

Issue 296

PS

July
1977

THE PREVENTIVE MAINTENANCE MONTHLY

TAKE YON ENCHANTED
SWORD, O SPECIALIST
ARTHUR...

WITH IT, YOU CAN
SLAY ALL THOSE
EQUIPMENT DRAGONS!

WEAR

DIRT

RIGHT ON,
HALFT-
MASTE!

WATCH OUT,
YOU CRUMMY
MONSTERS...

HERE I
COME!!

PROPER PM PROCEDURES

MURPHY
ANDERSON

TM's

TB's, AR's
LO's, SB's

IN ONE WAY OR ANOTHER, YOU HOLD RESPONSIBILITY IN EACH OF THOSE AREAS!

W-WOULDST T-TELL ME ABOUT MY NEW DUTIES, LADY CONSTANCE?

DC MORE

Command

OK, you don't command the unit. But, as the maintenance manager, you're one of the most valuable advisors and assistants your unit CO has. Your CO entrusts a big part of the unit operation to you.



So, get with the CO frequently. You can't expect help if you don't tell your CO you need more time or help, more training or a change in MTOE.

For example, if your mechanics and specialists spend most of their time changing damaged filters and batteries and repairing brake lines and drums, look into your unit's driver training program. Could be it's time for some new classes or more training and your CO can lay it on.

Personnel

Your people are the biggest plus or minus you have. Your management stands or falls right here.

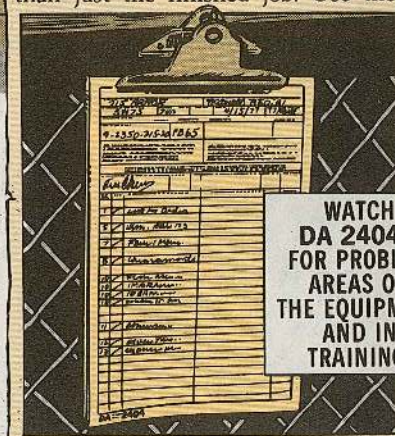
Make sure everybody who works for you knows what you expect. Get it in writing. Use a DF or a DA Form 3819 Task List. In order of importance, list the jobs you expect each person to do. Somewhere on the DF or in the manager block of the DA 3819 tell the person to whom he or she directly reports.

Give each person a list of duties clearly defining his or her responsibilities.

Keep in mind that training needs scheduling. If your people are involved in OJT (on-the-job-training) projects, add that to the task list.

Keep a close eye on OJT results. Some people are better teachers than others.

Those DA Forms 2404 your people fill out help you keep tabs on more than just the finished job. Use the



form to spot problem areas and problem equipment. If identical faults on the same or similar vehicles crop up again and again, start checking. Could be your operators or mechanics need more training, quality assurance on the job needs emphasizing or your inspection system needs inspecting.

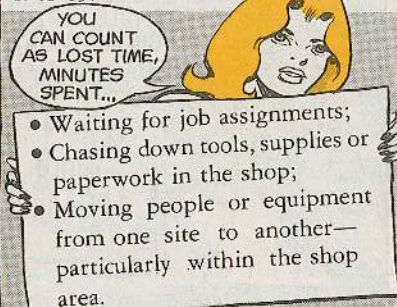
Make sure everybody knows which jobs are OK for your level—and which ones are not! Unauthorized or unnecessary work just spins your wheels and slows down other work requests.

Know the maintenance supervisor in your support shop and at least meet the section chiefs. Working with—instead of against—support boosts your readiness and saves a lot of wear and tear on your temper.

Time

Time is the rarest resource of all. You can use it or lose it.

No matter how you figure, time is limited. Sixty minutes make an hour and no amount of finagling can stretch it to 65.



A good SOP and complete task lists help save valuable time.

Assign each day's jobs a day ahead with a little time at the end of the day to organize. Gather up back-up supplies like cleaning materials, lubricants and stands in the area that will need them.

Make sure common PM services are pulled at the same time in the same area. If the service is a lube action, get the lubes, filters and special items ready the evening before.

As the mechanics check in their tools, have them tell the toolman which tool sets and special tools they'll need the next day so he can get the cards or toolbook ready and double-check for those tools.

Push a clean-as-you-go program. Then, just assign a couple of people in each section to give the area a final policing.

Setting-up and running a good toolroom is a demanding job. Assign one person specifically to that job.



TOOLROOM

Tool sets, special tools, and all test, measurement and diagnostic equipment (TMDE) must be controlled. Safety equipment (creepers, safety shoes, jack stands) can also be stored in the toolroom.

Come up with a tool identification system. Mark the tools with "US" or "USA" and the unit identification code (UIC) or some other name/number combination that identifies tools as yours.

Mark similar tools in the same place and by the same method (usually etching, stamping or painting).

Identify each tool on a card in a visible file. List the nomenclature, NSN, size and tool set (if it belongs to a tool set) on the card. Colored tabs or colored tape can be used to identify cards and tools belonging to specific sets. If possible, clip out a picture of the tool (from a PS article or old SC) and tape it to the card.

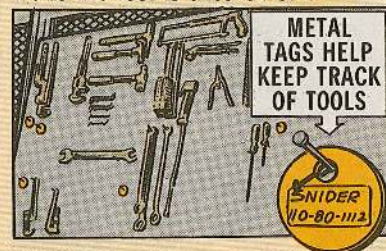


**USE
COLORED
TABS TO
IDENTIFY
CARDS FOR
TOOLS FROM
TOOL SETS**

To

ols Establish a checkout system. Many units use a toolbook. As a tool is needed, the mechanic goes to the toolroom. The toolman enters in the toolbook the name of the tool, the mechanic's name and section or ID number, and checkout time. Then, the mechanic signs his name or leaves a special tool tag.

Other units draw or paint the outline of each tool on a board with hooks or nails placed to mount the tool over its "shadow." The toolman can see at a glance which tools are out by shape. Metal tags assigned (by name and/or number) to each mechanic are turned in and hung over the hooks while the tool is checked out.



Tools should be checked in as soon as a job is finished. However, specific check in times should be set for jobs



that are not completed by lunch time or the end of the day. For example, check in time might be 15 minutes before break for lunch and 30 minutes before end of work each day.

With all this, tho, your biggest asset—and guarantee for a well-run toolroom—is a trained toolman or woman. If you cannot get one, train your own.

That tool expert and the way he or she organizes your toolroom can make or break your shop.

GOOD TRAINING TURNS OUT TRAINED SPECIALISTS, BAD TRAINING WASTES EVERYBODY'S TIME.

MAKE SURE YOUR BEST AND MOST PATIENT PEOPLE WORK WITH OJT PROJECTS.

WAY TO GO, LADY CONSTANCE!



Repair Parts

WHEN A PIECE OF EQUIPMENT NEEDS REPAIR PARTS NOT ON HAND--PUT IN A REQUEST... RIGHT AWAY...

THAT WILL CUT DOWN ON YOUR NORS TIME!

O, YEA... THAT WAY I CAN SCHEDULE OUR NORM TIME BETTER...

ER... YOU'LL HAVE TO ORDER THAT PART, BEOWULF...

ROGER YEOMAN!

You may or may not have the PLL clerk assigned to you.

In any case, be familiar with your supply system. Keep in mind that requests for part-numbered and low-demand items and tools usually take a longer time to fill. As soon as you discover a need for a part, put in a

request. The quicker you are with the supply request, the sooner you'll get your item. Never wait till the last minute on supply requests. Your NORS (Not Operationally Ready Supply) time will probably far outweigh your NORM (Not Operationally Ready Maintenance) time. So, plan your maintenance with that in mind.

SOME PARTS WILL BE ON HAND, OTHERS MUST BE ORDERED.

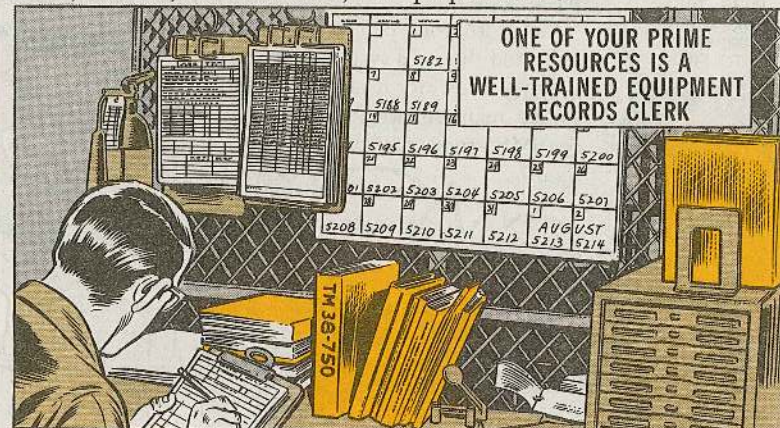
SEE YOUR PLL CLERK ABOUT NEEDED PARTS SOONEST!

Records

A lot of your time is spent filling out Form 2406, dispatch records and DA Form 2407.

The main thing is to know TM 38-750 and have or train an equipment records clerk or dispatcher who makes accurate and timely entries to the proper records.

TM 38-750 covers the logbook forms, DD 314, DA Form 2404, DA



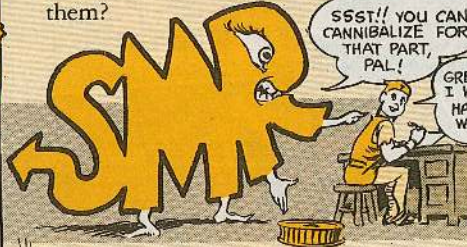
Operators and mechanics should be Form 2404, 2407, 2408-14 or DA regularly checked out on the forms 2408-1 can hang up an entire section's they work with. Bad entries on a DA work.



Publications

The quality of your mechanics' and inspectors' work depends on the pubs you have available. You cannot expect the newest methods and most accurate part numbers or NSN's from outdated pubs.

Get with your people and discuss pubs and the pubs system with them. Do they know, for example, what the source, maintenance and recoverability (SMR) codes in parts manuals tell them?



You can waste a lot of time requesting unauthorized parts or items the SMR code tells you to cannibalize, fabricate or use next higher assembly.

DA Form 17 requests for extra pubs or those not covered by your pinpoint account take from 4 to 6 weeks (minimum!) to fill. So, stay on top of your pubs.

Go over your unit's DA Form 12-series pubs requests. Pinpoint distribution is only as good as you make it. Let the person who orders pubs know soonest of needed books.

READ YOU LOUD 'N' CLEAR, LADY CONSTANCE... WE MUST STAY ON TOP OF OUR PUB NEEDS.

SSST!! YOU CAN CANNIBALIZE FOR THAT PART, PAL!

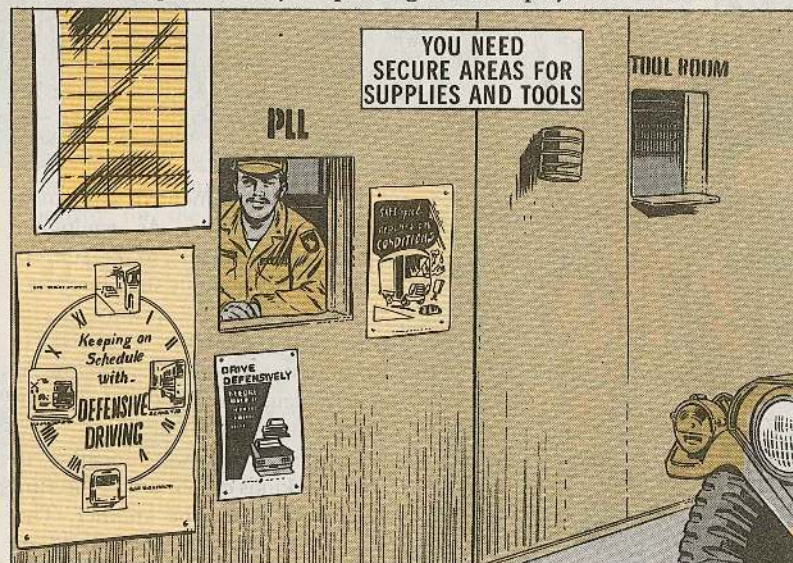
GREAT! I WON'T HAFTA WAIT!

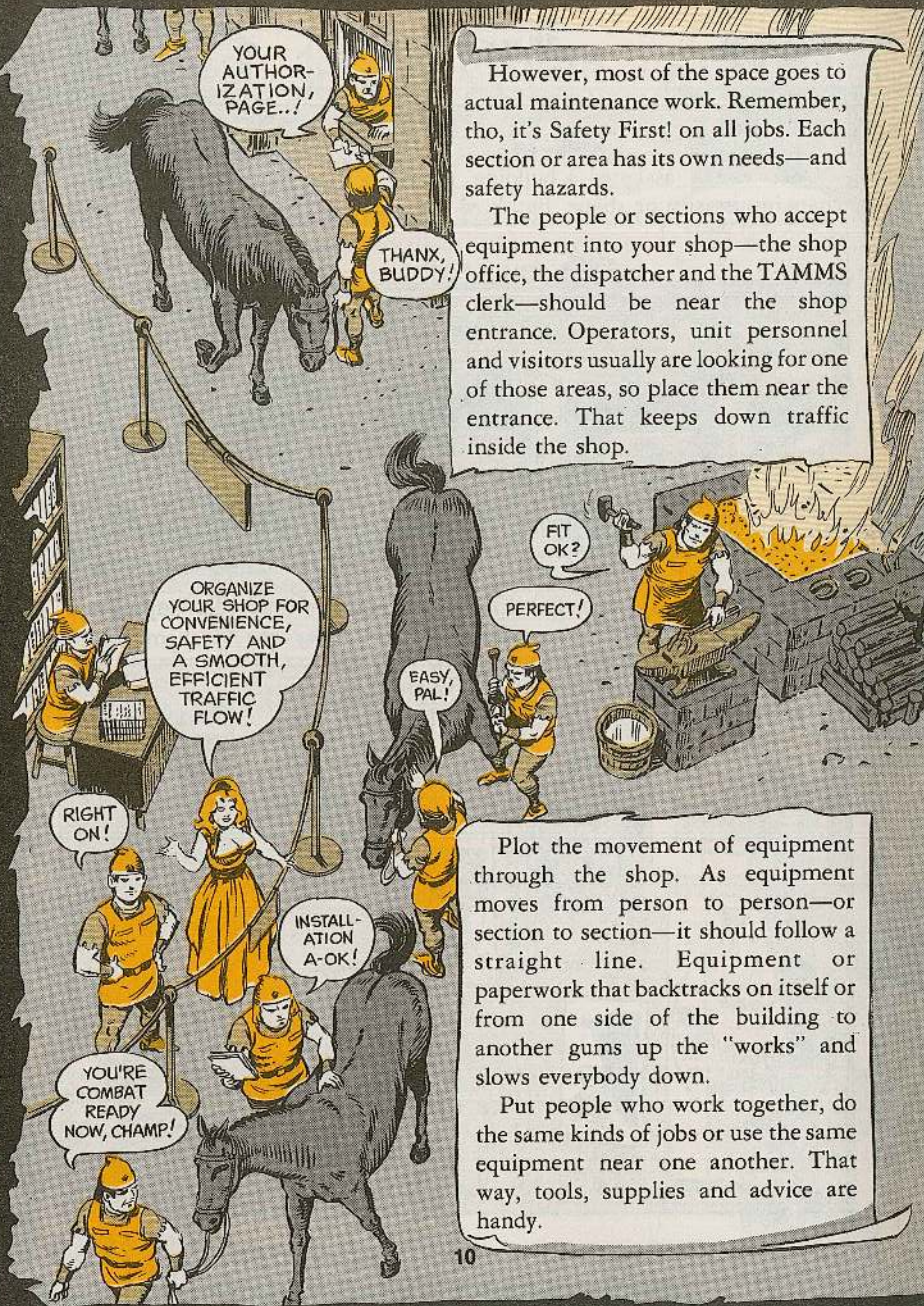
Facilities

Once you're assigned a building, there's not too much you can do about changing its size or shape. But, how you organize that space is up to you.



You need separate areas for repair parts, supplies and tools. Supply and toolrooms require security, so plan a good lock-up system for them.





However, most of the space goes to actual maintenance work. Remember, tho, it's Safety First! on all jobs. Each section or area has its own needs—and safety hazards.

The people or sections who accept equipment into your shop—the shop office, the dispatcher and the TAMMS clerk—should be near the shop entrance. Operators, unit personnel and visitors usually are looking for one of those areas, so place them near the entrance. That keeps down traffic inside the shop.

Plot the movement of equipment through the shop. As equipment moves from person to person—or section to section—it should follow a straight line. Equipment or paperwork that backtracks on itself or from one side of the building to another gums up the “works” and slows everybody down.

Put people who work together, do the same kinds of jobs or use the same equipment near one another. That way, tools, supplies and advice are handy.

Keep section leaders in the section they supervise.

Locate files, cabinets and records near the people who need them. Pubs should be set up centrally either in the shop or TAMMS office or on a stand near the people who need them.



The amount of drainage, light and ventilation affects where you pull certain jobs. Jobs involving running engines should have good ventilation. Locate them near the doors or specific outside ventilation ducts or hoses.



Critical work in small spaces or on complex equipment should have priority for the best lighted areas.



Sections assigned to lubrication and similar jobs need access to good drainage.

More Info?

IF YOU'RE INTERESTED IN MORE INFORMATION ON ORGANIZING OR MANAGING A MAINTENANCE OPERATION, LOOK INTO THESE PUBLICATIONS...

FM 29-2 Organizational Maintenance Operations (Aug 75)

DA Pam 5-2 Improvement Tools for Soldier Managers (Feb 72)

DA Pam 5-2-1 MAP-TOE Manager's Handbook (Feb 72)

DA Pam 5-3 Management Improvement Technique for First Line Supervisors (Dec 73)

PS END

GROUND MOBILITY

Gama Goat ...

End Fly-Away Fan Danger

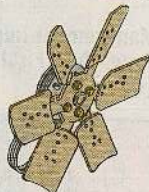
IT FLEW OFF YON CONTRAPTION, SIRE... ONE OF HALFT-MASTE'S NEW WAGONS!!

GULP!

ODS BODKINS! WITH PM LIKE THIS... WHO NEEDS ENEMIES?

Vibration can loosen the bolts that hold your Gama Goat's engine cooling fan to the fan hub pulley. The bolts'll

So, before crankin' up—like while you're checking fan belt tension—check for play in the fan/pulley connection. Check by pushing a fan blade toward the front and then toward the rear of the Goat. Feel play?



CHECK FOR LOOSE BOLTS

break, letting the fan fly. That spells damage to any thing or body in the fan's path.



Tell your mech—he'll tighten all 4 fan blade-to-hub bolts to 19-24 lb-ft. The torque in table C-2 of the Goat -20 is wrong, and will be changed.

HAH! GOT HIS ALTERNATOR AND MOUNTING BRACKET! THE JOUST IS CLEARLY MINE!

Bracket Bolt Tip

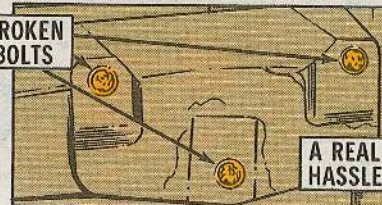
CURSES! DEFEATED BY LOUSY PM!

Your Goat's 3-banger diesel engine sets up some powerful vibrations. They're powerful enough to loosen, and then break the 3 bolts that hold the alternator mounting bracket to the engine block. A hassle for sure!

alternator while you eyeball the bracket bolts.

See or feel any play? Tell your mech.

BROKEN BOLTS



So, when pullin' your Goat's before-operations check, while you're working under the hood, try to move the

CHECK THESE 2 AND 1 UNDERNEATH



He'll remove the alternator like it says in para 2-71 of TM 9-2320-242-20 (Sep 76), replace the three bracket mounting bolts with NSN 5305-00-068-0511, and torque these new, higher torque bolts to 23-30 lb-ft.

TRY TO TOW ME BY MY FRONT BUMPER, WILL YA?

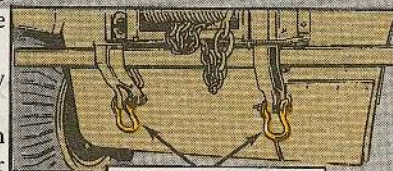
Use Towing Shackles Only!



Never tow a Gama Goat by the front bumper. It'll bend or break.

That bumper's for Goat body protection only.

Follow the towing instructions in para 2-18, TM 9-2320-242-10 (Mar 70) and use the shackles only.



USE THE SHACKLES

-20P TM Catch-Up

LADY CONSTANCE,
Ch 1 (Nov. 76) FOR TM
9-2320-266-20P
HAS SOME SLIPS
THAT ARE GIVIN'
US TROUBLE!

RIGHT
ON,
PAGE...

...BUT FRIAR TIM
IS GETTING OUT SOME
CORRECTIONS NOW...

HERE'S
ONE ON
"SHAFT
ASSEMBLY"...

The rubber plug for the left valve cover comes under NSN 5340-00-930-8690. It's not shown in Fig 7, page 2-0.

LEFT
VALVE
COVER
PLUG

The brake master cylinders listed on page 2-65—NSN 2530-01-003-9420 and NSN 2530-01-004-1812—are wrong. They won't fit. Instead, order P/N 3491500 (86403). This cylinder is for both 4x2 and 4x4 trucks.

The "Shaft Assembly," NSN 6680-00-467-3849, on page 2-164, is really a Cable w/core, speedometer to transmission. It's for the 4x2 trucks.

Cable w/core, NSN 2520-01-003-5073, same page is deleted. Shaft assembly w/core, NSN 2520-00-197-4337, goes from speedometer to transfer and is for the 4x4 trucks.

The "brake lining kit," NSN 2530-00-114-3420, on page 2-63, is really a Brake Shoe Set, Rear. The NSN gets a complete set of shoes for the rear axle.

Wheel Bearing Check

ONLY
WAY T' GO,
PAGE!

Dear Half-Mast.

I'm one motor sergeant who's a bit fuzzy on ¼-ton truck wheel bearing adjustment checking.

Can you check wheel bearing adjustment when the truck's front wheels are on the ground?

And, when checking my mech's work—how can I tell if the bearings are adjusted right?

SSG P. J. U.

GREAT! NOW I
CAN CHECK TH' WHEEL
BEARING, HUH,
SQUIRE?

Dear Sergeant P. J. U.,

First off, no, you don't check with the wheels on the ground. Para 10-25a(5), TM 9-2320-218-34 (Jan 72) says: "Raise the front wheels off floor. Grasp each tire at the front and rear, then push the wheel inward and outward."

Now, the best way for you to know how much free play is acceptable when you check adjustment is:

Adjust a bearing yourself. Follow the steps in para 2-143, TM 9-2320-218-20 (Sep 71). Replace the tire and check like it says above. That's exactly how much free play is acceptable!

So, bearings that are looser or tighter than the one you adjusted and checked yourself—are adjusted wrong.

THE CHECK
DOPE IS SLOTTED
FOR AN UPCOMING
REVISION OF
THE -20 TM!

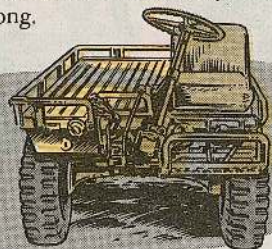
TM 9-2320-218-20

TM 246-Series ½-Ton Trucks

MULE

Safety Tips

Your M274A-series Mule can be as mean as its namesake if you handle it wrong.



Read and heed the starting steps on page 2-7, and the cautions and warnings on page 1 of TM 9-2320-246-10 (Apr 67) . . . and:

Make real sure the handbrake is applied, the transmission is in neutral and the clutch pedal lock lever is engaged before you pull on the starter

CLUTCH PEDAL
LOCK LEVER
ENGAGED

HANDBRAKE
LOCKED

TRANSMISSION
IN NEUTRAL

WE'LL TEACH THESE
GUYS TO HANDLE
US RIGHT, EH, BUDDY?

RIGHT
ON!

cable. A brakes-off, in-gear start can put that Mule on top of you.

Also, the M274A2, A3 and A4 have both 2 and 4-wheel steering. A quick-turn while driving in 4-wheel steer can roll the Mule over. Use 4-wheel steering only when needed. Check to see whether the Mule is in 2 or 4-wheel steer, by turning the steering

TURN STEERING
WHEEL . . .



AND WATCH
REAR WHEELS

wheel, while watching the rear wheels before mounting the Mule.

Highway Warning Kit . . .

The Heat's On Hot Stuff!

HOW'S THAT
AGAIN?...

I COULDN'T
HEAR YA ON ACCOUNT
O' THAT BIG NOISE!

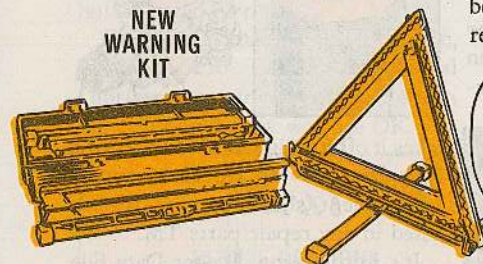
F'GET IT!
THAT BIG NOISE
WAS YOUR AMMO
TRUCK GOIN' UP!



Get rid of those fuses (flares) if you're hauling fuel or explosives. Also taboo are other flame-producing warning devices such as flare pots and oil lanterns.

Instead, get Reflector, Triangular (set of 3 reflectors), NSN 9905-00-148-9546. Then you'll be in line with AR 385-55 (Apr 74), para 7-7e.

NEW
WARNING
KIT



triangular reflectors in the kit, NSN 9905-00-148-9544 brings one.

The kit will be showing up in -10 TM's for all fuel tanker and cargo vehicles. Your CO will decide whether you need it for your vehicle.

The kit's shown in TM 9-2320-209-10/1 (Oct 76), page B-15. But the NSN in the TM is for the old kit with flags and round reflectors. That kit's being replaced by the triangular reflector kit.

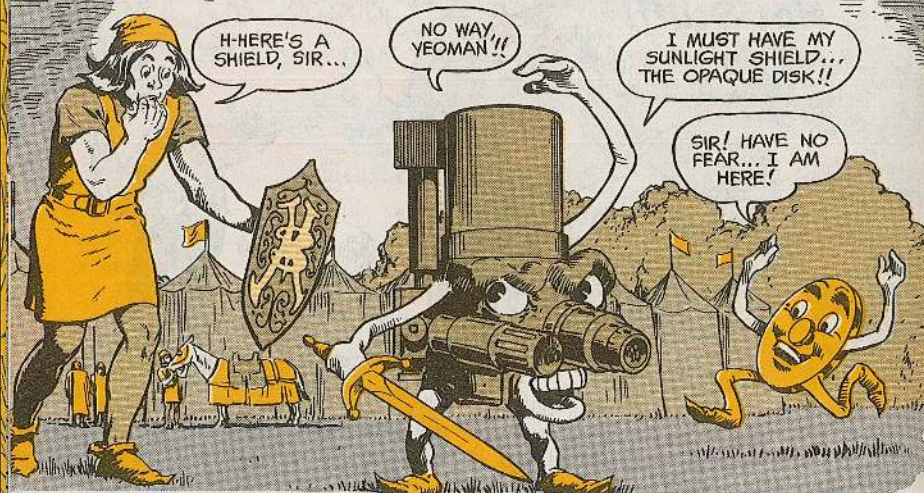
UNTIL YOUR TM
PICKS UP THE NEW
REFLECTOR KIT,
YOUR AUTHORITY
FOR ORDERING IS
APPENDIX A,
CTA 50-970.

Get the full story in TB 43-0001-39-4 (Jan 77), Section II.

If you need to replace any of the

M32/M36

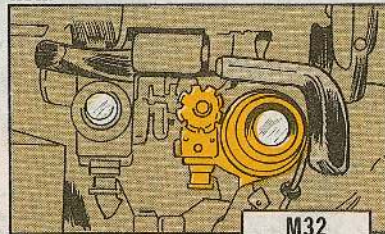
Periscope Shield Ready



Sunshine is wonderful stuff except when it shines into the infrared (IR) part of an M32 or M36 periscope on your M48A3, M48A5, M60 or M60A1 tank or M728 combat engineer vehicle.

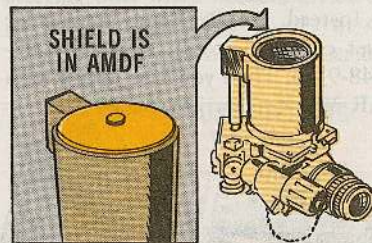
Sunshine can ruin the light-sensitive tube in these periscopes.

That's why you need to keep the sunshine shield in place except when you use the periscope for night operation.



M32
PERISCOPE

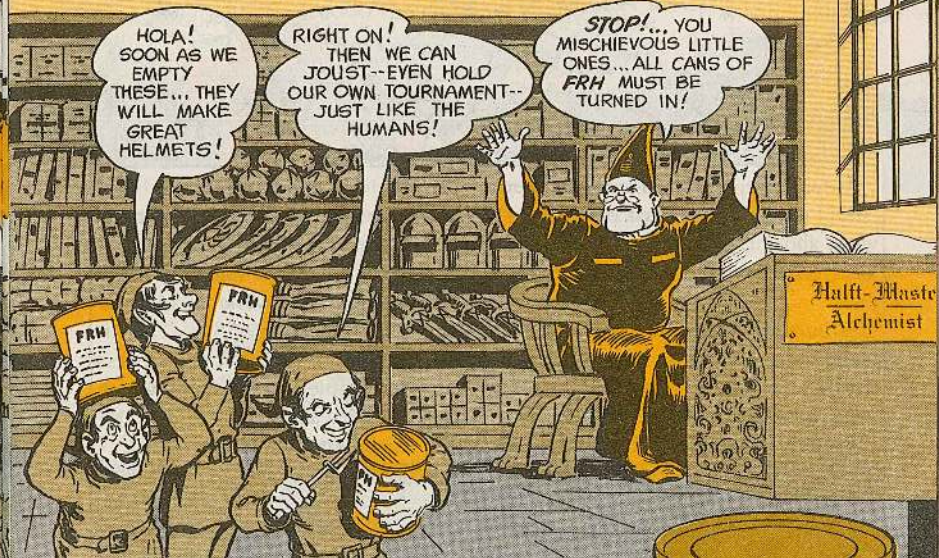
This sunlight shield (it's called an opaque disk in the operator's TM's) often gets lost when the gunner or TC



takes it off for night operation. People have been having trouble getting a replacement shield because it's not listed in any repair parts TM.

It's in the Army Master Data File, tho, and you can order it for \$2.29, as NSN 1240-00-406-1581, shield, sunlight.

This FRH Goes O-u-t



Bad news! There are still some quart cans of Royal Lubricants Company FRH hydraulic fluid in supply rooms and tank sponson boxes.

This oil is bad news. If you are holding any, turn it in.

Only cans marked FA-PD-5136, 9150-111-6256, made by Royal Lubricants are involved. Cans which are different in any way are OK.

TURN IN
ONLY CANS
THAT LOOK
EXACTLY
LIKE THIS:



Next Month In PS

REDEYE CAUTIONS



COCKING LEVER BLUES

TELEPHONE SET PM



LOADER BRAKE BLEEDING

M60 Tank Track Pad Poop



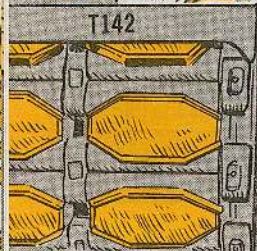
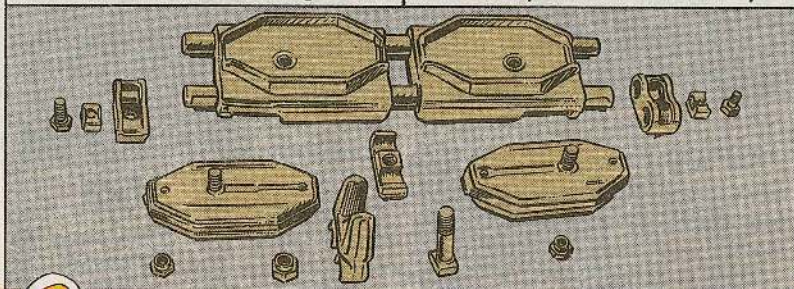
Hey, there, you M60-series tanker! Did anybody ever pass on the good word about the new T142 track with steel grousers and removable rubber pads?

This track is not like your old T97 track which has rubber grousers and is thrown away when it wears out.

On T142 track shoes NSN 2530-00-150-5897, when the rubber pads are

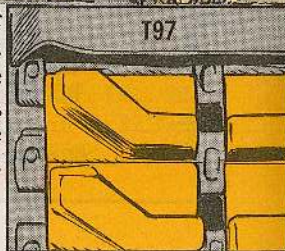
worn to the point that the steel grousers begin to damage the road, take off the removable pads and get new ones. The replacement pads and retaining nuts are available in parts kit, NSN 2530-00-150-5895. The kit costs only \$8.22 and that's a lot less than the complete track shoes which cost \$166 per each.

So, save your unit some money.

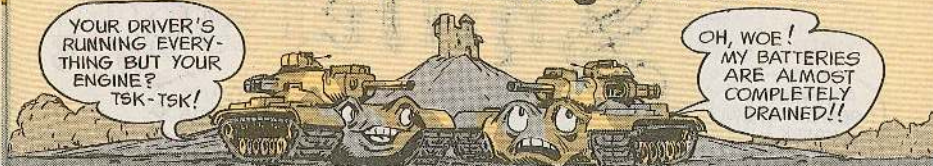


Use only one kind of track, either the T97 or the T142, on your tank.

Mixing is dangerous because the difference in rolling resistance, ground pressure and weight will have a bad effect on drive and suspension components.



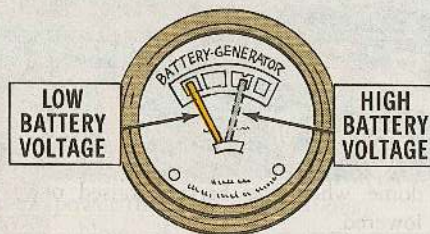
M60A2 Tank Voltage Problem



The 300-amp charging system on your tank working full blast puts out only about half the amount of electricity that's needed when everything electrical on the tank is pulling current at the same time.

The tank electrical systems draw so much current that you should keep the engine running to recharge your batteries whenever you can. ('Course, there are times this wouldn't be practical.)

It's a poor idea to operate the current-hungry parts of the tank (like the searchlight, for instance, or the traversing mechanism) without running the engine to keep the batteries charged up. If you use more current than you make, your current-eating equipment won't work well and your batteries will get discharged.



Need a carpenter's or pioneer tool chest for your M113/M113A1 carrier?

You can order the drawing list and either make the chest or buy it locally if authorized.

These 2 chests will not replace the chests now listed in supply catalogs but you use 'em if and when needed.

Here's how to order:

For Tool Chest, Carpenters, NSN 5180-00-293-2875 (SC 5180-97-CL-

E04) ask for Drawing List DL 13212E2157.

For Tool Chest, Pioneer, NSN 5180-00-596-1546 (SC 5180-97-CL-E12) ask for Drawing List DL 13212E2152.

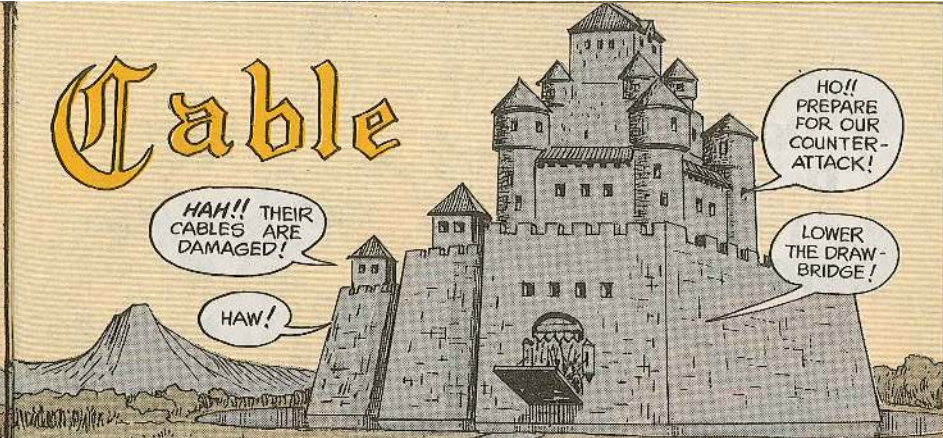
Send your order for the drawings to:

Commander
US Army Troop Support Command
Data Repository
ATTN: DRSTS-DRR
4300 Goodfellow Blvd
St. Louis, MO 63120

Shillelagh Clamping



Cable



simulated firing, consider these cures if you should have power failure:

First off, get your turret mechanic.

If the missile system doesn't get power when you turn the selector switch to Missile Mode, turn on turret power (heed the TM cautions).

Now, if missile system power comes on with turret power on, the turret mechanic should replace the A10 card in the accessory box. If you

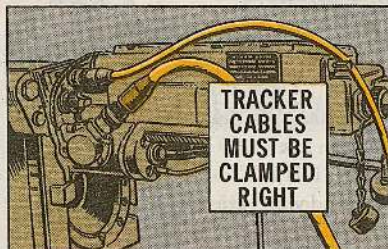


get no power in Missile Mode after replacing the A10 card, check out all missile system power cable connections. Be sure connections are snug and cables aren't damaged.

If the cables are OK and there's no power after you've snugged them up, your turret mechanic should check out the circuit cutout box (under the commander's seat) and replace it, if necessary.

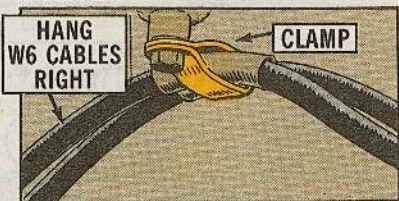
The W6P4 and W6P5 tracker cables of your Shillelagh missile system need some special handling when you clamp them in the turret of your Sheridan.

If you don't get them clamped right, you can kiss them goodbye . . . and worry some about the cost of a very expensive replacement cable assembly.



Unless you hang the cables right, the barrel of the main gun/launcher can pinch them against the turret

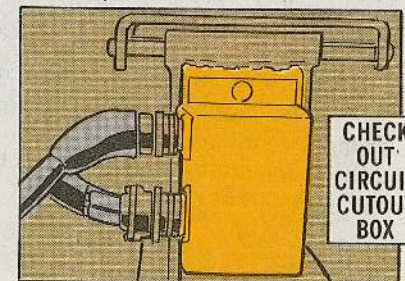
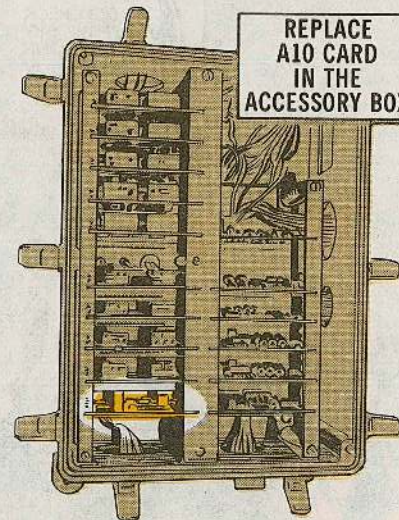
dome when the barrel's raised or lowered.



Best way is to clamp the cables loosely . . . and then elevate or lower the gun to be sure there's enough clearance. If there's not enough, push or pull the cables through the clamp until you've got clearance. Then, snug the clamp down.

Other cables, like the W5, are marked at the point where the clamp goes, but you've gotta use an eyeball operation on the W6's.

If you're checking out the missile system or getting ready for actual or



If that doesn't solve the problem . . . both of you should get on the horn to your Support.

**Don't
Destroy
That
Rifle!**

BUT, IT'S
NO GOOD
ANY MORE...

... THE
SIGHT POST
IS DAMAGED
AN' LEAKIN'
RADIATION!!

YUM...
LOVE
M16s!

Dear Half-Mast,

If the low-light level sight post on the M16A1 rifle is damaged or leaks radiation, must the weapon be destroyed?

SP4 T. H.

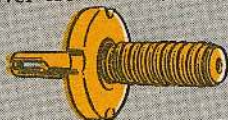


DAMAGED?

Dear Specialist T. H.,

No way! The rifle can be decontaminated. Then, a new sight can be installed, and the rifle goes back in service.

If you find broken or damaged sights, or a sight that may have been tampered with, contact your unit radiological protection officer. He'll take over from there, using instruc-



tions in DA Msg DRSAR-MAG-SS 131805Z Sep 76.

LOTS OF
SIGHTS HAVE
BEEN
DAMAGED...

SO, CHECK
OUT THE SIGHTS
IN YOUR
ARMS ROOM
NOW!

Ye Arms
Room

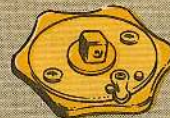
Small Arms Repairmen . . .

Tool Kit Corrections

Your Tool Box, Portable, NSN 5140-00-319-5079, should look like this:



Handle, Socket Wrench, NSN 5120-00-786-3782, looks like this:



USE THIS . . .

Add this information to the nomenclature for Cross-Tip Screwdriver, NSN 5120-00-764-8080, and for these flared tip drivers, NSN 5120-00-042-6837, -764-8058, -010-7913, -832-6223, and -764-8060: 3/8-in female square drive in handle.

... WITH THIS



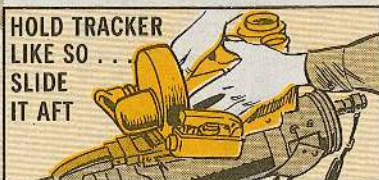
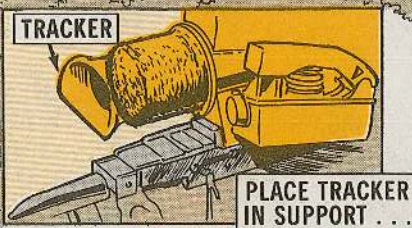
'Course, you use the palm grip handle with these screwdrivers.

SC 4933-95-CL-A07 is being updated.

BRING YOUR
SMALL ARMS REPAIRMAN'S
TOOL KIT
NSN 4933-00-357-1770
UP-TO-DATE WITH THESE
ITEMS...

Glide It & Slide It

HEY, SQUIRE-- WE'VE SOLVED OUR DRAGON'S SLIDE AND TRACK PROBLEMS!



Guide, slide and glide it, man. Do not bam, slam or jerk it. Got the tack for the track?

"It" is the tracker used with the Dragon launch effects trainer (LET).

When you mate the tracker to the LET, slide it aft until the connection's complete. It clicks into place. No force is necessary . . . either with the LET or the round.

If you bang it, you damage the connector and maybe the LET, round or the tracker.

Here's a Vulcan Lift

Been trying to get the lifting handle (P/N 11691679) for the carriage subassembly on your M167 towed Vulcan?

Go this route:

The handle has been assigned stock number 5340-01-029-4493. Use that number and go for an exception data requisition. Cite Item 25 of Fig 33, page 2-62, of TM 9-1005-286-20P (Oct 74). That's the handle.

You also need 4 each of hardware items 22, 23 and 24. The NSN's are in -20P.



SOUNDS! WITH A WEAPON LIKE THIS, WE'RE SURE TO WIN THE BATTLE.

M202A1 Tubes



Frayed, shredded tubes are not the way you go with the M202A1 rocket launcher.

Fact is, when the tubes get like that, they're unsafe . . . and shouldn't be issued for use.

Operators can head off those problems most of the time by keeping sand, mud, dirt and moisture out of the tubes. Same goes with ammunition. If it's wet or dirty, dry and clean it before you use it.



In brief, clean tubes and clean ammo help prevent fraying.

Follow the word in TM 3-1055-456-12, Chap 2, Sect III, Operating Under Unusual Conditions (para 2-16), and your launcher tubes will last a lot longer.

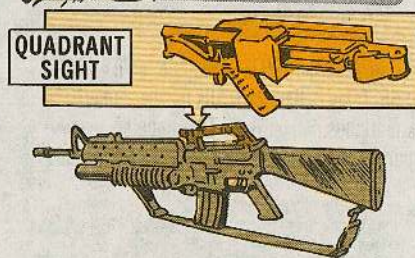
10-4 Hind Sight



Break One Nine, you with the M203 grenade launcher—is that quadrant sight plastic?

If so, you've got the latest sight, NSN 1010-00-483-1155, so take care! It's brittle in the cold and it breaks easy—in the back of a truck—tossed in a corner—or kicked by a field boot.

Be careful with it. You gotta know the mile markers to get along, 10-4?



PUBS

This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Nov 74), and Ch 3 (Oct 75), TM's, TB's, etc.; DA Pam 310-6 (Jul 76) and Ch 2 (Dec 76), SC's and SM's and DA Pam (0) 310-9 (Aug 74), COMSEC pubs.

TECHNICAL MANUALS

TM 5-4120-340-14 Mar Air Conditioner, Compact Horiz KECO Mods F9000H-1, F9000H-2
TM 5-6115-590-12 Mar Power Plant, Utility (MUST)
Ch 3, TM 9-1330-200-12 Mar Hand and Rifle Grenades
TM 9-1425-380-L Feb Pubs List for Pershing 1A
TM 9-1425-525-L Feb HAWK
TM 9-1430-382-20P Jan Pershing 1A
TM 9-1430-527-24P Feb Improved HAWK
TM 9-2320-242-20P Mar Gama Goat-1 1/2-Ton Truck M561, Ambulance M792
Ch 1, TM 9-2320-258-20 Feb 22 1/2-Ton Tractor, Truck M746
Ch 9, TM 9-2350-215-20 Jan M60/M60A1 Tanks
TM 9-2810-200-20 Feb Care, Maint & Repair of Pneumatic Tires, Inner Tubes and Radial Tires
TM 9-4935-379-20P Jan Repair Parts Shelter Pershing 1A
TM 10-5930-534-12 Jan Forklift Truck, DED, Rough Terrain, 6,000-LB, MHE-230

TM 10-5410-224-24P Feb Shelter, Expandable, Shop, Portable, Aircraft Maint
Ch 1, TM 11-5815-208-12 Feb AN/PGC-1, Teletypewriter Sets, TT-4 (J/TG, -335, -537, 698(i), 722(i) Teletypewriter Sets
TM 11-5820-771-24P Mar AN/URR-69 Radio Receiving Set
Ch 4, TM 11-5840-211-12 Mar AN/PPS-4A Radar Set
TM 11-5841-259-20P Feb MK-774/APN-158 Electronic Expl Main Kit
TM 11-6825-602-20P-1 Mar AN/USM-181B & C Telephone Test Sets
TM 11-6825-823-24P Apr AN/PSM-13 Battery Test Set

*TM 32-5410-215-14&P AN/USM-378, AN/USM-379 and AN/USM-380
*Ch 1, TM 32-5805-399-14P AN/GTA-19
*Ch 1, TM 32-5815-208-15P AN/TGR-1 and AN/TGR-2
*TM 32-5895-216-15P AN/TSQ-78
*Ch 1, TM 32-5895-217-15P AN/TRR-27
*TM 32-5895-220-14&P AN/TYK-11
*TM 32-5895-227-24P AN/MSQ-71
TM 55-1500-219-5 Jan Prep for Ship-ment of UH-1 Helicopters
Ch 25, TM 55-1510-204-20-1 Mar OV-1A, OV-1B, OV-1C
Ch 6, TM 55-1510-204-20-1 Jan OV-1D
TM 55-1510-209-CL Feb U-21A Pilot's Checklist
TM 55-1510-215-10-1 Mar RU-21E, RU-21H
TM 55-1520-209-23P-1 Apr CH-47-Series
TM 55-1520-209-23P-3 Apr CH-47-Series

TM 55-1520-210-23P-2 Mar UH-1-Series
TM 55-1520-210-23P-3 Mar UH-1-Series
TM 55-1520-217-23-1-1 Mar CH-54A
TM 55-1520-217-23-1-2 Mar CH-54A
Ch 17, TM 55-1520-220-20 Feb UH-1C/M

*These may be requisitioned only from the U.S. Army Security Agency Materiel Support Command, Vint Hill Farms Station, Warrenton, VA 22186.

MISCELLANEOUS

Ch 2, AR 726-60 Feb Supply
DA Form 3328 Jan Property Record Cuthset
DA Pam 310-2 Dec Index of Blank Forms
FM 9-451/2 Jan MOS 45L Artillery Repairman, Skill Level 1 and 2
FM 9-45L3 Jan MOS 45L Artillery Repairman, Skill Level 3
FM 9-63B3 Jan MOS 63B Wheel Veh Mech Skill 3
FM 9-63C1/2 Jan MOS 63C, Track Vehicle Mech Skill Level 1/2
FM 9-63F1/2 Jan MOS 63F, Recovery Specialist, Skill Level 1 and 2
FM 9-63F3 Jan MOS 63F, Recovery Specialist, Skill Level 3
FM 10-76Y/CM Jan Cdr's Manual, Unit and Organization Supplyman MOS 76Y
Ch 3, FM 38-1 Feb Logistics Management
SB 3-30-2 Feb CB Filter Elements, Serviceability
SC 4920-99-CL-A92 Feb Tool Set, AVUM, Set No. 2, Airmobile
TC 5-210 Dec Maintenance Tips for MAB Platoon Leader

AUDIO-VISUAL STUFF —Available at Your Local TASC (Training and Audiovisual Support Center)

TEC LESSONS

020-171-5342-F Prep Periscopes, Telescope for Op
041-061-6101-F Tube Artil- lery: Tests of Gunner's Quadrant
041-061-6117-F Tube Artil- lery: Boresighting Tube
041-061-6126-F Tube Artil- lery: Boresighting with the M140 Alignment Device
101-113-4776-A Multimeter TS-352(i)/U Measuring Resistance, Part I

101-113-4776-A Multimeter TS-352(i)/U Measuring Voltage, Part II
101-113-4777-A Multimeter TS-352(i)/U Measuring Current, Part III
500-121-8127-A Intro to Requisitioning Army Pubs
500-121-8128-A Requisition- ing Army Pubs
551-101-7915-F Intro to PLL Procedures (Non-Divisional)
Part I
551-101-7916-F Intro to PLL

Procedures (Non-Divisional) Part II
551-101-7917-F Replacing PLL Items (Non-Divisional)
551-101-7918-F Requesting a High Priority Item (Non-Divisional)
551-101-7919-F Processing Receipts for Supplies (Non-Divisional)
551-101-7920-F Nonstock Items, Authorization Edit
551-101-7921-F Nonstock Items, Initial Request

551-101-7922-F Nonstock Items, Qualifying Request
551-101-7928-F Performing Quarterly Review
551-101-7927-F Completing Quarterly Review and Turn- ing in Excess Items
551-101-7936-F Requests for Follow-up and Cancellation
551-101-7940-F Inventory Repair Parts

FILM

TF 9-4924 Tank M60A2, Turret Components (Intro)

Camouflage Flips

That item about the vehicle weight signs on page 10 of PS Issue 295 is wrong. So is TB 43-0209 (Oct 76), App. A, Item 21. Change 1 (Oct 76) to AR 750-58, Table 3, item 25a calls for the camouflage pattern on the circular sign with 3-in lusterless black markings. So, until the TB is updated, read AR 750-58 with Change 1 real carefully when you're marking and camouflage painting equipment. The AR rules.

JOE'S DOPE

REPLACING A LOST LOGBOOK...

The Quest

OH, WOE!

NEVER HAS EVEN THE MOST VAUNTED OF KING ARTHUR'S ROUND TABLE EMBARKED ON SO HOPELESS A QUEST...

AND I AM ONLY A POOR SQUIRE...

THROUGHOUT THE KINGDOM HAVE I SEARCHED ...WITHOUT YET FINDING A SINGLE CLUE...

AND...IF HE DOESN'T HAVE BOTH IN HAND BY TOURNAMENT DAY-- SIR DON OF STARRY WILL ?GULP? HAVE MY HEAD!

YON BLACK CASTLE OF BRAGDON IS MY ?SHUDDER? LAST HOPE...

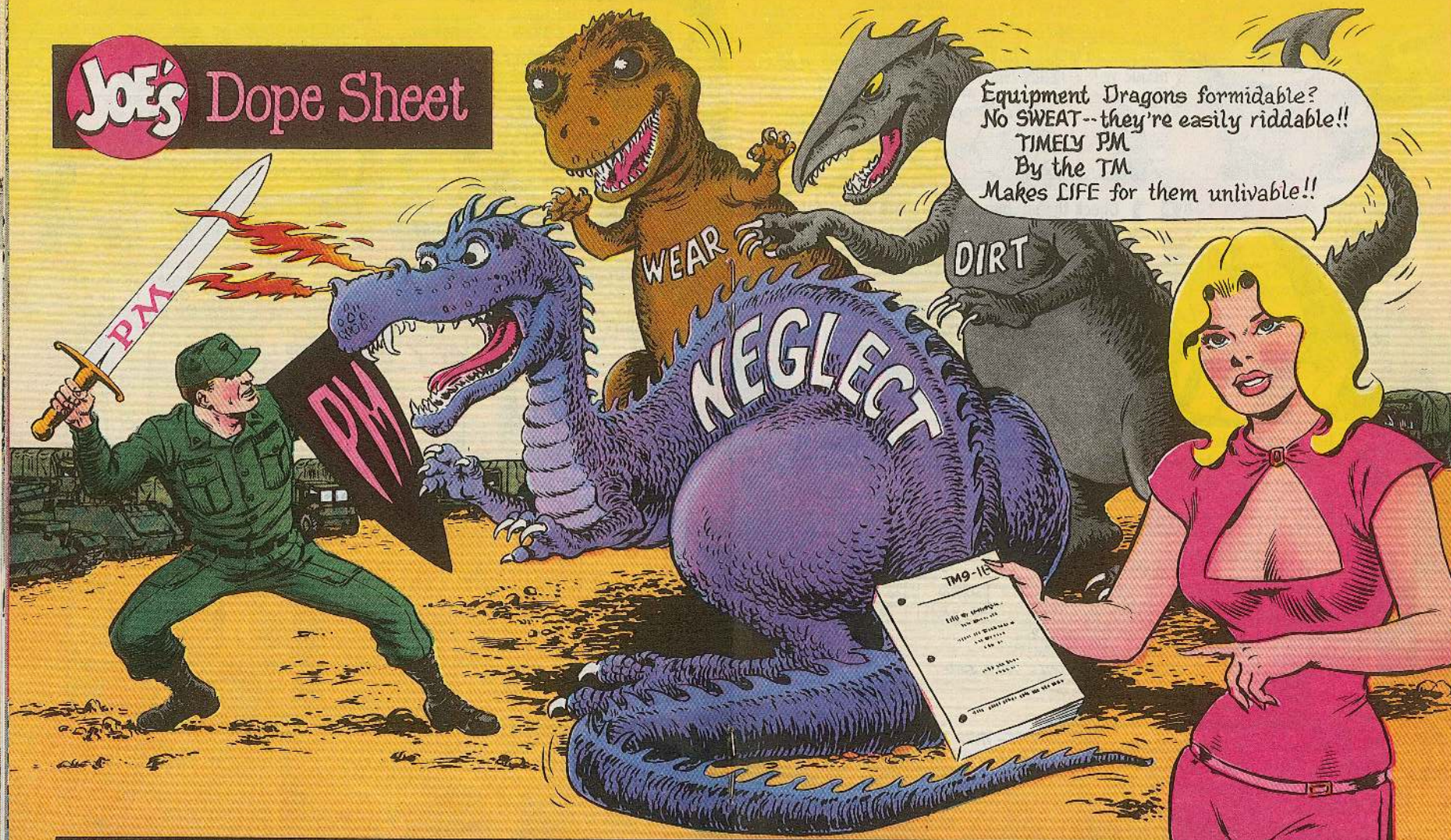
ONLY AN ENCHANTER CAN HELP ME NOW!

?ULP?

ABANDON YE ALL HOPE WHO ENTER CASTLE BRAGDON



Joe's Dope Sheet



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.



ONCE YE START, THO, YE WILL FIND CLUES IN LOTS OF PLACES...

1 Check the equipment data plate. Some data plates carry the item's name, model, NSN, serial number and year of manufacture.

WOW! THIS HELPS!



2 Go through your maintenance request files. Copies of DA Form 2407 requesting maintenance or MWO work from support can fill in more blanks... even usage data.

I NEED THIS INFO.

MAINTENANCE REQUEST		PAGE NO. 1		NO. OF PAGES 1		REPORTS CONTAIN SYMBOL	
SECTION I		SECTION II		SECTION III		SECTION IV	
1. CONTROL NUMBER 204095	2. ORGANIZATION 1st Bn 149th Armor	3. LOCATION Bldg 46 Camelot Bt	4. UNIT OR CODE WABODE	5. SERIAL NUMBER 57 10905	6. HOUR NOMENCLATURE CARRIER, PERS	7. LINE NUMBER M113AI	8. NATIONAL STOCK NUMBER 2350-00-960-6321
9. MAINTENANCE ACTIVITY R	10. UTILIZATION CODE R	11. SELECTED ITEM R	12. FIRST INDICATION OF TROUBLE 1000	13. SECOND INDICATION OF TROUBLE 1000	14. THIRD INDICATION OF TROUBLE 1000	15. FOURTH INDICATION OF TROUBLE 1000	16. FIFTH INDICATION OF TROUBLE 1000
17. DESCRIBE DEFICIENCIES OR SYMPTOMS ON THE BASIS OF COMPLETE CHECKOUT AND DIAGNOSTIC PROCEDURES. (See instructions for use of this form.)							
TRANSMISSION WILL NOT SHIFT							

GREAT- THIS DATA HELPS!

FINE!



3 While you're in the maintenance shop, also glance through the vehicle reference files. They hold indexes, equipment lists and local-type info as well as reports and letters. Your equipment may be covered by some of that paperwork.

34

4 Still got some important blanks? Get hold of a buddy in your unit property book office.

CAN YE HELP?

PROPERTY BOOK OFFICE

HMM-- LET'S SEE!



FOUND A COPY OF YOUR TRANSFER FORM, PAL!

HEY, SWELL!



If you made out a transfer (a "received from" report) when the equipment arrived, the property book office could have a copy of that DA 2408-9 transfer on file.

EQUIPMENT CONTROL RECORD		PAGE NO. 1		NO. OF PAGES 1		REPORTS CONTAIN SYMBOL	
1. CONTROL NUMBER 271950	2. ORGANIZATION 2nd Bn 6th Cav	3. LOCATION Kanilworth Cas 10203	4. UNIT OR CODE WABODE	5. SERIAL NUMBER 57 10905	6. HOUR NOMENCLATURE CARRIER, PERS	7. LINE NUMBER M113AI	8. NATIONAL STOCK NUMBER 2350-00-960-6321
9. MAINTENANCE ACTIVITY R	10. UTILIZATION CODE R	11. SELECTED ITEM R	12. FIRST INDICATION OF TROUBLE 1000	13. SECOND INDICATION OF TROUBLE 1000	14. THIRD INDICATION OF TROUBLE 1000	15. FOURTH INDICATION OF TROUBLE 1000	16. FIFTH INDICATION OF TROUBLE 1000
17. DESCRIBE DEFICIENCIES OR SYMPTOMS ON THE BASIS OF COMPLETE CHECKOUT AND DIAGNOSTIC PROCEDURES. (See instructions for use of this form.)							
TRANSMISSION WILL NOT SHIFT							

CHECK WITH THE PROPERTY BOOK OFFICE. THEY COULD HAVE COPIES OF THE DA 2408-9 TRANSFER ON FILE.

5 Still short some info? Try the local data collection people. They're the ones who get your DA 2408-9's to send up the ladder.

DON'T SWEAT IT, IF YE CAN'T FILL IN EVERYTHING!

THE MOST IMPORTANT INFO IS THAT NEEDED FOR A DA 2408-9 TRANSFER

IF YE HAVE TRACKED DOWN ENOUGH TO FILL OUT A TRANSFER, YE ARE OK!



35

ONCE YE HAVE THE INFORMATION TOGETHER, MAKE OUT A DA 2408-9 GAIN REPORT USING CODE U.

SEND THE NMP COPY TO YOUR DATA REDUCTION CENTER OR USAMMC AT LEXINGTON, KY!

PUT THE LOGBOOK COPY IN THE LOGBOOK AND MAKE IT "PERMANENT LOGBOOK COPY"!

LEXINGTON NO LONGER HAS MOST OF THE ACCEPTANCE REPORT INFO-- SO THE GAIN TAKES ITS PLACE.

DON'T FORGET TO REMIND THE GOOD SQUIRE, O LADY VIVIEN, THAT SOME INFORMATION LIKE OIL, MILES AND HOURS USAGE NE'ER GETS REPORTED!

GOOD POINT!

IF OLD COPIES OF THE DA FORM 2407 DO NOT HELP YE, O SQUIRE... YE MUST BUT CHECK THE LOGBOOK ON A SIMILAR ITEM...

...AND I CAN ESTIMATE UNTIL I CAN WORK OUT ACTUAL FIGURES-- RIGHT?

INDEED! YE HAVE LEARNED WELL, SQUIRE-- HERE... QUICKLY TAKE THESE REPLACEMENT LOGBOOKS TO SIR DON OF STARRY!!

THANK YE, MY LADY!

HARK!! THE TOURNAMENT TRUMPETS SOUND!... WE'VE FINISHED JUST IN TIME! AD DEUM!

HE'S GONE!... GOOD! I'VE BEEN LONGING TO SPEAK TO YE IN PRIVATE, DEAR, DEAR HALFT-MASTE!

SEE--I BEAR FOR YE A GIFT!

FOR ME, LADY VIVIEN ??

GASP! A GOLD RING WITH STONE OF BLOOD RED!! OH, NO-NO!

CAN ONE SUPPOSE THAT HE BELIEVES THAT MALICIOUS GOSSIP ABOUT MERLIN AND ME?!

HMMP!

SHADES OF MERLINUS AMBROSIUS!!

WHY-- HE'S VANISHED--

POOF!

36



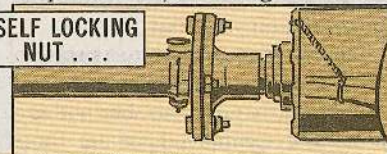
Add Tare Torque

WE'LL GET ALONG GREAT IF YOU JUST ADD TARE TORQUE!

GOTCHA, BUDDY!

Some aircraft mechs are not adding tare (or friction) torque to the figure given in torque tables to get the final torque for all self-locking nuts.

SELF LOCKING NUT ...



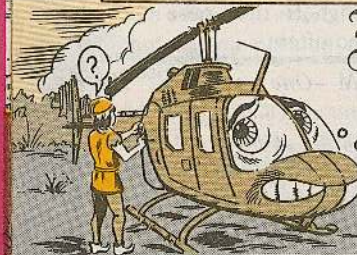
To keep hardware in place, be sure you eyeball the torque wrench for the amount of resistance between the self-locking nut and the bolt. Read the tare torque as the nut is being turned on the bolt—before the nut contacts the washer.

...READ BEFORE NUT MAKES CONTACT



Hands Off!

HOPE THIS CLOWN DOESN'T GRAB HOLD OF MY ROTOR PITCH CHANGE LINKS, TOO!

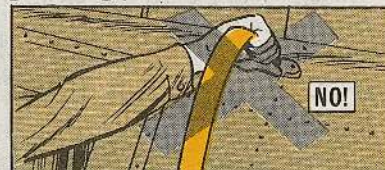


It has always been a no-no to latch onto antennas when mounting your Kiowa because those babies will break, grounding your bird.



Instead, latch onto a sturdy part of your bird when you're up top—like the main rotor mast.

NO!



But did you know that it's not a good idea to use the main rotor pitch change links as a handhold, either? It's true! Excessive pressure might damage the links and rod-end bearings.

YES!



37

The Positive Approach

PLEASE HURRY... KING ARTHUR AWAITS MY ARRIVAL!

SORRY WE HAD TO MAKE THIS EMERGENCY LANDING, MY LADY...

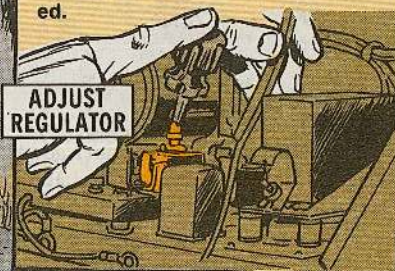
BUT THE TRANSMISSION'S BONE DRY! FILTER LET GO...

The words of an old song, "You've got to ac-cen-tu-ate the positive, eliminate the negative, don't mess with mister in between", certainly ring true for maintaining aircraft.

The negative solution to a problem may add to the hairy tales conversation during happy hour, but nothing more! For example, here are some maintenance goofs that raise their ugly heads too often:

PROBLEM—One mech set the UH-1 voltage regulator too high, figuring accurate adjustment wasn't all that critical. This led to battery boilover and replacement of some mighty expensive cells.

SOLUTION—By-the-book maintenance is a must. The maintenance pub gives the regulator settings needed, depending on the temperature where you're stationed.



ADJUST REGULATOR

IF ONLY MY MECHS WOULD GO 'BY-TH-BOOK'!

TAP-TAP-TAP!

PROBLEM—A T-42 fuel cell cap came loose in flight, and the fuel was siphoned overboard, causing the pilot to abort.

SOLUTION—This problem was caused by "tinkeritis". By loosening the retention nut on the bottom of the filler cap, the locking latch can be flipped during refueling with a little less effort. Replacing a shot O-ring packing provides a good seal.

NEVER TINKER HERE...



... TO MAKE LATCH CLOSING EASIER ...



... BETTER TO CHANGE "SHOT" O-RING



The mech sacrificed the tight fit necessary to keep the cap in place.

PROBLEM—Installing a Huey transmission primary oil filter was nothing new to one mech. He had done it all before. The old gasket looked OK so he put it back. And his arm was as good as any torque wrench on the retaining nuts.

Short cuts rarely pay off. The filter let go in flight and the pilot made an emergency landing with an empty transmission.

SOLUTION—Never reuse any two-bit gasket. It may look OK but you can never get a tight seal on an old gasket that has already been compressed.

ALWAYS USE NEW GASKET!



'Course, no mech has a calibrated arm that will give him the special torque listed in the maintenance pub, either.

Yessir-e-e-e, by-the-book maintenance, plus application of experience gained on the job, is the positive way to keep your birds humming.



WHY... MY SAFETY
RELEASE HANDLE POINTS
TO THE LEFT, YEOMAN!

DOESN'T
YOURS?

RIGHT
OR LEFT,
M' LADY?

?

It's TLC
to the
Rescue!

HEY,
HOW ABOUT
THE
SAFETY
BELT?

paneling. So, the bird has to be
grounded for a panel replacement.

... CAUSE
PANEL
DAMAGE

Every time you troopers climb
aboard a chopper, remember you're in
a sturdy but thin-skinned aircraft—
not a heavy ground vehicle with a
thick metal housing.

The vehicle can take a pounding ...
the bird can't.

Focus-in on the Kiowa, for exam-
ple. When exiting the bird, reconnect
the safety belts before you close the

Use a lot of tender lovin' care when
you're traveling in choppers, OK?

Even fuel truck operators who pour
jet juice into the Kiowa get carried
away, slamming the fuel filler cap and
refueling nozzle into the honeycomb.

RECONNECT
SAFETY
BELTS

NEVER SLAM CAP
INTO PANEL ...

... OR YOU'LL
RUIN PANEL

door. Belts left flapping in the breeze
beat the stuffing out of honeycomb

BELTS LEFT
FLAPPING ...

... LIKE
THIS ...

TENDER
LOVING
CARE IS
THE KEY
ON THIN-
SKINNED
AIRCRAFT!

Dear Windy,

As a TI, I recently wrote-up a Cobra
because a safety belt release handle
pointed to the right. When challenged,
I couldn't find a reference in the Cobra
TM 55-1520-221-20 (Dec 75) or the
General Aircraft Maintenance TM 55-
1500-204-25/1 (Apr 70).

However, the Huey TM 55-1520-
210-20 (Sep 71) says in para 4.25 that
the handle is to point left.

Shouldn't this be uniform for all
Army aircraft—to avoid confusing
pilots, co-pilots and crewman?

SP5 D.J.B.

Dear Specialist D.J.B.,
The word from the headshed
(AVSCOM) is that all Army aircraft
are to have pilot, co-pilot and crew
safety belt release handles pointing to
the left.

THIS INFO WILL
BE INCLUDED IN
THE GENERAL AIRCRAFT
MAINTENANCE
MANUAL.

HANDLE
POINTS
LEFT

Your
Hydraulic
Mule ...

Pulled Any PM Lately?

SOB:

I FEEL LIKE
A CASTOFF...

NOBODY
REMEMBERS
PM FOR
ME...

SOB:

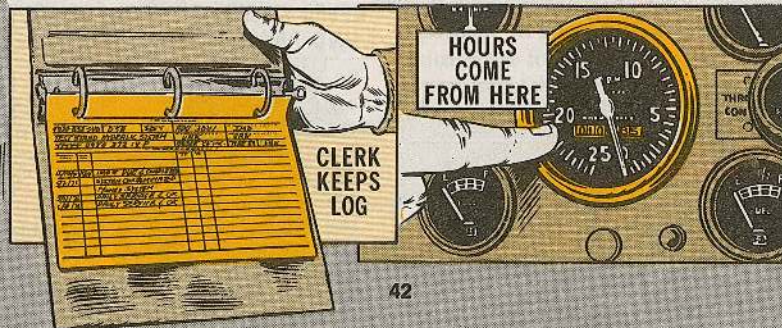
The hydraulic mule in your outfit is out of the limelight until it's called upon to pressurize a bird's hydraulic system. Then, it'll deliver—but only if you do the preventive maintenance inspections called for in the pubs.

Take the hydraulic test stand, Type D-5B, NSN 4920-00-882-6401. You actually have Daily, 50-hr and 100-hr checks and services on that baby.

Course the records clerk keeps an equipment maintenance log, DA Form 2409, with the operating hours on your Mule. The time figure comes from the tach-hourmeter on the front of the control panel.

HOW CAN I
DELIVER WHEN
DUTY CALLS...IF
I'M NOT UP TO
SNUFF?...

SOB:



HSSST...
DO I HEAR
A MULE
SOBBING??

RIDICULOUS!
WHOEVER HEARD OF
A MULE CRYING!

Most of the maintenance is routine: keeping the proper fluid levels in the engine crankcase, battery, fuel tank and hydraulic reservoir.

CHECK FLUID LEVELS IN ...

CRANKCASE

BATTERY

FUEL
TANK

HYDRAULIC
RESERVOIR

Inspecting the electrical system for breaks in the wiring, worn insulation and loose connections is a "must." The same goes for leaks in the plumbing.

Eyeballing the engine fan belts for wear, cleaning all the filters and keeping tire pressure up-to-snuff is also mighty important.



All this, and more, is in Section IV of TM 55-4920-335-14 (Jun 71).

If you have the older Type D-5A Mule, or some other model, give it the same eagle-eyed treatment.

So-o-o-o, spruce up your Mule and it'll never let you down.



Light on Light Sets

Broke some of the lights in your portable airfield Light Set, marker, emergency, NSN 6230-00-542-6680?

Get replacements with NSN 6230-00-115-9996. Batteries are NSN 6135-00-050-3280.

Current Card Needed

"As you were", mechs, about extending a compass calibration as stated on page 40 of PS 289—if your aircraft has only 1 compass. Paras 4-18 and 4-22 of AR 95-1 (Jan 77) say a current card is required. Otherwise, the bird is grounded.

It's True!

The only component on your T-53 engine that requires historical data is the turbine rotor, according to TB 55-1500-307-24 (Jun 76). All the other bird engine parts are now condition items and are replaced only when they are no longer serviceable.

Loosen the Lug!

Birdmech, listen up! When you remove a magnetic chip detector plug, like you do to take a 25-hr oil sample from a Huey 42-degree gear box, hold one! Always loosen the nut that holds the wire lug to the chip detector plug, before putting a wrench on the plug.

Otherwise, you'll end up breaking the crimp-type lug that holds the wire to the plug . . . means extra sweat and elbow grease.

Bolt from the Blue?

If your aircraft is hit by lightning, a magnetometer is needed to look for hidden damage in magnetized parts. Your support outfit has field indicator, NSN 6635-00-391-0058, in their flaw detection set. Ask them to check out your bird.

Turn in the Keys!

When you trade in your old jalopy the keys go with it, right? The same deal goes when a bird is transferred or sent back to overhaul. Missing ignition keys and other security devices run up the tab somethin' fierce, so send 'em with the bird. List the components on the DA Form 2408-17, per AVSCOM Message DRSAV-FMR (26 Oct 76).

Same Oil Consumption

Stick with the 2.4 pts/hr or 1.2 qts/hr oil consumption limit for the T53 L-11 and L-13 engines. That's the figure in the Huey and Cobra pubs for use in the field. The .56 qt/hr figure on page 51 of PS 287 is the limit during engine overhaul.

44

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Test Flight Entries

1 Day at a Time

As a rule, you don't make multiple entries on DA Form 2408-13 for multiple test flights flown in a day. One entry covers all test flights flown that day to correct that fault.

But, what about a situation involving a test-flown bird, repairs called for, and another test flight scheduled for a day to come?

You close out your -13 at the end of the day. Start a new -13 the next day and re-enter the test-flight requirement on the new form.

The only exception to the rule applies when the test flight is not completed because of the discovery of a new fault.

In that case, you make a second test flight entry—indicating the new fault.

'Course, that entry covers all test flights needed that day on the second fault.

One entry covers all test flights flown in one day to correct the fault(s) listed as the reason for those flights.

WHEN YOU'VE
GOT A TEST FLIGHT
SCHEDULED FOR
ANOTHER DAY,
WRITE SOME-
THING LIKE THIS
IN **BLOCK 18.**

1	DATE	2	MODEL	3	SERIAL N.						
7	STATUS TODAY			8	AIRCRAFT						
	AIRCRAFT	ELECT. ARMAMENT	OTHER		TIME TO DATE						
1	☒ 4	☐	☐		TIME TODAY						
2	☐ 5	☐	☐		TOTAL TIME						
3	☒ 6	☐	☐								
11	FUEL (GAL. IN LBS.)			12	OIL (Q.)						
SEN- V ICE INC.	GRADE	ADDED	TOTAL IN TANKS	GRADE	ADDED TOTAL NO. IN ENG. TANKS						
14	STATUS	15	FAULTS AND/OR REMARKS								
☒	R	1:1 VERT VIB AT 60 KTS									
☒	R	Test Fit req for M/R Track									
☒	R	Cyclic Controls Binding									
☐		Test Fit req for M/R Track									
☐		cycle servo									

Be-Your-Own-Inspector . . .

Hydraulic Tripod JACKS

YOUR TRIPOD TYPE HYDRAULIC JACKS ARE FAITHFUL, ALMOST HASSLE-FREE, FRIENDS!

BUT TOUGH AS THESE STURDY LIFTERS ARE, THEY REQUIRE GOOD, TIMELY PM CARE!

THE JACK SHOWN HERE IS A 5-TONNER, BUT OTHER SIZES ARE DESIGNED AND WORK PRETTY MUCH THE SAME!

HERE'S A LIST OF MODELS, WITH PUBS, MOST FOUND IN AVIATION UNITS...

3-ton, NSN 1730-00-734-9382,
TM 55-1730-222-12 (Aug 75)

5-ton, NSN 1730-00-516-2018,
TM 55-1730-202-14 (Jun 72)

10-ton, NSN 1730-00-516-2019,
TM 55-1730-208-13 (Jun 71)

12-ton, NSN 1730-00-554-5436,
TM 55-1730-213-12 (Nov 69)

25-ton, NSN 1730-00-540-8419,
TM 55-1730-214-20 (Sep 70)

FRAME AND LEGS—Footpads loose or damaged; base cracked; legs split, cracked; welds opening; locknuts missing, broken, cracked, stripped; clamp assembly cracked, broken, bolt stripped.

MOBILITY—Tires excessively worn; wheels stuck, wobbly, not lubed; casters cracked, bolts and nuts loose, missing, stripped; retracting mechanisms jammed.

CYLINDER AND RAM—Surfaces chipped, scored, worn; ram stuck, stripped; ram locknut missing, cracked; nuts and bolts missing, bent, stripped; safetying pin missing, chain damaged; extension screw stripped.

HYDRAULICS—Fluid contaminated (Note: Be real careful with cleaning solvents), level low, leaking under pressure at joints, valves; filler plug stuck, dirty; air vent passage blocked, screw dirty; hoses cracked, chafed, deteriorated; pump handle missing, socket cracked; pump cylinder pin missing, bent; hairline cracks.

LUBRICATION—Bearings dry, lube oils and grease dirty, deteriorated (Note: Clean with P-D-680 before lubricating. TM's list lubricants for individual jacks.)

THE MOST IMPORTANT DEFECTS ARE IN **BOLD FACE TYPE!**
PULL PM ON YOUR JACKS... SLIPS CAN HURT!

The Ol' Netspr reader **TRICK**

THERE, FAIR LADY...

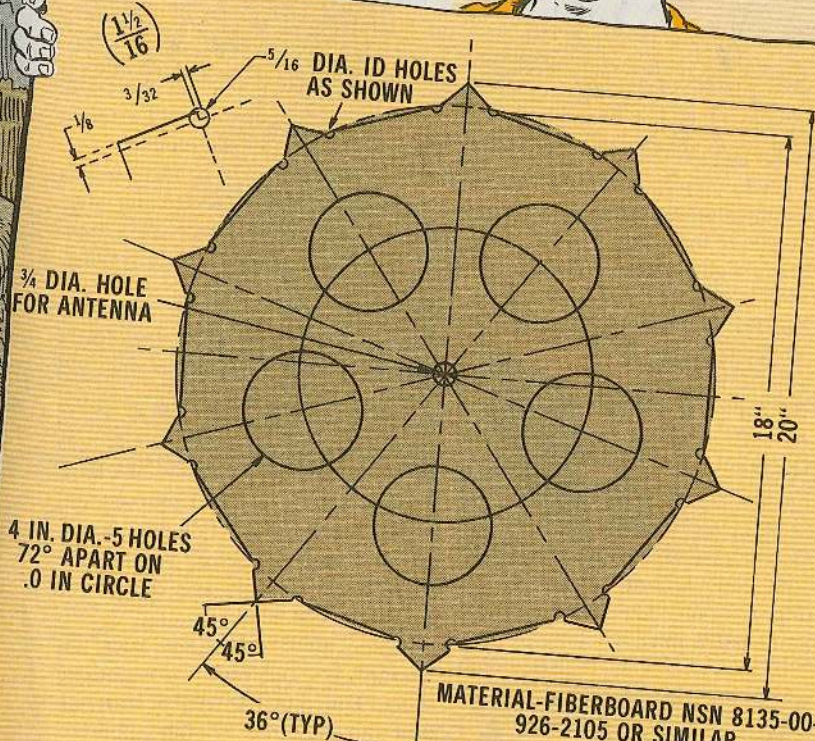
THAT SHOULD CURE YOUR NET PROBLEM!

O, SQUIRE MACON... YOU'RE SO RESOURCEFUL!

IF YOU CAN TEAR YOURSELF AWAY, MACON, WE'VE GOT A NET SPREADING PROBLEM, TOO!

BE OF STOUT HEART, GOOD COMRADES! HERE'S THE SOLUTION TO YOUR PROBLEM.

Place the spreader in the netting where the garnish material has been cut back, and run the antenna through the hole in the middle of the spreader.



MATERIAL-FIBERBOARD NSN 8135-00-926-2105 OR SIMILAR

FINISH WITH CLEAR PLASTIC PAINT, (VARITIVE SPRAY) NSN 8010-00-515-2487

Having trouble keeping the garnish material away from your antenna when using your GRC-106 under a radar scattering screen? Make yourself a netspreader to keep the netting from shifting.

Use fiberboard, NSN 8135-00-926-2105, or similar non-conducting stock. The dimensions are not critical.

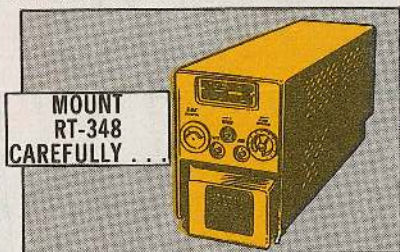
Spray the spreader with lacquer NSN 8010-00-515-2487 for protection.

The Way It Mounts Counts

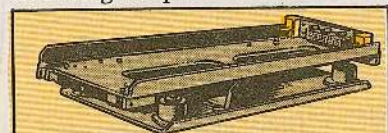


A key to keeping your AN/ARC-54 radio set communicating is using care when you're installing it in its mount.

That's right! Before you slide your RT-348 receiver-transmitter back into



its MT-1535 mount, make sure it's sitting flat and lined up with the mount's guide pins.



Then, gently push your RT straight in, and fasten it in the mount.

Otherwise, you can bend your set's connector pins or damage the plug. And, you can wind up with mismatched homing, transmitter and receiver antenna connectors.



After you've installed your set and turned it and turned it on, let it warm up for 3 minutes before you key the transmitter. This'll save the power amplifier tube.

Then, after you have your set warmed up, cut your conversations short. Too much keying at any one time can blow the PA tube, pop the F1002 fuse or damage the power supply.

Serial Numbers For Sets

U.S. GOVERNMENT PRINTING OFFICE: 1973 - 505-022

1. ORGANIZATION 271947	2. LOCATION	3. UNIT IDENT CODE 271947	4. UTILIZATION CODE	5. VEHICLE USE CODE
6. NO. OF SETS	7. REL	8. FEDERAL STOCK NO.	9. SERIAL NO. 271947	10. REGISTRATION NO.
11. YEAR OF	12. MANUFACTURER (MFR)	13. CONTRACT NO.	14. PURCHASE ORDER NO.	15. WARRANTY PERIOD
16. REPORT	17. USAGE	18. SHIPPED TO	19. SHIPPED TO	20. SHIPPED TO
21. ACCEPTANCE	22. REGISTRATION	23. GAIN	24. OTHER	25. REMARKS
26. INSPECTOR'S SIGNATURE				
27. RECORD				
28. LOG BOOK COPY 3				

DA FORM 2408-9 1 OCT 72



Dear Half-Mast,

Most radio sets have more than one serial-numbered component. So, we use the control number from the DA Form 2408-9 as the serial number for the set. However, radio set AN/PRC-77 has just one serial-numbered component. Do we use the component's serial number or the control number from the DA 2408-9?

SSG G. I. F.

Dear Sergeant G.I.F.,

Use the control number from the AN/PRC-77 acceptance or gain report. Those logbook records are required on the AN/PRC-77 and the information on the forms should show the end item—not its component.

You use the control number of the end item DA 2408-9 acceptance or gain report whenever the end item itself has no serial number. This holds true whether the end item has one serial-numbered component or 50.

Keep and use this serial number from the DA Form 2408-9 acceptance or gain report for the life of the end item.

Half-Mast

CEOI Neglect

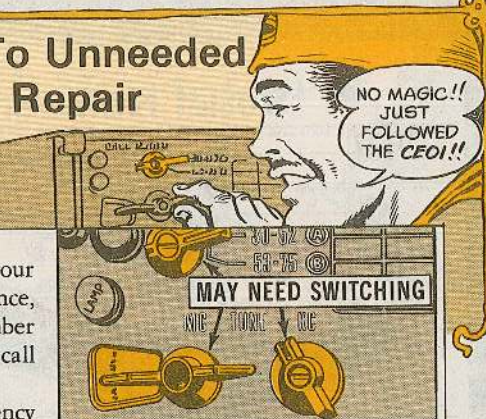
Leads To Unneeded Repair

TRULY...THOU ART A SORCERER!
ONLY A TOUCH--
AND YOU'VE
GOT IT
WORKING,
SQUIRE
MACON!

Whoa!

Before you put the blame for your silent radio set on faulty maintenance, rake your mental matter to remember where you stand with your radio call sign and frequency.

If you have not made the frequency switch like it says in your CEOI (Communications-Electronics Operation Instructions) make it. Then, get real familiar with your CEOI—get a copy of TC 24-2 (Dec 75).



And, while you're making frequency changes, back off the heavy switch twisting. This kind of mauling can really make the radio a maintenance matter.

NSN's For Screw, Bushing

Dear Half-Mast,

I need the special screw and bushing that hold the connector cover to the front of the RT-505, -841 receiver-transmitters. Can you help find 'em?

SFC R. E. H.



Dear Sergeant R. E. H.,

NSN 3120-00-973-1508 is for the sleeve bushing and NSN 5305-00-054-5647 is for the machine screw. The bushing and screw are identified in Fig 60 of TM 11-5820-667-34P (Jul 74). You can get 'em through your support.

Half-Mast

A CRYSTAL BALL CAN HELP
BUT...
THE NSN'S ARE
IN THE JULY 74,
TM 11-5820-
667-34P.

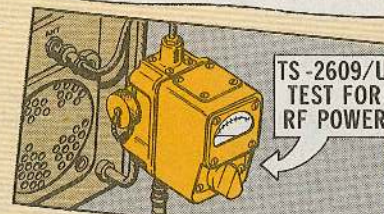
MACHINE SCREW
NSN 5305-00
054-5647

TS-2609 Is An AN/URM-182

Dear Half-Mast,

A TS-2609/U radio frequency power test set, NSN 6625-00-933-8786, would come in real handy for testing my FM radio set's RF power and load match. It's described in TM 11-5820-401-12 (Aug 72) and TM 11-5820-498-12 (May 67), but what authorizes me to have one?

SSG F. E. A.



Dear Sergeant F. E. A.,

The AN/URM-182 test set, which includes the TS-2609, is being added to the tool and test equipment for tactical FM radio systems. The URM-182 NSN 6625-00-148-9371 is covered by TM 11-6625-2718-14&P (Jun 75). This organizational radio mechanic's test set is available through supply.

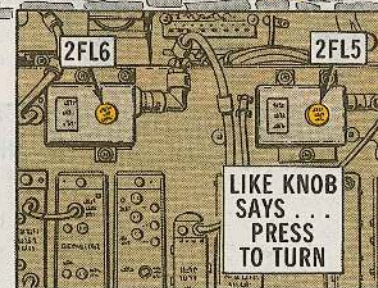
JUST CITE MTOE
REQUIREMENTS FOR
REQUESTING IT!



Press Knob—Then Turn



Back off with the heavy-handed stuff. When you're changing the setting of your AN/GRC-144 radio set's 1FL3, 1FL4, 2FL5 and 2FL6 bandpass filters, remember: press the knob in—like the knob says, Press To Turn—before turning. Forcing the knob without pressing will damage the filter.



Wanta Stay
Around...?

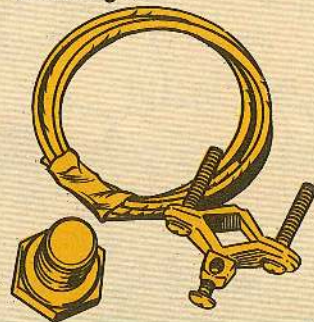
Get a Good Ground

If anything's harder'n putting it in or taking it out, it's getting all the parts. And you'll never get that ground rod in right or out on time without your parts.

SO HERE'S
A LIST...

GROUND ROD ASSEMBLY

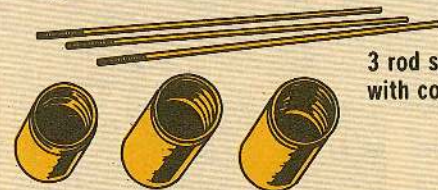
Consisting of:



Wire, No. 6 AWG 6145-00-189-6695

Clamp 5999-00-186-3912

Driving Stud 5975-00-924-9927



3 rod sections
with couplings 5975-00-794-2523

To make life with ground rods a
bit easier, you might want to
get:



Hammer

5120-01-013-1676

Use an exception data request for the
slide hammer until it appears on your
AMDF.

New Grounding Pub

I HOPE HE
KNOWS HIS WAY
TO BALTIMORE!

**GROUNDING
TECHNIQUES**

TC
11-6

TC-11-6 (Sep 76) covers the subject of grounding techniques from the ground up, you might say. Fire off a DA Form 17 to the pubs center in Baltimore for copies. Use the mailback card to tell the Signal School what you think of the pub. They'll appreciate it!

Troubleshooting Light Bulbs

©☆☆!! ANOTHER
BURNT-OUT BULB!!

NSN 6240-00-824-4676
100-WATT, 115-VOLT
NSN 6240-00-153-6494
25-WATT, 24-VOLT
NSN 6240-00-222-0276
25-WATT, 12-VOLT

TRY THESE
FOR YOUR
PAIN, O
PAGE!

A drop cord, as every mechanic knows, is a gadget that has a burnt-out bulb when you need to use it.

Cures for that pain come by these stock numbers:

NSN 6240-00-824-4676, 100-watt 115-volt rough-service lamp.

For your vehicle battery powered extension light use:

NSN 6240-00-153-6494, 24-volt 25-watt for hooking into military vehicle electrical systems.

NSN 6240-00-222-0276, 12-volt 25-watt for use with commercial vehicle electrical systems.

TROOP SUPPORT

MILVAN

CONTAINER

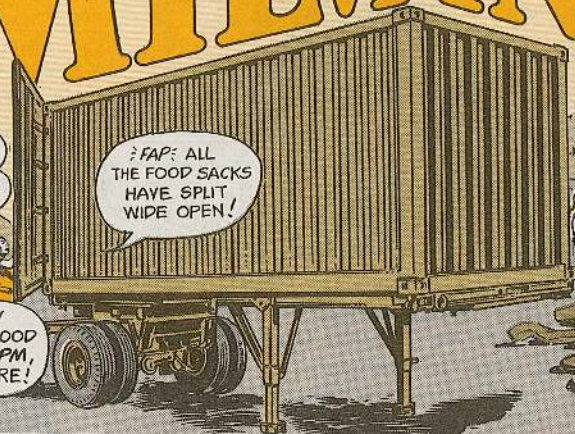
PM

WITH THESE
MILVANS BRINGING
SUPPLIES, YON
CASTLE WILL SOON
BE OURS, LADY
BONITA!

HEY--
ARROWS
ARE
BROKEN!!

FAP: ALL
THE FOOD SACKS
HAVE SPLIT
WIDE OPEN!

ONLY
WITH GOOD
VAN PM,
SQUIRE!



Spare parts, ammo, C-rations and other general supplies carried in MILVANS don't arrive in useable condition by chance. No way!

MILVAN contents arrive safe 'n' sound because of good PM.

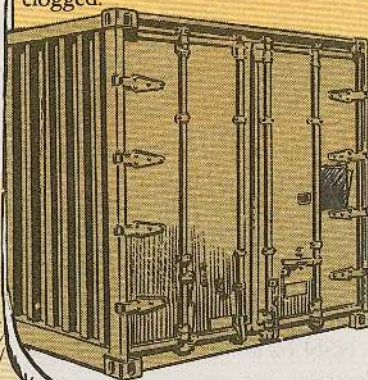
Here's what MILVAN users see 'n' do to make sure their goodies are delivered in useable condition.

You need a copy of TM 55-8115-200-24 (Sep 72) in your hand and a pair of good eyes for this MILVAN Be-Your-Own-Inspector. When you see any of these defects, do something about 'em.

FIX WHAT
YOU CAN--
AND REPORT
THE REST
TO SUPPORT--



DOORS—Warped; weather seals damaged, distorted; door gasket won't mate with door opening surfaces, hinges, latches, levers, bolts, nuts and pins loose, worn, or damaged; document holders missing, damaged. Grease fittings on hinges missing, clogged.



56

HA! HA!

HAN! THEY CAN'T
SUSTAIN THEIR
ATTACK!

VAN PM
AIN'T MY JOB!

THIS STUFF
IS JUST JUNK,
NOW!!

THIS
GEAR'S
A MESS!



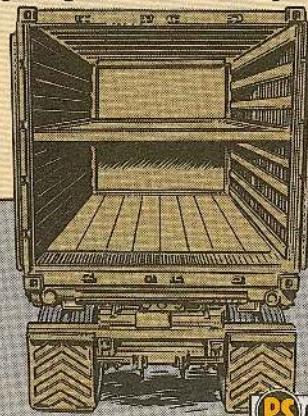
Users tighten, repair, or replace bum door parts. Para 2-9 in the Dash 24 has the story.



GREASE
FITTINGS
OK?

WOOD FLOORS, SIDES—Loose, warped, broken floorboards. See-thru floors and planks flunk the eyeball test! Para 2-8 tells how to fix or tighten the floors. Use NSN 5510-00-270-6031 for a left side replacement board; NSN 5510-00-270-6022 for a right hand board; and NSN 5510-00-270-6048 for an intermediate board.

METAL ROOF, SIDES, ENDS, DOORS—Punctured, split, torn, ripped; out of line, won't fit right. Use white synthetic rubber base joint sealer for minor leaks. NSN 8030-00-965-2397 gets a 1/10th-gal cartridge. Para 2-6 has the know-it-all poop for repairing these sheet metal panels.



57

PS MORE



HEY-- STRUCTURAL
RAILS ARE DISTORTED
AND CRACKED,
M' LADY!!

TOO LATE FOR YOUR UNIT
TO DO ANYTHING ABOUT THAT,
YEOMAN ...

CALL
YOUR
SUPPORT!!

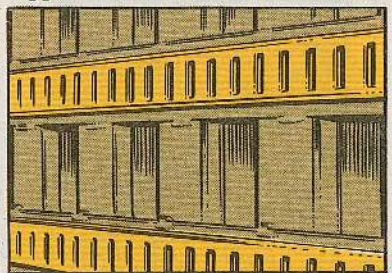
LADY
BONITA--
SHOULD WE
CALL SUPPORT
OR TH' BONE
YARD TO TAKE
CARE OF THIS
BANGED UP
DELIVERY?

THRESHOLD PLATE—Missing,
warped, broken, damaged.



**CORNER POSTS/FITTINGS,
STRUCTURAL RAIL MEMBERS**—

Kinked, broken, cracked, un-
serviceable, distorted. You can't monkey
around with these items, so call your
Support.



MECHANICAL BRACING

SYSTEM—Beam assemblies distorted.
Replace 'em if necessary, but user
repairs are no-no. Replace any load
bracing beam assembly—NSN 8115-
00-149-0152—that's missing. If the
horizontal or vertical rails are deformed,
broken away from sidewall, or
won't fit into the beam assemblies, call
Support.



Replace end fittings that don't fit in
the rails with beam end fitting
assembly, NSN 8115-00-097-7920.

BOTTOM CROSS BEAMS—

Crooked, damaged, broken. Hold it,
you can't repair or replace these
beams. Call your Support.

58

GENERAL PM

Spot painting MILVANS is IN ...
to protect the base metal. You never
paint a MILVAN just to pass an
inspection or for a pretty face-lifting
job.

After a good cleaning job for rust,
dirt, or crud, add a 2-coat paint job
with olive drab, rust-inhibiting semi-
gloss enamel. NSN 8010-00-577-4381
gets a 5-gal can, and NSN 8010-00-
297-2105 gets a gallon.



Let the first coat dry overnight
before you add the second coat.

Take a good look at the cargo space.
Bolts, nuts, screws, nails or anything
else protruding that'll snag, rip, tear or
damage cargo gets fixed ASAP.

Just before you ship a MILVAN,
lube the door strap bearings, latches,
and hinges. Use graphite grease for
this job. NSN 9150-00-235-5568 gets
a 5-lb can.

If a MILVAN is under your care for
a short time it doesn't mean that you
park it on the "back forty" and forget
it. No way!

Every time a MILVAN touches base
at a trans shipment point—your pad,
lad—you give doors, tops, sides, and
ends the same heavy eyeball and PM
treatment.

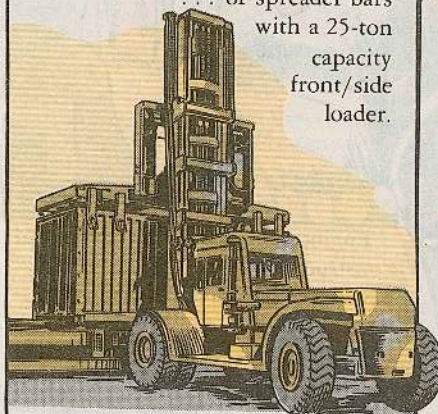
Any damage you see, you fix—like it
says in paras 2-2(2), (3), and (5) of the
Dash 24.

CONTAINER HANDLING

Use the right size materiel handling
equipment to stop downtime, damaged
MILVANS, contents, and costly
repair parts when
moving cargo
containers. Use
only top lift
bridle slings ...



... or spreader bars
with a 25-ton
capacity
front/side
loader.



N-e-v-e-r use a forklift to move a
MILVAN. You can really tear up the
bottom cross beams.

Good MILVAN PM can save you
money. For instance, lousy PM has 60
per cent of our MILVANS in bad
shape—needing repairs NOW. You
can help stop expensive repair jobs ...
and loss of valuable cargo ... and
equipment downtime.

59

PS END

CCE

Warranties

OH, PLEASE, SIR OGRE... FREE ME!

I AM NOT RESPONSIBLE FOR THE FAILURE OF THE EQUIPMENT.

RELEASE YON FAIR DAMSEL, O WICKED OGRE.. ALL THIS GEAR IS UNDER MANUFACTURERS' WARRANTIES!

OH, FUDGE AND FIDDLE-STICKS!

If a warranty is in effect, you can get your CCE repaired free . . . and PDQ! Each manufacturer puts in writing exactly what parts he'll furnish and what repairs he'll make—and for what period of time.

A warranty may authorize you to go to the local equipment dealer and request parts and service. It may tell you not to even call the local dealer!

The warranty may tell you to contact the National Maintenance Point—TARCOM—for directions before you make waves about anything.

Your equipment's UMSP—User Maintenance Support Plan—gives the general idea of what the warranty covers. The nitty-gritty, nuts-and-bolts stuff for warranties is printed in the manuals that come packed with each piece of CCE.

Read every word in the warranty and hang onto it. Engines and transmissions are sometimes covered by different warranty procedures.

You need to know if the warranty covers your CCE for a specific length of time, or for a certain number of miles and/or hours you operate the equipment.

In any case, your UMSP tells you what action to take and where you should send any paperwork on CCE warranties.

One thing for sure, you'll have to fill out a DA Form 2407 every time your CCE needs parts or repairs covered by a warranty. Para 3-18, TM 38-750 has the word on reporting warranty actions. TB 43-0001-41-2, and -3 (EIR Digests) also have some good poop about warranties.

IT SHOULDN'T HAPPEN . . .

SP4 Doapy didn't let all the pressure out when he went to change rocket valves on his fire extinguisher. The hospital says they'll probably be able to save Doapy's left eye . . . The right? Not so good.

On Your Supply Requests ... Measuring the



Seems like the easiest part of filling out a supply request is the unit of issue ... automatically writing "EA" for "each".

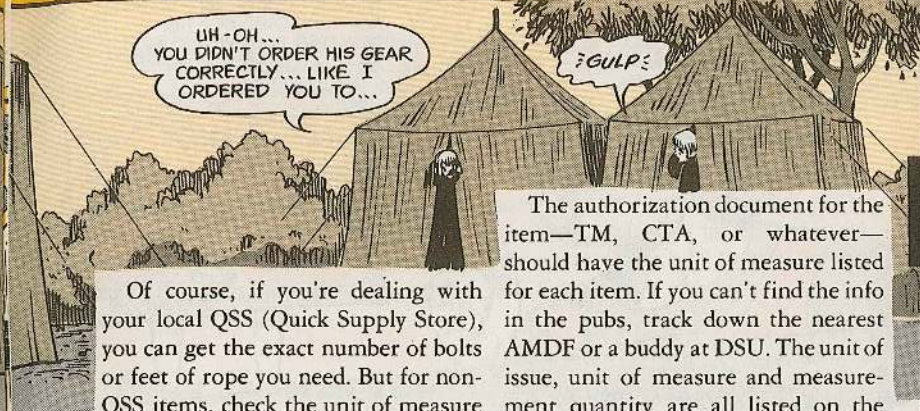
For the others, well, you can usually figure out what the unit of issue is. OZ

is ounce, TU is tube, LG is length and RL is roll. No sweat. Or is it?

When the unit of issue is length or roll or spool, the rules change. So, writing the unit of issue without checking on how much it covers is like buying a bikini without trying it on.



Unit of Issue



The authorization document for the item—TM, CTA, or whatever—should have the unit of measure listed for each item. If you can't find the info in the pubs, track down the nearest AMDF or a buddy at DSU. The unit of issue, unit of measure and measurement quantity are all listed on the AMDF.

Expendable Consumable Maintenance Supplies and Material

Federal stock No.	Description	Unit of Issue	Qty. auth.
5140-772-4142	BAG, COTTON DUCK: 10" x 20" W/FLAP	ea	1
5140-473-6256	BAG, TOOL, COTTON DUCK: 6" x 10" W/ZIPPER	ea	1
7240-222-3088	CAN, GASOLINE: 5-GALLON	ea	1
5120-233-7397	PIKERS, SLIP JOINT	ea	1
5120-222-8852	SCREWDRIVER, FLAT TIP, COMMON	ea	1
5120-293-3336	SHOVEL, HAND: ROUND	ea	1

UNIT OF MEASUREMENT

MEASUREMENT QUANTITY

Once you know the unit of measure for that item, adjust the requested quantity to suit your needs. For example, if you need 180 feet of insulator and the unit of measure is

100 foot rolls then your requesting quantity will be 2 rolls.

Keep an eye on the unit of measure. It saves time, money and effort. That's your time, your money and your effort!

DD Form 314 . . . The Dating Scene

WHAT'S A NICE FORM LIKE YOU DOING WITHOUT A DATE?

I DON'T KNOW-- BUT YOU CAN TAKE CARE OF THE PROBLEM FOR ME, BIG BOY!



Dear Half-Mast,
The illustrations of DD Form 314 on pages 3-52 and 3-53, TM 38-750 (Nov 72) show the year inserted in the shaded blocks in the upper left-hand corner or the bottom corner.

But the text in TM 38-750 says nothing about the year-date entry being required. Are we supposed to put in a date?

SFC R.R.

DD FORM 314 1 DEC 73	1977	1	2	3	4	5	6	7	8	9
	REGISTRATION NUMBER					ADMINISTRATION				
	JAN									
	FEB									
	MAR									
	APR									
	MAY									

Dear SFC R.R.,

The omission of the date requirement in the text was strictly accidental.

It's a good idea to write in the year because it gives your 314 a little more accuracy.

OK! WHERE'S THE YEAR-DATE?

ER, UH... GULP! BUT THE 38-750 DOESN'T SAY ANYTHING ABOUT IT!

IT'LL ALSO PROTECT YOU FROM ANY SHARP-EYEBALLED INSPECTORS WHO REGARD ILLUSTRATIONS AS DIRECTIVE!



Connie's
Mini Mini's

LADY CONSTANCE-- WE HAVE A BOW MAINTENANCE PROBLEM!!

CRUNCH!!

CRUNCH!

Mask Disk Issue

Before you put in a request for M17/17A1 mask nose cup valve disks, check the unit of issue. Those disks, NSN 4240-00-678-0729, come in cans (CN) with 100 disks in each can. If you need 100 disks or less, only order 1 can—not the number of disks you need.

Not for Carbon Monoxide

Your M17A1 mask won't protect you from carbon monoxide. Somebody may have got the idea that it would from the front cover and center spread pictures in PS Magazine 295. See TM 3-4240-279-10 on your mask.

Part Numbers Are 'In'

You now order with part numbers just like you do with NSN. See the August issue of PS for details.

30-Day Check

When any of the restraint equipment on your aircraft goes over the 5-year service period you can extend it 1 year—until supply catches up with demand. Special inspections on shoulder harnesses and safety belts have to be pulled, tho, as spelled out in AVSCOM Msg DRSV-FEG 0914472 MAR 77.

Silent Chain Update

Quick as a TWX, AVSCOM Msg 092100Z Mar 77 put the kabosh on the tail rotor silent chain inspection interval given on page 44, PS 293.

Inspect the installed chain every 25 flight hours using a 10-power magnifying glass—not every 10 hours at 3-power like PS had it.

Also, TM 55-1520-210-PM (Dec 76) says on page 2-51 to remove and inspect the chain at each phase of the phased maintenance inspection cycle. That's removed and inspected every 100 hours for light and dark chains alike.

U.S. GOVERNMENT PRINTING OFFICE: 1977 - 757-002/9

M113 Muffler Muffled

Page 15 of PS 279 gave you a bum steer.

There's no new extension muffler NSN 2990-00-029-0536 for your M113 series carrier with a flapper valve to keep water from running down the exhaust pipe into the engine. Not yet, any way. There's still a lot of the old muffler extensions NSN 2990-00-755-4854. The new muffler hasn't been bought yet.

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

No NSN?



GRRR-RR

BEFORE YOU
FLY OFF THE SUPPLY
HANDLE...



THERE
COULD BE A
REASON THE
PART YOU WANT
DOES NOT HAVE
AN NSN!

SEE WHAT
THE **SMR**
CODES
MEAN...

