

Issue 265

PS

December
1974

THE PREVENTIVE MAINTENANCE MONTHLY

MURPHY
ANDERSON

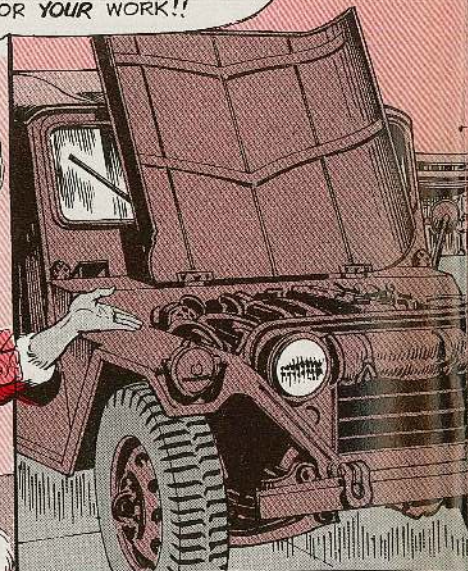
LATEST BULLETIN!
SANTA'S FLIGHT
CANCELLED! REPAIR PARTS
FOR XMAS HELICOPTER
UNAVAILABLE -- NO
USED ENGINES TURNED
IN FOR MORE THAN
10 MONTHS!

The STARS and STRIPES
SANTA'S REINDEER DECLARED
ENDANGERED SPECIES!!!
CLAUS TO USE BACK-UP
HELICOPTER FOR
DELIVERIES
SOURCES CLOSE TO
N. POLE BELIEVE
LITTLE DELAY IN
DELIVERIES
NORS CITED

LET'S STOP— PASSING THE BUCK

YOU'VE SEEN IT...
MAYBE DID IT YOURSELF AT ONE TIME OR ANOTHER!
PASS THE BUCK!

YOU KNOW... LET SOMEBODY ELSE TAKE THE RESPONSIBILITY FOR YOUR WORK!!



It's a sloppy soldier who passes the buck in maintenance. He's something less than a man. He could get himself killed (and maybe you, too) with bad PM.

But a real soldier—a real man—will take full responsibility for the maintenance on his equipment.

He knows how to operate his equipment right. That in itself is good PM. And he knows how to do his maintenance—by the -10 tech manual. He does what he's responsible for—all of it—and he does it in the best way he can... by the book.

BUCK

WHOSE TRUCK IS THIS? IT'S IN FOR A VALVE JOB AND THEY DIDN'T EVEN HAVE OIL IN THE ENGINE!

THE OLD MAN WILL CALL THE UNIT CO!

Then, when the maintenance job gets beyond his ability (again, by the TM), he lets his squad or section leader know. The unit mechanic, armorer or technician can take over.

SO, DO YOUR PM JOB! DO IT RIGHT!

THAT'LL KEEP YOUR EQUIPMENT READY FOR THE FIGHT!



PS

THE
PREVENTIVE
MAINTENANCE
MONTHLY

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ISSUE No. 265 DECEMBER 1974

GROUND MOBILITY

2-15

Multifuel Oil		M715	8, 9
Check	2-4	M416 Trailer	9
Multifuel Oil		M151A2	10, 11
Filters	5-6, 11	5-Ton Truck	12-13
Cooling Systems		Wreckers	13
Test Kit	7	2½-Ton Truck	14-15

FIREPOWER

16-21

106-MM RR	16-17	Chaparral	18-21
-----------	-------	-----------	-------

ELECTRONICS

22-27

AN/PPS-4A		TA-1/PT	26
Radar Set	22-23	Tape Tip	26
AN/GRA-71	24	Data Plates	27
TA-312/PT, -43/PT	25	AN/TPX-26	27

AIR MOBILITY

37-41

MO Decisions	37	MWO Of The	
UH-1	38, 39	Month	40
Test Flight Only	40	Marking Instruments	41

COMBAT SUPPORT

New Publications	28	Warranty	42-43
Repair Parts Supply—DLOGS			44-63

PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to: Or call: AUTOVON 745-3593.

MSG Hall-Mast
PS Magazine
Lexington, KY,
40507

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NSN=NATIONAL STOCK NUMBER

MULTIFUEL OIL CHECK

THERE'S BEEN A LOT OF CONFUSION ABOUT CHECKING THE CRANKCASE OIL LEVEL IN MULTIFUEL ENGINES.

There're different stories going around on this—not only in past issues of PS Magazine but in the current TM's and LO's for the multifuel engine trucks. But now it's settled.

—TM-209-Series 2½-ton
A1's and A2's
(M35A1, M35A2, etc.)

And this goes for all of the multifuel engines—LDS 427-2, LD 465-1, LD 465-1C, LDS 465-1, LDS 465-1A, LD 465-2 and LDT 465-1C. These engines are spread across 3 different truck fleets—

—TM-211-Series 5-ton
A2's (M54A2, etc.)

—TM-230-Series 5-ton
M656, M757 and M791

.. UPDATE

IF YOUR MULTIFUEL TRUCK'S - 10 TM AND LO DON'T AGREE WITH THIS RUNDOWN RIGHT NOW, THEY WILL IN UPCOMING CHANGES OR REVISIONS!

AFTER
SHUT-
DOWN



...WAIT
AT
LEAST



...SIX
HOURS
FOR
CHECK!

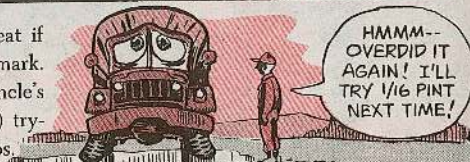
COLD CHECK (at least 6 hours after engine shutdown)—Oil level should be between 1 inch and 1½ inches above the FULL mark. If it's low, add oil to bring it up to at least 1 inch above the FULL mark. Starting at the FULL mark, a quart of oil equals ¼-inch on the dipstick. If the oil is a little above the 1½-inch level, don't worry about it.

PS MORE

HOT CHECK (exactly 1 minute after engine shutdown with engine at normal operating temperature—140°F or above) —Oil level should be at the **FULL** mark. Add oil if it's low.



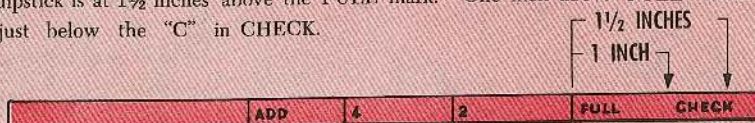
Don't get in a big nit-pickin' sweat if your oil level is not exactly on the mark. You'll waste your time and slop Uncle's oil all over the place (a waste of oil) trying to add or drain off bits and dabs.



If your operation's just about done, an oil level anywhere between **ADD** and **FULL** is safe. Just make sure you get 'er up to the **FULL** mark before you put your truck to bed.

Oil drains back to the crankcase s-l-o-w-l-y in a multifuel engine. The whole show takes about 6 hours. So, any oil checks between engine shutdown and 6 hours later will show a changing level as the oil drains back into the crankcase.

Here's a guide that'll help in your **COLD** check. The "**K**" in **CHECK** on your dipstick is at $1\frac{1}{2}$ inches above the **FULL** mark. One inch above **FULL** comes just below the "**C**" in **CHECK**.



MULTIFUEL ENGINE

OIL FILTERS LEAKING?

YUP!... THIS IS WHAT YOUR TRUCK ASKED FOR... TWO OIL FILTER PARTS KITS, NSN 2940-00-884-4801.

BUT THERE WAS A NOTE: "MAKE SURE OL' DING-BAT INSTALLS 'EM RIGHT!"

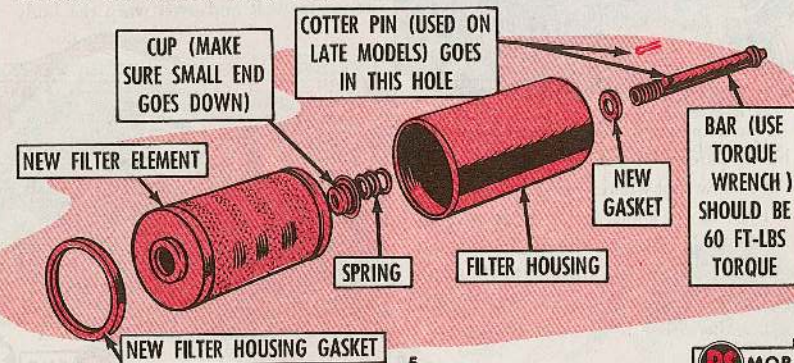
Carefully and gently—especially with the gasket.

That's how you install new oil filter elements in your multifuel engine so your filters won't leak.

This goes for all of the multifuel engines.

Here're a few details you can add to keep your multifuel healthy, happy and huggable.

You're all ready to put the whole works back together. You've cleaned the filter body (housing) and the center bolt with solvent. You've got 2 oil filter parts kits at hand—the kit that comes under NSN 2940-00-884-4801.



THIS IS CRITICAL!

Now—real important—check around the edge of that filter body for high spots, nicks and burrs. It's got to be smooth and even when it comes down against the gasket—or you'll have a leaker for sure!

YES, SANTA... HE WAS STUDYING TO BE A BRAIN SURGEON WHEN HE JOINED UP!

?

WOOPS! FILED OFF TOO MUCH AGAIN!...

OH, WELL... CAN'T WIN 'EM ALL.

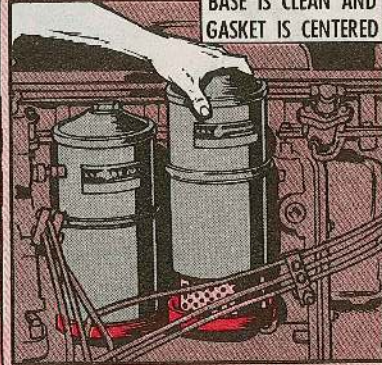
Use a fine file to take off high spots and burrs. Careful! If you file too hard, you'll have a low spot where you had a high spot. If there're low spots, nicks, dents or dings on the edge, get a new body. It comes as part of Filter, fluid pressure, NSN 2940-00-194-2497, page 2-10, TM 9-2320-211-20P (May 73).

CAREFUL... GENTLE

Make sure the filter base is clean when you put in the gasket. Any bits of dirt will spoil your whole job. Yep—it'll leak. Get the gasket in there so it's centered and fits right all around.

And be just as careful and gentle when you set the filter body down on the gasket—centered and good clean, smooth contact all around.

MAKE SURE FILTER BASE IS CLEAN AND GASKET IS CENTERED



As you tighten the center bolt, hold onto the filter body so it won't shift. Tighten the center bolt s-l-o-w-l-y. Just 60 ft-lbs torque—no more or the body may cut through the gasket. Worse, you could bust the center bolt and even warp the body.

YOU CAN JUST ABOUT BET YOU WON'T HAVE A LEAKER NOW!



PS END

COOLING SYSTEM TEST KIT...

RUST GUARD UP? CHECK IT!

SORRY, RUSTY, OL' BOY... THIS TEST KIT DIPSTICK SHOWS THE CORROSION INHIBITOR IS STILL GOOD.



Tie a frog's tongue to a horse hair and dip it in your radiator to see if your rust inhibitor is still good.

Crazy? You bet it is!

You've got a special kit for testing the corrosion protection of your coolant.

It's simple. It's easy. It's required!

It's Test Kit, Reserve Alkalinity, NSN 6630-00-169-1506.

GET THIS TEST KIT, AND USE IT!



TB 750-651 (Jan 71), Use of Antifreeze Solutions And Cleaning Compounds In Engine Cooling Systems, tells you how to use this kit in para 5b.

You make this test during the scheduled maintenance services, like the TB says.

This means you test your coolant's reserve alkalinity at the same time you do those other Preventive Maintenance Checks And Services spelled out in your -20 TM.

And you record this test on your DA Form 2408-1 (monthly)—not daily, like the TB says. Or it can go on your DA Form 2409.

YOUR OWN COMMAND SAYS WHICH FORM YOU USE!



TM-244-SERIES
1 1/4-TON
TRUCK

UPDATE IN TM AND LO



You can get confused on scheduled services for your M715 1 1/4-ton truck (or other TM-244-series 1 1/4-tonner) if you don't have the latest TM and LO poop—and then it's still a little confusing.



CHANGE 1
TO YOUR - 20 TM
HAS THE
STRAIGHT POOP

It's clear enough in Ch 2 (May 74), TM 9-2320-244-20. In Table 2-2, Preventive Maintenance Checks and Services, you've now got only 4,000-miles-or-6-months and 12,000-miles-or-12-months.

But LO 9-2320-244-12 (Aug 73) can throw you.

In the Key, the Interval 6 should read 4,000 miles or semiannually. Then it makes sense when you see the same thing in Notes 2, 3 & 9.

But you'll have to keep in mind that Notes 4 and 7 also should read 4,000 miles or semiannually.

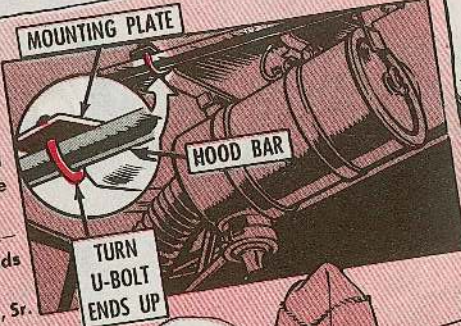
This 4,000 miles also shows up in TM 9-2320-244-10, Ch 1 (Sep 73), page 16.

TM-244-SERIES 1 1/4-TON TRUCK . .

TAME THAT HOSE CHOPPER

Dear Editor,
How about reminding users of M715 1 1/4-ton trucks about the fix that can save their upper radiator hoses?
If the U-bolts on the hood-mounted air cleaner are installed with the threaded ends pointing down, they dig into the upper radiator hose.
The solution to this problem is simple—just turn the U-bolts around so the ends are pointing up.

CW3 Arthur J. McGowan, Sr.
APO New York

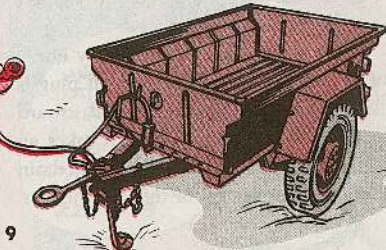


SOME GUYS
CAUGHT
THIS IN
PS 236.

(Ed Note—Thanks for the reminder. The word on this was way back in TB 750-981-1 (Jan 72).)

MORE WITH LESS

You'll get more like what you want when you use NSN 2590-00-855-9304 to order the electrical cable for your M416 1/4-ton trailer. It's the right length, 60 inches—a lot shorter than the cable you get under NSN 2590-00-830-6663 listed on page 51, TM 9-2330-251-14 (Oct 70).



TM-218-SERIES
¼-TON TRUCK...

SCREW-UP!



Just a twist of the wrist—and you've really messed things up!

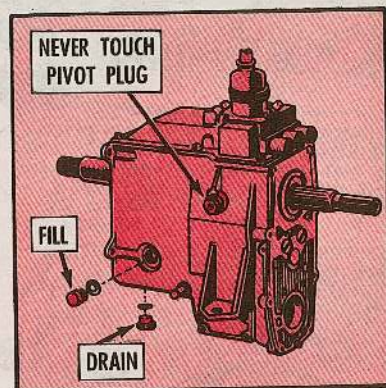
You thought you were unscrewing the transmission fill plug on your M151A2—or other TM-218-series ¼-ton truck.

But, instead, you unscrewed the pivot plug for the reverse shifter arm. This lets the arm drop down inside the transmission. When this happens, you've got all kinds of trouble—like ruining the transmission when you take off.

To top it all off, that transmission has to go all the way up to general support level to get the arm replaced.

So, save yourself and everybody else a lot of trouble. Remember, the fill plug is the recessed plug low down and toward the front of the transmission. It takes an open-end wrench—and so does the drain plug on the underside of the transmission.

The pivot plug takes a hex-head socket wrench.



Leave the pivot plug alone—and you might get something nice in your stocking for Christmas.

EXHAUST PROBLEM SOLVED!



Now you're a winner! You found the pot o' gold at the end of the rainbow, you married the most beautiful girl in the world and—best of all—you stopped your M151A2 ¼-ton truck's exhaust manifold

from leaking.

The last was the hardest—until you hit on Article 16 in TB 43-0001-39-2 (Apr 74).

This fix is for all vehicles in the TM-218 series ¼-ton fleet.

MULTIFUEL ENGINE... OIL FILTER DRAIN PLUG

SORRY, OLD BOY-- BUT I'M JUST NOT ATTRACTED TO YOU!



Dear Half-Mast,
Oil filter drain plugs on our multifuel engine trucks break sometimes when we try to take them out. Even the filter base got broken once.
The plug seems to seize in the drain hole.
Got any ideas?
CW2 J. F. L.

Dear Mr. J. F. L.,

It could be that somebody put the wrong kind of plug in there—an aluminum job, for instance. With the chemical reaction between the 2 different metals, the plug will seize in the hole.

THE ONE AND ONLY PLUG THAT'S SUPPOSED TO BE USED IN ALL MULTIFUEL ENGINE OIL FILTER DRAIN HOLES IS NSN 4730-00-221-2138.

TM-211-SERIES
5-TON TRUCK

BATTERIES GOING AWOL?

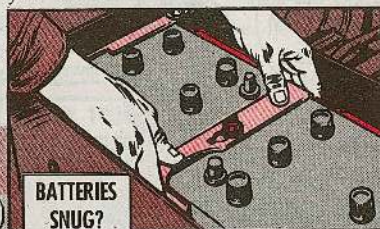
HE'S FILING
A COMPLAINT--
ASSAULT-- WITH--
BATTERY!

MY BATTERY?
I DIDN'T EVEN
KNOW IT WAS
GONE!

Is rough country travel causing you to lose your batteries? Do they get dumped out on the ground when you're jockeying your M54A2 cargo truck—or other TM-211-series 5-tonner—over bumpy roads, ditches and the like?

Only a working over with a sledge hammer could bust up those batteries worse, right?

You won't lose your batteries if you keep 'em snugged down—and check 'em every day to make sure they're snug before you take off.



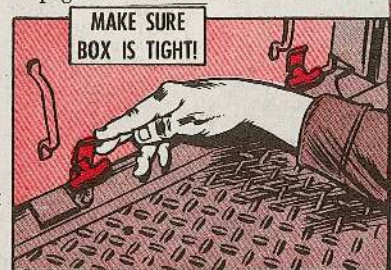
You're s'posed to get in there before every operation anyway—like it says in your TM 9-2320-211-10 (Apr 73), page 3-3, Table 3-1, Preventive Maintenance Checks and Services, Before Operation, Sequence 9.

There it is: "Check condition of battery box, hold down frames" and all that other good stuff.

It's simple enough. Make sure the battery holddown frame is holding the bat-

teries tight. Just tight. You'll only bust the batteries if you get the holddown too tight.

And look that holddown hardware over real close for cracks or other damage. Report it. It can probably be fixed real easy by welding. If not, get new hardware. Everything you need is shown in Fig. 84, TM 9-2320-211-20P (May 73), and listed on page 2-81 of that TM.



Watch the box, too. If that's not good 'n' tight before you take off, it'll come tearin' right out—batteries 'n' all. After you've tightened the box thumb screws, try to shove the box from one side to the other. Still sloppy?

ROOM 'N' BOARD?

NAW--I'M NOT LOOKIN'
FOR A HOOCH! I SAID--
HAVE YOU GOT ROOM
FOR A BOARD?

Then get some pieces of board and wedge in there to hold the box tight. And happy batteries to you, too!

WIRE ROPE CLEVISES

DO YOU WANT THE
CLEVISES THAT GO ON
THE WIRE ROPE FOR
YOUR WINCH OR YOUR
WRECKER CRANE BOOM?

HOW
DID
YOU
GUESS?

Nope, they're not yet in your TM 9-2320-211-20P (May 73)—but they are right here:

NSN 4030-00-158-2409, front-mounted winch.

NSN 4030-00-706-5553, rear winch on M62 and M543-series wreckers.

NSN 4030-00-262-3152, crane boom on M62, M543-series and M246-series wreckers.

If you've got any TM-260-series 5-tonners in your fleet—M813, M816, etc.—you've got 2 of these NSN's in your TM 9-2320-260-20P (Nov 72).

AND THE THIRD ONE,
NSN 4030-00-158-2409
SHOULD BE IN THAT-20P TM
INSTEAD OF THE
NSN 4030-00-262-3154.
YOU NOW FIND ON
PAGE 443.

SNEAKY LEAK



Dear Half-Mast,
It seems like we're replacing a lot of CV boots on our 2½-ton trucks. We find grease leaking from the boot—and that calls for a new boot. The time and repair parts being used is bad enough, but we're not even sure what the real problem is.
Got any ideas?
SP4 J. W. S.

CAN HE REALLY TELL TH' DIFFERENCE BY SMELL?

NAH-- HE KNOWS GAA DOESN'T RUN LIKE THAT, SO IT'S GOT TO BE GEAR OIL LEAKING FROM THE AXLE HOUSING!

UMMM-- YEP, I'D SAY THAT'S GEAR OIL, NOT GAA.

Dear Specialist J. W. S.,

I'd bet that's gear oil—not grease—leaking from the steering knuckle boot. You should find GAA on the steering knuckle, but the GAA is too thick to run—unless

it's thinned by gear oil leaking from the axle housing.

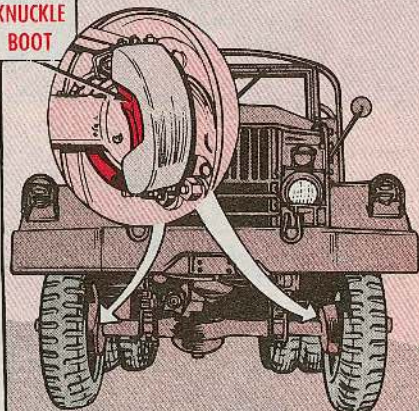
So it's probably gear oil you see leaking from the boot.

—And that means the seals have gone to pot. Replace the seals and you'll have the problem licked.

Put in a new Retainer, packing, NSN 2520-00-311-7545, if you've got the ball bearing-type steering knuckle. Use NSN 5330-00-075-1764 for the U-joint-type steering knuckle. They're listed on pages 256 & 257 in TM 9-2320-209-20P (Oct 72).

THE SECOND NSN HAS BEEN CHANGED FROM THE 2520 YOU FIND IN THE TM TO 5330.

STEERING
KNUCKLE
BOOT



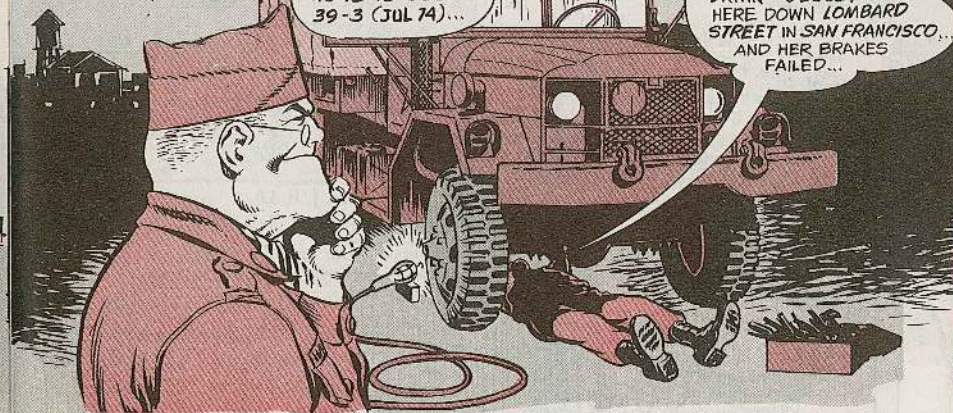
HEAD OFF BRAKE FAILURE

PM IS GREAT, PRIVATE... BUT AT 0200??...

I'M INSTALLIN' A LOOP CLAMP, SARGE--ACCORDING TO TB 43-0001-39-3 (JUL 74)...

Y'SEE, I JES HAD THIS HORRIBLE NIGHTMARE...

IN IT, I WUZ DRIVIN' "DEUCEY" HERE DOWN LOMBARD STREET IN SAN FRANCISCO... AND HER BRAKES FAILED...



This's for those late-model 2½-ton multifuel engine trucks—the ones with the

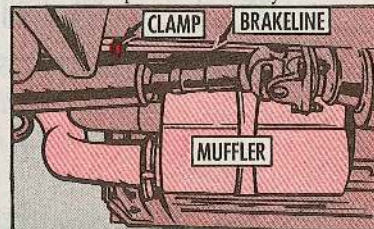
You may find that the brake line is rubbing against the muffler support bracket.

You're headed for trouble! When the brake line wears through, no brakes!

Head off that trouble. Add a loop clamp—NSN 5340-00-954-6014—to hold the brake line up out of the way. This same



vertical exhaust stack and with the short, fat muffler you can see near the rear of the right fender.



MUFFLER'S
BACK IN
HERE

clamp is used in quite a few different places on 2½-ton trucks. You'll find it in your TM 9-2320-209-20P (Oct 72).

THE WORD ON THIS FIX IS IN TB 43-0001-39-3 (Jul 74).

FIREPOWER

A LITTLE TRAVELING MUSIC FOR TRAVELING RR

Dear Half-Mast,
I need the NSN's for the travel lock mount that holds the 106-MM recoilless rifle in place when it's transported on a 1/4-ton truck? Can you help?
2Lt. J. R. D.

YEAH—
PLAY
MISTY
FOR
ME!

HEH
HEH!

Dear Lieutenant J. R. D.,

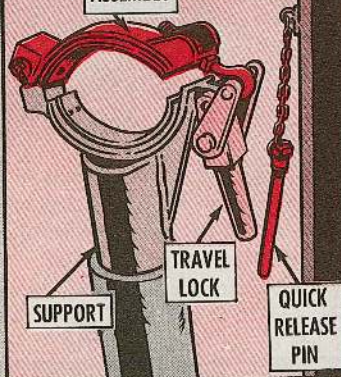
There're no NSN's but here're the part numbers for the mount components:

ITEM	P/N
Travel lock assy	10931857
Support	10931859
Clamp	10931860
Quick release pin assy	10950862

You can't cross-reference these part numbers on the AMDF, so use an exception data type requisition.

TELL YOUR SUPPLY
SUPPORT UNIT TO USE
AKZ AS THE RIC.

CLAMP
ASSEMBLY



M8C SPOTTING GUN . . .

HELLO, L

It's time for 106-MM recoilless rifle-men to do some homework in LO 9-1015-221-10 (Jul 74). Note 2—on the M8C .50-cal spotting gun—has a change in PM how-to.

16

M40A2 VENT BUSHING . . .

106-MM RR PM

NOW THIS IS
MY KIND O'
NEWS!!



After firing your recoilless rifle, clean the vent bushing threads. Otherwise, you'll have a bushing "frozen" in the chamber so tight you'll never loosen it.

Use a burlap rag dipped in solvent cleaning compound for this job.

Now clean the powder-fouled vent bushing with RBC. Careful does it. Never leave a film of RBC on the vent threads or on the outside threads of the bushing.

Dry all parts and put on a light film of lubricating oil, special.

Ditto this PM bit for the following 2 days.

On the third day after firing, clean the vent bushing with RBC and wipe dry. Put a thin film of preservative oil on all parts. Work the oil into the grooves. Repeat this PM cleaning bit on the vent bushing every week your weapon's idle.



O

FIRING PIN RETRACTOR

FIRING PIN

BOLT

SPRING PIN

EXTRACTOR
PLUNGER
SPRING

EXTRACTOR
PLUNGER

EXTRACTOR

ALL THESE PARTS GET CLEANED
AND LUBED

Immediately after firing—and for the following 2 days—thoroughly clean the rifle bore, bolt and receiver assemblies with RBC.

Now put a light coat of PL Special in the rifle bore, and LSA or LAW on the bolt and receiver assemblies.

Then, every week—if you don't fire the rifle—repeat this clean and lube bit.

CLEAN?
NOW WIPE
'EM DRY...

17

CHAPARRAL

SURE, YOU WANTA
SCORE BIG WHEN
TH' TIME COMES,
BUT...

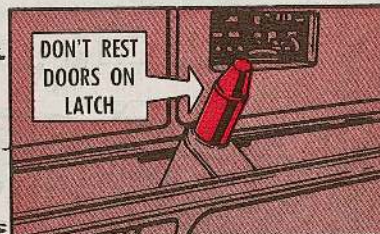
...YOU MAY **NOT** WITHOUT CAREFUL PM
ATTENTION TO EASILY OVERLOOKED
AREAS SUCH AS THESE...

Those heavy compartment doors on the Chaparral M54 launch station can chop off latches like a guillotine going through butter.



RETRACT
LATCH

That, of course, is one big reason why you should make sure the bayonet latches are retracted before you lower the doors.



DON'T REST
DOORS ON
LATCH

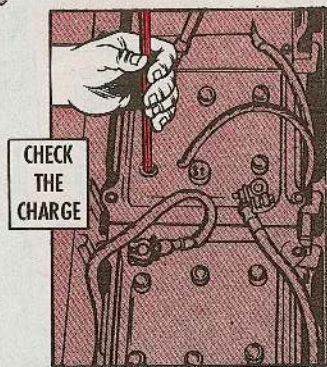
The latches also can be damaged if you just let the doors rest on them. It takes but a second to retract the bayonets, but it pays big dividends in secured doors... not to mention repair costs.

BAYONETS



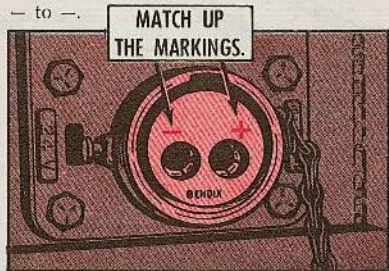
CHARGE YOUR BATTERIES—Weak batteries make bad problems for launch station components... like burning out generator set control box relays and giving wrong readings on gages and meters. Best bet is to make periodic checks with a hydrometer... and charge the batteries whenever necessary.

Also, whenever you operate the launch station with battery power, charge the batteries for at least 45 minutes with the MPU. Even a short run on battery power requires recharging.



CHECK
THE
CHARGE

SLAVE CABLE: Another "seconds-well-spent" area is the brief time it takes to eyeball the slave cable and launch station jack polarity markings... before you connect the cable to the jack. Cable and jack are marked with + and - signs... so position the cable to hook + to + and - to -.



A quick look can save considerable damage.

Another thing about the slave cable: Slide the connector all the way home, which prevents burning up the wiring to the jack on the launch station. When the wiring's damaged, the M54 cupola must be removed to repair it... and that is one big job.

CHARCOAL FILTER—If charcoal filter replacement time on the launcher has you confused, read on:

TM 9-1440-585-12 tells you to replace the filter after 30 months or 150 missile firings, as you know.

So how do you tell the 30 months are up? Eyeball the DA Form 2408-9 in your Equipment Log Book. The 30-month period begins from the date of acceptance of the equipment by the Army.



When a filter is replaced the 30-month period begins from the date of replacement, as noted on Log Book Form 2408-10. In effect, the date of replacement is the day on which you remove the sealed wrapping from the filter.

SIMPLE--RIGHT?
EYEBALL YOUR
DA FORM 2408-9!

OH, NO--
DID YOU
CHECK
THE SLAVE
CABLE
CONNECTOR?

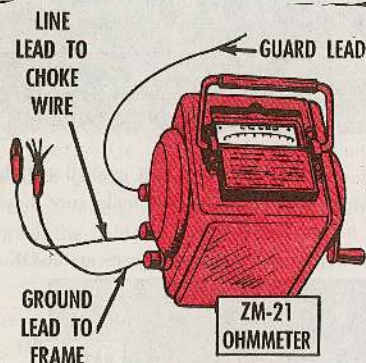
I
SMELL
SMOKE!

IF YOU'RE BLOWING GENERATOR
SET CONTROL BOX K-2 RELAYS,
OR OTHERWISE SUSPECT AN
ELECTRICAL SHORT, THE CHOKE
WIRE MAY BE CAUSING IT.

HERE'S
A QUICK
CHECK.

AND HERE'S
A FINAL
TIP...

1. Connect the ground lead of your ZM-21 ohmmeter to the frame ground of the MPU.



2. Connect the line lead (red) to the disconnected choke wire.

3. Disconnect the J3 cable of the generator set control box.

4. Crank the ZM-21.

If you get a reading of 100 megohms or more, the choke wire is OK.

If the reading's less than 100, tell your DSU what you've found.

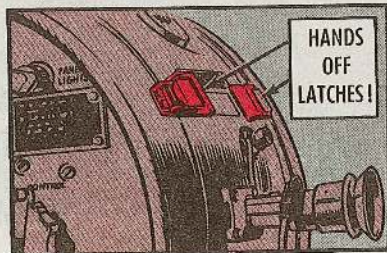
KEEP 'EM CLEAN—Clean missile rails are a must... to prevent misfirings. End of comment.

KEEP
RAILS
CLEAN



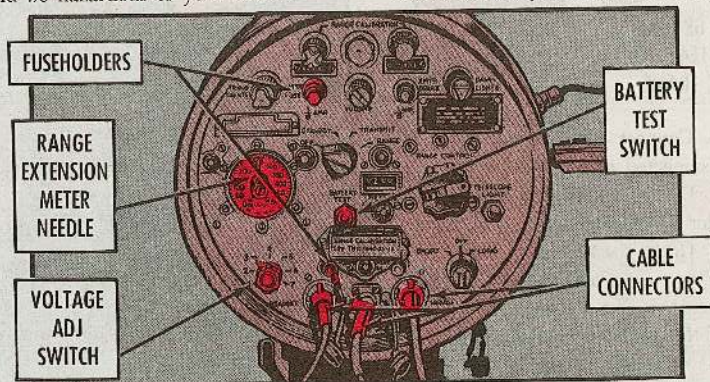
PAWING'LL and

Can't blame you much for wanting to loosen the latches on the front panel of your AN/PPS-4A radar set to see why she's not working.



But, hands off the latches of the RT-752 receiver-transmitter and out of its innards!

Gettin' inside to jiggle and wiggle wires to "improve" their contacts can add to maintenance downtime woes. Besides, it'll line you up for some voltage jolting that could be hazardous to your health.



KEEP YER PAWS TO YERSELF, BUSTER!



Your best bet's to first eyeball switches and cable connectors to make sure they're on and working.

Next, see to it your fuses are A-OK.

POOP & PIPSY-- YOU

NEXT TIME YOU'VE AN URGE TO GET INSIDE YOUR PIPSY'S INNARDS, THIS IS THE PROPER HAND POSITION YOU SHOULD ASSUME!



When you're replacing the fuseholder, push it gently, but firmly, in before you twist 'er into place. Otherwise, you might break the holders.

Then, press the **BATTERY TEST** switch.

The **RANGE EXTENSION METER** needle will be about centered if the voltage is right.

If not, advance the **VOLTAGE ADJ** switch one mark at a time until the meter is in the red.

If the next step's to open 'er up to nose out the trouble...

... Wait one.

It's time to make tracks to your support and let 'em take over the trouble-shooting task.

Your Pipsy'll be better off—and so will you.

SAVE KA-3 CLAMPS . . .

DO A GOOD TURN



Crunch! Crunch!

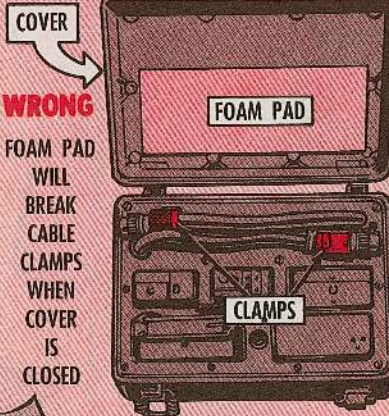
There goes the cable clamps in the AN/ GRA-71 coder-burst transmission group's KA-3 Keyer adapter.

Broken . . . All because the lid or cover was turned around wrong when the trunk latches were locked in place.

Pressure from the foam pad inside the lid is the damaging culprit.

To keep this from happening, eyeball the position of the pad. If it's over the cables and clamps you know the clamps are in for real trouble when you lock on the lid.

AN/ GRA-71 CODER-BURST TRANSMISSION GROUP



Just turn the lid around, putting the padless portion of the lid over the clamps. This'll save the clamps and a lotta headaches.

RIGHT

FOAM PAD PROTECTS THE COMPONENTS INSIDE



You might do yourself a favor by putting pieces of colored tape on the edge of the lid and near one of the latches.



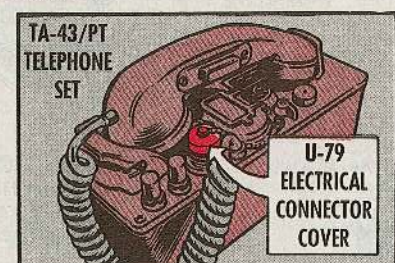
Then, when you're closing that KA-3 and putting 'er away, all you gotta do is match up the pieces of tape.

STICK 'ER IN TO STAY



A little foam rubber disc about the size of a nickel doesn't amount to much in your TA-312/PT or -43/PT telephone set until . . .

Until it comes up missing from the U-79 electrical connector cover and moisture seeps in, messing up the connector's contacts.



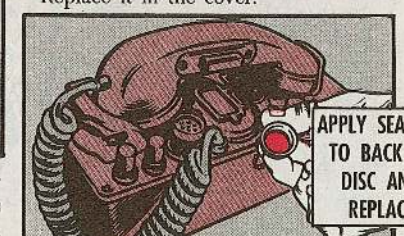
Your best bet's to nip the problem before you get it 'cause a lost disc means you'll have to get your support to get another cover (NSN 5935-00-566-3859).

So, to keep this from happening, remove the disc with a screwdriver, gentle-like, so it isn't torn.

Then, put an adhesive or sealant on the back of the disc.



Replace it in the cover.



A good adhesive that'll do the job for you is a 1-oz tube you can get under NSN 8040-00-270-8150 or NSN 8040-00-877-9872.

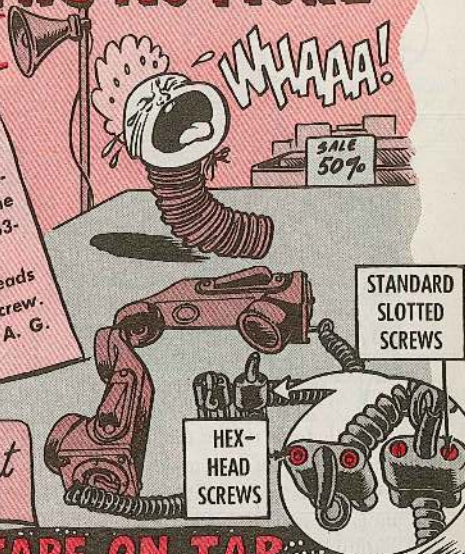
LOSING SCREWS NO MORE

LOST BABY
COUNTER NO. 5

Dear Half-Mast,
We had problems losing the connector screws—one or both—in our TA-1/PT telephone sets. Then we latched onto some hex-head screws (NSN 5305-00-853-4880) that fit and can be snuggled in. Since we've been using the hex-heads we haven't had a lost or missing screw.
CW2 T. A. G.

Dear Mr. T. A. G.,
Sounds good!

Half-Mast



TIP FOR TAPE ON TAP

BUT SANTA,
I CAN'T HELP IT
IF MY NOSE
IS ELECTRIFIED!

YES YOU CAN,
USE INSULATION
TAPE. THEY COME
IN 108 FT. ROLLS, IN
VARIOUS WIDTHS,
UNDER THESE
STOCK NUMBERS:

WIDTH
1/2-in
3/4-in
1-in
1 1/2-in

NSN 5970-00-419-4290
NSN 5970-00-419-4291
NSN 5970-00-419-3164
NSN 5970-00-150-2009

Have you been trying to get your fingers on plastic, pressure sensitive, electrical/insulation tape?

Don't sweat it...

The non-standard Mil Spec MIL-17798A tape types have been used up and they're replaced by standard Mil Spec MIL-I-24391 types.

DATA PLATE DATA



IT WOULD BE EASIER IF
THEY'D CALL SUPPORT.

Dear Half-Mast,
What's the scoop on getting replacement data plates for our communication equipment? Can't find any stock numbers anywhere in our TM's.

Ssg F. L. H.

Dear Sergeant F. L. H.,

SB 11-631 (May 73) has the story on commo equipment name plates. You tell support what you need and they take it from there. The plates are not stocked as such and thus have no NSN's

Half-Mast



TAKE IT
FROM SANTA!

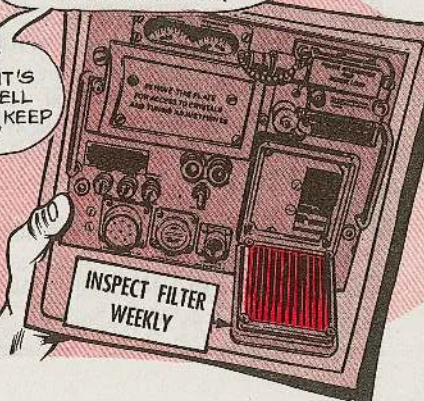


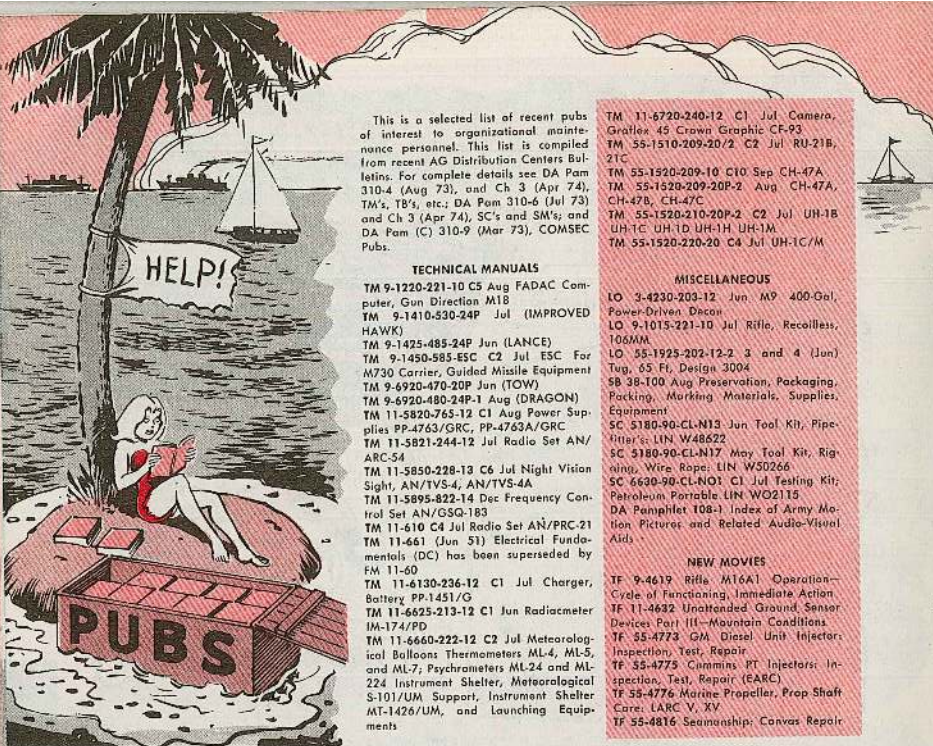
CLEAN THE FILTER

HELLO...NO, I STILL
DON'T HAVE A SUSPECT...
RIGHT NOW IT COULD
BE ANYONE!

YES, THE TM SAYS TO
INSPECT IT WEEKLY, BUT
WOULD YOU BELIEVE THAT
SOME OPERATORS NEGLECT
THE FILTER ON THE RT-211A
OF THE AN/TPX-26 AND-27
INTERROGATOR SETS?

MAYBE THEY
DON'T KNOW IT'S
THERE. SO, TELL
THEM...AND KEEP
IT CLEAN!





This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletin. For complete details see DA Pam 310-4 (Aug 73), and Ch 3 (Apr 74), TM's, TB's, etc.; DA Pam 310-6 (Jul 73) and Ch 3 (Apr 74), SC's and SM's; and DA Pam (C) 310-9 (Mar 73), COMSEC Pubs.

TECHNICAL MANUALS

TM 9-1220-221-10 C5 Aug FADAC Computer, Gun Direction M18
TM 9-1410-530-24P Jul (IMPROVED HAWK)
TM 9-1425-485-24P Jun (LANCE)
TM 9-1450-585-ESC C2 Jul ESC For M730 Carrier, Guided Missile Equipment
TM 9-6920-470-20P Jun (TOW)
TM 9-6920-480-24P-1 Aug (DRAGON)
TM 11-5820-765-12 C1 Aug Power Supplies PP-4763/GRC, PP-4763A/GRC
TM 11-5821-244-12 Jul Radio Set AN/ARC-54
TM 11-5850-228-13 C6 Jul Night Vision Sight, AN/TVS-4, AN/TVS-4A
TM 11-5895-822-14 Dec Frequency Control Set AN/GSO-183
TM 11-610 C4 Jul Radio Set AN/PRC-21
TM 11-661 (Jun 51) Electrical Fundamentals (DC) has been superseded by FM 11-60
TM 11-6130-236-12 C1 Jul Charger, Battery PP-1451/G
TM 11-6425-213-12 C1 Jun Radiometer IM-174/PD
TM 11-6660-222-12 C2 Jul Meteorological Balloons Thermometers ML-4, ML-5, and ML-7; Psychrometers ML-24 and ML-224 Instrument Shelter, Meteorological S-101/UM, Support, Instrument Shelter ML-1426/UM, and Launching Equipment

MISCELLANEOUS

LO 2-4230-203-12 Jun M9 400-Gal, Power-Driven Deacon
LO 9-1015-221-10 Jul Rifle, Recoilless, 106MM
LO 9-1995-202-12-2 3 and 4 (Jun)
Tug, 55 Ft, Design 3004
SB 38-100 Aug Preservation, Packaging, Packing, Marking Materials, Supplies, Equipment
SC 5180-90-CL-N13 Jun Tool Kit, Pipe Fitter's, LIN W48622
SC 5180-90-CL-N17 May Tool Kit, Rigging, Wire, Rope, LIN W50266
SC 6630-90-CL-N01 C1 Jul Testing Kit, Petroleum Portable, LIN W02115
DA Pamphlet 108-1 Index of Army Motion Pictures and Related Audio-Visual Aids

NEW MOVIES

TF 9-4619 Rifle M16A1 Operation—Cycle of Functioning, Immediate Action
TF 11-4632 Unattended Ground, Sensor Devices Part III—Mountain Conditions
TF 25-4773 GM Diesel Unit Injector: Inspection, Test, Repair
TF 35-4775 Cummins PT Injectors: Inspection, Test, Repair (EARC)
TF 55-4776 Marine Propeller, Prop Shaft Care, LARC V, XV
TF 55-4816 Seamanship: Canvas Repair

Right Carbs For 1/4-Tonners

Get the right carburetor replacement kit for your TM-218-series 1/4-ton vehicle:

NSN 2910-00-878-8839 for M151, M151A1, M151A1C and M718.

NSN 2910-00-176-8873 for early M151A2, M718A1 and M825—without emission control system, identified like so (MSN stands for Manufacturer's Serial Number, and AVRN means Army Vehicle Registration Number):

M151A2—MSN A151-10001 thru A151-26699.

M718A1—MSN A718-10001 thru A718-10380.

M825—MSN A825-10001 thru A825-10345.

All within AVRN 02A00172 thru 02K37272 and 02A00173 thru 02G08573.

NSN 2910-00-255-0724 for late models with emission control system (Until this NSN shows up in the Army Master Data File, you order it by "exception data" from the US Army Tank-Automotive Command):

M151A2—MSN A151-26700 and above.

M718A1—MSN A718-10381 and above.

M825—MSN A825-10346 and above.

Covered by AVRN N8001E thru N8001V.

All of these carburetor replacement kits are Organizational Maintenance level.

You cannot get a new carburetor all by itself. It comes only as part of the kit.

JOE'S DOPE The HUNT

'Tis the eve fore Christmas, and all thru the shop...



Great cries of anguish are to be heard -- non-stop!



Is it a helper... or some wee-begone Elf?...

No, No!... Can it be? Yes... It's Santa, himself!...



AW-RIGHT,

SGT MAST-
WHAT'S TH' LOWDOWN?
HOW'D WE GET INTO
THIS SORRY
STATE OF
AFFAIRS?

WELL, ER...UH,
IT'S...KINDA
COMPLICATED,
CHIEF!

UN-
COM-
PLI-
CATE
IT
FER
ME!

RIGHT ON, S.C.!
WELL... IT ALL
STARTED WITH
THAT OFFICIAL
EDICT! REMEM-
BER LAST SPRING
WHEN...

"A SPECIAL COURIER
BROUGHT **THE
PROCLAMATION.**"

HEAR YE,
HEAR YE!

?

"BE IT RESOLVED...
FROM HERE ON OUT,
SANTA CLAUS
REINDEER ARE AN
**OFFICIALLY
ENDANGERED
SPECIES!!**"

"AN' YOU SED..."

NOW JUST A
COTTON PICKIN'
MINUTE!...

HOW CAN MY REIN-
DEER BE AN **EN-
DANGERED SPECIES**
WHEN ALL SANTA
CLAUS REINDEER
ARE **IMMORTAL?!!**

"AN' HE SED..."

BEATS ME,
DAD! YOU
WANNA
APPEAL?..

YOU GOTTA
GO THRU
CHANNELS--
NOTHIN' I
CAN DO!

S'LONG!

SLAM!

OH YEAH... I RECALL!
THEN I TOLD YOU
TO HAVE AN APPEAL
FILED ON THE
REINDEER QUESTION!...

RIGHT
?

THEN I TOLD YOU TO
READY OUR BACK--
THE TRUSTY **CHINOOK**
ON LOAN FROM THE
U.S. ARMY...

RIGHT?
RIGHT?

RIGHT..



SO **WHY**
AIN'T
TH' CHOPPER
READY?

WELL...CHIEF...
THAT'S THE
COMPLICATED
PART...

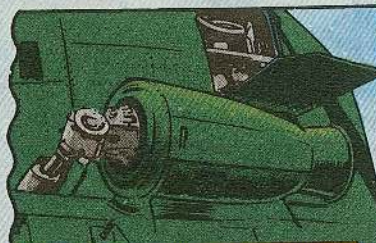
"I HOT-FOOTED
OVER TO THE
HANGAR AND..."

SORRY, SGT. MAST,
BUT ONE ENGINE
NEEDS REPLACING
AS WELL AS...
ETC., ETC....

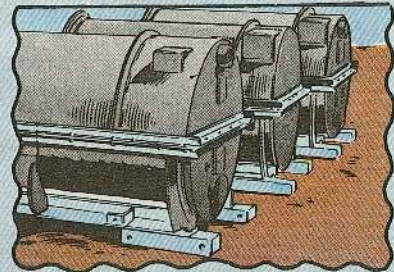


"SO WE INITIATED **NORS*** REQUESTS
--BUT WE PLAYED IT SMART AND HELD
ON TO THE ENGINE SO'S WE COULD
TAKE THE ACCESSORIES OFF IT AND
PUT 'EM ON THE **NEW** ENGINE."

"ANYHOW-- WE DON'T KEEP ANY
SHIPPING CONTAINERS ON HAND--
SO WE LOST TIME GETTING THE
REQUIRED METAL CONTAINERS
FROM **SUPPORT...**"



***NOT OPERATIONAL READY SUPPLY**



...AND THAT'S IT, S.C.!!
MONTHS HAVE PASSED--
AND NOTHING'S COME
FROM **DEPOT!!**

TERRIBLE..

--FOR THE **FIRST TIME,
EVER**-- NO VISITS
FROM SANTA ON
CHRISTMAS EVE!!

**Toot...
Toot!**

CHIEF!
...THE
INTERCOM...

SANTA--STATESIDE AIRCRAFT
JUST LANDED!! OCCUPANT
ON WAY TO SEE YOU!...

NO, GENTLEMEN!
YOUR ORDER
COULD NOT BE
FILLED...

...BUT, MAYBE
I CAN BE
HELPFUL...

FIRST--
LET'S
POST THIS
PIN-UP...



SARGE--
CAN IT
BE--?

THE PARTS,
--THE
PARTS!!

CONNIE
RODD!



Joe's Dope Sheet

For Supply to stay up with the need,
There's one simple rule you must heed.
Repairables must go
Right back to the Flow,
So the overhaul cycle they'll feed.

1 FRAMMIS
TURN-IN

OVERHAULED
PARTS

SUPPLY
PIPELINE

DEPOT

FOR Delivery
to all GOOD
AIR MECHS via
SANTA SPECIAL

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.

NOW, GENTLEMEN... AS TO WHY YOUR REQUISITIONS WEREN'T FILLED... I'VE CHECKED THE MATTER OUT... AND HERE'S THE **GORY STORY!**



Y'SEE, THE ARMY ONLY BUYS A CERTAIN NUMBER OF PARTS!



SO WHEN YOUR UNIT--LIKE A NUMBER OF OTHER UNITS--DIDN'T RETURN THE ENGINE WITH YOUR **NORS** REQUEST...

... **DEPOT** SIMPLY DIDN'T HAVE ENOUGH PARTS (NEW OR RECONDITIONED) TO MEET THE DEMAND!

OH... COMES TH' DAWN!



IT'S TOO LATE **NOW** FOR US TO GET THE PARTS AND MAKE REPAIRS, CONNIE...

BUT TELL US, **WHAT** SHOULD WE DO IN THE FUTURE?



WELL, FIRST THING-- AND PERHAPS HARDEST-- YOU'VE GOT TO GET RID OF THE NOTION THAT "A BIRD IN THE HAND IS WORTH TWO IN THE BUSH."

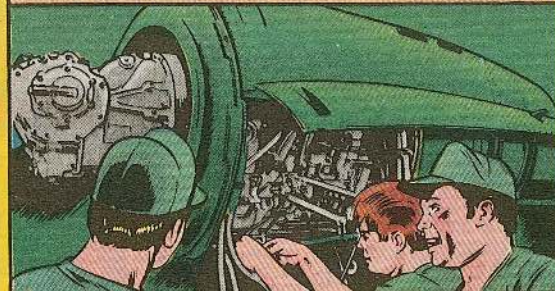


THAT IDEA MAY BE **OK** FOR PHEASANT HUNTING-- BUT...

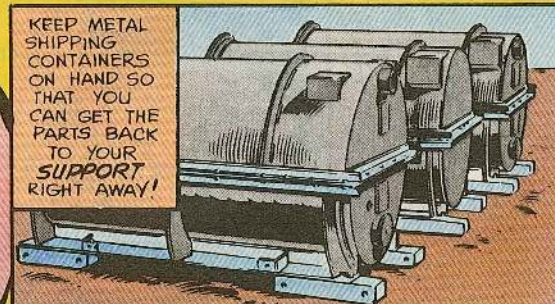
RUNNING AN AVIATION UNIT REQUIRES PLANNING, **NOT CHANCE!**

... BUT LET'S GET DOWN TO SPECIFICS! YOU SHOULD...

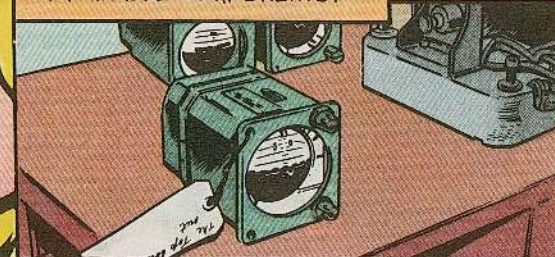
REMOVE ONLY ACCESSORIES THAT ARE SUPPOSED TO BE RE-USED AND GET THE ENGINE MOVING BACK FOR REPAIR BEFORE THE NEW ONE COMES IN.



KEEP METAL SHIPPING CONTAINERS ON HAND SO THAT YOU CAN GET THE PARTS BACK TO YOUR **SUPPORT** RIGHT AWAY!



WHenever you go forward with a **NORS** REQUISITION, HUNT AROUND YOUR SHOPS AT THE SAME TIME FOR UNSERVICEABLE-REPAIRABLE COMPONENTS.



GET THEM MOVING BACK TO YOUR **SUPPORT** WITH ALL THE REQUIRED PAPERWORK.

WHAT IT COMES DOWN TO IS SIMPLY THIS:

YOU GOTTA KEEP THE SUPPLY PIPELINE FILLED!

RIGHT ON!!

UNDERSTOOD, CONNIE-- BUT IF YOU'LL EXCUSE ME, I'M GOING TO MY STUDY FOR A WHILE-- THIS IS THE SADDEST YEAR IN MY 1900 YEAR LIFE!..

WAIT! ... SANTA! I'VE GOT SOMETHING ELSE FOR YOU TO SEE!

THE WASHINGTON FIRM OF BURNS, GRAVES + MARASCO, WHO REPRESENT YOUR INTERESTS, ASKED ME TO DELIVER THIS TO YOU...

GLORY BE...

To Whom It May Concern:

RESOLVED

THE FOLLOWING REIN-DEER ARE HERE AND FOREVERMORE REMOVED FROM THE "Endangered Species" LIST:

- DASHER • DANCER
- COMET • CUPID
- DONDER • BLITZEN
- PRANCER • VIXEN
- RUDOLPH

IN THE TWINKLING OF AN ELF'S EYE, THINGS ARE MADE READY, AND...

THANKS TO YOU, CONNIE, HE'S OFF-- JUST ON TIME!

HO-HO-HO-HO

As Santa flies out of sight, back drifts a call...

Merry Christmas!...
...and Good PM to you all!



A LOCAL DECISION

Decisions—decisions... that's what a maintenance officer, acting for a commander, faces!!

So be it! Deciding whether an aircraft should be flown on a dash or a diagonal depends on what's wrong with the bird.

The list of equipment required for flight is very small. For example, para 4-17 of AR 95-1 (Oct 73) on aircraft general provisions says that an airspeed indicator, altimeter and anti-collision lights are required to fly under visual flight rules. The bird is grounded if those components are on the fritz.

But, suppose a bird is on a red diagonal with the fire detector warning system out? This is not a safety-of-flight item. However, any MO worth his salt is certainly going to make every effort to get the system fixed before the next flight.

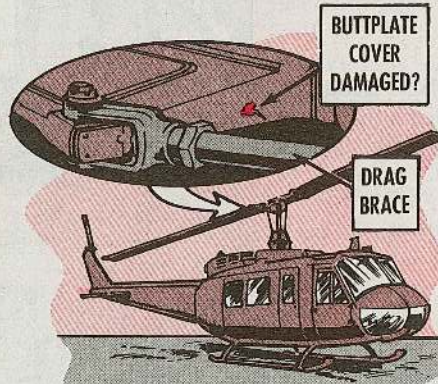
So it goes, with any number of faults for an MO to consider.

Course he has a lot going for him. For example, TM 55-1500-328-25 (Jul 72) on aeronautical equipment management, has a lot of good poop on maintaining aircraft.

If you're in doubt as to whether a repair should be made right away, check with your MO, knucklebusters. He has the answers.



Removing a Huey's main rotor blades call for gentle handling—else you'll damage the blade's buttplate cover.



Anything but a gentle wiggle-waggle of the blade to free it from the grip and you'll dent or knock a hole in the cover with the drag brace.

The buttplate protects the blade's honeycomb core from water damage. So check the plate real good. Any damage that'll let moisture inside the core has to be repaired ASAP.

So eyeball the PM poop in para 8-4a(1) of the Huey Dash 20 and save manpower, downtime, and parts.

Same-same gentle care holds true when you're adding the blades to the mast. Some Hueymechs grease the buttplate to make the job easier. But a hard push on the blade and the cover hits the acorn nut.

You don't need grease, Podner, just gentle care.



OLDIE GOLDIES

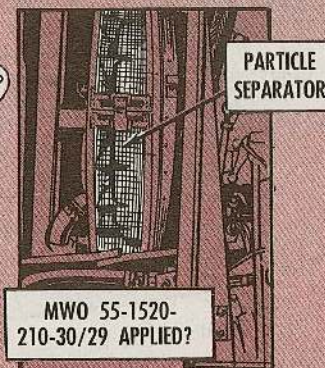


If your Huey (UH-1) doesn't have the goodies provided by a modification work order, your equipment is not up to snuff. Incorporation of these ancient mods can save you maintenance sweat and elbow grease.

If you can't locate a copy of each MWO to see if your serial-numbered bird is affected, eyeball a copy of DA Pam No. 310-7 (Mar 74), the MWO index. The bird log book, DA Form 2408-5, will clue you whether the mod is listed and has been done.

The mods are:

MWO 55-1520-210-30/29 (Oct 70), Installation of Provisions for Bleed Air Line Particle Separator (UH-1D/H).



MWO 55-1500-219-30/11 (Oct 70), Installation of Provisions for Bleed Air Line Particle Separator (UH-1B,C/M).

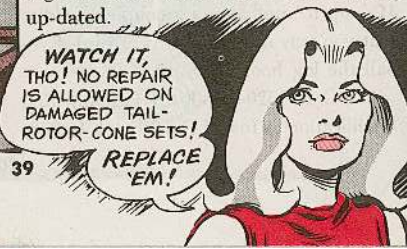
MWO 55-1520-210-30/31 (Aug 71), Modification to Install Improved Hydraulic Line and Check Valve (UH-1D/H).



If you should drop the split cone set when putting the main rotor on your Huey, don't just replace the set automatically.



Eyeball TM 55-1520-221-20 on the Cobra. The cone damage and repair limits given in Fig 8-10.1 apply to both birds since the parts are the same. The Huey organizational maintenance pub is being up-dated.



TEST FLIGHT ONLY

Dear Windy,

We have a difference of opinion about pulling a maintenance operational check plus a test flight after completing a Preventive Maintenance Periodic inspection.

I say only a test flight is needed but my buddy says both checks are needed.

Who's right, Windy?

SP6 D. L. W.

TEST
FLIGHT ONLY
IS NEEDED!

OH, YEAH?
MOC IS
NEEDED,
TOO!

NO MOC IS
NEEDED!

Dear Specialist D. L. W.,
You are!

Eyeball para 3-6 in TM 55-1500-328-25 (Jun 72) on maintenance management. The word there is that a MOC is required when components of a functional system are replaced, removed and reinstalled or adjusted and a test flight is not required.

Of course a test flight is required after the PMP. That's the word in para 3-2b(1) of the management pub.



**MWO'S
OF THE
MONTH**



tor. The mod can prevent your bird from shedding engine and transmission cowl.

MWO 55-1520-221-30/33 (5 Nov 70), Installation of Provisions for Bleed Air Lines Particle Separator. This mod will give you an improved engine particle separator... and less maintenance.

PRESSURE SENSITIVE TAPES

HEY, HAVE I BEEN
TRYIN' TO GET MY HANDS
ON YOU!

TAKE IT EASY, BUB!
AFTER ALL--I AM
PRESSURE SENSITIVE!

Dear Windy,

I've looked high and low for the instrument marking tapes called for in TM 55-6600-200-20 (Jul 63) with Ch 3 (Sep 69), without any success.

Can you shed some light on the stock numbers, Windy?

SSG K. K. B.

Dear Sergeant K. K. B.,

Yes indeed! The pressure sensitive tape, Fed Spec LT90 type 1, class B, is the alternate method of marking instrument glass. The primary method is to use lacquer.

Course, the tape is easy to use and you can get a 72-yd roll, 1/2-in wide, for less than a buck.

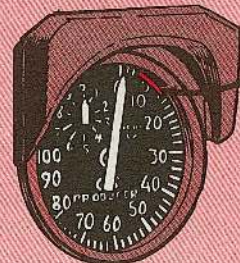
The range markings are spelled out in the operator's manual for each aircraft. Here's how the colors stack up, from Fed Catalog 7510/30-1L-A (Jun 74):

NSN 7510-00-550-7125	Yellow
NSN 7510-00-550-7126	Red
NSN 7510-00-550-7127	White
NSN 7510-00-550-7128	Orange and Yellow
NSN 7510-00-550-7129	Green
NSN 7510-00-551-8474	Black

Windy



USE
TAPE





MR. PM,
HOW 'BOUT
HELPING ME
THIS STUCK
DRAWER?

WARRANTY EXCHANGE TAG (DA FORM 2402)		EXHIBIT & Mitchell	
1. SUPPLIER COMPANY Co. 1st TYPING Bn Co. 1st Avn		2. DATE 11 JAN 64	
3. NAME OF ORGANIZATION HHC 6/38 ARN			
4. PIN 1			
5. HOUSH HONORABLE/STATE/MANUFACTURER TYPINGWATER ELECTRIC Serial No. 125-2416025			
6. PER EXCHNG ☒		7. REFUSED ☐	
8. EXCHNG ☐		9. DATE ☐	
10. ITEM IDENT 9. JAGGL		11. SERIAL/LOT NO. 12	
DA FORM 2402, 1 JAN 64 PREVIOUS EDITIONS ARE OBSOLETE			
12. UNIT OR ORGANIZATION HHC 6/38 ARN		ITEM TYPINGWATER	
13. DATE 9 JAN 65		DATE SHIPPED 9 JAN 65	
14. END ITEM IDENT 1		15. SERIAL/LOT NUMBER 2	
(Derived from DA Form 2402)			
16. UNIT OR ORGANIZATION HHC 6/38 ARN		ITEM TYPINGWATER	
17. DATE 9 JAN 65		DATE SHIPPED 9 JAN 65	
18. END ITEM IDENT 1		19. SERIAL/LOT NUMBER 3	
(Derived from DA Form 2402)			
20. HOUSH HONORABLE/STATE/MANUFACTURER Serial No. 125-2416025 TYPINGWATER ELECTRIC		DATE SHIPPED 9 JAN 65	
21. PIN 1			
22. END ITEM IDENT 1		23. SERIAL/LOT NUMBER 3	
(Derived from DA Form 2402)			
EXCHANGE TAG DA FORM 2402			

It could save a bundle of tax dough—including some of your own. 

REPAIRS PARTS SUPPLY—

DLOGS' STYLE

FOR PLL CLERKS

IS TC 38-2-1 (Mar 71)
YOUR REPAIR PARTS PRESCRIBED
LOAD LIST (PLL) SUPPLY BIBLE?
THEN YOU'RE UNDER DLOGS
(DIVISION LOGISTICS SYSTEM).



If you've got that Training Circular, read it! And if you're under DLOGS but don't have the circular, get it! You're not even open for business unless you know that manual.

If you can't get the TC from your DSU, order copies on DA Form 17 from the Computer Systems Command.

If you're in CONUS, write US Army Computer Systems Command Support Group, Ft. Lee, VA 23801.
Europe—US Army Computer Systems Command Field Agency, APO NY 09360.
Pacific—U.S. Army Computer Systems Command Support Group, APO SF 96557.

YOU NEED AR 710-2 (Aug 71),
TOO. 'COURSE, WHERE THE
2 PUBS DIFFER, FOLLOW THE
WORD IN THE TC.



YOUR SUPPLY PROCEDURES ARE PRETTY SIMPLE.

HERE'S A HANDY ACTION FLOW CHART TO USE AS A GUIDE.

PLL

Get with your DSU on any problems or questions. Of course, you'll be dealing with

your Tech Supply Office (TSO) on most problems [but keep an eye on your DLOGS book.

TOOL ROOM

DIFFERENT PROBLEMS ARE HANDLED AT DIFFERENT LEVELS.

OPERATOR/
MECHANIC

IDENTIFIES PART IN -P TM AS AN ORGANIZATIONAL LEVEL REPAIR PART AND GOES TO PLL CLERK

UNIT PLL
CLERK

IS ITEM ON
PLL & ON
HAND?

NO

IS ITEM ON
DX LIST?

YES

ISSUE PART
& SEND IN
DA FORM
2765* TO
DSU FOR
PLL RE-
PLACEMENT

COMPLETE
DA FORM
2402,
ATTACH
TO ITEM,
& EXCHANGE
AT DX
ACTIVITY

IS ITEM
LOCALLY
REPAIRABLE
BUT NOT DX?

YES

TURN ITEM
IN FOR
REPAIR-
AND-RETURN-
TO UNIT
WITH
COMPLETED
DA FORM
2407

IS ITEM
ON QSS
LIST?

YES

PICK UP
ITEM ON
NEXT TRIP
TO QSS &
ISSUE TO
MECHANIC

IS ITEM ON
PLL BUT
AT ZERO
BALANCE,
OR IS THE
ITEM NOT
PLL, DX,
OR QSS?

YES

PREPARE
DA FORM 2765*
FILL OUT DOCU-
MENT REGISTER
PER AR 710-2.
COMMANDER MUST
SIGN COLUMN D
IF PRIORITY
IS 01 TO 08.
ALWAYS KEEP
DOCUMENT
REGISTER
UP-TO-DATE.

THEN

TAKE TO DSU
FOR ACTION.

NOTE:

IF THERE'S A DELAY IN GETTING THE PART UNDER ANY OF THESE STEPS, HAVE THE REQUESTED PART LISTED IN THE UNCORRECTED FAULT RECORD, DA FORM 2408-14. IF IT'S A DX OR QSS ITEM, SAY SO. IF IT'S NOT, PUT IN THE UNIT DOCUMENT NUMBER.

*FOR EXCEPTION
SUPPLY REQUESTS
YOU MAY USE
DD FORM 1348-6.

HERE'RE SOME *DLOGS* PRINTOUTS YOU'LL GET FROM YOUR *DSU*'S TECH SUPPLY OFFICE (TSO). DIFFERENT DIVISIONS HAVE VARYING TIME SCHEDULES FOR THESE, SO...

KNOW YOUR DIVISION'S RULES!

COMPUTER REQUESTS DUE-OUT TO UNITS PRINTOUT—

AND BE SURE THE OPERATOR OR MECHANIC UPDATES THE 2408-14'S IN THE LOGBOOKS AFTER YOU'VE UPDATED YOUR DOCUMENT REGISTER.

AND KEEP 'EM CURRENT.

This is your "reconciliation listing." Compare it with your Document Register and make these notes on the Due-Out:

- Mark "REC" to the right of each item you've received
- Mark "CANCEL" to the right of each item you no longer need
- Mark "X" to the right of each item you still need

If the printout shows "RELEASED FOR ISSUE" for an item and you have not received it, mark your Document Register "RELEASED FOR ISSUE" and enter the Julian date. If the item isn't received within two weeks, contact your DSU. If the item can't be located, cancel the entry on your Docu-

ment Register and reorder on a 2765 or DD 1348-6.

If a request recorded in your document register doesn't appear on two consecutive requests due-out, contact your DSU. If necessary, cancel the old one and submit a new request.

High priority supply requests (1-8) can be resubmitted before you get a new printout if you've received no status card and DSU or has no record of your original request.

Always reconcile your due-out listing faithfully so your records will be up-to-date. Otherwise, you'll be in a mess before you know it.

COMMON

STOCK	NUMBER	U/I	QUANT	REQNR	RON DATE	SERIAL	REQNR
2540	00 165	4029 EA	2	ACGA1	3193		
2990	00 825	1069 EA	2	ACGA1	3198		
5340	00 168	7111 EA	1	ACGA1	3200		
5965	00 926	2591 EA	24	ACGA1	3209		
5820	00 190	4405 EA	5	ACGA1	3248		
5305	00 001	1853 EA	2	ACGA1	3304	4006	3425M
2540	00 176	9402 EA	1	ACGA1	3304	4010	3425M
5999	00 937	1630 EA	2	ACGA1	3312	4030	3425M
5995	00 933	8962 EA	8	ACGA1	3312	4051	3425M
5315	00 023	4254 EA	2	ACGA1	3319	4021	3425M

ENTER "REC" IF YOU'VE RECEIVED ITEM

CLASS IX REPAIR PARTS REQUESTS/REQUISITIONS DUE OUT TO UNITS

DATE 05 APR 74

PAGE 1

DON DATE	SERIAL	PRI	STATUS	RIC	DATE STATUS	QSS INDICATOR
		13	BB X	2		
			BB REC	2		
3214	2104	13	BB X	3		
		13	BB CANCEL	3		
		13	BB X	3		
			BP X	3		
3311	2000	06	RELEASED FOR ISSUE			
3310	2021	06	RELEASED FOR ISSUE			
3320	2303	13	RELEASED FOR ISSUE			
3320	2299	13	RELEASED FOR ISSUE			
3324	0763	13	BM REC	3		

ENTER "X" IF YOU STILL NEED ITEM

ENTER "CANCEL" IF YOU NO LONGER NEED ITEM

FINISHED? NOW GET IT BACK TO YOUR DSU BEFORE THEIR DEADLINE

WONDER IF THERE'S A PRINTOUT FOR DOGS?

I DUNNO-- CHECK WITH OUR LOCAL DOG SUPPLY UNIT--

?

BONNIE

48

49

PS MORE

THIS IS
THE PLL
UPDATE.

IT IS USED TO
UPDATE/APPROVE
YOUR PLL...

COMPUTER

PRINTOUT—

PLL CHANGE LISTING

HOWEVER YOUR
COMMANDER'S
SIGNATURE IS
MANDATORY!

PLL CLASSIFICATION	NSN	UNIT OF ISSUE	NOUN	EXPEND CODE	PLL EST DATE
COMMON	5305 00 001 8153	EA	SCREW MA	X	2056
COMMON	ENTER NAME OF NEW PLL ITEM		PLUG PIP	X	2163
COMMON	2590 00 033 7763	EA	WIRE ROP	X	4105
COMMON	6135 00 050 3280	EA	BATTERY	X	4105
COMMON	2990 00 064 6312	EA	PIPE EXH	X	2056
COMMON	6135 00 120 1010	EA	BATTERY	X	4105
COMMON	6135 00 120 1020	EA	BATTERY	X	4105
COMMON	3895 00 127 0999	EA	CRANK	X	3301
COMMON	5815 00 127 1000	EA	LEVER S	X	2056
COMMON	6135 00 153 0069	EA	BATTERY	X	4105

CLASS IX REPAIR PARTS
PLL CHANGE LISTING

AS OF 4105

DATE 74 APR 15

PAGE 1

PLL AUTH PLL AUTH
INITIAL OLD NEW

PLL CHANGE
CODE

END ITEM

"ADJUST LEVEL TO
50" MEANS APPROVAL
OF ACTION BUT WITH
ADJUSTMENT IN
QUANTITY FROM
75 TO 50

✓ C
✓ D
✓ A
ADJUST
LEVEL
TO 50
A

← "C" MEANS CHANGE IN QUANTITY AUTHORIZED

← "D" MEANS DELETE FROM PLL

← "A" MEANS ADD TO PLL

002 004
"✓" MEANS
APPROVAL
OF ACTION
027
065

✓ C
✓ A
✓ A
✓ C

TRK MISIAI

ENTER END ITEM
WHEN APPLICABLE

003 002
003 003
"—" MEANS
DISAPPROVAL
OF ACTION
074

✓ C
✓ A
✓ A
✓ A

Approved
Lt. R. Mortenbaugh
Capt. Inf.
Commanding

COMMANDER
APPROVES.
THEN, SHOOT
IT TO YOUR
DSU BEFORE THE
DEADLINE.

HEY!
WATCHIT!

TO THE RIGHT
OF EACH ITEM
WILL BE ONE OF
THREE CODES:

YOUR UNIT
COMMANDER:

MOVE IT...
OR LOSE IT!

A—Addition to the PLL
C—Change in quantity authorized for
stockage
D—Deletion from the PLL

—Approves the action by placing a check
(✓) to the left of the code
—Disapproves the action by lining
through the code
—Modifies the action by entering to
the left of the code, "ADJUST LEVEL
TO (desired level)"

For each approved addition to your
PLL, enter the first 8 letters and spaces of
the item's name. And when it applies,
enter the PLL part's end item name (such
as "TRK M54") to the right of the code.
Your commander may have to justify

in writing the disapprovals or modifica-
tions he wants to make. And if he wants
to add, change or delete other items on
your PLL, he completes a PLL Change
Request Worksheet and sends it to your
DSU.

PS MORE

HERE IS THE PLL CHANGE REQUEST WORKSHEET YOUR COMMANDER MUST COMPLETE IF HE MAKES ADDITIONS, CHANGES OR DELETIONS ON YOUR PLL...

IT IS ALSO SENT TO YOUR DSU!

NEW ADDITION TO YOUR PLL?

I DUNNO-- SHE AND HER TEAM COME BY TO HELP OUT ABOUT THIS TIME EVERY YEAR!...

...AND WE'RE NOT ABOUT TO "LOOK A GIFT HORSE-- ETC., ETC.,"

No.	Field Name	Card Col	Data
1.	UIC	1-5	ACG417
2.	Supply Unit Code	6	A
3.	Blank	7	BLANK
4.	National Stock Number	8-20	66850081437
5.	Blank	21	BLANK
6.	Aircraft/Missile Code	22	
7.	Unit of Issue	23-24	EA
8.	Unit Price	25-31	0000157
9.	Noun	32-39	TRANSMIT
10.	Expendability Code	40	X
11.	Blank	41-45	BLANK
12.	PLL Established Date	46-49	5009
13.	PLL Authorized Initially	50-52	008
14.	PLL Authorized Currently	53-55	008
15.	End Item Noun	56-63	M56217AR
16.	Blank	64-78	BLANK
17.	Control Code	79	

No.	Field Name	Card Col	Data
18.	PLL Change Code	80	A

Complete entries as indicated below. If unknown, leave blank. Fields 3, 5, 11, and 16 will have no entry.

Field Action

- 1 Last 5 characters of the UIC
- 2 Supporting DSU
- 4 Self-explanatory
- 6 "A" (aircraft), "M" (missile), or blank
- 7&8 Self-explanatory
- 9 First 8 characters of the part name
- 10 "N" (nonexpendable) or "X" (expendable)
- 12 Julian date
- 13&14 Quantity authorized
- 15 First 8 characters of end item name
- 17 Leave blank. TSO will complete
- 18 "A" (add), "C" (change), or "D" (delete)

Note: To change individual data fields, complete Fields 1, 4, and 18 and enter new data in only those fields that are to be changed.

ONCE MORE-- REMEMBER THIS!

Be sure to get a copy of the PLL Change Listing (signed by your commander) back to DSU before the suspense date expires. If you don't, your support is either stuck and can't take any action or in some cases, the changes and additions on the printout become automatic. Either way could lead to disaster!

COMPUTER
PRINTOUT—

PLL

(PRESCRIBED LOAD LIST)

PROGRAM ID 9N04

CLASS IX REPAIR PARTS
PRESCRIBED LOAD LIST

74 MAY 01

PAGE NO 1

UIC ACGA1

NSN	NOUN	A/M	U/I	AUTH	EXP CODE	DIST STOCK
5305 00 001 8153	SCREW MA		EA	004	X	1
5315 00 015 6626	PIN BAR		EA	002	X	1
2940 00 019 8087	FILTER E		EA	002	X	1
2590 00 033 7760	WIRE ROP		EA	002	X	1
2590 00 033 7763	WIRE ROP		EA	002	X	1
6135 00 050 3280	BATTERY		EA	050	X	1
1005 00 050 6357	ROD CLEA		EA	008	X	1
2610 00 051 9266	INNER TU		EA	002	X	1
2990 00 053 5373	MUFFLER		EA	002	X	1
1005 00 056 2251	GUARD, M		EA	005	X	1

END ITEM	UNIT PRICE	EXTENDED UNIT PRICE	LOCATION
	\$.20	\$.80	A-6-C
			A-3-C
M274	\$.04	\$.08	A-7-A
TRK,M561	\$.88	\$ 1.76	A-11-C
TRK,M274	\$ 1.63	\$ 3.26	A-11-B
TRK,M561	\$.84	\$ 1.68	A-2-A
	\$.60	\$ 30.00	A-3-D
M16A1	\$.06	\$.48	A-4-A-5
TRK,M378	\$ 6.15	\$ 12.30	A-15
TRK,M274	\$ 34.57	\$ 69.14	A-3-B-D
RIFL,M16	\$ 1.24	\$ 6.20	

YOU ADD
ITEM
STORAGE
LOCATION
HERE!

THE PLL IS YOUR
AUTHORIZATION FOR KEEPING
REPAIR PARTS ON HAND.
WHEN YOU GET YOUR UPDATED
PLL, COMPARE IT WITH YOUR
MARKED-UP COPY OF THE
PLL CHANGE LISTING.

Make sure all the additions, changes
and deletions your commander approved
show up on the updated PLL. If some-
thing's wrong, crank up your DSU. Tell
'em.

It's also a good idea to hold on to your
old lists for a year for reference.

PLL NOTE. Change 7 to TC 38-2-1 says
you jot the storage location of each item
on the right margin of your PLL now
instead of on DA Form 3318 (Record of
Demands).

NOTE:

PLL CLERKS IN UNITS NOT KEEPING DA FORM 3318, WRITE
CURRENT ON-HAND BALANCES TO THE RIGHT OF "AUTH" COLUMN.



You'll get 4 new in addition to your PLL. You get a part that you can use on a printed card, you'll be able to use it with it.

When you're making a PLL replacement it's a preprinted card if you use 2-1 shows how to fill it out.

UIC ACGA1									
STOCK		NUMBER		U/I	DSU	CURRENT NO QTY		MONTH 2 NO QTY	
5305	00	001	8153	EA	D				
2540	00	004	6852	EA	D			1	1
2920	00	008	4856	EA	D				
5965	00	010	6529	EA	D				
5315	00	012	0123	HD	D	1	1		
5305	00	013	3421	EA	D				
6240	00	014	2306	EA	D				
4730	00	014	2427	EA	D				
4730	00	014	3343	EA	D				
5305	00	014	5371	EA	D				

MONTH 3		MONTH 4		MONTH 5		MONTH 6		TOTAL DEMANDS		TOTAL QUANTITY	
NO	QTY	NO	QTY	NO	QTY	NO	QTY	1ST 6	2ND 6	1ST 6	2ND 6
		2	7	1	2			3		9	
								1	1	1	4
1	1							1		1	
				1	6			1		6	
								1		1	
				1	12			1		12	
		1	2					1		2	
									1		1
									1		1
2	12							2		12	

DA FORM **2765**

of those preprinted jobbies, check to make sure you've got the right one for the part you're after.

Use a blank DA Form 2765 to request parts only when you don't have a pre-printed card on hand. Fill in the blank 2765 per TC 38-2-1.

[illegible]

SUPPLY STATUS CARDS

WHEN THE PART YOU REQUEST IS NOT ON HAND, YOUR DSU WILL ISSUE YOU A STATUS CARD.

TC 38-2-1 AND APPENDIX F OF AR 710-2 (Aug 71) EXPLAIN THE STATUS CODES.

WAIT ONE!

KEEP ALL YOUR STATUS CARD.

FILE THEM IN REQUEST ORDER NUMBER (RON) SEQUENCE.

AND WHEN YOU GET ANOTHER STATUS CARD ON YOUR REQUEST, FILE IT IN FRONT OF THE CARD OR CARDS ALREADY RECEIVED FOR THAT REQUEST.

DOCUMENT IDENTIFIER CODE	STOCK NUMBER	UNIT OF ISSUE	QUANTITY	DOCUMENT NUMBER	PRIORITY	ADVICE CODE BB-BACK ORDER	DSU CODE	DATE CARD WAS PROCESSED
6685008145271	EA00808	ACGA143590001	13	38A 4368				

PLL

SOME HANDY

TIPS...

ALWAYS KEEP COPIES OF CURRENT DIRECT EXCHANGE (DX) AND QUICK SUPPLY STORE (QSS) LISTING HANDY...

...YOU NEED 'EM TO MAKE YOUR JOB RUN SMOOTH 'N' EASY!

As soon's you use an item from your PLL, send in a request for a replacement. Now! Never hold off until you're down to 0 balance.

If you're at 0 balance on an item and end up borrowing a part from another unit, request that part right away in the quantity your own unit needs and pay the other unit back with a replacement. This will get your PLL up where it belongs, and will help the lending unit keep from getting a PLL puffed up with excess parts it doesn't need.

TURN IN A COMPLETED DD FORM 1348-6, NON-NSN REQUEST FOR ISSUE (MANUAL), WHEN YOU NEED AN ITEM THAT:

- Has no NSN;
- Has a part number which exceeds the number of blocks on the DA 2785;
- Needs to be further identified to help the supply source get it for you.

DOCUMENT IDENTIFIER		ROUTING IDENTIFIER		MANUFACTURER'S CODE AND PART NUMBER		UNIT OF ISSUE		QUANTITY		DOCUMENT NUMBER																																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	
A0B				192077354017		EAP00001																																					
DEMAND		SUPPLEMENTARY ADDRESS		SIGNAL		FUND		DISTRIBUTION CODE		PROJECT CODE		PRIOR. ITY		RE. QUIRED DEL. VRY DATE		USE CODE		BLANK																									
R												06		A		A																											
IDENTIFICATION DATA																																											
1. MANUFACTURER'S CODE & PART NO. (When they exceed Card Columns 8 thru 22)																				2. MANUFACTURER'S NAME ARMY TANK AUTOMOTIVE COMMAND																							
3. MANUFACTURER'S CATALOG IDENTIFICATION AND DATE																				4. TECHNICAL ORDER NUMBER																							
5. TECHNICAL MANUAL NUMBER TM9-2320-206-20P 1971																				6. NAME OF ITEM REQUESTED SHACKLE, BRACKET																							
7. DESCRIPTION OF ITEM REQUESTED																				7a. COLOR																							
																				7b. SIZE																							
8. END ITEM APPLICATION AND SOURCE OF SUPPLY TRUCK, TRACTOR: 10 TON 6X6																																											
8a. MAKE										8b. MODEL NUMBER M123E2										8c. SERIES										8d. SERIAL NUMBER													
9. REMARKS ACGA1 5009 0006																																											

DD FORM 1 JAN 71 1348-6

NON-FSN REQUISITION (MANUAL)

MORE HANDY

If you have an urgent need for an item, you can request it by telephone. Use a Class IX Form I (Test) to help you make your phoned-in request, and to help you record your request.

JUST A
MOMENT, S.C...

SECTION I UNIT/ORGANIZATION
Submitted by: Sgt. D. Vaughn Telephone: 3268 RON: 4359-G001
Submitted to: Sgt. T. Smith At (Time): 1430 On (Date): 4320

REQUEST DATA:

CC	Data Field	CC	Data Field
1-3	Doc Ident: <u>AOA</u>	44	Demand: <u>R</u>
4-6	Rout Ident:	45-50	Supp Add: <u>ACGA1</u>
8-18	NEN: <u>2930 00 678 0770</u>	55-56	Wpns System: <u>3C</u>
22	Acft/Missile Code:	57-59	Project Code:
23-24	Unit of Issue:	60-61	Priority: <u>03</u>
25-29	Quantity: <u>00001</u>	62-64	RDD/NORS Deployment:
40	NORS Code: <u>G</u>	65-66	Advice Code:

IDENTIFYING DATA:

FSN Noun: FAN BLADE ASSEMBLY End Item: TRUCK UTILITY Model: MISIAIC
Pub: TM9-2320-218-20P Page: 60 Date: Jan 72 FSN Next Higher Assy:
COMPLETION DATA: Item Received/Rejected/Cancelled (date):

SECTION II - SUPPLY ACTIVITY

CC	Data Field	Where Stk Search by:
7	M & S:	End Item Status Verified:
30-43	Doc No:	At (Time): On (Date):
	Sub to TSO by:	To (Ind & Phone):
	Sub by: (Tel)(RTT)(Courier)	

LATERAL SEARCH DATA: Lateral Search Made by:

To (Unit/Activity)	Phone	Person Contacted	Item Available?	(Time)
			YES/NO	(Time)
			YES/NO	(Time)
			Cancelled:	(Date/Time)

Item Received: (Date/Time) Issued: (Date/Time)

Class IX Form I (Test)

62

TIPS

...WE GOTTA SHOW THE
READER THESE...

Get rid of excess and hoarded parts. Much of what you really need in large quantities will usually be at the Quick Supply Store. And the Army is cracking down on outfits with excesses.

You can get some high-density items, without doing any paperwork, from your Quick Supply Store (QSS). If you're at zero balance on an item, your QSS will give you what you need immediately, if they've got the item on hand.

HURRY,
GIRLS! IT'S
ALMOST
DAYBREAK!

Make regular trips to your DSU pick-up bin. This'll help you keep on top of your supply situation.

To turn in excess parts, fill out a DA Form 2765 like in TC 38-2-1 and give the parts and form to your DSU.

PS END

Connie's Mini Minis

HEY, SOLDIER...
FOR A NO-PROBLEM HOLIDAY,
DON'T FORGET YOUR PM!

YEAH!
PM'S
A GREAT
GIFT FOR
YOUR GEAR!

RIGHT ON!
LET'S ALL
SING A
PM CAROL!...

LIKE... ♪ "HAVE
YOURSELF A MERRY,
MERRY PM..." ♪

Change Change 1 To TM 38-750

Finally got Change 1 to TM 38-750, right? Well, don't sit back and relax... yet.

Change 1 to TM 38-750 went to the printer's before SB 700-20 came out with some LIN changes. So, Appendix C, reportable items, needs updating.

Change the following LIN's in Appendix C to match the ones listed in SB 700-20.

ITEM	LIN in TM 38-750 with Change 1	SB 700-20 LIN
M551 Sheridan (ARAAV)	A93124	A93125
M125A1 81MM Mortar Carrier	D10725	D10726
M106, M106A1 107MM Mortar Carrier	D10740	D10741
M132, M132A1 Flamethrower Carrier	D11620	D11621
M113, M113A1 Armored Personnel Carrier	D12086	D12087
M728 Combat Engineer Vehicle	E56577	E56578
M42, M42A1 40MM SP AA Gun	J96819	J96820
M108, 105MM LT SP Howitzer	K57255	K57256
M101, M101A1 105MM Towed Howitzer	K57529	K57392

M109, M109A1

155MM Med Sp

Howitzer

K57666

K57667

M578 Recovery

R50543

R50544

Vehicle

M88 Recovery

R50680

R50681

Vehicle

M48A1, M48A2,

V12963

V12964

M48A3 Tank

M60, M60A1 Tank

V13100

V13101

M60A2 Tank

V13269

V13270

M548 6T

D11048

D11049

Cargo Carrier

AN/TRC 45 Radio

Q92614

Q92894

Terminal Set

M246, M246A1,

M246A2, M819 5T

Truck Tractor

Wrecker

X60096

X60696

There're some other changes you need to make, too.

In Appendix E, the AN/MSD 25, 31, 31A, 32 and 32A are listed on page E-26 and then again on E-34 and E-35. So, delete the entries on pages E-34 and E-35 and go with the instructions on page E-26 for the forms you need.

Paragraph 3-2c(1)(b) says put the calendar date on the DA Form 2402. Change that to Julian date.

And para 4-13c(8) refers to DA Form 2408-11. Change that to DA Form 2408-14.

Now you're in business with Change 1 to TM 38-750.

Gama Goat Dipstick

No, FSN 2815-079-8386 in Ch 2 (Jul 72), TM 9-2320-242-20P, will not get you the dipstick for your M561 1 1/4-ton truck or M792 ambulance. Instead, order NSN 6680-00-079-8372.

Mine Detector Headset Fix

Headsets on mine detectors AN/PRS-7 (NSN 6665-00-138-7998) and AN/PSS-11 (NSN 6665-00-181-0369) made by the Fourdee Company need a little field fix—immediately! The rubber diaphragms inside the earphones need to be punctured with a hypodermic needle to improve hearing at high altitudes. US Army Troop Support Command Message AMSTS-MFT 301520Z JUL 74 has the details.

Reporting Rail Equipment

All you modern day Casey Joneses better pull up on the throttle and check out Change 1 to TM 38-750. Rail equipment is now reportable, according to Chapter 8.

To get the machinery rolling, tho, you need to immediately submit a gain report with a DA Form 2408-9 on all your rail equipment. This will feed the TAMMS National Level Data Bank at the US Army Maintenance Management Center, Lexington, KY.

Paragraph 4-9, TM 38-750, has the way to fill out a gain report on DA 2408-9.

Save That Anti-Freeze!

The word is out—never throw away used anti-freeze.

DA MSG DAEN-Z CE 011930Z OCT 74 sent out word that you never pour your permanent type anti-freeze (water—anti-freeze mixture from your cooling system) down the drain.

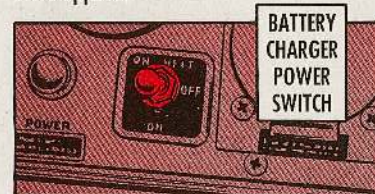
Instead, check with your post or command to see how they want it saved. Anti-freeze has become scarce and expensive.

Used anti-freeze can be recycled so that it comes out fresh and new.

So when you drain anti-freeze, put it in a clean container. Never foul it up with oil, grease or dirt. Your post or command will collect it for re-cycling.

Redeye MWO

MWO 9-6920-428-30/2 (Feb 73) has been extended to, and must be applied by, 31 Dec 74. It changes the Redeye M-76 trainer battery charger power switch to a 3-position job. Eyeball yours. If it doesn't have 3 positions, turn the charger in to your DSU to get the MWO applied.



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the Condition of Your Equipment?

64
Would You Stake Your Life *right now* on

IN
COLD WEATHER

IT'S THE

BIG



BATTERIES



FREEZE



**OIL
(WINTER
WEIGHT)**

CHECK 'EM OUT—TODAY!