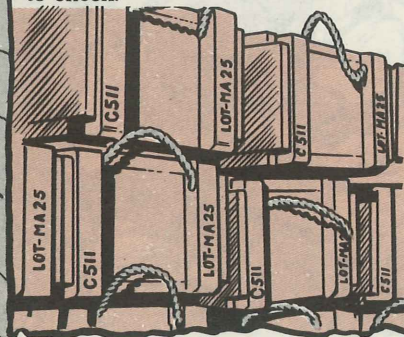
Place your stacks a safe distance apart, so they'll not threaten each other—in case you have a mishap.



See TM 9-1300-206 for quantity-distance requirements for ammo stacks and for info on compatibility of ammo types.

For example, you'll have to:

Head all boxes or containers in a stack in the same direction, and stack 'em so ammo identification is easy to check.



Store rockets in single rows, off to themselves, and face them into an

FACE ROCKETS(NOSE END)
INTO AN EMBANKMENT OR BARRIER



embankment or barrier of some kind.

Keep all WP and PWP ammo in a clear area, and standing on its base . . . especially where temperature goes up to 111 °F. Hold one—WP rockets you store *nose down*—never lying down, or tail down.

Chemical items are loners, too. Store 'em so you can easily check and remove each round from a stack. And place this ammo down-wind from your living and working area.

Store uncrated, separate-loading projectile and prop charge containers lying down.

Fuzes for separate-loading ammo need their privacy, too.

LIFE
OR
DEATH?
?

AMMO RECOVERY

In the field, in your storage area, or anywhere else:

Never discard unserviceable ammo. It's dangerous for you and all concerned. Report it or turn it in.

Never abandon unused ammo. Tote it back carefully or turn it in as required.

Never handle duds. The 'lightest nudge may set 'em off. Report duds soonest to EOD.

LIKE IT SAYS
IN THAT POSTER--
COTTER-PIN ALL
NUTS...IT'S A
MATTER OF
LIFE OR DEATH!

GROAN
DON'T KID
AROUND WITH
DUDS, NO
WAY!

QUESTIONS ON AMMO CARE ?

Here's where you can go for answers:

TM 9-1300-200 (Oct 69) Ammo General.

TM 9-1300-203 (Apr 67) Artillery Ammo.

TM 9-1300-206 (Nov 64) Care, Handling, Preservation and Destruction of Ammo.

TM 9-1305-200 (Jun 61) Small Arms Ammo.

TM 9-1330-200 (Sep 71) Grenades, Hand and Rifle.

TM 9-1330-200-12 (Sep 71) Operator, Organizational Maintenance—Hand and Rifle Grenades.

TM 9-1345-200 (Jun 64) Land Mines.

TM 9-1370-200 (Sep 66) Military Pyrotechnics.

TM 9-1375-200 (Jan 64) Demolitions Material.

TM 9-6920-210-14 (Oct 68) Small Arms Targets and Material. B11 and Repair Parts.

FM 5-20 (May 68) Camouflage.

FM 9-38 (Jun 70) Conventional Ammo Unit-Operations.

FM 23-30 (Dec 69) Grenades and Pyrotechnics. See also the FM 23-series covering your weapon.

FM 6-, 7-, or 17-series covering your unit's weapons and operations.

TB 9-1300-385 Restricted or Suspended Ammo (Published monthly).

TB 746-93-1 (Oct 64) on safety marking ammo vehicles.

SB 755-140-1 (Apr 67) Disposition of Used Packing Material and Ammo Components.

CTA 23-100-series, ammo allowances, and CTA 23-101 allowances of miscellaneous ammo and explosives.

AR 75-1 (Oct 69) Malfunctions—Ammo and Explosives.

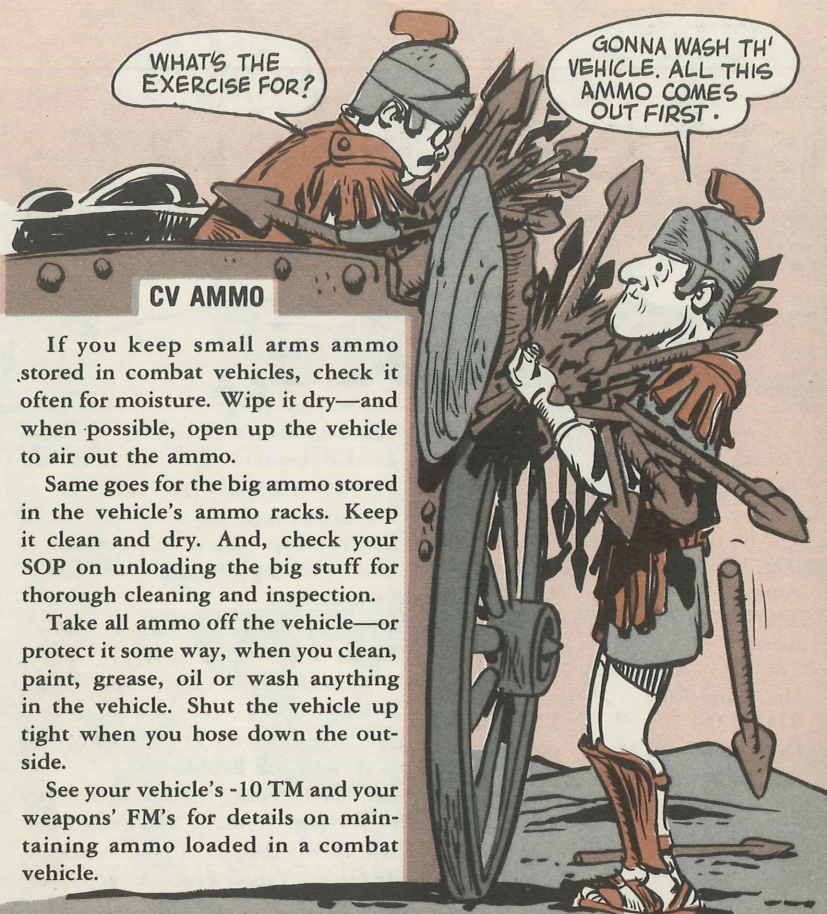
AR 190-11 (Aug 71) Physical Security of Weapons, Ammo, and Explosives.

AR 385-63 (Jun 68) Firing Ammo in Training, Target Practice, and Combat.

AR 385-65 (Apr 65) Identification of Inert Ammo and Ammo Components.

AR 710-2 (Aug 71), para 2-20 and para 2-23 give you the scoop on requesting and turning in ammo.

AR 740-1 (Apr 71). See Chap 4 for info on waivers when you can't comply with safety requirements in TM 9-1300-206.



WHAT'S THE EXERCISE FOR?

GONNA WASH TH' VEHICLE. ALL THIS AMMO COMES OUT FIRST.

CV AMMO

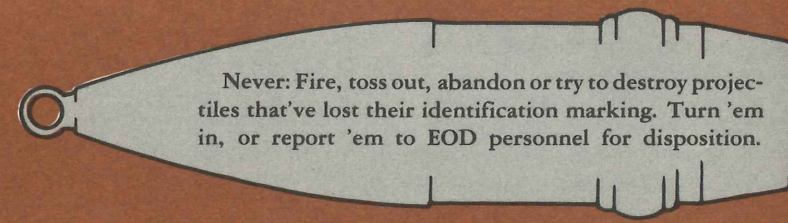
If you keep small arms ammo stored in combat vehicles, check it often for moisture. Wipe it dry—and when possible, open up the vehicle to air out the ammo.

Same goes for the big ammo stored in the vehicle's ammo racks. Keep it clean and dry. And, check your SOP on unloading the big stuff for thorough cleaning and inspection.

Take all ammo off the vehicle—or protect it some way, when you clean, paint, grease, oil or wash anything in the vehicle. Shut the vehicle up tight when you hose down the outside.

See your vehicle's -10 TM and your weapons' FM's for details on maintaining ammo loaded in a combat vehicle.

LOST AMMO



Never: Fire, toss out, abandon or try to destroy projectiles that've lost their identification marking. Turn 'em in, or report 'em to EOD personnel for disposition.

SUPPLY TYPES—

EXCESS AMMO?

Never—not for you!

For all-around safety and your special protection always:

1. Store only your outfit's authorized basic load.
 2. Request only what's needed for immediate use, or to complete your basic load allowance.
 3. Turn in all other ammo quick-like to your ammo support.
 4. Keep accurate records on your ammo load, and on your ammo requests and turn-ins. Likewise, on any ammo your outfit may transfer to a neighboring outfit.
 5. On ammo you request for immediate use, your support's required to check your outfit's expended items against your turn-ins.
- Make sure you have the latest on your command's ammo supply SOP.
6. Para 2-20, AR 710-2 covers use of DA Form 581 for requesting and turning in ammo.
 7. For scoop on ammo inventory and security see chap 3, AR 190-11.

...N' IT'S ALL OURS! IMPRESSIVE, AIN'T IT, CONNIE?

YEP... JUST LIKE TAKING 3 GIRLS ON A DATE AT ONCE...



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 (Jun 72), and Ch 3 (Feb 73), TM's, 18's, etc., DA Pam 310-6 (Jul 72), and Ch 2 (Jan 73), SC's and SM's, and DA Pam (C) 310-9 (Nov 71). COMSEC Pubs.



TECHNICAL MANUALS

TM 5-1450-204-12 Dec Power Station AN/TJC-9 and Test Set XM83
TM 5-2410-233-10 Nov Tractor, Full Tracked, Cat Mdl D7F
TM 5-4310-340-24 Mar Compressor, Air, 6 CFM, 3000 PSI, (Walter Kidde PNB94780)
TM 5-4310-341-20P Mar Compressor, 15 CFM, 3500 PSI, Ingersoll Rand Mdl P4R15G-1
TM 9-1015-203-ESC Mar M101 and M101A1 105-MM Howitzer
TM 9-1015-203-12 C3 Mar 105-MM M101, M101A1
TM 9-1090-202-ESC Mar Armament Subsys, Helicopter, Twin, High-Rate, M21
TM 9-1400-465-24P Mar SHILLELAGH
TM 9-1425-382-10-4 Jan Crewman 1 PERSHING 1A Mdl Sys
TM 9-1425-382-10-5 Jan Crewman 2 PERSHING 1A Mdl Sys

TM 9-1425-382-10-9 Jan Ammo and Msl Handlers 1, 2, 3, 4, 5 and 6 PERSHING 1A Msl Sys
TM 9-1425-470-20P Feb Guided Missile M220, M220A1; Charger, Battery PP-4884; Mounting Kit, Vehicle Guided Missile Sys M233E1, M225, M232E1, M236
TM 9-1430-589-24P Feb Display Set, Target Alert Data, AN/GSQ-137 (FAARS)
TM 9-1450-485-ESC Mar Carrier, Guided Msl M667
TM 9-1450-501-ESC Nov Carrier, Guided Msl Equip, XM727
TM 9-2350-215-ESC Mar Tank, M60A1, M60
TM 9-2350-232-20P Feb Turret, Elevating, Traversing Sys, Cupola, Gun/Launcher, Mount on Tank, M60A2
TM 9-2350-247-ESC Jan M548 Cargo Carrier
TM 9-2610-200-20 Nov Care, Maint and Repair of Pneum Tires and Inner Tubes

TM 11-5821-248-20P Mar Radio Set AN/ARC-102
TM 11-6625-602-20P-1 Mar AN/USM-1818 Telephone Test Set TM 55-1500-204-25/1 C12 Feb Gen Act Maint Manual
TM 55-1510-209-20P Mar U-21A, G, RU-21A, B, C, D, E
TM 55-1520-214-20P Mar OH-6A
TM 55-2810-219-20P Mar Recip Act Engine

MISCELLANEOUS

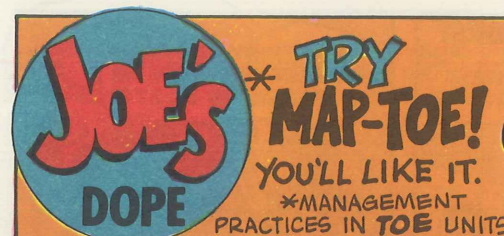
DA Form 2408-9 Oct Equip Control Record. Replaces DA Forms 2408-7 and 2408-8
SC 4935-95-CL-A68 Jan Shop Equip, SP, HAWK
TB 750-259 Feb Repair/Calibrate Procedure, National Guard Red-Tagged TMDE

Rotation Schedule

Check your wheeled vehicle TM's for tire rotation requirements—para 2-178c in TM 9-2320-218-20 (Sep 71), for instance. Or para 2-1h in TM 9-2610-200-20 (Nov 72). You can schedule rotation as H (with miles alongside) on DD 314 and identify it as "H = Tire rotation" under "Remarks." O'course, if mileages roll up at the same time, rotation as required (either 2000 or 6000 miles) can be coordinated with the appropriate L or S service.

Mwo Of The Month

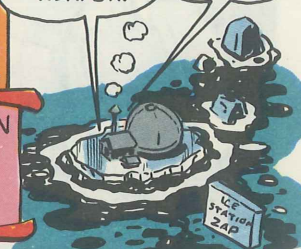
Make sure MWO 55-1510-209-40/3 (Sep 70) has been completed by your local GS on your U-21A, bird mechs. The mod adds an emergency overhead exit in the pilots' compartment.



WHEN ISOLATED IN A REMOTE AREA, EVEN THE MOST LEVEL-HEADED AND HIGHLY TRAINED PERSONNEL TEND TO "BLOW A GASKET"...

OK, DUDE. I'VE HAD IT WITH YOU! CHOOSE YOUR WEAPON.

WITH PLEASURE, YOU EIGHTBALL.



NEXT DAY...



OK, OK, PUNK. WHERE'S Y'R WEAPON? QUIT STALLIN'!



CHUG-CHUG-CHUG WHRRR

HERE COMES MY "WEAPON"! GET READY.



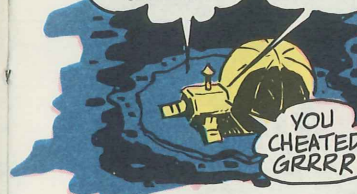
CHUG-A-CHUG

Y' TRICKED ME... THAT'S CONNIE! WOT ARE Y' TRYIN' T' PULL?

THAT EVENING...

...AND THAT'S WHY I CALLED YOU ON TH' RADIO LAST NIGHT, CONNIE.

FINE... OK, LET'S SEE IT.



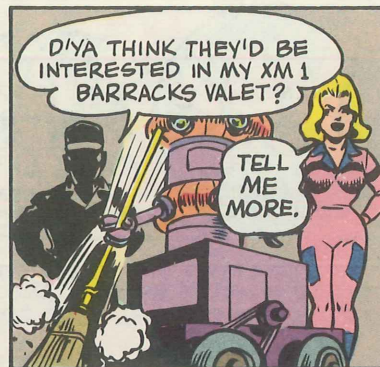
YOU CHEATED, GRRRR



HERE IT IS, CONNIE. IT'LL CUT OUR WORK LOAD IN HALF 'N' IT'S MADE OF OLD SCRAP PARTS 'N' STUFF.

THE RIGHT WAY TO DO ANY JOB IN THE ARMY HAS ALREADY BEEN FIGURED OUT—AND THAT'S THE ONLY WAY TO DO IT!





Joe's Dope Sheet

MAP-TOE

GOT ANY GOOD
BRAINSTORMS?
WE
LISTEN!

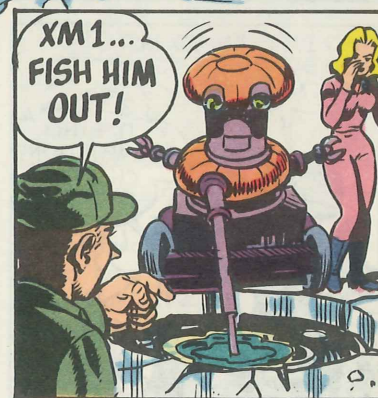
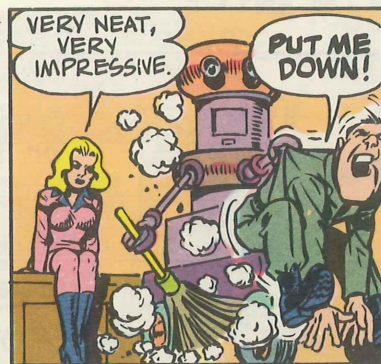
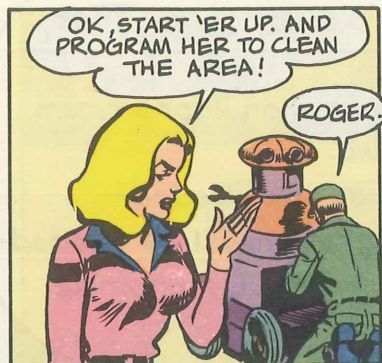
Take a look at the job that
you do --
You may have an improvement
or two.
Your ideas are needed --
You can bet they'll be heeded --
That's MAP-TOE's promise
to you!

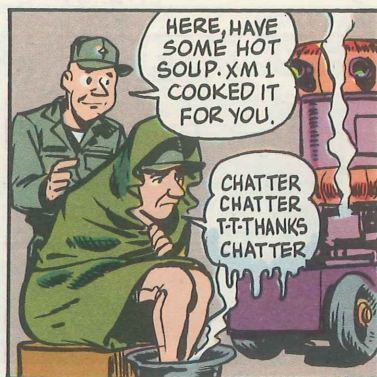
What MAP-TOE Can Do For You . . .

- Cash awards or time-off passes . . . for suggested improvements
 - Satisfaction . . . with a feeling of a-job-well-done
 - Save time and work . . . doing the job right the first time
 - Pride . . . better work flow and better use of equipment
 - Your importance . . . as a vital part of the organization
 - Peace of mind . . . a smoother running organization
 - “Work Smarter . . . Not Harder
- Want MAP-TOE training? Your CO can set it up for you.

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.

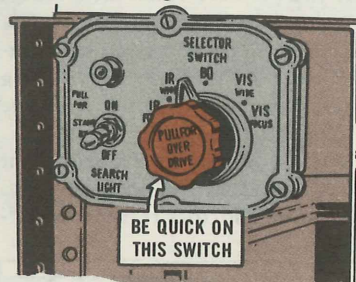




SAVING SEARCHLIGHTS

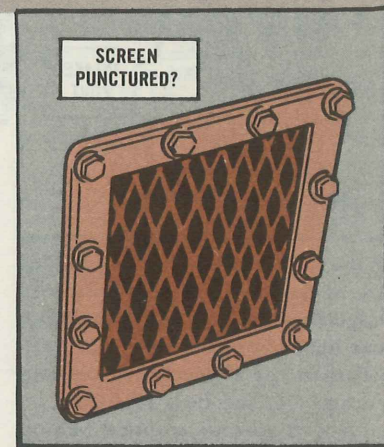


A quick hand on the selector switch of your infra-red searchlight's control box can be as helpful as a cold beer in August.



When you pull out the switch for overdrive, let it go—right now! If you hold the switch out, it'll foul up the timing mechanism.

Also, the various xenon model searchlights need extra care when you're setting them down. . . or working around them with anything that can make a puncture. The blower outlet screen on the bottom,



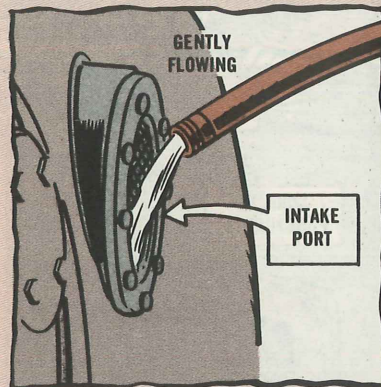
when punctured, can short out the 28-V power source. Naturally, when that happens the lamp can't operate.

Pay heed to those TM warnings about looking into the beam, operating in narrow beam near personnel, and other hazards. You owe it to yourself and your buddies to be careful.

LET THERE BE MORE LIGHT

Flush, wash, clean. Key words when it comes to pulling maintenance on the blower intake and exhaust ports of the AN/VSS-1 and related xenon searchlights.

How and with what you clean gets you down to the nitty-gritty. Like, you *can* flush out ports through the



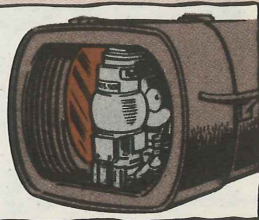
intake with a gently flowing garden hose (no nozzle). You *can't* flush with a high-pressure hose. That could put your light out of business.

Pardon the elemental discussion, but air, too, can be a problem . . . namely, the ozone trapped behind the cowl glass and lamp cover. So, after you remove the glass and lamp cover (to change a lamp, frinstance), get lost for at least 5 minutes, to allow the ozone to escape. Otherwise, you might have a little trouble breathing until the ozone mixes with outside air.

If the primary reflector needs a cleaning job, including removal of fingerprints, reach for alcohol, lint-free cloth or lens cleaner. Using water, paper or an old rag can leave an unwanted residue.

When you replace a burned-out lamp, turn it in to support. They're expensive, and they're not expendable.

USE ALCOHOL
AND LINT-FREE CLOTH
ON PRIMARY
REFLECTOR



Trichloroethane cleaner and rubber are natural enemies, so beat down the temptation to spray the

TAKE CARE
WITH
TRICHLOR

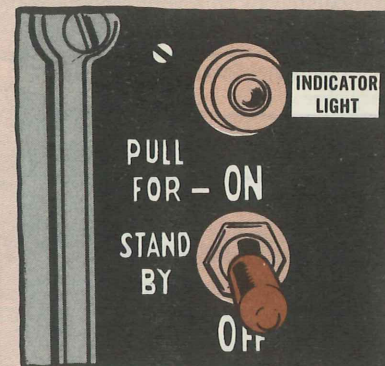
cleaner in the intake port or other hard-to-get-at places, like the torsion bar joints.

Another bad item to keep away from rubber and gaskets is paint. It sets up the rubber for cracks and dry rot.

A point to remember about the warning light on the control box: the light does *not* shut off the searchlight. You have to do that by flipping the SEARCHLIGHT switch on the con-

trol box down to OFF position. Otherwise, the heat buildup will explode the light.

When it comes time to shut down the light, turn it off at the SEARCHLIGHT switch only. That way, a thermostatically controlled switch allows the blower motor to continue running until the light is



cooled . . . then shut off automatically.

So, keep the vehicle's master switch on until the blower stops. That way, heat buildup won't explode the lamp or damage the insulation.

A reminder: users of the 2.2kw xenon searchlight should have Direct Support check the wiring of Switch S8 . . . to be sure the switch is wired like it says in TM 11-6230-219-35 (Jul 70). If not, it should be wired correctly right now.

HOW TO KEEP THE LIGHT IN

Lighting up the world with your xenon searchlight can give you a big tactical advantage.

Here's a little light on the subject of illumination that'll help you look for potential troublemakers.

The following items clue you on needed maintenance, and those in brown type should be taken care of immediately by you, your repairman, or support:

COWLING LATCHES—Loose adjustment, bent, broken.

COWLING SCREWS — Loose, missing.

COWLING GLASS — Dirty, scratched, cracked.

AIR INTAKE—Clogged with mud, leaves.

AIR INTAKE SCREEN—Bent, broken; screws or washers loose, missing.

AIR EXHAUST SCREEN — Punctured (causes short), bent; screws loose, lock-washers missing.

PROTECTIVE COVER — Torn, missing, straps or buckles damaged.

POWER CABLE—Not fully connected, pins bent, threads stripped.

PRIMARY REFLECTOR — Fingerprints, dirty, dusty.

COWLING ASSEMBLY—O-ring cracked, missing; gasket cracked, not watertight.

POWER CABLE RECEPTACLE— Pins bent, threads stripped.

YOUR XENON SEARCHLIGHT

BLOWER MOTOR — Inoperative.

TORSION BARS — Not anchored, missing screws; gaskets paint-spattered, cracked.

DATA PLATES — Unreadable, painted.

CARRYING HANDLES — Bent, touch cowing; weld cracked.

DUMMY RECEPTACLE — Cap missing, threads damaged, retaining cable missing.

FOCUSING KNOB — Lockwire missing.

VERTICAL ADJUSTMENT SCREW — Nuts loose, cotter key missing, washers missing.

SOCKET HITCH LOCK HANDLES — Cotter pin assembly missing; no spring tension.

CONTROL PANEL—Screws loose, missing.
WARNING LIGHT — Lamp burned out, missing.
POWER SWITCH — Detent broken, switch binds.
SELECTOR SWITCH — Turns freely.

HORIZONTAL ADJUSTMENT — Hex bolts loose, set screws loose, missing.

SEALING COMPOUND

LAMP HOUSING — Rubber gaskets loose; sealing compound cracked or dried.

THE CASE OF THE MISSING MULTIMETER



THIS IS A PUZZLING CASE.

...AND SO, IF YOU REFUSE TO ACCEPT THE CASE OF THE MISSING MULTIMETERS, THIS ...

...YEAH WE GOTTA GET THEM HOARDERS.

Da, da, dum, dum.

And the beat goes on . . .

Picture a Sherlock hat, furtively sniffing the cracks and crannies of your Little Ol' Shop-in-the-Boonies.

Mission: to discover all the critically short TS-352B multimeters which somehow avoid getting back into the supply system.

Sounds impossible, what?

Maybe even SuperStud couldn't pull this one off.

Listen to the tape:

Only about 10 per cent of the TS-352's that should make it back to depot for repair ever get there.

There's a provision whereby 352B's can get back to CONUS depots on a priority repair basis when they can't get quick repair in OCONUS shops (USAECOM Supply Information Letter 13-72, 1 Oct 72, spells it out). Doesn't matter what condition they're in, so long as they're not junk.

Some sets get salvaged unnecessarily, adding to the critical short supply.

Some sets . . . just get lost. Maybe this tape'll get lost.



Will SuperStud accept the assignment and try to find out what happens to all those repairable multimeters that never make it to a Support shop and consequently get lost?

Or will guys who *really* need them have to continue doing without them?

We don't know. Just keep looking over your shoulder. Da, Da, Dum, Dum.

TS-1588 POLARITY



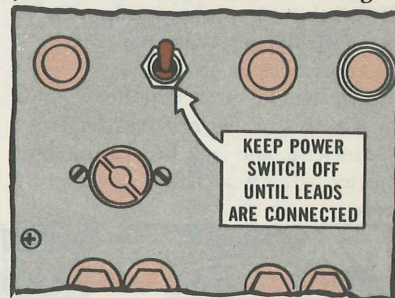
Red is to hot lead as black is to ground. Trouble comes when you switch 'em around.



SNIFF SNIFF SO YOU DID IT WRONG AGAIN!

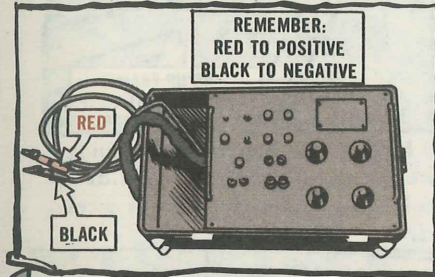
To make sure that little ol' test set will work long enough to test your C-1611 intercom, keep its POWER-OFF switch in the OFF position until you connect the leads. Saves damage.

Which is a good way to remember that the red clip on the power cord of your TS-1588 test set goes to the positive post of your 28V power source. Black, naturally, goes to the negative post . . . and, reverse polarity damage is avoided.



To keep you all the way straight, heed those cautions in para 13 of TM 11-6625-441-12 (Aug 61) . . . namely, on DC voltage and output range.

REMEMBER: RED TO POSITIVE BLACK TO NEGATIVE



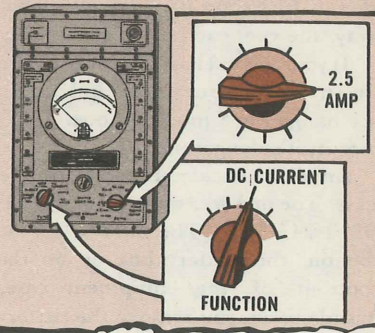
MULTIMETER MANAGING

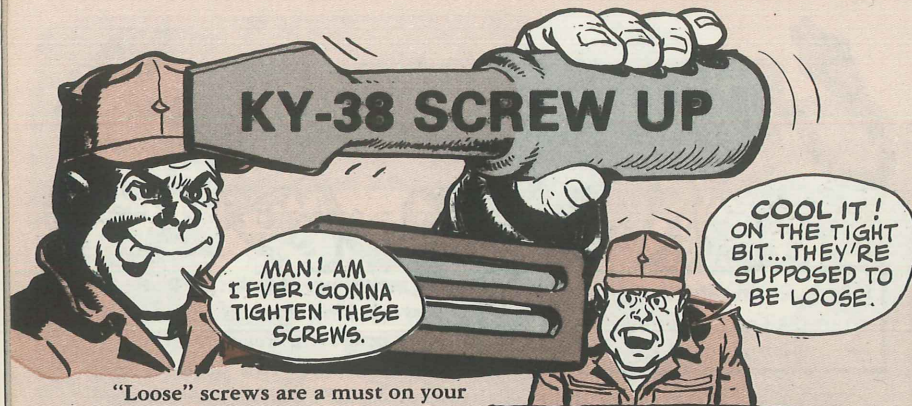


I'LL DO YOU A FAVOR, OL' PAL.

When you finish working with your multimeter, do it a favor.

All multimeters that measure ohms should be set on DC current and on the AMP scale when not in use. Saves the battery when the meter's not in use, or if the probe tips accidentally make contact.





"Loose" screws are a must on your TSEC/KY-38 comsec equipment to head off damage. Like so:

Loose screws on the battery connector let the connector float. And, it has to float to receive the jack. Otherwise, the jack breaks the connector when you install the battery case.

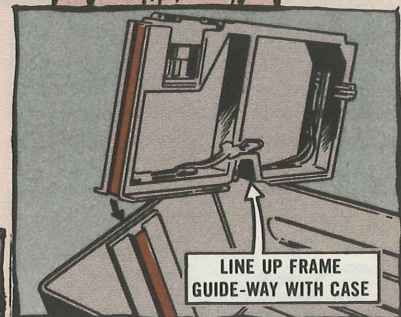


Snug the screws down until you feel resistance. Then, stop . . . and be sure the connector floats.

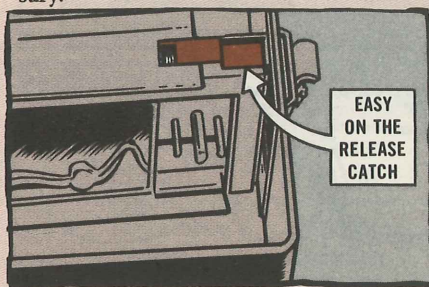
Same deal on the battery case gas vent locking nut. Never force it down. Just snug it—and quit. That way, the vent can let the gas escape.

If your KY-38 has no gas vent, turn it in to Support quick-like in exchange for a modified one. Don't use it; it's dangerous!

An MWO sticker should be on the case. The one you want is "MWO 11-5810-245-35/5." The sticker should be on the battery box or on the bottom of the equipment case, visible when you remove the battery box.



Line up the battery frame guide-way in the compartment. Slide it home easy because force is not necessary.



When you remove the frame, release the top catch. Don't force it. Again, it comes out easy . . . when the catch is free. Just a little muscle can zap the battery frame.

HIGH, HOT & HURTFUL



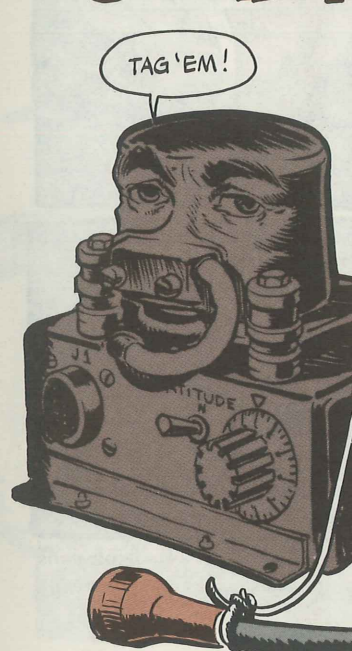
One thing you gotta remember about high-flying radio sets like the AN/ARC-51 and AN/ARC-54: A hot mike at the wrong time can cool 'em all the way back to the repair shop.

F'rinstance, let the radio warm up for a coupla' minutes before you transmit . . . and save a power amplifier tube.

Added instance: If you like long rap sessions, avoid 'em when you're transmitting. Like, keying the microphone on the ARC-54 for a minute or more can blow the PA tube, or pop the F1002 fuse, or burn out the power supply, or . . .

So, say what you have to, fast, and get off the mike button.

CONNECTOR CALL-OUT



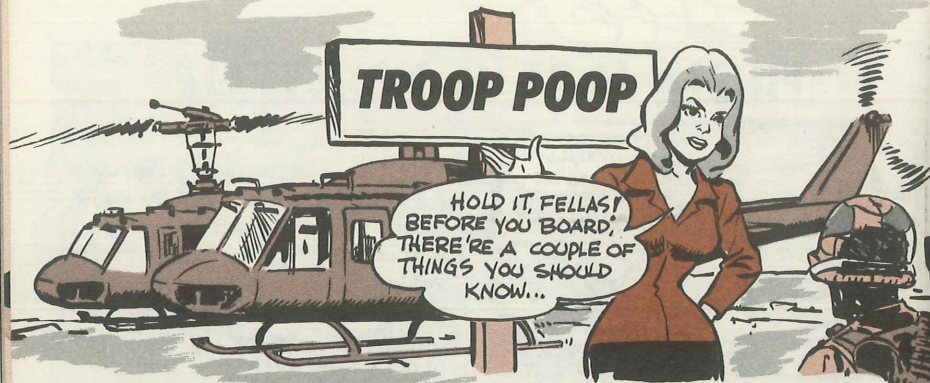
Careful with the connectors, you air-commo types . . . Beware of putting the right cable connector in the wrong place on the AN/ASN-43(V) directional gyro.

If you mis-match the connectors linking the CN-998 gyro to the KY-28 secure voice equipment, expect a burned-out KY-28, 'cause that's what you can get.

Trouble is, either of those connectors will fit either the KY-28 or the CN-998, so a mis-match is easy.

To play it safe, identify the connectors by tagging 'em, or maybe using black tape (or some other color) to mark either of the connectors.

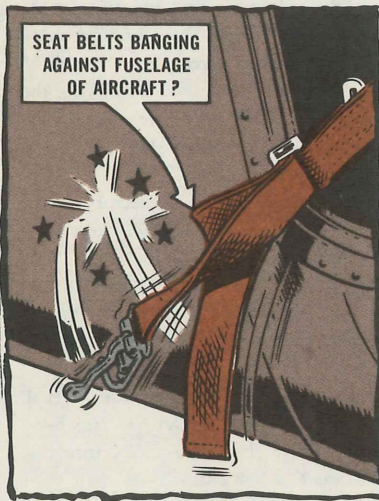
To make your own identification, eyeball TM 11-1520-209-20 Ch 6 (Oct 69), figs 5-9.1 and 5-22.1. These show the connectors that mate with the CN-998 and KY-28.



Sooner or later every pitchpuller pilot lays on a troop airlift mission.

You can save maintenance downtime, expensive repair parts and bruised birds and birdmen if your preflight briefing includes some words of wisdom on:

USING SEAT BELTS AND SHOULDER HARNESSSES. An aluminum or honeycomb fuselage takes a fiercesome beating from a flapping, banging seat belt.



STORING LOOSE EQUIPMENT.

A duffle bag plopped down on a copilot's collective stick brings the pilot's pucker level up to the red line, quick!



Rifles, helmets or soft drink cans that jam cables and controls really put the pilot in a bind, too.



KEEPING HANDS AND FEET OFF FLIGHT CONTROLS. A heavy hand reaching for a handhold and grabbing a flight control lever will give you a real lift! And letdown.

Switches, dials and commo connections are troop-magnets, too.

NO SMOKING DURING TAKEOFFS AND LANDINGS. Choppers don't have a NO SMOKING light to flash, so be sure the troops know when to douse those butts.

STAYING CLEAR OF ROTOR BLADES. Those blades get chewed up real good when they hit rifle barrels, helmets, backpacked or jeep-mounted antennas. And what they do to troops . . . !



UNNECESSARY MOVEMENT WHILE AIRBORNE. Troops moving from one side to the other in the bird's troop compartment cause a shift in C.G. Enough sometimes for a permanent "TILT!"



'Course, you make the troops "take 10" outside your bird during fueling and ammo handling operations.



INSTRUCTIONS FOR DISCHARGING CARGO. Your mission's not completed until all passengers and cargo are safely off-loaded. Tossing equipment, ropes, lines or gear into rotor blades is guaranteed to stop or strangle a helicopter every time.

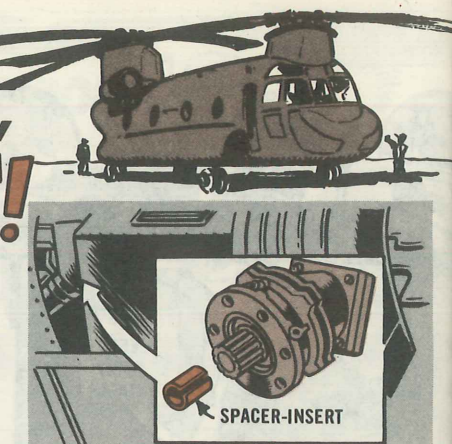
USE THE SPACER, PLEASE!

The coupling shaft splines on a lot of Chinook (CH-47) motor-pumps are really taking a beating, bird mechs. Those units start the auxiliary power unit and then provide power to run the accessory gear box.

If the coupling shaft retainer comes loose the shaft will bottom out in the APU, leaving only about ½ inch of spline engagement in the motor-pump.

The result is bad spline wear and broken splines.

You can head off that type of revolution' development by inserting a



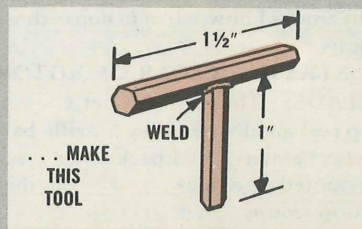
locally-made spacer into the bore of the shaft during a motor-pump change. The spacer will give you full spline engagement.

The poop on making the spacer is right in Chap 11 of TM 55-1520-209-20-2 (May 68) and TM 55-1520-227-20-2 (Dec 71) for all models. Make up a couple of spares.

FLIGHT IDLE SCREWS NEWS

That socket-head key twisting and slipping when you adjust the flight-idle screws on the HueyCobra?

A tight screw gives it fits—and it gets chewed to bits.



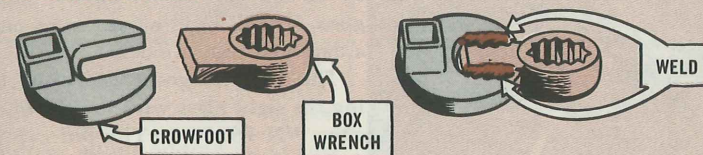
You'll get a better grip—and do a better job—with an inch-long 5/64 socket-head key welded to a 1 ½-in T handle.

Use an old socket-head key or hex stock for the T.



Dear Windy,

One problem about using a torque wrench on a crowfoot wrench—the crowfoot spreads, slips and damages the nuts. Applying torque can also be a knuckle bruiser.



Well, to get the job done without ruining crowfoot socket wrenches and hardware, we simply welded a salvaged 9 16-in box wrench end to a damaged crowfoot.



When torquing Chinook (CH-47A) engine drive shaft nuts, FSN 5310-106-0075, no sweat using the tool. You can't get a socket wrench in those close quarters.

The tool works equally well at other tight places on our bird.

SP6 M. Gascon
APO 09025

(Ed Note—The tool gives you a straight extension to the torque wrench. You have to do some figuring to get the 300-330 inch-pounds on the nuts. Use the formula in Fig 6-61 of TM 55-1500-204-25/1 (Apr 70) for the actual torque.)

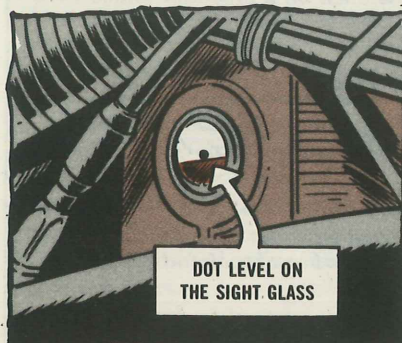


IT'S OIL ON THE LEVEL



So you're an on-the-ball Kiowa mech and you want an accurate reading on your bird's main transmission oil level?

Man, you stand a better chance of getting a true reading if you order the new transmission oil filler cap, FSN 1615-181-5552, P/N F9457.



DOT LEVEL ON THE SIGHT GLASS



NEW TRANSMISSION OIL FILTER TRAP

Using the new cap, keep the oil up to the "dot" level on the sight glass. That'll head off dry runs and a damaged transmission.

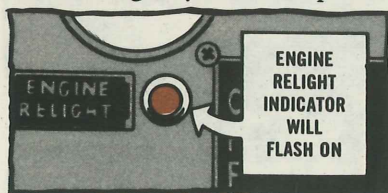
The deal changes if you're checking the sight glass with the old filler cap, P/N F9253-1. The old cap is faulty and lets foaming oil spill overboard, so you carry the oil at the lowest safe level. This is about halfway between the "dot" and the bottom of the sight-glass gauge.

WANTED—SMOOTH OPERATORS



NO ABRUPT THROTTLE CHANGES

When you Kiowa throttle jockeys move out of engine idle, never advance the throttle abruptly. If you do, the relight system will operate.



ENGINE RELIGHT INDICATOR WILL FLASH ON

That's right. The light will come "on" and you'll have to reset the system.

Did you really have a relight? No, because the flame didn't go out. The rapid advancement of the throttle created a sudden rise in burner pressure and a pressure change in the compressor. The auto reignition control sensed the change as a flame-out.

You know what that means—a lot of extra sweat and elbow grease by your mechs, eyeballing the compressor as though there had been a real flame-out.

Take it easy, huh?

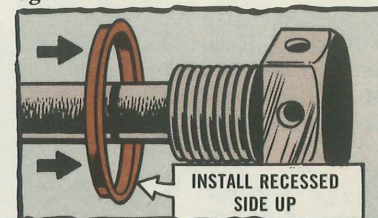
NO O-RING, PLEASE!

Getting oil leakage around the oil strainer on the rear-bearing housing of that T53 Huey engine?



Forget about adding an O-ring. Take a look at the strainer gasket. If it's in wrong, with the recessed side down, get a new gasket. Put it in the right way, recessed side up. That'll stop the leak.

If you find the gasket wrong-side-up on top of an O-ring, put in a new gasket and leave out the O-ring. An inverted gasket can give against the strainer and cause leakage.

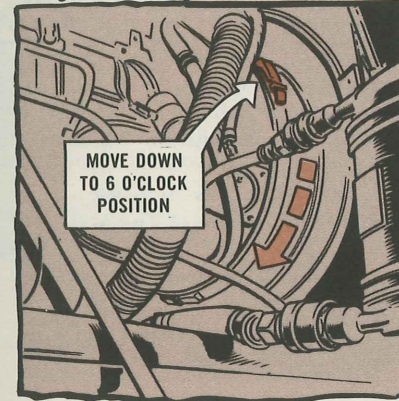


INSTALL RECESSED SIDE UP

Fact is, an inverted gasket and O-ring can lead to a No. 2 bearing oil passage clogged with O-ring particles—which can cause engine failure.



6 O'CLOCK'S BEST



MOVE DOWN TO 6 O'CLOCK POSITION

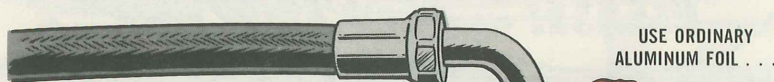
First chance you get, Huey and Cobra mechs, eyeball the V-band coupling that secures the particle separator (Bell Mouth Assembly) to the T-53 engine housing.

The coupling gap has to be at the 6 o'clock position for water drainage.

Any other position and trapped water will corrode the magnesium flange on the engine inlet housing.

That means flange replacement, and much bread, at overhaul. You better believe it!

TEMPORARY COVER-UP



USE ORDINARY
ALUMINUM FOIL . . .

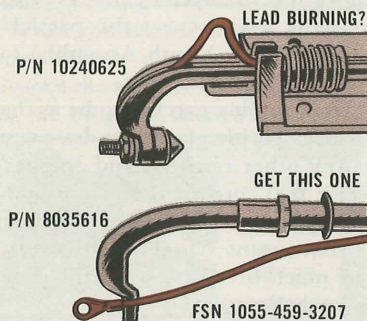
Wearing a worry 'cause you're short some protective caps and plugs for your air-baby? No need. You can get by with ordinary aluminum foil. A small piece pressed over a part opening will keep out dirt and other contamination. It's a good wrapper for bearings, seals and oil strainers, too. Go after it with FSN 9535-684-4669 for a 25-ft roll, FSN 9535-822-9433 for 75 feet.

. . . TO
KEEP
OUT
DIRT

FIRE YOURS—HIRE OURS!



Are rocket blasts from your 2.75-in M200 rocket launcher burning through the electrical lead assembly P/N 10240625?



Get your DS unit to repair the igniter arm lead wire or replace the wiring harness with electrical harness assembly P/N 8035616, FSN 1055-459-3207.

This new improved assembly is part of the M200A1 launcher but is interchangeable with the M200.

Hold it, 45 Juliet! You can't put the M200 lead assembly on the M200A1, nosir-e-e-e! The M200A1 lead has a terminal that can't be pulled taut through the igniter arm wire slot and the M200A1 bulkhead is not recessed for the harness assembly.

MURPHY RIDES BOGIE WHEELS!

Any equipment deadlined for repair is a maxi-dollar caper—even if it's ground service items.

F'rinstance, a Huey mech replaced the hydraulic pump, P/N 1730AH1G00 on the cradle of the ground handling gear—bassackwards!

KEEP
PUMPING!

WRONG . . .
HANDLE GOING
AWAY FROM PIN

SPRING
LOADED
FRONT
PIN

When he hooked the wheels to a Huey skid—no hydraulic pressure. He was pumping air. All the hydraulic fluid was down at the lower end of the pump.

RIGHT . . .
HANDLE
FACING
PIN

Para 4-67d(2), TM 55-1520-210-20 (Sep 71) has the homework poop on replacing the pump. Figure 4-25 shows how it goes on the cradle—pump handle facing the spring loaded front pin.

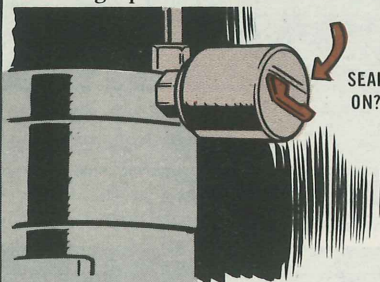


M4-SERIES AIR COMPRESSORS



✓ Whichever back-pack air compressor you use (the AN/M4, the B, C or D model) check these PM tips:

1. The safety seal on the compressor's high-pressure relief valve must



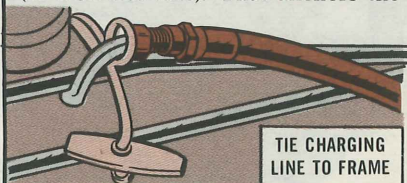
be on and in good shape. If it's not—deadline your compressor. Tell support. Don't let anybody fool with the valve.

2. The only authorized lube for the *compressor's* crankcase (all models) is: FSN 9150-753-4667. Updated LO's for all AN/M4-series compressors show only this FSN. See LO's in the 3-1040-200-series.

For info on your compressor's *engine* crankcase lube, see LO 5-2805-256-12 (Feb 72).

3. When you're not charging regularly run the compressor weekly for 5-10 minutes. This weekly exercise makes it easier to start your compressor when you need it.

4. Tie the charging line to the compressor's frame with the starting rope (or a similar line). That anchors the

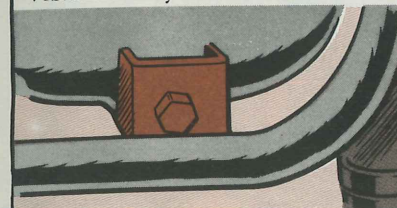


quick-disconnect line in case it flies off when you're charging.

5. If OIL is not lettered on the compressor's oil cap, stencil it on.



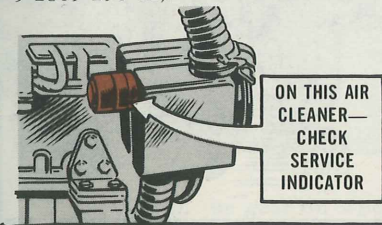
6. Keep gas tank mountings tight. Vibration may loosen 'em.



9. Open the condensate valve before you start the compressor. Close the valve before charging.

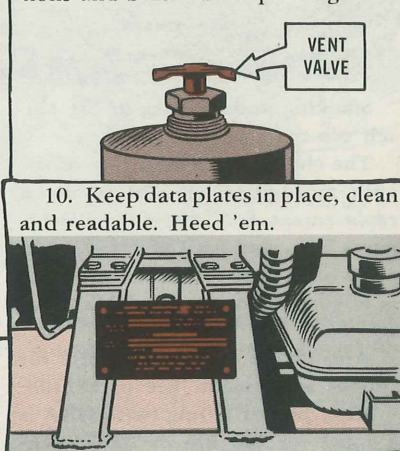


7. On the M4 or M4B model drain the *engine's* air cleaner oil before you back-pack the compressor . . . otherwise your back'll get an oil bath. The engine air cleaner uses the same lube as the engine's crankcase. (See LO 5-2805-256-12).



8. All connections must be tight. But never adjust connections when charging or when the compressor is under pressure.

Open the gas tank vent before starting compressor. Close it after operations and before back-packing.



10. Keep data plates in place, clean and readable. Heed 'em.

M27 SERVICE KIT CHECK

WERE YA
NEAR THAT
RADIOACTIVE
GAGE? Y'R
GLOWING!



NAW...
IT'S MY NEW
FLUORESCENT
SPORT SHIRT.



The pressure gage—FSN 6685-850-1322—on the charging hose of your M27 service kit may be radioactive. Check the gage soonest with your radiac meter, or have it checked by your calibration support outfit.

If the gage is radioactive, request a new one right away. Use the same FSN.

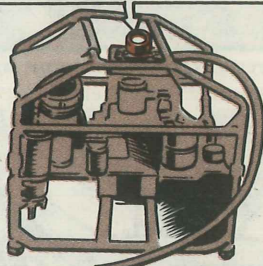
Use the bad gage until your new one arrives, but keep it isolated. And take extra care not to break the dial's glass cover.

Check AR 755-15 (Nov 66) and your local SOP on turning in radioactive material.



DON'T BREAK DIAL'S GLASS

USE GAGE
TILL NEW
ONE ARRIVES



SMOKY M9 DECON?

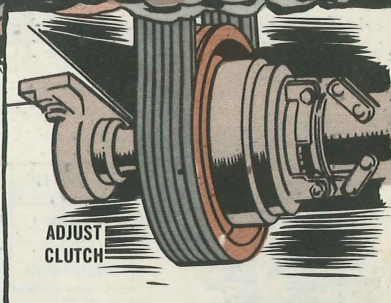
Smoking and slipping of the clutch can mean—

The clutch needs adjusting or the split-molded friction plates need replacement. See TM 3-4230-203-12, paras 37m, and 130a and b.

To make sure the shifter assembly is in good shape see the TM's paras 135-136.

And check the pulley belts for proper adjustment. See para 110b.

Also, proper lubing (with GAA is a must for the life of the clutch-



ADJUST
CLUTCH

and-pulley assembly bearings. It's a weekly lubing job, see LO 3-4230-203-12.

M11 PORTABLE DECON



HOLD
UPSIDE
DOWN

If the siphon tube feels loose:
Hold the end of the tube and flip the head assembly upside down. As long as the head stays on, the tube's

KEEP



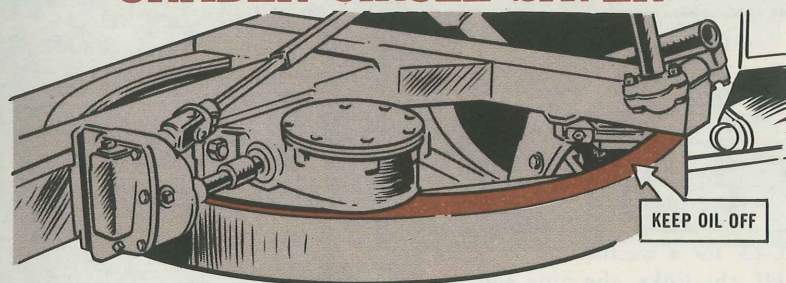
not too loose. If the head slips off, turn your M11 in for a good one.

REPLACE



Never twist or turn the tube to see if it's tight. You'll detach it.

GRADER CIRCLE SAVER



KEEP OIL OFF

Go easy with the gear oil when you're lubing the moldboard circle of your Model 440HA road grader.

Splashing oil on the top surface of the circle sets up a beautiful collec-

tion point for dirt and other crud. When the dirt collects, it gouges the metal.

So, wipe off splashed or excess oil . . . and save a circle.

THE UNDERCARRIAGE

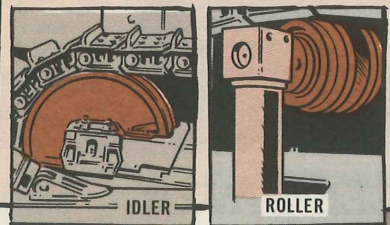
Right on, man.

Find out if anything hurts in the undercarriage of your full-tracked tractor.

One worn part there leads to another . . . then another . . . and another. You want to catch the first one before it's too late.

Use your PM indicators.

Check the idlers and the rollers for loose mounts, leaky seals or lots of wear.



Look for a fracture in the track itself, the links, the pins and the bushings.



COUNTDOWN...



TENSION'S TRICKY

How's the track tension?

All the undercarriage components hinge on the exact track adjustment.

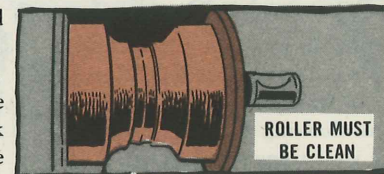
Tight tracks cause severe wear and, sometimes, immediate damage to track chains or track adjustment components.

So, get the tension right, man . . . from your equipment TM. Make clean start, too.

Use a clean grease. Wipe all dirt from the hydraulic track adjuster fittings and the grease gun fitting itself.

Even a few grains of sand pumped into a bushing could shorten its life. It'll happen before you know it, too.

The same sand could also cause a high grease pressure leak back through the fitting. This'll make the adjustment slack off.



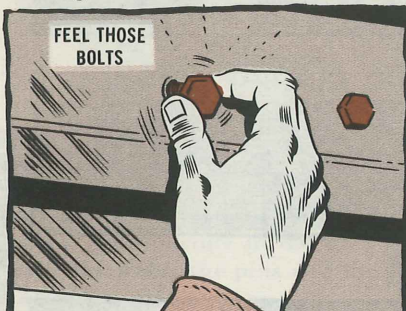
HOW'RE YOUR TRACK SHOES?

A missing or broken shoe can cost you plenty. It'll let dirt, mud and rocks get into the track assembly. This'll cut efficiency way down as the wear and tear piles up.

Be on the lookout for grouser or plate wear caused by slippage, impact or friction.



You want to make sure the shoe bolts are tight too. Loose ones will damage the shoes and links.



How do you spot a loose bolt?
It has a shiny area around its head or dirt broken away by vibration.
Just looking won't hack it, though. Use your fingers.

THE CARRIER ROLLERS

Keep in mind each roller has to turn freely and carry its share of the load.

Be sure they're clean. Material packed around 'em can freeze 'em dead.

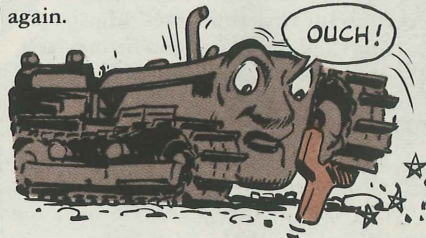


Not enough lube will freeze 'em too. Plan on more lube than usual if you're going to operate in mud, sand or water.

Look for grease or oil on the tracks. If you see some, you'll know a seal is busted. Replace it fast.

MISALINEMENT

Idler misalinement can cripple your machine. If you spot wear on the pilot rim section, the idler, the sides of the links and roller flanges you've had it. Get it back in line again.



KNOW THE SCORE

MAKE SURE YOU GO THROUGH THIS WHOLE LIST—PLEASE!

Here's a checklist for a longer undercarriage life.

- ☒ Slow down, especially in reverse.
- ☒ Keep track alinement right on the nose.
- ☒ Adjust track for the correct sag. See your TM.
- ☒ Clean mud and debris from the undercarriage.
- ☒ Be sure idlers are in the right position.
- ☒ Use guards to reduce wear.
- ☒ Never spin the track.
- ☒ Torque the track hardware.

Everything's A-OK? Hold 'er steady as she goes.

THIS CREATURE CAN CREEP...

THE CT4 SCRAPER HORRORS



Nothing's more hair raisin' than an 18-cu yd CT4 towed scraper turnin' into a fierce monster.

It can happen, too, if its air brake system is neglected.

Once you become a victim, you could be pushed around till it satisfies its unspeakable (Ugh) desires.

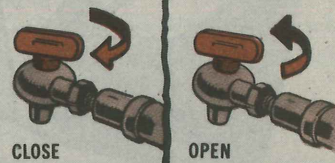
So, never take it for granted.

Before you operate the scraper, be sure the entire brake system is A-OK.

To squash any doubts, check with TM 5-3805-218-12 (Oct 70).

You'll find these ways to protect yourself every day:

1. Close the air reservoir drain cock before you operate the scraper. Then, open it after operation.



2. Look for leaks in the air lines, hoses, connections, reservoir, relay emergency valve and the air cylinder. If you find any, get 'em fixed fast.



With these done, you've got that big hunk of equipment under control.

If it ever does run amuck, there's a simple and quick way to escape disaster. Just slam the scraper down to earth fast. This'll stop it, believe it.

M320T CRANE REAR CABLE DRUM SNAFU...

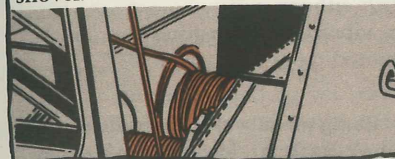
BEHIND YOUR BACK



It can strike before you know it.

Check for wear or damage on the drum.

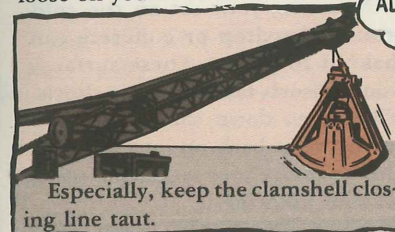
The rear hoist drum cable binds on the Model M320T 20-ton crane shovel.



It's a low blow and it'll hurt.

Your best protection is to keep it from happening.

Never let the cable tension get loose on you.



Especially, keep the clamshell closing line taut.

Put your mind on operating the crane and not on breaking speed records from your pick-up spot to the dumping area.

Keep in mind total protection comes with a before-operations inspection.



Look for kinks and broken strands on the cable.



How's the drum clutch operation? Adjust it if necessary.



Is the rear drum brake adjusted right?



Any worn spots or broken teeth on the sprocket?



If you see any damage, report it to your maintenance shop fast.

With this PM plan, you'll stay out of any bind.

VIBRATIONS BUGGIN' YOUR GENERATOR?

CUT 'EM DOWN TO SIZE



A generator set sure gets weird from too much vibration. It'll rock 'n' roll, split at the seams—or even creep away from the scene.

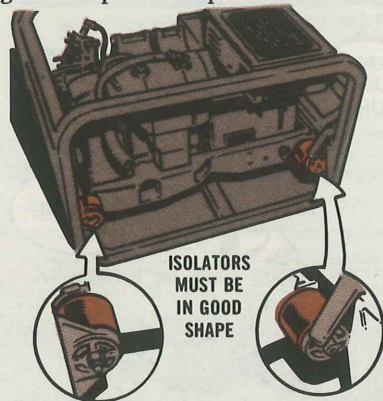
Putting a leash on it won't help much either.

You have to get rid of the excess vibration or cushion the shock. It's especially true of the frame-mounted types up to 15 KW.

HOW'RE THE ISOLATORS?

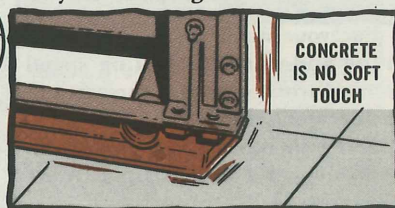
Check for worn or missing vibration isolators. They've got to be in good shape to keep the vibration

from going to the frame. Running a rig without 'em could crack, break or damage its components.

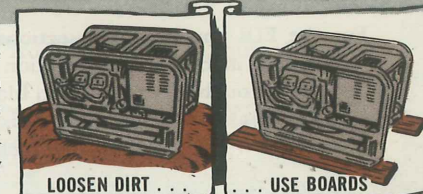


COLD SHOULDER KILLS

Operating your set on the cold ground, hardtop or concrete can shake it to pieces. These surfaces won't absorb the vibration shock. It'll just go down the frame, then bounce right back up into the unit. This can move your set around without your knowing it.



So, choose the right spot or make a soft bed for it. If necessary, loosen some dirt. Better yet, put boards under the frame or skid. They'll pick up the vibrations and send them away for good.



Make sure any padding you use won't catch fire from the exhaust.

Always remember too: keep your unit as level as possible.

'Course, most big vibrations in any generator vanish after all PM care is taken.

Get the hang of it for your set and your hang-ups will be gone.

COOL CAUTION

Engines like it cool, too. Especially the Military Standard type you find on generators and other small equipment items. They should wear a decal reminder. And extra decals can be had free from:

USA Mobility Equipment Command
ATTN: AMSME-MG-S-TO
4300 Goodfellow Blvd
St. Louis, MO 63120

Just drop 'em a note.



WHEN 'FIRING IN' AN EIR

No frontier scout ever tried to bag a buffalo with a scattergun when a long rifle was near at hand. He'd have known a well-aimed slug was needed to insure that his next meal was "in the bag."

The same goes for an EIR on DA Form 2407—if you want to bring down faulty equipment or components.

Never use scattergun details—PVT Hap Hazard style. They may only confound the confusion if not accurate, complete, and in the right place.

Fill in that Equipment Improvement Recommendation (EIR) with sharpshooting skill—exactly as the rules say in TM 38-750—block by block.

For the EIR you use only sections I and III of the DA 2407—plus a Julian date in block 23 of section II. Use DA Form 2407-1, too, if there's not enough elbow-room in block 35 to tell the full sad tale about the equipment fault or if more space is needed for your suggested solution.

Here's the way you fill in the blocks on an EIR—

Enter noun nomenclature of end item (even tho EIR applies only to part or component).

Enter equipment model, if any.

No entry required.

Identify unit that "owns" the equipment. Even if DS submits the EIR, the property-book owner should be shown here—as listed on latest DA Form 2408-9 (or old DA 2408-7) transfer report.

Enter USA number for commercial vehicle, lot number for ammo or serial number for other type of equipment. (Use DA Form 2408-8 or DA 2408-9—PERMANENT log copy — control number if there is no serial number.) For bulk items, leave blank but enter serial numbers in block 16.

Enter maintenance-level symbol for unit (O, F, H or D) from TM 38-750.

Check (or X) box indicating time/place/condition when fault was detected.

Enter owning unit location, including Zip Code—or APO.

Check (or X) EIR box.

Enter page number and total pages.

No priority entry required for EIR.

Enter FSN of end item.

Enter UIC of property-book owner (no sub-unit of this UIC will be entered on NMP copy).

Enter equipment hours, miles, rounds (EFC) or hot starts. (See DA Form 2408-1 and DA 2408-10 for hours, miles; DA 2408-4 and DA 2408-10 for rounds; DA 2408-13 for hot starts. Leave blank any of these blocks that don't apply to the equipment.)

Check (or X) box indicating how fault was discovered (if "other" is checked, enter code from Table A-4, of TM 38-750).

Enter end item utilization code (Table A-7 TM 38-750).

Check yes if item is listed in App C or D of TM 38-750 (designated as a data collection item) or in DA sample data circulars.

MAIN FINANCE REQUEST
For use of this form, see TM 38-750; the proper agency to Office of the Deputy Chief of Staff for Logistics.

SECTION I ☐ WORK REQUEST ☐ EIR

CONTROL NUMBER ☐ ORGANIZATION ☐ LOCATION

CO. E 9th MAINT BN APO D9133 WBONB0

2. SERIAL NUMBER 27.254 3. NOUN NOMENCLATURE TRUCK 4. NUMBER 5. MODEL M715 6. FEDERAL STOCK NUMBER 2320-921-6365

7. STRAC ☐ YES ☒ NO 8. UTILIZATION CODE ON 9. DETECTED ITEM YES ☐ NO ☒ NO

10. FAULT DETECTED DURING (Select one—use V or X)
☐ A SCHEDULED MAINTENANCE ☐ C TEST ☐ E STORAGE ☐ G FLUG ☐ I INOPERATIVE ☐ M OVERHEATING ☐ O OUT OF ADJUSTMENT
☐ B HANDLING ☒ D NORMAL OPERATION ☐ F INSPECTION ☐ H OTHER ☐ J NOISY ☐ L LOW PERFORMANCE ☐ P OTHER

11. DEFICIENCIES OR SYMPTOMS ON THE BASIS OF COMPLETE CHECKOUT AND DIAGNOSTIC PROCEDURE: EQUIPMENT TM (Do not prescribe repairs)

TARNATION.
WHEN Y' SHOOT
WITH ONE O' THEM
EIR'S, YOU'RE
REALLY
SHOOTING.

Enter noun nomenclature of
faulty item (component or part).

Check (or X) box to indicate
corrective action needed.

On first line enter phone
number of unit from which EIR is
submitted. Enter details on fault
found. Include reference to message
sent or phone call (if emergency or
urgent EIR). State if photos made or
available. Refer to EIR exhibit held
—tagged with DA Form 2402.
Include manufacturer's contract
number if available on data plate or
on log records.

Enter UIC of unit from which
EIR is submitted (regardless of
property-book ownership).

Enter Julian date EIR is sub-
mitted. (No other entries are required
in section II for an EIR.)

Check (or X) box to indicate
priority of EIR, as classified by TM
38-750 rules.

Enter FSN of faulty item (com-
ponent or part) named in block 34.
(If no FSN, identify by part number
or other available means, including
photo or drawing.)

Enter identity of unit from
which EIR is submitted.

Enter location of unit, includ-
ing Zip Code—or APO.

You send a separate EIR for each equipment fault, as defined in para
3-16b of TM 38-750. Check App B of the TM for the right NMP address.
(Distribute other copies of the EIR as spelled out in para 3-16g.)

Equipment faults can be costly—and dangerous. Shoot 'em down with
well-aimed EIR's.

MAKE
DARN SURE
THEM CONTRACT
NUMBERS
ARE PLAIN!
Y' HEAR?

23. SUBMITTED BY		25. WORK STARTED BY		27. ACCEPTED BY		28. DISPOSITION (Select one - use for X)	
JULIAN DATE		JULIAN DATE		JULIAN DATE		JULIAN DATE	
2327							
SECTION II - EQUIPMENT MOVEMENT RECOMMENDATION							
29. NORMAL REPLACEMENT (Select one - use for X)		30. EIR (Select one - use for X)		31. RECOMMENDATION (Select one - use for X)		32. ORGANIZATION/ACTIVITY	
☐ YES		☐ EMERGENCY		☒ IMPROVE DESIGN		CO. B9TH MAIN T. BN.	
☐ NO		☐ ROUTINE		☐ MODIFY		b. LOCATION	
						APO 09133	
33. FEDERAL STOCK NUMBER		34. NOUN NOMENCLATURE		35. UNION OR REMARKS. DESCRIBE CONDITIONS UNDER WHICH FAILURE OCCURRED. ATTACH PHOTOS OR SKETCHES, IF AVAILABLE.		g. UNIT IDEN CODE	
2925-909-2483		ALTERNATOR		IS NOT ENOUGH TO MAINTAIN BATTERY		WBON80	
ALTERNATOR CHARGE IN NORMAL OPERATION. GENERATOR INDICATOR NEEDLE IN GREEN. AFTER 3 DAYS BATTERY MUST BE RECHARGED. CONNECTIONS, ADJUSTMENTS AND COMPONENTS, INCLUDING REGULATOR AND BATTERY, CHECKED. PHOTOS AVAILABLE. ALTERNATOR HELD TAGGED WITH DA 2402. ALTERNATOR CONTRACT DAA 021-71-L-1339						d. SUBMITTED BY	
						Ac McAlister SP5	
DA FORM 2402						3	

Sign here (person who submits EIR).



For speedy action on defective equipment you submit an EMERGENCY EIR—if the defect causes or could result in injury to personnel, destruction of property or adverse effect on national security.

This EMERGENCY EIR goes to the NMP by TWX or by phone. But you don't stop there.

The follow-up DA Form 2407 also must go. You airmail the filled-in NMP copy of the DA 2407—marked EMERGENCY—within 5 working days, like TM 38-750 says.

To tie the TWX (or phone call) and the paper EIR together, *both* should give the control number from Section I of the DA 2407.

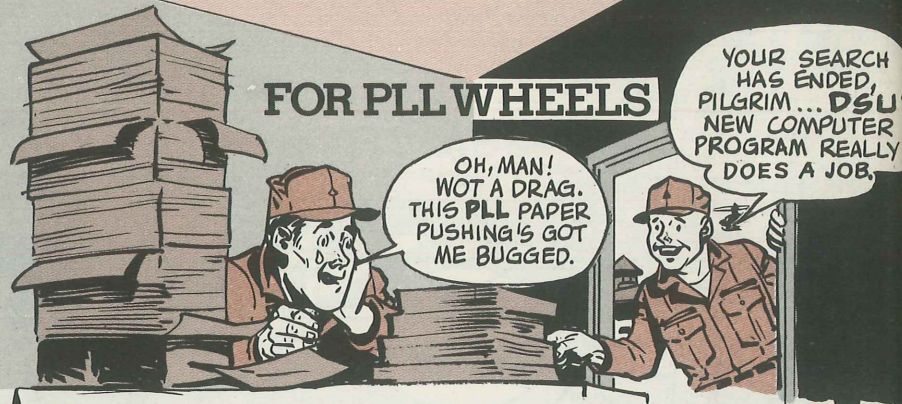


Your EMERGENCY DA 2407 must show the number and date of the TWX it backs up (or date of the phone call it's connected with).

If the NMP gets an EMERGENCY TWX but no paper EIR—or a DA 2407 marked EMERGENCY with no TWX or phone call reference (number and/or date), it turns the problem into a stew.

And the confusion is almost as bad if you leave off your unit's name and UIC. Send *both* the EMERGENCY TWX and the paper DA 2407 that backs it up. Put the DA 2407 control number on the TWX, for easy cross-reference, and make sure the entries jibe—one with the other.

MAINTENANCE REQUEST		* See reverse of file for codes and instructions		PAGE NO.	NO. OF PAGES	REPORTS CONTROL SECTION (DD FORM 1300)
For use of this form, see TM 38-750, the appropriate agency is Office of the Deputy Chief of Staff for Logistics		WORK REQUEST		10	1	10
SECTION I		1. ORGANIZATION		2. LOCATION		3. UNIT OR CODE
CONTROL NUMBER		Co B, 6th Avn Bn, 3rd Inf		APO NY 09303		WA6B24
2. SERIAL NUMBER		3. HOUR NOMENCLATURE		4. LINE NUMBER		5. FEDERAL STOCK NUMBER
51-1262		Helicopter		OH-13E		1520-574-7950
6. STRAC		7. NO		8. SELECTED ITEM		9. NO
YES 0 NO		NO		YES		2604
10. FAILURE DETECTED DURING (Select one - use V)		11. TEST		12. INDICATION OF TROUBLE (Select one - use V)		13. NO
10.1 YES 10.2 NO		11.1 YES 11.2 NO		12.1 YES 12.2 NO		13.1 YES 13.2 NO
10.3 YES 10.4 NO		11.3 YES 11.4 NO		12.3 YES 12.4 NO		13.3 YES 13.4 NO
10.5 YES 10.6 NO		11.5 YES 11.6 NO		12.5 YES 12.6 NO		13.5 YES 13.6 NO
10.7 YES 10.8 NO		11.7 YES 11.8 NO		12.7 YES 12.8 NO		13.7 YES 13.8 NO
10.9 YES 10.10 NO		11.9 YES 11.10 NO		12.9 YES 12.10 NO		13.9 YES 13.10 NO
10.11 YES 10.12 NO		11.11 YES 11.12 NO		12.11 YES 12.12 NO		13.11 YES 13.12 NO
10.13 YES 10.14 NO		11.13 YES 11.14 NO		12.13 YES 12.14 NO		13.13 YES 13.14 NO
10.15 YES 10.16 NO		11.15 YES 11.16 NO		12.15 YES 12.16 NO		13.15 YES 13.16 NO
10.17 YES 10.18 NO		11.17 YES 11.18 NO		12.17 YES 12.18 NO		13.17 YES 13.18 NO
10.19 YES 10.20 NO		11.19 YES 11.20 NO		12.19 YES 12.20 NO		13.19 YES 13.20 NO
10.21 YES 10.22 NO		11.21 YES 11.22 NO		12.21 YES 12.22 NO		13.21 YES 13.22 NO
10.23 YES 10.24 NO		11.23 YES 11.24 NO		12.23 YES 12.24 NO		13.23 YES 13.24 NO
10.25 YES 10.26 NO		11.25 YES 11.26 NO		12.25 YES 12.26 NO		13.25 YES 13.26 NO
10.27 YES 10.28 NO		11.27 YES 11.28 NO		12.27 YES 12.28 NO		13.27 YES 13.28 NO
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10.31 YES 10.32 NO		11.31 YES 11.32 NO		12.31 YES 12.32 NO		13.31 YES 13.32 NO
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10.35 YES 10.36 NO		11.35 YES 11.36 NO		12.35 YES 12.36 NO		13.35 YES 13.36 NO
10.37 YES 10.38 NO		11.37 YES 11.38 NO		12.37 YES 12.38 NO		13.37 YES 13.38 NO
10.39 YES 10.40 NO		11.39 YES 11.40 NO		12.39 YES 12.40 NO		13.39 YES 13.40 NO
10.41 YES 10.42 NO		11.41 YES 11.42 NO		12.41 YES 12.42 NO		13.41 YES 13.42 NO
10.43 YES 10.44 NO		11.43 YES 11.44 NO		12.43 YES 12.44 NO		13.43 YES 13.44 NO
10.45 YES 10.46 NO		11.45 YES 11.46 NO		12.45 YES 12.46 NO		13.45 YES 13.46 NO
10.47 YES 10.48 NO		11.47 YES 11.48 NO		12.47 YES 12.48 NO		13.47 YES 13.48 NO
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10.51 YES 10.52 NO		11.51 YES 11.52 NO		12.51 YES 12.52 NO		13.51 YES 13.52 NO
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10.55 YES 10.56 NO		11.55 YES 11.56 NO		12.55 YES 12.56 NO		13.55 YES 13.56 NO
10.57 YES 10.58 NO		11.57 YES 11.58 NO		12.57 YES 12.58 NO		13.57 YES 13.58 NO
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10.61 YES 10.62 NO		11.61 YES 11.62 NO		12.61 YES 12.62 NO		13.61 YES 13.62 NO
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10.67 YES 10.68 NO		11.67 YES 11.68 NO		12.67 YES 12.68 NO		13.67 YES 13.68 NO
10.69 YES 10.70 NO		11.69 YES 11.70 NO		12.69 YES 12.70 NO		13.69 YES 13.70 NO
10.71 YES 10.72 NO		11.71 YES 11.72 NO		12.71 YES 12.72 NO		13.71 YES 13.72 NO
10.73 YES 10.74 NO		11.73 YES 11.74 NO		12.73 YES 12.74 NO		13.73 YES 13.74 NO
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10.77 YES 10.78 NO		11.77 YES 11.78 NO		12.77 YES 12.78 NO		13.77 YES 13.78 NO
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10.87 YES 10.88 NO		11.87 YES 11.88 NO		12.87 YES 12.88 NO		13.87 YES 13.88 NO
10.89 YES 10.90 NO		11.89 YES 11.90 NO		12.89 YES 12.90 NO		13.89 YES 13.90 NO
10.91 YES 10.92 NO		11.91 YES 11.92 NO		12.91 YES 12.92 NO		13.91 YES 13.92 NO
10.93 YES 10.94 NO		11.93 YES 11.94 NO		12.93 YES 12.94 NO		13.93 YES 13.94 NO
10.95 YES 10.96 NO		11.95 YES 11.96 NO		12.95 YES 12.96 NO		13.95 YES 13.96 NO
10.97 YES 10.98 NO		11.97 YES 11.98 NO		12.97 YES 12.98 NO		13.97 YES 13.98 NO
10.99 YES 10.100 NO		11.99 YES 11.100 NO		12.99 YES 12.100 NO		13.99 YES 13.100 NO
10.101 YES 10.102 NO		11.101 YES 11.102 NO		12.101 YES 12.102 NO		13.101 YES 13.102 NO
10.103 YES 10.104 NO		11.103 YES 11.104 NO		12.103 YES 12.104 NO		13.103 YES 13.104 NO
10.105 YES 10.106 NO		11.105 YES 11.106 NO		12.105 YES 12.106 NO		13.105 YES 13.106 NO
10.107 YES 10.108 NO		11.107 YES 11.108 NO		12.107 YES 12.108 NO		13.107 YES 13.108 NO
10.109 YES 10.110 NO		11.109 YES 11.110 NO		12.109 YES 12.110 NO		13.109 YES 13.110 NO
10.111 YES 10.112 NO		11.111 YES 11.112 NO		12.111 YES 12.112 NO		13.111 YES 13.112 NO
10.113 YES 10.114 NO		11.113 YES 11.114 NO		12.113 YES 12.114 NO		13.113 YES 13.114 NO
10.115 YES 10.116 NO		11.115 YES 11.116 NO		12.115 YES 12.116 NO		13.115 YES 13.116 NO
10.117 YES 10.118 NO		11.117 YES 11.118 NO		12.117 YES 12.118 NO		13.117 YES 13.118 NO
10.119 YES 10.120 NO		11.119 YES 11.120 NO		12.119 YES 12.120 NO		13.119 YES 13.120 NO
10.121 YES 10.122 NO		11.121 YES 11.122 NO		12.121 YES 12.122 NO		13.121 YES 13.122 NO
10.123 YES 10.124 NO		11.123 YES 11.124 NO		12.123 YES 12.124 NO		13.123 YES 13.124 NO
10.125 YES 10.126 NO		11.125 YES 11.126 NO		12.125 YES 12.126 NO		13.125 YES 13.126 NO
10.127 YES 10.128 NO		11.127 YES 11.128 NO		12.127 YES 12.128 NO		13.127 YES 13.128 NO
10.129 YES 10.130 NO		11.129 YES 11.130 NO		12.129 YES 12.130 NO		13.129 YES 13.130 NO
10.131 YES 10.132 NO		11.131 YES 11.132 NO		12.131 YES 12.132 NO		13.131 YES 13.132 NO
10.133 YES 10.134 NO		11.133 YES 11.134 NO		12.133 YES 12.134 NO		13.133 YES 13.134 NO
10.135 YES 10.136 NO		11.135 YES 11.136 NO		12.135 YES 12.136 NO		13.135 YES 13.136 NO
10.137 YES 10.138 NO		11.137 YES 11.138 NO		12.137 YES 12.138 NO		13.137 YES 13.138 NO
10.139 YES 10.140 NO		11.139 YES 11.140 NO		12.139 YES 12.140 NO		13.139 YES 13.140 NO
10.141 YES 10.142 NO		11.141 YES 11.142 NO		12.141 YES 12.142 NO		13.141 YES 13.142 NO
10.143 YES 10.144 NO		11.143 YES 11.144 NO		12.143 YES 12.144 NO		13.143 YES 13.144 NO
10.145 YES 10.146 NO		11.145 YES 11.146 NO		12.145 YES 12.146 NO		13.145 YES 13.146 NO
10.147 YES 10.148 NO		11.147 YES 11.148 NO		12.147 YES 12.148 NO		13.147 YES 13.148 NO
10.149 YES 10.150 NO		11.149 YES 11.150 NO		12.149 YES 12.150 NO		13.149 YES 13.150 NO
10.151 YES 10.152 NO		11.151 YES 11.152 NO		12.151 YES 12.152 NO		13.151 YES 13.152 NO
10.153 YES 10.154 NO		11.153 YES 11.154 NO		12.153 YES 12.154 NO		13.153 YES 13.154 NO
10.155 YES 10.156 NO		11.155 YES 11.156 NO		12.155 YES 12.156 NO		13.155 YES 13.156 NO
10.157 YES 10.158 NO		11.157 YES 11.158 NO		12.157 YES 12.158 NO		13.157 YES 13.158 NO
10.159 YES 10.160 NO		11.159 YES 11.160 NO		12.159 YES 12.160 NO		13.159 YES 13.160 NO
10.161 YES 10.162 NO		11.161 YES 11.162 NO		12.161 YES 12.162 NO		13.161 YES 13.162 NO
10.163 YES 10.164 NO		11.163 YES 11.164 NO		12.163 YES 12.164 NO		13.163 YES 13.164 NO
10.165 YES 10.166 NO		11.165 YES 11.166 NO		12.165 YES 12.166 NO		13.165 YES 13.166 NO
10.167 YES 10.168 NO		11.167 YES 11.168 NO		12.167 YES 12.168 NO		13.167 YES 13.168 NO
10.169 YES 10.170 NO		11.169 YES 11.170 NO		12.169 YES 12.170 NO		13.169 YES 13.170 NO
10.171 YES 10.172 NO		11.171 YES 11.172 NO		12.171 YES 12.172 NO		13.171 YES 13.172 NO
10.173 YES 10.174 NO		11.173 YES 11.174 NO		12.173 YES 12.174 NO		13.173 YES 13.174 NO
10.175 YES 10.176 NO		11.175 YES 11.176 NO		12.175 YES 12.176 NO		13.175 YES 13.176 NO
10.177 YES 10.178 NO		11.177 YES 11.178 NO		12.177 YES 12.178 NO		13.177 YES 13.178 NO
10.179 YES 10.180 NO		11.179 YES 11.180 NO		12.179 YES 12.180 NO		13.179 YES 13.180 NO
10.181 YES 10.182 NO		11.181 YES 11.182 NO		12.181 YES 12.182 NO		13.181 YES 13.182 NO
10.183 YES 10.184 NO		11.183 YES 11.184 NO		12.183 YES 12.184 NO		13.183 YES 13.184 NO
10.185 YES 10.186 NO		11.185 YES 11.186 NO		12.185 YES 12.186 NO		13.185 YES 13.186 NO
10.187 YES 10.188 NO		11.187 YES 11.188 NO		12.187 YES 12.188 NO		13.187 YES 13.188 NO
10.189 YES 10.190 NO		11.189 YES 11.190 NO		12.189 YES 12.190 NO		13.189 YES 13.190 NO
10.191 YES 10.192 NO		11.191 YES 11.192 NO		12.191 YES 12.192 NO		13.191 YES 13.192 NO
10.193 YES 10.194 NO		11.193 YES 11.194 NO		12.193 YES 12.194 NO		13.193 YES 13.194 NO
10.195 YES 10.196 NO		11.195 YES 11.196 NO		12.195 YES 12.196 NO		13.195 YES 13.196 NO
10.197 YES 10.198 NO		11.197 YES 11.198 NO		12.197 YES 12.198 NO		13.197 YES 13.198 NO
10.199 YES 10.200 NO		11.199 YES 11.200 NO		12.199 YES 12.200 NO		13.199 YES 13.200 NO
10.201 YES 10.202 NO		11.201 YES 11.202 NO		12.201 YES 12.202 NO		13.201 YES 13.202 NO
10.203 YES 10.204 NO		11.203 YES 11.204 NO		12.203 YES 12.204 NO		13.203 YES 13.204 NO
10.205 YES 10.206 NO		11.205 YES 11.206 NO		12.205 YES 12.206 NO		13.205 YES 13.206 NO
10.207 YES 10.208 NO		11.207 YES 11.208 NO		12.207 YES 12.208 NO		13.207 YES 13.208 NO
10.209 YES 10.210 NO		11.209 YES 11.210 NO		12.209 YES 12.210 NO		13.209 YES 13.210 NO
10.211 YES 10.212 NO		11.211 YES 11.212 NO		12.211 YES 12.212 NO		13.211 YES 13.212 NO
10.213 YES 10.214 NO		11.213 YES 11.214 NO		12.213 YES 12.214 NO		13.213 YES 13.214 NO
10.215 YES 10.216 NO		11.215 YES 11.216 NO		12.215 YES 12.216 NO		13.215 YES 13.216 NO
10.217 YES 10.218 NO		11.217 YES 11.218 NO		12.217 YES 12.218 NO		13.217 YES 13.218 NO
10.219 YES 10.220 NO		11.219 YES 11.220 NO		12.219 YES 12.220 NO		13.219 YES 13.220 NO
10.221 YES 10.222 NO		11.221 YES 11.222 NO		12.221 YES 12.222 NO		13.221 YES 13.222 NO
10.223 YES 10.224 NO		11.223 YES 11.224 NO		12.223 YES 12.224 NO		13.223 YES 13.224 NO
10.225 YES 10.226 NO		11.225 YES 11.226 NO		12.225 YES 12.226 NO		13.225 YES 13.226 NO
10.227 YES 10.228 NO		11.227 YES 1				



FOR PLL WHEELS

OH, MAN!
WOT A DRAG.
THIS PLL PAPER
PUSHING'S GOT
ME BUGGED.

YOUR SEARCH
HAS ENDED,
PILGRIM... DSU
NEW COMPUTER
PROGRAM REALLY
DOES A JOB.

Could be special PLL help is right on your door step!

All you have to do is ask your DSU types. If they have the NCR 500 computer, they've got a brand new program that'll ease your PLL paperwork and record-keeping sweat.

For example, they can keep track of all your demands. When it's time to update your PLL they can send you a machine printout showing all your demands for the last 6 months. The list (in FIIN sequence) will identify the items that qualify for PLL stockage, along with their recommended stockage level.

Your outfit can work the printout info into your SOP, and you can use it to reduce your PLL record keeping and pencil-pushing work.

Also, if your outfit moves, your DSU can give you all your demand history cards, so you can take them to your new DSU. That way your new DSU won't have to wait 12 months for you to build up demand history for their stockage info.

Check your DSU soon. Could be they're all set up and ready to offer you this PLL service.

AUTOMATED PLL DEMAND HISTORY

STOCK NUMBER & UI	ERC	DEM CNT	DEM QTY	STK LEVEL
25307001 423	EA	4	66	6
53057098540	EA	2	1	10
29107109267	EA	2	1	4
29307202677	EA	2	1	1
53067215944	EA	2	2	100
53057252317	EA	2	1	1
53107320558	HD	2	1	1
53407373354	EA	2	1	1

Connie's Mini Mini's

CHECK YOUR -20P
FOR NEW STRINGS!



New Tire Tool

It's specially for the V-100 Commando Car's tires—a mounter-demounter you can get under FSN 4910-088-7347. It does the job you can't do with the mounter-demounter now in your No. 1 Common Shop Equipment. It's a hydraulic job and'll cost you around \$600 if you and your command can come up with authorization for it. It'll be in Change 1 to TM 9-2320-245-24P.

Tailgate Hookups

If you're needin' the parts for the tailgate hookups on your M51 and M817 5-ton dump trucks, keep reading. The pin comes under FSN 5315-740-9017. Get the 2 hooks with FSN 4030-948-7315, and get the chain—which comes 100 feet to a box—with FSN 4010-165-6063.

Oh, How I Miss You...

Can't find Pages 8-5 and 8-6 in Chap 8 of TM 55-1520-228-20? Take a look at the back of your pub, a few pages from the back cover. They're there with other foldout pages. If it serves your purpose better, relocate the 2 pages between 8-4 and 8-7 of Chap 8.

☆U.S. GOVERNMENT PRINTING OFFICE: 1973 - 759-506/11

Number Change

That Autovon number you saw in PS 244 for the CONUS Western LAO at Sacramento Depot has changed. Call 839-3361. That'll get logistic assistance in the West.

5/4 Lube Fitting

If you need the 2-inch-long lube fitting for the pintle on you M715 1 1/4-ton truck, order it by "exception data" with Part No. 11640800. Routing Identifier Code is AKZ. Indicate on your request that it's a part on the pintle of the M715.

Towbar Parts

Here're the only authorized repair parts for Towbar, Motor Vehicle, FSN 4910-735-6056:

Pin Assy, 3/4 inch, FSN 4910-147-2104

Pin Assy, 1 inch, FSN 4910-147-2102

Pin Assy, 5/8 inch lgth adj, FSN 4910-147-2101

Clamp Assy, FSN 4910-004-0778.



CHANGE 1 TO
AR 710-2 IS DATED
APR 1973--NOT JAN,
AS I SAID ON PG.
81 IN PS 246.

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

Kid Stuff

FAST STOPS

RAZZING
ENGINE
JACKRABBIT
STARTS

NOT
ME!

GRIND!

VAKOOMM

SKIPPING
GEARS

POPPING
CLUTCH

ROOOARRR

ZOOOOM

SQUEALL

JOEY '73

