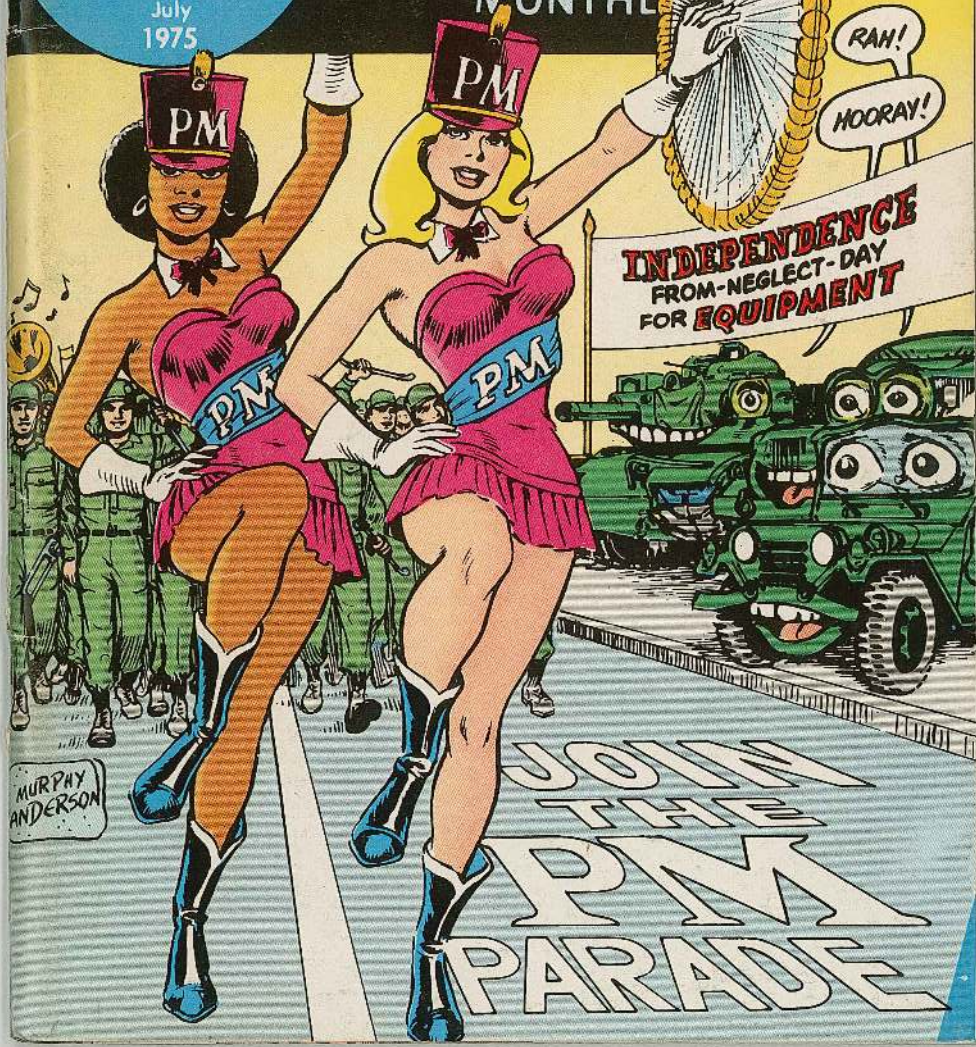


Issue 272

PS

July
1975

THE
PREVENTIVE
MAINTENANCE
MONTHLY



MURPHY
ANDERSON

IT GOES WITH COMMAND—

RESPONSIBILITY FOR PM

Preventive Maintenance will get done if somebody makes sure it gets done . . . like the man who commands the smallest military unit.

Take a look at this item from one command's maintenance SOP:

II-5 PLATOON LEADERS/PLATOON SERGEANTS/SECTION CHIEFS: Will be held totally responsible for ensuring that operator level maintenance as specified in the preventive maintenance section of the equipment TM is properly performed on ALL equipment assigned their section by the TO & E. Check DA PAM 310-4 with latest change (if applicable) to ensure current TM's are on hand. There is a copy of DA PAM 310-4 in the supply room. The supply sergeant will assist you in finding your equipment and TM's listed therein. If maintenance problems exist beyond the operator's capability, immediately notify the organizational maintenance personnel responsible for that commodity of equipment. Notify Organizational maintenance personnel when shortages of TM's, of Basic Issue, or troop installed/authorized items exist.

HERE IS THE PM CHECK LIST IN YOUR -10 TM.

YOU DON'T HAVE A TECH MANUAL? LOOK IN THE INDEX, DA PAM 310-4 AND FIND IT!

CHEEEE! TH' BOOK DOES TELL ABOUT CHECKIN' TH' ENGINE OIL LEVEL!

SURE YOU PAY FOR IT!

YOU DIDN'T CHECK YOUR TIRES BEFORE YOU DROVE OFF!

THEN GET THE SUPPLY SERGEANT TO ORDER IT FOR YOU... **NOW!**

YOU WOULDN'TA BUSTED UP YOUR M60A2 IF YOU HAD CHECKED YOUR BRAKE PRESSURE GAGE **BEFORE** YOU MOVED OUT... IT'S IN YOUR **BEFORE OPERATIONS PM CHECK** IN THE -10 TM.

HOW ABOUT TRYING THAT TO IMPROVE YOUR EQUIPMENT'S PM?

WHADDAYA MEAN YA NEVER HEARD OF LSA FOR YER WEAPON?

IT'S IN YER TECH MANUAL!

SAY!... HERE'S A DAILY CHECK FOR MY VRC-12 RADIO...

SO YOUR ENGINE WON'T START! DID YOU GO THRU THE DAILY PM CHECKS IN THE BOOK?

RIGHT HERE ON PAGE 4-1.

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.

M.S.G. Half-Mast PS Magazine Lexington, KY 40507

Use of funds for printing of this publication has been approved by Headquarters, Department of the Army, 17 July 1975 in accordance with AR 310-1. DISTRIBUTION: In accordance with requirements submitted on DA Form 12-6.



BRAKE

SLOW DOWN

THEN

DOWNSHIFT

BRAKES!
SURE I GOT
BRAKES--

BUT I DON'T
WANT TO WEAR
'EM OUT!

BARF!

THAT
GUY'S
GOT A
LOT TO
LEARN!

BRRRAATTTTT

You wouldn't stick your foot in the wheel spokes to slow down a bicycle, would you? Too messy. Besides tearing up the bike, you'd probably hurt your foot.

You'd use the brake, right? After all, that's what a brake's for. When your vehicle's got a brake, you use it.

Then how come some Army truck drivers don't use their brakes when they're s'posed to? Like when they're coming to an intersection or rail crossing. Or going down a hill.

Instead, they down-shift. They drop the transmission into a lower gear to make the engine slow their truck.

This's sure death for that truck's engine and clutch!

The engine is suddenly forced to turn over at a higher speed—maybe even higher than it was built to take. Tons of weight are slammed into the clutch by this sudden change in speed.

Instead of wearing out a few bucks worth of brake lining, these guys blow a real bundle in engine and clutch damage.

The drivers who know their stuff—the real pros—know better. They look ahead. They plan ahead. They act ahead.

YEA--
AND IT'S
GONNA COST
LOTS MORE
THAN A
SIMPLE
BRAKE JOB!

WELL,
WE'LL BE
GETTING
THAT FOR AN
ENGINE JOB--
AND PROBLY
TH' TRANSMISSION
TOO!

HE'S LIKE
SOME TRUCK
DRIVERS I KNOW,
CONNIE!

A good truck driver sees the sharp curve, intersection or whatever long before he gets to it. He gets his foot off the gas pedal and onto the brake pedal early to start slowing down. He's got time enough so he only has to ease down on the brakes. Even the brakes don't suffer much when there's a real pro behind the wheel.

**START
SLOWING
DOWN
WITH
BRAKES...**

**WAIT
UNTIL YOU'VE
SLOWED DOWN
TO THE RIGHT SPEED
FOR THE NEXT LOWER
GEAR— THEN DOWNSHIFT.**

As his truck slows, he shifts down to keep in the right gear-for-speed. There's no shock for the clutch... no big surge in RPM for the engine. Everybody's happy.

Going down a hill calls for a special touch, too. Generally, you use the same low gear to go down a hill that you used to climb the other side. And you use your brake along with the low gear to keep your engine from over-revving.

LET'S SAY YOU'RE CRUISIN' ALONG AT 50 MPH IN AN M813 5-TON CARGO TRUCK. A STOP'S COMIN' UP. SO YOU EASE ON THE BRAKES TO SLOW DOWN—DOWN TO JUST UNDER 40 MPH. THEN YOU SHIFT DOWN TO 4th GEAR.

CAUTION! DO NOT EXCEED!

TRANSMISSION	MAXIMUM ROAD SPEED IN MPH	
	TRANSFER CASE HIGH	TRANSFER CASE LOW
FIFTH	50	25
FOURTH (DIRECT)	39	19
THIRD	22	10
SECOND	11	5
FIRST	6	3
REVERSE	6	3

Shift to lower gear **BEFORE** you start down a hill.

Use **SAME** gear to go down that you used to go up.

But maybe there was no climb. You're just cruising along and there's a downhill grade in front of you. Here's where you use your brakes to slow down your engine so you can shift down your transmission. You do all of this before you start down the hill.

CHARGING CHARGED BATTERIES

AWWWW!! WHY CHARGE A NEW LEAD-ACID BATTERY, BATTERY GIRL? IT'S ALREADY SUPPOSED TO HAVE A CHARGE!...

GOOD QUESTION, SOLDIER! HERE'S THE ANSWER!

It's crucial to your new battery's life to make sure it's fully charged when you first put it in use... specially during the colder months.

You can never tell how long a new battery has been on the shelf. After a

SAY-- FER A NEW BATTERY, YOU DON'T LOOK TOO GOOD, BUDDY!

YOU WOULDN'T BE SO SPRY EITHER-- IF YOU'D BEEN SITTING HERE ON THE SHELF FER 24 MONTHS!

An initial full charge also heads off unnecessary lead sulfate buildup in the battery plates. It gets all the battery cells up to maximum charge—and that's important to battery life.

And if you put in a new battery and expect your vehicle's alternator or generator to do the charging job, you're heading for trouble. This is because your vehicle's charging system won't get the job done without a nice l-o-n-g run.

SO PLAY IT SAFE! FOLLOW THE POOP IN TM 9-6140-200-12 (SEP 73) FOR ALL BATTERY OPERATION, MAINTENANCE, SHIPMENT AND STORAGE.

time, temperature changes and oxygen and moisture in the air cause the battery's plates to oxidize and lose their charge, even tho it's factory-sealed. Charging that new battery brings 'er back to top strength.

TM-206-SERIES 10-TON TRUCK... BRAKE SAVES FRONT AXLE

WANTA GET OUT? TRY YOUR DIFFERENTIAL BRAKE!

You use your brake to move—not to stop!

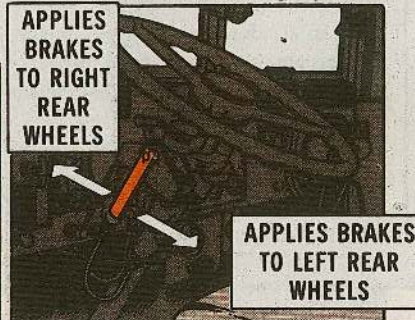
This may come as a surprise to some 10-ton truck drivers. Because they don't understand about their differential brake, they're causing front axle damage.

When your 10-tonner is stuck—and the rear wheels on one side just spin in the mud or snow or whatever—never shift into front wheel drive to get unstuck. You'll tear up your front axle for sure.



Instead, you use your differential brake—just like it says in your TM 9-2320-206-10 (Feb 72), page 2-18, para 2-53h.

You apply the differential brake to the side where the wheels are spinning. This puts driving power over to the other side—the non-slipping side—so those wheels can get you out.



This's something to remember with your own car. Sometimes it'll get you off a slippery spot—when the rear wheel on one side is spinning. You apply your brakes very lightly to keep that wheel from spinning. Power will be transferred to the other side where the wheel is just sitting still. If you're careful—and lucky—it'll get you going.

DANGER IN NEW BUMPERS!



HOLD IT, YOU GUYS!
YOU'RE LUCKY SO FAR--
NOBODY'S HURT-- BUT YOU
CAN SURE GET HURT IF YOU
TRY TO UNTANGLE
THOSE CARS!

THAT
FRONT BUMPER
IS LOADED!

Careful! The bumpers on late-model commercial-design passenger vehicles are loaded. That bumper can hurt you—even when the vehicle's sittin' still.

All passenger vehicles put out after 1973—and even some of those manufactured in 1973—have "energy-absorbing bumpers." Some are spring-type. Others are like hydraulic shock absorbers—they're filled with oil.

In an accident, the bumper pushes in. This absorbs some of the impact of the crash to protect the rest of the vehicle.

Then the bumper is s'posed to come back out—but it may not. It may stick in the pushed-in position. Then it's like a cocked gun with a hair trigger. It

can shoot out—and mash you if you're in the way.

Never try to separate vehicles that're locked together. Leave it to a mechanic or the people with a tow truck.

Keep away from any bumper that's pushed in and won't come back out. If you try to repair it, you could get socked—like with a sledgehammer. Leave it to a mechanic.

A car on fire is a bomb any way you look at it. But there's even more danger if the car has the hydraulic-type bumpers. Heat from the fire may cause the oil in the absorber system to explode, throwing bits and pieces with the effect of a grenade. Stay away—far away.

NSN CHANGE NSN CHANGE NSN CHANGE

10-TON NSN CORRECTION

Here's an NSN change you should note for your 10-ton truck repair parts: TM 9-2320-206-20P (Dec 71), page 56, change 5365-203-7298, for Plug, magnetic, to 4730-00-930-2341. (There're 2 listings of this item on page 56.)

NSN CHANGE NSN CHANGE NSN CHANGE

1½-TON TRAILER TIP . . .

GOT THE SHAKES, JACK?



HONEST,
SARGE! I
NEVER TOUCH
TH' STUFF!

HOLD ONE!
HERE'S THE
SURE CURE!

ROUND ALL SHARP CORNERS



90° ANGLE
STOCK WELDED
TO PLATE

FLAT
PLATE WELDED
TO TUBE

TUBE FITS
OVER JACK

Do you get the shakes when you're jacking your TM-213-series 1½-ton trailer?

That round axle tube perched on the jack head may be a li'l risky. And the small jack base can make for wobbly footing.

'Course, when you're working around, under or on your trailer while it's raised, you use a jack stand or block 'er up securely.

But when you're jacking that baby up, you can also make things safer. You can fabricate an adapter like this



ROUND AXLE
RISKY ON
JACK HEAD

to stop shakiness between the axle and jack head:

SAFE . . .
BUT CHECK
FOOTING UNDER
JACK



Always be sure your jack is on a flat, solid and level surface. And block the landing wheel and set the parking brakes before jacking.

MULTIFUEL MOUNTS

HERE THEY ARE AT LAST, OL' BUDDY, ITEMS 11 AND 12!

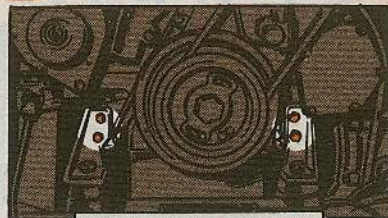
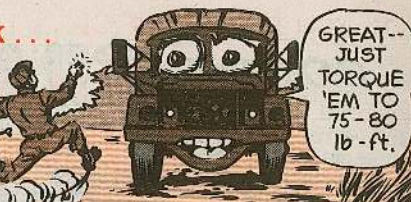
Nope, you won't find Items 11 and 12, Fig 2, listed in your TM 9-2320-209-20P (Oct 72).

But you can get those horizontal front mounting bolts 'n' nuts for your LDS 427-2 and LD 465-1 multifuel engines like so:

Bolt, NSN 5305-00-709-8539

Nut, NSN 5310-00-994-1006

And you also need washers—NSN 5310-00-994-1007. It takes 2 washers for each bolt 'n' nut—one washer



TORQUE TO 75-80 lb-ft

under the bolt head and the other under the nut.

Torque to 75-80 lb-ft.

WRENCH WEDDING

Dear Half-Mast,

How do I torque wheel bearing nuts on 2 1/2-ton trucks?

The torque is in para 206, TM 9-2320-209-20 (Apr 65). But you can't

use a torque wrench with the 2-piece wheel bearing nut wrench shown in Fig 228.

Can you straighten this out?
SSG L.A.S.

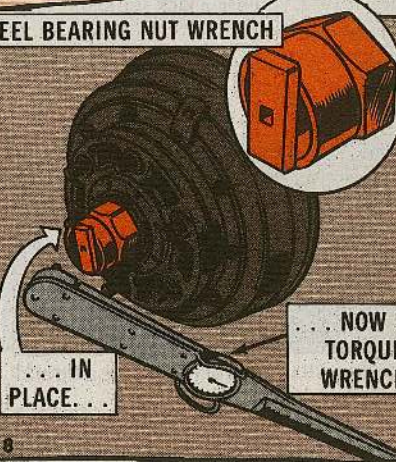
Dear Sergeant L.A.S.,

You need the 1-piece wheel bearing nut wrench that comes under NSN 5120-00-104-4076.

The 1-piece wrench has a 3/4-in square hole in the outer end.

With this wheel bearing nut wrench, you use Wrench, torque, 3/4-in male square drive, NSN 5120-00-221-7983.

WHEEL BEARING NUT WRENCH



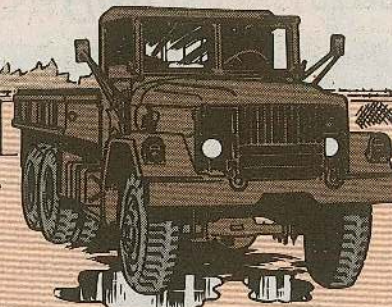
... NOW USE TORQUE WRENCH

THE TORQUE WRENCH IS IN YOUR NO. 1 COMMON SHOP EQUIPMENT.



WORK SAVER

BUT YOU DON'T UNDERSTAND A COMPLICATED PROBLEM!



MEBBE NOT-- BUT I UNDERSTAND A SIMPLE SOLUTION!

Dear Editor,

In reference to "Sneaky Leak," page 14, PS 265, replacing the inner axle seal may solve the problem of a leaking seal. And it may not.

I find that 90 percent of the time, the axle housing vent is clogged with dirt or the differential oil level is too high. Pressure buildup from heat inside the housing is what blows the seal and causes the seal to leak.

ENOUGH? YOUR LUBE LEVEL'S OK IF YOU CAN TOUCH IF WITH THE FIRST JOINT OF YOUR FINGER HOOKED THROUGH THE HOLE. THIS'S WITH A COLD CHECK—LIKE WHEN YOUR TRUCK HAS SAT OVERNIGHT.

TOO MUCH? OIL SHOULD NOT RUN OUT WHEN THE DIFFERENTIAL'S COLD AND YOUR TRUCK'S SITTING LEVEL.

TWIST THE BREATHER CAP TO SHUCK OUT DIRT.

TAP BREATHER CAP TO MAKE SURE SPRING LOADED VALVE INSIDE IS WORKING OK.

A new seal will just blow again if the axle housing breather valve is not cleaned and the differential lube is not maintained just at fill plug level. This may save somebody a lot of time. Changing inner axle seals can be a bear!

CW3 John R. Thomas
Sgdn Maint 1-1 Cav
APO New York

(Ed Note: Well said!)

Dear Half-Mast,

With energy conservation being one of the top priorities of the day, I believe the Army can save a lot of energy and money by extending the time between scheduled preventive maintenance services.

I have found that only 20 percent of our vehicles meet the mileage/hourly requirements of the lubrication orders for changing oil, filters, etc.

I can't see why the Army has to spend hundreds of thousands of dollars yearly in materials and man-hours to perform needless services.

What do you think?

SP4 R.W.K.

Dear Specialist R.W.K.,

From a number of similar letters I've received, I think somebody dropped a very big ball. You were supposed to have been given the word more than a year ago to double the intervals for changing engine oil and gear oil.

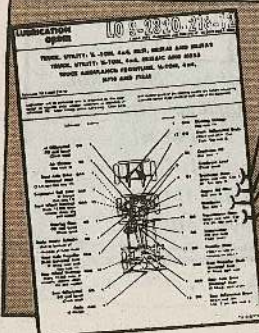
This went out to all major commands in DA MSG DALO-SMM-E261852Z Feb 74. Instructions should've been passed along to you.

We called attention to this DA message in the April 1974 issue of PS (No. 257), page 65, "Big Oil, Antifreeze Change."

The details also showed up in EIR Digest, TB 43-0001-39-2 (Apr 74), page 59, Article 3-27. If your outfit's not getting this EIR Digest regularly—4 times a year—another ball has been dropped! You get on distribution by ordering on DA Form 12-38.

YOU DOUBLE LUBE SERVICE INTERVALS ONLY FOR CHANGING ENGINE OIL AND GEAR OIL. ALL OTHER LUBE SERVICE INTERVALS STAY AS THE LO GIVES 'EM!

YOUR OWN COMMAND SHOULD SPELL IT OUT FOR YOU--IN WRITING. THIS GOES IN YOUR UNIT'S WRITTEN MAINTENANCE SOP!



- Correct Item:
- 6 OE Crankcase Drain (Drain and refill, Cap. 5 qt. See note 2)
 - 6 Engine Oil Filter (See note 3)
 - 6 Distributor (See note 4)
 - 12 GO Transmission Drain (Drain and refill, Cap. 5 1/2 pnt. See note 5)
 - GO Transmission

"6-6,000 MILES OR 6 MONTHS" IS NOW "12,000 MILES OR 12 MONTHS"

STAYS AT 6,000 MILES OR 6 MONTHS

STAYS AT 6,000 MILES OR 6 MONTHS

"12-12,000 MILES OR ANNUALLY" IS NOW "24,000 MILES OR EVERY 2 YEARS"

Except for vehicles still under warranty, you change engine oil and gear oil only half as often as the LO now calls for. (Watch it! New LO's will be coming out with the old interval already doubled. You go by the new interval right to the letter.)

Interval doubling also applies to changing antifreeze.

But, like the DA message says, you change oil or antifreeze right now if it's contaminated. The regular interval's got nothing to do with it.



THIS NEW POLICY APPLIES TO TACTICAL AND COMMERCIAL-DESIGN WHEELED VEHICLES ONLY!

TM-242-SERIES 1 1/4-TON TRUCK ...

BETTER TAILGATE CHAIN

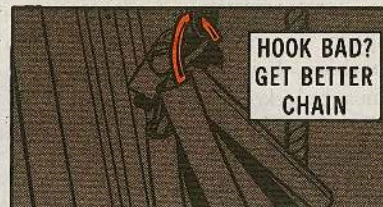


Old but still true—a chain is no stronger than its weakest link.

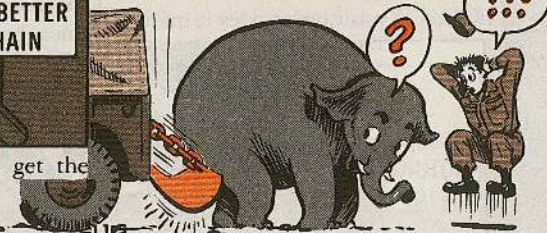
And that goes, too, for the hook ends on your Gama Goat's tailgate chains. A heavy weight on your M561 or M792 1 1/4-ton vehicle's tailgate can straighten out the hooks.

NSN 2590-00-122-7228 brings you a set of 2 tailgate chains. Until this NSN shows up in the Army Master Data File, your supply support will have to order it for you by "exception data," using P/N 5704815.

Careful, now—stronger chains don't mean an elephant can stand on that aluminum tailgate. It'll bend.



So, when that happens, get the new, stronger chain setup.



M107
M110

ARTILLERY SPADES

IF YOU CAN MARCH THROUGH THIS DRILL WITHOUT FINDING A THING YOU DON'T ALREADY KNOW, YOU'RE SMART ENOUGH TO BE AN INSTRUCTOR IN THE ARTILLERY SCHOOL!

RIGHT ON, CONNIE!



QUESTION 1. When your vehicle is in the motor pool, should you have the spade lowered and parked on wooden blocks?

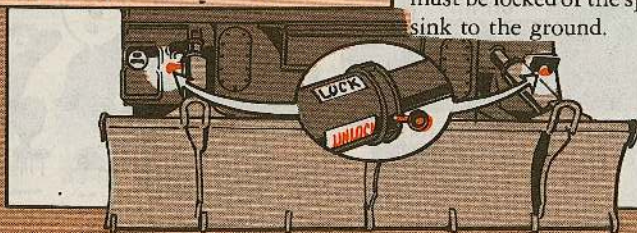
ANSWER. No! Keep the spade raised when not in use. This protects the chrome spade rods from dirt in the air and from being stepped on by people mounting the vehicle from the rear.



WHEN NOT IN USE
KEEP SPADE RAISED

QUESTION 2. When you have the spade dug in, should the spade cylinder locks be in the LOCKED or UNLOCKED position or does it matter?

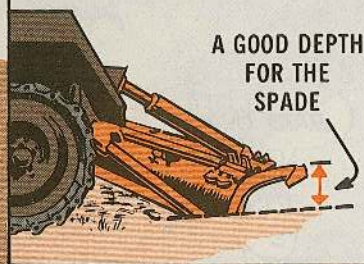
ANSWER. They should both be in the UNLOCKED position. When the spade is in the raised (stowed) position, both spade cylinder locks must be locked or the spade will slowly sink to the ground.



BOTH IN
UNLOCK

QUESTION 3. Is lowering the spade to the ground and then backing up on it the best way to emplace it?

ANSWER. No. That's not a good way. The correct way is to lower the spade, go ahead about 6 feet, and then back up about 3 feet. You then use the spade like a bulldozer blade to dig a hole into which you put the spade but not too deeply.

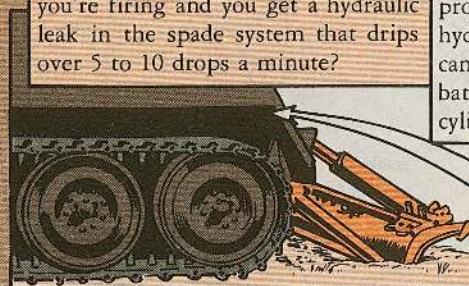


A GOOD DEPTH
FOR THE
SPADE

QUESTION 5. If the total surface of the spade is not firmly in contact with the dirt in the hole, does this really matter because when you fire the spade will push back to make good contact?

ANSWER. It matters. Unless you have complete contact, the shock of firing can damage the spade, lockout cylinders, suspension system, fuel tanks, etc.

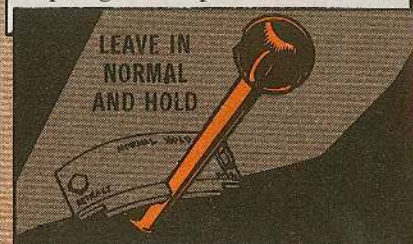
ANSWER. Close the spade hydraulic system shutoff valve and finish your mission. (Note: This is an emergency procedure because firing without hydraulic pressure in the spade system can damage the spade. Tell your battery mechanic because the spade cylinder should be replaced.)



CLOSE
SHUTOFF
VALVE

QUESTION 4. When the spade is being emplaced should the retracting control valve handle be in RETRACT, NORMAL AND HOLD or RETURN position?

ANSWER. It should be left in NORMAL AND HOLD position. However, the tube will be in the traveling position which is retracted for the M107 and in battery for the M110. It should be left there because in this position the weight of the tube helps dig in the spade.



LEAVE IN
NORMAL
AND HOLD

BALLISTIC AERIAL TARGET SYSTEM ...

HOLD ONE,
MEN!

HALF-BATS-MAN
IS HERE!

WHAT'S
NEEDED IS A
DOSE OF BE
YOUR OWN INSPECTOR
TIPS!

GREAT IDEA,
BATS, OL' BOY!

U.S. ARMY

WHAT BELFRY
IS HE FROM?

DUNNO--
JUST GLAD
IT'S NOT
OURS!

Chaparral, Vulcan and Redeye gunners hone their shootin' eye by training with the BATS target—a low-cost, non-recoverable rocket launched from a welded aluminum platform.

Downtime, parts replacement and lost training time build up faster'n a rocket booster's ignition if your BATS PM is so-so. Rough handling guarantees a no-go.

Be your own inspector after every launch. You'll need a copy of TM 9-1340-418-12 (Feb 72) with Changes 1 and 2 for go-go PM.

THE
BOLD TYPE
ITEMS GET YOUR
ATTENTION,
PRONTO!

PS MORE

ELEVATION INDICATOR—Dial scarred, burred, chipped, smudged, broken.



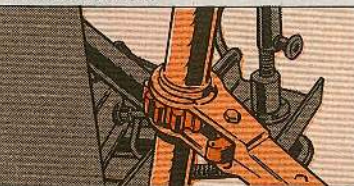
WIRE CUTTER—Cutter bar dull; holder bent, broken. (TIP: After all leads have been connected, put a couple of strips of tape across the slot on the wire cutter assembly to keep the wires in place until launch.)



LAUNCHER TERMINAL BLOCKS—Terminals missing, bent, loose, broken, dirty, corroded. Electrical snap-on connectors missing, bent, broken. Wires broken. Leads missing.



ELEVATION ACTUATOR—Broken, lacks grease; ratchet teeth broken, worn; movement hard or not at all. Handle broken.



LAUNCHER

GROUND ROD—Missing.

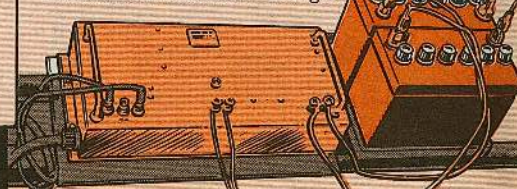


AZIMUTH SCREW—Threads burred, damaged.



BATTERY PLATFORM—Corroded, damp; bare metal showing.

BATTERIES—Terminals corroded, loose, missing; electrolyte below operating level. Check batteries for sufficient charge.



UNIVERSAL JOINTS—Damaged, broken; painted over so's there's no free 'n' easy movement. Pipe assembly broken, bent.



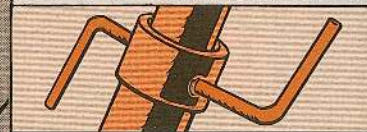
FRAME—Welds broken.



TELESCOPING SUPPORT—Locking screws broken, bent,



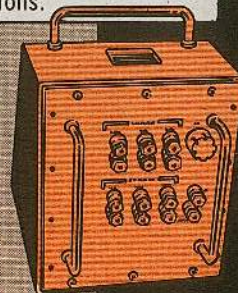
rusty; won't lock. Quick release



ball locking pins missing, damaged; chain missing.

SCREW JACKS—Rusted, broken; threads burred, damaged; turn hard or not at all. Check all 5 leveling jacks.

ROCKET FIRING BOX—Corroded; water standing in bottom; cover screws missing; electrical binding posts dirty, corroded, broken; wires broken, missing. Toggle switches missing, broken, loose, switch guard missing, broken; spring weak. Loose wire connections.



CHECK
ESPECIALLY
FOR
CORROSION!



(Note: You can get a successful launch with the output wire stuck down thru the top of the terminal on the slave unit, but it's best to run wire thru the hole and tighten the screw top on the binding post.)

TARGET

GUIDE PIN—Missing, bent.



SUSTAINER MOTOR ASSEMBLY—Loose, damaged; nozzles loose, missing.



FINS—Damaged, loose, missing; installed bassackward.



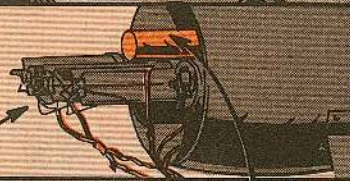
NOSE CONE—Loose; rivets missing; damaged.



SUSTAINER CARTRIDGE—Installed wrong.

Engine starter cartridges MX-4A/A, NSN 1377-00-863-9387 from lot numbers OL-12 and subsequent are acceptable BATS sustainers.

Before putting the cartridges in the sustainer motor, snip the shorting clip to keep it disengaged and from turning clockwise.



Using the target as an infrared source? Then mount the flares on the booster with hose clamps and a restraining hose clamp around the booster fins. Your launcher Dash 12 TM has the poop.

Just be sure 6 inches of the flare extend from the booster casing.

BATS BITS

If the anodized aluminum BATS launcher needs welding work, get a DS unit with heli-arc equipment to repair it.

For self preservation, never mishandle the 2.75-in rocket motor, sustainer cartridge or flare. Never stand directly in front or behind the launcher during blastoff.

O'course, you can't win without all your marbles. So, be sure you have the right number of engine starter car-

tridges, flares, rocket motors, clamps, metal spacers and rivets your mission calls for. These items come in a separate package—so be sure you have 'em all.

If you're scheduled to use the BATS within 30 days, be-your-own-inspector and pull these PM checks again.

AND PUH-LEESE HANDLE THIS EQUIPMENT WITH KID-GLOVE CARE!



HAWK BTE PROTECTION



MAKES ME THINK O' OUR AN/GSA-77 BTE CABLES!



Take 'em off, take 'em all off! That's the word on AN/GSA-77 BTE cables in your Basic and Improved Hawk missile systems.

The time to take 'em off the BTE is before you connect the AADCP cables

DISCONNECT BTE CABLES BEFORE CONNECTING THESE TWO AADCP CABLES



to the BCC or IBCC.

Reason: Simulator (AN/TPQ-21 and -29) power can zap the BTE when you marry up the AADCP cables to the BCC's (like some married types, the simulators and the BTE aren't compatible).

The engineers are trying to come up with a fix. Till then, remove the BTE cables before making the above-mentioned hookup.

AN/GRC-106 RADIO

TIME for TUNING is

PLUS

Keep these times in mind—10 minutes, 1½ minutes, 2 minutes and sometimes 5 minutes.

Times like these can help make you the master of PM on the AN/GRC-106() radio set.

They can also broaden your horizons in the operations of the RATT Rigs—AN/GRC-122() and -142() and AN/VSC-2 and -3.

•10 minutes is the time you allow the RT-662 or -834 receiver-transmitter to warm up after setting the SERVICE SELECTOR switch to OVEN ON.

•1½ minutes is for warm-up of the AM-3349 amplifier after the RT's service selector switch is set on STANDBY.

•Remember... put a mark on your mind to turn the amplifier's HV RESET switch to OPERATE and SERVICE SELECTOR switch to STANDBY if you're going over your 2-min limit.

AW, BONNIE--
WHAT IF I DON'T
HAVE A MIRROR
HANDY?

•2 minutes is the time you have for tuning and loading the antenna after the HV RESET switch on the amplifier is turned to TUNE.

•5 minutes is the time you need for cooling your amplifier before you attempt the 2-minute waltz with the antenna controls if you miss the mating the first time around.

HV RESET to OPERATE
SERVICE
SELECTOR to STANDBY

20

KEEP ME IN
TUNE--AND YOU'LL
REALLY BE READY
TO **GO-GO!**

RIGHT
ON!!

Trying to take short cuts can burn out your amplifier and even damage your receiver-transmitter.

Before you really get into tuning, make sure all connectors are snug, especially the hook-up for the antenna. A loose or bad antenna connection can zap your gear.

Now that you have these times straight, let's take it from the top—a step at a time.

21

PS MORE

GET READY...

1. RT-662 or -834

Set SERVICE SELECTOR switch to OVEN ON.
(Wait 10 minutes)



2. Both RT's

Set MANUAL RF GAIN control fully clockwise.



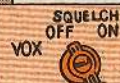
3. Both RT's

Set AUDIO GAIN control to mid-range.



4. Both RT's

Turn SQUELCH control to OFF.



5. Both RT's

Set FREQUENCY VERNIER to OFF.



6. Both RT's

Set VOX switch to PUSH-TO-TALK.



7. Both RT's

Set BFO control to mid-range.



8. RT-662 only

Set NOISE BLANKER switch to OFF. (Some RT-662's do not have this switch.)



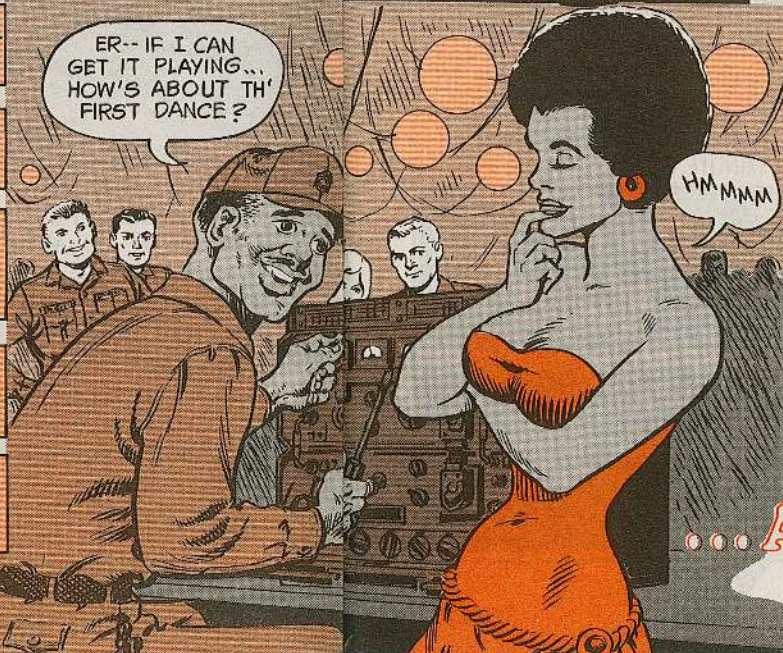
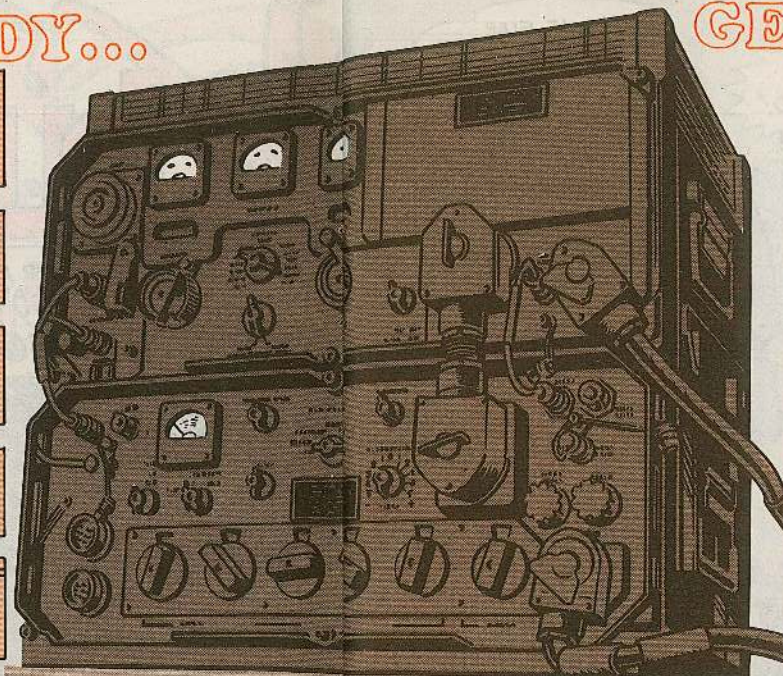
9. AM-3349

Set HV RESET switch to operate.



10. AM-3349

Set PRI POWER switch to ON.



GET SET...

1. RT-662 or -834

Set SERVICE SELECTOR switch to STANDBY. After a 1½-min warm-up, make sure the AM-3349 blowers are working and the signal level meter indicates in the extreme right portion of the meter scale.



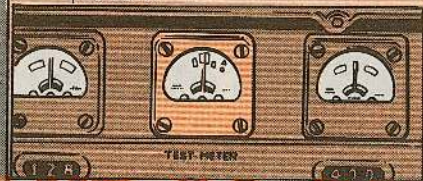
2. Both RT's

Set SERVICE SELECTOR switch to SSB NSK (or any operate mode FSK, AM or CW). Signal level meter will return to extreme left portion of meter scale.

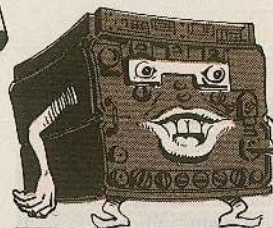


3. AM-3349

Set TEST METER switch to PRIMARY VOLT. Make sure the test meter pointer indicates within the area of the 2' dark green wedges (top scale) when the service selector switch is in the SSB-NSK, FSK, AM, CW, positions.



...AND GO, GO...



**GO...
CATS GO!**

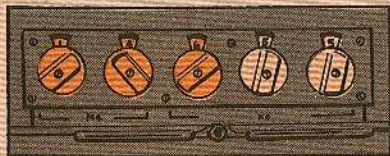
JUST DON'T STEP
ON MY BLUE SUEDE
SHOES, BONNIE!

! JUST
HOW OLD
ARE
YOU,
SARGE?



1. RT-662 or -834

Operate MHz and KHz controls to tuning frequency.



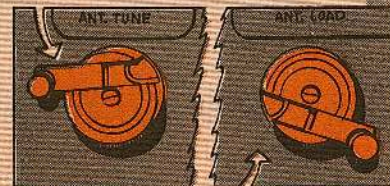
2. AM-3349

Note ANT TUNE and ANT LOAD predetermined settings on antenna tuning and logging chart.



3. AM-3349

Adjust ANT TUNE control to match numbers on chart.



4. AM-3349

Adjust ANT LOAD control to match numbers on chart.

5. AM-3349

Set HV RESET switch to TUNE. Wait for a deflection on the ANT TUNE and ANT LOAD meters. (2-MINUTE LIMIT)



WATCH IT!

If you go over 2 minutes for steps 5 and 6 you'll burn out the amplifier.

6. AM-3349

Adjust ANT LOAD control for a center scale reading on the ANT LOAD meter.



Rotate control in the direction that the meter pointer is to move. Adjust the ANT TUNE control for a center scale reading on the ANT TUNE METER.

Rotate control in the direction that the meter pointer is to move, keeping the ANT LOAD meter as close to center scale as possible. Tuning of the amplifier is complete when you get center scale readings on the ANT TUNE and ANT LOAD meters at the same time.

7. AM-3349

Set TEST METER switch to LOW VOLT. Test meter pointer indicates within green portion area of top scale.

8. AM-3349

Set TEST METER switch to HIGH VOLT. TEST METER pointer indicates within green portion area of top scale.



9. AM-3349

Set TEST METER switch to DRIVER CUR. TEST METER pointer indicates within the 2 dark green wedges of top scale.

10. AM-3349

Set TEST METER switch to GRID DRIVE. TEST METER pointer indicates just below (to the left of) gray portion of the bottom scale.

11. AM-3349

Set TEST METER switch to PA CUR. TEST METER pointer indicates just below (to the left of) the gray portion of the bottom scale.

12. AM-3349

Turn TEST METER switch to POWER OUT. TEST METER pointer indicates just below (to the left of) gray area of scale.

13. AM-3349

Turn HV RESET to OPERATE.



Then, keep an ear open to the rhythm of the blowers in your gear. If they go out when they're not supposed to...

... SHUT DOWN YOUR SET AND CALL YOUR SUPPORT!



ALL IN THE FAMILIES—

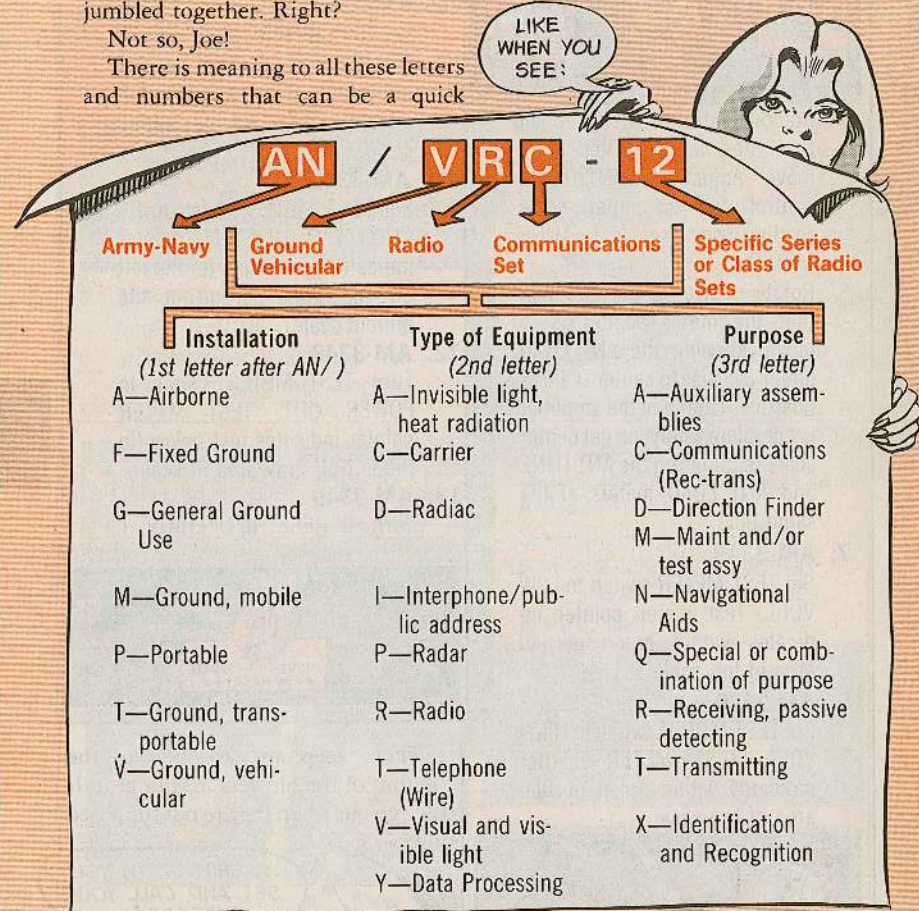
GETTING TO KNOW 'EM BY NAME

Letters and numbers jumbled together to make up electronics communications nomenclatures may just look like letters and numbers jumbled together. Right?

Not so, Joe!

There is meaning to all these letters and numbers that can be a quick

LIKE
WHEN YOU
SEE:



This table is a sampling of the codes for sets and systems. MIL-STD-196C(Apr 71) gives the complete codes, including those for electronic groups and units.

PATCH THE PUNCTURES, PAL

Got a lightweight electronics shelter that's sagging because it yearns for skin-puncture repairs?

Here's an update on MK-680/G electronics shelter repair kit, NSN 5410-00-793-2021, for organizational repair types.

The MK-680/G furnishes just the items you need to patch a holey shelter skin on the S-141/G, S-144/G, S-250/G, S-280/G, and the S-318/G.

For the details, eyeball TB 750-240 (Jul 69). Items with an asterisk * are not on the AMDF. Use exception-type supply requests.

PUH-LEEZ!



ABRASIVE CLOTH,
ALUMINUM OXIDE, 9"x
11" sheet
Grade 60

NSN 5350-00-253-4393

Grade 40

NSN 5350-00-246-0331

BRUSH, PAINT, 2 inches



NSN 8020-00-260-1304

CUP, POLYETHYLENE, 8 oz



NSN 6640-00-952-3806*

DROPPER, POLYETHYLENE,
RUBBER BULB, 1cc



NSN 6640-00-952-3807

GLASS CLOTH,
10 oz, 36 by 38
inches



NSN 8305-00-530-0109

METHYL ETHYL KETONE
PEROXIDE, 12 cc



NSN 6810-00-226-1276*

COBALT NAPHTHENATE,
6 per cent solution



NSN 6850-00-078-5624*

POLYESTER RESIN,
1-pt can



NSN 8030-00-498-2489

SPATULA, POLYETHYLENE,
6 inches long



NSN 6640-00-074-4344

ENAMEL, DARK-GREEN,
LUSTERLESS, 1 qt can



NSN 8010-00-905-7133



OF COURSE
THESE PUBS
ARE WORTH
CELEBRATING,
BUT...



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 (Nov 74), TM's, TB's, etc., DA Pam 310-6 (Jul 74), and Ch 1 (Jan 75), SC's and SM's, and DA Pam (C) 310-9 (Aug 74), GOMSEC Pubs.

TECHNICAL MANUALS

TM 3-1055-456-12 Mar M202A1 Rocket Launcher
TM 3-4230-203-12 Jan Mg Decon Apparatus

Bridge Launcher ESC

If you have an M48A2 or M60A1 bridge launcher vehicle, get hold of the new TM 5-5420-211-ESC (Feb 75). It replaces the rescinded TM 5-5420-207-ESC (May 69).

M60 MG Note

The NSN for the M13A1 Blank Firing Attachment is 1005-00-140-3515. Page 14 of PS Magazine 266 listed NSN 1005-00-073-8467 for the M13 BFA.

Change-Over from FRH to "Cherry Juice"

You should drain the FRH (fire resistant hydraulic fluid) from your M60A1 and use "cherry juice" again. The reason for the change is that turret hydraulic valves and super elevation actuators stick. This does not apply to all M60A1's with FRH, so wait for the word from your command before you make any change.



TM 3-6665-304-10 Jan AGC-M5A2 Faltout Predictor

TM 5-110-229-12 Nov Heling Unit Gasoline 3000 BTU (Redmansont)

TM 5-4320-256-14 Nov Pump Flammable Liquid, 2-in., 100 GPM FARE 3950

TM 5-4930-226-12 Nov Refueling Nozzle Closed Circuit (E B Wiggins Model CCN 101413)

TM 5-4930-229-12AP Jan FARE

TM 5-5420-211-ESC Feb Bridge Launcher for M48A2 and M60A1 AVLB

TM 5-6350-262-14/14 Feb Intrusion Detection System (J-SIBS)

TM 9-1425-476-20F Jan TOW Weapon System

TM 9-1425-500-L Feb Pubs for AD Missile Systems

TM 9-1425-525-L Feb IMPROVED HAWK Pubs

TM 9-1425-560-L Feb AN/TSG-51 Pubs

TM 9-1425-585-L Mar LOAP for CHAPARRAL FAAR, REDEYE, BATS AND MQM 33A and B

TM 9-1440-465-20F Feb LANCE

Ch 3, TM 9-1450-485-ESC Mar Carrier, Guided Missile M607

TM 9-1450-485-20F Feb LANCE

TM 9-2350-217-10N Sep Howitzer, Medium M109 M109A1

TM 9-2350-232-20-2 Feb Elevating and Traversing Systems, M60A2 Tank Turret, Weapons, Cupola

TM 8-6920-465-24P-1 Dec SHILLELAGH

TM 11-5805-237-14P Mar Telephones TA-105/FTC, TA-105A/FTC, TA-105B/FTC

Ch 6, TM 11-5815-204-20 Apr Telegrapher AN/GRC-46, AN/GRC-46A, AN/GRC-46B, AN/VRC-29

TM 11-5826-207-24P Mar Radios AN/ARN-30A, AN/ARN-30B, AN/ARN-30C

TM 11-5840-298-ESC Feb Radars AN/PPS-5, and AN/PPS-5A

TM 11-5855-236-10 Feb Night Vision Goggles AN/PVS-5

TM 11-5895-207-ESC Feb Interrogator Set AN/TPX-26

TM 11-5895-208-ESC Feb Interrogator Set AN/TPX-27

TM 11-5965-217-14P Mar Microphone M-65/U

Ch 20, TM 55-1500-204-25/1 Apr General

Aircraft Maint.

TM 55-1510-201-PMS Feb U-8D, U-8F, U-8G, RU-50

TM 55-1520-217-PMS-1 Mar CH-54A

TM 55-2350-217-15-1 May Transportability for Howitzers M108, M109, M109A1

MISCELLANEOUS

DA Cir 310-71 Mar Extension of DA Circulars

DA Cir 310-73 Apr Rescission of MWO

DA Pam 11-13 Mar Electromagnetic Compatibility

DA Pam 310-4 Nov Tech Supply Pub Index

LO 5-4610-208-12 Oct Water Purif Unit, Litton Model LPU-420-1 and Mel-Pro Model 420-1074

LO 9-1425-465-12 Feb LANCE

LO 10-3930-243-12-1 Jan Truck RT Forklift, 10,000-lb Cap

LO 10-3930-243-12-2 Jan Truck RT Forklift, 10,000-lb Cap

LO 10-3930-243-12-3 Jan Truck RT Forklift, 10,000-lb Cap

(C) TB 11-5810-209-14-2 Feb Maint Info COMSEC TSEC/KL-77A (U)

(C) TB 11-5810-224-14-2 Feb Maint Info COMSEC TSEC/KY-9 (U)

(C) TB 11-5810-230-14-2 Feb Maint Info COMSEC TSEC/KY-9 (U)

TB 55-1500-210-20-26 Mar Inspection Transmissions on CH-47A, CH-47B, CH-47C

SC 5180-90-CL-N36 Feb Gen Mechanic's Tool Kit

SC 5180-90-CL-N99 Mar Carpenter's Tool Kit Engineer Pla

SC 5180-95-CL-A12 Jan Tool Kit Army Minch Ord

SC 5180-95-CL-A13 Jan Tool Kit FA Mech, 155-MM

SC 5180-95-CL-A43 Jan Tool Kit Army Mech

NEW FILMS

YG 3-8-7 Self-Propelled Mech Flame Thrower, M132A1 (Slides)

YG 10-2-15 Part I - Tank and Pump Unit Installation and Operation (PETROLEUM) (Slides)

TF 17-4650 20-mm Gun M139 Part II - Trouble-Shooting



FOR ARMY PUBLICATIONS—
YOUR
"AUTOMATIC"
SUBSCRIPTIONS

HEY,
SWARTS..

PVT. SWARTS,
HAUL YER
CAN IN
HERE!

YES,
SERGEANT
GRIMSBY
?

PRIVATE-- FER TH' THIRD
TIME THIS WEEK --
THERE'S A BATCH O'
MAIL FER
YOU!!

I'LL
TAKE
IT.

SWARTS, SINCE THE OLD MAN
MADE YOU PUBLICATIONS CLERK,
YOU'VE BEEN GETTIN' ALL
THIS MAIL IN PLAIN
BROWN ENVELOPES...

PUBS,
I TAKE IT?

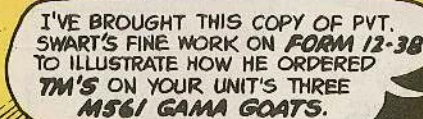
WELL,
ER... IN A
MANNER OF
SPEAKING...

THEN-- LET'S TAKE
A LOOK! LAST
WEEK WE GOT A
NEW LO ON OUR
GENERATORS--

WHAT KIND
OF GOODIES
ARE IN THESE?

NO!

SERGEANT,
YOU DON'T
UNDER-
STAND...



YOUR REQUEST MUST GO THRU COMMAND CHANNELS--AT LEAST AS HIGH AS BATTALION

TELL THE CENTER THIS IS YOUR UNIT'S INITIAL PINPOINT ORDER

YOUR UNIT'S ST. LOUIS ACCOUNT NUMBER

YOUR UNIT

TYPE OF REQUIREMENTS
☒ INITIAL ☐ CHANGE
☐ DATE ☐ ACCOUNT

14 June 75

6416

FROM: (Include ZIP Code)
 Commander
 Btry A, 3rd FA Bn, 128th Arty
 Ft. Braxton, NC 00000

TO:
 Commander
 USA AG Publications Center
 1625 Woodson Road
 St. Louis, MO 63114

INSTRUCTIONS FOR PREPARATION OF DA FORM 12-38
 DA Pamphlet 310-10 for further instructions

1 1/4-TON TRUCK
 CARGO: 1 1/4-Ton, 6 x 6, M561
 AMBULANCE: M792

2 1/2-TON TRUCK
 CARGO: 2
 M34; M35A1
 M36C
 DUMP: M47
 TANK: Fuel
 M49; M49C
 TRACTOR:
 REPAIR SHC
 A1, A2, A3

YOU HAVE 3 GAMA GOATS, YOU NEED AT LEAST 3 DRIVER MANUALS, -10

1 FOR THE MECHS

1 FOR THE MECHS, ALSO 1 FOR PLL

-20

-20P

TB's

LO's





Dope Sheet

Your pinpoint subscription is fine
For getting your pubs down the line.
Keep your forms up-to-date
So your library will rate
As a source that's like a gold mine.

JUST FIND AND
COMPLETE THE APPRO-
PRIATE FORMS LISTED
HERE AND SHOOT 'EM
OFF TO BALTIMORE
OR ST. LOUIS.



ADMINISTRATIVE, TRAINING PUBS (To Baltimore)

DA FORM

- 12 Establish Account
- 12-4 Admin except regs, Circulars
- 12-5 Periodicals
- 12-8 Allied Communication, Joint Army,
Navy, Air Force
- 12-9A Regs, Circulars, Pams
- 12-9B Regs, Circulars, Pams
- 12-11 Instruction Sheet for 12-11 series
- 12-11A Doctrinal (FM)
- 12-11B Doctrinal (FM)
- 12-12 TOE, Tng pubs

EQUIPMENT, SUPPLY PUBS (To St. Louis)

DA FORM

- 12 Establish Account
- 12-21 Supply Catalogs
- 12-21A Supply Catalogs
- 12-25 Instruction Sheet for 12-25 series
- 12-25A Mobility Support Equipment
- 12-25B Construction Equipment
- 12-25C Environmental Equipment
- 12-25D Electrical Gen, Rail, Marine,
Amphib
- 12-28 Chemical Equipment
- 12-29 Ordnance disposal
- 12-31 Aviation, Avionic Configuration
- 12-32 Missile, Rocket, Air Defense Fire
Distribution Systems
- 12-34 Supply Bulletins
- 12-34A Technical Bulletins
- 12-34B Non-Equipment TM's
- 12-35 Nuclear Weapons
- 12-36 Instruction Sheet for 12-36A
- 12-36A Avionics Equipment
- 12-37 Combat Vehicles
- 12-38 Trucks
- 12-39 Dolly, Trailer, Semi-trailer
- 12-40 Artillery, Small Arms and Conventional
Ammo
- 12-41 Sighting and Fire Control Equipment
- 12-43 COMSEC Equipment
- 12-50 Radiac, Fixed Radio Equipment
- 12-51 Field Radio Equipment

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.

THANKS, CONNIE!

AND THOSE BALTIMORE FORMS (ADMIN & TRAINING PUBS) ARE FILLED OUT THE SAME AS THE ST. LOUIS FORMS, RIGHT?

RIGHT!

OF COURSE YOU DON'T USE ALL THE FORMS...

...YOU FILL OUT AND SEND IN ONLY THE FORMS THAT LIST EQUIPMENT YOUR UNIT HAS.

SOME OF THE FORMS MUST BE SIGNED BY YOUR UNIT COMMANDER OR AN OFFICER HE DESIGNATES-- LIKE THE LIEUTENANT HERE!

RIGHT ON, CONNIE!

YOU MIGHT CLUE US IN AT THIS POINT ON HOW WE CAN KEEP UP-TO-DATE!... THAT'S BEEN A MAJOR PROBLEM IN THE PAST, EVEN THOUGH I MAKE AN EFFORT TO REVIEW THE PINPOINT ORDER FORMS EVERY 6 MONTHS.

YOU MAY HAVE TO LOOK 'EM OVER MORE OFTEN, LIEUTENANT!

IF YOU GET NEW REPLACEMENT EQUIPMENT, YOU'LL STILL KEEP GETTING NEW PUBS FOR THE OLD EQUIPMENT YOU NO LONGER HAVE.

SO YOUR CLERK GOES BACK TO THE FORMS, MARKS "CHANGE" IN BLOCK 1, AND THEN INDICATES ONLY THE EQUIPMENT THAT CHANGES.

LIKE THIS!

VEHICLE	OPERATOR	ORGANIZATIONAL	DS & GS	OTHER PUBLICATIONS
A-1)	TM	TM	TM	LO NWO
1 4-TON TRUCK UTILITY: 1 4-Ton, 4 x 4. M38A1, A1C & A1D AMBULANCE: M170	1)	2)	3)	4) 5) 6) 7) 8)
A-2)	9)	10)	11)	12) 13) 14) 15) 16)
1 2-TON TRUCK PLATFORM, UTILITY: 1 2-Ton, 4 x 4 M274A2, A3, A4 & A5				
A-3)	17)	18)	19)	20) 21) 22) 23) 24)
3 4-TON TRUCK CARGO: 3 4-Ton, 4 x 4. M37 & B1 MAINTENANCE: 3 4-Ton, 4 x 4. M301 & B1 AMBULANCE: M43 & B1	NONE	NONE	NONE	NONE NONE NONE
A-4)	25)	26)	27)	28) 29) 30) 31) 32)
1 1 4-TON TRUCK CARGO: 1 1 4-Ton, 4 x 4, M715 AMBULANCE: M725 MAINTENANCE: M726	3	1	2	2 3
A-5)	33)	34)	35)	36) 37)
1 1 4-TON TRUCK CARGO: 1 1 4-Ton, 4 x 4				

IF THERE ARE NO OTHER CHANGES, THE CLERK LEAVES THE REST OF THE BLOCKS BLANK AND SENDS THE FORM THROUGH BATTALION, SAME AS THE ORIGINALS, AND YOUR SUBSCRIPTIONS CHANGE ALONG WITH YOUR EQUIPMENT.

WHAT IF OUR ADDRESS CHANGES, CONNIE?

THEN YOU SEND A LETTER TO EACH CENTER, LISTING YOUR OLD AND NEW ADDRESSES, AND YOUR ACCOUNT NUMBER FOR THAT CENTER!

GREAT! BUT SUPPOSE WE COME UP WITH MISSING COPIES OF SPECIFIC PUBS... THEN WHAT?

GOOD POINT! IT'S TRUE PINPOINT ISN'T GEARED TO DISTRIBUTE OLD PUBS! BUT...

THE ANSWER IS SIMPLE!

YOU'LL HAVE TO REORDER SUCH PUBS WITH A SPECIAL ORDER ON DA FORM 17.

THIS IS FOR REPLACEMENT COPIES AND FOR BOOKS YOU JUST PLAIN DON'T HAVE!

REQUISITION FOR PUBLICATIONS AND BLANK FORMS (AR 370-17)		PAGE NO. 1	NO. OF PAGES 1	DATE OF REQUEST 14 Jun 75	ACCOUNT NUMBER 6416	REQUISITION NUMBER (Assigned by Supply Source)
NAME OF REQUISITIONING AGENCY IF DIFFERENT FROM "SHIP TO" ADDRESS						
1. TYPE OF REQUISITION ☒ REGULAR ☐ SPECIAL		2. JUSTIFICATION FOR SPECIAL REQUISITION				
3. ITEMS REQUESTED HEREON ARE - ☒ ACT ARMY ☐ ARNG ☐ USAR ☐ GRANT AID ☐ FMS						
4. ☐ CLASSIFIED ☐ FOUO ☐ ACCOUNTABLE ☐ SENSITIVE ☐ SCHOOL REQUIREMENTS ☐ TO BE PACKED WITH EQUIPMENT						
5. TO: (Include ZIP Code) Commander USA AG Publications Center 1655 Woodson Road St. Louis, MO 63114		6. SHIP TO: (Complete address, include ZIP Code) Commander Btry A, 3rd FA Bn, 128th Arty Ft. Braxton, NC 00000				
7. REQUIREMENTS						
LINE NO.	NUMERICAL DESIGNATION OF REQUISITIONED ITEM	UNIT (Form only)	QUANTITY REQUIRED			
1	TM 9-2320-233-20		2			
2	TM 9-2320-242-20P and changes		1			
3	TM 38-750, C1		1			
DA FORM 17 JAN 70		OF COMMANDING OFFICER, ADJUTANT, P. 35		JOHN P. JONES FA		
SIGNATURE		John P Jones				
15. U. S. OR REGISTRY NUMBER(S)						
PREPARED BY: DATE		17. FILLED BY: DATE				

THERE'S A PAPER SHORTAGE, SO--THE PUBS CENTERS MAY LIMIT THE AMOUNT OF PUBS THEY SHIP YOU. IF YOU'RE STILL SHORT OF MANUALS, YOU INCLUDE A JUSTIFICATION ON YOUR DA FORM 17. TELL 'EM WHY YOU NEED EXTRA COPIES.

CONNIE, IT'S TRUE THAT **AR 310-2** SPELLS OUT THE ENTIRE PROGRAM FOR PINPOINT, ISN'T IT?

CORRECT! IT WILL HELP ALSO IF YOU READ DA PAMPHLET 310-10!

ONE MIGHT OBSERVE THAT
PINPOINT WON'T SOLVE ALL
OUR PROBLEMS, BUT OUR
SUBSCRIPTIONS TO ARMY
PUBLICATIONS WILL MAKE
LIFE A LOT EASIER... RIGHT,
CONNIE... LIEUTENANT?

E ALONG, CONNIE!
SAY WE'RE NOT NEEDED
HERE ANY LONGER.

S'LONG,
MEN-- ER--
WHERE'S
SGT. GRIMSBY?

DON'T LAFF! I
FIGGER READIN'
AN' COLLECTIN'
COMICS MUST
BE WHERE
SWARTS GETS
HIS SMARTS!!
SO, PARDON ME
WHILE I
CATCH UP!

ERR... CONNIE, YOU CAN GET ME SOME BACK COPIES * OF **R.S?**

?

* Yes, write to: CONNIE RODD,
PS MAGAZINE, LEXINGTON, KY 40507

**X CLEARED
ON YOUR
BIRD . . .**

CHECK IT OUT

The word's out that some flyboys don't confirm actions called for in para 4-12c(3)(p) of TM 38-750 for removing X status conditions.

Initials on that X are only part of the answer. Read on into block 18 and see how the problem was corrected.

Here's the biggie. An X condition can only be removed when checked by a technical inspector. His signature or stamp should be in block 18 or 19. Without that, your machine is still grounded.

SIGNATURE
R. Thompson
R. Thompson

DATE	ACTION TAKEN
8	eng tach replaced Daily Comp

FAULTS AND/OR REMARKS	
FF	#1 eng turbine tach(WI) inoperative-J Spring
X	Daily Insp. R. Theyken

DA FORM 2408-13, 1 DEC 66

REPLACES EDITION OF 1 JAN 64, WHICH WILL BE

(TM 38-750) **AIRCRAFT INSPECTION AND MAINTENANCE RECORD**

FOOD

HERE'S
AN
ENGINE
SAVER...

...WITH
THE
HEAD
SHED'S
BLESSING!

Dear Editor,

The T-53 engine in the Huey is protected from foreign object damage in flight by the inlet screen and particle separator. The danger is still present, tho, when pulling maintenance with the engine inlet protection removed.

So, we made up an inexpensive protective cover that can easily be made in any sheet metal shop for use in the field. The felt insulating material shown may be omitted. Foam rubber with an adhesive backing can also be used in place of the felt and rivets.

The beauty about this cover is that it's made in 2 pieces. Just remove the upper part of the particle separator for short shaft maintenance, for example, and add one half of the cover. Then remove the bottom half of the separator and add the other half of the cover before removing the shaft.

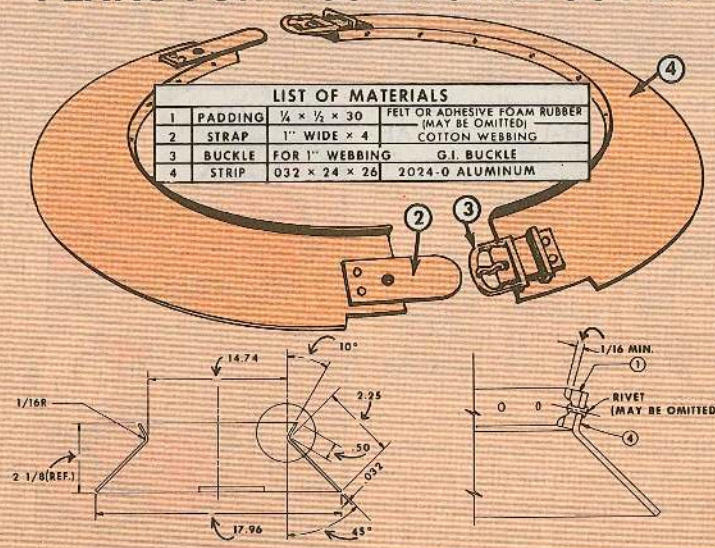
With both halves buckled together safety wire, nuts, bolts, pencils, pens, eyeglasses and dirt can't enter the inlet . . . saves engines.

CPT James T. Shaw
Corpus Christi
Army Depot

(Ed Note—Right on. The head shed—AVSCOM—recommends use of the cover at the organizational maintenance level. Support units should use shield, NSN 1730-00-780-4406, listed in TM 55-1520-219-34P (Dec 72.)

STOPPER

PLANS FOR T-53 ENGINE COVER



5 YEARS FOR BAR TUBE

The stabilizer bar tube on your UH-1D/H has a retirement interval of 5 years—not 1200 hours, Huey types.

The calendar deal is called for in Chap 3, Sec IV, of TM 55-1520-219-20 (Jun 72) on the UH-1B. Look for a change to the UH-1D/H pub.

LOOK SHARP, CLEAN!

O WOE! ONLY 1200 HOURS--AN' I'M DONE FOR!

?

HIM? OH, HIS MECH HARDLY EVER SERVICES HIS AIR CLEANER!

The self-purging particle separator on your Huey (UH-1) and Cobra (AH-1G) does a good job of keeping dirt from getting into the engine inlet. But it does need a little help.

Fact is, there's an air cleaner in the lower half of the separator that many mechs are overlooking during the preventive maintenance periodic.

To get to the air cleaner, make with the wrenches, man!

Once you get the air cleaner off you'll notice dirt in the center vortex.

The dirt clings to the filter due to oil leaking from nose case seals, or from transmission input quill seals. With the separator plugged, sand and dust are no longer purged. The dirt enters the engine and erodes compressor components.

That's one reason some T-53 engines fall short of the 1800-hr time before overhaul.

So, make with the warm water and soap. Mix 1 part B & B 3100 cleaner, with 4 parts water, to clean the air cleaner. Never use drycleaning solvent because it will damage the bonded vortex units in the air cleaner.

Apply the solution with an air/solvent vaporizing gun, at a pressure of 60 PSI.



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REGARDING THY KIOWA TO WAX OR NOT TO WAX...



... That is the question.

Whether it is nobler in the mind (when stuck in a humid, salt-air clime) to suffer the slings and arrows of outrageous scratches and corrosion on ye Kiowa's main rotor blades ... Or to take arms against a sea of nicks, and by waxing 'em, end 'em.



Yea, ye bird-mechs ... yon bonnie bird is the only one with a solid aluminum extrusion spar, and, verily, it boasteth no steel or aluminum sheet covering. Extruded aluminum will corrodeth without wax on ye surface.

To wipe; perchance to swipe ... and, aye, there's the rub.



So, rub those main rotor blades on your OH-58A with wax, MIL-W-18723. NSN 7930-00-267-5588 will get you a 1-gal can. Give 'em, forsooth, an even coat over the whole blade, no special thickness required.

But ere applying such wax, pray use drycleaning solvent (P-D-680, Type 1, NSN 6850-00-664-5685, quart size) and wipe the blades well. Or use



Next, wash the blade, O bird-mech, with a mild soap detergent, rinse well with water, and dry with clean cloths.

Then cometh the wax, which you will forthrightly apply, but, verily, will not polish out.



Clean and wax the Kiowa blades as much as needed, perchance, to keep a protective coat of wax to battle ye humid, salt-laden air.



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A COUPLE OF NO-NO'S

IT'S NORMAL WEAR--

? DO WE
SEND
EIR'S?

BETTER
ASK WINDY.

Dear Windy Windsock,

Para 3-16c(3) of TM 38-750 (Nov 72) says that a routine EIR has to be sent where a flight abort resulted from a materiel failure or malfunction and the sending of an emergency EIR was not warranted.

Should a routine EIR be forwarded when a chip detector light illuminates due to normal wear?

Also, para 3-16c(7) says that an EIR is not needed on conditions for which a corrective action has been published in the EIR and Maintenance Digest, and on items which are being issued until the supply is exhausted. An entry in the Digest replaced an old hydraulic pressure switch with a new type.

Does this mean we have to submit an EIR on the old switch which malfunctioned, causing a precautionary landing?

What's the good word, Windy?

SP6 R.K.P.

Dear Specialist R.K.P.,

There's no need for you to develop a case of writer's cramp. The answer to both questions is, "no."

Chip detectors are often set off by fuzz or other particles during the break-in of new parts. Some bird pubs show what type of material on the plugs is acceptable. When you decide that you have normal wear, no EIR is needed.

If that old hydraulic switch—or any part for that matter—was a danger to flight, a safety-of-flight message, a tech bulletin, or a modification work order would be issued grounding your bird until the new switch was installed.

That's not the case. So, it's OK to use the old hydraulic switch until the supply is exhausted.

NO EIR
IS NEEDED
IN THE EVENT
OF A SWITCH
MALFUNCTION.

NO MORE JUMPIN' WHEELS

RIGHT ON,
BONNIE! BUT COBRA
TYPES GOTTA BE
CAREFUL--

WINDY--
AREN'T THOSE
THE SAME GROUND
HANDLING WHEELS
USED ON THE UH-1
SERIES?

EYEBOLTS FARTHER APART
ON COBRA SKIDS...

WHEELS SLIP OFF...

PINS
ARE TOO
SHORT...

... GET LONGER ONES

The wheel-mounting eyebolts on the Cobra skids are a mite further apart than they are on the Huey skids. Both birds use the same ground-handling wheels.

So, when the Cobra is loaded with armament pods, the skids have been known to flex enough to allow the wheels to slip off the eyebolts and bounce off the fuselage, armament subsystems, or the mech jacking up the bird.

The support pins just won't completely bridge the gap between the eyebolts.

Which is why you should ask your maintenance officer to have longer support pins put in those wheels. Your support unit can now do the job, per TB 43-0001-2-2 (May 74) ... page 4.

A TIGHTER
MOUNT WILL SAVE
SHEET METAL
REPAIRS... MAYBE
EVEN SOME
BRUISED
KNUCKLES!!

COMBAT
SUPPORT

D7

BE YOUR OWN

SERIES T

GET READY AND SET ...

How well you do your PM thing on your medium tracked tractor—makes no difference whether it's a D7E, D7F, or older—can mean the difference between one that runs smoothly and one that bugs out on you all the time.

So don't rush it. Do your inspecting in sections.

Bold-Faced Type in this guide points out serious faults, faults bad enough to deadline the tractor. Get 'em fixed fastest!

OK... I GOT MY DA
FORM 2404... BUT
WHERE DO I START?

WHY--
JUST MOSEY
OVER TO THE
FRONT END AND
HAVE AT IT!

RIGHT
ON!

...AND IF YOU HAVE ANY
QUESTIONS, SHOOT 'EM TO
YOUR UNIT MECH! HE'LL GIVE
YOU STRAIGHT ANSWERS!

HE'S THE
FIXER!

SCARIFIER—Broken, cracked.
Hinge pin missing, stuck, bent.

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INSPECTOR ...

TRACTOR

FRONT
END

HEADLIGHTS, WORKING LIGHTS—
Glass cracked, broken, clouded.
Wires broken. Lens loose. Burned
out. Mountings loose.

RADIATOR GRILL—Bent in, mud-
caked, cracked. Broken hinges, pins
missing.

RADIATOR—(From the front) Fins
bent, clogged with mud or foliage.
Leaks. (Check water level. Coolant
should be 1-in below bottom of fill
neck.

SIDE ENGINE GUARDS—(When
installed) Broken, cracked, bent,
missing. (Don't forget 'em when
you're checking the other side.)

BLADE
ASSEMBLY

END BITS—Worn, chewed up, bolts
missing.

MOLDBOARD—Broken, loose,
cracked welds.

CUTTING EDGE—Worn, chewed up,
bolts missing.

MOUNTING PINS—Worn, loose.
Safety pin missing.

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PS MORE

TREE DOZER (ROME PLOW)

WEB—Dull, out of shape, curled.

CUTTING EDGE—Dull, cracked, Chipped, curled. (Check templates in your -12 TM).

CLEARING BLADE POINT—Dull. (Keep a well-shaped fillet—too sharp a corner will promote cracks.)

LEFT SIDE

LIFT CYLINDER—Leaks; bolts loose. Piston rod dry, badly scored.

HYDRAULIC LINES—Kinked, badly chafed, leaks; fittings loose.

TILT CYLINDER—Leaks; bolts loose. Piston rod badly scored, dry.

PUSH ARM—Broken, cracked, mountings loose.

BODY NUTS AND BOLTS—Loose, missing (Don't forget 'em all around).

FRAME—Bent, cracked. (Don't operate unless support has deferred maintenance and said it's safe to do so.)

BATTERY BOX—Cover missing, hinges broken, not lubed. Latches broken.

BATTERIES—Cracked, leaks. Terminals corroded, loose. Caps missing. Holddown loose, missing. Electrolyte low (must be at least $\frac{3}{8}$ -in above separators).

TRUNNION—Loose, bolts missing.

TRACK AND ROLLER FRAME

IDLERS—Mounting loose, worn, spacers missing, oil leaks.

ROLLERS—Loose; seals leak.

DRIVE SPROCKETS—Excessive wear. Loose, missing mounting bolts. Broken or cracked sprocket teeth.

FINAL DRIVE—Mounting loose, leaks. Bolts loose or missing, over 1,000 hours since last bearing adjustment.

TRACKS—Too loose or too tight (Adjust for 1 to 1 $\frac{1}{2}$ -in sag), worn, cracked. Bolts missing, loose. Shoes cracked, broken.

GUARDS—Loose, missing. Bolts, nuts loose. Cracks, breaks.

OK... MAKE NOTE OF IT... AND CHECK CAREFULLY FOR LOOSE OR MISSING NUTS AND BOLTS!

HMMM... OIL LEAKS HERE, CONNIE!

REAR

REAR FLOOD LIGHTS—Glass broken, clouded. Wires broken, frayed. Mounting loose. Burned out.

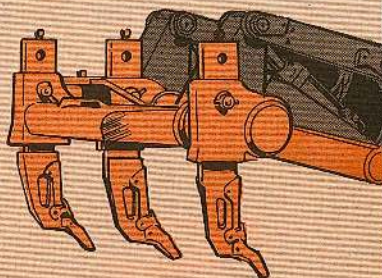


FUEL TANK—Crushed, mounting bolts loose. Leaking. Rusty. Water in tank. Cap missing, loose cap gasket broken, missing (Does it seat right?). Strainer broken, missing.

HEY! TH' WINCH CAN USE SOME OIL!!

WINCH—Damaged housing, cracked. Cables kinked, broken strands, rusty, not oiled. Coupling damaged. Oil level low (Check every 50 hours). Tow Hitch pin missing; loose mounting.

RIPPER—Shanks out of adjustment (job layout determines placement). Hydraulic Hoses: Breaks, worn, cracks, kinks. Hydraulic cylinders: Bent, piston rod dry, badly scored, leaks. Frame: Cracked, bent. Pins: Wear, missing, peening. Mounting Bracket: Stud nuts missing, loose (stud nuts must be torqued to 1500 ft-lbs).



RIGHT SIDE

EXHAUST—Loose. Not covered when tractor is stored outdoors. Flutter valve sticks. (Water down the exhaust pipe may cause hydrostatic lock and engine damage.)

DOZER HYDRAULIC TANK—Filler screen broken, gasket missing, deteriorated; cap missing, oil low. Filter cover assembly: Cracked, screws, bolts missing.

TOOL BOX—Lid catches broken. Rusty, broken, stuffed with oily rags, junked up.

TILT BRACE—Bent, loose.

RADIATOR GUARDS—Cracks, breaks, bolts missing. Dirt or foliage packed.

FRONT CRANKCASE GUARD—Cracks, breaks, bolts missing. Pull hook broken, mounting loose. Dirt or foliage packed.

REAR CRANKCASE GUARD—Cracks, breaks, bolts missing. Access cover broken, missing, loose; dirt or foliage packed.

TRACK FRAMES—Cracked, loose or missing bolts; broken parts; mud packed.

BE SURE TO EYEBALL SIMILAR ITEMS!

UNDER SIDE

ENGINE

COMPARTMENT

ANY MISSING PARTS?

HOW'D YA KNOW?
NO FAN GUARD!

HOW 'BOUT THE
V-BELTS? LOOK
FOR FRAYS AND CUTS!

FAN GUARD—
Missing, loose.

FAN—Incorrectly
adjusted—not
cooling engine
properly.

RADIATOR—(From the engine side)
Leaking, fins plugged, crushed.
Hose leaks, spongy.

OVERALL—Dirty or oil caked.

ENGINE BREATHER PIPE—
Plugged, cover loose.

ENGINE OIL FILLER—Cover miss-
ing, loose, cable broken. Seal
deteriorated.

NOZZLES, INJECTOR PUMP—Leaks.

V-BELTS—Not matched, frayed,
worn, cut.

BELT TIGHTENER—Bracket not all
the way up.

FUEL FILTER—Leaks, not drained
every 50 hours; mount loose.

CRANKCASE—Leaks, oil low.
(Check level every 10 hours at least.)

OIL FILTER—Leaks, gaskets
damaged, mount loose, dirty.

ENGINE OIL LINES AND FITTINGS—
Leaks, loose connections.

WATER PUMP—Leaks.

AIR CLEANER—Mounting Loose.
Seals and gaskets damaged. Holes,
intake stack loose, cap missing. Dust
cup loose, clamps broken. Line to
indicator, leaking, crushed.

GENERATOR—Mounting or connec-
tion loose.

WIRING—Frayed, loose, broken.

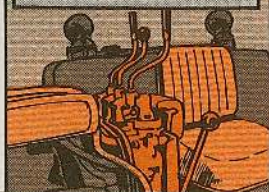
TRANSMISSION OIL LEVEL—Low.
(Check every 10 hours at least.)

WATER BLEED OFF—Not working.

CAB GUARD—Cracked welds, missing pins, screen torn, fender braces broken, loose.

AIR CLEANER INDICATOR—Red target more than half-way up. Glass broken. Reset. Button stuck.

SEAT CUSHIONS—Torn.



CONTROLS—Knobs missing, loose, bent.

DECALS, PLATES—Missing, not legible.

MAKE THESE CHECKS WITH ENGINE NOT RUNNING

HEAT-START SWITCH—Broken, won't operate.

INSTRUMENT LIGHT—Lamp missing, burned out.

DISCONNECT SWITCH—Broken.

INSTRUMENT GAGES—Glass broken.

FIRE EXTINGUISHER—Loosely mounted, wire seal broken. Missing. (Replace if weight loss is 4 ounces or more.)

COMPARTMENT—Junked up with oily rags, oil cans and stuff.

LIGHT SWITCHES—Won't operate. Loose, broken.

CONTROLS

SPEED SELECTOR—Linkage loose, sticks, does not respond.

SAFETY LOCK LEVER—Latch broken, bent.

FIND ANYTHING?

YEH--A HAM SANDWICH UNDER TH' DRIVER'S SEAT!

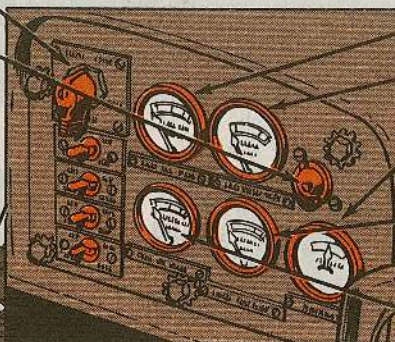
WINCH CONTROLS—Sluggish, don't work, sticking or jamming.

BRAKE PEDAL—Fails to hold. Spongy. Needs adjustment.

STEERING CLUTCHES—Not greased, no quick response.

NOW... TURN ON ENGINE AND...

Warm up... use your ears to tell you if the tractor's not running right. No backfires, no strange noises, no misses and no black smoke.



ENGINE OIL PRESSURE GAGE—Not in green.

ENGINE HEAT INDICATOR (WATER)—Not in green.

AMMETER—Not in green.

TRANSMISSION OIL PRESSURE GAGE—Not in white.

TORQUE CONVERTER—Not in green.

FUEL PRESSURE GAGE—Not in white.



WELL, THAT WRAPS IT UP! ANY QUESTIONS?

YEAH--WOULD YOU GIRLS HELP ME AN' AL HERE INSPECT THE *PASSION PIT* DRIVE-IN TONITE?

BULLDOZER CONTROL LEVER—Slow to raise or lower, jerky.

BRAKE LOCK—Doesn't hold.

HMMM... MAYBE! BUT FIRST... CHECK OUT THE NEXT PAGE...

MEMORIZE
AND LIVE UP TO
THIS INFO--
AND YOU'VE
GOT DATES--

OPERATING PRECAUTIONS

Never operate electric starter more than 30 seconds at a time. Allow 2 minutes for cooling before using starter again.

Safety lock must be ON when tractor is parked and engine's running.

Don't switch on HEAT-START when engine is warm and running.

Never turn OFF disconnect switch while engine is running.

RIGHT ON!
CONNIE AND I
DON'T DATE
FAST OPERATORS!

Keep TM 5-2410-214-12 (Jan 75) or TM 5-2410-233-10 (Nov 72) handy.

Get your own copy of TB 385-5 (Mar 70), the safety manual on operating and maintaining the crawler tractor.

Take a break now and then to check over your tractor.

Don't rev up too fast when starting. Let lube get to the turbocharger.

Shutting down, let engine idle at least 5 minutes to slow down turbocharger to avoid bearing burn-out.

Keep your treedozzer blade close to the ground when you work.

Don't use tractor in land clearing operation unless you've got the engine and cab guard protection kits mounted.

PUBLICATIONS

LO 5-2410-214-12-1 (Mar 74)

LO 5-2410-214-12-2 (Mar 74)

(Note: Use HDO 10 in the hydraulic system—not OE 50).

LO 5-2410-233-12/1/2

TM 5-2410-214-12 (Jan 75)

TB 385-5 (Mar 70)

(Treedozzer) TM 5-3830-236-12 (Oct 69)

TM 5-2410-233-10, -20, -20P

TM 5-2400-200-ESC

MAIL 'EM TO TACOM

If you have something to say about construction equipment, never let it go to waste. Put your words on paper and send 'em on to the commodity command where they'll do some good.

A lot of construction equipment has been transferred to the US Army Tank-Automotive Command, Warren, MI, so check this list to see where you send your EIR (DA Form 2407) and DA Form 2028:

DA FORM 2028

Commander
U.S. Army Tank-Automotive Command
ATTN: AMSTA-M
Warren, MI 48090

DA FORM 2407

278093

DA FORM 2407

Commander
U.S. Army Tank-Automotive Command
ATTN: AMSTA-M
Warren, MI 48090

DA FORM 2028

DA FORM 2407

TACOM CONSTRUCTION EQUIPMENT

GROUP/CLASS	ITEMS
2410	Tractors, full track
2420	Tractors, wheeled
3805	Earthmoving and excavating equipment
3810	Cranes and crane-shovels
3815	Crane and crane-shovel attachments
3820	Mining, rock drilling, earth boring equipment
3825	Road clearing and cleaning equipment
3830	Truck and tractor attachments
3895	Miscellaneous construction equipment
3910	Conveyors
3940	Blocks, tackle, rigging, slings
4310	Compressors (210-600 cfm)

YOUR CAMOUFLAGE SCREEN SYSTEM

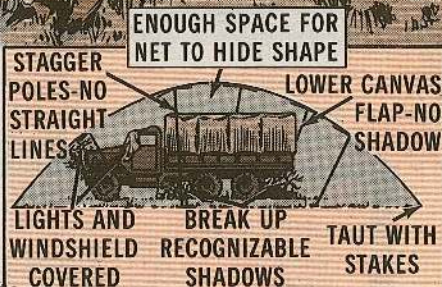
Playing hide-n-seek is a sport every soldier should know something about . . . especially when he's got a big vehicle to hide.

That's where the camouflage screen system comes in handy—if you keep yours in good repair.

First thing ya gotta remember is the screen can tear on rocks, sticks or sharp projections from the vehicle—so easy does it. When you spread it on the ground for assembling, make sure the area is clear of snags and stuff.

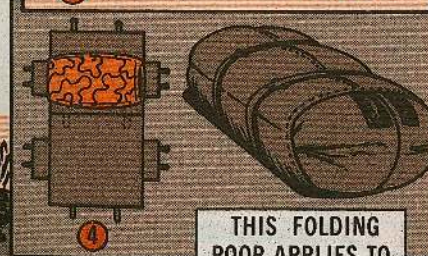
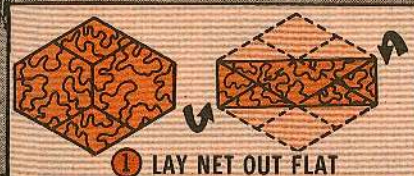
Use the edge cord to stake the screen to the ground or you can tear the camouflage.

Once the screen is over the vehicle, use the support poles to lift areas of the screen to different heights above the vehicle.



THE SCREENS MUST BE AT LEAST 2 FEET AWAY FROM THE VEHICLE OR YOU WON'T DISGUISE THE SHAPE VERY WELL!

FOLDING NET FOR STORAGE



THIS FOLDING POOP APPLIES TO ALL SYSTEMS

Clean dirt, mud or other junk out of the pole connectors. Also clean the spreaders. A bad fit means a floppy screen.

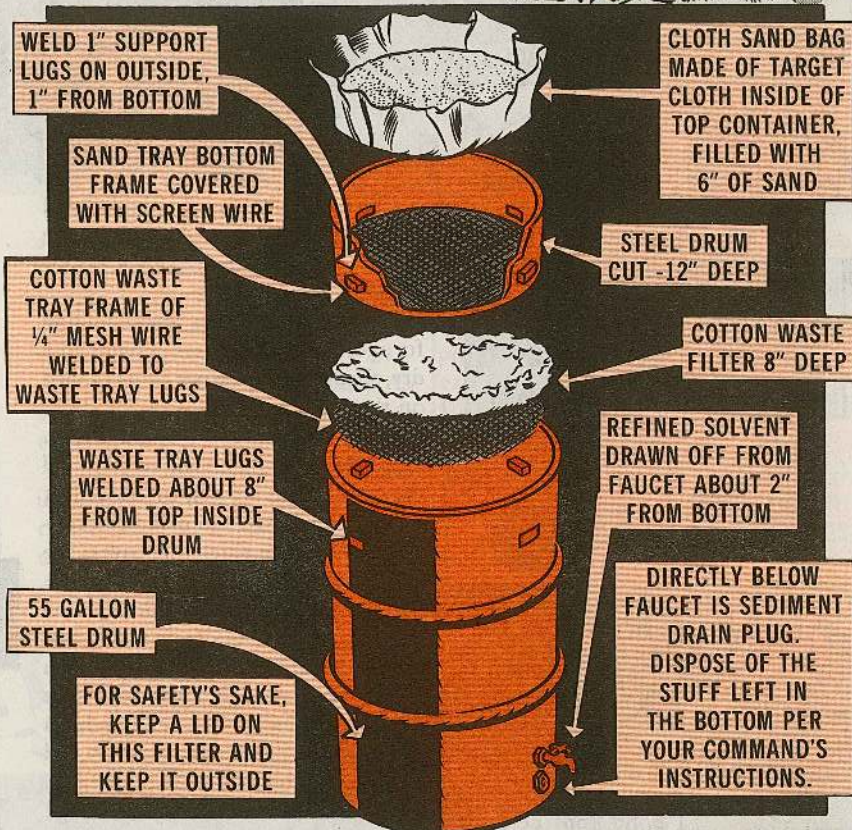
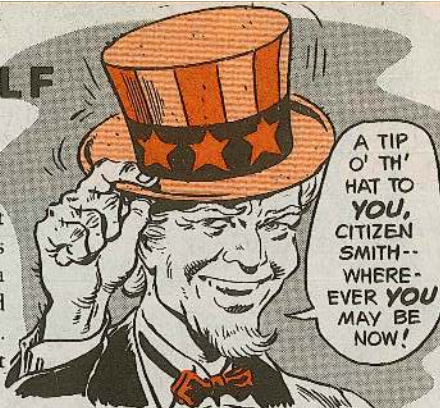
Dry wet screens out before folding for storage. Keep stored screens in a dry, shady area when not being carried on the vehicle.

Never wait around to fix a tear. A repair kit comes with the screens and the instructions are easy to follow. Just trim the torn edges to make an even-sided area. Use a patch that covers the hole and tie it securely. Never use a patch that's a different color from the screen—it stands out from a distance.

There's no TM or FM on the screen system so hang onto the info that comes packed with the screens. It has a lot of tips on set-up, take-down and folding that makes it mighty valuable. TM 5-1080-200-10 and P, Camouflage screen system, will be out soon.

DO-IT-YOURSELF SOLVENT RECLAIMER

With the energy crunch being what it is, any method of saving oil products is worthy of repeating. Here's an idea from PS Issue 78 (1959) contributed by Arthur H. Smith of Ft. Polk, LA. You can recycle your cleaning solvent time and time again.



PROPERTY BOOK— QUICK FIX-IT



DA FORM 3328 REPLACES DA FORM 14-110, 1 MAR 62, WHICH IS OBSOLETE.

ORGANIZATION (INSTALLATION) PROPERTY RECORD
For use of this form, see AR 735-35; implement in DCSLOG.

ORGANIZATION OR ACTIVITY
2d Bn, 1st Inf

DATE	DOCUMENT NUMBER	RECEIVED	TURNOVER IN	BALANCE	INITIALS
4304	Balance brought	End.		12	CSH
4324	4320-0002	1		76	CORR
4330	4330-0007		1	13	
4336	4320-0002			12	CORR

BALANCED CHANGED

DA FORM 3328 REPLACES DA FORM 14-110, 1 MAR 62, WHICH IS OBSOLETE.

ORGANIZATION (INSTALLATION) PROPERTY RECORD
For use of this form, see AR 735-35; implement in DCSLOG.

ORGANIZATION OR ACTIVITY
2d Bn, 1st Inf

DATE	DOCUMENT NUMBER	RECEIVED	TURNOVER IN	BALANCE	INITIALS
4340	Balance brought	End.		23	CSH
4355	4354-0001	1		24	
4360	4360-0002	1		25	

BALANCED NOT CHANGED

DA FORM 3328 REPLACES DA FORM 14-110, 1 MAR 62, WHICH IS OBSOLETE.

ORGANIZATION (INSTALLATION) PROPERTY RECORD
For use of this form, see AR 735-35; implement in DCSLOG.

ORGANIZATION OR ACTIVITY
2d Bn, 1st Inf

DATE	DOCUMENT NUMBER	RECEIVED	TURNOVER IN	BALANCE	INITIALS
4306	4302-0003	10		30	
4316	4313-0006	1		31	
4316	4313-0006	1		31	

BALANCED NOT CHANGED

Found a bum entry affecting the balance column on your property book page, DA Form 3328?

Just put CORR in the initials column on the same line as the mistake and line out the bad entry. Then, on the next clear line, write the correct entry and original document number with the current date and CORR in the initials column next to it.

If you've used a document number twice, line out the duplicate and treat it as an error. Your correcting entry will use the current date and a new document number with CORR in the initials column.

If there's a mistake that doesn't change the balance but additional entries have been posted, draw a line through the error and correct it on the same line.



SUPPLYING ANSWERS

Sometimes PLL types need a document identifier code like ?A? for supply questions. However, AR 710-2 won't recognize that DIC.

SO HERE'RE SOME QUESTIONS AND ANSWERS --

...THAT JUST MIGHT HELP YOU!

Q. When an item changes from nonexpendable to expendable on the microfiche (AMDF), what is the authority for the change?

A. The AMDF is the authority. Para 7-3 of AR 708-1, Cataloging and Supply Management Data, states that the AMDF will be the official data and has precedence over conflicting data in other DA pubs unless otherwise stated.

Q. Should each troop or company have its own PLL or must records and PLL be consolidated?

A. Companies and troops not only should but must have separate PLL's according to AR 710-2. The prescribed load stocks and records may be located together but not consolidated.

Q. What is the authority for the DLOGS manual, TC 38-2-1, taking precedence over AR 710-2?

A. Para 1-8 in AR 710-2 states that the procedures in the AR apply to manual operations and are the basis for defining automated procedures. User instructions for automated systems like DLOGS are contained in the manuals for the systems and take precedence when there is a conflict with AR 710-2.

Q. The hand receipt annex example, Fig 2-6 in AR 710-2, shows shortages in the current operating allowance column. Is that right?

HAND RECEIPT/ANNEX NO. (AR 710-2)

FROM: 1-651 ARTY		TO: WASHAB	
Full in the following when this form is used as Hand Receipt Annex.		Hand Receipt Annex	
CATEGORICAL NO.		CUMULATIVE BALANCE	
BALANCE		BALANCE	
BALANCE		BALANCE	
STOCK NO.	ITEM DESCRIPTION		
3415-00-241-3116	SC4910-95-CL-473 GRINDING MACHINE, Bench, Hand Operated		
6230-00-239-3518	SC4910-95-CL-473 LAMP, Extension, 100 W Lamp		
4910-00-250-2423	SC4910-95-CL-473 TESTER, Cylinder, Compression		
NOTES: a/ Initials of Property Book Officer			
b/ Initials of Hand Receipt Holder			

THE NUMBER EACH ITEM IS OVER OR SHORT AND THE INITIALS OF THE PROPERTY BOOK OFFICER AND THE HAND RECEIPT HOLDER SHOULD APPEAR IN THE BALANCE COLUMN NOT IN C2.

A. No. The shortages or losses should appear in the appropriate Balance column. The AR 710-2 headshed plans to correct the example as soon as they can.

Q. When a unit has no DODAAC, what goes in Block 6 of DA Form 3161?

A. Enter the UIC in Block 6 when you have no DODAAC.

DA FORM 3161 1 JUN 73

DA FORM 2062 1 JAN 66

THE **ROID** TO **SUPPLY** Success

You put in a regular supply request. In due course the item comes in. Then as you get ready to use it... disaster! One frammmis has somehow become 1 dozen froobis.

Hold it! Before you drown your sorrows in bootleg oil, check into a unique form, SF 364, Report of Item Discrepancy (ROID).

YOU CAN GET **SF 364** THROUGH YOUR LOCAL PUBLICATIONS SHOP.

YOU USE THIS FORM WHEN:

WHY BOTHER... WHEN TH' ARMY'S TWO **MOST** SPECIAL FORMS ARE HERE... RIGHT **NOW?**

- You receive the wrong item.
- Too many or not enough items arrive.
- The stuff's defective or all fouled-up.
- You get an item after you've cancelled it and received an all-clear from support.
- You get 2 like shipments.
- You get somebody else's order.

The authority for the form is AR 735-11 (May 74), but AR 735-11-2 (Nov 72) cues you in on filling it out.

SF 364 goes back to the people who sent you the bad item. The form flags down the experts so they can check for contractor errors, NSN problems or goof-ups in storage or packaging.

Better yet it gets word back quicker than a DA Form 2765 or DD 1348-1 so you don't get a repeat on your next request... like maybe 3 dozen froobis before the frammmis finally arrives.

However, SF 364 can't reorder the original item for you. So, if you still need it, submit a new request.

REPORT OF ITEM DISCREPANCY (ROID)				1. DATE OF PREPARATION		2. REPORT		
3. TO (Name and address, include ZIP code) U. S. Army Support Center 2800 South 20th Street Philadelphia, PA 19101 APS				75 March 11				
4. FROM (Name and address, include ZIP code) Company A 5th Bn 33rd Armor Fort Knox, KY 40121								
5. SHIPPER'S NAME				1A. DATE OF INVOICE		1B. INVOICE NUMBER		
				75 January 09		SUPP R-3864		
6. SHIPMENT NUMBER ARW0012				7. ORIGIN, MANUFACTURE, WAYBILL, ETC. RADFO623DI492				
8. CONTRACT/DOCUMENT NUMBER W22PK243060001								
9. PART NUMBER AND NOMENCLATURE		10. UNIT OF ISSUE	11. QUANTITY SHIPPED/BILLED	12. QUANTITY RECEIVED	13. QUANTITY PRICE	14. TOTAL COST	15. CODE 1/2	16. ACTION 2/3 CODE
9146-00-236-1104 Frammmis		EA	1	0	\$24.50	\$24.50	81	10
8375-00-842-1066 Froobis		DO	1	1 DO	\$27.00	\$27.00	11	1A

DIRECTIONS FOR FILLING OUT THE FORM ARE IN AR 735-11-2.

WHEN YOU GET AN INCORRECT ITEM AND YOU HAVE ALL THE **NSNs**, THE FORM'S EASY, BUT WHEN YOU NEED TO PASS ON EXTRA INFO, USE THE REMARKS BLOCK!

SOMETIMES THE UNUSABLE ITEM IS A SUBSTITUTE. WHEN THIS HAPPENS, PUT ADVICE CODE **2B**, DO NOT SUBSTITUTE, ON THE NEXT REQUEST... AND TRY AGAIN!



SIGNALING SERVICES

Dear MSG Half-Mast,

What's the proper use of visual signals on DD Form 314? I read TM 38-750 to mean that if only a Quarterly is due and that service is not due for the current monthly period, no visual signal is required. But I've been told that a visual signal should be on every DD 314.

SGT H.S.A.

Dear SGT H.S.A.,

The TM 38-750 requirement to schedule 1 month or 1 service in advance does not mean you have to place signals more than a month in advance or on months where services do not fall due.

On the last day of the month, set your signals in place for all the services due during the following month. As the services are performed and inked in, the tabs should be removed or moved to the left until none are left for the current month.

AT THE END OF THE MONTH START ALL OVER AGAIN BY SETTING UP THE SIGNALS FOR THE FOLLOWING MONTH.

SIGNALS GIVE QUICK CHECK

PLACE SIGNAL UNDER NEXT SCHEDULED SERVICE FOR CURRENT MONTH



Breather Valve NSN

Axle housings on your 2½-ton truck use the breather valve that comes under NSN 4820-00-726-4719. This valve has a cap that goes around and up 'n' down. Forget about NSN 4820-00-287-4306 listed in TM 9-2320-209-20P (Oct 72) for the axle housings. The NSN for the right valve is in the truck -20P TM on other components, like the transfer.

D7E Has ESC

Your D7E Tractor does have an ESC—TM 5-2400-200-ESC (Apr 73). Para 1-4, page 1-1, TM 5-2410-214-12 (Jan 75), is wrong.

New Spark Plug Sockets

Need a 3⅜-in long universal joint socket for those hard-to-reach 14-MM spark plugs on your commercial vehicles? NSN 5120-00-117-4739, Proto P/N 5020-70, gets one with ⅝-in hex opening. NSN 5120-00-117-4741, Proto P/N 5026-50, has a 13/16-in hex opening. Both have ⅝-in square drives. NSN's are not on the AMDF. So, use an exception-data type supply request for these thin-walled, rubber-insert spark plug sockets.

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Who Saves Antifreeze?

Only activities under CONUS major commands are affected by DA MSG DAEN-Z CE 011930Z Oct 74, which requires saving ethylene glycol antifreeze for reclaiming when it's drained from engine cooling systems. Your local command will pass the word to your unit if any used antifreeze is to be saved. The Army is studying ways to reclaim antifreeze. The word will go out when the decision is made. Meanwhile, keep saving the antifreeze, unless your commander decides the storage costs are too high.

A/C Battery Update

Hold one before you service your aircraft's nickel-cadmium battery! There've been some changes made to TM 11-6140-203-15-2 procedures. The word went out in USAVSCOM Msg AMSAV-FEG 181446Z Mar 75, Subject: Maintenance of Aircraft Nickel-Cadmium Batteries. Among other things, it says you organizational types are not to add to or take out distilled water or electrolyte. It gives you a new way of checking electrolyte level. Get the message—and get the word.

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

SUPPLY REQUESTS *NO-GO?*



CHECK
THE

NSN

AGAINST

- THE NEWEST PUB
- YOUR PLL
- THE LAST
RECONCILIATION
LISTING
- THE LATEST
STATUS CARD
- THE NEAREST
AMDF

(Army Master Data File)