

Issue 275

PS

October
1975

THE PREVENTIVE MAINTENANCE MONTHLY

HEY...
WHAT'S
GOIN' ON UP
THERE?

YOU'RE
HOLDIN' UP
TH' CONVOY!

I DUNNO *WHAT'S*
BUGGIN' HIM, SARGE!

I FUELED HIM
UP GOOD BEFORE
WE MOVED OUT!

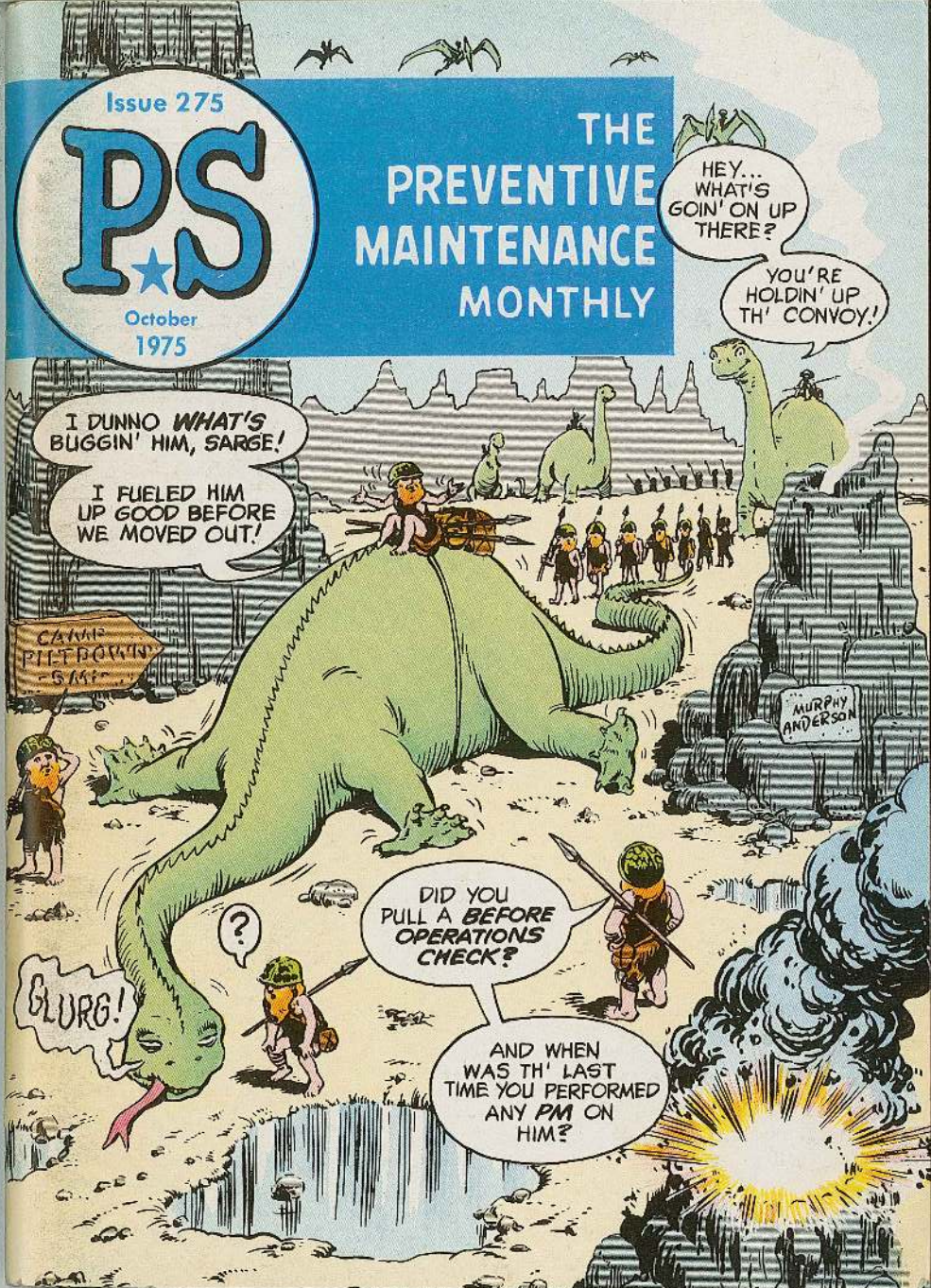
CAMP
PICTDOWN
-5 MI-

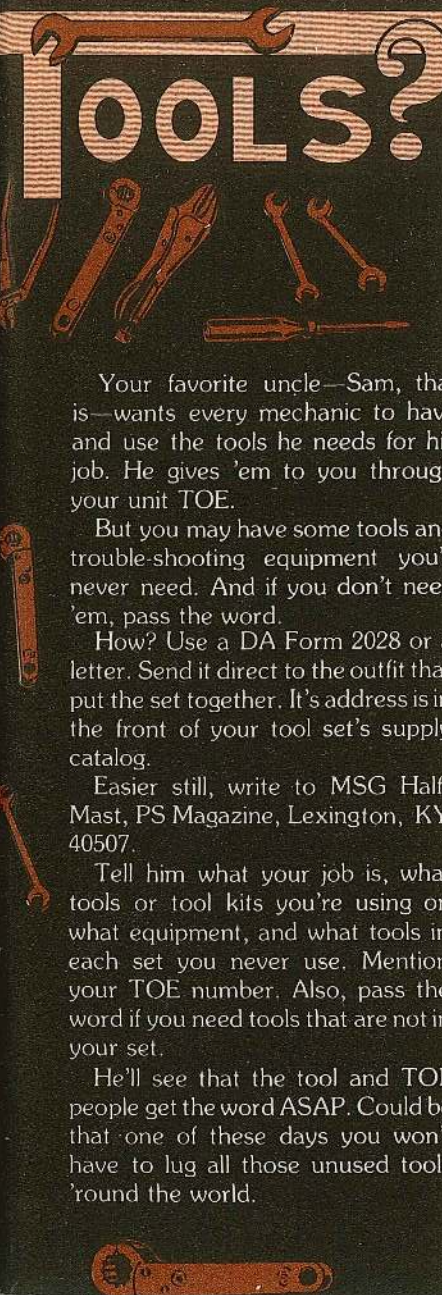
MURPHY
ANDERSON

DID YOU
PULL A *BEFORE*
OPERATIONS
CHECK?

GLURG!

AND WHEN
WAS TH' LAST
TIME YOU PERFORMED
ANY *PM* ON
HIM?





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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

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M60A1 TANK

HITMAN'S handbook



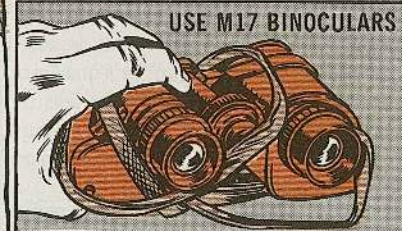
Use this 40-min test to check cam accuracy, ballistic drive, range finder, computer and periscope.

Run through it every 90 days (or more often if your commander thinks you should.) It'll be in a future change to your TM 9-2350-215-10.

Two of you in the tank crew (gunner and TC) do the test. You'll use

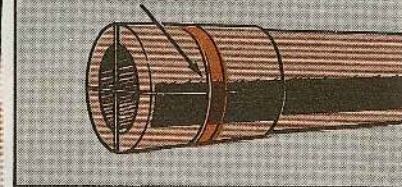
FIRST ROUND HITS . . . That's what you M60A1 gunners are gunning for.

'Course, you can't get 'em if your fire control system is lined up wrong or has bad parts. But how can you tell?



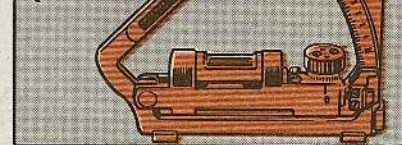
the M17 binoculars in the tank and boresighting thread and tape. The

TAPE DOWN BORESIGHTING THREAD



only extra equipment you'll need is an M1A1 gunner's quadrant which you

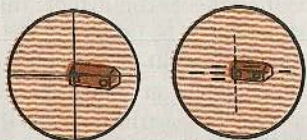
BORROW A M1A1 QUADRANT



borrow from company maintenance. Here's the way it goes...

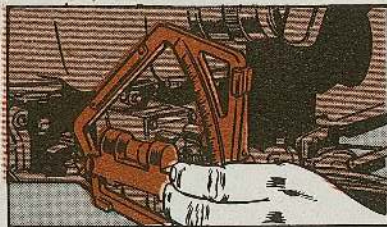
GETTING STARTED

Select a target about 1200 meters away and boresight the main gun the way it says on pages 2-98 through 2-110 of your -10 TM.



Make sure the ballistic computer range correction knob is set at zero.

Now put the M1A1 gunner's quadrant on the gun breech pads and measure the existing elevation of the gun. Carefully write this figure down because you'll need it later.



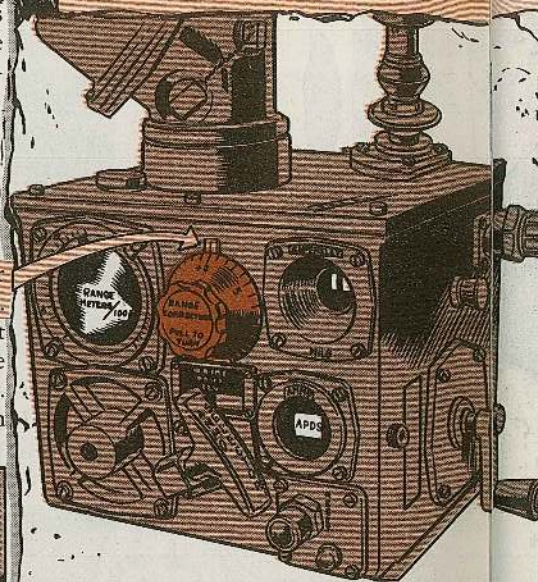
(Let's say, frinstance, that the figure is 4.6 mils. Write it down.)

Recorded gun elevation 4.6 mils

4.6mils

OK, CONNIE!
I GOT IT WRITTEN
DOWN...
WHAT
NEXT?

GOOD! NOW WE
DO A SYSTEM CHECK!



SYSTEM CHECK

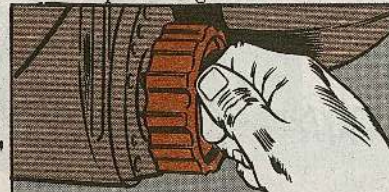
1. Turn the computer switch on the rangefinder to ON position.



2. Turn the ammunition selector handle a full 30 degrees clockwise. Then pull it out (or push it in) until you have the HEP indexed in the window.



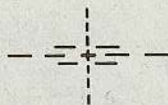
3. Now—Commander turn your rangefinder range knob (from LOW to HIGH of course) and stop on range 500 meters.



Depress the computer reset button and see that the inner and outer matching pointers are lined up in the range scale window.

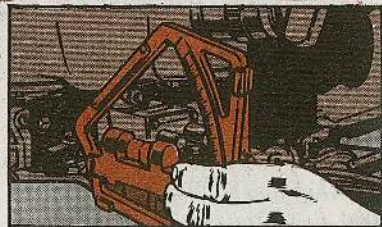


4. Re-lay the gunner's periscope reticle on the upper left corner of the reference target the same way.



5. Put the gunner's quadrant on the gun breech pads, carefully center the bubble and write down the total gun elevation.

Total gun elevation 11.2 mils



6. Now, subtract the recorded gun elevation (4.6), from the total gun elevation (11.2). What you have left, of course, is the superelevation for HEP ammo at 500 meters range. Put this down here.

Superelevation 6.6 mils

(Take this figure, whatever it is—say 6.6 mils—and look at Table 1, System Tolerances and see if it fits inside the tolerance 7.0 - 6.4 for superelevation for HEP ammo at 500 range.)

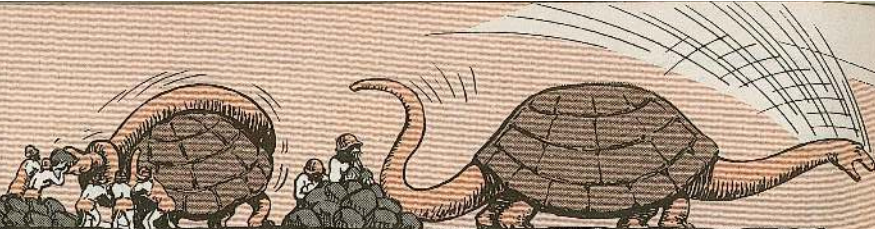


TABLE 1. SYSTEM TOLERANCE
SUPERELEVATION IN MILS

RANGE IN METERS	HEP-T (M393)	APDS-T (M392)	HEAT-T (M456)
500	6.4 - 7.0	0.9 - 1.4	1.7 - 2.2
1200	15.8 - 16.5	2.7 - 3.1	5.2 - 5.7
2000	30.9 - 31.9	4.8 - 5.3	10.5 - 11.1
3000	58.6 - 60.0	7.5 - 8.1	20.9 - 21.6

SINCE THE SUPERELEVATION FALLS
WITHIN THE BRACKET 6.4- 7.0,
PENCIL AN **OK** BESIDE THE 500-
METER RANGE FOR **HEP** IN
TABLE 2 BELOW...



GOTCHA!

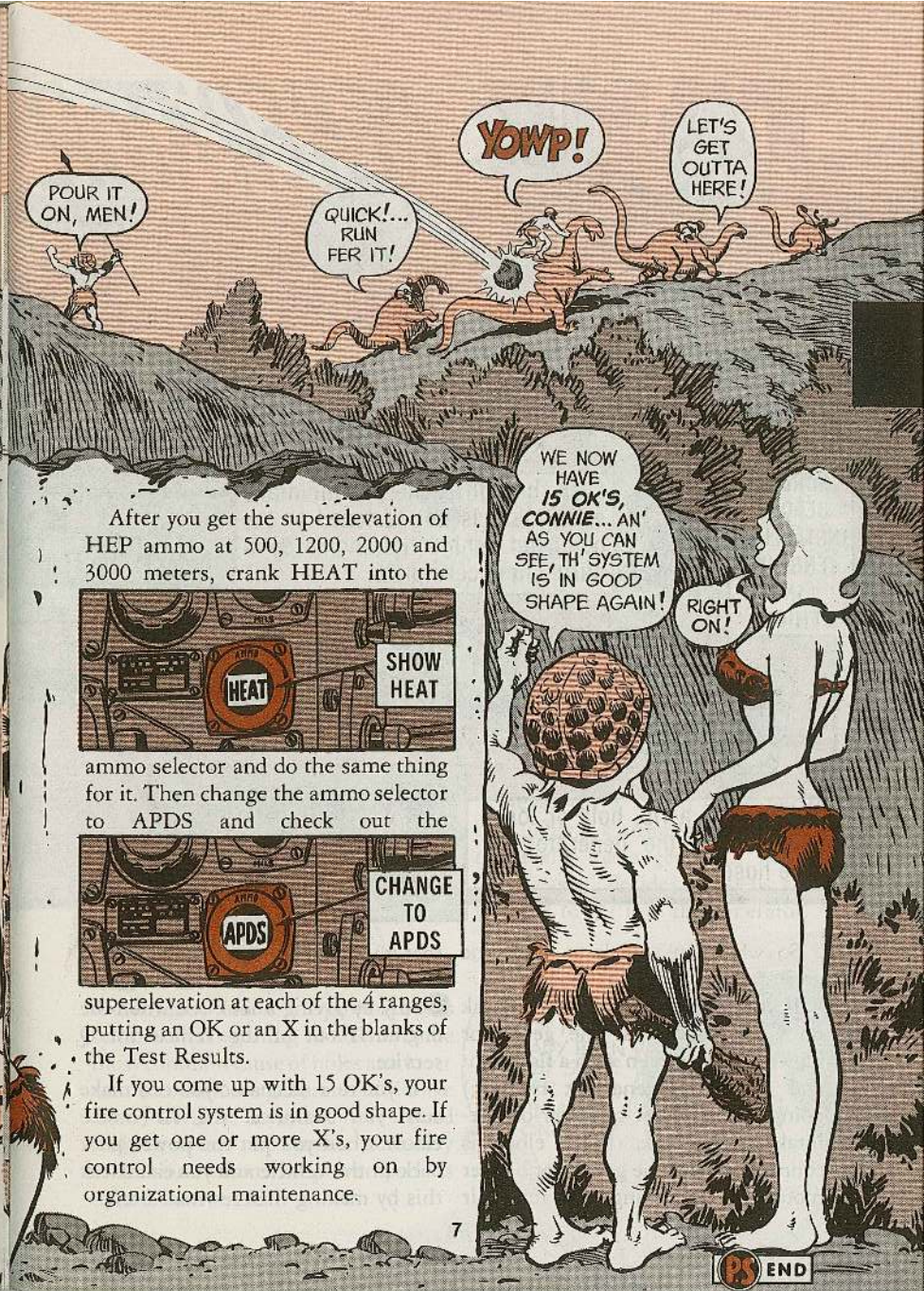
7. Leaving the HEP showing
in the computer window, go
ahead and make the same test for
the other ranges, 1200, 2000 and
3000. Every time you'll find out if
the *superelevation*—the
difference between the record gun
elevation and the total gun
elevation at that particular
range—falls within the
superelevation tolerance bracket
or not.

IF IT DOES,
MARK "**OK**"
FOR THAT
RANGE AND IF
IT DOESN'T
MARK "**X**"!



TABLE 2. TESTS RESULTS
(Mark OK or X in blanks)

AMMO	RF 500	RF 1200	RF 2000	RF 3000
HEP	OK			
HEAT				
APDS				

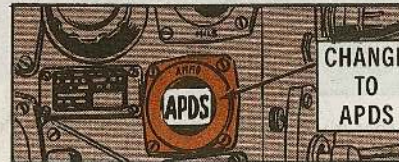


After you get the superelevation of
HEP ammo at 500, 1200, 2000 and
3000 meters, crank **HEAT** into the



SHOW
HEAT

ammo selector and do the same thing
for it. Then change the ammo selector
to **APDS** and check out the



CHANGE
TO
APDS

superelevation at each of the 4 ranges,
putting an OK or an X in the blanks of
the Test Results.

If you come up with 15 OK's, your
fire control system is in good shape. If
you get one or more X's, your fire
control needs working on by
organizational maintenance.

TANK GENERATOR JIVE

It takes very little water, mud or crud to ruin the generator in your M60-series and M48A3 tanks, bridge launcher or M728 combat engineer vehicle. But how does this gunk get into the generator?

REMOVE
SCREEN
BEFORE
INSTALLING
ENGINE
IN
VEHICLE



① Through a generator air intake elbow that is not fastened to the bulkhead behind the engine compartment access plate.

ELBOW
FASTENED
TO ACCESS PLATE?

② Through a rip, hole or loose connection in the generator air intake hose.



So what can you do to keep the generator juicy?

If you're a crewman you can check on ① by looking at the generator blower intake screen with a flashlight and (with the generator running) doing the old piece-of-paper-on-the-intake-screen trick. (If the elbow is connected right, the generator blower motor will be sucking in so much air

that it will hold a piece of paper on the screen.) Crewmen can check on ② and ③ only by giving a look-see when the engine is out of the vehicle for Q service.

If you're a mechanic you can make sure you reconnect the air intake elbow when you put the power pack back in the vehicle and you can check this by making the crewman's test.

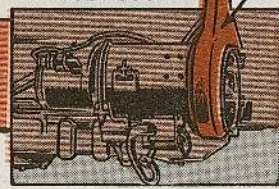
Any one of 3 ways.

DUNNO WHAT HIS PROBLEM IS, BONNIE!...

...HE KEEPS STALLIN' ON ME!

SMALL WONDER! HIS AIR INTAKES ARE ALL FOULED!

③ Through a cut in the generator air exhaust boot.



Also make sure you unfasten the air intake elbow before the power pack is removed. (Forgetting to do this is the most common cause of holes and loose connectors on the generator air intake hose.) Give the air intake hose a good looking over and make necessary corrections when the power pack is out of the vehicle.

IF THE GENERATOR BOOT HAS ALREADY BEEN CUT BY SOME OTHER MECH, PUT IN A NEW ONE!



M60A1 TANK PURGING PERILS



The most important thing about using the purge pump in your M60A1 tank is knowing when to let go.

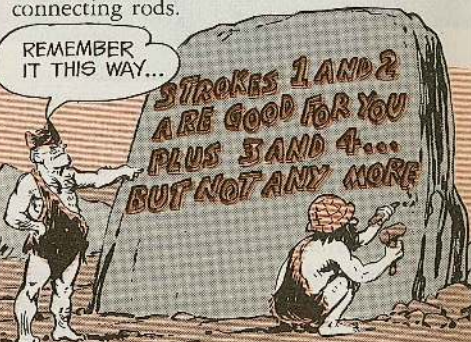
Tank drivers have been giving their engines hydrostatic lock by making too many strokes with the purge pump handle.



Three or 4 strokes should be enough, the way it says on pages 2-4 and 2-24 of your TM 9-2350-215-10 (May 69).

So what happens if you use the purge pump to build up your arm muscles? In the first 3 or 4 strokes you'll get the air out of the fuel lines. As you keep on pumping, you'll overload the manifold with fuel. That fuel goes on into your engine's cylinders and—POW! You've got hydrostatic lock. It can bend your connecting rods.

REMEMBER IT THIS WAY...



OWWW OWW OWW!

M60 READY RACK FIX



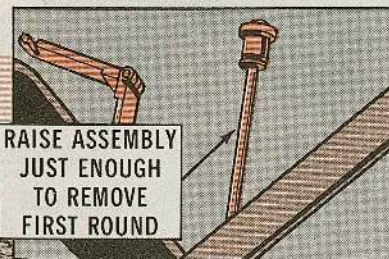
Crunched toes and damaged shell cases in the turret of your M60 or M60A1 tank can be avoided by doing this easy fix on the clamp assembly of your ammo ready rack:

Tighten the self-locking nut (NSN 5310-00-902-9369) on the clamp assembly. When you tighten the nut,

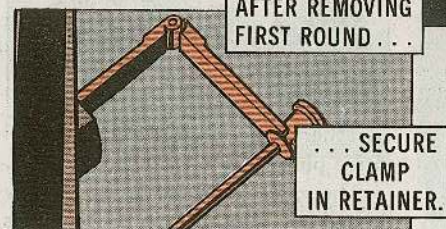


move the clamp assembly up and down until it takes a little effort to raise the assembly.

This, too, is a must. Raise the clamp assembly just enough to get the first round out. Never raise it all the way for that first round.



And, always secure the retainer to the clamp assembly after removing the first round.



If you raise the assembly all the way and leave it there, the shock from firing or traveling can shake the second round loose. That could be hard on your feet... or whatever else the round falls on.



Naturally, you've gotta raise the assembly all the way to get the second round out.



TANK FINAL DRIVE PLUGS

MYRTLE, WHICH
PLUG DO YA PREFER?
TH' SQUARE OR TH'
HEXAGONAL
OPENING?

WHY
THE
SQUARE,
NATURALLY!

When is it better to be a square?
Being square is an advantage for
tank final drive plugs.

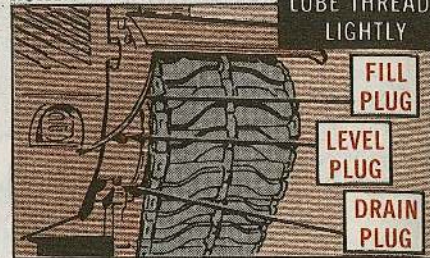
There are square-opening final
drive plugs, NSN 4730-00-437-0131,



and there are hexagonal-opening final
drive plugs, NSN 4730-00-045-9833.

The square ones are easier to screw
in and out, so put 'em in the positions

that get action—the fill, level and drain
holes.



This is the cold, stone truth for all
kinds of M48- and M60-series tanks
and related vehicles.

M60/M60A1 TANKS

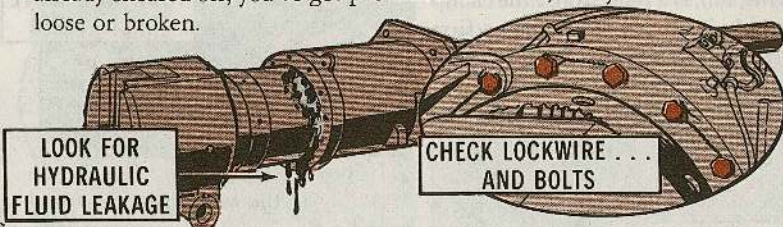
HALT! SORRY... BUT THIS
IS A JOB FOR DS!

URG!

RECOIL MOUNT BOLT BUMMER

It can be a real bummer if any of the 16 bolts that hold the recoil mount
retainer cover get sheared off.

This can happen if they work loose. So reach around and give 'em a feel. If
they're so loose you can move 'em with your fingers, or if one or more of 'em is
already sheared off, you've got problems. Likewise, if any of the lockwires are
loose or broken.



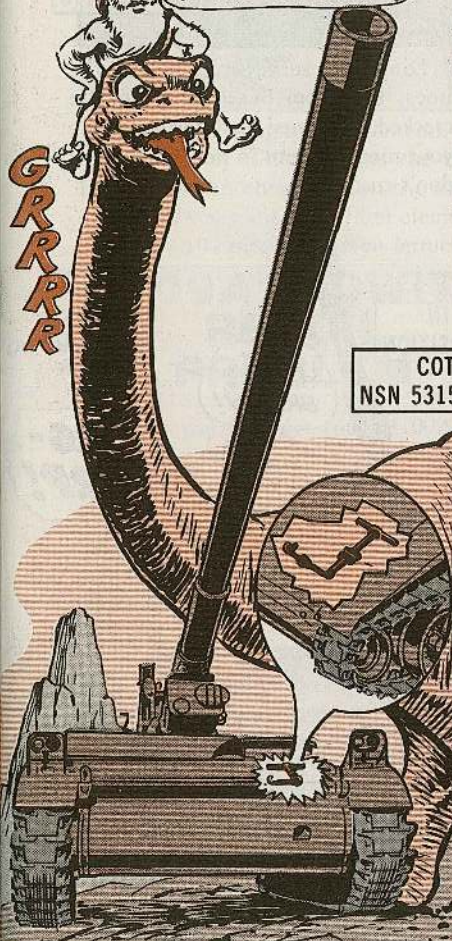
Another sign that things are not going right with your tank recoil is a lot of
recoil oil leakage in the area around the retainer cover.

If you get either loose bolts or recoil oil, yell real loud for your unit turret
mechanic who will call in direct support. They'll know what to do. Your unit's
turret mech doesn't work on this.

M107/M110/M578 VEHICLES

STEERING LINKAGE CHECK

THERE, THERE... BRONTY
OL' BOY... DON'T BE JEALOUS!
YOU NEVER HAVE THE
STEERING PROBLEMS
HE HAS SOMETIMES!

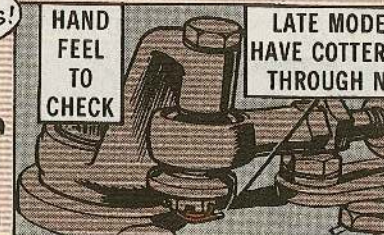


Losing steer on your M578 recovery
vehicle could land you in a mess of
trouble... and if the steer went out on
an M110 heavy howitzer or M107 gun,
you could be even deeper in the soup.

So, check out the steering linkage on
these vehicles for tightness of moun-
ting nuts and cap screws.

HAND
FEEL
TO
CHECK

LATE MODELS
HAVE COTTER PIN
THROUGH NUT



The early model vehicles (1969 or
before) have a cap screw, washer and
nut in the steering linkage that are
different from the similar parts in the
later vehicles. The later model
vehicles also have a cotter pin through
the nut.

COTTER PIN
NSN 5315-00-839-5820



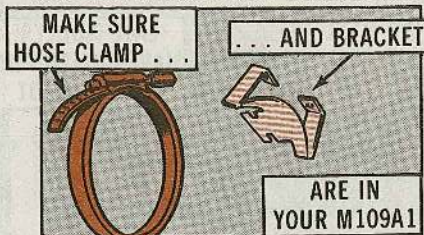
CAP SCREW, NSN 5305-00-182-9261
WASHER, NSN 5310-00-429-1771
WASHER, NSN 5310-00-809-4058
NUT, NSN 5310-00-840-6151

Update your early vehicles by
putting in the later model hardware.
It's listed on page 279 of your TM 9-
2300-216-20P. This could keep you
from losing steer.

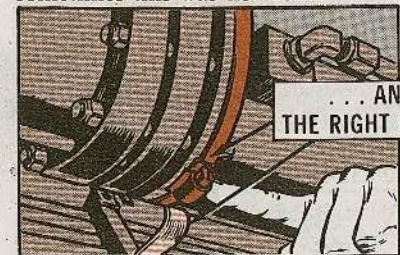
HYDRAULIC LINES SUPPORTED?

A lot was added to your M109 howitzer when it was converted into an M109A1. But in some cases a couple of things were taken away.

Hose clamp NSN 4730-00-908-6294 and bracket NSN 1025-00-082-



0099 should have been switched over from the M109 to the M109A1 but sometimes this was not done.

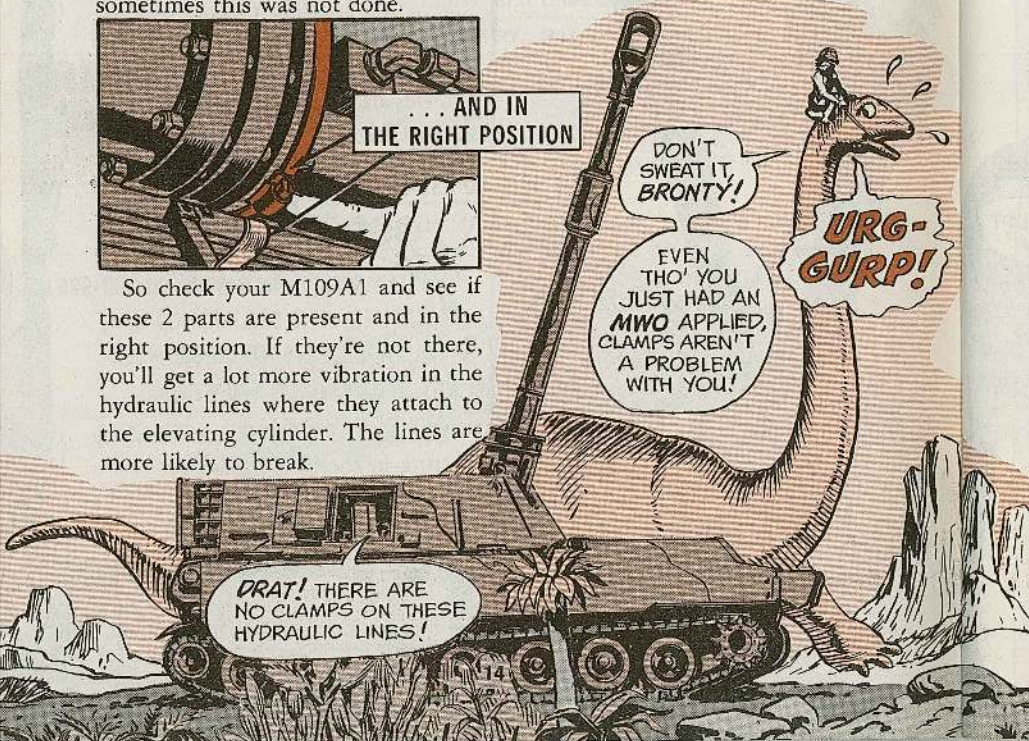


So check your M109A1 and see if these 2 parts are present and in the right position. If they're not there, you'll get a lot more vibration in the hydraulic lines where they attach to the elevating cylinder. The lines are more likely to break.

Also make sure all 6 of the support brackets in the cab roof are there with cap screws tight and the lines not crossed or rubbing.



Long hard service can beat up the lines. Look 'em over and if they're cracked, separated or deformed, have your mechanic put in new ones. They don't cost a lot.

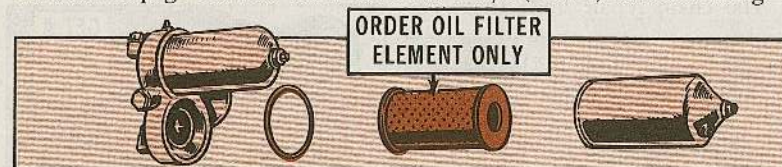


AN ELEMENT OF CONFUSION

NO...IT'S NOTHIN' YOU SAID, BRONTY... IT'S JUST THAT YOU BEEN DRINKIN' CONTAMINATED OIL!

Why pay \$106 for something you can get for \$1.30?

We're talking about the replaceable filter element, NSN 2940-00-580-6283. It's listed on page 4-221 of TM 9-2350-217-24P/1 (Oct 72) as Item 2 of Fig 7.



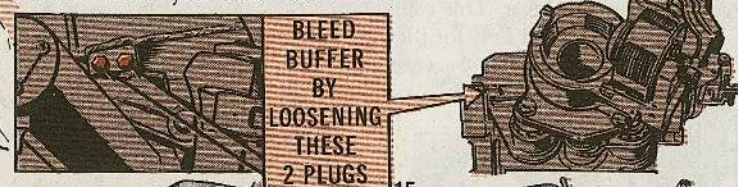
Instead of asking for the element, a lot of outfits are ordering the complete filter assembly. This includes the metal shell and costs—ouch!—\$106. It's listed under another NSN on the same page.

So if all you want is the filter element, get it as NSN 2940-00-580-6283 and save over 104 pieces of green lettuce.

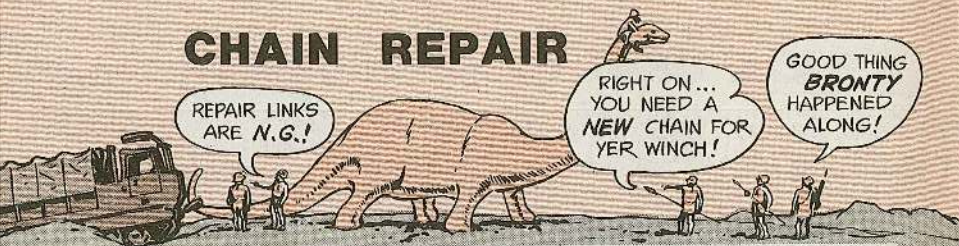
M109A1 HOWITZER RECOIL PROBLEM

When you first get your M109A1 howitzer, the counter-recoil buffer Ch 1 to your LO 9-2350-217-12 (Jan 72) tells you how. After you bleed the hydraulic fluid. This is a natural thing system a few times and get it because the hydraulic system has been stabilized, it'll work better. If the system is not bled, the breech operating cam roller could be damaged by the weapon slamming back into battery.

So, bleed the buffer every 7 to 9 rounds when you first fire a new



CHAIN REPAIR



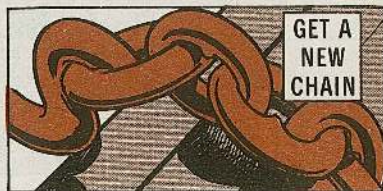
What is the weakest link in the chain?

The chain repair link—that's for sure.



In fact, if you've repaired your cargo carrier winch chain with one of these links—NSN 4010-00-838-7476 (7717023)—the link will break the first time you put a heavy load on the chain.

Get a new chain, NSN 2590-00-930-6580 (10944639-3). It's listed on



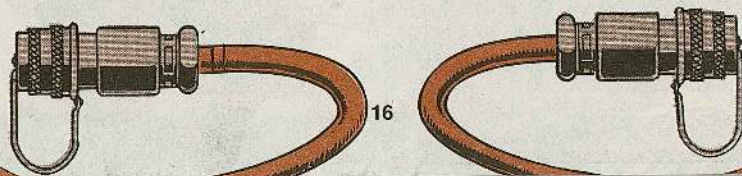
page 67 of your TM 9-2350-247-20P (Feb 74) and the Army Master Data File prices it at \$27.71. Turn in the repair links for salvage.

This chain is used on M548, XM806 and XM806E1 carriers and with the winches on some 5-ton trucks.

POWER CABLE CRIPPLING



Listen up, you M577/M577A1 crewmen! Take good care of the electric cable for your auxiliary generator. This cable, NSN 2590-00-923-1987, costs \$120 and is hard to get. So use it only for the purpose intended and be careful not to run over it.



90-MM
RECOILLESS
RIFLE...

M67 SECURITY

Dear Half-Mast,
Is there a weapons rack for securing my M67 90-MM recoilless rifles?

SGT J.H.F.

*RECOILLESS RIFLE REPTILES

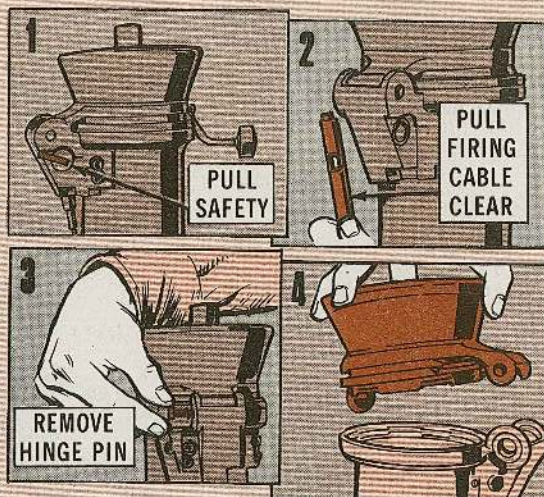
Dear Sergeant J.H.F.,
Negative.

But you can fabricate a rack for those RR's. Just be sure the rack meets the specs in AR 190-11. If you want to be sure about 'em, have your local Provost Marshal take a look.

If arms room space is sparse, you can foil felons by securing the breechblocks only.

In a couple o' minutes you can remove the SAFETY, pull the firing cable clear, unlock and open the breech. Then remove the hinge pin and lift the breechblock from the tube.

Since the breechblock and tube carry matched serial numbers, it's a cinch to rematch 'em when you issue the weapon.



A SMALL METAL BOX OR STEEL MESH CAGE WILL HOLD SEVERAL BREECHBLOCKS.



NOPE... BUT YOU CAN FABRICATE ONE EASY ENUFF!

REDEYE MISFIRE

There's an old saying that goes: "Don't believe everything you read."

Remember it next time you're eyeballing the Redeye missile misfire procedures in TM 9-1400-425-12 (Jan 67). The procedures are about to get a slight but important change.

For instance, the TM tells you that when you have a misfire, you cut the eject leads midway between the gripstock handle and the rear protective shock ring/disk assembly.

Forget it.

If you cut the leads where the TM says, and if the solder splices on the eject leads just happen to be defective, you can't "safe" the eject motor.

Fix

The new way to "safe" the eject motor is:

1. Lift the tape that runs along the M41 weapon launch tube.

2. Locate the soldered portion of the leads.

SOLDER

3. Cut the leads between the solder and the rear of the tube (toward the protective shock ring).

CUT LEADS HERE

4. Strip the insulation off an inch or so of the ends of the 2 leads that go to the rear shock ring, and wind the ends together to short them out.

Naturally, you follow standard misfire procedures before you cut the leads. Allow at least 3 seconds (continue tracking) to determine that you don't have a hangfire. Place the weapon in a position that won't endanger you or other friendly troops. If the missile stays in the tube, wait 30 minutes before you cut the eject leads.

Safety personnel normally would cut the leads if a misfire occurs on the range. In the field, it's the gunner's job. Cut 'em with a pocketknife or anything else that's sharp enough.

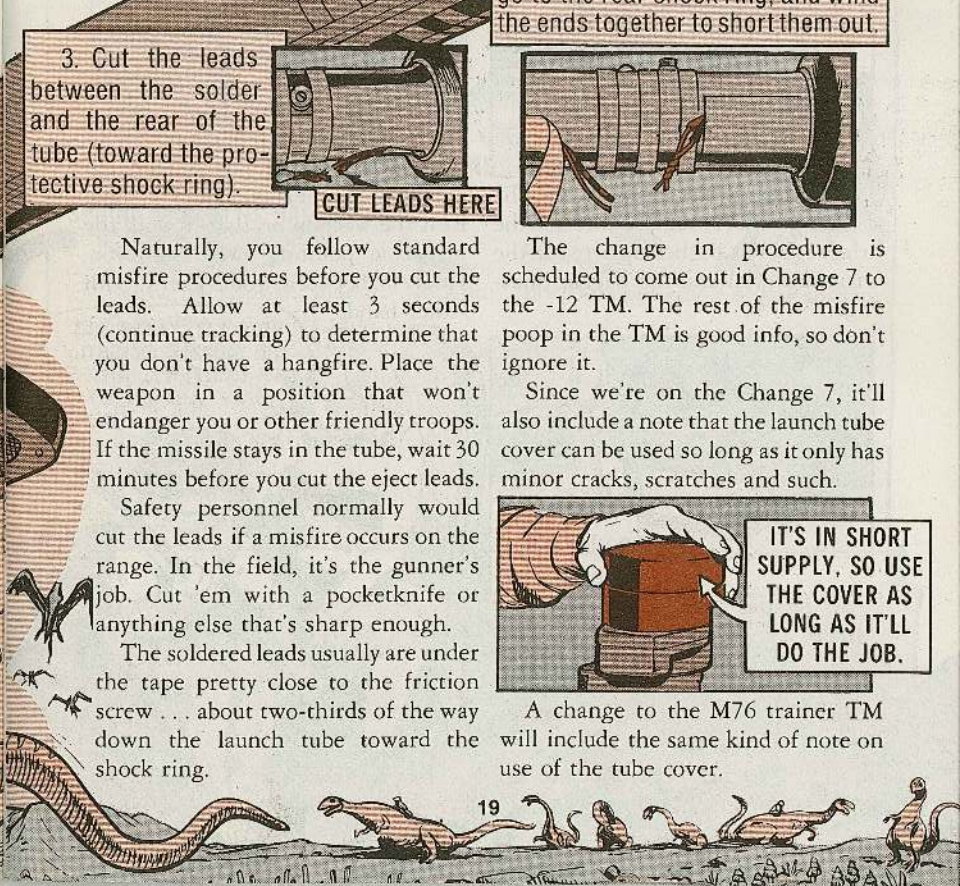
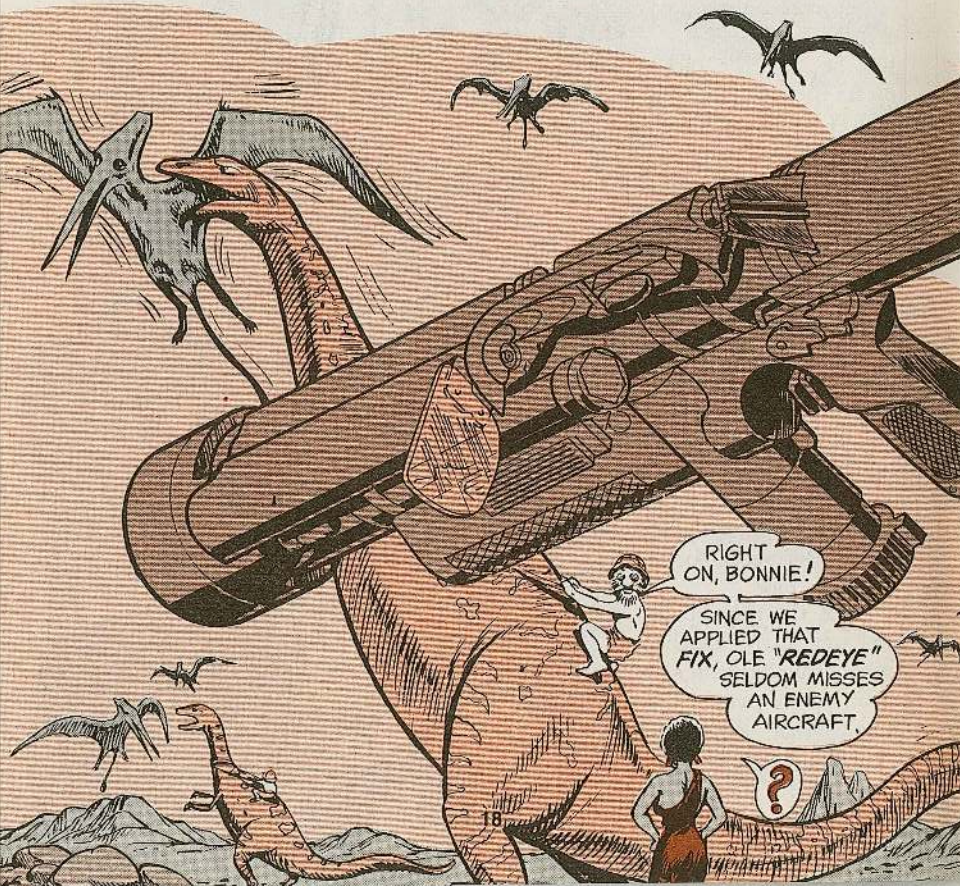
The soldered leads usually are under the tape pretty close to the friction screw ... about two-thirds of the way down the launch tube toward the shock ring.

The change in procedure is scheduled to come out in Change 7 to the -12 TM. The rest of the misfire poop in the TM is good info, so don't ignore it.

Since we're on the Change 7, it'll also include a note that the launch tube cover can be used so long as it only has minor cracks, scratches and such.

IT'S IN SHORT SUPPLY, SO USE THE COVER AS LONG AS IT'LL DO THE JOB.

A change to the M76 trainer TM will include the same kind of note on use of the tube cover.



M203 GRENADE LAUNCHER

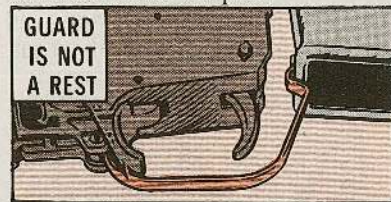
TRIGGER GUARD BASH

HEY... WATCH THOSE BUMPS!

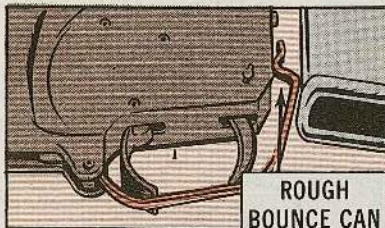
THAT LAST ONE CAUSED MY LAUNCHER TO JAM!

Be careful how you carry your M203 40-MM grenade launcher when you're a-truckin' down the pike.

GUARD IS NOT A REST



Never rest the launcher on the trigger guard. A rough bounce and the trigger guard's pushed up between the magazine well and the trigger housing.

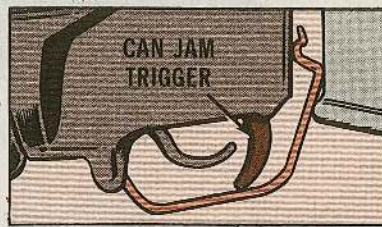


ROUGH BOUNCE CAN PUSH IT UP

A jammed trigger guard could "freeze" the safety in the SAFE

position, jam the trigger or wind up missing, cracked or twisted.

CAN JAM TRIGGER



Here's the way to stop this jam biz: Rest the weapon on its butt with the magazine pointing away from you. Hold it between your knees with either hand.

THAT'S IT... NOW TILT THE MUZZLE SLIGHTLY OFF CENTER... AND SIT BACK AND ENJOY THE RIDE!

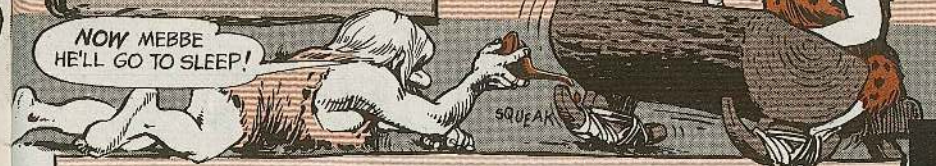


M2 .50-CAL MACHINE GUN MOUNT

CRADLE CARE

NOW MEBBE HE'LL GO TO SLEEP!

WAAAAA



Thanks to you it's working—your M113A1's machine gun mount cradle, that is—if you're keeping a couple o' little things cleaned and lubed.

For instance, you do everything the mount PM checklist calls for in Table 3-4, TM 9-1005-245-14 (Feb 73).

HIT THESE PARTS

CRADLE TIE BAR PIN
CRADLE TIE BAR SPRING
SUPPORT
TIE BAR

CLEAN TRAVEL AND LOCKING PINS

Never overlook the mount's 2 lock pins, travel lock pin, cradle tie bar, spring, pin, washer and cotter pin.

All these get a good cleaning with a brush and drycleaning solvent. NSN 6850-00-281-1985 gets a gallon of PD 680.

Now lube the parts with PL Special—NSN 9150-00-231-6689 (qt).

Besides this before-and-after action PM bit, clean and lube these items at least once a week.

Add some GAA—NSN 9150-00-190-0905 (5-lb can)—to the pintle shank while you're so close to it.

PS BACK ISSUES... FREE

You can get copies of back issues of PS Magazine, Lexington, KY 40507. No charge. Many of the issues between No. 217 and this issue are still on the shelf. Tell how many you need of each.

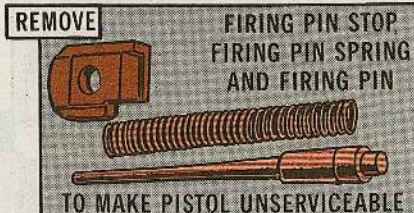


Units with limited arms room facilities can make pistols and revolvers unserviceable for security purposes by partial stripping.

No sweat . . . yet!

But you have to be extra careful how you handle the stripped-down weapon—and with the parts you take off.

For instance, you make the M1911A1 .45-cal pistol unserviceable by removing the firing pin, firing pin spring, and firing pin stop.



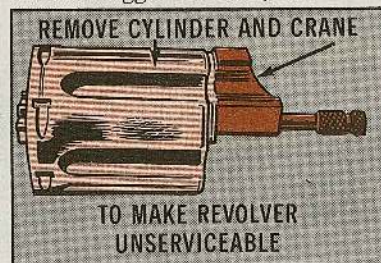
That's OK—But never dry-fire the weapon when these parts are out of the slide. When you dry-fire, the hammer slams against the slide and peens the hole in the firing pin cavity.



After awhile, the hole gets too small for the firing pin to fit.

Now your weapon's really unserviceable—for replacement parts and downtime!

Making revolvers unserviceable by removing the cylinder and crane calls for hair-trigger PM care, too.



Keep each revolver's cylinder and crane together in its own bag, envelope or other container. Every

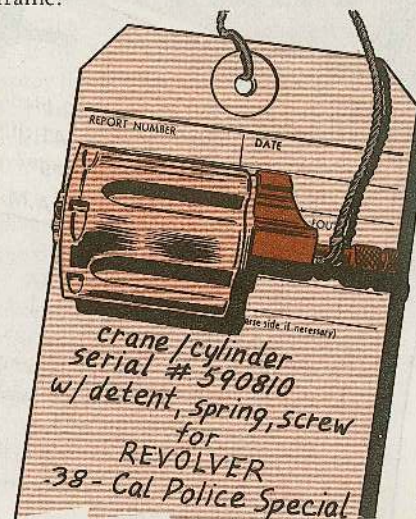
KEEP MATCHED CYLINDER, CRANE AND ATTACHING HARDWARE IN THEIR OWN BAG



cylinder and crane are matched with their serial-numbered frame. They won't work on any other frame. So, no switching.



When you remove these 2 items, make sure they're tagged with the same serial number as on the revolver. This is another check against mixing the cylinder and crane with another frame.



Keep the parts that hold the cylinder and crane on the frame—crane lock-screw, crane lock-detent, and crane lock-spring (if model calls for it) in the same container with the cylinder and crane.



THE COLOR'S FOR SAFETY

SORRY, DINO-- ONLY RED IS AUTHORIZED!

Dear Half-Mast,
Is it OK to paint the M15A2 blank firing attachment for the M16A1 rifle a different color than red/orange?
MSG A.M.

Dear Sergeant A.M.,
Negative!
The highly visible fluorescent color is to remind you to use only blank ammo... and to take the attachment off before you load your weapon with live ammo.
If you fire a live round with the

attachment you could get hurt... and damage your rifle.
Your unit armorer adds the cosmetic touch-up or spot paints the M15A2. He uses fluorescent coating compound MIL-P-21563B, NSN 8010-00-181-7859 (pt).
Half-Mast

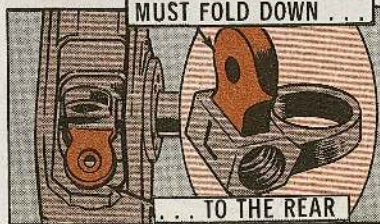
PAINT BFA RED/ORANGE

CHECK YOUR SIGHT

If the new, low light level sight system (promethium sight) has been installed on your M16A1 rifle, give it a quick eyeball check to be sure the rear sight's on right.

The smaller peephole, stamped with an "L", should fold down to the rear... toward the stock. The larger peephole folds down frontwards.

MUST FOLD DOWN...



IF YOURS IS REVERSED, TURN YOUR RIFLE IN TO SUPPORT SO THEY CAN INSTALL IT THE CORRECT WAY!



PM TIPS ON—

HIGH-SECURITY PADLOCKS

HOLD IT, TIGER-- WHAT YOU NEED IS A SQUIRT OF LIQUID SOLVENT--

AND AFTERWARDS--SOME REGULAR PM!



A high security padlock—HSP—is like any other piece of equipment—it needs PM if it's going to work "as advertised."

So, clean and lube it on a regular schedule—like maybe every six months.

If the HSP is a little hard to open, spray liquid solvent in the shackle and key ends to clean out the junk. Use trichloroethane, NSN 6810-00-664-0387 (gal) or NSN 6810-00-664-0273 (pt). Get the pint with an exception-data type supply request 'cause it's not on the AMDF.

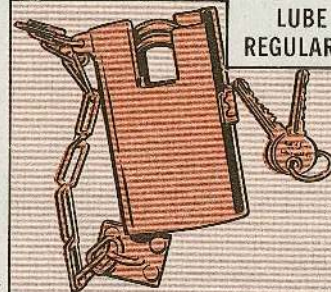
After opening the padlock, flush and lube it with clear corrosion preventive compound, NSN 8030-00-835-4348 (gal) or 8030-00-838-7789 (pint, aerosol can).

Careful here. You never want to "drown" the cylinder. Just 6 to 8 drops'll do.

Keep water—and rust buildup—out of the key hole by hanging the lock parallel to the door frame. That is, the keyhole faces the ground (except "T" pin type locks.)

Your HS hasps need 'tention, too. Keep 'em painted, or weather-protected, with the rust preventive compound.

CLEAN AND LUBE REGULARLY



FOR SMALL ARMS PM

CLEANERS, LUBES, PRESERVATIVES



Small arms PM includes everything you do to keep your weapon ready to fire. So-o-o-o, using the right PM gear and materials for your specific weapon is where the PM action is.

Here're the cleaners, lubes, and preservatives that a sharpshootin' gunner can use on his particular weapon. Check the ones you use. Forget the others. Using the wrong lube, cleaner or preservative is as bad as using the wrong part.

ITEM	NSN	UNIT OF ISSUE	REMARKS
CARBON REMOVING COMPOUND: P-C-111B, TYPE II	6850-00-965-2332	5-gal pail	Strictly for armorer
CLEANER, TOBACCO PIPE	9920-00-292-9946	36 per pkg	For M16A1 rifle
CLEANING COMPOUND: Rifle Bore (RBC)	6850-00-224-6656	2-oz can	For internal and external cleaning of all weapons after they've been fired.
MIL C-372B	6850-00-224-6657	8-oz can	
	6850-00-224-6663	gal can	
CLOTH, ABRASIVE CROCUS: 9x11	5350-00-221-0872	50-sheet sleeve	Strictly for armorer
DRYCLEANING SOLVENT (SD-1) P-D-680, Type I	6850-00-664-5885	qt can	Strictly for armorer
ENAMEL: Bk, jet	8010-00-297-0546	qt can	For touch-up painting of outside metal surfaces
GREASE, RIFLE MIL-G-46003 (RG)	9150-00-248-3480 9150-00-754-0063	2.5-cc tube lb can	Use light coat on receiver group, especially in wet climates. Never use on M16A1 rifle.

ITEM	NSN	UNIT OF ISSUE	REMARKS
LACQUER: Bk (jet) lusterless; Type I TT-L-50	8010-00-582-5382	pt spray can	For touch-up painting of outside metal surfaces
LINSEED OIL: Raw TT-L-215	8010-00-221-0611	gal	For wood parts. Never use much and rub it in good with your fingers. Never use it on plastic parts.
LUBRICANT: SOLID FILM	9150-00-142-9309	12-oz spray can	For armorer's use only on M16A1 rifles.
LUBRICATING OIL, GEN PURPOSE: Preservative Special (PL-S) V-V-L-800	9150-00-273-2389 9150-00-231-6689	4-oz can 1-qt can	For small arms except M16A1 rifle
LUBRICATING OIL: Semi-fluid MIL-L-46000 (LSA)	9150-00-935-6597 9150-00-889-3522 9150-00-687-4241 9150-00-753-4686	2-oz bot 4-oz bot qt can gal can	For M16A1 rifles, crew served machine-guns, certain parts of some helicopter machineguns (see your TM).
LUBRICATING OIL, WEAPONS: (LAW) MIL-L-14107B	9150-00-664-0038 9150-00-292-9689	4-oz can qt can	For small arms at temperatures below 0° F (See your TM).
NEAT'S-FOOT OIL: Fed C-N-200	8030-00-244-1031 8030-00-244-1033	pt gal	For leather slings and carrying cases
RAG, WIPING, COTTON: Fed-DDD-R-3D	7920-00-205-1711	50-lb bale	For general purpose use
SWAB, SMALL ARMS CLEANING: 1 1/2-in sq	1005-00-912-4248	1000	For M16A1 rifles
SWAB, SMALL ARMS CLEANING: 2 1/2-in sq	1005-00-288-3565	1000	All small arms except M16A1 rifles.

ALWAYS BE SURE YOU USE ONLY THE RIGHT LUBE, CLEANER OR PRESERVATIVE ON YOUR WEAPON!

TRUBS

IT'S BRONTY'S
NEW LO,
CONNIE!

WAIT'LL
YOU SEE HIS
DASH 20!

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), and Ch 1 (Feb 75), TM's 1B's, etc. DA Pam 310-6 (Jul 74), and Ch 2 (Apr 75), SC's and SM's, and DA Pam (C) 310-9 (Aug 74), COMSEC Pubs.

TECHNICAL MANUALS

TM 5-2420-213-20P Jun Wheeled Tractor Cat Mod 830 MD
TM 5-6115-484-12 Jan Generators 15-KW, MEP Models
TM 5-6115-485-12 Jan Generator 30-KW, MEP Models -005A, -104A, -114A, -005AWF, -005AWF, -005ALM, -005AWF
TM 5-6675-250-12 Jun Survey Instrument Mod AG-8
TM 5-6675-308-24P May Theodolite
TM 9-1005-249-10 May M16A1 Rifle
TM 9-1005-286-1 Apr Vulcan M167 Gun 20-MM
TM 9-1050-203-20P Jun M26A1 Armament Subsystem
TM 9-1425-480-1 May DRAGON
Ch 4, TM 9-2350-230-10/2-1 Mar OP (Turret Operation) M551 Sheridan
Ch 3, TM 9-2350-232-10 Jun M60A2 Tank
TM 9-6920-427-20P May Training Set REDEYE
TM 10-3900-203-ESC May Fork Lift Truck,

Rough Terrain
TM 11-5805-286-ESC Jun AN/MCC-3 telephone repeater
TM 11-5815-244-12 May AN/FGC-25, -25X, -26, -26X, -52, -52X, -57, -68, -161, -162, AN/UGC-30 and -30X teletypewriter sets
TM 11-5820-334-ESC Jun R-392/URR radio receiver
TM 11-5820-401-ESC-1 May AN/VRC-12 radio set
TM 11-5820-401-ESC-3 May AN/VRC-43 radio set
TM 11-5820-401-ESC-4 May AN/VRC-47 radio set
TM 11-5820-401-ESC-5 May AN/VRC-49 radio set
TM 11-5820-498-ESC-1 May AN/GRC-125 radio set
TM 11-5820-498-ESC-2 May AN/VRC-53 radio set
TM 11-5820-498-ESC-3 May AN/VRC-64 radio set
TM 11-5820-498-ESC-4 May AN/GRC-160 radio set
Ch 2, TM 11-5820-785-24P Jun AN/FRC-80(V)1, 2, and 3 radio set
Ch 3, TM 11-5825-205-12 Jun AN/FRN-22A radio transmitting set
TM 11-5825-242-24 Jun AN/TRO-23 radio receiver
TM 11-5895-474-12 May AN/TSQ-71A landing control central
TM 11-5825-258-14 Jun SG-299(I)U signal

generators
Ch 5, TM 11-7440-215-15 May RP-152/G punchcard reader
Ch 6, TM 11-7440-219-15 May RP-154 (P) G punch tape reader
MISCELLANEOUS
AR 700-84 Apr Radioactive Commodities
DA Cir 105-30 Jun Pot Interference to Aero Radio From Cable
FM 38-24 May Classes of Supply
FM 101-10-2 Jul Tech & Logistical Data (Non-Div)
LO 5-5420-209-12-1 May Floating Bridge Transporter
SC 3433-90-CL-N04 Jun Torch Outfit, Out-Weld
SC 7360-90-CL-N02 May Field Range Gasoline
TB 95-1520-221-20-9 Jun One-Time In-spect Crosstube Asays Cobra Aircraft
TC 11-2 May CIG IT-M784 Earth Borer and Pole Selter
TC 44-71-1 Jan Redeye How To Use It
NEW MOVIES
MF 20-5895 Motorcycle Safety Tips
RD 54 Progress in Communications
TF 4-4790 M.U.S.T. - Multipurpose Shelters, PART II - Disassembly and Loading
TF 46-4858 Aviation Armament Maintenance Safety
TVT 8-1 14.5 Field Artillery Trainer M31

Bye, Bye MWO Blues



Sayonara, MWO backlog blues. Using units won't sing you anymore.

A new modification work order program, effective 15 Aug 75, lifted the MWO monkey off the back of user commands and using units. It's now riding the shoulders of the U.S. Army Materiel Command (AMC) and its subcommands.

AMC is the command which supplies most of the equipment you and your unit use. Now, it'll take on the added service of planning, paying for,

scheduling and applying MWO's on that equipment.

Purpose of the new plan is to get rid of the MWO backlog and to keep it from building up in the future.

AMC personnel and their agents (contractors, etc.) will apply the MWO's through schedules to be set up with user commands (TRADOC, FORSCOM, etc.). In cases where user command personnel are used, MWO expenses (other than military pay and allowances) will be returned to the user command.

The official word is Department Army Letter DALO-SMM-F (17 Jul 75), Subject: Modification Work Order Program. An upcoming revision to AR 750-1 will go into greater detail.



CONNIE--
THE PM
WITCH!

CAN YOU
REALLY
SOLVE MY
PROBLEM
?

RIGHT ON,
SPECIALIST
RUBBLE!

I CAN HELP YOUR
UNIT BECOME PM
STARS -- THE PRIDE
OF PILTDOWN!

... BUT,
BEFORE YOU
CAN SOLVE
A PROBLEM,
YOU'VE GOT
TO SEE IT!

MY FELLOW PM PRACTITIONERS
(BONNIE, HALF-MAST, WINDY)
AND I DECIDED TO TACKLE
CAMP PILTDOWN'S MAINTENANCE
PROBLEMS HEAD-ON, SO WE HAD
A BIG HUDDLE WITH THE POST
MAIT*... MIXED A POTION --
AND HERE'S
THE RESULT!

PEBBLES?

NO! PM
PROJECTION
PILLS!

WE DROP 'EM,
ONE BY ONE,
INTO MY
BUBBLING
CAULDRON ...
AND
PRESTO!

POOF

*MAINTENANCE ASSISTANCE AND INSTRUCTION
TEAM

WHEELED VEHICLES

... THE
MOST
COMMON
PROBLEMS!

VIEW
'EM
AND
WEEP...

1. Air filters dirty.
2. Fuel filters not drained daily.
3. Air tanks not drained.
4. Fuel gages on the blink.
5. Too much exhaust smoke on multi-fuel engines.
6. Loose bolts on engines, transmissions and transfer case. How would you like to report a missing engine?
7. Loose and corroded battery terminals.
8. Tires too far gone to retread.

?
NO
ENGINE!

O, FIDDLE!
HALF-MAST'S
TIME-SYNC
PARTICLE
WAS IMPURE!
WE'RE
SEEING THE
PROBLEMS
AS THEY
WILL BE
IN THE
FUTURE!!

... BUT NO
MATTER!

THE PROBLEM
WILL STILL
BE LACK OF
PM!

TRACKED VEHICLES

1. Tracks too tight or too loose.
2. Bent or broken track center guides.
3. Engine and transmission oil overfull or below "ADD" mark.
4. Dirty air cleaner elements.
5. Inside periscope surfaces cracked.
6. Loose mounting bolts on driver's seat.
7. Loose battery cables. Holddowns loose, corroded, missing.
8. Electrolyte below plates.

SIR, I'D LIKE TO
REPORT A MISSING
DRIVER!

?

TRAILERS

1. No protection from the weather so the trailers get an old fashioned coat of rust.
2. Trailers sitting neglected 'cause nobody reads the TM's.
3. Missing canvas, bows and straps.

SARGE WANTED
T'KNOW IF WE
BEEN PAINTIN'
TH' RUST ON
AT NIGHT!

AIR COMPRESSORS

1. Water left in tanks.
2. Filters collecting enough dirt to start a garden.
3. Air hoses ruined, missing or even the wrong kind put on.
4. Compressors falling apart 'cause nobody took care of them.

NAW! LOOKS
MORE LIKE A
RADISH TO ME!

WOW! I CAN
SEE MAINTENANCE
PROBLEMS WON'T
GET SIMPLER...
EH, CONNIE?

CORRECT! BUT
BEFORE I TOSS
IN ANOTHER
PILL, LOOK AT
MY CAVE
PAINTING!

JOE'S Dope Sheet

There's no denying it's so:
To keep your gear free from woe,
Good PM's the rule...
A soldier's best tool...
For earning the STATUS of PRO.



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 P

ARE YOU GETTING THE MESSAGE? IF YOU'RE READY, IN GOES ANOTHER PILL!

RIGHT ON! I'M LEARNIN' THAT PM IS NOT A SOMETIME THING, CONNIE!

GENERATORS

1. Fuel leaks.
2. Broken connect- or terminals.
3. Missing ground rods and cables.
4. Very shocking! Would you believe generator sets not grounded when operating.
5. Dead batteries, equipment not exercised.



CALL THE MP's! THE BATTERY WAS FOULLY MURDERED BY PROCASTI- NATION!

RADIOS



1. Corroded antennas and loose connections.
2. Hand set cables frayed and insulation torn.
3. Matching units mounted wrong.

TELEPHONES

1. Equipment stored with batteries left in.
2. Battery compart- ments corroded.



WEAPONS

1. M60 machine guns put together wrong. Dirty bolts and carriers. Parts missing. Carbon in gas cylinders.



2. Dirty, rusty magazines for M16A1 rifles. Firing pins bent or cracked. Hand guards damaged. Too much oil. Check TM 9-1005-249-10.

M17/M17A1 PROTECTIVE MASK

1. Mask stored in carrier wrong.
2. No ID numbering system.



3. Not enough filters on hand.

M11 DECON- TAMINATING EQUIPMENT

1. Broken or missing seals.
2. Markings unreadable.



3. Missing mounting brackets.

KITCHEN

1. Dirty and rusty field ranges.
2. Range rails not lubricated.



RADIAC

1. Equipment due for calibration.
2. Battery components corroded.
3. DD Form 314 not kept up on equipment.



WHEN!! IS THAT ALL, CONNIE?

MAKES ME REALIZE THERE'S A LOT OF PM CHORES TO CATCH UP ON...

NOT YET! HERE GOES THE SPECIAL PILL MAIT WHOMPED UP FOR A FINALE!



WHEE-OOOO-WHEE

... MORE COMMON PROBLEMS FOUND BY MAIT ...

1. PM not scheduled or performed as stated in the TM's.
2. Mechanics guessing on repairs, never use test, measurement and diagnostic equipment.
3. Tools and test equipment out of whack. Nobody schedules their calibration according to para 3-3, TM 38-750 and TB 43-180.
4. Too many parts on hand and none turned in.



5. Errors on ESC 'cause nobody knows how or when to use it.
6. Forms not filled out according to TM 38-750 when reporting equipment readiness.
7. Not enough control of equipment. (Hand receipts?)
8. Necessary pubs either not on hand or not up-to-date.

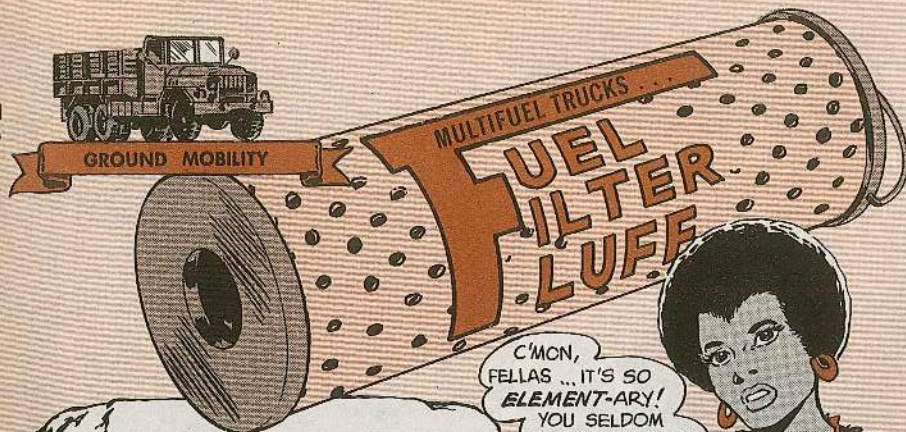
THAT'S THE WORD AS BONNIE, HALF-MAST, WINDY, MAIT AND I SEE IT... NOW HOW 'BOUT YOU AND YOUR UNIT?

I'VE GOT THE MESSAGE -- THANKS TO YOU, CONNIE! FROM HERE ON OUT, ME AN' MY GUYS ARE GONNA BE WINNERS!

AT THE MAINTENANCE SCRIMMAGE LINE, WE'LL SETTLE ONLY FER FIRST DOWNS AN' TOUCHDOWNS--! NO MORE PUT DOWNS FER US HERE AT CAMP PILTDOWN!

GREAT!

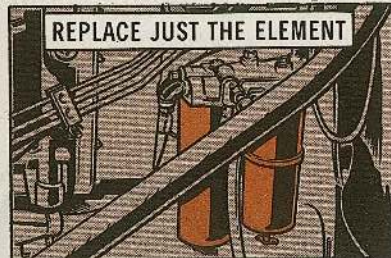
HAH-- ANOTHER PRO FOR OUR TEAM!



OK, you guys! What's this sudden passion for fuel filters?

On these multifuel trucks with the twin secondary and final fuel filters on the engine, some guys are replacing the whole filter, instead of just the filter element. The element is part of a

REPLACE JUST THE ELEMENT



kit that comes with the gaskets and packing that you need to do the job right.

The NSN for the kit is 2910-00-134-7835.

You'll find it on page 80 of TM 9-2320-209-20P (2½-ton) and page 2-32 of TM 9-2320-211-20P (5-ton) listed as Parts Kit, Fluid Pressure. In TM 9-2320-230-20P (5-ton 8 X 8) it's on page 10 of Ch 1 (June 74), as Kit, Repair, Fuel Filter.

TIRES ON A SHORT FUSE

A TIRE CAN BE A BOMB WAITING TO EXPLODE.

YOU SUPPLY THE FUSE WITH CARELESS INFLATION METHODS!



Believe it. One killed a trooper when it blew him 15 feet into the air. Others have torn, crippled and killed, and some have even blown the wheels off vehicles.

Inflating a tire may seem like a simple maintenance chore, but the best way to do it is to approach it like an EOD team member about to defuse a bomb.

Instead of a shield, use a tire inflation cage... like it tells you in TM

9-2610-200-20 (Nov 72). The cage is a must for tires with lock rings. If you don't have a cage, Figs 2-21a and 2-21b in the TM show you how to make one. Every motor maintenance shop should have a cage.

AND STAND BACK, AT LEAST 10 FEET, WHEN THE TIRE IS BEING INFLATED!

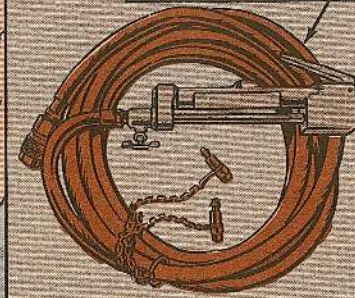


NSN 4730-00-729-7076
GETS YOU A MALE
END LOCK CHUCK, 1/4-in.
NSN 4730-00-277-6948
IS FOR THE FEMALE END
CHUCK. BOTH ARE CALLED
"CHUCK, AIR INFLATING."



38

YOU CAN GET A
10-FT EXTENSION
HOSE WITH
NSN 4910-00-441-8685



Equally important is to keep your air compressor free of flammable gases. If you pump these gases into a tire, they can blow the wheels off a sedan or a 10-ton truck. They can blow you up.

HERE ARE
SOME TIPS
TO HELP
KEEP
EXPLOSIVE
GASES
OUT OF
YOUR
TIRES!



KEEP
CHARGERS
AWAY
FROM
AIR
INTAKE

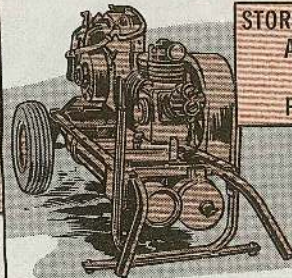
Batteries give off hydrogen gas during charging, and that stuff can really let go! And, read TM 9-2610-200-20. The warnings in it are for real. They can save your life.

39

Never use anti-freeze in a compressor. That includes alcohol, dry gas or any other flammable material. Instead, frequently drain the moisture from the compressor tank... and keep the compressor indoors in freezing weather.

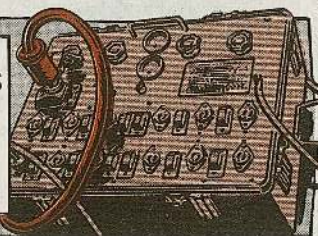
Store the compressor off by itself, far from rubber cement or flammable solvent vapors that might be drawn into the air intake.

STORE COMPRESSOR
AWAY FROM
VAPOR
PRODUCERS



Never use gasoline or flammable solvents to clean the air screen of the compressor. When you clean the air screen, blow it dry with an air hose before you re-install it.

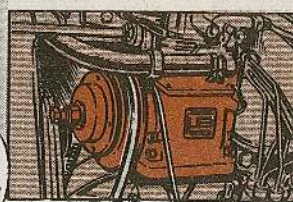
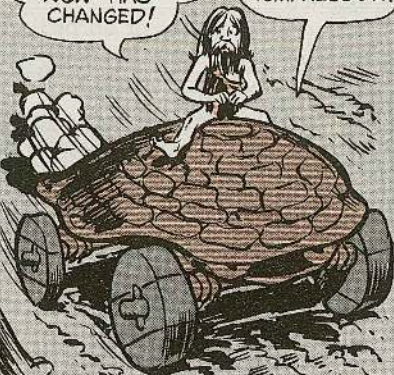
Keep battery chargers well away from the air intake of the compressor.



5-TON COMPRESSOR

YOU KNOW YOUR 5-TON TRUCK'S AIR COMPRESSOR'S NSN HAS CHANGED!

MY 5-TON TRUCK?... WHAT AIR COMPRESSOR?

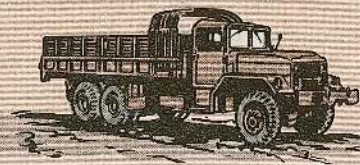


MAKE A NOTE OF THE RIGHT NSN IN YOUR -20P TM

Your multifuel engine 5-ton truck no longer uses the air compressor listed under NSN 4310-00-439-6075 in TM 9-2320-211-20P (May 73). Instead, you order under NSN 4310-00-863-3155. This'll be showing up in the -20P TM, but it's already an "O" coded item in your support's engine manual—TM 9-2815-210-34P (May 74). It's also in TM 9-2320-209-20P (Oct 72) for the 2½-ton trucks and in TM 9-2320-230-20P (Apr 69) for the 8x8 5-ton multifuel trucks. The 2530 in the TM's is now 4310.

TM 211-SERIES 5-TON TRUCKS

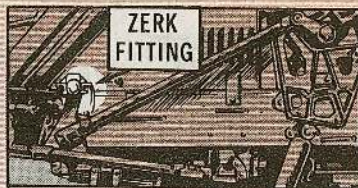
DON'T MISS THE (LUBE) POINT



Out of sight, out of mind—and out of lube. That's the story on the steering drag link relay lever in these 5-ton trucks.

It's kinda hard to see, up there, but it's important. Without lube, you can end up with bushed bushings and repair work.

Be sure to hit it every 6 months or 1000 miles, just like it says on page 3 of LO 9-2320-211-12 (Jun 72).



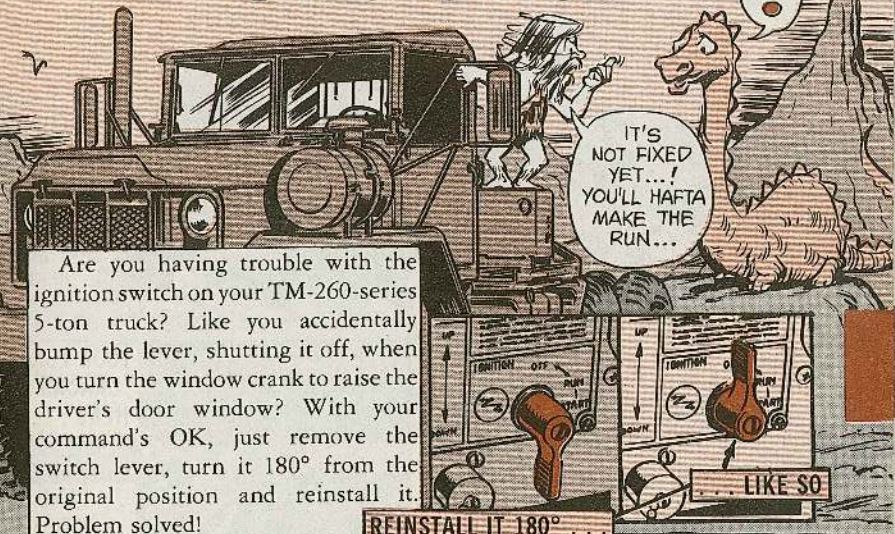
ZERK FITTING



A LITTLE LUBE GOES A LONG WAY!... BUT NOT MORE THAN 6 MONTHS!

TM-260-SERIES 5-TON TRUCK

SWITCH SWITCH



Are you having trouble with the ignition switch on your TM-260-series 5-ton truck? Like you accidentally bump the lever, shutting it off, when you turn the window crank to raise the driver's door window? With your command's OK, just remove the switch lever, turn it 180° from the original position and reinstall it. Problem solved!

REINSTALL IT 180°

NSN UPDATE

Here're some NSN corrections to make in your parts manuals on automotive equipment:

TM 5-3810-233-20P (Nov 70), page 30, Light, Indicator, from 6120-725-7021 to 6210-00-478-9003.

TM 9-2320-209-20P (Oct 72), page 260, Nut, Cap, Right Dual Wheel, from -693-1029 to -00-359-1162; page 354, Hook, Tailgate Pin, from 2540-740-9019 to 4030-00-948-7315.

TM 9-2320-211-20P (May 73), page 2-21, Element Assy, Air Cleaner Filter, from -134-4657 to -00-157-3326; page 2-134, Shackle, Rear, from 740-9522 to -00-740-9523.

TM 9-2320-212-20P (Mar 72), page

102, Nut, Plain Hexagon, from -012-0370 to -00-880-7745.

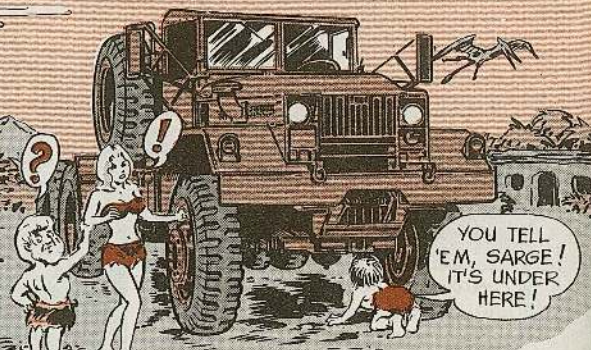
TM 9-2320-244-20P (Nov 71), page 78, Clamp, Battery Holddown, from 2590-490-0774 to 2540-00-933-3300.

TM 9-2320-260-20P (Nov 72), page 504, Arm, Windshield Wiper Blade, from -844-5511 to -00-050-0810.



STEERING ARM CRACKS

NO..NO!!...
YOU YO-YO!!
YER CHECKIN'
TH' WRONG
ARM!



LOOK FOR
CRACKS
HERE...

... AND
INSIDE
HERE...

... EVEN
THIS
SMALL

NEW ARM
HAS
LETTERS
STAMPED
HERE!

IT COMES UNDER THE
SAME NSN AS THE OLD ONE

If you haven't already, add the steering arm to the daily checks you make on your 10-ton truck.

Older arms weren't properly heat treated. They may crack—and then break. And that's a lot of truck to be driving with no steering control.

You'll need to take off the dirt and crud with a wire brush to get a good look at the 2 places you're most likely to find cracks—inside the sharp bends. Check 'em before and after operation, and at every stop during a march.

If you find a crack, no matter how small, notify support right away that you need a new arm. And don't use the vehicle except for emergencies.

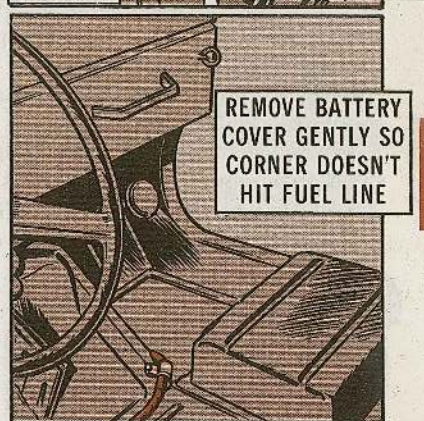
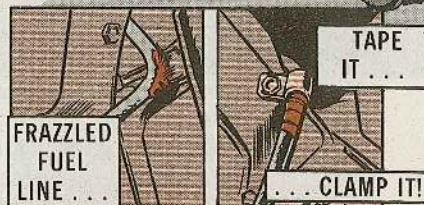
The new heat-treated arms are identified with 1 or 2 letters ("A" thru "Z," or "AA" thru "ZZ") stamped into the metal on the outside of the large curve. These are less likely to crack, but keep checking them, too.

FOILING FUEL LINE FRAYS

Right around the battery box, that fuel line can take a real beating if it's not protected. Put a loop clamp (NSN 5340-00-779-5620) on the right lower transmission cover bolt to hold the fuel line away from the battery box cover. You can bend the line slightly to make sure it'll stay out of the way.

If the insulation's already frayed, wrap it with electrical adhesive tape before clamping it.

Use a little care when you check the battery. Remove the passenger seat completely, just like it says in para 3-14, page 3-43, of TM 9-2320-218-10 (Sep 71). Page 34 of Change 2 (Nov 74) is wrong, and the next TM change or revision will make this correction. The battery box cover won't hit the line if you lift the cover gently and replace it carefully.



LOCK WASHERS MISSING?

Better check the mounting hardware for the windshield wiper motor on your M151A2 and other late-model TM-218-series ¼-ton vehicles. Some are missing the lock washers—Items 5 and 17, Fig 22-9, TM 9-2320-218-20P (Jan 72). Washers are listed on page 211—NSN 5310-00-209-0786 for the ¼-in

and NSN 5310-00-728-2044 for the ⅜-in.



TOOL KIT CALLOUT . . . GENERAL MECHANICS—AUTOMOTIVE

If you're playing the PM game straight, you're using the right tool—and no flaky ones—on every job. Even so, tools wear out, get damaged, chipped, broken, and have to be replaced. Like those in your

GENERAL MECHANICS—AUTOMOTIVE TOOL KIT LIN W33004 NSN 5180-00-177-7033

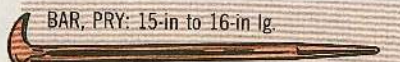
SC 5180-90-CL-N26 (Aug 74) supersedes SC 5180-90-CL-R16 (Jun 70) and is the last word on the kit.

Here's a list that shows 'n' tells what tools you should have in the tool kit, and what they look like.

Course, if they aren't carbon copies of these shown, don't swear and sweat because several manufacturers get a piece of the tool making action.

To keep your tool kit up to snuff, turn in the "replaced" tools.

You get 1 each unless otherwise noted.



BAR, PRY: 15-in to 16-in lg.

NSN 5120-00-224-1389



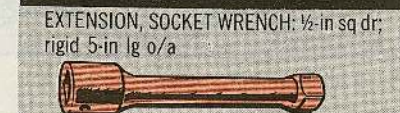
BRUSH, PAINT: oval 1½-in

NSN 8020-00-297-6657



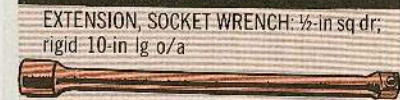
CHISEL, COLD, HAND: ½-in cut, 5¼-in, o/a lg

NSN 5110-00-186-7107



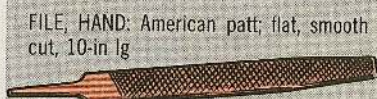
EXTENSION, SOCKET WRENCH: ½-in sq dr; rigid 5-in lg o/a

NSN 5120-00-243-7326



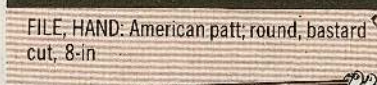
EXTENSION, SOCKET WRENCH: ½-in sq dr; rigid 10-in lg o/a

NSN 5120-00-227-8074



FILE, HAND: American patt; flat, smooth cut, 10-in lg

NSN 5110-00-249-2850



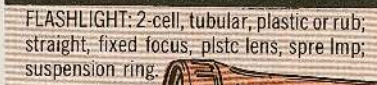
FILE, HAND: American patt; round, bastard cut, 8-in

NSN 5110-00-234-6551



FILE, HAND: Swiss patt; 3-sq; dbl No. 4 cut faces; sngl cut edges; 6-in

NSN 5110-00-884-0140

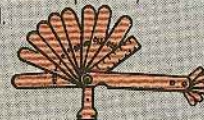


FLASHLIGHT: 2-cell, tubular, plastic or rub; straight, fixed focus, plstc lens, spre lmp; suspension ring.

NSN 6230-00-163-1856



GAGE, GAP SETTING: c/o 15 blades and 2-in S rule, grad 1/32-in; knife edge comb carbon scraper/file; S case; w/gap adj tool.



NSN 5210-00-031-1504

GAGE, THICKNESS: 26 taprd blades 3-in lg x ¼-in w w/blde lock



NSN 5210-00-221-1999

HANDLE, SOCKET WRENCH: ½-in dr end



SPEEDER

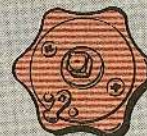


HINGED



RATCHET

PALM GRIP



NSN 5120-00

249-1071 brace, speeder; 18-in lg o/a
236-7590 hinged, 14½ to 19½-in lg o/a
230-6385 ratchet; rev; 9-in lg
786-3782 ratchet; rev, ¾-in dr end 1½-in lg, palm grip.

HAMMER, HAND: ball peen; fbrglas hnd, polished face 1-lb.



NSN 5120-00-061-8543

HANDLE, FILE, WOOD: 4¼-in lg; 1-in dia



NSN 5110-00-595-8325

KEY SET, SOCKET HEAD SCREW: hex type, L-type handle, w/case, 10 keys



NSN 5120-00-729-6392

c/o 1 ea of following:

NSN 5120-00-	w across fl, in	lg arm, in max
198-5400	0.035	1½
198-5401	0.050	1½
198-5398	1/16	1½
224-2504	5/64	1½
242-7410	3/32	2
240-5292	1/8	2¼
198-5392	5/32	2½
240-5300	3/16	2½
242-7411	1/32	3
224-4659	1/4	3¼

KNIFE, POCKET: 2 blds, 1 ctng; 1 sp tools, w/clevis, plstc hnd



NSN 5110-00-240-5943

KNIFE, PUTTY: flexible; plastic hndl, 1½-in w/blade

NSN 5120-00-221-1536

PADLOCK: pin tumbler; 9-in chain w/clevis; 2 keys, case



NSN 5340-00-682-1508

PLIERS DIAGONAL CUTTING: reg nose; w/strip notch, slve opn, skinning hole; 7½-in lg.



NSN 5110-00-222-2708

PLIERS, SLIP JOINT: hose clamp 7½-in



NSN 5120-00-537-3375



PLIERS, SLIP JOINT: strght nose, comb jaw w/cutters; 8-in



NSN 5120-00-223-7397

PLIERS: round nose, w/cutter 7-in



NSN 5120-00-293-0032

PUNCH, ALIGNING: 3/16-in pt 8-in lg; ¾-in dia



NSN 5120-00-293-0448

PUNCH, CENTER SOLID: 5/32-in tapered pt; 4-in lg; ¾-in dia



NSN 5120-00-293-3509

PUNCH, DRIVE PIN: standard pt; 4-in lg



NSN	Size	Dia of	Min pt
5120-00	No.	Pt	lg
242-5966	3	¼ in	¾ in
240-6083	7	¼ in	1 in
273-0001	9	¾ in	1 in

PUNCH, DRIVE PIN: solid (starting), ½-in pt; 4½-in lg



NSN 5120-00-242-3433

PUNCH, DRIVE PIN: brass; strght type, 10-in lg o/a, ¾-in dia



NSN 5120-00-239-0038

ROLL, TOOLS AND ACCESSORIES: O.D. cot w/flap; 11 pkcts; 14¼-in x 14¼-in o/a



NSN 5140-00-177-6928

RULE, STEEL, MACHINISTS: 6-in



NSN 5210-00-182-9656

SCREWDRIVER: gen purpose, flrd sides; plastic hndl; med hvy dty rd blde; flat tip; ¾-in female sq dr insert



NSN	tip, w in	blde lg in
5120-00-		
782-4564	⅝	2
764-8058	¼	4
764-8060	⅝	8

SCREWDRIVER: Phillips, cross tip; plastic hndl; ¾-in female sq dr insert



NSN	pt size	blde lg in	hndl lg in
5120-00-			
764-8080	No. 1	3	3¾
764-8097	No. 2	4¾	3½
764-8102	No. 3	6	4¾

SCREW, STARTER, HAND: Comb Phillips and stght slot; rotating wedge grip; 9/32-in dia tips; 7 3/16-in lg



NSN 5120-00-832-6221

SHEARS, METAL CUTTING, HAND: comb; 7-in



NSN 5110-00-221-1085



SOCKET, SOCKET WRENCH: ½-in sq dr; 12 pt, reg lg



NSN	nom open- ing, in
5120-00-	
237-0982	⅜
189-7924	⅛
237-0984	½
189-7932	⅜
189-7946	⅝
235-5870	11/16
189-7985	¾
189-7933	13/16
189-7934	⅞
189-7935	15/16
189-7927	1
189-7913	1 1/16
189-7914	1 1/8

SOCKET, SOCKET WRENCH: attach univ joint 2¼-in lg; ½-in sq end



NSN 5120-00-269-7971

SOCKET, SOCKET WRENCH: spark plug; deep style, 3½-in lg; ½-in female sq dr; ¾-in 6 pt hex opng; for 18-MM Mil Stan spark plugs.



NSN 5120-00-199-6996

SOCKET, SOCKET WRENCH: spark plug; deep style, 3/4-in lg; 1/2-in female sq dr; 13/16-in 6 pt hex opng for 14-MM Mil Stan spark plugs



NSN 5120-00-945-4704

TOOL BOX, PORTABLE: So.d. w/tote tray, 2-pc hndl



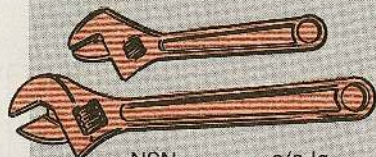
NSN 5140-00-498-8772

WRENCH, CROWFOOT: 10-in lg



NSN 5120-00-795-0895

WRENCH, OPEN END, ADJUSTABLE: hvy dty, rack and worm adj; 22 1/2° head

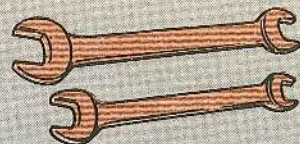


NSN	o/a lg, max in
5120-00-	
264-3795	6 1/2
449-8083	10 1/2

ALWAYS USE THE PROPER WRENCH!



WRENCH, OPEN END, FIXED: dbl head; 15°



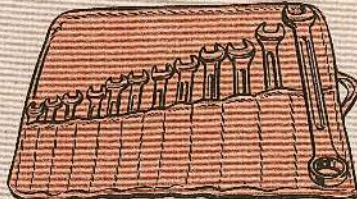
NSN	Wrench opng, in	min o/a lg, in
5120-00-		
277-2342	3/8 x 1/16	4 1/8
187-7124	1/2 x 9/16	5 1/2
277-8301	5/8 x 1 1/16	7

WRENCH, SPANNER: adj hook, fixd pivot pt; 3/4-in to 2-in dia cap; 6 3/4-in lg



NSN 5120-00-288-6468

WRENCH SET, COMBINATION BOX AND OPEN END: 15° offset box; plastic roll



NSN 5120-00-148-7917

c/o 1 ea of following:

NSN	wrench opn, in	min o/a lg, in
5120-00-		
228-9503	5/16	3 1/4
228-9504	3/8	4 1/8
228-9505	7/16	5
228-9506	1/2	5 1/4
228-9507	9/16	5 3/4
228-9508	5/8	6 1/8
228-9509	11/16	7
228-9510	3/4	8
228-9511	13/16	10 1/4
228-9512	7/8	10 1/2
228-9513	15/16	12
228-9514	1	12 1/2

TOOLING AROUND



Dear Editor.

A mechanic using a wrench plier instead of an open-end wrench because his tool box was out of reach can screw up your PM program in a hurry.

Our unit mechanics find it easier to use the right tool for the right job with this handy roll-around tool carrier.

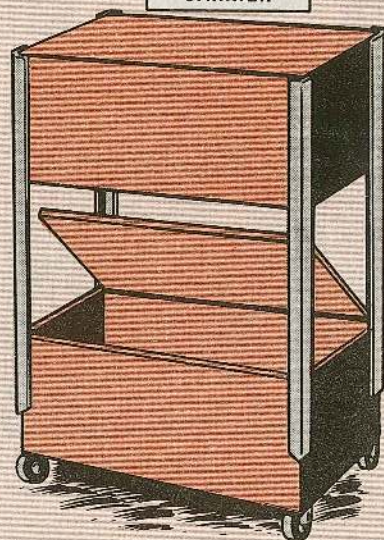
Weld angle iron on the 4 corners of 2 battery boxes from 2 1/2-ton or 5-ton vehicles in the boneyard. Leave enough space between the upper and lower boxes for easy access to tools.

Mount the unit on 4 swivel casters, NSN 5440-00-598-6368. Use CTA 50-970 as your authority for these.

If you fabricate scrap metal covers for the battery boxes, a mechanic can keep his foul-weather gear and special tools with him. Just be sure he adds a hasp and lock for protection of items signed out from the unit tool room. Position the top box high enough to open 'n' close the lower box cover.

MSG G. H. Chapdelaine
187 Sep, Inf Bde
Springfield, MA

ROLL AROUND TOOL BOX CARRIER



(Ed note—Great idea! Having the right tool at your right hand will cut down on do-over work, spare parts replacement. Makes moving those heavy tool boxes a heap easier, too.)



AN/GRC-106 ()

GIVING ODD COUPLE EVEN CHANCE

Togetherness can make for a sweet pair, harmoniously in tune—just a real cool couple.

Yessiree!

That's the way it can be with your RT-662 or -834 receiver-transmitter



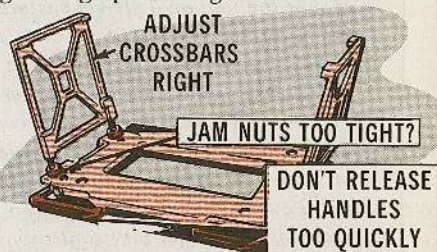
when it's teamed up with the AM-3349 amplifier. These components get used to each other.

So, keeping 'em together is a must even when only one of 'em needs repair... especially when alinement is being done. Alining either the RT or amplifier with a substitute partner can cause overheating when buddied up again with the regular sidekick.

Other things that help keep the RT and amplifier together are the crossbars of the MT-3140 mount.

Always keep the units securely tied together, especially when used in the Gama Goat. Wrong adjustment of the crossbars can let the RT and amplifier bounce out of the rack.

To keep the bars from crossing you up, see to it the jam nuts are adjusted like it says in TM 11-5820-520-12 (Feb 71). If they're too tight, the release handles can be cramped for space and get hung up on the guards.



Keep in mind you pull and twist the release handles together and let go gentle-like. Turning loose too quickly lets 'em slam into the guards. This can leave you with a busted guard.

ANTENNA NEEDED FOR TUNING

Ah, ah, ah—Don't touch that knob!

Keep your hands off the OFF-ON-TUNE knob on your AN/PRC-74() radio set unless the antenna is connected.

Sure, you can turn the set on and nothing will happen. But a slight flick of the wrist can put the radio in the TUNE position.



Without an antenna the set's power amplifier transistors get zapped when the ON-OFF knob's in TUNE.

So, hook up your AS-1887()/PRC-74, slant wire or dipole antenna before turning on your radio.



Info for making the antenna connection is in TM 11-5820-590-12 (Mar 66) and -12-1 (Mar 67).

A TIP OR TWO ON AN/VSC-2

You say all the components of your AN/VSC-2 radio teletypewriter set are A-OK except for the TT-4C/TG teletypewriter?

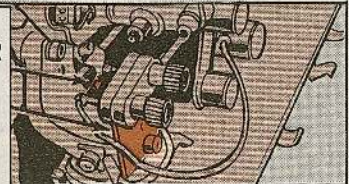
The teletypewriter's a major component of other configurations that do not require all the parts the teletype does when it's tied into the VSC-2.

So, before taking that teletype out for repair, remove the cover and eyeball the TT-4C's innards for the 27k resistor and plate. Without these

items the TT-4C doesn't operate, giving the impression it needs maintenance. But maybe all it needs is a resistor and plate.

And, when you have security gear tied in with your teletype set, and you're wanting new blackout curtains, use NSN 5820-00-057-7073. That's for the blackout kit, which is a part of the installation kit in para 1-9 of TM 11-5815-331-14 (Feb 67), with changes.

27K RESISTOR AND PLATE MUST BE ON SET



USE YOUR BLACKOUT CURTAINS

AIRING YOUR ANGRY-103

Dear Half-Mast,

The blower motors in our AN/GRC-103 radio sets fail before their time. What gives?

If you have any PM tips that'll help us extend the lives of these motors, we would sure like to know about them.

SP5 K.T.



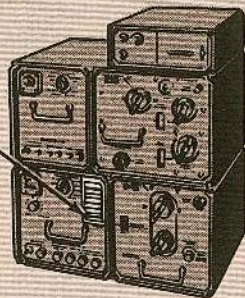
Dear Specialist K.T.,

Some motors are not up to snuff, so they konk out before their time. These are being replaced by better motors that'll do the job for you—and last longer, too.

However, the big thing with the blower motor is to keep the air filter clean so the motor'll stay cool. And, holding down the heat's easy enough when you change and clean the filter weekly, like it says in para 5-6 in TM 11-5820-540-12 (Dec 67), Ch 3. Change more often if necessary.

Half-Mast

CLEAN
AIR
FILTER
WEEKLY

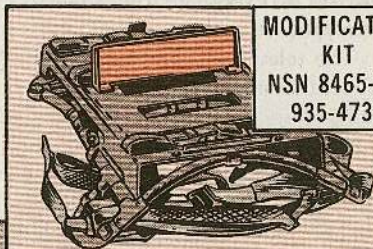


Dear Half-Mast,

What's the stock number for the carrying frame or packboard pictured on page 6-26 in Ch 2 to TM 11-5820-667-12 (Jun 67)? It's used as a backpack for the AN/PRC-77 radio set and TSEC/KY-38 security equipment.

SSG T.E.B.

2-PART PACKBOARD



MODIFICATION
KIT
NSN 8465-00-
935-4732

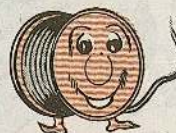
Dear Sergeant T.E.B.,

The packboard goes by NSN 8465-00-935-4732. The modification kit goes by NSN 8465-00-935-4737. Both of these items come as a single item as NSN 8465-00-935-4732.



HERE'RE
THE
STOCK
NUMBERS!

SLEEVE SPLICE IS TWICE AS NICE



A GOOD
SPlicing JOB'LL
FIX YOU JUST
LIKE NEW!



Dear Half-Mast,

My outfit recovers the WD-1/TT field wire after the wire has been used during a field problem. We splice the wire so we can use it over and over.

I have just about run out of the small splicing connectors that come with the MK-356() G wire splicing kit and I need to know how to get more of 'em.

Sergeant E.R.M.

Dear Sergeant E.R.M.,

The copper connector or splicing sleeve goes by NSN 5940-00-818-1774 in SC 5975-91-CL-D01 (Jun 65). They're 3 cents each. Reload your magazine with the sleeves and save that wire.

Even though the sleeve is self-weatherproofing when it's crimped, play it safe by putting a couple or 3 wraps of electrical insulation tape around the splice.

Half-Mast



KEEP
MAGAZINE
FULL WITH
SLEEVES

HE'S NOT
GONNA PUT
THAT
ON ME.

MAST BASE AB-15/GR

Dear Half-Mast,

How do we get the bracket and the brush guard used in mounting antenna base AB-15/GR on a 1/4-ton truck? We can't find any listing.

SFC J.N.



MOUNTING
HARDWARE
NSN 5820-00-
937-3174

BRUSH
GUARD

Dear Sergeant J.N.,

Go after the bracket with NSN 5985-00-893-0917, Base, and the brush guard with NSN 5820-00-937-3174, Antenna Brush Guard Kit.

You'll find these stock numbers in

the new radio installations pub, SB 11-131 (Sep 74), on page 5-9. NSN 5820-00-937-3174 gets you 4 pieces of small mounting hardware and an installation drawing, plus the brush guard.

Half-Mast

AIR

MOBILITY

MAKE YOUR

WAVE

MARK

ARE
YOU SURE
THIS IS
SOP?

ACTIVE

RIGHT ON,
CONNIE!HERE AT
CAMP PLEISTOCENE
WE STAMP ALL OUR
MAINTENANCE FORMS!HEY,
BONNIE...
OVER
HERE...GRADE
AAPPROVED
(1) BUN
(2) MSOFT
SHOULDER

FRAGILE

PILLOW
(3) FOD

OK

DANGER

GOOD

Dear Windy,

We have a bit of a debate in our quality control section about the use of rubber stamps on parts, maintenance forms and records.

Para 1-7a(2) of TM 38-750 (Nov 72) says it's OK to use the stamps, but we can't find any manual reference for controlling their use.

What's the low-down, Windy?

SP6 D.A.S.

Dear Specialist D.A.S.,

Relax! You need to set up your own standard operating procedure (SOP) on use of the stamps.

Include some of these pointers in your SOP:

- Inspection stamps, issued to QC personnel to control or facilitate the movement of materiel, have the same importance and effect as an inspector's signature. Their use gives you a standard way of marking equipment or documents.

FIRST
CLASSRUSH!
P.D.O.

- Inspection stamp markings should be used only by the tech inspector who is issued the stamp. The stamp is evidence of inspection and should be applied only to equipment or containers actually inspected.

OK

FRAGILE

6

2101
PILYU

- Apply the stamp on the equipment when marking will not damage the part; or on the container, package, pack, label, tag, form or document.

21AVN BN
8INSPECTED
18 OCT 75
20
ACO 7/CAV

- The size of the stamp should agree with AR 715-20.

3
801ST MAINT Bn.PS
MAGAZINE

- Your QC honcho can prepare justification to have the stamps made. You should keep a stamp control register, by name and number.

101 DIV
12GRADE
A
NO. 1.

- The wording on the stamp could, for example, identify your unit as well as have an inspector's identifying number.

'COURSE, YOU REVIEW THE STAMP REGISTER PERIODICALLY TO KEEP IT UP-TO-DATE! DESTROY RUBBER STAMPS THAT ARE NO LONGER USABLE!

THE CASE OF THE SAGGING DOORS



The supply types have a mystery on their hands—the tab on Huey cargo door slider replacements is running over 3 grand a month . . . 'tain't normal!

But you crew chiefs can solve the problem.

The doors have to be adjusted right to get normal wear out of slider, NSN 1560-00-872-7860. Sure, you can rotate the slider 180 degrees to double

the wear out of it, but that's a temporary fix.

A door out of adjustment causes the slider, rather than the rollers, to carry the load. You get abnormal wear on the slider.

So-o-o-o, follow the detail door adjustment poop in para 4-13e of TM 55-1520-210-20 (Sep 71) during your inspections . . . it's the only solution.

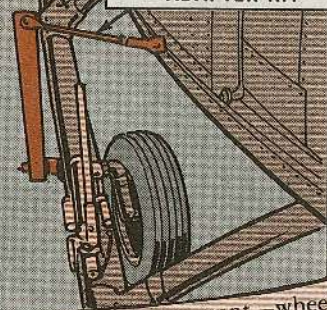
RESCUE HOIST POOP

For the very latest info on the Huey (UH-1D/H) internal rescue hoist, eyeball Ch 16 (Dec 74) to TM 55-1520-210-20. You'll find PM info in paras 4-49 thru 4-56B.



FLYAWAY ITEM

NSN 1730-00-140-4364
WILL GET YOU AN
ADAPTER KIT



Dear Windy,
FM 55-14 (Oct 74), on transporting of aircraft, talks about loading the Huey into C-141 aircraft.
The ground-handling wheels have to be modified to a single wheel type, located inboard on the skids, to fit on the loading ramp.
Where do we get the materials and know-how, Windy?

SFC R.W.S.

Dear SFC R.W.S.,

It's true that the wheels won't fit the loading ramps on the C-124, C-130 and C-141 aircraft. No sweat, tho. You don't have to make an adapter.

You are authorized a certain number of flyaway items which support the birds in your flock.

In this case, you want wheel loading adapter kit, NSN 1730-00-140-4364. It's shown in Fig F-13 of TM 55-1520-210-20P.

By the way, you'll find more shipping poop on your UH-1 in TM-1 UH-1-S (Mar 69), with Ch 9 (Jul 74).

AND THANKS
FOR A GOOD
QUESTION, BUDDY!

SEND
FOR
DRAWINGS



Loading your Cobra (AH-1G) in a C-130 aircraft for an airlift can present a bit of a problem—not enough clearance for the ground handling wheels.

You need to fabricate a wheel fitting assembly to move the wheels further inboard on the skids. You'll need drawings No. 1730AH1-001, and 002, code 81996, from your local AVSCOM tech assistance office, or:

Commander
US Army Aviation
Systems Command
ATTN: AMSAV ZDT
PO Box 209
St. Louis, MO 63166

BOLTS POINT DOWN

SHOULDN'T THE TAIL BOLTS POINT DOWNWARD?

RIGHT ON!

IN FLIGHT... WHEN THE TAIL BOOM IS HIGHER... THEY DO!

Dear Windy,

It's always been a general rule-of-thumb to install bolts in the line of thumb to install bolts in the line of flight, pointing downward and in the direction of rotation. This practice can prevent a bolt from becoming disengaged if the nut backs off.

Take the 2 bolts in the Kiowa tail rotor pitch change assembly. For safety, shouldn't they be put in opposite to the direction shown in Fig 9-6 of TM 55-1520-228-20 (Oct 72)?

SP6 M.J.S.

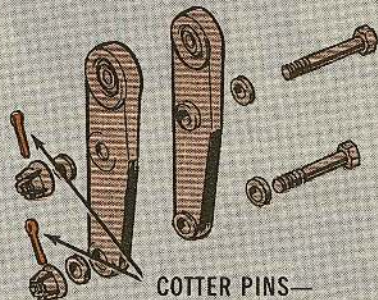
Dear Specialist M.J.S.,

No. It's true that when your OH-58A is resting on the skids the bolts are pointing forward and slightly upward.

But in flight, which is where the engineers are primarily concerned, the tail boom is higher. The bolts point down, the way you want them.

Also, after you torque the bolt nut, insert the cotter pin with the head up.

A CHANGE TO FIG. 9-6 WILL SHOW THE "HEADS UP" POSITION.



COTTER PINS—HEADS UP

CHECK THE CHECK VALVE

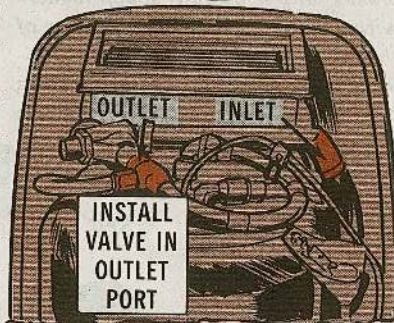
I TOLE YA THAT CHECK VALVE WENT IN THE OUT-LET--NOT TH' INLET!

SORRY, SARGE!

Installing a check valve in the engine oil system of an OH-58A, Kiowa mechs?

Fine... just as long as you don't install valve, NSN 4820-00-131-6398, in the oil cooler inlet port on an oil cooler change. It goes in the outlet port.

Murphying the valve won't do your bird any good. No sweat on a blower change—you don't remove the valve.



GOOD FLOW—NO?

... THEN CHECK THE ENGINE OIL SUPPLY LINE!

So you're a mighty sharp Kiowa mech and you're concerned about fluctuating engine oil pressure. Maybe the oil flow is restricted?

Check the engine oil supply line. It can get pinched or twisted and raise all kinds of havoc.

If you spot a pinch or a twist, replace the damaged line. In making the replacement, take care that the narrow area at the gearbox is not twisted or pinched.

When you fasten the broad end at the firewall, avoid twisting the hose as you tighten the nuts.



COMBAT SUPPORT



10,500-LB SCOOP LOADER STOPPING A BRAKE PROBLEM

Dear Half-Mast,

We're having trouble with the brakes on our 3000M scoop loaders with forklift. There's no inspection of the brake linings called for in TM 5-3805-243-15, so the equipment is run until the brakes are so worn that the drums have to be replaced.

Shouldn't the brake linings be inspected periodically?

SFC T.H.

LININGS WORN TO
1/16" OR LESS. ABOVE
RIVET HEAD?...
REPLACE 'EM
ALL!



SHOULDN'T WE
ASK HALF-MAST,
MURGATROYD?



RIGHT ON!
HE'LL KNOW!

Dear SFC T.H.,

Absolutely! That TM for this equipment is a commercial manual adopted by the Army. It's a little shy on some standard Army procedures.

While your forklift is in for 500-hr service, pull off a wheel and look at the brake linings. If they're worn to 1/16 inch or less above the lining rivet head, replace all the linings on that axle.

Half-Mast

GENERATOR OIL CHANGE

You got the word. The oil and oil filter change interval on all diesel engine generator sets 15KW thru 200 KW has been extended from 100 hours to 300 hours or 6 months—whichever comes first.

Your command got the word on this in USA TROSCOM MSG AMSTS MMG 211700Z March 75.

This means you'll want to look those units over a lot more often and more carefully... and remember one thing: You still change the oil and filter anytime there're signs of contamination—regardless of the hours or time since the last change.

PLAYSTO-CENE MAGAZINE

WOW...

WHAT A
FORM!



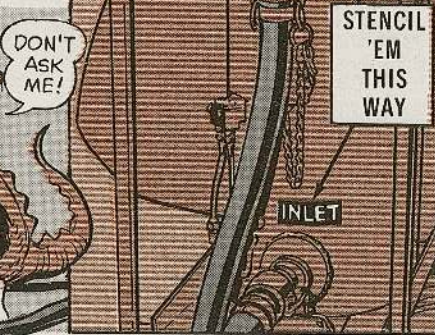
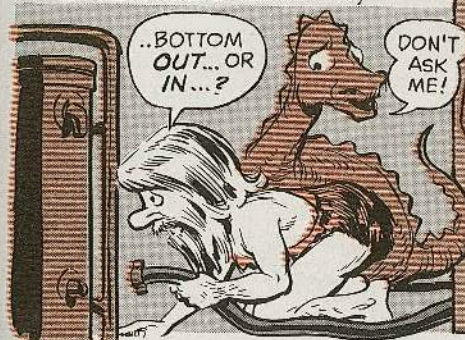
CRANE FORM-FORM



Equipment with 2 engines—like the 20-ton rough terrain crane—calls for some fancy form-work. Sure, you keep the logbook forms you see in Appendix E of TM 38-750 for that equipment. But there's more. If both engines are covered by the same LO, you're right on with Appendix E. But if the engines are covered by different LO's, keep 2 DD 314's and 2 DA 2408-1 dailies, one for each engine.

BOTTOM IN— TOP OUT

Your 50-GPM filter separator, Bendix Model 050584, may not be labeled to show which is the fuel Inlet and which is the Outlet. The top connection is the outlet; the lower one is the inlet. Stencil 'em that way.



PERMANENT DRIVING RECORDS NEED CARE

NAME (Last, first, initial) AND SERVICE NUMBER Martin, John Henry 111-00-1111		LICENSE NUMBER USA-20-72		PERMIT (If any) DATE ISSUED 27 May 72	
SEX M		DATE OF BIRTH 3 Feb 48		COLOR HAIR Brown	
COLOR EYES Blue		HEIGHT 5' 9"		WEIGHT 170lb	
TYPE standard		LIMITATIONS (Physical or occupational) Heavy w/glasses			
POSITION TITLE (If civilian) N/A					

SECTION I - OFFICIAL QUALIFICATIONS					
TYPE OF EQUIPMENT	SIZE	SPECIAL QUALIFICATION	DATE QUALIFIED	QUALIFIED AT	NAME OF EXAMINER
sedan	5P	none	26 May 72	Ft. Benning	John Doe
truck	2 1/2 ton	none	26 May 72	Ft. Benning	Bill Wilson
tank	M60A1	none	27 May 72	Ft. Benning	Tony Garcia

SECTION II - BACKGROUND AND EXPERIENCE					
TYPE OF EQUIPMENT	SIZE	TYPE OF DRIVING	DATE QUALIFIED	NUMBER OF OTHER	SATISFACTORY EXPERIENCE VERIFIED BY
BOTH DA FORM 348 AND SF 46 MUST BE SIGNED BY THE OFFICIAL WHO PASSES OPERATOR ON A VEHICLE.					
DATE OF RENEWAL 26 MAY 75					
QUALIFYING OFFICIAL X					
THIRD - PERFORMANCE RECORD This holder, if this card is qualified to operate U.S. Government vehicles, training, refueling, testing, refueling, rounds, permit renewal, accidents, arrests, violations, warnings, suspensions, etc.					
DATE		CREDITS	TYPE OR NATURE	ACTION TAKEN	
26 MAY 75		X	LICENSE RENEWAL	NEW LICENSE NUMBER USA-24-75	

UNIT CO.
ORGANIZATION
HEAD OR
REPRESENTATIVE

U.S. GOVERNMENT OPERATOR'S IDENTIFICATION CARD	
NAME OF OPERATOR Martin, John Henry	
SEX M	DATE OF BIRTH 3 Feb 48
COLOR OF HAIR Brown	COLOR OF EYES Blue
HEIGHT 5' 9"	WEIGHT 170lb
ADDRESS Louisville, KY	
SIGNATURE OF ISSUING OFFICIAL John Doe	
DATE OF EXPIRATION 27 May 78	
SIGNATURE OF OPERATOR John Henry Martin	
DATE OF SIGNATURE 27 May 72	

SF 46

DA FORM 348

REPLACES DA FORM 348, 1 AUG 60, WHICH WILL BE USED.

AND DA FORM 1300 WHICH IS OBSOLETE FOR ARMY USE.

62



Driver's forms drivin' you nuts?

DA Form 348 and SF 46 won't be hassles if you remember a few simple things.

The 348 is a permanent record of a driver's testing, qualifications, awards and violations. Make all entries legibly in ink or type them in. The form is initiated when you begin testing a potential driver.

When the license is issued, the number is recorded in the upper right. This is a permanent entry also. In 3 years, the license can be renewed and a new number assigned. The new number is recorded in section III and on the SF 46 the driver keeps.

You select your potential drivers from the best you have—but this alone doesn't insure good driving. Trainers and examiners must be qualified on the vehicle they're teaching before they can certify anyone else.

As the examiner passes an individual on a vehicle, he signs off in the appropriate block on the 348. When the license is issued, that same examiner will sign the back of the SF 46 after the entry listing the driver's qualification on that vehicle, he authenticates the entry. One examiner may not sign for another examiner.

The person who signs the front of the SF 46 as the issuing official is the one responsible for the whole driver training and testing program. This can be the unit commander or any responsible person he designates the authority to.

The license is good for 3 years to the day—like 27 MAY 72 to 27 MAY 75. The driver may take this license with him on transfer to a new unit because the DA Form 348 will be forwarded with his personnel records.

SOME SMART SUGGESTIONS FOR SETTING UP AND OPERATING A DRIVER'S TRAINING PROGRAM ARE GIVEN IN AR 58-1, AR 600-55 AND TM 21-300 WITH CHI.

AND PLEASE, HALF-MAST... NO MORE UN-QUALIFIED OPERATORS FOR ME!



63

DA FORM 2407 SIGN-OFF

DISPOSITION FORM

For use of this form, see AR 240-15, the proposed agency is the Adjutant General's Office.

REFERENCE OR OFFICE SYMBOL SUBJECT

AFES-DBN Delegation

TO

Dear MSG Half-Mast,
TM 38-750 says that a DA Form 2407 work order request with priority 01-08 will be signed by the commander or his designated representative. Who qualifies as a designated representative?

D.W.M.

Dear D.W.M.,
The motor officer, motor NCO or any other person the commander thinks is qualified, can be authorized to sign the DA 2407. The commander can use a DA Form 1687 or a DF to show that he has delegated that authority.

The designated representative phrase is used to cover varying situations so that the commander, if he chooses, can delegate authority to the person who is most knowledgeable and can verify the correctness of the priority designator on the form.

Half-Mast

NOTICE OF DELEGATION OF AUTHORITY-RECEIPT FOR

For use of this form, see AR 711-16; the designated agency is the Office of the Deputy Chief of Staff.

ORGANIZATION 14th Avn Bn

LAST NAME - FIRST NAME - MIDDLE INITIAL

Young, Robert E.

DA FORM 2407 work order requests

DA FORM 1687

DA FORM 2496

REPLACES DA FORM 2496

ISSUED AND USED ON

64

A COMMANDER USES A DA FORM 1687 OR A DF TO INDICATE A DELEGATED REPRESENTATIVE!

Connie's Mini Mini's

ZZZ-zzz

HEY, CONNIE!... I GOT A MAINTENANCE PROBLEM-- I CAN'T KEEP MYRTLE AWAKE!

?

Redeye Switch

Oops! The information was right but the picture was wrong in that Redeye switch article on page 20 of PS 274. The switch should be the one in Fig 16, Item 3, of TM 9-6920-428-34P (Mar 74).

Tankers To Sample Oil

If your vehicle has an AVDS 1790-series engine and you're in CONUS, you're part of the oil analysis program that's been working so well for the aircraft jockeys. TB 43-0210 (28 Aug 75) will tell you how to take the oil samples and where to send them. The oil analysis will give you advance warning on engine problems before they get serious.

You May Never Wake Up

Your sleeping bag keeps you warm because its down and feather filling traps and holds air for insulation. This is why it must never be drycleaned! Vapors from the cleaning solvent can get trapped in the bag and kill you or damage your health. TM 10-8400-201-23 has the word. The bags are to be laundered as per TM 10-280, Formula II; or TM 10-354, Formula G.

Springier Goat Brakes

You can help stop your Gama Goat stopping troubles with a new improved brake return spring, part number 12250112. You'll need to use the exception data route until an NSN is assigned for the spring.

10-Ton NSN Doubletake

Forget the 10-ton truck NSN correction on page 6 of PS 272. NSN 5365-00-203-7298 will still get you that magnetic plug. The number's correct as printed on page 56 (listed 2 places) of TM 9-2320-206-20P (Dec 71) w/Ch 1 & 2. Only the part number changed—from MS49005-14 to 8332743.

MHE To TACOM

All materials handling equipment (MHE), Group/Class 3900, is now managed by the US Army Tank-Automotive Command. Send your EIR's (DA Form 2407) and DA Form 2028's to:

Commander
US Army Tank-Automotive
Command
ATTN: AMSTA-M
Warren, MI 48090

In case you missed the word, construction equipment is now TACOM-managed, too.

Timing Gage Inspection

It's spelled out in TB 43-0196 (Sep 74). Small arms timing gages NSN 4933-00-535-1217 and 4933-00-731-9928 must be inspected every 12 months by your maintenance support. And, the inspection has to be noted on the DA Form 3023 that's kept on your gage. Be sure the Form 3023 goes with the gage when it's turned in. Your unit has to keep the form on file.

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

DON'T NEED IT?

Some real expensive parts and assemblies grow old on supply room shelves. Others have even been found in property disposal!

Lots of outfits need these items. Uncle Sam needs to save the \$\$\$.

So, turn 'em in to your DSU—now!

TURN IT IN!

