

Issue 268

PS

March
1975

THE PREVENTIVE MAINTENANCE MONTHLY

AMERICAN REVOLUTION BICYCLE
1975-1981

HEY,
PUFF!
PUFF!
PUFF!
HERE'RE
MORE OF THE
PARTS YOU
ORDERED!

TMDE?

TEST EQUIPMENT?

WHY WASTE
TIME WITH THAT
STUFF?

I GOT
EYES, EARS AN'
A NOSE,
AIN'T I?

AN' A
BIG MOUTH!

MURPHY
ANDERSON

TAP
TAP



"GLAD YOU BROUGHT THAT UP!"

So, the shop NCOIC said to the Spec-5 from DS, "Dawgone it, Ralph! What're you guys up there trying to do to us?"

And Ralph answered, "It's not that way, Harry. It's more like what're you guys in the company shop not doing?"

"Let me tell you about it. And, how's the coffee?"

And away they went along the road to solving some mutual problems.

The sweet music of a little face-to-face communication prevents roughing the nerves on both sides of the fence.

One way: discussing or sharing the problems that come up in a DS technical inspection (on those DA Forms 2404), when a unit turns in equipment.

THE MAGIC FORMULA:
C + C = P S*



The problem might be holding up parts when a piece of equipment is turned in, and your support can tell you just how important it is to turn in all parts . . . even bad ones.

Maybe, too, you can chew over just who's responsible for the work that has to be done. The topics can be as long as the list of problems.

It's a sure-fire way to make a workload easier—for everybody.

In short, unit maintenance supervisors, MAIT types and DS shops have common problems in maintenance and supply.

Wander over to the other guy's shop when you figure the coffee's ready. Maybe you'll get an invite for a cup . . . and some talk.

Some of the things up for grabs might be supply problems . . . PLL, ASL and such. Or, accurate work requests (DA Form 2407).

SEE YOU ON A 2404, PAL.



RIGHT ON, BUDDY!

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: Or call: AUTOVON 745-3503.

MSG Half-Mast
PS Magazine
Lexington, KY
40507

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FIREPOWER

M107/M110

ARTILLERY

CHECKS

SURE... AND IF YOU'D HAVE THE LUCK OF AN IRISHMAN...

... CHECK OFF THESE POINTS CAREFUL LIKE TO KEEP YOUR M107 OR M110 SP'S IN FIRST CLASS SHAPE!

FAITH... AN' RIGHT ON!!! TH' LASS KNOWS WHEREOF SHE SPEAKS.

SUSPENSION LOCKOUT CYLINDERS—Be sure the suspension lockout switch is in the UNLOCKED position before you drive the vehicle. You'll break the lockout cylinders if you drive with them locked.

You can't count on the red warning light either. If it's burned out, you'll think the cylinders are unlocked when, actually, they could be locked.

CHECK SWITCH POSITION...

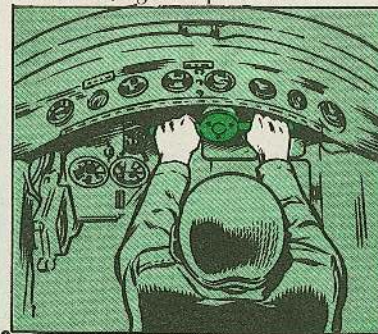
UNLOCKED
↑
SUSP. VALVE
↓
LOCKED

... DON'T COUNT ON RED LIGHT

SURE, AN IF YIR A DRIVER--NIVIR DEPEND ENTIRELY ON THE WARRRIN' LIGHT!

LOOK AT TH' SWITCH TO BE SURE IT'S IN TH' UNLOCKED POSITION B'FORE YE MOVE TH' VEHICLE!

STEERING BAR—This is one bar you shouldn't lean on too hard. It's held on with only 3 screws and if it drops off you'll be left without any steering control. So, check it before you drive and if it's loose, tighten up the screws.



DON'T MUSCLE THAT BAR

PS MORE

DRIVER'S HATCH—(M107 only)—If the driver is sitting in his hatch with the hatch cover open, and somebody lowers the cannon assembly as far as it'll go, what can happen? The mount assembly can hit the driver in the head.

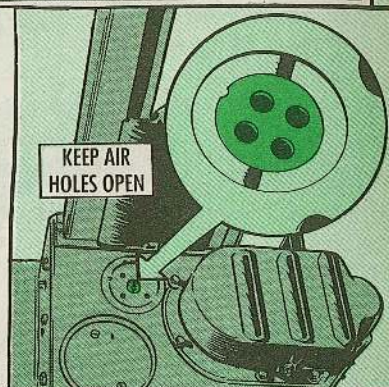
If the driver has ducked down but the hatch cover is not secured, things are better, but still not good. The hatch cover will take the crunch instead of the driver's head. The cover can get bent out of line

if it's not secured, or even if it is secured in the open position. It's safe from harm only if it's in the closed shut position.

Some drivers are more alert about securing the hatch cover in the open position with the holdopen hook before driving. An unsecured hatch can wave around and hit the driver in the back of the head if he stops suddenly or goes over a bump. These hooks are not completely reliable so check 'em often.

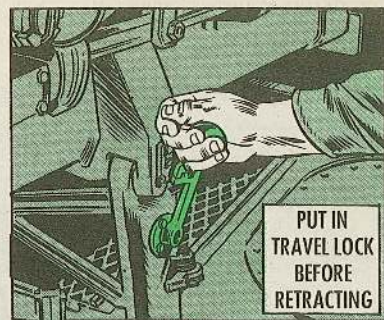


COUNTERRECOIL RELIEF VALVE—At the front of the M158 mount, in the counterrecoil front head, you have an air check valve. In the center of this housing there are 4 small holes that have to be kept open because they're the relief valve for the countercoil. Make sure they're not closed by paint or dirt by putting your hand over them while moving the tube in and out of battery. If you can feel or hear the air entering and exiting, they're OK. If not, tell your direct support maintenance.



TRAVEL LOCK—It takes a little extra time to put your gun into travel lock before you move your control valve handle to RE-TRACT. But take the time because if the gun is elevated when you retract, the breech end of the tube can bend your tool case.

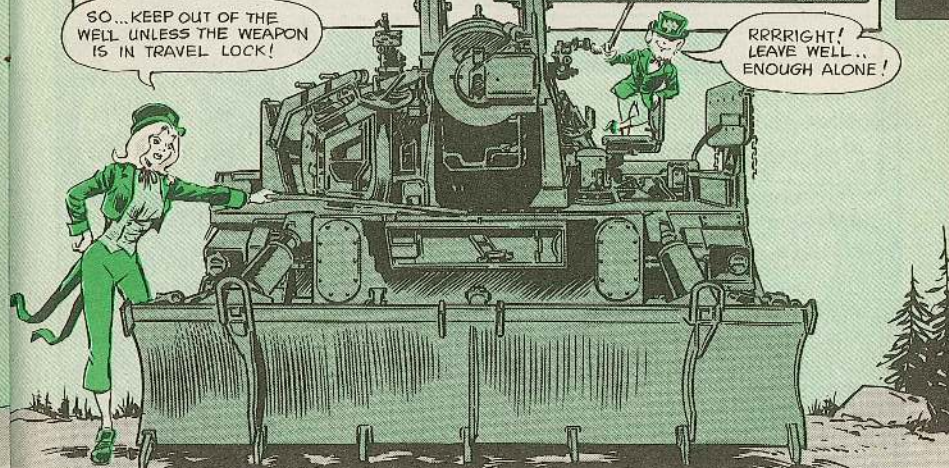
Never let anybody in the well unless the weapon is in travel lock. If the weapon slips, a person in the well could be crushed.



SO...KEEP OUT OF THE WELL UNLESS THE WEAPON IS IN TRAVEL LOCK!

PUT IN TRAVEL LOCK BEFORE RETRACTING

RRRRIGHT! LEAVE WELL... ENOUGH ALONE!



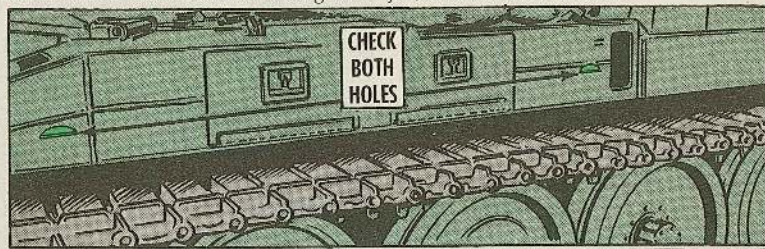
TUBE TRAVEL LOCK—(M107 only)—Install your gun tube travel lock if you're going to move the vehicle more than a few feet.

The elevating and traversing mechanisms and gun mount travel lock were not designed to stand up to the tube whipping that you can get when you move an M107 with an unsecured tube. Moving without the tube travel lock applied can be dangerous.



PS MORE

AIR CLEANER BLOWER MOTORS—There are 2 independent blower motors. One can be out of order while the other is still working. So, when you make your daily hand test to see if the motors are doing their job, check both exit holes.



AIR FILTER COMPARTMENTS—Check often for water accumulation. If you find water standing in your filter compartments, get it out with paper towels or rags.

USE
WATER
REPELLENT
TAPE IF
NECESSARY
TO STOP THE
LEAKS.

WATER
ACCUMULATION
IS CAUSED BY
POOR SEALS,
WARPED DOORS
AND WEAK
LATCHES.

AUXILIARY OUTLET RECEPTACLE—These receptacles on quite a few M107/M110's have been burned by sloppy slaving. Check yours and if it needs repair, get your mechanic to put in a new terminal sleeve or whatever else is required to get it back in shape.

BURNT
TERMINAL
SLEEVE

SLOPPY SLAVING DID IT!

HMMMP!
'TIS APPARENT
TH' ARTILLERY
HAS ITS SHARE
O' MURPHY
TYPES!

REAR STEP—The 2 rear steps can be slippery, particularly out in the field where you might have a lot of mud on your boots. Be slow and careful when you use them. Another hazard is that they can work loose, so be sure the step is secure before you use it.



LEAKING SPADE CYLINDERS—Using the polished spade cylinder rod as a step gets the rod dirty and scratched. This damages the O-ring seal and causes leaks at the spade cylinder. For now, keep your feet off the cylinder and protect the polished cylinder rod with an oily rag when possible.

THIS IS
NOT
A STEP

KEEP
FEET
OFF!

HYDRAULIC RESERVOIR—Note 7 to your LO 9-2300-216-12 (Apr 74) tells how to check your hydraulic reservoir daily and before operation. Most crews do this. What gets neglected is the hydraulic reservoir filter screen. Clean it quarterly the way Note 9 in the LO says.

M107, M110, M578

FAN BELT KIT FITS

Still having fits about which matched set of cooling fan V-belts you need for your SP artillery or wrecker?

It's in PS 258 on page 15.

So OK! But suppose you get a new (or rebuilt) auxiliary drive assembly with the old type pulley and the new type belts. What do you do then?

No problem. You'll need the new fan assembly pulley NSN 3020-00-179-6782 and the auxiliary drive sheave NSN 2520-00-454-8241. They're both in the supply system.



You are an Organizational Turret Mechanic MOS 45P.

They've just handed you an electrical fault isolation test set NSN 4933-00-432-7269. So, what are you going to do with it?

First off, you'll read the good poop in TM 9-4933-216-12 and Change 1 until you know it as well as you know your girl friend's name.



CHECK IT OVER

Next, you'll look the set over carefully to see if it's all there and in good working order. Under the lid of the top cover you



should find wiring harnesses W102, W103, W104, W105, W106, W107, W108, and W109, each with an identifying band. If

any of these harnesses is missing or unserviceable, holler "Foul!" and have your direct support replace it. On 'tuther hand,

ANY WIRING HARNESS MISSING?



if a W101 harness is included, give it back to support. You don't need it.

You won't be able to use the W103 harness either since you need a shop-type 28-volt power source. Hang on to it anyway.

M551 SHERIDAN— TURRET SET TOPICS

YOU TELL 'EM, PAL!...

WHISSSTT... LADS!...

TH' SHERIDANS ARE A FOINE FAMILY! THEY DESARRRVE THE FOINE PM CARE ONLY A TIP-TOP-SHAPE TEST SET CAN GIVE!

?GULP?... YUP! MEBBE OL' PHIL HISSELF IS TALKIN' TO US!

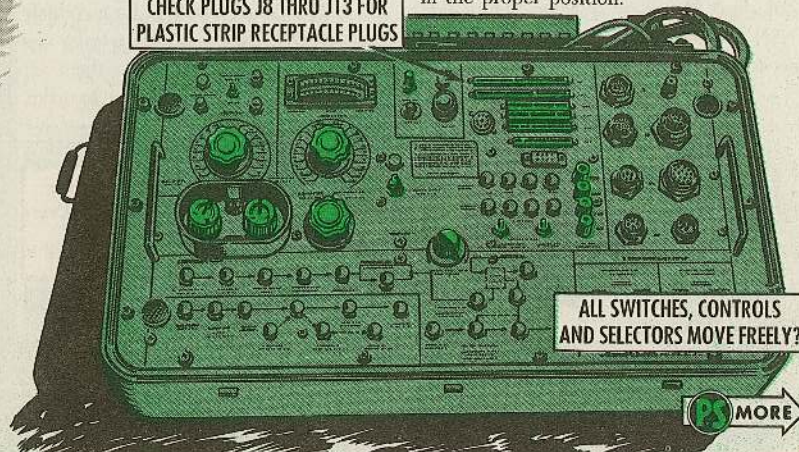
YOU HEAR VOICES, TOO... CHARLIE?

Look at all the pin or socket harness connectors J1 through J7 as marked on the control panel. If the pins are broken or the sockets are plugged up, you send the whole set back to your DSU. There's no need to try fixing it yourself.

Check all switches, selectors and controls. They must move freely through all positions.

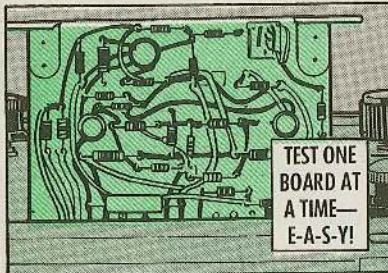
Another thing to look at with a fishy eye is the plastic strip receptacle plugs at J8 thru J13 where you test your printed circuit boards. There has to be one receptacle plug at each of the connectors J8, J9 and J12, while connectors J10, J11 and J13 need 2 receptacle plugs each. Without these plastic strips you could not be sure of putting the correct printed circuit board in the proper position.

CHECK PLUGS J8 THRU J13 FOR PLASTIC STRIP RECEPTACLE PLUGS



While you're checking the plugs, plug these 2 things in your memory:

1. Take out only one circuit board at a time for testing. That way, you won't make a mistake and put it back in the wrong place.



2. When you stick a circuit board into a J8 thru J13 receptacle for testing, there's no need for muscle. If you have to push hard, the receptacle plugs are goofed up, you're trying to put the wrong board in, or the board needs to be turned 180 degrees. Find out where the problem is before—not after—you break something.

READY TO TEST

If the set checks out OK, you can start using it to make whatever tests you need, but don't throw away your "white set" NSN 4933-00-909-9356 (11586473). One set is not a replacement for the other.



DON'T THROW AWAY YOUR "WHITE SET"



HSSST, MAN!
EYEBALL THIS! IT'S NO. 1 IMPORTANT!

YOU NEED 28 VOLTS

If your in-vehicle tests are sour, it is almost certain that you're not getting the 28 volts you need to do the job. You're trying to get blood out of a turnip—28 volts out of the 24-volt batteries in your M551.

NO WAY, MAN!
NO WAY!

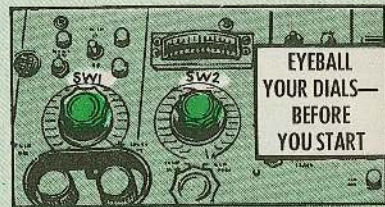
So engrave this on your memory:

The test set will work only when you put electricity into it—28 volts worth of electricity. All in-vehicle tests must be made with the engine running at a high idle—1,000-1,500 RPM.

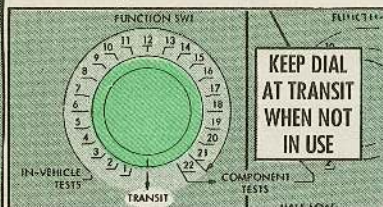
Be sure the engine is running. If the test set doesn't work right, then there may be something wrong with the generator or generator regulator. Get your hull mechanic to find out what's wrong and fix it.

FUNCTION DIALS

Your 2 function dials, SW1 for in-vehicle tests and SW2 for component tests, can mess you up unless you have them set correctly for the test you're trying to make.



For instance, you must have the white marker of the SW1 dial at the TRANSIT position whenever it's not in use. It also has to be on the right number for the in-vehicle test you want to make.



If you're using your SW2 function dial, you've got to have it on the proper number for the component you want to test, but that alone is not enough. The SW2 dial will work only when you have your SW1 dial with its white knob line pointing to number 22.

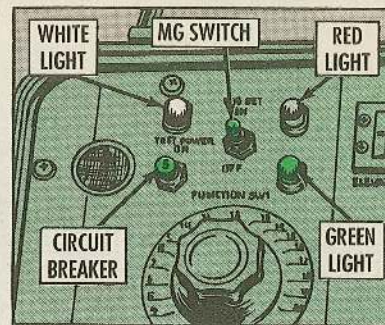
KEEP IT SLOW

The magic word in using your test set is SLOW. Take your time in hooking up your W-series wiring harnesses. Once you get a connector pin bent, it's hard to unbend it. In fact, the whole set may have to go back to direct support.

So, use a flashlight and take your time. Line up the keys with the keyways using as much light as you need to see them and then g-r-a-d-u-a-l-l-y push the harness into the right receptacle in the vehicle. Finding the keyway by pressing until something gives is a sure pin bender, and like any kind of a bender, it'll give you a headache afterward.

Another thing that can mess you up is the circuit breaker at the top left of your control panel.

If it's in the blown (UP) position, you can't make any electric drive control system tests.



Push it down and (if you're connected up) the white light and the green light, showing the MG switch is OFF, should stay on. When you flip the MG switch to ON, the green light should go out and the red light should go on.

Think of this red light as a DANGER light—because it is.

Your MG switch is useful because it lets you make electric drive control system tests, but it can also get you into a lot of trouble.

When the MG switch is OFF, the turret and gun launcher will not respond to signals from either control handle.

Fine! You can make your tests safely.

But when the MG switch is ON, both turret and gun launcher will respond to control handle signals.

All it takes is somebody inside the vehicle to brush against one of the control handles and CRUNCH. Maybe a bad accident.



SO, NEVER HAVE THE MG SWITCH ON, WHEN IT'S POSSIBLE TO HAVE IT OFF!

MORE NEVERS

Now that we're talking about things never to do, here're a few more...

NEVER put the test set under the weapon breech. It could get smashed when you raise the muzzle.

NEVER leave your harnesses spread out carelessly. If one gets mashed, it's turn-in time for the harness.

NEVER let anybody stand on the front slope of the vehicle or on the rear deck when you're making tests. They could get hurt if something goes wrong.

NEVER try to connect a wiring harness, either to the test set or to the vehicle, before you make sure you have not only the right harness, but the right end of the right harness and all power OFF.



NEVER make any tests with more wiring harnesses hooked up to the set than the TM calls for. The extra harness/harnesses could queer your result.



MORE TIPS

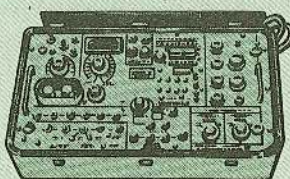
Read the Maintenance Allocation Chart on pages C-3 and C-4 of your TM 9-4933-216-12 on the turret. Try to do repairs that direct support is supposed to do and you'll get crushed like a grape if you goof it—as you probably will. Make this your motto:

Let direct support do it, unless the MAC says it's an organizational job.

Your maintenance job on the test set is easy to remember. All you have to do is inspect, except for knobs, screen vents, fuses and lamps which you can replace.

The only other maintenance is just common sense. Your test set is not waterproof when the case is open, so protect it from rain and snow.

Nothing on the underside of the test set is your baby, so leave the 14 screws alone that hold down the control panel.



LEAVE THE HOLD-DOWN SCREWS ALONE

When you read the NO-GO instructions in the step-by-step tests in your -12 TM, stay in the Organizational column. The DS/GS people will do the stuff in the extreme right hand column.

Learning the test set takes a little while but it can sure help you find what is hurting on an M551's turret electrical system.

NEW HYDRAULIC FLUID FOR TANKS



CAUTION: USE FRH FLUID ONLY



Guess what they've invented for your M48A3 or M60 series tanks—a fire resistant hydraulic fluid!

The new fluid, called FRH, is MIL-H-46170 (MR). It replaces the MIL-H-6083C hydraulic fluid you've been using.

FRH won't blend with the old fluid, so when your Direct Support puts it in, they'll take out all the old MIL-H-6083 oil.

The word on doing this is in TB 43-0001-39-3 (July 74).

Once you start using FRH in your tank, you have to keep on with it. In fact, after the first filing with FRH, your DSU will stencil this note in red on the replenisher and on the hydraulic power pack reservoir.

New production tanks are being issued with FRH already installed. If your tank has FRH, you'll know because of the CAUTION line in red letters on the replenisher and hydraulic power pack reservoir.

ORDER FRH FOR REPLENISHING AS:

NSN 9150-00-111-6256 1 qt.
NSN 9150-00-111-6254 1 gal.
NSN 9150-00-111-6255 5 gal.

ARMS ROOM SECURITY... MATCH HS LOCK AND HASP.

Your unit arms storage room high security—HS—padlock is always mated with a special HS hasp. That way they'll meet AR 190-11 requirements.

Mate padlock NSN 5340-00-799-8016, an open shackle type with clevis and chain, or padlock NSN 5340-00-799-8248, a shrouded shackle type with clevis and chain with any of these 6 HS hasps models:



HASP NSN 5340-00	FOR	
178-7872 Model B&E	Single door on flat wall (right-hand installation).	WALL DOOR
178-7881 Model D&B	Single door on flat wall (left-hand installation).	DOOR WALL
178-7880 Model D&A	Single door on off-set walls (left-hand installation).	DOOR WALL
178-7873 Model F&E	Single door on off-set walls (right-hand installation).	WALL DOOR
178-7875 Model D&C	Double sliding, or open out doors.	DOOR DOOR
158-0019 Model G&H	Universal	DOOR DOOR



If none of the authorized hasps will work on your arms room door, your DSU or local post engineers will make 'em for you. Any home-made hasp must meet the specifications in MIL-P-43607 (GL) Amendment 1 (13 Mar 69). Info on the type of metal used and hasp design becomes part of your unit's records on the arms room lock.

You're also authorized secondary locks for the arms racks. NSN 5340-00-158-3807 comes with a chain; NSN 5340-00-158-3805 does not.

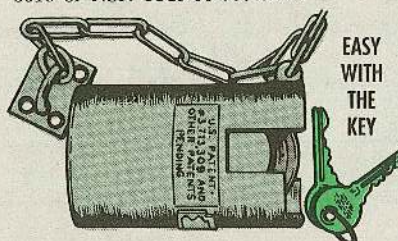
AR 190-11 (1 May 73) and your local supply and security SOP are your authority to get the locks and hasps. Records on supply, use, location, etc., on the locks and keys are kept by your unit's security officer.

Report a lock that's unserviceable for any reason to Defense Industrial Supply Center, ATTN: SFA, 700 Robbins Ave., Philadelphia, PA 19111. Use DD Form 1686. They'll tell you what to do with it. Arms rack locks cannot be repaired.





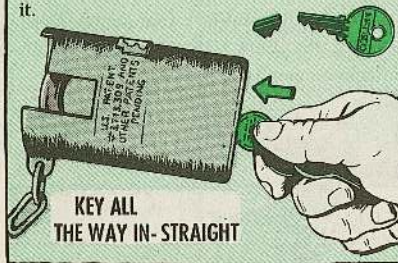
Take it easy when you unlock your high security padlock—HSP—NSN 5340-00-799-8016 or NSN 5340-00-799-8248.



A damaged lock or broken, jammed or lost key means expensive parts replacement cost. And a heap of paper work which you can do without, right?

Here're the easy steps to stop key/lock damage:

1. Make sure the key's fully inserted before you start turning it. If the key's all the way in, it's next to impossible to break it.

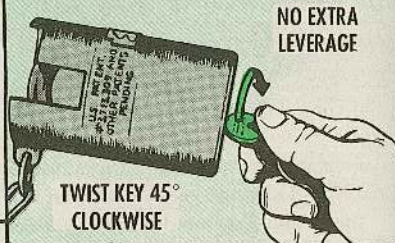


GOTTA FILL OUT A ZILLION DA FORMS TO REPLACE A JAMMED ARMS ROOM LOCK BEFORE WE CAN GO OUT...
SORRY, CONNIE, BUT...

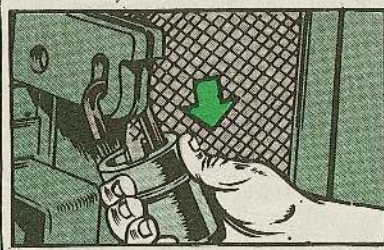
...WOT CAN I DO?

HOW 'BOUT A LITTLE LOCK PM FOR A STARTER?

2. Twist the key 45 degrees clockwise. E-a-s-y does it. Never use the key ring or pliers for added leverage.



3. Pull the padlock body away from the shackle. The padlock has a dead bolt shackle and won't spring open when you turn the key.



PULL PADLOCK BODY AWAY FROM SHACKLE

PADLOCK PM

Each HSP comes with 2 keys. One is for use at the unit arms room, and the other is a control key. You can tell which is which by looking at the blade. The regular key has shoulder projections at the



REGULAR KEY HAS SHOULDER PROJECTIONS



CONTROL KEY HAS STRAIGHT BLADE

DON'T SWAP KEYS

base of the blade; the control key has a straight blade. Never swap keys. Here's why:

If you have HSP NSN 5340-00-799-8248 and turn the control key 45 degrees coun-



terclockwise, the lock'll fall apart, and you'll have to reassemble it.

Report a lock that's unserviceable for any reason to Defense Industrial Supply Center, ATTN: SFA, 700 Robbins Ave., Philadelphia, PA 19111. They'll tell you what to do with it.

TB 750-3 (Feb 72) has the word on this.

4. Keep lock, key and keyway clean, dry, and lubed. A dab of powder graphite—NSN 9620-00-233-6712 in the keyway will ease your key-turning chore.



Moisture in the keyway won't do the lock any good, so keep the key and keyway free of moisture. A light coat of rust pre-



ventive on the outside of the lock will cut down maintenance, too.

YOU WANT TO ALSO LOOK AT AR 190-11 WHEN YOU'RE THINKING SECURITY FOR YOUR ARMS STORAGE ROOM!

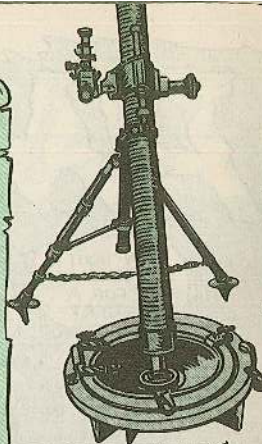


HEY!...81-MM
MORTAR
MEN...

NIGHT SIGHTS RIGHT?

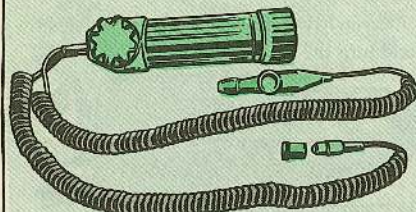
You'll get only half use from your ole M1 smoothie if the instrument light and the M14 aiming post light are on the blink—because you field fixed a cap, cover or plug.

So-o-o-o, get 100 percent operation by using the right part in the right place. Start with these hard to sight NSN's:

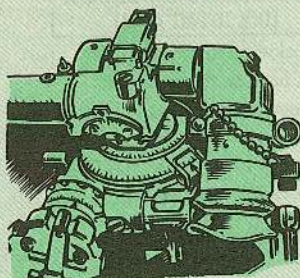


M53E1 INSTRUMENT LIGHT

Protective cap plug 5365-00-893-5885



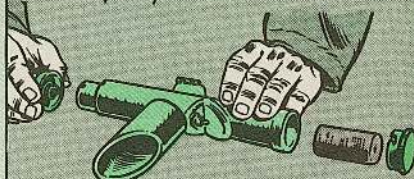
M53 SIGHT UNIT



Chain 4010-00-229-2933
Machine screw 5305-00-054-5646
(holds chain to plug)
Machine screw 5305-00-054-6653
(holds chain to telescope)
Lock washer 5310-00-616-3555
(holds chain and lamp bracket to telescope)

M14 AIMING POST LIGHT

Male cover 5340-00-518-3429
Female cap ass'y 1290-00-613-8914



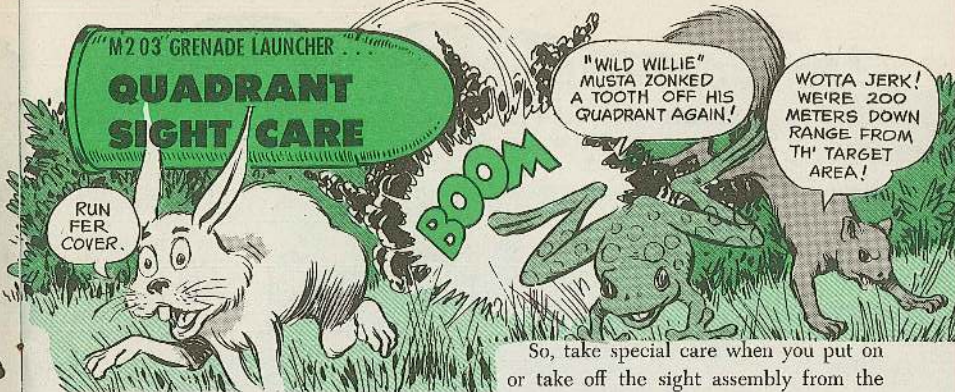
Red filter 1290-00-617-3781
Green filter 1290-00-617-3860



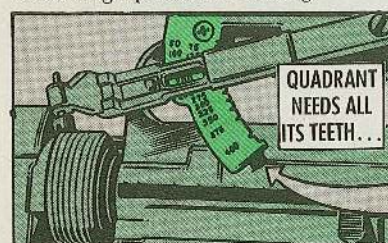
FORGET
ABOUT THE
LIGHT SHIELD
SHADE. IT'S
NO LONGER
A REPAIR
PART.

"M203" GRENADE LAUNCHER QUADRANT SIGHT CARE

RUN
FER
COVER.



For a close-in bite with the M203 grenade launcher you need all the teeth on the range quadrant for zeroing.



QUADRANT
NEEDS ALL
ITS TEETH...

... NONE
CHIPPED
LIKE THIS:

50 75
100 125
150 175
200 225
250 275

M2, M85, M60
MACHINE GUN...

STORAGE RACKS

Dear Half-Mast,

Is there a standard security rack for machine guns? If so, where can I get a set of drawings for my unit arms storage room?

CPT O. B. B.

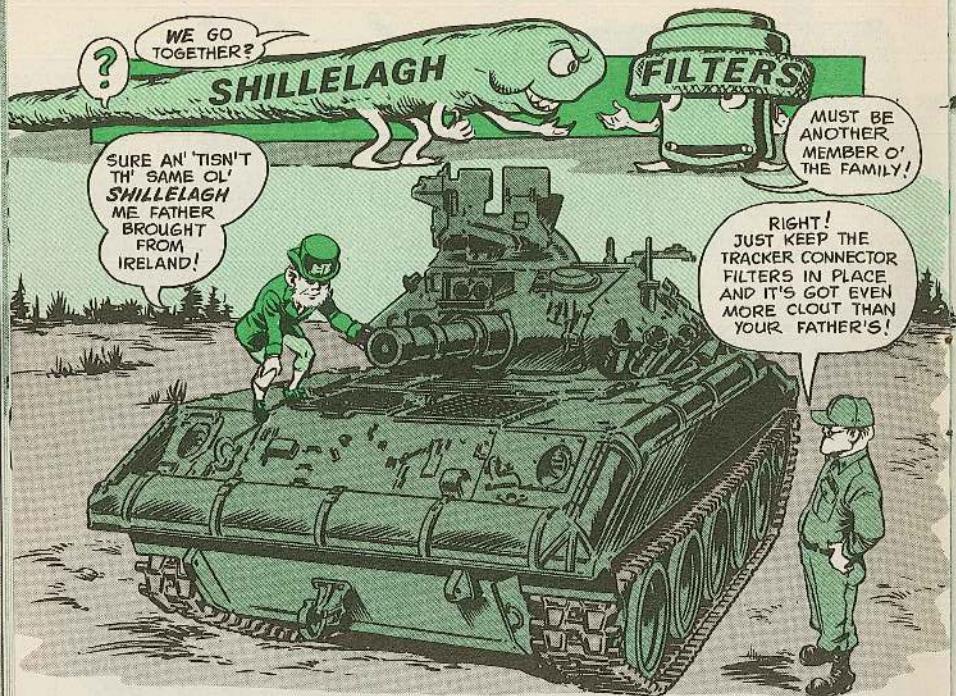
Dear Captain O. B. B.,

There's no standard rack. But don't let this stop you. Design your own machine gun security/storage racks. A wall-mounted rack is recommended. Store the machine guns horizontally. This saves floor space, protects butt plates 'n' receivers, and is easily adapted for all machine guns.

Just be sure your racks meet the security provisions of your local SOP and AR 190-11.

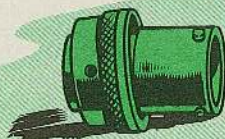
FOR GUIDANCE
OR SUGGESTIONS ON
ANY PLANS YOU SUBMIT,
JUST WRITE TO:

U.S. Army Armament Command
ATTN: AMSAR-MAA
Rock Island, IL 61201



Those Shillelagh missile system tracker connector filters are a must if your unit's about to go to the field for ASP (annual service practice).

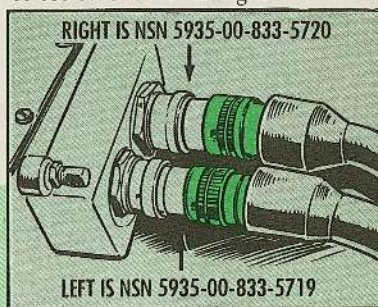
The filters help prevent false error signals . . . and thereby keep your missile from going left when you want it to go right. Technically, they ward off stray electromagnetic interference to the guidance and control system.



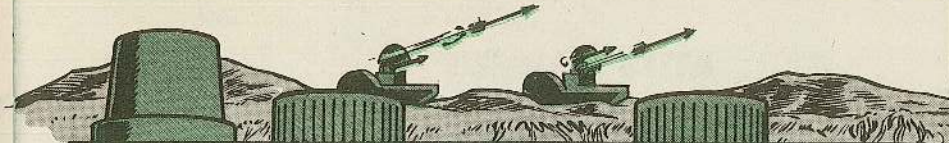
SHOULD BE
ON TRACKER
CONNECTORS
AT ALL
TIMES

Actually, the filters should be on the tracker connectors at all times, ASP or no.

You'll find them listed as connector adapters on pages 4-175 and 4-176 of TM 9-1400-465-24P (Mar 73). NSN 5935-00-833-5719 is for the left side and NSN 5935-00-833-5720 is for the right.



And, when you change a tracker, take off the filters and put them on the one you install.



CHAPARRAL BATTERY UP

Battery OFF and Battery UP are small words that can save big problems with your Chaparral Missile System.

BATTERY OFF: Disconnecting the positive leads (W21E2 and W23E2) from the batteries before you attempt to remove the generator set control box (GSCB) can save the GSCB from burning out.

The burn-out happens when you keep the battery leads attached . . . and then accidentally ground the GSCB hot leads



on metal as you attempt to remove them.

In case you haven't read it lately, a caution on disconnecting battery leads is printed on the GSCB. Steps will be added



to TM 9-1440-585-20 to disconnect battery cables W21 and W23 from terminals E2 on batteries 1 and 3 before removing GSCB and to reconnect after GSCB is replaced. They're for real.

TM 9-1440-585-12 is being superseded by TM 9-1440-585-10 and 9-1440-585-20.

BATTERY UP: On the other hand, batteries up in charge are a must for a smooth operating launch station.

To get maximum performance, check the specific gravity of each battery cell during the monthly service. Mechanics making the check should also be sure the charging system is doing its job in supplying proper voltage.

The specific gravity reading on your hydrometer or battery/anti-freeze tester should be 1.250 to 1.300 at 80° F.



Cell specific gravity should vary no more than .040.

And, open circuit or terminal voltage should be 12.0 or greater.

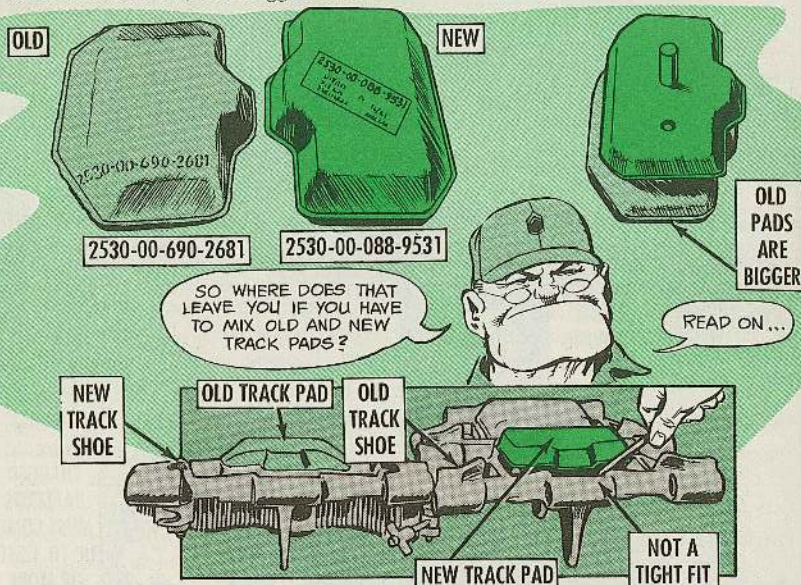
If the readings are less than these, charge the batteries. If they can't come up to 1.250 or more, replace 'em.

M113 FAMILY TRACK PAD POOP

YE OLD MOTTO
TO EACH HIS OWN!

That's the motto you want to keep in mind when you match up old and new track and old and new track pads on the M113/M113A1 family of vehicles.

The old track, NSN 2530-00-930-2011, has a slightly bigger track pad well than the new track, NSN 2530-00-078-2908. For this reason, the old track pads, NSN 2530-00-690-2681, are a little bit bigger than the new track pads, NSN 2530-00-088-9531.



The new pads will work on either old or new track shoes but it is best to use them only on the new shoes. The new pads don't make a tight fit in the old shoe so they wiggle around.

So, wherever you can, mate up the new track with the new shoes and the old track with the old shoes.

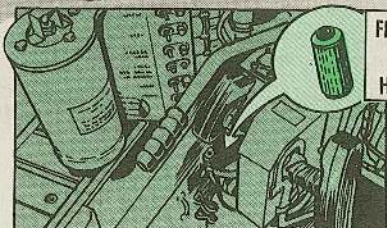


M114A1 CARRIER FILTER FACTS

The power cupola hydraulic filter element in the M114A1-series carriers won't last forever. That's a fact.

It needs changing every 75 hours, 750 miles or at every regular quarterly (Q) service, the way it says in Note 13 to LO 9-2320-224-12 (Nov 69).

If you leave it in too long it clogs up, which builds excess pressure in the hydraulic system and causes leaks.

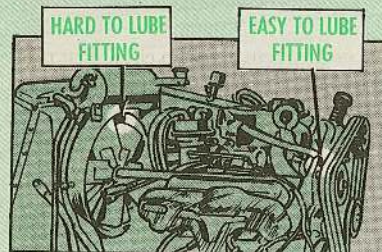


Ask for Filter Element NSN 4330-00-542-2060 AN6235-2A (88044) as listed on page 54 of TM 9-1005-307-24P (Mar 73).

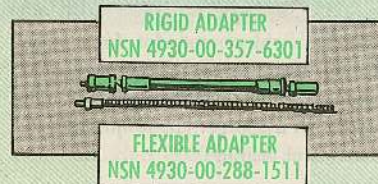
M114-SERIES SCOUT . . .

FRUSTRATIN' FAN FITTING

Yep! You've got a real problem lubricating the fitting nearest the fan on your Scout.

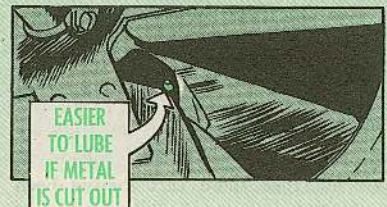


The belt-end fitting on the fan shaft is easy to get but the fan-end fitting is downright difficult.



To reach it, hook up the rigid adapter, NSN 4930-00-357-6301, and the flexible adapter, NSN 4930-00-288-1511, to the grease gun from your No. 1 or No. 2 Common Tool Kit.

'Course, if some metal-eating termite has cut out a little V-shape in the fan housing above the grease fitting, your work is going to be a lot easier.



Careful not to over-lubricate. Too much grease will spatter on radiator and make the engine overheat. Wipe off excess grease.

TO PULL OR NOT TO PULL

Dear Half-Mast,
Opinions differ in our motor pool during A or S services on trucks as to when wheel cylinders become unserviceable. Some say replace if there is any leakage when the wheel is pulled, others say replace only if there is substantial leakage. What is the rule?
LT J.P.

... ONLY WHEN IT'S LEAKING BAD.

YER CRAZY-- ANY LEAKAGE!

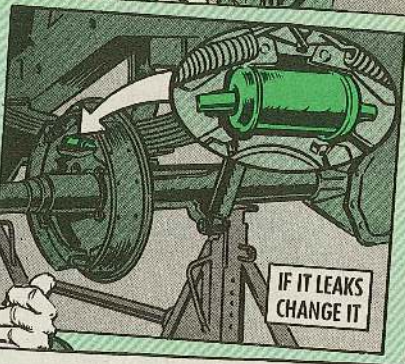
WHY DON'T YE ASK HALF-MAST!

Dear LT J.P.,

Wheel cylinders should be replaced when they show signs of any leakage.

Like a toothache, it's a sign of something going wrong—something that can only get worse.

AND BRAKE FLUID LEAKING ONTO THE BRAKE SHOE LINING IS BAD NEWS!

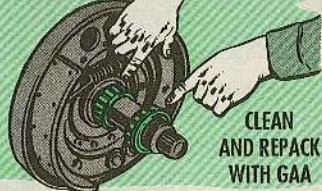


NO KIDDING ON WHEEL BEARINGS! READ THE LO!

BUT IT SAYS TO REPACK 'EM WITH GAA--AN' WHOEVER HEARD O' THAT?

tion order where it says to clean their rear wheel bearings and repack 'em with GAA.

They think the rear wheel bearings are lubricated by gear oil from the differential—like in a civilian-type automobile.



CLEAN AND REPACK WITH GAA

Some guys coming into the Army are already good mechanics—on civilian-type vehicles. Like those cars they've been working over since they dropped their bottle and picked up a wrench.

But they may have a lot to learn about trucks—especially military-design trucks.

They never believe their truck's lubrica-

So, that's why you see a lot of rear wheel bearings going to pot in the Army.

Believe it! Rear wheel bearings on military-design trucks get grease—just like the front wheel bearings.

NO MORE MIRROR ASSEMBLIES

HEY! KEEP YER COTTON PICKERS OFF MY MIRROR ASSEMBLIES! TRY TH' BONEYARD...



Dear Half-Mast,
A while back, PS carried stock numbers for the outside rearview mirror assemblies for 5-ton trucks. The only info in TM 9-2320-211-20P (May 73) and in TM 9-2320-260-20P (Nov 72) is the breakdown on individual parts.

What is the current poop on complete mirror assemblies for both the TM-211-series and TM-260-series 5-tonners?
CW3 R. C. L.

Dear Mr. R. C. L.,

Those mirror assemblies, for 5-ton trucks are no longer available. You order the parts you need.

There's a possible bonus in the boneyard (cannibalization point) when you realize that most mirror parts are interchangeable between the TM 211-series and TM-260-series 5-ton trucks.

...WHICH IS A GOOD WAY TO HELP SAVE UNCLE'S SCARCE DOLLARS!



TM 209-SERIES 2½-TON TRUCKS BELT BOO-BOO

THEY STILL DON'T FIT!



TRY THIS SIZE...

CONNIE SEZ:



The right V-belt to order for the air compressor drive in these trucks is NSN 3030-00-849-1033, listed on page 321 of TM 9-2320-209-20P. The belt shown on page 322, NSN 3030-00-113-8077, is for

the 5-ton truck, and shouldn't be in the list at all.

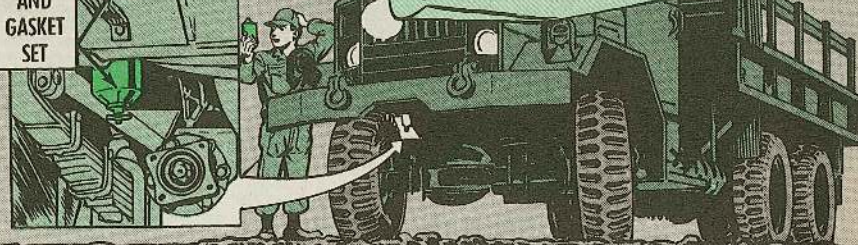
Do yourself a favor (and the 5-ton mechs, too) and turn in the wrong-sized ones you may have ordered when you go for the right ones.

TM-209-SERIES 2½-TON TRUCK . . .

**KEEP FILTER
OR
TOSS IT?**

REPLACE
ELEMENT
AND
GASKET
SET

Dear Half-Mast,
Fuel filter instructions in TM 9-2320-209-20 (Apr 65), para 77b(3), say to "discard the filter elements" for the 2½-ton multifuel engine trucks. This seems to mean all 3 fuel filters, but the primary fuel filter element on my truck is made of metal. Do I toss it out like the secondary and final filter elements?
SP4 K. O. P.



Dear Specialist K. O. P.,

That's an old-type primary fuel filter element you've got. You keep the metal element in service as long as it's doing its job. If you can't get it clean, replace it with the element, NSN 2910-00-790-2300, and gasket set, NSN 5330-00-678-3298, listed on page 83, TM 9-2320-209-20P (Oct 72).

The new element is the disposable type and is tossed out, like the secondary and final filter elements, when you get into this stage of filter servicing.

Half-Mast

YUM!

HALP!

VALVE CAP CAPTURED

Dear Editor,

Sometimes mechs can't reach the valve stem cap on the inside wheel of a dual-wheel rig to check the air pressure.

Here's a tool to simplify the job made from a foot-long piece of ⅜-in metal tubing, with the end swelled with a punch to fit the valve cap. A piece of rubber hose makes a convenient handle on the other end.

Joe Keen
Wichita, KS



(Ed Note: We might say it's a "keen" idea, but you've probably heard that before.)

TEMPEST IN A WATER TRAILER

HOW
COME THE
FILLER
HOLE IS
WELDED
SHUT,
CONNIE?

NOT
NEEDED!

NEWER MODELS
COME WITHOUT ONE!

YOU FILL 'EM ALL
THRU THE MANHOLE.

OLDER MODEL WITH FILLER HOLE

NEWER MODEL . . .
NO FILLER HOLE

There's a lot of time being wasted in frettin' and stewin' over those older 400-gal water tank trailers that have a filler hole and strainer. This goes for both the M107-series and M149-series trailers.

That fill system was dropped in production years ago. It's not needed. You can fill the tank through the manhole.

So, take a load off your mind—weld the filler neck cover shut. You just screw the cap down tight, tack weld the nut to the adjusting bolt—and forget it.

This poop was in the U.S. Army Tank Automotive Command's EIR Digest before and is again—Article 12 in TB 43-0001-39-1 (Jan 74).

**KICK
YOUR
SELF!**

WHADDAYA MEAN
MAYBE I'VE GOT THE
WRONG SPARK PLUGS?

M'GOSH, I
BELIEVE HE'D SCREW
A BOTTLE IN TH' SPARK
PLUG HOLE IF IT WAS
THREADED RIGHT!

Have you got problems with your gasoline engine? Poor power? Fouled spark plugs? Engine oil diluted by fuel?

You've checked out everything and can't find the cause?

**USE ONLY SPARK PLUG
SPECIFIED FOR ENGINE**



What do you want to bet that you've got the wrong spark plugs in that engine?

They don't fire. They get fouled. Poor power. Fuel goes down past the pistons into the crankcase. You're wearing out your rings and cylinders.

You'd be surprised—or would you?—at how many guys put any ol' spark plug in an engine. If it'll fit, they'll screw it in. They may have several different wrong plugs in one engine.

It's so simple—use only the spark plug specified for your engine. You'll find them in the TM.

PUBS

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 (Aug 73), and Ch 3 (Apr 74), TM's, TB's, etc., DA Pam 310-6 (Jul 74), SC's and SM's, and DA Pam (C) 310-9 (Mar 73), COMSEC Pubs.

TECHNICAL MANUALS

TM 9-1005-233-10 Jul M73, M73A1, M219 Machine Guns
TM 9-1005-286-20-1 Sep Gun, M167 20-MM Towed ADA M167
TM 8-1430-483-20P Sep LANCE
TM 9-1440-585-10 Sep Chaparral
TM 9-1450-466-20P Sep LANCE
Ch 2, TM 9-2300-216-ESC Oct M107/M110 SP Artillery
Ch 13, TM 9-2350-215-10 Oct M60/M60A1 Tanks
Ch 2, TM 9-2350-217-ESC Sep M108/M109 Howitzers
Ch 1, TM 10-7360-204-13 Dec Field Range M59; Bunker M2
Ch 4, TM 11-5805-239-12 Nov PP-129(I)/KG Power Supply
TM 11-5805-249-20P Nov AN/TCC-11 Telephone Repeater
TM 11-5805-244-20P Nov SB-65(I)/FGC Switchboards
TM 11-5805-330-20P Nov AN/FGA-5(I) Repeater-Monitor Groups
TM 11-5805-384-12 Nov TA-341(I)/TT Telephone
TM 11-5810-209-12P Dec TSEC/KL-7 Com Sec
TM 11-5815-238-20P Nov AN/GGC-3(I) Teletype and TT-78(I)/GGC Repeater-Transmit
TM 11-5815-291-14P Nov J-2110/G Jack Assy
TM 11-5820-222-20P Oct AN/VRC-24A and AN/TRC-68 Radio Sets



TM 11-5821-259-24P Nov AN/ARC-114(I) Radio
TM 11-5825-231-25P-10 Sep T-279(I)/UR Radio Transmitters
TM 11-5830-232-24P Nov AN/VIA-1 Aux Interphone
TM 11-5935-206-14P Nov J-2098/G Jack Assy

TM 11-5935-207-14P Dec J-2099/G Jack Assy
TM 11-5935-208-14P Nov J-2101/G Jack Assy
TM 11-5935-209-14P Nov J-2097/G Jack Assy
TM 11-5935-211-14P Nov J-2102/G Jack Assy
TM 11-6780-200-20P Nov KS-7(I) (2) Still Camera Sets
TM 32-5815-205-15 Aug Facsimile Rec Central, AN/74R-3
TM 32-5895-001-24P Nov Panel, Patching, Antenna, DA-1835/G
TM 32-5975-001-24P Dec Mount, Elec Equip Rack, MT-4422/G
TM 32-7125-001-24P Oct Cabinet, Storage CY-6194/G
* These Pubs are available only from the US Army Security Agency Material Support Command, Vint Hill Farms, Warrenton, VA 22186

MISCELLANEOUS

DA Poster 750-41 Sep Electronics... Good As The Technicians Behind It
DA Poster 750-42 Sep PM
DA Poster 750-65 Sep Good PM Reduces Pollution
DA Poster 750-66 Sep Air Pollution
MWO 55-1500-219-30-5 Nov UH-13, C, H, M Ignition Security Device
MWO 55-1520-228-30-26 Nov OH-58A Ignition Security Device

NEW MOVIES

TF 10-4780 How To Use Cold Weather Clothing
TF 44-4812 Mobile/Hippar Acquisition Radar AN/MP5-43
TF 55-4774 Cummins Engine Diagnostic Tests
TF 55-4814 Block & Tackle—Part I
TF 55-4815 Block & Tackle—Part II

Boom Relief Valve Test

Hold it! When you're checking your M816 5-ton wrecker truck's boom relief valve, you need different info than you find in TM 9-2320-260-20 (Jul 72), para 2-223 1.

New poop will be coming out in a TM change. But for now, make sure you lower the hoist cable to the ground and extend the boom to the full extended position before making the pressure test.

Then, hold the crowd lever in the extended position while checking the pressure reading.

RG-213/U for RG-8A/U

Looking for RG-8A/U cable? Use its replacement, RG-213/U RF coaxial cable. NSN 6145-00-660-8711 draws it for you by the foot.

A Snap With Photo SB

When you have the task of taking care of photo chemicals, films and papers, let SB 11-632 (Apr 73) give you a hand. It has all kinds of helpful info on storage and handling of photo-sensitive material.

EVEN A 98-LB WEAKLING CAN BE A SUPERMAN WITH—

TROUBLESHOOTING EQUIPMENT (ALSO KNOWN AS TMDE)





WHY, THANK YE, LASS... 'TIS VURRY KIND O' YE!
'TIS NOT USED T' WALKIN' SICH A DISTANCE I AM!



SFC TIMOTHY DEE IS TH' NAME, CONNIE!
'TIS WELL KNOWN YE ARE IN MY OUTFIT--

?! THE 703RD ISN'T YOURS!



NO, LASS! I'VE GOT SPECIAL DUTY WITH THEM--FER T'DAY ONLY!!

ODD! SO HAVE I!
HERE WE ARE.



HIYA, CONNIE! GOOD TO SEE YOU! WHAT BRINGS YOU HERE?
WHO'S TH' GUY WITH YA?

JUST A ROUTINE CALL, SPECIALIST BOMBAST! THIS IS SFC DEE -- WHO TELLS ME HE'S ON SPECIAL ASSIGNMENT TO YOUR UNIT TODAY!!



OH, YEH-- MAIT SENT WORD SOMEONE WUZ COMIN'!
YOU MUST BE HIM!



THE OL' MAN WANTS US TO BONE UP ON TESTERS.. BUT ANY MECH WORTH HIS SALT REALLY DOESN'T NEED SUCH FANCY DOO-DADS!

GO YER JUST WASTIN' YER TIME -- AND OURS!



SORRY T' DISAPPOINT YE, SPECIALIST-- BUT YE'LL NOT BE GETTIN' ME IRISH UP T'DAY!

NOW... T' BUSINESS... YE OLD DINOSAUR MECHS GOT T' FACE IT, LAD! TMDE* IS HERE T'STAY!

* Test, Measuring and Diagnostic Equipment



DINOSAUR MECHS--?!!

MOST MECHS CALL TMDE "TESTERS" OR "TROUBLESHOOTING EQUIPMENT"!
BUT, WOTEVER... TMDE SAVES TIME AN' PARTS!... KEEPS YE READY T' GO!

SO THERE'RE JUST NO GOOD REASONS NOT T' USE TMDE!



HUMPH!
LISTEN TO HIM, MEN! GIVE HIM A FEW REASONS!



RIGHT ON!
I NEVER EVEN SAW ANY TESTERS AROUND HERE!

EVERY UNIT HAS TESTING GEAR! MAYBE YERS IS UNDER A BENCH OR IN A SUPPLY ROOM GATHERIN' DUST!



I DON'T KNOW ENUFF 'BOUT TMDE AND IT TAKES MORE TIME THAN WE'RE ALLOWED FOR REPAIRS!

USING TH' STUFF IS TOO MUCH TROUBLE!

I CAN GET TH' JOB DONE FASTER ON MY OWN!

WE GOT TOO MUCH STUFF ON DEADLINE TO WASTE TIME WITH TESTING.

THOSE EXCUSES DON'T HOLD WATER, MEN! TMDE ELIMINATES GUESS-WORK AN' HEADS OFF ADDITIONAL TROUBLE! AN' O' COURSE PROPERLY USED IT SAVES TIME!



OH, YEAH? BUT WE'D HAVE T' PAY FOR IT IF WE ACCIDENTALLY DAMAGED IT!

NOT LIKELY... UNLESS YE DELIBERATELY OR NEGLIGENTLY DAMAGED IT!

AHHHH! TEST STUFF DON'T REALLY WORK!

TOO COMPLICATED! PARTS ARE MISSING OR HARD TO GET!

INSTRUCTIONS ARE HARD TO READ-- AND OFTEN DON'T EVEN COVER TH' MODEL WE GOT.



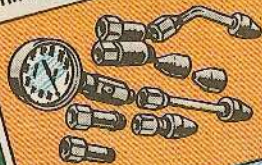
YIR ALIBI-ING, GENTLEMEN! THE FACTS ARE-- A MAN TRAINED RIGHT ON TMDE USES IT! TH' MORE HE USES IT-- TH' MORE HE WANTS TO USE IT.

HE HAS FAITH IN TH' TESTER AN' IN HISSELF!

HOLD ONE, MEN! I'VE GOT A PROPOSAL! BUT FIRST LET'S POST THIS PIN-UP!

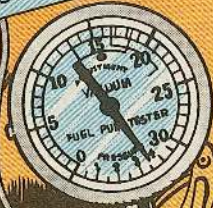


A minimum amount of instruction and use can turn you onto the finer points of TMDE, like these:



COMPRESSION GAGE—QUICKLY ISOLATES RING AND VALVE PROBLEMS AND BAD HEAD GASKETS. USE DA POSTER 750-59.

VACUUM GAGE—QUICK INDICATION OF OVERALL ENGINE CONDITION AND GREAT ON FUEL PUMPS. USE DA POSTER 750-56.



TIMING LIGHT—ASSURES BEST GASOLINE ENGINE PERFORMANCE; CUTS DOWN FUEL WASTE, POLLUTION. USE DA POSTER 750-57.

MULTIMETER—FINDS SHORTS AND FAULTY ELECTRICAL PARTS SOONEST. USE DA POSTER 750-55 AND DA POSTER 750-53.



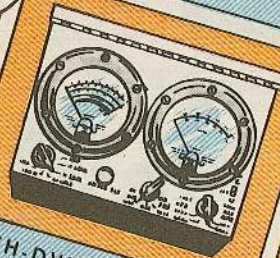
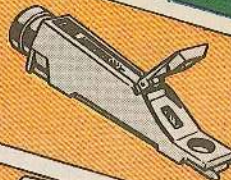
When you're boned up on TMDE
You will do your job better...you'll SEE!
You won't guess...you will KNOW!
Your equipment will GO--
Without need for a parts-changing SPREE!

RIGHT ON!

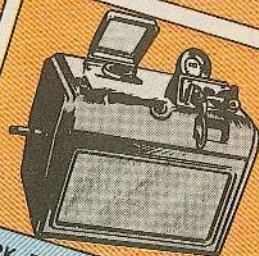
TMDE

—THE ONLY WAY TO GO!!

ANTI-FREEZE/BATTERY TESTER—A MUST WHERE EVERY BATTERY MUST BE FULLY CHARGED. TELLS YOU WHICH ONES AREN'T. USE DA POSTER 750-52.

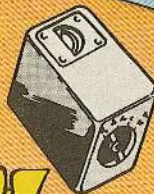


TACH-DWELL—CHECKS POINTS FOR CONDITION AND SETTING WITHOUT PULLING OFF DISTRIBUTOR. USE DA POSTER 750-58.

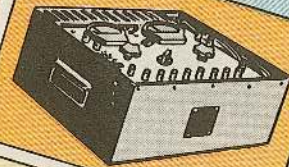


SPARK PLUG CLEANER/TESTER—GETS SPARK PLUGS IN TOP SHAPE—OR TELLS IF ANY ARE BAD. USE DA POSTER 750-51.

DRY CELL BATTERY TESTER—TELLS IF BATTERIES ARE GOOD OR BAD. USE DA POSTER 750-54.



LOW-VOLTAGE CIRCUIT TESTER—TELLS WHEN A GENERATOR OR VOLTAGE REGULATOR IS BAD. USE DA POSTER 750-50.



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.



THERE! THAT DOES IT!
NOW...

SFC DEE IS ON
TARGET... DEAD
CENTER... WITH
HIS ADVICE!
BUT NOBODY,
BUT NOBODY,
SHOULD USE
TMDE IF HE
OR SHE DOESN'T
KNOW HOW!



THAT ONLY RESULTS IN DAMAGE
TO THE TEST GEAR, TO THE EQUIPMENT,
OR TO BOTH!

AND IT REALLY
TURNS OFF THE
GUY WHO TRIES
TO USE IT.

RRRIGHT
ON,
CONNIE!



COMPANY GRADE
OFFICERS 'N' NCO's
CAN DO MUCH TO
GET TROOPS TO
USE TMDE.

HERE'RE
SOME DANDY
WAYS!



OJT: Since some guys don't always
remember the smattering bit of
training they do get on TMDE, on-
the-job training is a must.

SUPERVISION: A guiding hand and
an occasional show of interest can
give the troop the confidence he
needs to use TMDE to best ad-
vantage.

DA PAM 750-22: The pamphlet pro-
vides current info on use of trouble
shooting equipment.



NOBODY BENEFITS WHEN A SUPERVISOR
WHO KNOWS TEST GEAR SITS ON HIS DUFF
WHILE HIS CASUALY-TRAINED TROOPS ARE OUT
IN THE SHOP TRYING TO DO A REPAIR JOB!

HEY!



SARGE, YOU SURE HAVE A
SMART-FAST MOUTH!

WHY, THANK
YE, SPECIALIST
BOMBAST!

.. BUT HOW SMART
AN' FAST ARE YA
ON TH' JOB?

EASY, MEN!
TIME NOW
FOR MY
PROPOSAL!



THERE SIT TWO DEADLINED
MISIAZ'S. I SUGGEST WE SEE
WHICH REPAIR METHOD IS
BEST AND FASTEST!!



BOMBAST, YOU
REPAIR THE FIRST
YOUR WAY...

GREAT
IDEA,
CONNIE!

DEE, YOU
TACKLE THE
SECOND YOUR
WAY!

SPLENDID
PLAN,
LASS!

AND SO, THE 703rd MOTOR POOL BECOMES A BEEHIVE OF ACTIVITY...



HERE'S A LIST OF
PARTS I NEED! GET
WITH IT, GUYS!

DUST OFF ALL YER
TESTERS FER ME,
GENTS!



SHORTLY...

HEY!
THESE PARTS
MUST BE DEFECTIVE!
GET ME MORE, PRONTO!

ACCORDING TO ITS DA LABEL
80, THE DUE DATE IS ALMOST
UP ON THIS GEAR.. BUT
IT'S OK!



MINUTES
LATER...

DRAT! MORE
USELESS PARTS!

LOOK, CONNIE!
DEE'S FINISHED!

JUST LIKE NEW, EH?

PURRRR



Come back to using WD-1/PT wire for grounding your SB-22()/PT switchboard. You'll be glad you did.

And, forget the No. 6 AWG wire, which is too big, or the braided wire, which is too limber.

'Cause, old faithful WD-1 will do the grounding work for you like it has before, and Change 6 to TM 11-5805-262-12 (Dec 60) tells you to make the switch.

Here's all you need to do:

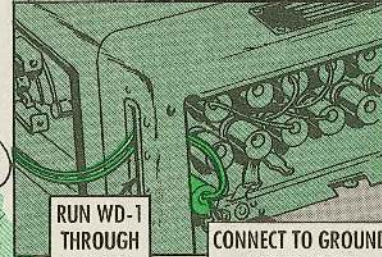
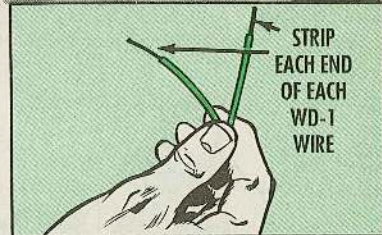
Strip $\frac{3}{4}$ inch of insulation off each end of both wires.

Twist the wires together at each end.

Connect one end to the ground rod.

Connect the other end to the GRD binding post in your SB-22.

Be sure the WD-1 is put through the rubber gasket of the switchboard. Running your ground wire through the back of the case can spring the rear cover...



PERK PM KEEPS Peak Communi- cator

The AN/PRC-25 or -77 radio set has been around for quite awhile, doing the job under rugged conditions . . . And, it will keep right on communicating for you as long as you keep giving it PM care.

When you have put it through some strenuous exercises and you're ready to put your set aside, take a minute or three to give it a going over.

NO, NO--
USE ONLY
A CLEAN,
DRY
CLOTH--
NO
WATER!

RIGHT ON--
AND CLEAN
ALL THESE
PANEL CONTROL
KNOBS WITH
TLC!

PANEL CONTROLS

CHANNEL
DIAL
WINDOW

Get rid of dirt or grease from the set, especially on the channel dial window and panel control knobs. Use a clean, dry cloth.

LET'S NOT FERGET
TH' CHANNEL DIAL
WINDOW--

VURR-RRY
IMPORTANT,
TOO!

RECEIVER-TRANSMITTER

While you have that RT-505 or -841 receiver-transmitter before you, put your fingers on the panel controls.

If the knobs are loose, firm them up . . .

If they are binding, get at the cause and cancel it.

Careless handling of controls can put a crimp in your radio . . . Like, when a heavy hand turns off the ON-OFF-SQUELCH

EASY ON THE ON-OFF SQUELCH SWITCH

switch too hard. It will break the stud underneath.

At times you catch your set keying itself.
Right? Right!

To avoid this, there are a couple of things you can do.

Make sure the RT's audio connector you're not using has the electrical connector cover (NSN 5935-00-973-1732) on

KEEP
COVERED
TO KEEP
MOISTURE
OUT

it. If the cover is missing, use a piece of waterproof tape until you can get a cover. This'll keep out moisture that can be the keying culprit.

ANTENNA

Never carry your receiver-transmitter by the AT-892 antenna. The strain can

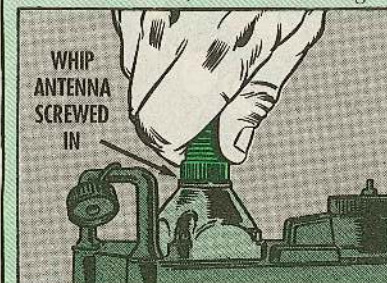


pull the base of the antenna apart and put a big dent in your communications.

Pick the RT up by the case. Even better, pick it up in its harness.

And, of course, you wouldn't think of operating your radio set without an antenna! So, you also want to be sure you're operating your set with its antenna and a good working connection.

When you screw your whip antenna into the antenna mount, continue screwing it



until the antenna is flush with the top of the mount. To knock vibration wobbles

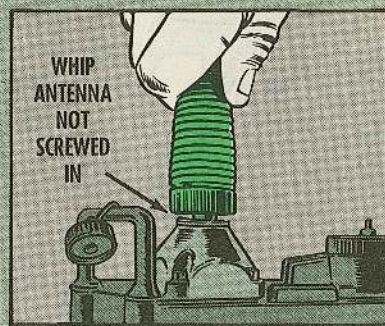
FUNNY, SAM... I'M PICKIN' UP A TERRIBLE SCREECHING NOISE!!

EVEN I CAN HEAR IT...

MEBBE YOU OUGHTA CHECK OUT YER ANTENNA!



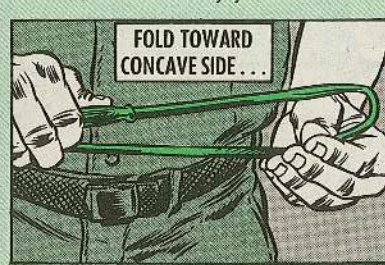
that can knock a good antenna contact, snug the antenna into the mount every now and then.



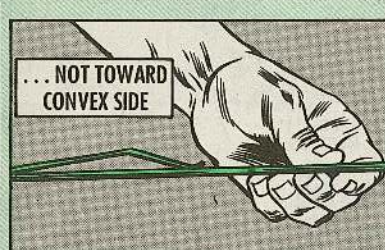
You might even put a sliver of rubber-band or pencil eraser on the threads before screwing it into its receptacle.



After you're through communicating and you're putting away the ribbon-type antenna, watch the way you bend or fold



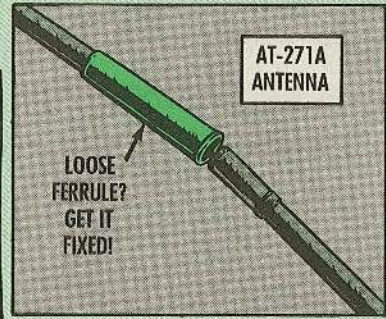
it. That AT-892 has to be folded toward



the concave side before pushing it into the carrying bag.

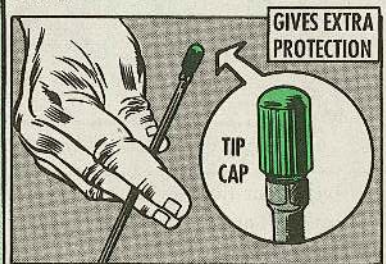
Folding it backward will sprain the life out of it and keep it from standing up straight. It could pop it in two.

While you're taking care of antennas, check out the ferrule on that AT-271A. If the antenna has a little age on it the



ferrule may get loose or slide around. When this happens get your antenna to your support for repair or replacement.

And, here is another tip for your AT-271A. It is a tip cap (NSN 5820-00-259-5009) that gives the antenna added protection.

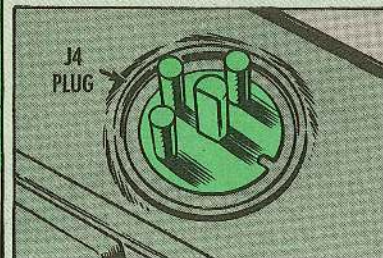


BA-4386 BATTERY

BOOM!

There are several steps to follow when you install the magnesium battery (NSN 6135-00-926-8322) so the battery plug will not get bent or the battery connector does not get cracked or broken, making the power pack useless.

After taking off the CY-2562 battery box and getting rid of the bad battery, stand the RT on its handles.

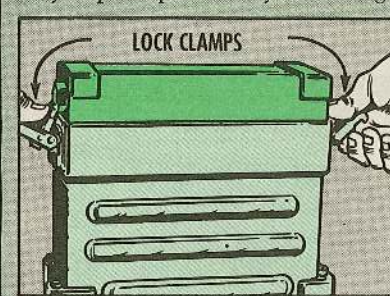


Set the new battery connector on the J4 plug, keeping it level until it's seated.



Trying to put the plug and connector together at an angle will damage one or the other nearly every time.

Replace the CY-2562, lock the clamps and your power pack is ready and waiting.



... And remember! Take out the battery when your radio set is not in use.

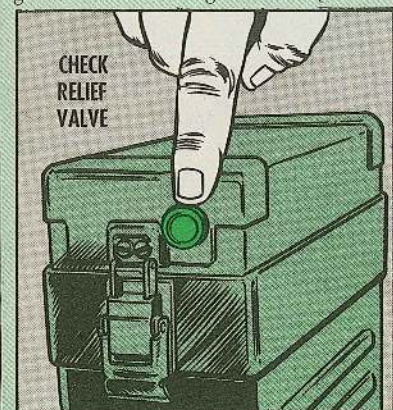
A NEGLECTED OR FORGOTTEN BATTERY CAN LEAD TO CORROSION AND EAT AWAY AT YOUR EQUIPMENT WHILE IT'S RESTING.



MERGENTHALER FAILED TO CHECK IF THE PRESSURE TEST SCREW WAS EPOXIED!

FUNNY-- NEVER THOUGHT HE WUZ TH' TYPE!

While you're in the battery box give the connector an eyeballing for the rubber gasket (NSN 5330-00-109-6450). The gasket is there, along with the pressure

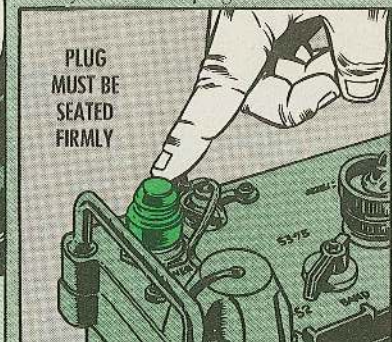


relief valve in the CY-2562, to keep hydrogen gas from getting into the radio chassis and exploding.

The valve was applied under MWO 11-5800-211-30-1 (Sep 72), and the gasket info was in TB 750-911-4 (Sep 73). Also, make sure the pressure test screw has been epoxied.

VEHICLE MOUNTED RT

When you're replacing the POWER dummy connector plug on the RT that



is being taken out of its vehicle, seat the plug or cap firmly.

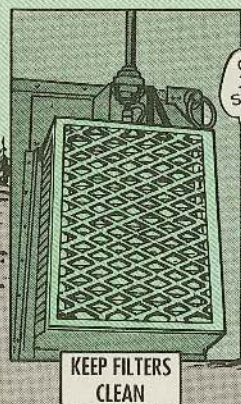
Otherwise, you'll have an open circuit and you'll not be able to transmit when you're using the radio as a back-pack set.

And talking about vehicle-mounted radio sets—AN/VRC-53, -64, AN/GRC-125, -160—be sure you unscrew the ANTENNA CONTROL connector in the rear of the AM-2060 amplifier-power supply all the way out before you try to pull it loose. You might pull the blue insulator of the jack out with the connector.



Clean filters make contented shelters. That's how you can tell that a unit's pulling preventive maintenance on its RATT rigs ... like the AN/GRC-142 radio teletypewriter set.

There's only one way the shelter's filters can do their jobs. Clean them (you might even try a vacuum cleaner).



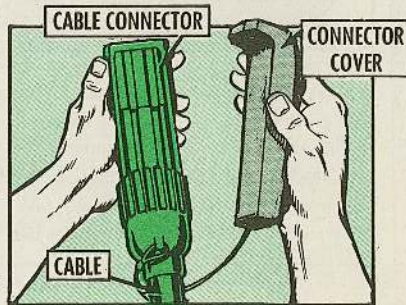
26-PAIR CABLES

Forgetful Fred and Careless Charlie types take a heavy toll in 26-pair cables and shelter panels on RATT rigs ... all because they don't make a brief walk-around check before tooling down the road.

A quick look is a good habit to get into ... before you take off. Make sure the cables are disconnected. Prevent torn up cables, connectors and shelter panels.

When you disconnect the cables, put covers on the connectors. That protects the contacts. Put the covers on both the receptacles and the connectors.

AM RATT MESSAGE



TT-76 CRYPTO HOOK-UP

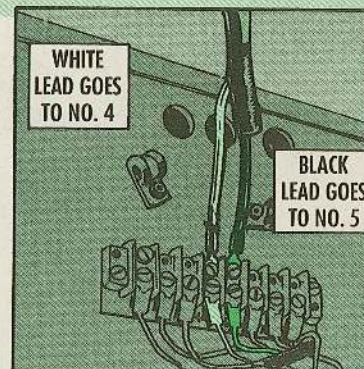
The TT-76 teletypewriter with crypto hookup on your GRC-142 RATT rig might tempt you to call support for help if you can't get it working right. However, a quick look might save you a call.

The main leads should be attached to the 8-contact terminal board under the base of the TT-76, like so:

On the receiver side, the white lead goes to No. 4 terminal. The black goes to No. 5.

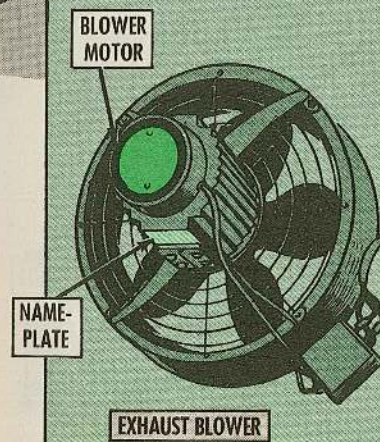


ALL'S FINE ... RIGHT DOWN TH' LINE!



If you're transmitting crypto, the white lead goes to No. 1 and the black to No. 7. Short out No. 2 and No. 6.

RIGHT BRUSHES FOR RIGHT FAN



There're 2 different shelter fan models in the AN/GRC-122() or -142() radio teletypewriter set and each model takes different brushes.

If the fan manufacturer is IMC Magnetics, get the brush that goes by NSN 5977-00-686-4476.

If it's made by Rotating Components Division of Instrument Systems, get the brush by Part No. 323-01 (FSCM 02598).

Do the replacing, if needed, during your quarterly PM checks and services, like it says in Ch 2 to TM 11-5815-334-12 (May 70).



KEEP 'EM ROLLING

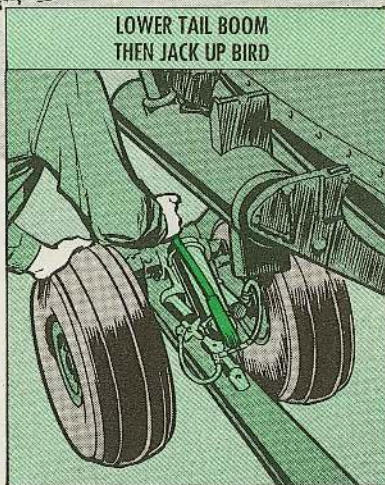


Keeping several pairs of ground-handling wheels on hand, instead of in the repair shop, will save a lot of scrounging when you want to tote your Huey or Cobra, bird men.

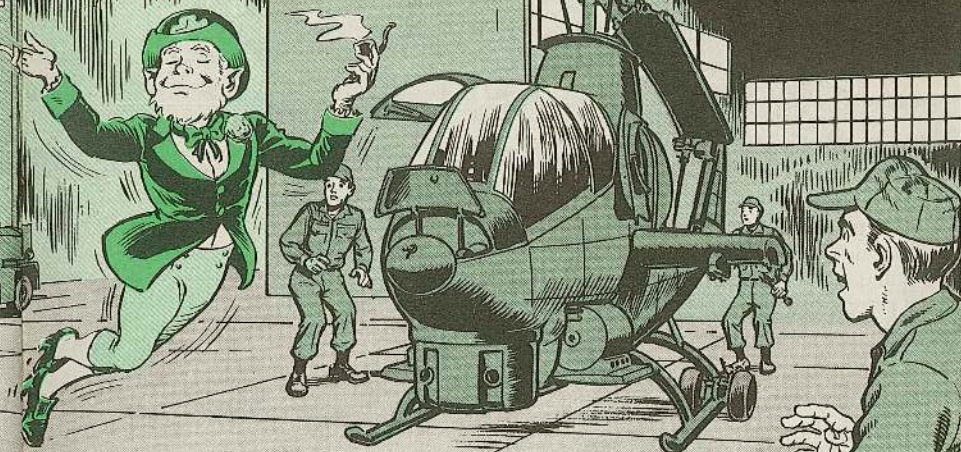
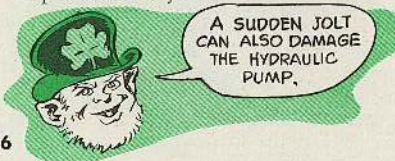
Those wheels get a lot of use . . . even some abuse! You've gotta use 'em with tender lovin' care and keep 'em in shape with top-notch PM.

NICE 'N' EASY

When you jack up your birds, take some of the load off the wheels by pulling down on the tail boom. Otherwise, you could blow seals in the hydraulic ram assembly. A Cobra loaded with a weapons subsystem for example, really puts a strain on those babies.

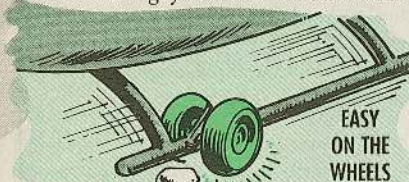


When removing the wheels, release the air pressure slowly.



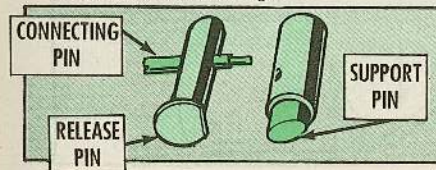
Never get rough with those wheels when moving them from one bird to another. Some guys bounce 'em from vehi-

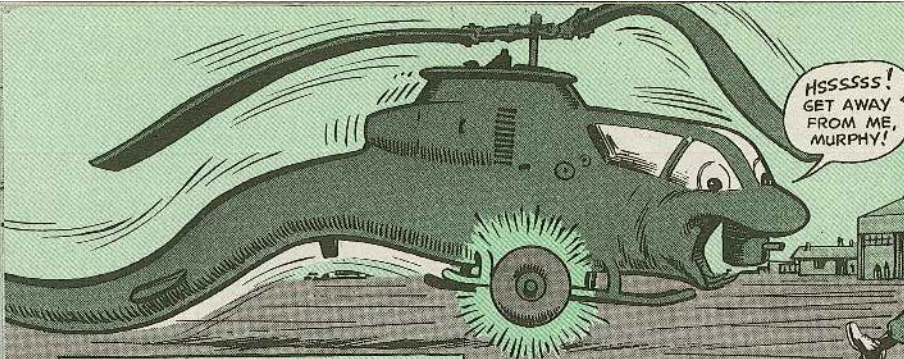
If the wheel frame hits the concrete the support pin can bottom out, but not the release pin. So, the connecting pin gets bent. Result—the support pin doesn't extend all the way and you won't get full engagement in the skid eyebolts.



cles. That can put them in the repair shop, for real. Here's why:

There are 3 pins in the front of the wheel assembly that have to be in good shape or you won't get full engagement in the chopper skid eyebolts . . . you could drop the whole shebang!!



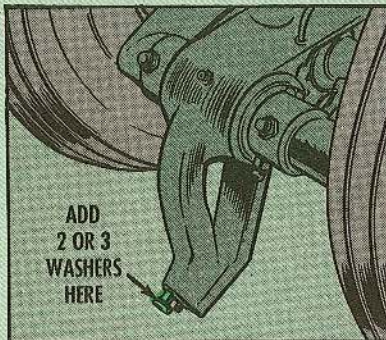


HSSSSSS!
GET AWAY
FROM ME,
MURPHY!

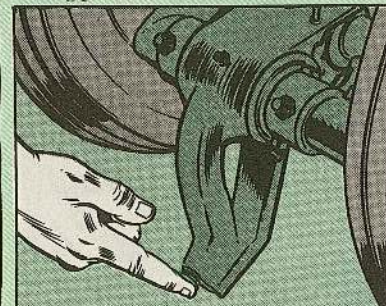
WHATSA MATTER
WITH YOU?...
I ONLY
BLEW UP
THE TIRE!

I DON'T BLAME
THE OLD GAL!
YOU'RE SUPPOSED
TO INFLATE TO
45 PSI -- ONLY!

To avoid this type of revoltin' development you can bottom out the release pin against the flange of the axle support. Just add 2 or 3 washers under the head

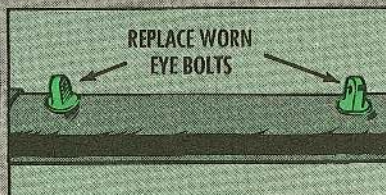


of the release pin . . . no more bent connecting pins.

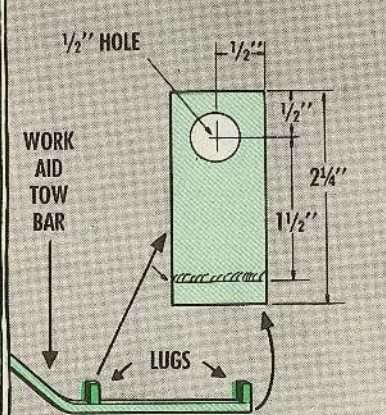


RELEASE PIN BOTTOMS ON FLANGE

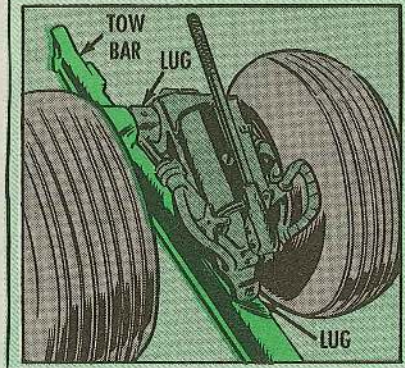
To make sure you have good pin engagement always replace worn skid eye bolts.



'Course, a good way to move your wheels around the flight line is to make the work-aid tow bar shown in Fig 4-26 of TM 55-1520-210-20 (Sep 71). Just connect the wheels and pull or push 'em, easy as you please.



You can even adapt the work aid to your standard tow bar by using only the lifting lugs. Weld the lugs to each extension of the tow bar, near the end. You can then pull the wheels in pairs.

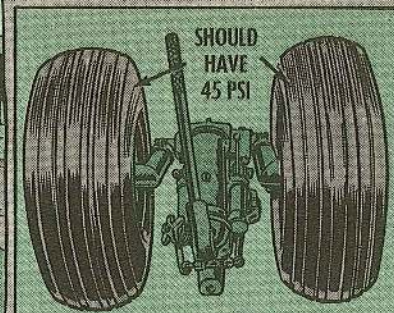


GIVE PM—GREAT GIFT!

Ground support equipment needs preventive maintenance. That goes double for the wheels that are used regularly.

Every 6 months shoot the works with grease, MIL-G-25537. NSN 9150-00-721-8581 will get you a 1-lb can. Follow the lube chart in your Huey -20 TM.

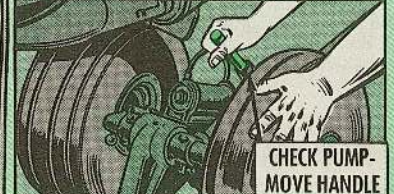
While you're at it, give the wheels a good going over.



IF AT RECAPPING POINT, CHANGE 'EM

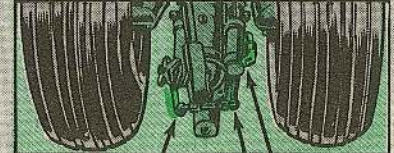
You should have 45 PSI air pressure in the tires. If the tires are cut or worn to the recapping point, change 'em.

Check operation of the hydraulic pump by moving the handle. You can replace a



shot pump. Just follow the poop in the Huey pub.

Look for loose hose connections and make with the wrenches, if necessary.



LOOSE HOSE CONNECTIONS?
TIGHTEN 'EM

Yessir-e-e-e, it takes a heap of TLC to keep those wheels operating. Do your part . . . OK?

A FEW POUNDS—MORE OR LESS!!

--MOX NIX!

THAT'S
MY
BABY

Dear Windy,
On a Snake engine change my buddy says we have to change the weight and balance records because there's a difference in weight between engines. Neither AR 95-16 on weight and balance, nor the aircraft TM's, say anything about differences in component weights. So, I say the weight difference is minor and doesn't change the center of gravity. Can you clear up the confusion, Windy?

SP6 J. L. V.

Dear Specialist J. L. V.,
You're right!

The difference in engine weights for a specific model is small. For example, all of the T53-L13B engines will vary within 2 or 3 pounds of the specification weight limit of 540 pounds.

So, no weight and balance calculation is needed because of the consistent weight of engines.

Windy

UTE MECHS... —SHIMS, STOPS 'N' STRUTS

GOT
IT?

RIGHT
ON!

TELL IT LIKE
IT IS, BONNIE!

Being in the dark about how to install the nose-gear turn-stop on your U-21A could give the ship a bum steer.

You wanta be sure to have shims, NSN 5365-00-087-6884, between the stop and the stop-mount casting. Without the shims, the strut, where the stop is mounted, can get hurt. The nose-gear steering

could go out.

Leave a clearance between the stop shims and the stop-mount casting lug of at least .001 inch and no more than .006 inch. Tighten the nose-gear-stop retaining bolts so that you leave .01-in to .03-in bolt end play.

OK MEN, HERE'S HOW TO KEEP THE RECORDS STRAIGHT

D'YA THINK
MMC IN
LEXINGTON
CAN HELP WITH
THIS PROBLEM?

Commander
USA Maintenance Management Center
ATTN: AMXMD-MD
Lexington, KY 40507

Forward follow-up safety-of-flight message info, per para 8 of AR 95-18 (May 73) and para 11b of the TB's. Use a suitable action code from Table A-5 of TM 38-750 and forward the DA Form 2407 to:

Commander
USA Aviation Systems Command
ATTN: AMSAV-EC
P.O. Box 209, Main Station
St. Louis, MO 63166

CONSUMPTION LIMITS

HMMM-- A FULL
BOTTLE OF THIS
DELICIOUS CONDIMENT
IS JUST THE TOUCH
THIS SALAD NEEDS!

GOOD GRIEF!
GOURMETS
INTERNATIONAL
WILL EITHER KICK
HIM OUT-- OR
GIVE HIM A MEDAL!

There's no need for you Huey B Model types to develop a case of eye strain looking for the engine oil consumption limits in the text of TM 55-1520-219-20 (Jun 72)—'tain't there!

eyeball the servicing diagram, Fig 1-12. Your baby shouldn't use more than 2.4 pints of oil per-hour.

RIGHT ON!
YOU...

**GO
FORWARD,
YOUNG
MAN!**

ROTATING
BLADES BACK-
WARDS IS A
REAL NO-NO
THAT CAN
CAUSE
SERIOUS
ENGINE
DAMAGE!

The way to rotate your Kiowa and Cayuse main rotor blades on a pre-flight is forward, hot pilots.

That 90-degree, left-to-right action will prevent any attempted start with the blades tied down. Flight and maintenance types can also hear any unusual noises in the power train, without rotating the engine.

What about N2 hang-ups? If a turbine is stuck due to temperature changes between the turbine and support, let the engine cool several minutes after shut-down—that'll free 'er.

Rotating the blades backwards will free the turbine, but you could damage engine parts because of the tremendous force being applied thru blade leverage. It's not worth the risk.

Your check for an N2 hang-up is in the operator's manual. If the main rotor is not turning by 30% gas producer speed, abort the start and eyeball the engine.

N2 hang-ups are fading out of the picture. Overhauled engines now have redesigned components which increase cooling.

...ALSO, IMPROVED
SEALS ARE INCLUDED TO
HELP PREVENT CARBON
BUILD-UP, WHICH
WAS ANOTHER
CAUSE OF STUCK
TURBINES!

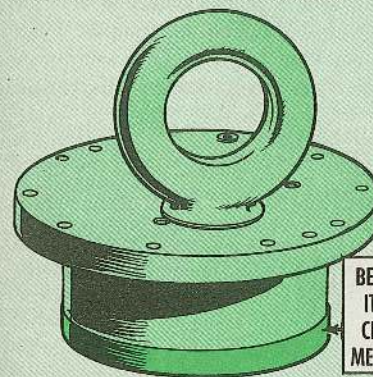
**THINK
CLEAN!**

Any time you Cobra and Huey mechs remove the main rotor mast and install a transmission cover or adapter, think "clean."

Transmissions have been contaminated during shipment, and the gear train gets damaged. Those babies don't come cheap!!

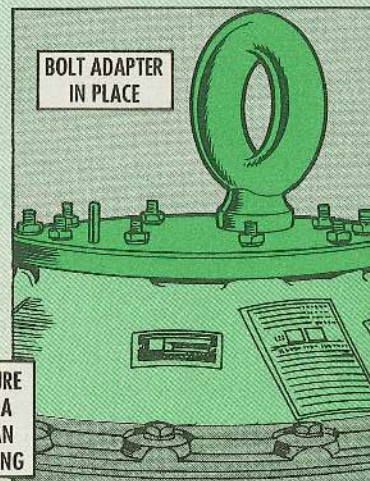
So, when you're pulling a transmission or getting a bird ready for shipment, make sure the top of the transmission and the surrounding area are clean before you insert the cover.

Take a tech inspector with you because he has to put his seal of approval on the mast removal and cover installation.



**BOLT ADAPTER
IN PLACE**

**BE SURE
IT'S A
CLEAN
MEETING**



Eyeball the cover for real. Make sure there is no dirt or debris wedged between the rubber pad and the wood or metal part of the cover.

Then, bolt the adapter in place.

Your TI will use a decal or seal, with his inked stamp or initials in ink, on the cover and transmission to signify you've done it up right.

IMPROVED HEAD COMING

HERE'S YER IMPROVED HEAD!

WRONG NUMBAH! WE'RE EXPECTING AN IMPROVED ROTOR HEAD!



Dear Windy,
Can you give me the lowdown on the Cobra main rotor head?
We send in EIR's and get the word that new bearings are in the works. But we don't know how to get them in our choppers.
Are we the only unit experiencing low time on those rotor heads?
SP5 J. P. G.

Dear Specialist J. P. G.,

Maintenance of the flapping and feathering axis main rotor hub bearings has been a major problem. Units with the AH-1G's and UH-1C/M models have the same difficulty.

Depots are installing a new elastomeric bearing in the flapping axis of AH-1G heads as kits become available. Eyeball your rotor head's DA Form 2408-5 to see if MWO 55-1615-201-50/1 has been applied.

NEW FEATHERING AXIS ELASTOMERIC BEARINGS ARE ALSO IN THE WORKS FOR THE AH-1G 540 ROTOR HEAD.

THE RIGHT HARDWARE

The use of baling wire and glue to hold an aircraft together might have been OK when Orville and Wilbur started, but it's a no-no on today's sleek birds.

Nails in place of rivets—bolts and nuts

in place of screws—won't hack it. The airframe is under stress in flight, and makeshift fixes can ruin your whole day!

Stick with the hardware listed in the bird parts pub, ya hear?

A HIT—IS A STRIKE!

Dear Windy,

The tail rotor on one of our Cobras struck the pylon but there is no visible damage to the blades.

The special inspection section in TM 55-1520-221-20 (Sep 71) has no criteria for this type of incident.

We're puzzled! Can we keep the tail rotor in service, Windy?

SP5 R. O. J.

Dear Specialist R. O. J.,

Negative!

No matter what the tail rotor hits, you have a blade strike.

There's no way you can determine internal damage to the assembly. So, the hub and blade assembly has to be condemned and disposed of locally. That's

NO MATTER HOW SLIGHT THE CONTACT, DISPOSE OF THE HUB AND BLADE ASSEMBLY PRONTO!



the poop on sudden stoppage in para g(2) of the special inspection section in the bird pub.

To avoid blade flap damage, make sure you get adequate clearance between the pylon and rotor. The installation poop is spelled out in the pub. PS 263, page 51, tells you where to make the measurement.

Windy

KIOWA QUICKIES

WHAT'S HE GROUCHIN' ABOUT?

DUNNO!

... JERKS DON'T KNOW HOW TO OPEN MY COWLING!...

Watch your step when opening the OH-58A transmission cowlings, Kiowa types. Otherwise, you'll get the point the hard way—from the FM antenna!

The source of a high-frequency vibration can sometimes be hard to find. Would you believe that a loose door latch can cause it? It's true!

Never try to grease those teflon tail-rotor bearings on your Kiowa. They don't need it. Fact is, grease will shorten the bearing life by picking up dirt and grit.

COWLING

ANTENNA

LOOSE LATCH CAUSES VIBRATION

A SHOT IN THE EAR

Headsets on AN/PRS-7, NSN 6665-00-138-7998 with model number 4D6000, and AN/PSS-11, NSN 6665-00-181-0369 with model number 4D5000 mine detectors manufactured by the Fourdee Company have a bad habit of losing their hearing slightly at high altitudes.

Here's how to improve your hearing: Get a number 25 or 26 gauge disposable hypodermic needle from a medical unit.

Hold the needle at an angle of about 45-degrees toward the center of the earphone with the slope of the tapered point DOWN. Push the needle through ONE and ONLY ONE of the 6 holes in each earphone until it goes through the rubber diaphragm in-

Each earphone you fix must have a decal on it which reads, "Fld Fix Appl'd, Diaph Punct'd, 9-74". The decals are free issue. CONUS and overseas units can order the decals by submitting a written request or message to:

US Army Troop Support Command
ATTN: AMSTS-MFT
4300 Goodfellow Boulevard
St. Louis, MO 63120

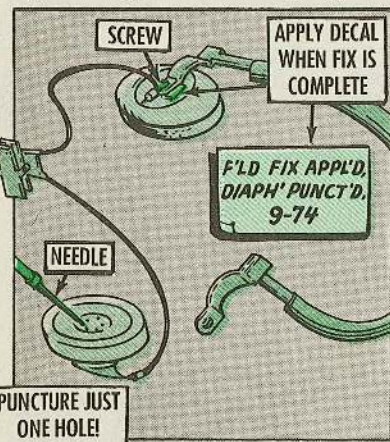
CONUS units can also order the decals by phone, AUTOVON 693-2511.

Both earphones must be fixed and both must have decals. So, remember to order 2 decals for each headset.

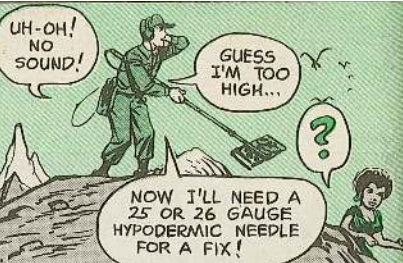
After you've fixed the earphones, remove the screw on the back and clean a small area with warm water and detergent. Rinse and dry thoroughly but NEVER immerse the earphone in water.

Take the decal from its card. Watch the sticky back though or you'll spend the next few months wearing the decal. Then press the decal firmly in place on the back of the earphone so that it's visible even when you put the screw back. Replace the screw.

Earphones are being made now with special filters that equalize the air pressure without a field fix. But these will be identified so you don't fix the good ones.



side. Do not force the point against the metal disk under the rubber diaphragm.



NORS-ING AROUND THE SUPPLY SYSTEM

REMEMBER THE STORY OF THE DUDE WHO THOUGHT IT WAS A BLAST TO SHAKE UP THE OLD BURG BY YELLING "WOLF" EVERY TIME HE COULD CATCH SOMEBODY OFF-GUARD?

THEN WHEN THE WOLF DID COME... NO SHOW FROM THE HOME TEAM!

Well, if you're sending every supply request through with a NORS/ANORS status, you're crying, "Wolf!" And when the wolf shows or the balloon goes up... you'll be in a world of hurting. Why? 'Cause sooner or later support is going to look at your requests and reply, ho-hum, while your not-so-urgent requests slow down the ones you really need.

NORS (Not Operationally Ready-Supply) and ANORS (Anticipated Not Operationally Ready-Supply) are special procedures you use only when it's absolutely necessary. And that translates as when you're hanging on the no-go edge, friend.



A request only qualifies for NORS/ANORS when the part or item is needed to either maintain or return your equipment to operationally ready status. And that equipment or weapons system must be listed in Appendix P, AR 725-50 or Appendix H of AR 710-2.

IN ADDITION
NORS/ANORS
REQUESTS SHOULD ASK
FOR THE EXACT NUMBER
OF PARTS OR ITEMS
YOU NEED FOR THE
JOB AND NOT ONE
FRAMMIS MORE.

IF YOUR REQUEST
MEETS ALL THOSE
REQUIREMENTS, THEN
GO WITH NORS/ANORS
STATUS.

BEFORE YE FILL OUT
A NORS/ANORS
REQUEST, THOUGH, HERE'S
SOME NEW POOP YE
NEED TO KNOW.

KEE-RECT,
TIM?

RIGHT ON
ALOYSIUS!

NOW,
YER READY
TO FILL OUT A
DA FORM 2765
OR DD FORM 1348
REQUEST ACCORD-
ING TO YERRRR
SUPPLY
SYSTEM!

A DA Message, DALO-LES R 0818-35Z Aug 74, killed FAD's as qualifiers for submitting NORS/ANORS requests on the user level. So, be sure you deleted (1) through (5) from para 2-36f in your AR 710-2.

Overseas units and CONUS units alerted for deployment within 30 days of the date of requisitions for NORS/ANORS material, put 999 in block 21 and use priority designators 01 through 03.

ALL OTHER
NORS/ANORS
REQUESTS USE
PRIORITY 01
THROUGH 08.

FOR ANORS REQUESTS, ENTER
CODE E IN BLOCK 21 ON THE DA 2765.
PLACE CODE N IN BLOCK 21
FOR NORS CONDITION REQUESTS.

ALL NORS/ANORS
requests, no matter
what priority you
use, must have the
letter G and the
weapons designator
code from Appendix
P, AR 725-50 or
Appendix H, AR 710-
2 on the request
form.

THEN, JUST
FILL OUT THE
FORM AS YE
DO FORRR
REGULAR
REQUESTS.

TAKE IT
FROM A
PRO...
PREPRINTS
WORK
LIKE
MAGIC!

ALL SYSTEMS EXCEPT DLOGS
PUT G IN FIRST POSITION OF
BLOCK 12. DLOGS USERS PLACE
G IN FIRST POSITION OF SERIAL
NUMBER IN BLOCK C-1 5079-6001

DEMAND CODE
R-RECURRING
N-NON-RECURRING

JULIAN DATE AND SERIAL
NUMBER. SAILS USERS
ENTER JULIAN DATE AND
SERIAL NUMBER
IN BLOCK 11 AND LAST THREE
POSITIONS IN BLOCK 12.

ADVICE CODE

CAREFUL WITH
YOUR ORDER NOW...

WEAPONS SYSTEM
DESIGNATOR CODE

...LOOK BEFORE
YOU LEAP!

- 60

...BUT NEVER...
BUT NEVER...
CRY "WOLF"
WITH THESE
REQUESTS!

E FOR ANORS
N FOR NORS
REQUESTS IN
BLOCK 21

CHECK YOUR
USER MANUAL.
SPECIAL SUPPLY
SYSTEMS SUCH AS
SAILS AND DLOGS
MAY REQUIRE
DIFFERENT OR
ADDITIONAL
ENTRIES.

REQUEST FOR	QUANTITY UNDER SAILS SYSTEM
1	1
2	2
3	3
4	4
5	5
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100	100

QUANTITY

REQUEST FOR ISSUE OR TURN-IN (AR 710-2)

COST DETAIL ACCOUNT NUMBER
ASSIGNED BY INSTALLATION
COMMANDER WHEN REQUIRED.
SAILS USERS ENTER ACCOUNTING
PROCESSING AND ASSET/OBJECT
CLASS CODE

61

MORE

WHEN YOU DO NOT HAVE PREPRINTED FORMS, YOU ADD ALL THE INFORMATION REQUIRED FOR PREPRINTS PLUS:

FORM 101 (REV. 10-70)									
1. NATIONAL STOCK NUMBER OR PART NUMBER OF THE ITEM IN BLOCKS 4 THROUGH 6 2. THE TWO LETTER ABBREVIATION INDICATING UNIT OF ISSUE IN BLOCK 7 3. THE LAST 5 DIGITS OF THE UNIT IDENTIFICATION CODE (UIC) IN BLOCK 15. SAILS USERS PUT THE ADDRESS CODE OF THE STORAGE ACTIVITY THAT WILL RECEIVE THE ITEM IN BLOCK 15. DLOGS USERS PUT THE UIC IN BLOCK C-2. KEEP AN EYE ON YOUR DA 2765'S. SOME FORMS ARE OUT WITH BLOCK 15 IDENTIFIED AS ORG SUP CODE. IT'S A PRINTING GOOF AND DOESN'T AFFECT THE INFO YOU PUT IN THE BLOCK 4. SHORTLINE DESCRIPTION OF THE ITEM IN BLOCK M 5. THE TYPE, NUMBER, DATE AND PAGE NUMBER OF THE AUTHORIZING PUB FOR THE ITEM IN BLOCK O									
6. THE TYPE, NUMBER, DATE AND PAGE NUMBER OF THE AUTHORIZING PUB FOR THE ITEM IN BLOCK O									

1 NATIONAL STOCK NUMBER OR PART NUMBER OF THE ITEM IN BLOCKS 4 THROUGH 6

2 THE TWO LETTER ABBREVIATION INDICATING UNIT OF ISSUE IN BLOCK 7

3 THE LAST 5 DIGITS OF THE UNIT IDENTIFICATION CODE (UIC) IN BLOCK 15. SAILS USERS PUT THE ADDRESS CODE OF THE STORAGE ACTIVITY THAT WILL RECEIVE THE ITEM IN BLOCK 15. DLOGS USERS PUT THE UIC IN BLOCK C-2. KEEP AN EYE ON YOUR DA 2765'S. SOME FORMS ARE OUT WITH BLOCK 15 IDENTIFIED AS ORG SUP CODE. IT'S A PRINTING GOOF AND DOESN'T AFFECT THE INFO YOU PUT IN THE BLOCK

4 SHORTLINE DESCRIPTION OF THE ITEM IN BLOCK M

5 THE TYPE, NUMBER, DATE AND PAGE NUMBER OF THE AUTHORIZING PUB FOR THE ITEM IN BLOCK O



TAILOR-FIT YOUR MASKHOOD

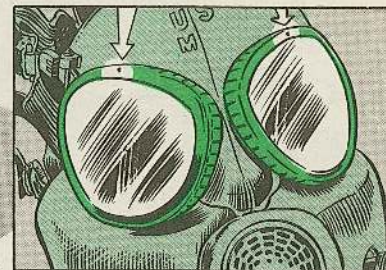
Having trouble fitting your M6A2 CB mask hood on your M17A1 mask? Relax! The hood's not too small. You just have to be v-e-r-r-y careful when you put the hood on the mask.

M6A2 CB MASK HOOD



LOOK FOR BLACK MARKS HERE

Then once you've lined up the "dimple" and the black alignment mark on the hood,



work out the wrinkles around the eyering and voicemitter. That'll guarantee a tight fit when you put on the mask.

Smoothering out the wrinkles also stops any problem with permanent crease in the facepiece when the hood and mask are put in the carrier.

The hood's eyering opening has a black mark at the top. That mark has gotta line up exactly with the "dimple" in the mask eyering.



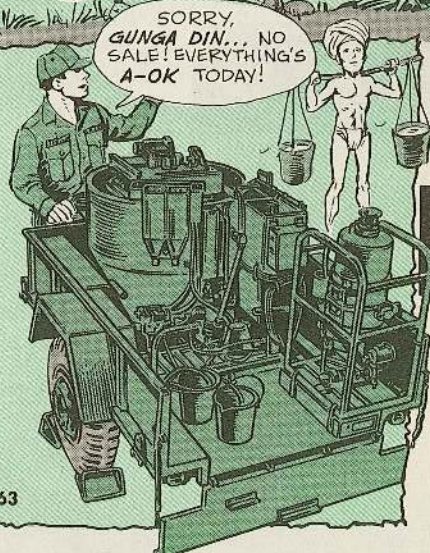
JUST SEE TM 3-4240-258-14, M17A1 MASK AND ACCESSORIES (MAR 71), FOR ALL THE DETAILS.

PROTECT YOUR "WATER BOYS"

Water purification sets are tough babies—if you use their chemicals right.

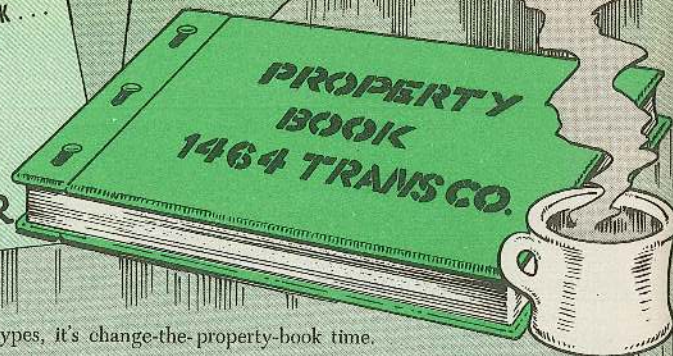
But, you can kill your water purification set if you store chemicals in it.

That's real important whenever you're turning in your set. If you have any chemicals opened, either use them or destroy them. You can store any unopened chemicals but never inside the water purification unit. They'll chew away at the insides if you do.



PS END

THE UNIT PROPERTY BOOK ...
**CTA'ING
YOUR
WAY
CLEAR**



OK, you supply types, it's change-the-property-book time.

In case you haven't heard the word, Change 7 (May 74) to AR 310-34, Equipment Authorization Policies and Criteria and Common Tables of Allowances (June 70), moved some items from TOE to CTA.

These items are authorized by CTA and should be carried in the CTA section of your organizational property book:

1. Individual and organizational clothing and equipment needed regularly;

2. Individual safety equipment;

3. Training equipment and devices such as dummy rounds needed during field or combat operations to keep units ready;

4. System-peculiar training devices needed for operational readiness—like the REDEYE Guided Missile Training Set M76;

5. Items mission-related to all TOE units Army-wide which—includes non-heraldic flags, panel markers, microfilm/microfiche reader-printers, tents and typewriters.

Carry these items in the unit property book. If you let the installation property book carry them, they won't be deployed with you ... and you'll be stuck with the job of explaining why the top doesn't seem to have a tent.

The headshed says Change 3 to AR 710-2 will cover these items. But, until the change comes out, make sure you're covered in the CTA section of your unit property book.



**Connie's
Mini Minis**

ER-- I GOTTA MAINTENANCE PROBLEM, CONNIE!



Regulator Goes DX

Your vehicle's 100-amp voltage regulator, NSN 2920-00-900-7993, is now a DX item. Though designed as non-repairable, these VR's are now in short supply. So turn 'em in—don't toss 'em. Your support got the word on checkout and repair in a letter sent to all major commands 11 Dec 74 by the U. S. Army Tank-Automotive Command (AMSTA-M).

Get A Hose Clamp

When rust or corrosion gets the best of your T-195 transmitter's hose clamps in the AN/GRC-46() RATT rig, get new ones. You can get a 2¾ - in screw-driven hose clamp under NSN 4730-00-909-8627, like it says in Para 2-12 of TB 43-0001-9-4 (Aug 74).

M109/M109A1 Drain Fix

Now you can give the primary fuel filter in your M109-series howitzer its required daily draining without taking the 12 bolts out of the operator's compartment access panel. TB 43-0001-36-4 (Oct 74) has the dope on page 4-41.

Strap Happy

Need to replace the strap assemblies on your 4-Deuce mortar's M45 boresight unit? Get the snap strap assembly with NSN 1240-00-706-4483 and the connecting ring strap with NSN 1240-00-706-4484. They're listed in TM 9-1240-278-35P (Oct 69), but operators are authorized them.

COMSEC Installation Kits

There's a new pub out listing installation kits for COMSEC equipment. SB11-700 (July 74) is a guide to the kits and their NSN's, and what equipment and vehicles they're used with.

Chaparral Turn-In

When you turn in the track, the launch station or other major components of your Chaparral missile system for rebuild, include ALL parts and components. That means the commo, too, plus all circuit cards, cables and panels—REGARDLESS OF CONDITION — Otherwise, the whole system you turn in may have to be surveyed.

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

GOT A... **TURBO CHARGER?**

SAVE ITS BEARINGS

IT
REALLY
BURNS ME
UP...

...THE
WAY SOME
GUYS SHUT
THE ENGINE
OFF, TOO
SOON...



... A **TURBO**
NEEDS A **FEW**
MINUTES --
WITH **OIL**--
TO SLOW
DOWN FROM
35,000
PLUS
RPM's!

IDLE

BEFORE

SHUTDOWN!