

Try "STICK-ONS"—at Centerfold

Issue 299

PS

October
1977

THE PREVENTIVE MAINTENANCE MONTHLY

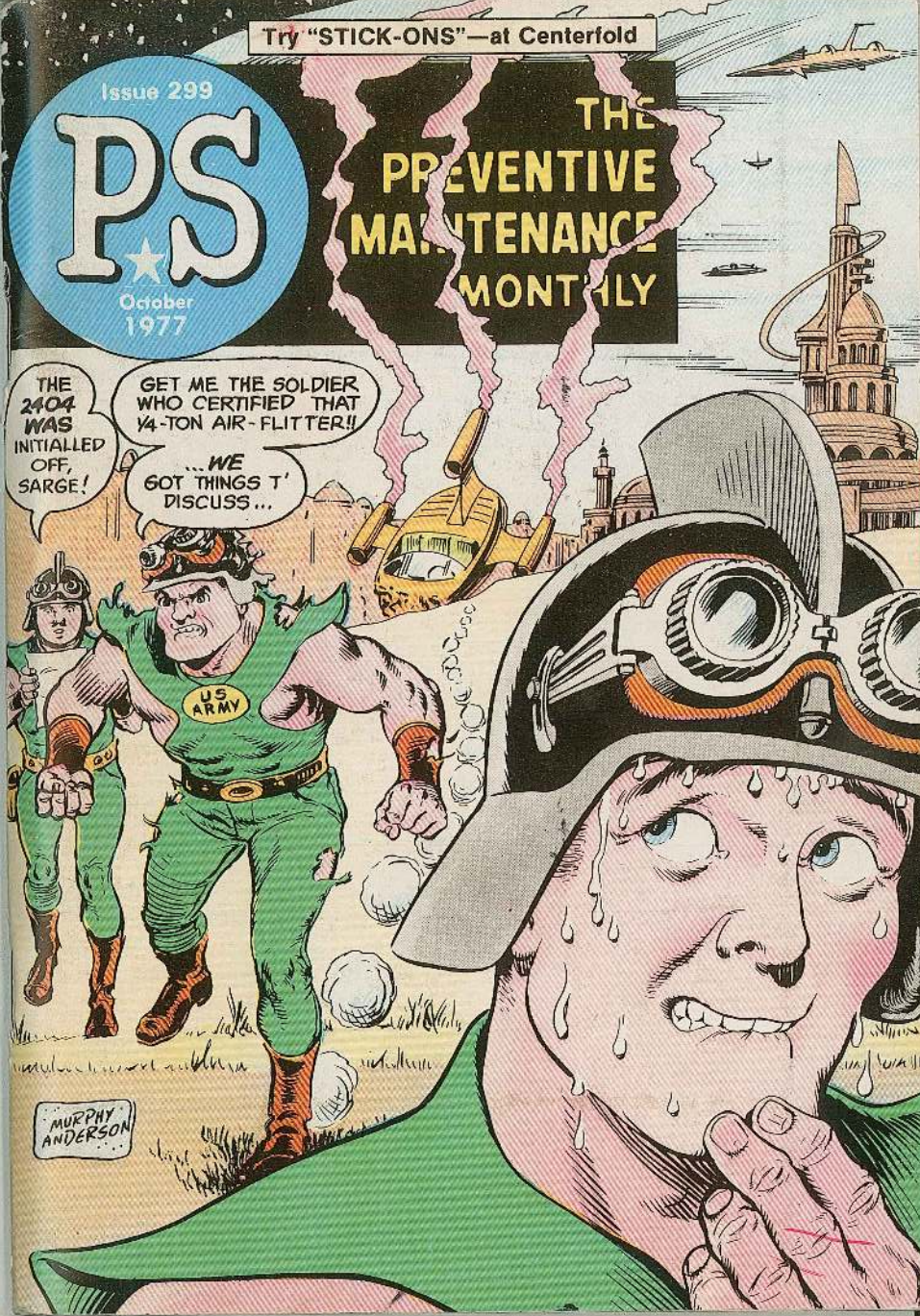
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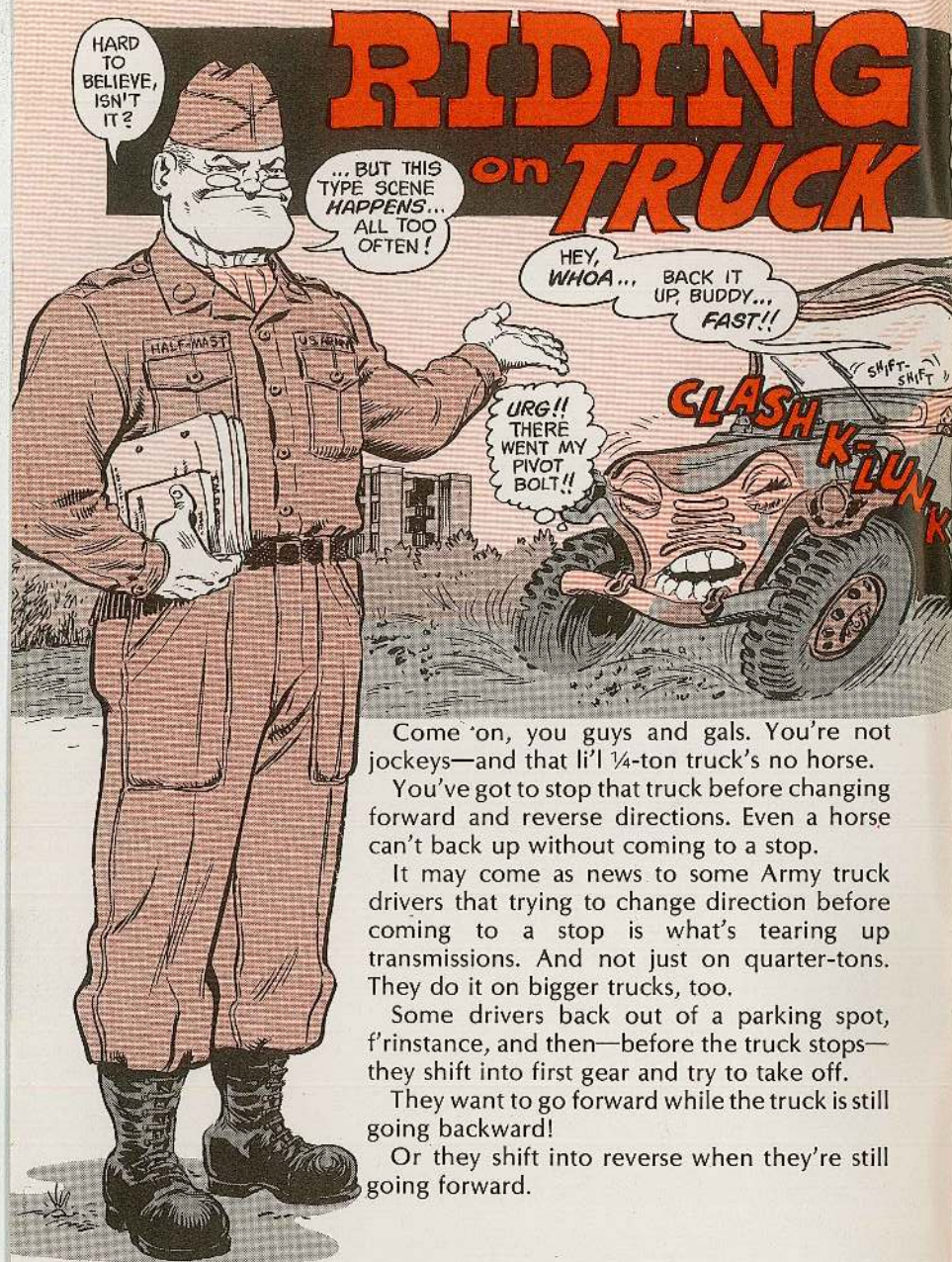
GET ME THE SOLDIER
WHO CERTIFIED THAT
Y4-TON AIR-FLITTER!!

... WE
GOT THINGS T'
DISCUSS ...

US
ARMY

MURPHY
ANDERSON





RIDING on TRUCK

THE EDITOR
PS MAGAZINE
LEXINGTON, KY
40511

Come 'on, you guys and gals. You're not jockeys—and that li'l ¼-ton truck's no horse.

You've got to stop that truck before changing forward and reverse directions. Even a horse can't back up without coming to a stop.

It may come as news to some Army truck drivers that trying to change direction before coming to a stop is what's tearing up transmissions. And not just on quarter-tons. They do it on bigger trucks, too.

Some drivers back out of a parking spot, f'rinstance, and then—before the truck stops—they shift into first gear and try to take off.

They want to go forward while the truck is still going backward!

Or they shift into reverse when they're still going forward.

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Half-Mast
gazine
on, KY
40511

approved by
er 1975 in
submitted on

HARD
TO
BELIEVE,
ISN'T
IT?

1. Did you like the **STICK-ONS**
in this issue and in PS 294?

YES (check one)
___ NO

2. Do you want them to appear
in PS Magazine--

Twice a year?
___ Once a year?
___ Not at all?
___ (check one)

Your comments on **STICK-ONS**:

Tell the Editor what you would like to see printed in PS Magazine.

HERD BUSTERS



The truck jumps to respond, and every time, that transmission takes a beating. The gear teeth get chipped or battered. Most often, tho, on the 1/4-ton trucks, the reverse pivot bolt will break off. The shifter fork will drop into the transmission and lock it up.

This means support has to tear down the transmission and put in new gears. Or replace the broken pivot bolt. The bolt costs only \$1.68, but it costs about \$50 for labor to get the broken pieces fished out of the transmission and get it ready for service again.

So, come to a dead stop—if only for a split second—before you shift from a forward gear to reverse or from reverse to first.

PS THE PREVENTIVE MAINTENANCE MONTHLY

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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to: Or call: AUTOVON 745-3503.

MSG Half Mast
PS Magazine
Lexington, KY
40511

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FIREPOWER



You know the effect: you've set up for firing, your eyeball's glued on the tracker, triggers are depressed... and you rack up a great score. Smiles and fine feelings.

Think on this: You owe that feeling to the troops who kept your Dragon Launch Effects Trainer maintained.

It doesn't take much to keep the LET purring, but what it does take is necessary.

On The Dragon LET...

PM'S the BEST BET

FOR
STAR WARS OR
EARTH BATTLES, PM
IS ALWAYS THE
WAY TO GO!

HERE'RE SOME
CAUTIONS AND PM
TIPS OPERATORS
CAN HANDLE...

AH...
GREAT,
K-TOO!

YOU'VE ACQUIRED
MORE SAMPLES FROM
THE 20th CENTURY...

RIGHT ON,
SERGEANT!
THIS DRAGON
TRAINER
IS PRECISELY
WHAT WE NEED!

MONITORING SET

When you set up the LET, keep the monitoring set on the gunner's right. TM 9-6920-480-12-1 says either side, but keeping it on the right prevents cutting the trainer/monitor interconnect cable. Like so:



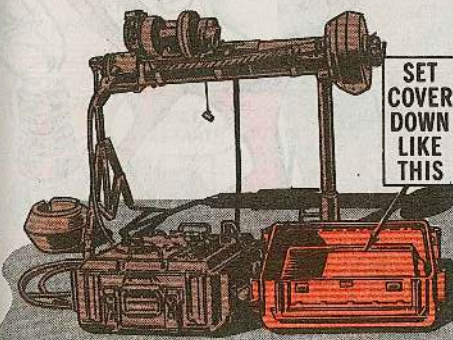
If the monitoring set's on the left side, you cut or chaff the cable as you use the cleaning brush to reset the weight (dummy projectile) in the LET.

SO
SET THE
MONITOR
UP ON
THE
RIGHT,
TROOPER...

KLIK... HERE ARE
TEST TARGET
COORDINATES...
KLIK!

THANK YOU,
ARF-FIVE!

When you remove the monitoring set lid, set it down on the flat side



little... and keep your boots away from the button. Feet may work neat, but they damage the merchandise.

If you're not operating the LET, be sure the **INTERNAL** power switch is off **BEFORE** you charge the nickel cadmium batteries in the monitor. If you leave the switch on, the batteries won't charge fully.



(top). If you put the grooved edges of the cover in the dirt, they'll clog... and you'll have a tough time getting the cover to close when you put it back on. You can also just about kiss the seal goodbye.

Your boots are made for walking, and your hands are what you use on the reset button of the monitor. Bend a

And, like the TM says, it takes 8 hours or more to charge the batteries. Removing the charge source before that is just cheating the guys who'll be using the LET next.

TRACKER

The padding (shock absorbers) on the tracker is not for grabbing . . . and that goes strongest for the padding beside the eyepiece.

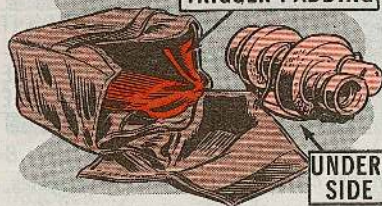
So, when you remove the tracker from its storage bag, reach for metal. Saves wear and tear and guarantees that you won't come out of the bag with a handful of padding . . . and nothing else.



GRAB
THE
METAL

When you store the tracker, get it in the bag right. The metal underside goes against the padded portion of the bag (the back of the bag, actually). The trigger and the underside of the tracker, which aren't padded, are protected by the bag's built-in padding.

TRIGGER PADDING



UNDER-
SIDE

So, get it in right and prevent damage to the tracker.

DRY CELL BATTERIES

If you can get in the habit, remove those BA-30 batteries (16) from the LET at the end of each day. Do not leave them in for longer than 48 hours when the LET's not being used.

The batteries leak and corrode contacts in the launch tube.

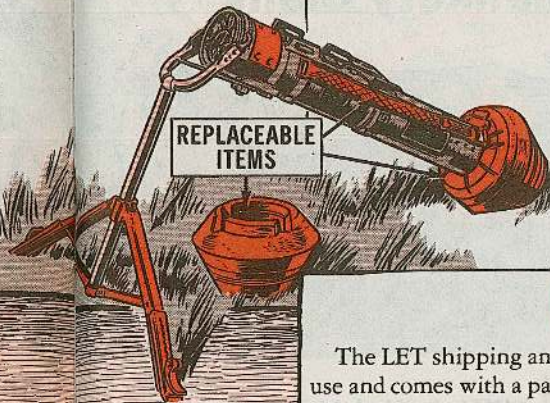
Best bet: Take 'em out at the end of each day and put 'em back in just before the LET is to be used.



PRESENT
OR
FUTURE...

REMOVE BATTERIES DAILY

REPLACEABLE
ITEMS



YOUR GEAR
WILL BE
READY...
WITH
REGULAR PM!

HOWZAT,
K-TOO?

ON
TARGET,
SERGEANT!!

UNIT ARMORERS

For unit armorers who haven't got the word, you can now replace the LET sling, bi-pod and end caps, in addition to other parts.

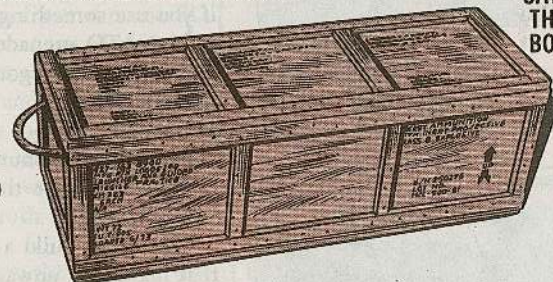
Expendable parts from used launchers are for the field handling trainer, not the LET.

Check out TM 9-6920-480-12-1 and -24P-1.

BOXES

The LET shipping and storage container is for continued use and comes with a package of hinges and other hardware so it can be used in the field.

SAVE
THE
BOX



Don't let it get away from you. They're great for storing the LET, shipping it off for maintenance and so on.

MISFIRES

Armorers, instructors or whatever should contact Direct Support if the LET comes up with a series of misfires.

The cause (if you want to lay down a few bets) almost surely is headspace. And, DS checks and adjusts headspace.

A note there: para 4-3 of TM 9-6920-480-34 will be changed to show desired headspace clearance of .000 (min.) to .003 (max). The TM now calls for .001 to .008.

TELL YOUR
DS ABOUT THE
NEW CLEARANCE!

Use the Right Blankety Blank

RIGHT ON, BONNIE!

All kinds of bad things can happen if you use something other than the M64 NATO grenade launching cartridge in your Dragon Launch Effects Trainer (LET).

Like so:

People can get hurt;

You won't get the desired effect from the LET;

Substitutes build a powder residue that makes for unwanted crud;



USE ONLY M64 NATO GRENADE LAUNCHING CARTRIDGE

The powder residue will ignite (meaning burned fingers, damaged tubes);

More frequent cleaning is necessary.

All those things happen, for instance, when you use the 7.62 blank cartridge instead of the M64.

6

?!

B-BUT THIS 7.62 SEEMS TO FIT, BONNIE!

HEY, BONNIE... WHAT GIVES...? I ORDERED A 3/4-AMP FUSE FOR MY BATTERY CHARGER-- BUT I GOT A 4-AMP!

About cleaning, para 3-2g, TM 9-6920-480-12-1 says you can use SD cleaning solvent . . . but SD leaves a residue that's not too welcome. You also can use soap and water, which has proved better for the trainer.

And, no matter what you use in the chamber, powder will build up. So, heed the TM truth about cleaning after 100 rounds.

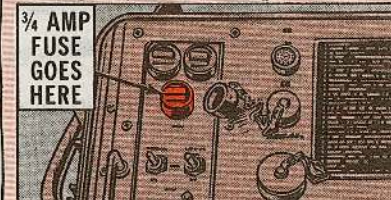
As a reminder on the cartridge, you can get a stick-on label that goes on the tube slightly forward of the aft shock absorber.

Ask for Instruction Label, NSN 9905-01-033-4040, Part No. 10276566.

MONITORING SET

A 4-amp fuse for the monitoring set battery charger got into the system by mistake. Should've been a 3/4-amp job.

So, first thing to do is ignore that "3/4-amp," NSN 5920-00-236-8188 fuse in TM 9-6920-480-24P-1 (that's what gets you the 4-amp one).



What you need for the battery charger is NSN 5920-00-755-3235, Part No. FO2B25OV3/4A. The parts manual is being changed to show the right number.

IT READS...

WARNING
USE ONLY M64 NATO
GRENADE LAUNCHING
CARTRIDGE

7

M203 BREECH SCREECH



YEH--
BUT DON'T
FRET IT,
SARGE...

... THE BREECH INSERT
WAS LOOSE, SO I STAKED
IT GOOD WITH MY TRUSTY
SCREWDRIVER!!...

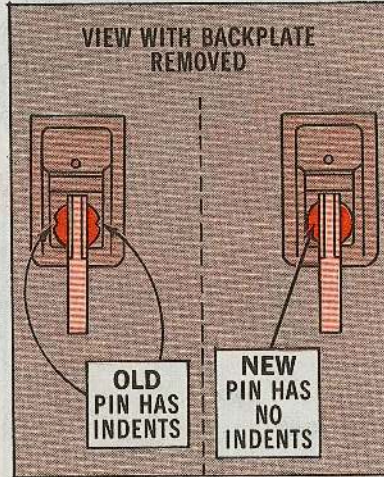
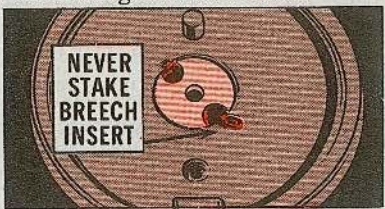
WITHOUT
GUYS LIKE
SPECIALIST
BACKER, DS
WOULD GO OUT OF
BUSINESS, CONNIE!

(60 lb-in) so they can tell whether the insert's safe. They've got to turn the insert to do that, but it can't turn with metal wedged in the indents.

What's more, getting the insert out is tough when the breech face is staked ... so you've made additional damage.

So, if you have any respect for your weapon, don't mash the breech face. If the insert's loose, let DS take care of it ... with a torque wrench that'll keep it tight and a sealer (in Ch 1 of TM 9-1010-221-24) that'll help keep it from backing out.

Another thing with the M203: There's a new firing pin out which prevents primer puncture. Naturally, there's a new firing pin protrusion gage to go with the new pin.



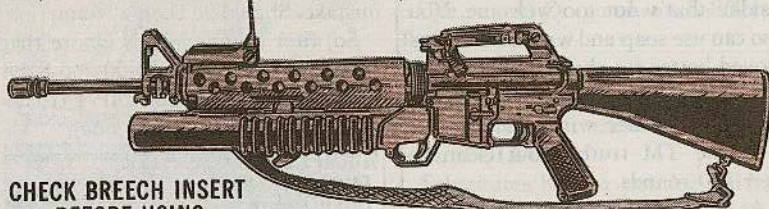
Old pins and gages are being removed from the supply system. The new pin must be installed by your DS/GS, so you armorers can check with them to see whether the new pins and gages are on hand before turning in the launcher.

New pins go by NSN 1010-00-348-8433, PN 12002970. The protrusion gage is NSN 4933-00-348-8434, PN 12002976.

The old pin has 2 indents ... about half way round the face of the pin on each side.

The new pin has solid sides (no indents).

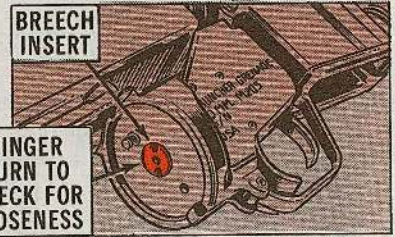
The breech insert on your M203 grenade launcher should be checked for looseness before you use the weapon. No argument there, since that's what TM 9-1010-221-10 tells you to do.



CHECK BREECH INSERT BEFORE USING

It's what comes next that gets hairy. First off, since you don't have a tool, you try to turn the breech insert with your fingers. If it's loose, and that's any kind of loose, you get it fixed.

That means the weapon has to be turned in to direct support. DS has the tools and the sealer to get the breech insert as tight and as safe as it should be.



If the insert's loose, it does not mean that you or your armorer should take a punch or a screwdriver and stake it.

When you smash the metal of the breech face down like that, you make permanent damage. What's more, you make it just about impossible for DS to check the reverse torque on the insert

the breech face down like that, you make permanent damage. What's more, you make it just about impossible for DS to check the reverse torque on the insert

Looking for a Barrel?

NUTS! EVERY TIME I ORDER AN M60 GUN BARREL--I GET ZILCH!

NO WONDER--- THAT'S NOW A JOB FOR SUPPORT!

If you've been trying to get the M60 machine gun barrel with bipod assembly (NSN 1005-00-608-5001) listed in TM 9-1005-224-24 and the parts manuals, forget it.

The complete assembly is no longer stocked. Your Support has to requisition the barrel.



Units still get spare barrel with bipod assemblies as basic issue items (when you get a new or replacement gun).

Revised parts manuals will reflect the above changes.

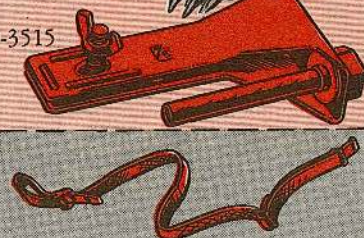
M60 MG Parts

Times change. So do stock numbers for parts on the M60 machine gun.

HERE ARE A FEW YOU'LL NEED TO KNOW ABOUT NEXT TIME YOU REQUEST PARTS FROM TM 9-1005-224-24...

M13A1 blank firing attachment... NSN 1005-00-140-3515

Sling NSN 1005-00-312-7177



Hold the Oil!

"OILY" EARL AND HIS TRUSTY OIL DID ME IN, HALFMAST!

WOW-- TOO MUCH OIL APPLIED!

GULP!

A soldier can be too eager at times... and dousing an M219 machine gun with oil during operation is positively one of those times.

The M219 does not need much lubrication during a firing operation. Too much lube won't help a thing. In fact, it hurts.



Best bet is to follow the lube instructions in TM 9-1005-233-10. Before firing, wipe the bore dry... and that's all you need do so far as lube is concerned. After the day's firing is when you clean and lube it.

If you douse the gun with oil and continue firing, the oil will smoke, burn, and cake. That means carbon and sluggish operation.

If you lube the chamber, it can cause ruptured cartridge cases.

VPS-2 Transistors

Vulcan Types...

I'M YOUR REPLACEMENT IN THE PARTS MANUAL...

YOU'RE BAD NEWS...

SO OUT!!

AWW, SHUCKS!

Hold that pen if you're about to order a 2N5038 transistor for the 5A3A1 and 5A3A5 subassemblies in Unit #5 (power supply) of the AN/VPS-2 radar set!

Transistor NSN 5961-00-935-6479 is bad news (defective). The transistor you want is JAN 2N5038 NSN 5961-00-858-8960. It's being added to the parts manual.

NEW TRANSISTOR...
NSN 5961-00-858-8960...



... WILL SOON BE IN YOUR PARTS MANUAL

M85 Detent Details

O' COURSE I JUST PUT ON THE DETENT KNOB--

NOTHIN' TO IT!

WHY DO YA ASK?

Getting the detent knob firmly in place over the detent of the hand charging assembly on your M85 machine gun not only prevents knob spring wear, it also saves a lot of work in removing and installing the assembly.

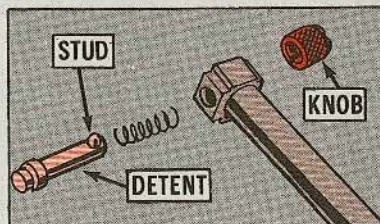
KNOB MUST BE FIRMLY IN PLACE

The idea is to slip the knob over the detent until the lock stud pops into place in the recess at the top of the detent knob.

STUD IN RECESS

The detent stud will not seat in the slot that runs the length of the inside of the knob. That slot is strictly for removing the knob.

If you don't get the detent knob on right, it can fall off the gun.



NOW, WHERE CAN THAT RETAINING PIN BE?

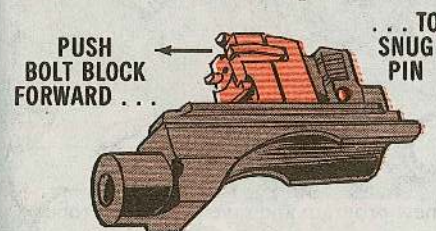
M85 Pin Check

TOO LATE, FRED... THE GUN IS ALREADY DAMAGED!

Next time you field strip your M85 machine gun for cleaning, be extra careful with the retaining pin in the bolt slide of the bolt assembly.

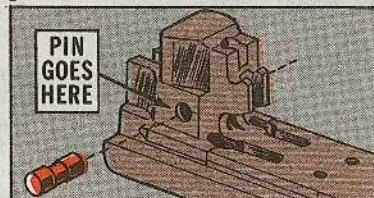
When you remove the bolt from the gun, the pin tends to slip out... and

forward. That puts pressure on the pin. Then, when you get ready to install the bolt in the gun, give the pin another look to be sure it's still in place.



get lost.

An easy way to prevent that after bolt removal is to push the bolt block



If the pin, NSN 5315-00-591-2082, gets lost and you assemble the gun, you'll get a round or so off... and the bolt will fall apart. That means gun damage.

♪ DUM-DE-DUM!

I WAS JUST CHECKED OUT WITH THE GAGE!

Small Arms Gage Check

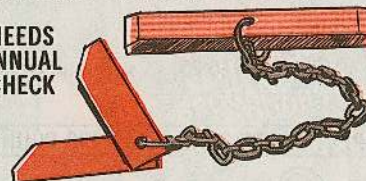
GREAT!! BUT WHEN WAS THE GAGE CHECKED?

Been wondering when or how the headspace/timing gage (NSN 4933-00-535-1217) on your .50-cal machine guns gets inspected or certified?

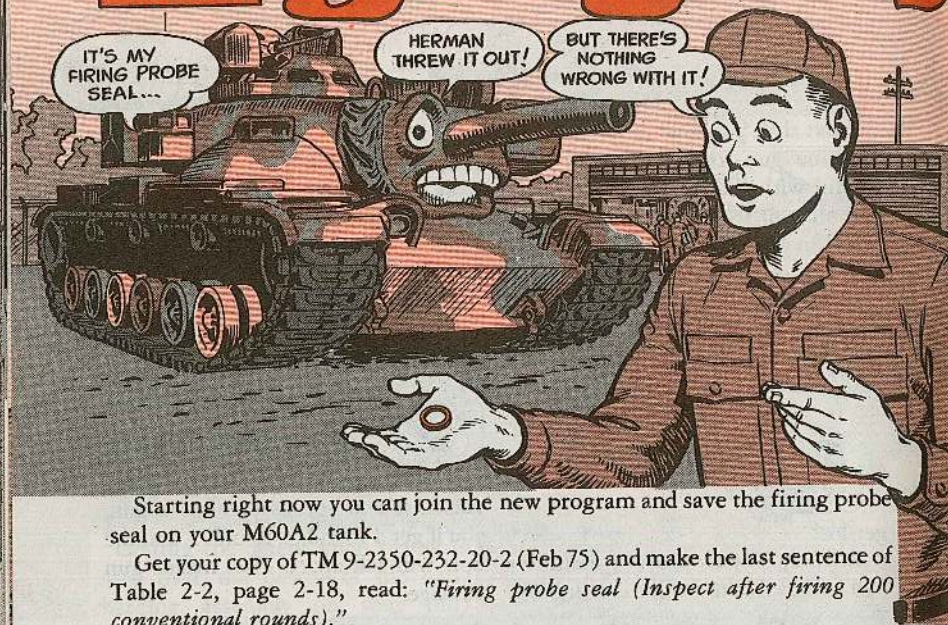
TB 43-0196 (Sep 74) has the word... on your spitting fifties and on other small arms gages, too.

For instance, your M2 gage (and all others in paras 4c and 6 of the TB) must be inspected annually by your DS/GS unit. Your unit armorer sends the gage to DS/GS with a DA Form 2407 work request. He sends the DA Form 3023 gage record with the work request.

NEEDS ANNUAL CHECK



Seal Saving



Starting right now you can join the new program and save the firing probe seal on your M60A2 tank.

Get your copy of TM 9-2350-232-20-2 (Feb 75) and make the last sentence of Table 2-2, page 2-18, read: "Firing probe seal (Inspect after firing 200 conventional rounds)."

Firing probe seals get replaced only when they're pitted or eroded, not because they have gone 200 rounds.

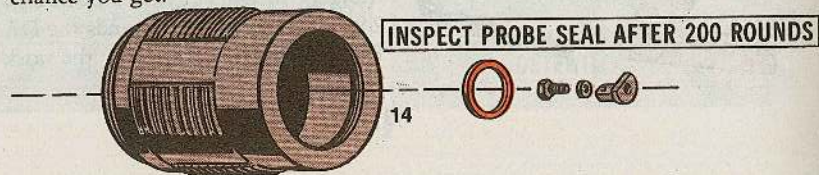
Likewise, cross out the "discard seal" note on page 2-671 and make page 2-672 read:

"Installation: Inspect the firing probe assembly seal and seal seating surface inside the breech chamber. If pitting or erosion is found, parts should be replaced. Install firing probe assembly in reverse order of removal (figure 2-146). Torque collar nut to 200 to 250 lbs-ft. Replace preformed packing NSN 5330-00-080-9075, in firing probe.

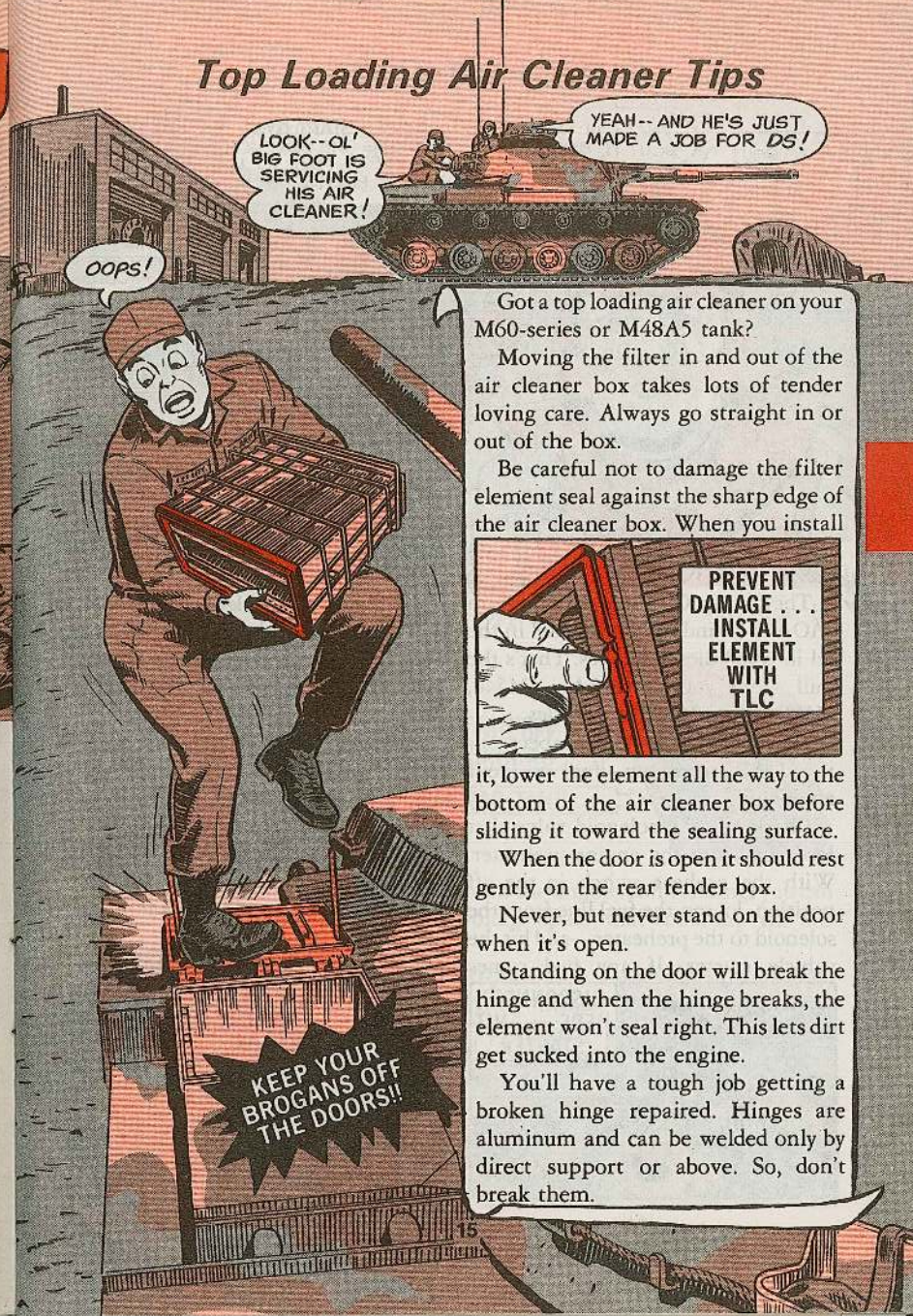
Note: Check continuity of firing probe before tightening collar nut and tightening receptacle nut and washer."

The TM is getting this change.

Firing probe seal NSN 1025-00-945-3947, costs \$16.25, so save one every chance you get.



Top Loading Air Cleaner Tips



Got a top loading air cleaner on your M60-series or M48A5 tank?

Moving the filter in and out of the air cleaner box takes lots of tender loving care. Always go straight in or out of the box.

Be careful not to damage the filter element seal against the sharp edge of the air cleaner box. When you install



it, lower the element all the way to the bottom of the air cleaner box before sliding it toward the sealing surface.

When the door is open it should rest gently on the rear fender box.

Never, but never stand on the door when it's open.

Standing on the door will break the hinge and when the hinge breaks, the element won't seal right. This lets dirt get sucked into the engine.

You'll have a tough job getting a broken hinge repaired. Hinges are aluminum and can be welded only by direct support or above. So, don't break them.

KEEP YOUR
BROGANS OFF
THE DOORS!!

Fuel in the Oil?



The Army Oil Analysis Program (AOAP) is finding a lot of fuel in the oil in 6V53 diesel engines. That's the mill for your M113A1, M548, M106A1 and M125A1 vehicles.

Here's what to do if you suspect—or if AOAP turns up—fuel in your engine oil.

Check out the solenoid valve that feeds fuel into the engine preheater. With the preheat switch in the off position, loosen the fuel line from the solenoid to the preheater—and hit the vehicle starter. If any fuel comes



through the line, replace the solenoid.

If the source of the fuel leak into the oil is still a mystery, you'll need help from your support to investigate further.

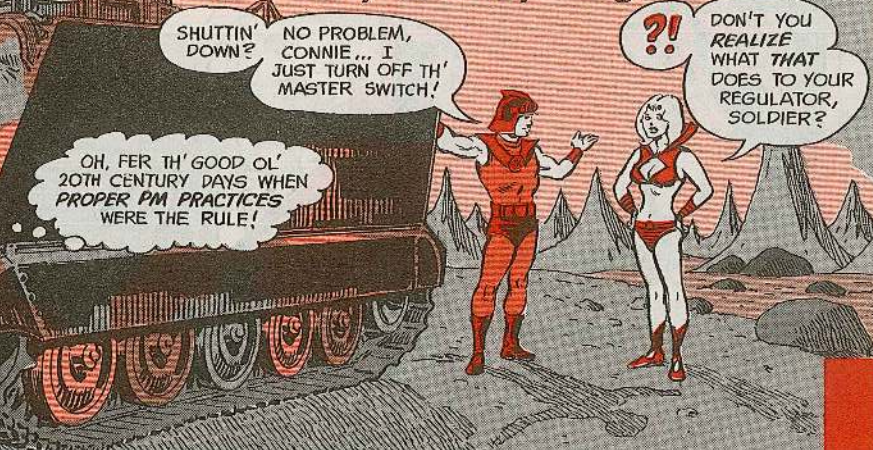
Have your support pull the engine rocker arm covers and check the crossover fuel lines for evidence of breaks or leaks.

Dirt-free cylinder-head metal around the base of a cross line is a sure sign that the line or fitting is leaking.



M113A1 Carrier Family

Safe Way to Stop Engine



The way TM 9-2300-257-10 (page 2-85) tells you how to stop your engine is kind of confusing.

So some M113A1 family drivers are stopping the "easy" way, just by flipping the master switch OFF.



If you turn the master switch OFF with the engine still running, you can whump up a batch of electricity (voltage spike) that could zap the life out of your generator regulator.

Generator regulators (NSN 2920-00-900-7993) for your dream machine cost \$60.29 according to the trusty Army Master Data File (AMDF). That ain't hay if it comes out of your pay.

No chance of that happening, tho, if you stop this way: Pull fuel cutoff OUT, wait until engine is completely stopped, and then turn master switch OFF.



M880-Series 1¼-Ton Trucks . . .

FREE REPAIRS?

Why suffer the cost of time and parts to repair your M880-series 1¼-ton vehicle?

You don't have to if the problem's covered by the manufacturer's warranty.

TB 9-2300-295-15/14 (Dec 76) gives you the whole story on Warranty Procedures, M880 Series 1¼-Ton Cargo Truck and Ambulance. And some of this info is already right in front of you—the decal on your vehicle's instrument panel.

Until your truck is 12 months old or until it rolls up 12,000 miles, it's covered by the warranty. The 12 months start with the acceptance date in Block 23, DA Form 2408-9.

This warranty covers almost everything on the vehicle, including the battery and tires. And the ambulance body, too.

Not covered are such things as filter elements, drive belts, oil, antifreeze and parts normally replaced during a tuneup.

Get the dope on your truck's warranty coverage by ordering TB 9-2300-295-15/14 on a DA Form 17 from the St. Louis AG Pubs Center.

18



Kindly Keep Your Seats



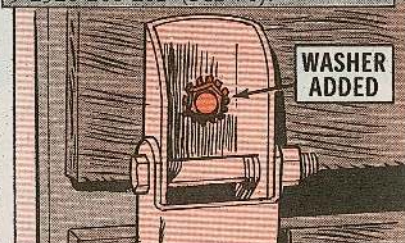
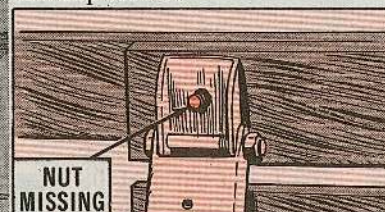
Those wooden slats on the troop seats and side racks of your M880 1¼-ton cargo truck have a nasty habit of vibrating loose. The nuts come loose, maybe even fall off, and the slats flap and flop around.



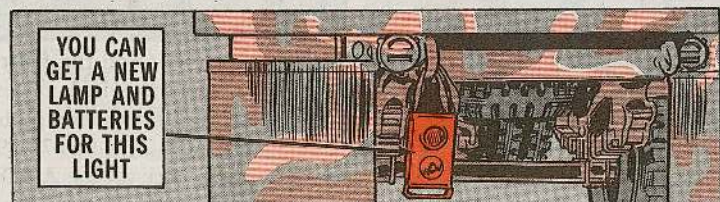
To keep the slats on, add external tooth lockwashers, NSN 5310-00-209-0786, to the bolts, NSN 5306-00-



911-5005, and nuts, NSN 5310-00-880-7744, listed in TM 9-2320-266-20P (Feb 76).



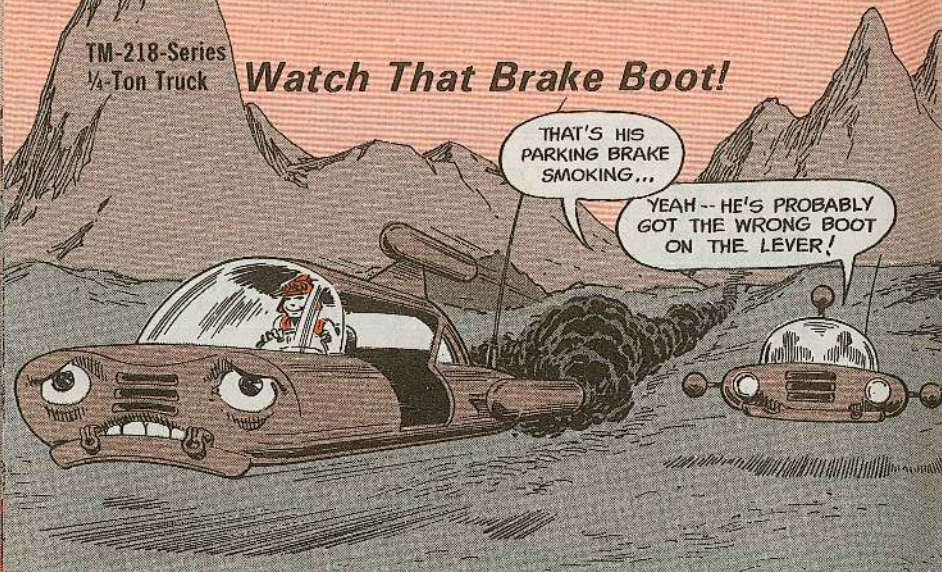
Need a part for your portable warning flasher light, NSN 6220-00-796-2657? Get the lamp with NSN 6240-00-044-5025.



NSN 6135-00-050-3280 gets the batteries. See TB 9-2300-260-10 (May 65) for the many purposes of this light.

19

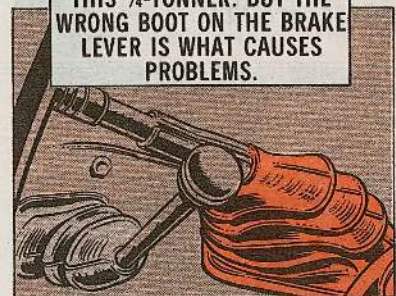
Watch That Brake Boot!



No, you can't switch the parking brake lever dust boots on old and late model 1/4-ton trucks.

If you put the old type boot on a late model 1/4-tonner, you'll wind up wearing out your parking brake—

BOTH BOOTS ARE WRONG ON THIS 1/4-TONNER. BUT THE WRONG BOOT ON THE BRAKE LEVER IS WHAT CAUSES PROBLEMS.

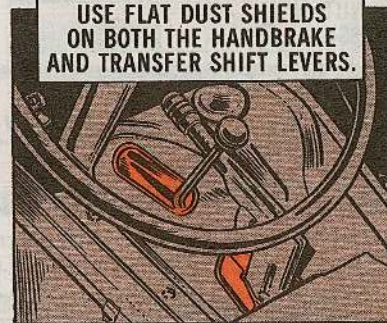


because the boot keeps the lever raised and the brake partly ON.

When you need a new boot, take a good look at the pictures in TM 9-3220-218-20P (Jan 72), page 135,

Figure 12-2. This shows you that the accordion-type boot goes with the

**LATE-MODEL 1/4-TONNERS
USE FLAT DUST SHIELDS
ON BOTH THE HANDBRAKE
AND TRANSFER SHIFT LEVERS.**



push button lever. And the flat type shield goes with the twist-knob lever.

The old style accordion-type boot comes under NSN 2530-00-678-2971, which is going back on the AMDF.

You get the flat job as a part of a kit, NSN 2530-00-832-6053, or by itself, NSN 2530-00-470-1525.

Brake Cylinder Shuffle



Did you know that the wheel brake cylinders on a truck may not be the same size on the front as on the rear? Like on 5-ton and late-model 1/4-ton vehicles?

For sure, some wrench-wrestlers don't know this—'cause cylinders are winding up installed bassackwards and in other mix-matches. Just because the cylinder mounts OK doesn't make it right. You can set up some real hair-raising brake problems if you mix or interchange these different size cylinders.

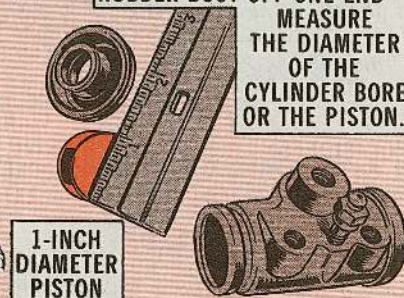
GET IT STRAIGHT!!

For TM-211-series and TM-260-series 5-tonners, use 1 1/4-in cylinders, NSN 2530-00-421-9687, on the front; 2-in cylinders, NSN 2530-00-353-3038, on the rear.

For the M151A2 1/4-tonner, use 1-in cylinder, NSN 2530-00-157-3344, on the front; 3/4-in, NSN 2530-00-918-0602, on the rear. This goes, too, for the M718A1 ambulance and M825 106 MM recoilless rifle carrier.

IF YOU'RE NOT SURE OF THE SIZE, MEASURE IT. PULL THE RUBBER BOOT OFF ONE END—

MEASURE THE DIAMETER OF THE CYLINDER BORE OR THE PISTON.



**1-INCH
DIAMETER
PISTON**

Watch it now! That same 3/4-in cylinder goes on both the front and rear of older 1/4-ton vehicles—M151, M151A1, M151A1C and M718.

GAMA GOAT GOODIES

SAVE THE OLD SPACER FOR A Spaced-Out Seal

So you've replaced the outer wheel bearing seal, NSN 5330-00-781-9639, on the Gama Goat and find that grease leaks onto the brake shoes?

Maybe you didn't keep the spacer from the old seal to use with the new one. The inner and outer wheel bearing seals come with the same NSN—but you have to use the old spacer with the new outer seal.

TM 9-2320-242-20 (Sep 76), page 2-246, shows how to remove and reinstall the spacer.

REMOVE
SPACER
TO USE
AGAIN

INSTALL
SPACER
IN SEAL

BLOCK
OF
WOOD

BLOCK
OF
WOOD

Wrench Gets New Life

MY
BILL...

88¢

FAIR
ENUFF...

AN' THANKS,
DOC!... YOU'VE...

... MADE
ME
WELD!

Dear Editor,

For 88 cents and a little welding, you can save that wheel nut adapter wrench used on the Gama Goat. The square drive hole can't take the gaff—it rounds out. And a new adapter wrench, NSN 5120-00-498-3862, costs 10 bucks. So we've welded a ½-in square drive, 2-in long socket wrench extension in the hole. This extension, NSN 5120-00-243-1697, costs 88 cents.

OUTSIDE
WELD

½-IN SQUARE
DRIVE, 2-IN LONG
SOCKET WRENCH
EXTENSION

INSIDE
WELD

Now the adapter wrench is even better than a new one.

(Ed Note: It looks like a mighty good investment of 88 cents.)

SSG David Honcoop
2/1 Inf
Fort Lewis, WA

WHAT'S TH'
BIG RUSH?

GOIN' TO PICK UP
MY NEW ACCELER-
ATOR ROD KIT!

Accelerator Rod Kit

That accelerator cable for the M561/M792 1¼-ton truck has been changed to a rod on newer vehicles.

Neither the cable, nor any of the cable parts, are listed in your TM's.

TM 9-2320-242-20 (Sep 76), Figs 2-67 thru 2-74, shows the rod installed. The parts are listed in TM 9-2320-242-20P (Mar 77) on page 36.

To convert from the accelerator cable to the rod, use NSN 2590-00-109-3334. This kit brings all the parts you'll need to put the rod set-up on your truck.

This's done only when the old cable set-up fails.



Too Much Tube

HUFF!
PUFF!

YOU'LL NEVER
BEND THAT STEEL
TUBE, OL' GOAT!
YOU NEED TUBE,
NSN 4710-00-081-0672.

That steel wheel brake cylinder tube, NSN 4710-00-253-1373, listed in TM 9-2320-242-20P (Mar 77) is too long for the M561/M792 1¼-ton truck. It has to be bent to fit. And bending a steel tube is hard to do.

Tube, NSN 4710-00-081-0672, is the right one for the Goat. Jot it down till the TM is changed.

4710-00-081-0672



4710-00-253-1373





Not a PEOPLE-DUMPER!

Dear Half-Mast,
Where do I get one of those
"positive locking devices" for my 5-
ton dump truck to use when I'm
hauling troops in the dump box?

AR 385-65 (Apr 74), para 3-1b, says
I've got to have one on my truck so I
won't accidentally raise the dump
when there're people riding in there.

SSG G. B.

HONEST,
YOU GUYS...

I WAS
ALMOST
POSITIVE I
HAD THE
DUMP CONTROL
LEVER
LOCKED!

WHERE'S
MY CRUTCH?...

I GOTTA
TAKE A SWING AT
THIS YO-YO!

Dear Sergeant G. B.,

You've already got one in your
dump truck. It's the lock that flips over
and keeps the hoist lever in the rear
position.

What the AR is saying is, you've got
to be sure to use that positive locking
device.

Half-Mast

HOIST LEVER
LOCKED?

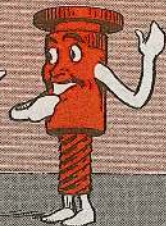
Save Those Cushions

Seat cushions for your M809 5-ton trucks are now repaired at direct support.
TB 43-0001-39-2 (Jul 77) changes the SMR code from PAOZZ to PAOFF. So
change your TM 9-2320-260-20P (Nov 72)— and turn those seats in for repair.

5-Ton Trucks...

Front Wheel Stud Story

WHICH
SIDE ARE
YOU ON,
GOOD
BUDDY?



ONLY
ON THE
LEFT
SIDE!

You've gotta update your TM 9-2320-211-20P (May 73), page 2-124, and TM 9-2320-260-20P (Nov 72), page 281, to carry the straight story on front wheel studs.

These "shoulder bolts" are 6.06-in long on the M328-series and M821 bridge transporters and on the

M812A1 chassis. For the right side, order NSN 5306-00-741-1183 or NSN 5306-00-151-5754. And the left side gets NSN 5306-00-569-9018.

All other truck models use 2 13/16-in studs—NSN 5306-00-740-9555 for the right side, NSN 5306-00-797-9320 for the left.

TM-260-Series 5-Ton Truck...

Engine Idle Quirk



GO 'WAY!

AWWW

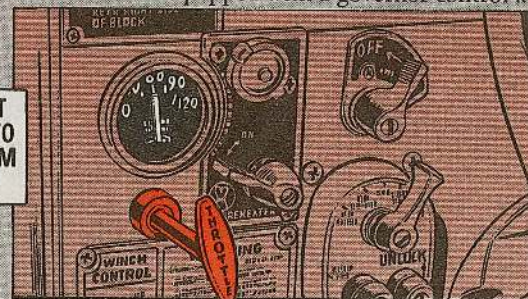
TOLD YOU I
WAS NORMAL...

There's no use in bugging your support about your M813 5-ton truck's failure to hold engine idle speed with the hand throttle. It's normal for the RPM to creep up—even all the way to maximum speed—when you've got the throttle out.

So you don't have the idle control you think you do when you eyeball para 2-6(1) in your TM 9-2320-260-10 (Jan 72).

This creep-away idle RPM holds true for all of the TM-260-series 5-tonners except the wrecker, which is equipped with a governor control kit.

YOU CAN'T TRUST
YOUR THROTTLE TO
HOLD ENGINE RPM
STEADY

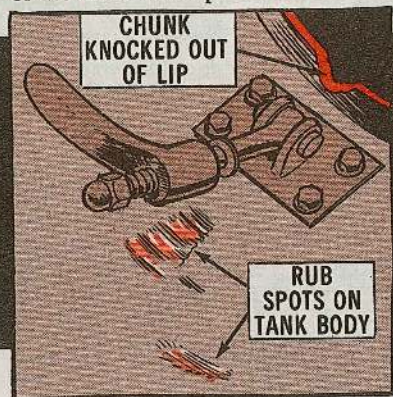


WATER TRAILER Saver



Those fiberglass 400-gal water tank trailers are really taking a beating.

Some drivers don't move the cover hold-down clamp out of the way—and they slam the cover down on the clamp. That'll soon knock a chunk out of the filler neck lip.

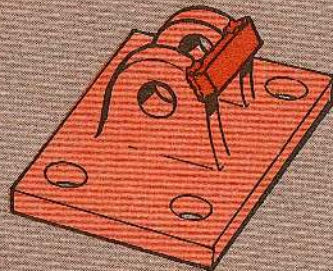


And some drivers don't clamp the cover down before taking off. A flopping lid will let dirt get into the tank. And that banging clamp will soon wear a hole in the body.

But here's a simple fix to head off tank damage:

Remove the cover clamp bracket.

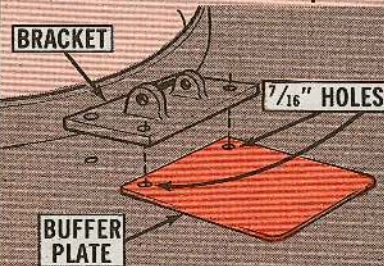
WELD $\frac{1}{4}$ " x $\frac{1}{4}$ " x 1" STRIP OF METAL TO BRACKET



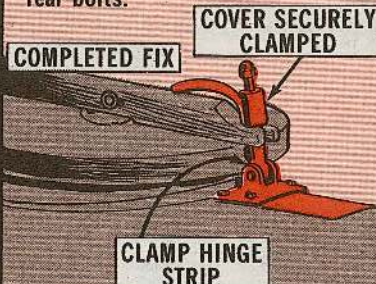
Weld a $\frac{1}{4}$ x $\frac{1}{4}$ x 1-in strip of metal to the bracket. This will keep the clamp from falling on the manhole lip.



Cut a 4 x 7-in piece of metal for a buffer plate. Use the clamp bracket for a guide to mark the plate. Then drill two $\frac{7}{16}$ -in holes in the plate.



Replace the bracket with the buffer plate mounted under the two rear bolts.



THIS POOP WILL BE SHOWING UP IN TB 43-0001-39-2 (JUL 77).



Jumper Cables in Supply

Now you can get a jumper cable set for emergency vehicle starting—like for your M880-series $\frac{1}{4}$ -ton truck, per TM 9-2320-266-10 (Jan 76), para 2-16.

NSN 2920-01-027-0125 brings



CABLE ASSY
NSN 2920-01-027-0125

The set will be in upcoming revisions of SC 4910-95-CL-A74 (No. 1 Common Tools) and SC 4910-95-CL-A72 (No. 2 Common).

WOW! WE'RE
20 LIGHT YEARS OUT...
NOW... LET'S SEE
TH' TM!!

HUH?!! DIDN'T
YOU BRING IT?

This is a selected list of recent pubs of interest to organizations in 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 78) and Ch 3 (Mar 77) SC's and SM's and DA Pam (O) 310-9 (Aug 74), COMSEC pubs.

TECHNICAL MANUALS

Ch 1, TM 3-1040-219-12 Jun M4A2 Flame Thrower
Ch 2, TM 3-1040-257-14 May M9A1-7 Flame Thrower
Ch 3, TM 3-4240-224-14P Jun M15 Breathing Apparatus
Ch 6, TM 5-2805-258-24P May Gasoline Engine 10 HP Mil Std
Ch 1, TM 5-5420-209-12 Jun Improved Float Bridge
Ch 6, TM 5-6115-434-12 May Power Unit, Utility Pack, GED
TM 9-1005-288-ESC Mar Vulcan M167A1
TM 9-1290-357-10 Jun Aiming Circle M1
TM 9-1425-490-L Apr Dragon
TM 9-1430-529-24P Mar Improved HAWK
TM 9-1430-533-24P May Improved HAWK
Ch 1, TM 9-2300-257-20P Mar M113A1 Carrier Family
Ch 3, TM 9-2320-268-10 May M890-Series 1½-Ton Trucks
TM 9-2320-269-10 May Truck, Telephone Maintenance XM876
Ch 1, TM 9-2350-230-10 Apr M551/M551A1 Sheridan
TM 9-2350-256-20P May M88A1 RPSTL
TM 9-2350-300-20 Apr AN/VPS-2

TM 9-4340-336-14P Mar AN/TSM-115 (Vads)
TM 9-6920-465-24P-2 Jun Shillelagh
TM 9-6920-585-24P Jan Chaparral
TM 10-1670-284-13AP Jun MC-3 Free-Fall Personnel Parachute
TM 11-1510-209-24P-5 May Electronic Ept for RU-21H
TM 11-5805-211-24P May AN/MTC-7 Manual Telephones for Central Office
Ch 4, TM 11-5805-382-12 May TD-660(V)G Multiplexers
Ch 7, TM 11-5815-331-14 May AN/VSC-2 Radio Teletypewriter Set
Ch 7, TM 11-5820-540-12 May AN/GRC-103 Radio Set 103 (V) 1, 2 and 3
Ch 1, TM 11-5855-214-10 Mar AN/TVS-5 Night Vision Sight
TM 11-6625-289-24P May AN/USM-63(B) Battery Test Sets
Ch 2, TM 11-6625-520-15 Jun MK-673/MPQ-4A Maintenance Kit
Ch 1, TM 43-0105 May Aircraft Corrosion Control
TM 55-1510-216-CL Apr U-21G
TM 55-1510-216-23-3 May Inspect Requirements U-3A and U-3B
TM 55-1510-216-23-4 May Weight and Load Data U-3A and U-3B
TM 55-1520-217-23-1-3 Mar CH-54A Helicopter
TM 55-1520-217-23-2-3 Apr CH-54B Helicopter
Ch 2, TM 55-1520-228-PMS Jun OH-58A
TM 55-1520-236-CL Apr AH-1S (PROD) Helicopter
TM 55-1520-236-23-1 Jun AH-1S (PROD) Helicopter
TM 55-1520-236-23-2 Jun AH-1S (PROD) Helicopter
TM 55-1520-236-23P Jun AH-1S (PROD)
TM 55-1730-219-20P May Jack, Hydraulic, Aircraft 5-Ton Type A-S

MISCELLANEOUS

FM 9-41C4 May MOS41C Fire Control Instrument Repairman
FM 9-41C/CM May MOS 41C Fire Control Instru Repairman (Cdr's Manual)
FM 9-44B/CM May MOS 44B Metal Worker (Cdr's Manual)
FM 9-44B-4 May MOS 44B Metal Worker Skill Level 4
FM 9-45Z4 May MOS 45Z, Armament Maint Foreman Skill Level 4
FM 9-55B4 Jul Ammunition Specialist FM 9-55B/CM Jul Ammo Spec (Cdr's Manual)
FM 9-55G4 May Nuclear Weapons Maint Specialist (Cdr's Manual)
FM 9-55G/CM May Nuclear Weapons Maint Spec (Cdr's Manual)
LO 5-5420-210-12 Apr Transporter, MOFAB
LO 9-2300-216-12 May M107/M107A1 10A1 Artillery
LO 9-2320-266-12 Apr M880-Series 1½-Ton Truck
SB 11-6 Jun Dry Battery Supply Data
SB 742-6135-92-002 May Improved HAWK
SC 5180-90-CL-N04 May Blacksmith's Tool Kit
Ch 2, SC 5180-90-CL-N45 Apr Telephone Electrician's TE-49 Tool Kit
SC 5180-95-CL-A51 Apr Tool Kit, Turret Mechanic's
TB 3-4240-280-20 May M-24 and M25/25A1 Mask Canisters
TB 43-0197 Jun Instructions for Radioactive Items Managed by US Army Armament Materiel Readiness Command
TM 55-1520-228-20-22 Jun One-Time Inspection of Oil Cooler Blowers, OH-58
TM 55-8115-202-24 May Maintenance Standards for Milvan Containers

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

TEC LESSONS
010-671-6632-F Carrier Mid
81-MM Mortar
020-171-1131-F Clearing,
Disassembly, Assembly of
Coax Machinegun
041-061-6102-F Tube Ar-
tillery: Tests of Gunner's
Quadrant Part 2
201-113-4516-F Prep RTT

AN/VSC-2 for Op, Part II
(Tuning and Stopping
Procedure)
510-091-6454-F Prep, Main-
taining DA Form 349 (Ept
Operator's Qualification
Record)
510-091-6472-F Prep, Con-
solidating, Maintaining DA
Form 2408-1 (Equipment Dai-

ly Monthly Log)
510-091-6475-F Prep, Using
DA Form 2408-9 (Ept Control
Record)
510-091-6477-F Prep, Maint,
Use of DA Form 2408-10
(Ept Component Register)
510-171-0008-F Preventive
Maintenance for Personal
Clothing

FILMS, GTA

TF 3-6017 NBC Proficiency—
Individual Standards
GTA 3-4-9 Tank Gas Par-
ticipate Filter Unit M8A3 and
M13
GTA 5-6-5 Advanced Rig-
ging I

Goat Switch NSN
Get a new personnel emergency stop signal switch with NSN 2920-00-133-9629 for your M561/M792 1½-ton truck. TM 9-2320-242-20P (Mar 77) Fig 36, Item 1 is being changed.

M1A2 Users, Attention!
Got an unserviceable M1A2 aiming post? Don't discard the beast. Pass it on to your direct support so they can decide whether to repair or salvage it.

Joe's
DOPE

YOUR SEAL
OF APPROVAL

FORT TRANQUILITY, IN THE
NOT TOO DISTANT FUTURE...

ECHO-SIX TO
TRANQUILITY--
REQUEST ENTRY
CLEARANCE!
OVER!

TRANQUILITY
BASE TO ECHO-SIX--
CLEARANCE GRANTED
FOR PORTAL NINE!
OUT!

♪ DUM-TI-DUM...
GOT A DATE
WITH AN ANGEL ♪
DA-DE-DUM...
♪

HEY! IT'S
1630 HOURS!
NO TIME TO
WASTE--

GOT TO INITIAL
OFF THIS
2404...
FAST!

HERE YA GO, NEIL!

GOT A DATE WITH
"MOON-BAIT" HERSELF

! TAMMUS
WOT'S
TH' RUSH,
BUZZ?

SEE
YA!

LATER...

WOW... FASTEST SHOWER, SHAVE AND SHINE I EVER HAD...
IT'S JUST NOW 1830 HOURS...

I'M RIGHT ON TH' DOT...

BUT-- SHUCKS!!
"MOON-BAIT" ISN'T--

OH, WELL... FOR HER I'LL WAIT!!

SPEC ALLEN?

HUH!? A PRIVATE FLITTER AND... I CAN'T BELIEVE IT-- IT'S...

HI, SPEC!

I'M CONNIE LINK!

SPECIALIST MONICA BATES SAID I'D FIND YOU HERE... SHE'S BEEN DELAYED...

WELL-- IF SHE CAN'T MAKE IT...

YOU'LL DO!!

DOWN, BOY! I'M HERE IN MY OFFICIAL CAPACITY...

LET ME EXPLAIN--

"AT 1630 HOURS, SPECIALIST BATES WAS ORDERED ON AN EMERGENCY PARTS RUN TO OUTPOST ALPHA. THE MOTOR POOL ASSIGNED HER A CERTAIN 2½-TON SHUTTLE..."

YUP-- IT WAS JUST TURNED IN-- HERE'S TH' 2404...

"THE VEHICLE'S DA FORM 2404 CERTIFIED THE GEAR WAS 60..."

HMMMM... IT'S INITIALED OFF BY "B.A."...

30

BUT, DURING HER BEFORE OPERATIONS CHECK, SPEC BATES FOUND THREE RUNNING LIGHTS OUT... FAULTS THE LAST OPERATOR SHOULD HAVE CAUGHT.

HI, MONICA... YOU SEEM RUSHED...

I AM A BIT! SOMEBODY "FORGOT" TO MENTION A COUPLE OF FAULTS ON THIS SHUTTLE!

"THEN, WHEN SHE TRIED TO START THE SHUTTLE, THE ENGINE COUGHED AND SPLUTTERED... THE FUEL FILTER WAS CLOGGED. FINALLY, SHE STARTED OFF FOR OUTPOST ALPHA... WAY OUT IN THE MOONIES!"

THANKS FOR THE ASSIST, CONNIE...

TELL BUZZ I'LL TRY NOT TO BE TOO LATE FOR OUR DATE!

THAT'S NOT ALL I'M GOING TO TELL HIM...

...AND THAT'S IT, SPEC...

CHEE! WHAT KINDA CRUMB WOULD INITIAL OFF GEAR IN THAT CONDITION... ?ULP: YOU SAY IT WAS A 2½-TONNER?

YOU GOT IT, SPECIALIST BUZZ ALLEN... THE INITIALS "B.A." ON THE 2404 ARE YOURS...

AWW, CONNIE-- I WAS IN SUCH A HURRY TO SEE "MOON-BAIT"...

'SIDES I FIGURED ALL THAT RECORD KEEPING WAS JUST NEEDLESS FORMALITY! "FIGURE" AGAIN, SPECIALIST!

...THAT DA FORM 2404 EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET YOU FILL OUT OR INITIAL OFF ON WHEN YOU OPERATE EQUIPMENT PACKS A LOT OF POWER!

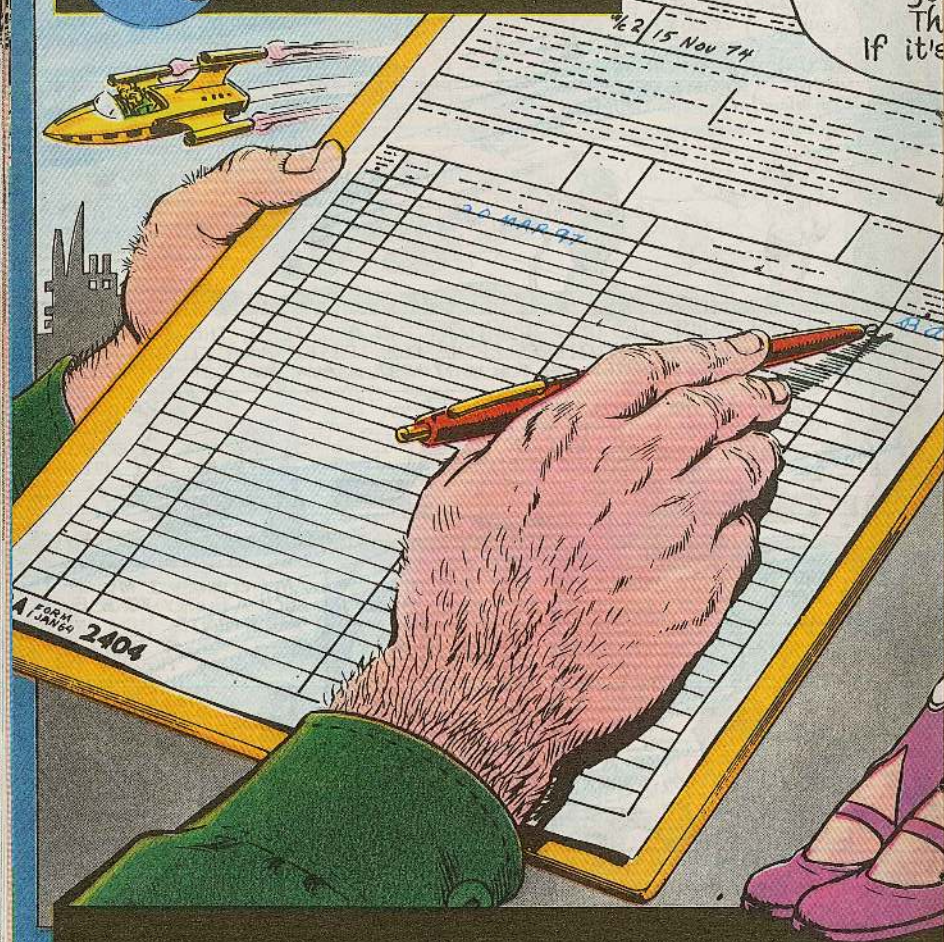
HERE-- HANG THIS POSTER-- A LOT OF YOUR BUDDIES NEED TO GET ITS MESSAGE TOO!

31

JOE'S

Dope Sheet

Make
Before
You
Th
If it's



WE HAVE THE WORLD'S BEST EQUIPMENT

IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULL

STICK-ONS • PEEL OFF — STICK ON

CAREFUL—YOUR COMMAND MAY HAVE RESTRICTIONS
SEND YOUR IDEAS FOR MORE STICK-ONS TO PS MAGAZINE, LEXINGTON, KY 40511

GIVE 'EM
AN
EIR-
FULL

FEELS
GOOD

KEEP YOUR
GREASY SIDE
DOWN



SNIFF
THE
DIPSTICK
FOR FUEL!!

WASTE
WASTES
BRAKES

A **FOOL** AND HIS
ARE
SOON
JEEP
PARTED!!

AAAAY!
IS **COOL!**
REGULAR
PM

PM

WIPE OUT
VEHICLE
D DEADLINE



BREAK
THE
SMR
CODE
IN PARTS MANUALS!

OFFICIAL
PM
TROUBLE
SHOOTER

KEEP THE
PEDAL

OFF
THE
METAL

LOOSE NUTS
TURN
ON **YOU!**

THINGS NEED
LOVE Too!

PM
WISE

WISDOM

TM
WISE

SODS
BODS
PODS

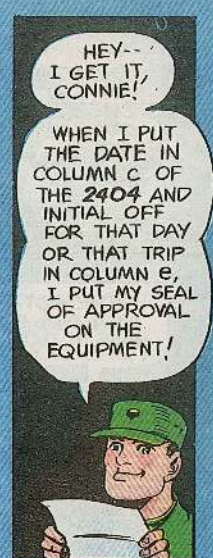
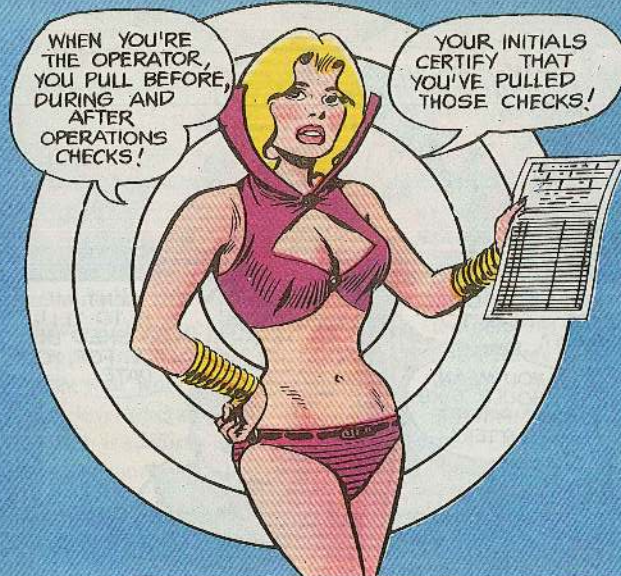
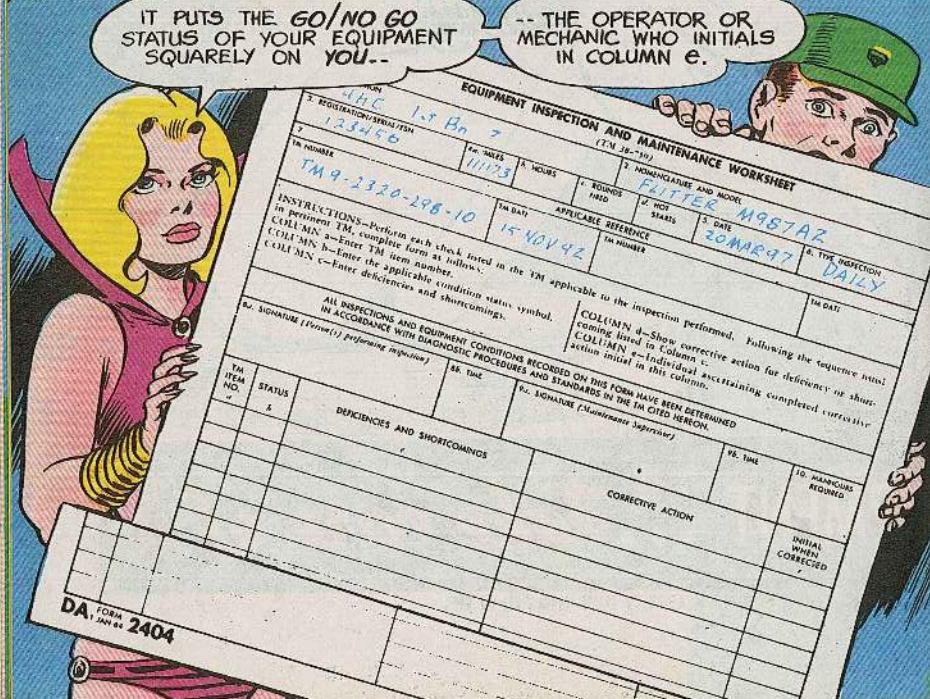


sure all the checks are complete
you turn in that sheet!
ur initials show
at everything's GO--
s not, you're in for some heat!



EQUIPMENT ... *Take care of it*

TIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.





AND SO... SOMEWHAT LATER... ON THE ROUTE FROM OUTPOST ALPHA BACK TO LUNA BASE...

I'M TRULY SORRY I LEFT THAT OL' SHUTTLE IN SUCH POOR CONDITION, "MOON-BAIT"...

I'VE LEARNED MY LESSON! I'LL NEVER AGAIN INITIAL OFF--LET ALONE OPERATE--GEAR THAT I'M NOT POSITIVE IS A-OK...

ULP!... WHAT'S THAT...?



OH-NO! ENGINE POWER FAILURE!... MUST BE ENGINE FUSE!

WE'RE DOWN IN THE MOONIES!

HONEST, "M-MOON-BAIT"... I DIDN'T CAUSE... I--I

URG!

YOU TALK ENTIRELY TOO MUCH, BUZZ!

B-BUT HOW WILL WE EVER GET BACK??

DON'T WORRY ABOUT IT...



AIR MOBILITY

Nap-Of-The-Earth Flying?

EYEBALL ENGINE INLET!

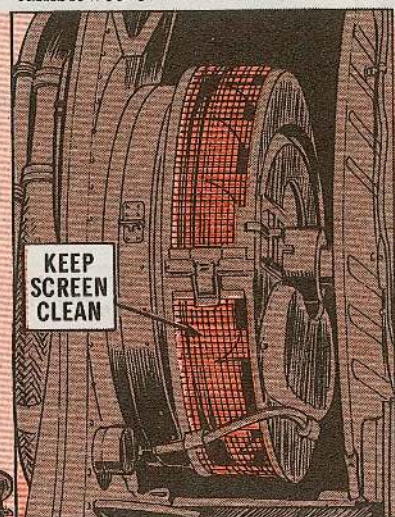
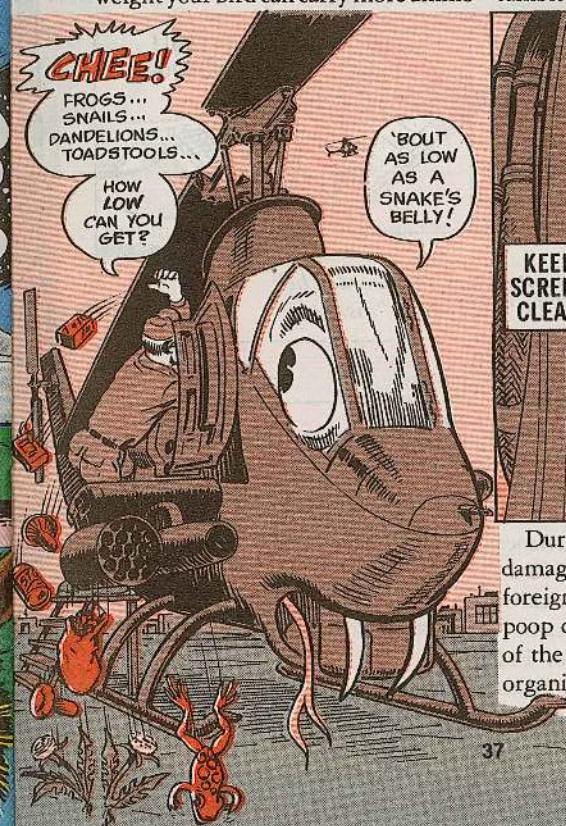


Now that all the Cobras are being modified by MWO 55-1520-221-30-48 (Mar 77) to remove the airframe engine inlet screens, you crewchiefs have your work cut out for you during low-level operations.

But it's worth it. With a loss of weight your bird can carry more ammo

and fuel. Your favorite throttle jockey will like the lower engine exhaust gas temperature and increased power.

But, after missions on the deck, you want to eyeball the engine foreign object damage screen on the sand and dust separator. Clean out the tumbleweeds!



During your Daily look for any damage to the screen that could let foreign objects enter the engine. The poop on pulling a detailed inspection of the screen is in Chap 5 of the bird organizational maintenance pub.

Now in
Full Swing...

Phased Maintenance

Phased Maintenance on the Huey and Chinook is in high gear, now that the UH-1 D/H and CH-47B/C checklists and TB-55-1500-337-24 (Dec 76) have hit the field.

As you change over from the Periodic inspection to the Phased Maintenance system the TB will help you over the rough spots.

Focus in on the checklists, tech inspectors, crew chiefs and bird mechs. With a little togetherness you'll breeze thru the changeover, and your birds will be operationally ready, PDQ.

Get Ready...

The signal for the phased inspection is given when the TI enters a red X in block 16 and the words, "phased inspection due" in block 17 of the DA Form 2408-13.

He* eyeballs DA Form 2408-16 in the log book to determine which TBO items are due for replacement.



*Until Webster comes up with a non-sex word, "he" will mean "he/she" and "his" will mean "his/her".

The crew chief or maintenance supervisor makes sure all special and calendar inspections in the -20 manual, DA Form 2408-18 and Table 1-1 of the checklists are performed. He'll add any deferred maintenance requirement from DA Form 2408-14 to the proper area in the checklist below the last printed requirement.

These checks are all part of PM inspection. The red X status holds until all requirements are resolved.

2408-18)		
SIGNATURE	FREQUENCY	PAGE 1 of 1 PAGES NEXT DUE
<i>Ernest Smith</i>		
-20	Every 600 hours or 12 months whichever comes first.	1392.00 or Jul 78
-20	Every 600 hours or 12 months whichever comes first.	1392.00 or Jul 78
-20	Every 50 hours	842.00

HEY,
BIRD
TYPES...

THE FUTURE
IS HERE!!

WAY TO
GO!

FILL 'EM
IN, BONNIE!



Get Set...

The crew chief or maintenance supervisor lists the phase number, bird serial number and date on each sheet. The sheets are then passed out to the mechanics. Course, all maintenance types who inspect and repair the bird sign and initial the signature sheet on Table 1-3.

TM 55-1520-210 PM

Table 1-3. Signature Sheet

Susan Brown
Signature of Person Accomplishing Necessary Work

SB
Initial

Henry Smider
Signature of Person Accomplishing Necessary Work

HS
Initial

Keith Holland
Signature of Person Accomplishing Necessary Work

K.H.
Initial

Signature of Crew Chief

Initial

Ernest Smith
Signature of Technical Inspector

ES
Initial

David Halm
Signature of Maintenance Officer

DH
Initial

Go...

Follow the basic inspection info spelled out in TM 38-750. If you find no faults, put "OK" in the "Faults/Remarks" column and enter your initials in the last column.

TM 55-1520-210-PM					
PHASE NO. 1		PHASED MAINTENANCE CHECKLIST			
Area Name and No.		Aircraft Serial No.	Date	Total Hrs. This Area	Initials
ENGINE AIR INDUCTION AREA - 9		66-16270	10 MAR 77	13.5	
Inspect	Inspection Requirements	Status	Faults and Remarks	Action Taken	Initials
15	1. Engine intake tubes, 13 sections for damage, disconnections, and torque of missing fasteners. Gaps between filter sections not to exceed width of filter screen mesh.	OK			SB
15	2. Air induction battle assembly for chafing, cracks, dents, torque of missing fasteners and security.	OK			SB
15	3. Airframe FOD screen for foreign materials and damage which would permit passage of foreign material.	OK			SB
4	4. Particle separator disassembled and inspected for clogging and damage. Gaskets and seals for cuts, deterioration and separation from backing plates.	OK	PARTICLE SEPARATOR REMOVED	CLEANED, INSPECTED, FOUND OK	SB
4	5. Particle separator air filter (non-self-purging)	N/A (SELF-PURGING)			SB

When you find a non-grounding fault, state it briefly in the "Faults/Remarks" column, insert the status symbol and your initial in the last column.

The person who corrects the fault—could be another mech—makes his entry in the "Action Taken" column. He puts his last initial over the status symbol and inserts his initials in the last column right under the initial of the mech who wrote up the fault. No TI check is required if the fault was not a red X or circled red X condition.

If the correction was a red X or circle red X tho, the TI does inspect the action taken. When he approves the action taken, he writes "Inspected Found OK" followed by his signature or stamp in the "Action Taken" column. He then places his initial in the last column under the initials of the mech who made the repair. Course, if the TI makes a repair, another maintenance type has to do the inspecting.

TM 55-1520-210-PM		
PHASE NO.		PHASED MAINTENANCE CHECKLIST
Area Name and No.		
Inspect	Inspection Requirements	Status

The new deal on initialing is to let the crew chief/maintenance supervisor know the status of any inspection requirement by looking at the initial column.

IF YOU NEED MORE SPACE FOR INSPECTION POOP, REPRODUCE THE BLANK FORMS AT THE END OF SECTION I,

YOU CAN ALSO USE DA FORM 2404 AS YOUR CONTINUATION SHEET!



Be sure you fill in all the headings, phase number, aircraft serial number and date. Attach the 2404's to the right area in the checklist. Write the number of 2404's attached in the upper right hand corner of the first page of that area of the checklist.

List any uncorrected or deferred faults on DA Form 2408-13 and -14. Component replacement info goes on DA Forms 2407, 2410 and 2408-16.



YOU CAN USE WORKSHEETS.

The crew chief/maintenance officer eyeballs the completed checklist forms to make sure everything is up to unit standards and the necessary work has been done or properly deferred. Course, the TI winds up the inspection with a serial number verification check per DA Form 2408-16. He makes a final records check of the forms listed in Table 1-2 of the checklists.

TM 55-1520-210-PM

Table 1-2 Final Records Checklist

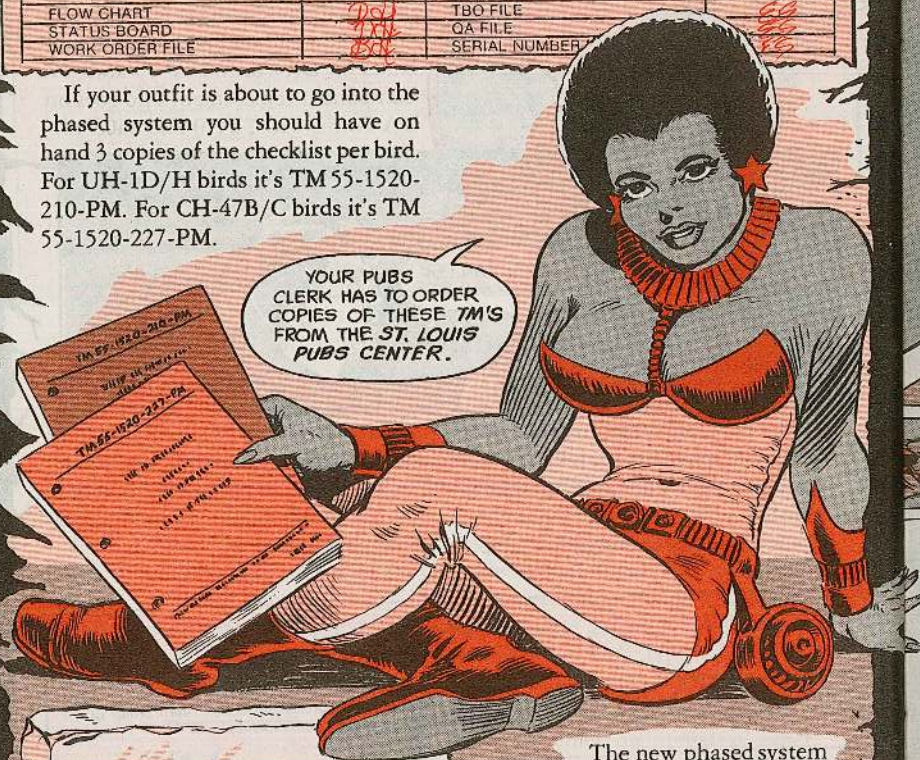
This checklist is provided to insure the indicated forms and records have been inspected for presence, completeness, legibility, and accuracy prior to releasing the aircraft from a phase inspection. Verification of inspection will be indicated by placing the initials of the inspector in the appropriate initial block.

AIRCRAFT LOG BOOK	INITIAL	HISTORICAL RECORDS	INITIAL
DA FORM 2408		DA FORM 2408-5	
DA FORM 2408-12		DA FORM 2408-7	
DA FORM 2408-13		DA FORM 2408-8	
DA FORM 2408-14		DA FORM 2408-9	
DA FORM 2408-16		DA FORM 2408-15	
TM 55-1520-210-PMS		DA FORM 2408-16	
TM 55-1520-210-ESC		DA FORM 2408-17	
TM 55-1500-219-MTF		DA FORM 2408-19	
LOCALLY REQUIRED FORMS		LOCALLY REQUIRED FORMS	

The checklist is then filed with the current DA Form 2408-13 for the required 6-month period. At the end of the 6 months, the checklist is separated and filed in the aircraft historical records until you again pull the same phased inspection in the next cycle. Dispose of the -13 in the normal manner.

PRODUCTION CONTROL RECORDS	INITIAL	QUALITY CONTROL	INITIAL
FLOW CHART	<i>Red</i>	TBO FILE	<i>Red</i>
STATUS BOARD	<i>Red</i>	QA FILE	<i>Red</i>
WORK ORDER FILE	<i>Red</i>	SERIAL NUMBER	<i>Red</i>

If your outfit is about to go into the phased system you should have on hand 3 copies of the checklist per bird. For UH-1D/H birds it's TM 55-1520-210-PM. For CH-47B/C birds it's TM 55-1520-227-PM.

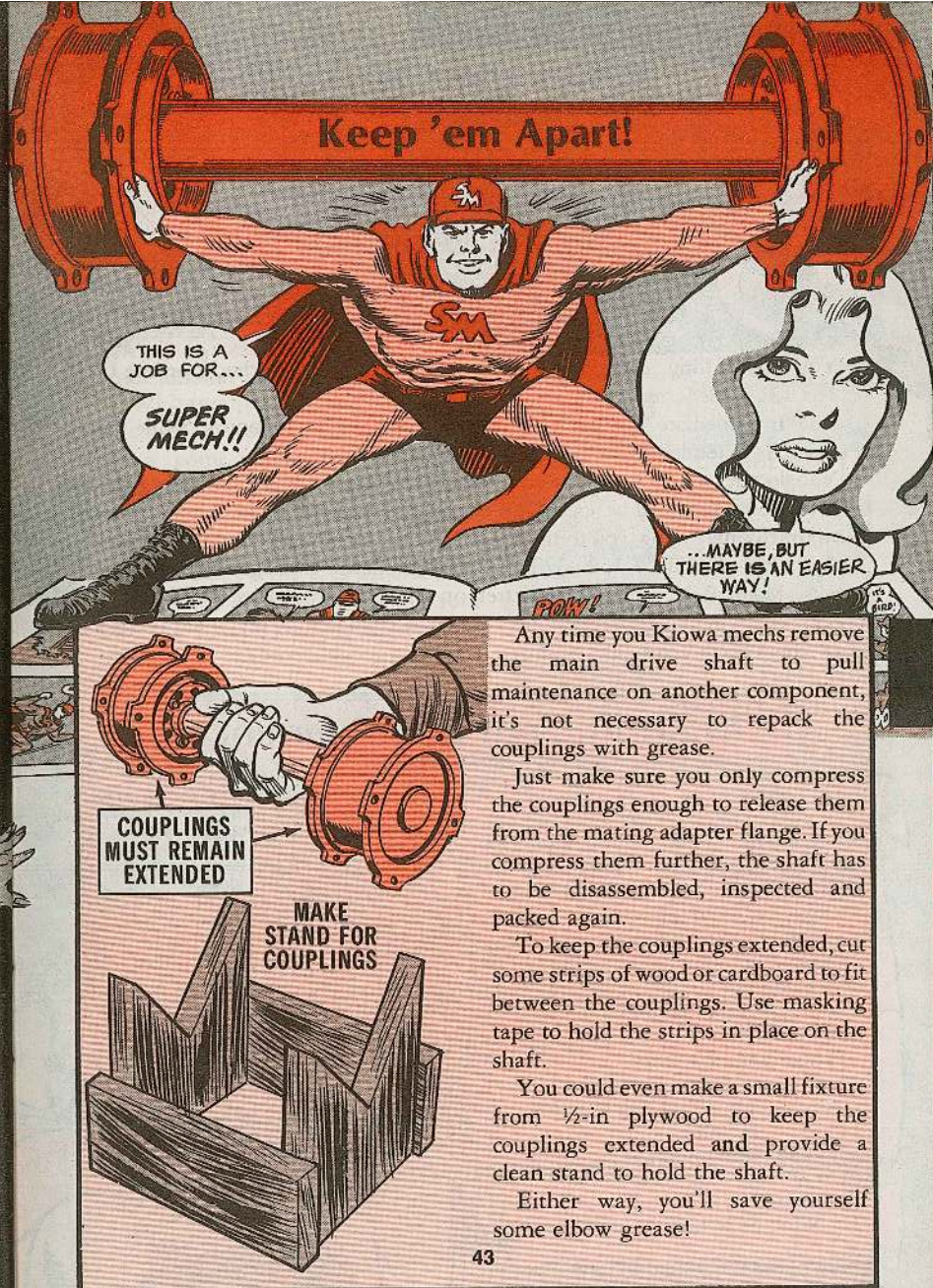


Next Month in LS

COLD WEATHER DRIVING
★
SMALL ARMS AND MISSILES
★

DA FORM 2408-9

The new phased system with printed checklists cuts down on writer's cramp. By eliminating the Intermediate inspection, a lot of sweat and elbow grease is also being saved. It's the only way to go!



Any time you Kiowa mechs remove the main drive shaft to pull maintenance on another component, it's not necessary to repack the couplings with grease.

Just make sure you only compress the couplings enough to release them from the mating adapter flange. If you compress them further, the shaft has to be disassembled, inspected and packed again.

To keep the couplings extended, cut some strips of wood or cardboard to fit between the couplings. Use masking tape to hold the strips in place on the shaft.

You could even make a small fixture from 1/2-in plywood to keep the couplings extended and provide a clean stand to hold the shaft.

Either way, you'll save yourself some elbow grease!

Fewer Ute Checks

WHY, CHIEF... WHY??
IN THIS GALACTIC AGE,
WHY DO WE KEEP
FLYING UTEs!

SIMPLE...
FEWER PM
CHECKS ARE
NECESSARY!

You'll be pulling fewer preventive maintenance services checks on the U-21/RU-21 birds, Ute mechs.

The Intermediate inspection now goes from 25 to 75 hours, while the Periodic is extended from 100 to 300 hours.

You do not have to convert your Ute over to the new system right away, tho, if your scheduling will be locked-in. Continuing the old inspection sequence temporarily may allow you to more easily adjust to the extended inspections.

A change to TM 55-1500-328-25 on maintenance management is in the works. Meanwhile, AVSCOM's letter on the Ute preventive maintenance checksheets (14 Jan 77) has the details on the changeover. If you didn't get a copy check with your support unit.

Measurement Requirement

Dear Editor,

It seems that mechs, supervisors and in some cases TI's are not aware of the requirement listed in TM 55-2840-229-24 (Apr 71), para 7-106Ad, on T-53 engines. This paragraph requires measuring the thickness of filter elements at the inner ring for a dimension of 0.122 to 0.138 inch every time the engine oil filter is disassembled.

Please pass the word.

SFC Manfred Huber
CO C 3rd Cbt Avn Bn
3rd Inf Div

(Ed Note: Sure will... and thanks.)

REPEAT AFTER ME
"THICKNESS OF FILTER ELEMENT
AT THE INNER RING MUST HAVE
A DIMENSION OF 0.122 TO
0.138 INCH!"

DIMENSIONS...
38-24-36...
ER, I MEAN...

Maintenance Operational Check...

GREAT! NOW
YOU'LL FIND
MY LEAKING
SEAL, TOO!

Saves Elbow Grease!

It's not uncommon for a Huey or Cobra mech to change a tail rotor drive quill seal, only to find out later that the faulty seal was really in the transmission input drive quill.

With rotating parts—and gravity in the bargain—oil can get slung around to a point where you're guessing which seal is the faulty one.

So, why replace 2 seals when 1 will do the trick?

Just clean up the area around both quills with a cloth. Then, ask your favorite throttle jockey to crank up the bird for a maintenance operational check.

You'll spot the seal that is leaking right away.

TAIL
ROTOR
QUILL
SEAL

CHANGE ONLY
FAULTY SEAL

TRANSMISSION
DRIVE QUILL SEAL

Shine On!

Dear Windy,

Para 8-69 of TM 55-1500-204-25/1 (Apr 70), on general maintenance practices, says to use 4-in wide strips of silver white reflective tape on ground support equipment on the flight line.

We've looked high and low, tho, and can't come up with the proper tape. What's the good word, Windy?

PSG A. C. S.

Dear PSG A. C. S.,

You want Reflective Tape, Fed Spec L-S-300. NSN 9390-00-045-8793 will get you 50 yards at a cost of \$56.71.

Windy

FM Cables

LONG

Before you replace worn-out or damaged cables used with your FM radio set, make sure you're getting the right length cables for the right hookup.

HERE ARE SOME READY REFERENCES FOR THE MOST COMMONLY USED INSTALLATION KIT CABLES AND CORDS WITH THE EQUIPMENT THEY ARE USED WITH...

CG-1773B: Coaxial from Radio Antenna Connector to Antenna Matching Unit

NSN 5995-00-

	Length in feet
823-2987	4
823-2988	5
823-2989	6
823-2991	7
823-3074	9
823-3073	10
823-2992	12
926-8310	13
985-7551	15


CG-1773A: Coaxial from Radio Antenna Connector to Antenna Matching Unit

NSN 5995-00-

	Length in feet
823-2986	3
889-1037	5 1/4
823-2990	8
985-8394	16



AND SHORT OF IT

CX-4720: Vehicle Battery to Radio Mount

NSN 5995-00-

	Length in feet
889-0900	1
823-2855	1 1/2
169-6049	3
889-0708	4
823-2828	5
823-2827	6
889-1148	8
823-2726	10
889-1253	12
823-2854	14
823-2853	15
985-8395	16
889-0836	20
987-1299	30


CX-4721: Radio Mount to Radio Mount

NSN 5995-00-

	Length in feet
985-7877	2
823-2769	2 1/2
823-2770	3
832-8945	5
889-0578	8
823-2912	10


CX-4722: Radio to Antenna Matching Unit Control

NSN 5995-00-

	Length in feet
823-2817	2
823-2824	3
823-2823	4
823-2822	5
823-2821	6
823-2820	7
823-2819	8
823-2910	12
985-7884	14
985-7618	15
985-8393	16
985-8090	20
985-7880	30


CX-4722A

	Length in feet
491-7107	4
491-7106	5
258-8423	6
408-2661	8
823-2872	9
823-2818	10



CX-4723: AM-1780 Audio Frequency Amplifier to C-2298 Intercommunication Control Set
NSN 5995-00-

	Length in feet
889-0808	1
889-0819	1½
823-2830	2
935-8619	2½
823-2831	3
823-2832	4
823-2833	5
823-2834	6
823-2835	8
823-2836	9
823-2837	10
823-2838	12
823-2839	13
823-2841	15
823-2842	16
823-2843	18
889-0757	20
935-8744	20½

CX-7055: C-2297 Intercommunications Control Set to Vehicle Junction
NSN 5995-00-

	Length in feet
823-2787	1½
889-0888	3
823-2867	4
889-1022	5
823-2916	6

CX-7056: C-2296 Intercommunications Control Set to Vehicle Junction
NSN 5995-00-

	Length in feet
823-2868	1
823-2788	2

CX-7057: C-2297 Intercommunications Control Set to Vehicle Junction
NSN 5995-00-

	Length in feet
823-2789	2
889-1149	3
933-4601	5

CX-7058: Auxiliary Radio Receiver to AM-1780
NSN 5995-00-

	Length in feet
823-2869	2
823-2796	3
823-2798	5
889-0828	7
823-2915	9
823-2800	10

CX-7059: Radio Mount to C-2742 Frequency Selector Control
NSN 5995-00-

	Length in feet
823-2865	5
261-9873	6
985-8072	7
823-2751	8
889-0703	9
823-2752	10
823-2753	11
889-0596	12
889-0941	13
935-0270	14
889-0616	15
889-0766	17
261-9875	18

CX-7060: AM-1780 Audio Frequency Amplifier to Vehicle Junction
NSN 5995-00-

	Length in feet
913-8742	1
926-0776	1½
985-8321	2
926-0769	3
926-0770	4
985-8385	6
823-2784	7
985-8351	9
258-8407	10
926-0778	14



CX-7328
NSN 5995-00-

	Length in feet
823-2802	2
823-2803	3

CX-7555
NSN 5995-00-

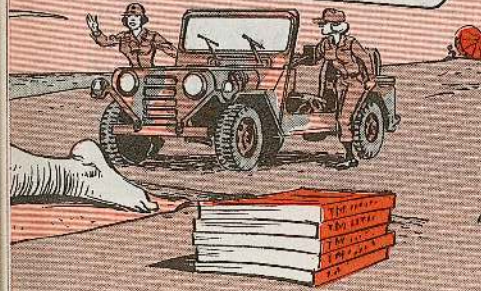
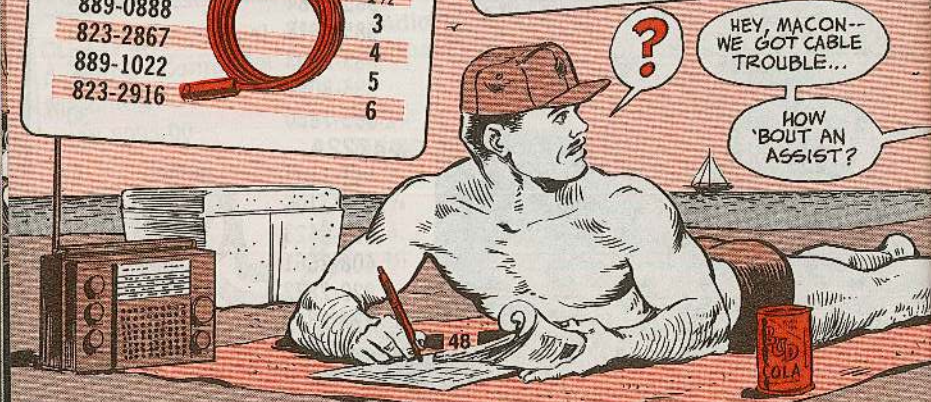
	Length in feet
823-2797	4
823-2799	6

CX-7621
NSN 5995-00-

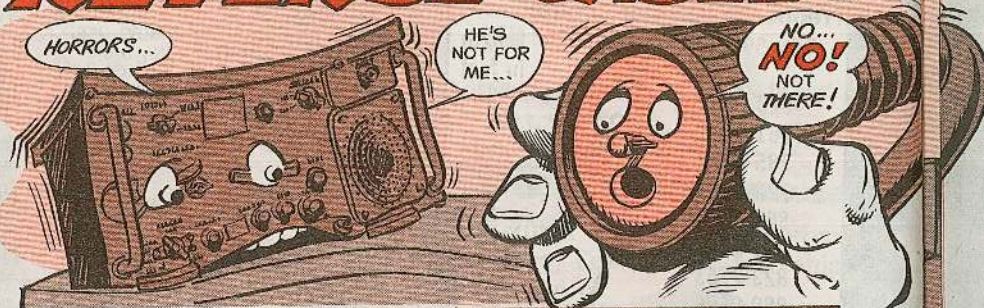
	Length in feet
987-1331	1½
823-2870	4

CX 7867
NSN 5995-00-

	Length in feet
926-0834	6
889-1130	10
889-0784	12
935-0383	13

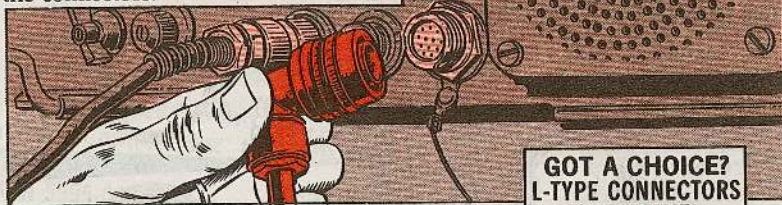


REVERSE CABLES



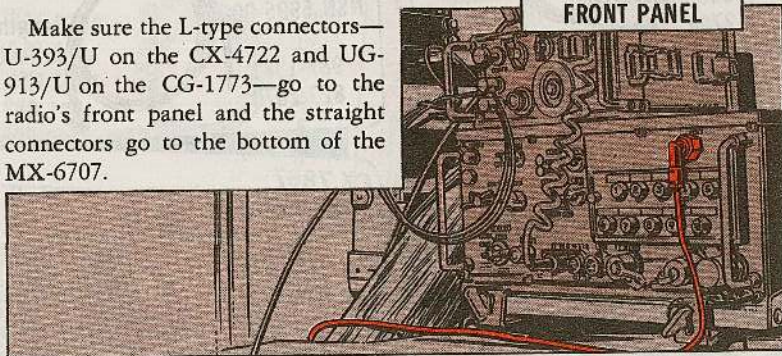
Knowing which end's up when it comes to cables on your AN/VRC-12 series radio set can be a real cable saver and headache knocker.

So, before you connect the CG-1773() radio frequency cable or CX-4722A remote control cable to your radio and MX-6707 matching unit, eye the connectors.



**GOT A CHOICE?
L-TYPE CONNECTORS
GO ON THE
FRONT PANEL**

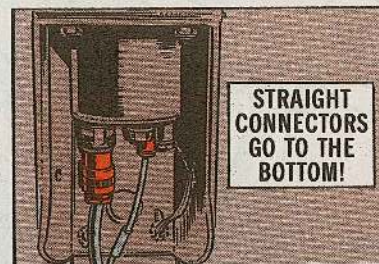
Make sure the L-type connectors—U-393/U on the CX-4722 and UG-913/U on the CG-1773—go to the radio's front panel and the straight connectors go to the bottom of the MX-6707.



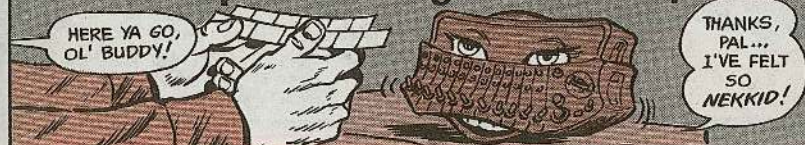
STRAIN and PAIN

When the connector hookup is reversed on the L-type connectors at the MX-6707 receptacles, the cable's wiring will pull loose from the cable connector.

And, remember when you're connecting the straight CG-1773's UG-88C/U connector and the CX-4722's U-290/U connector on the MX-6707, always connect the U-290 first. This'll keep the CG-1773 connector from bending the coax cable receptacle pins if you mismatch the cables and receptacles.



Replace Designation Strips



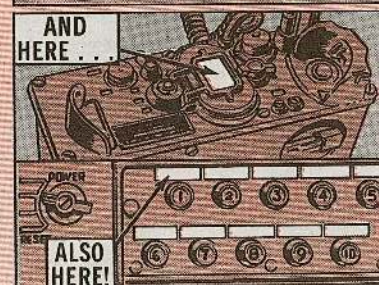
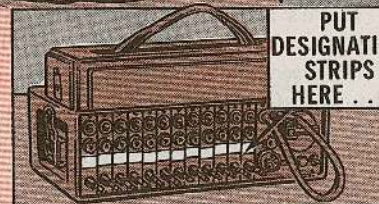
Broken or missing frequency or traffic designation strips for your commo gear can make for a missing link in your communication chain. Replace them.

For the SB-22 switchboard, get designation strip NSN 9905-00-639-1679.

The TA-312 telephone set's strip has NSN 9905-00-226-1742.

There are no stock numbers for designation markers on other commo gear. You can get your support to cut a piece of white plastic into strips, squares, rectangles or whatever shape your gear calls for.

For shelter-type installed switchboards, a handy material for making strips is heavy glossy paper. Or, you might make them from thin aluminum strips.



NEW TRACK ADJUSTMENT

D7- and D8-Series Tractors . . .



There's a new and better way to adjust the track on your Caterpillar tractors.

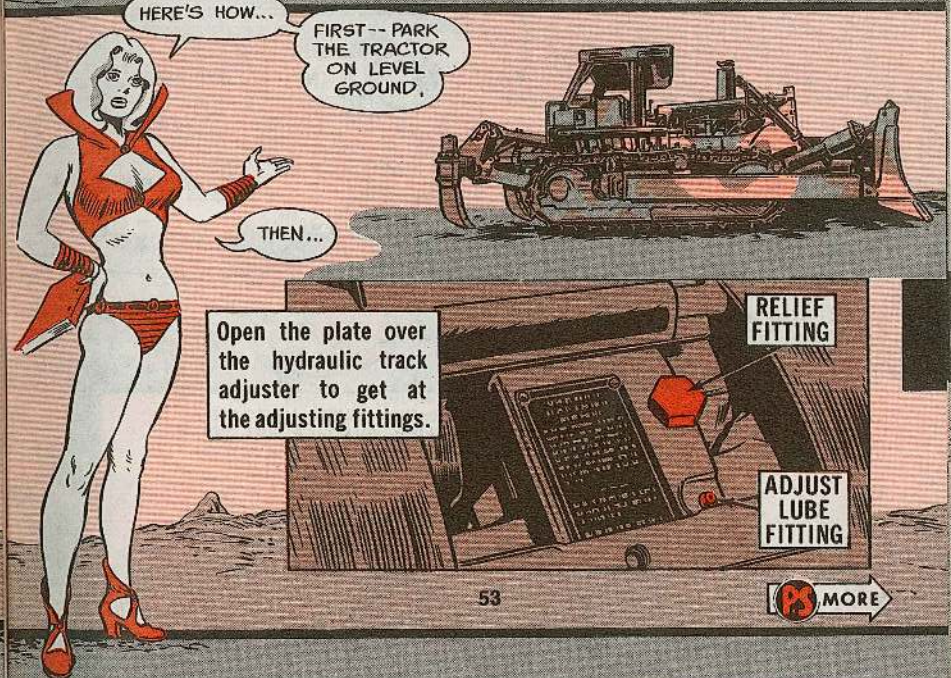
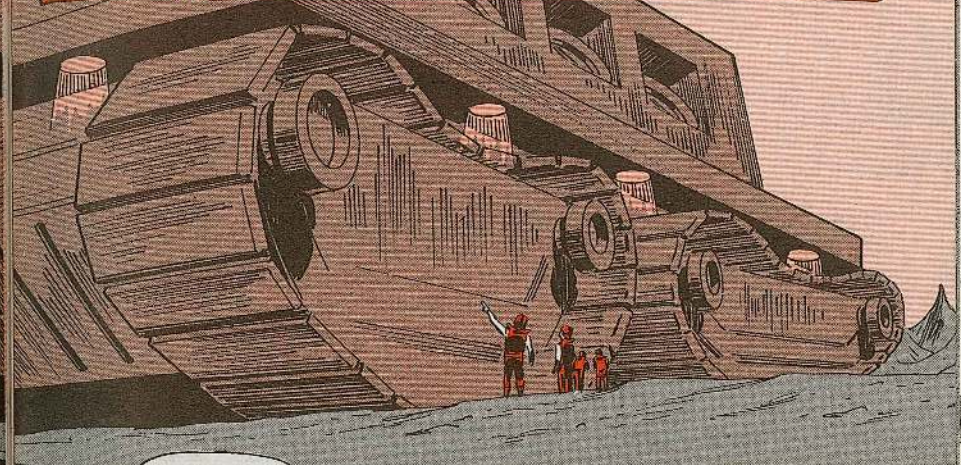
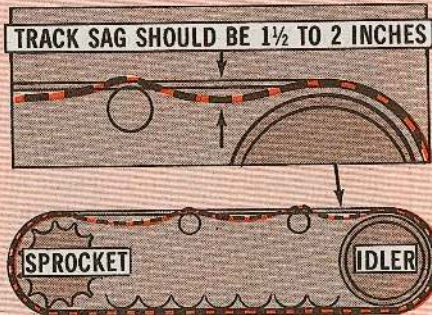
It's based on track slack rather than sag. It's simple . . . and works better than the sag measurement.

What's the difference between slack and sag?

Sag is the distance between a straight line and the actual position of the track. It's measured between the front idler and the upper track roller.

Slack is the difference in length between the circumference of the track system and the actual length of the track. As the idler is moved away from the drive sprocket, you get little or no slack. As it's moved closer to the sprocket you get more slack.

You use sag measurement as a quick guide to tell when to adjust the track.



Connect the grease gun to the lube fitting. Pump until the track idler is as far forward as it'll go.

The track will be almost straight between the front carrier and idler. Don't try to squeeze any dirt, mud, or other packing material from between track parts. Remove the grease gun.

Mark the track roller frame $\frac{1}{2}$ inch behind the rear edge of the idler bearing wear plate.

Open the relief valve.

CHECK TO SEE IF THE TRACK HAS LOOSENED... AND...

... NEVER, BUT NEVER, LOOK INTO THE RELIEF VALVE OR FILL VALVE TO SEE IF GREASE IS ESCAPING. HIGH PRESSURE GREASE COULD BLIND YOU!

NOW YOU TELL ME?!!

Place a track pin, drawbar pin, or even a 2-in pipe between the drive sprocket teeth near the link.

Start the tractor and move it backward until the idler backs up $\frac{1}{2}$ inch or more. The pipe will be at about 12 o'clock.

Move the tractor forward until the pipe is free. Shut off the engine and remove the pipe.

Close the relief valve.

Connect the grease gun to the lube fitting and pump until the rear edge of

WOW! THAT FIX SURE IMPROVED THEIR TRACTION!

the idler bearing wear plate aligns with the mark on the roller frame.

Close the hydraulic adjuster plate.

THE TRACK IS NOW ADJUSTED OK! THE SAG MAY VARY DEPENDING ON MACHINE MODEL... BUT THE PROPER TRACK TENSION IS THERE!

RIGHT ON, CONNIE!

2-INCH PIPE

$\frac{1}{2}$ -INCH

ALINES

CROSS-OVER TUBE TIP

Those lift cylinder cross-over tubes on your D7F tractor need clearance.

If the cross-over line connections, NSN 3830-00-251-6618, set too close to the lift cylinder support tube, they'll hit or rub on the support tube. Then, the metal lines welded to the manifold will break.

This happens when the tractor is twisted by the downward thrust of the dozer blade lift cylinders and the pull thrust of the blade tilt cylinder.

YOU WON'T FIND THIS CLEARANCE SPELLED OUT IN THE TM BUT IT'S REAL IMPORTANT!

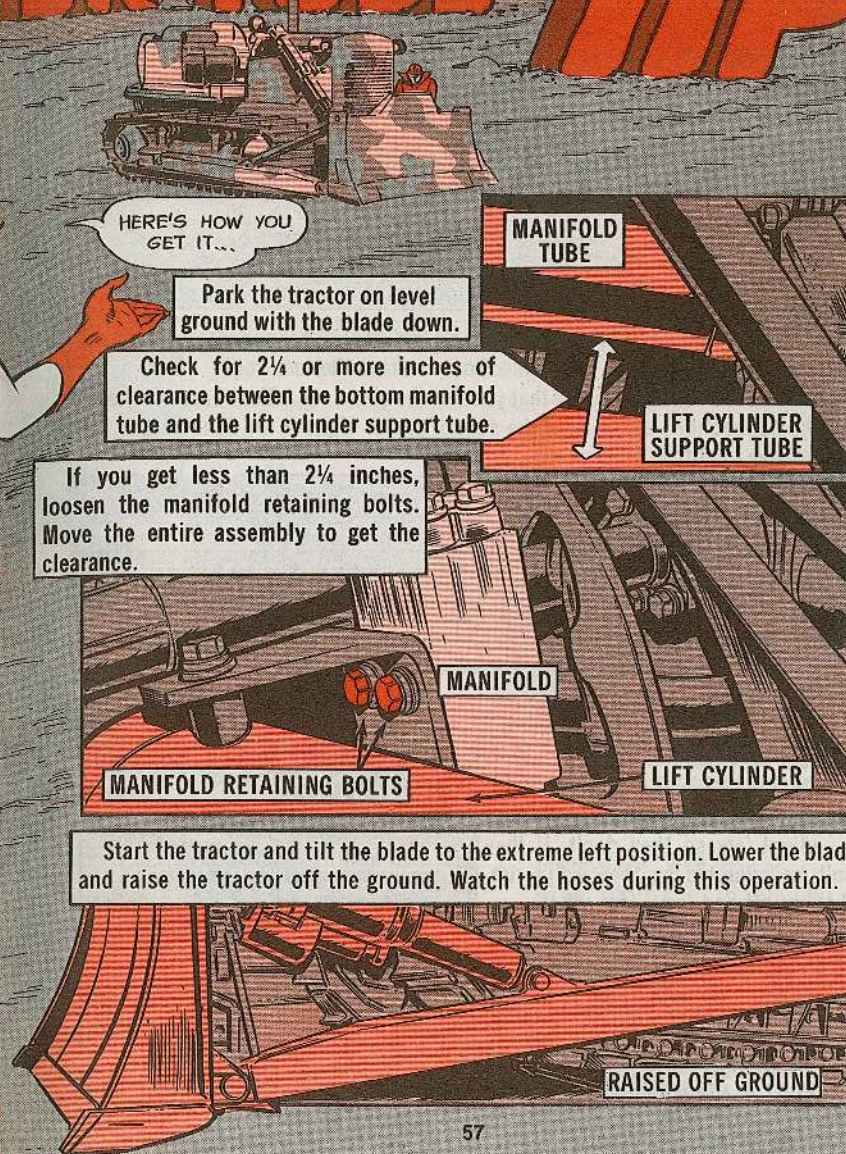
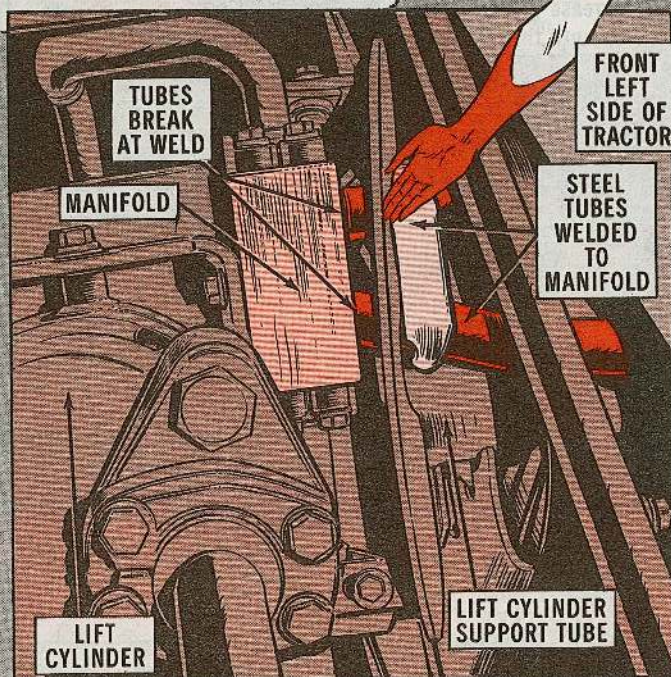
HERE'S HOW YOU GET IT...

Park the tractor on level ground with the blade down.

Check for $2\frac{1}{4}$ or more inches of clearance between the bottom manifold tube and the lift cylinder support tube.

If you get less than $2\frac{1}{4}$ inches, loosen the manifold retaining bolts. Move the entire assembly to get the clearance.

Start the tractor and tilt the blade to the extreme left position. Lower the blade and raise the tractor off the ground. Watch the hoses during this operation.



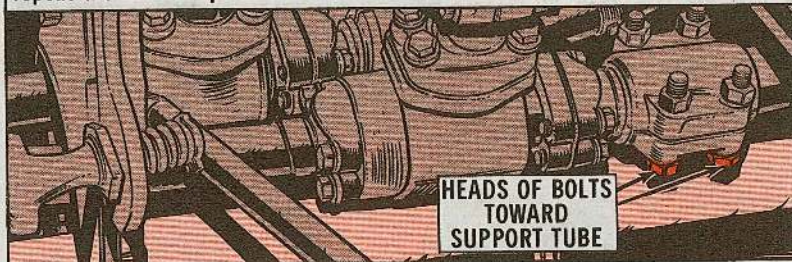


Now do the same thing with the blade tilted to the extreme right position.

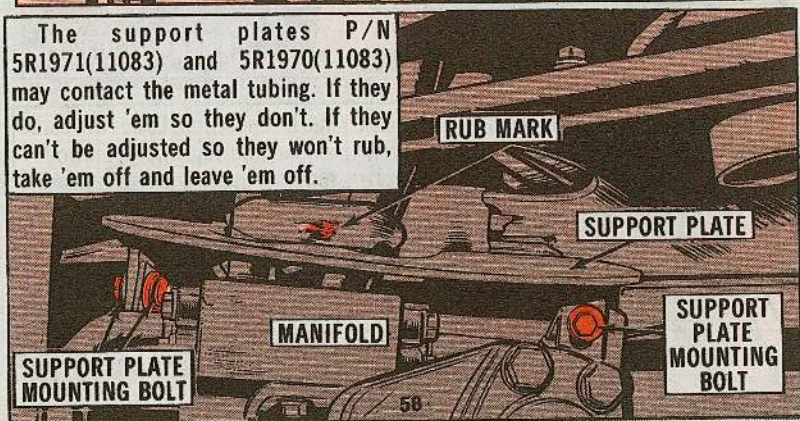


If you get contact between the lines and the lift cylinder support tube, loosen the hydraulic oil lines at the connections nearest the manifold.

Shift or rotate the hoses so that you get the clearance. Make sure bolt heads on the connections are toward the support tube. Tighten the connections and repeat the tilt-lift operation.



The support plates P/N 5R1971(11083) and 5R1970(11083) may contact the metal tubing. If they do, adjust 'em so they don't. If they can't be adjusted so they won't rub, take 'em off and leave 'em off.



Ease the Freeze!

Here's a sticky reminder to drain the water from lines, filters, tanks, pumps and such after equipment shutdown.

Stick the decal—NSN 9905-01-008-

7965—on or near the control panel of your equipment. It'll save you freeze-ups, busted pipes, lines, hoses—and extra downtime and cold weather work.

! THINK WE SHOULD'VE DRAINED TH' WATER?

CAUTION

AFTER SHUT DOWN IN FREEZING TEMPERATURE DRAIN ALL WATER FROM FILTERS, TANKS, PUMPS, LINES, AND HOSES. LEAVE DRAIN VALVES OPEN. INSPECT UNIT TO INSURE ALL WATER HAS BEEN DRAINED.

Camouflage Lingo Spoken Here

So the apples are ripening and the plums are in... and your vehicles and equipment are not camouflaged yet because you don't know how?

Find out from these pubs:

TB 746-95-1 (May 76) Armament Command Equipment

TB 43-0118 (Dec 75) Electronics Command Equipment

TB 43-0147 (Dec 75) Troop Support Command Equipment

TB 43-0209 (Oct 76) Vehicles, Construction Equipment, MHE



Pattern painting instructions are in TC 5-200, and if you get stuck, write to:

Commander, MERADCOM
ATTN: DRDME-RC (G. Anitole)
Fort Belvoir, VA 22060

If you're in a big sweat, call the camouflage hotline, Autovon 354-2654.

'Course, AR 750-58 (25 Feb 76) w/Ch 1 (15 Oct 76) has the last word in case of conflict with these pubs.

BELIEVE IT,
BUDDIES...

H90CM LOADER...

HOUGH IS TOUGH

Tough, that is, to get the oil filter INLET and OUT-LET lines hooked up right. You don't want 'em hooked up like it shows on page 59 of PS No. 291, and figures 30 and 63 in TM 5-3805-201-15 (Feb 64).

Here's the right engine lubrication lines hook-up from the pressure relief valve to the oil filter and return.

OUTLET
HOLE

PRESSURE
RELIEF
VALVE

60

OIL INLET
LINE

UPPER
OIL LINES

LOWER
OIL LINES

INLET

Just be sure when you put the oil filter back together after your regular oil change service that you have the line from the pressure relief valve OUT connection hooked to the filter housing INLET hole.

HERE'RE
THE EASY STEPS
FOR THE RIGHT
FILTER HOUSING
TURN-AROUND!...

1. Disconnect the upper oil lines.
2. Disconnect the filter base and bracket from the loader.
3. Rotate the filter base 180 degrees so that the by-pass valve plug is facing the engine.

4. Connect the filter base and bracket to the loader.
5. Connect the upper oil lines making sure that the oil filter INLET line is connected to the pressure relief valve OUTLET fitting.

61

SHINES LIKE SILVER

Our favorite Uncle is on a treasure hunt. All agencies are in on it—Department of Defense very much so.

Uncle is looking for precious metals—especially silver, silver from X-ray and photo processes.

The payoff is already handsome. Last year, enough silver was recovered to—

Make 400 million dental fillings;

Or turn out 150 million chest X-rays;

Or coat enough aerial recon film to circle the world 6 times.

As any lab tech or photo amateur knows, silver not actually used to make a picture gets dissolved in darkroom "hypo." Until just a short time back, much of that hypo . . . and silver . . . went down the drain.

Then Uncle started his hunt, naming it the Precious Metals Recovery Program (PMRP). Other precious metals in the program include gold, platinum, and members of the "platinum family."

The Defense Logistics Agency sent out silver recovery outfits to photo labs, X-ray crews, dental clinics, and movie groups the world around.

But the key to the fortune is people . . . you troops in the finishing plants, the darkrooms and the film sections who make it all work.

Often it's done with "home-made" equipment. There are no DA TM's (though recovery devices do come



**PMRP
NEEDS
YOU**

to do **YOUR** part in the
search for and recovery
of **PRECIOUS METALS**.

with instructions). Most often, maintenance and installation come out of ingenuity and common sense—the same things that got tech types into that kind of work to start with.

It saves buckets of cash: an ounce of the "shiny" reclaimed this way averages costing 59 cents. But best of all, it recycles something that will never, never be replaced. There's no way of manufacturing more silver. Like good land to grow things, precious metals are limited. Without PMRP, the time might soon come when pictures and X-rays couldn't be made so well, just from lack of silver.

Gold in PMRP comes from dental gold scrap and electronics scrap.

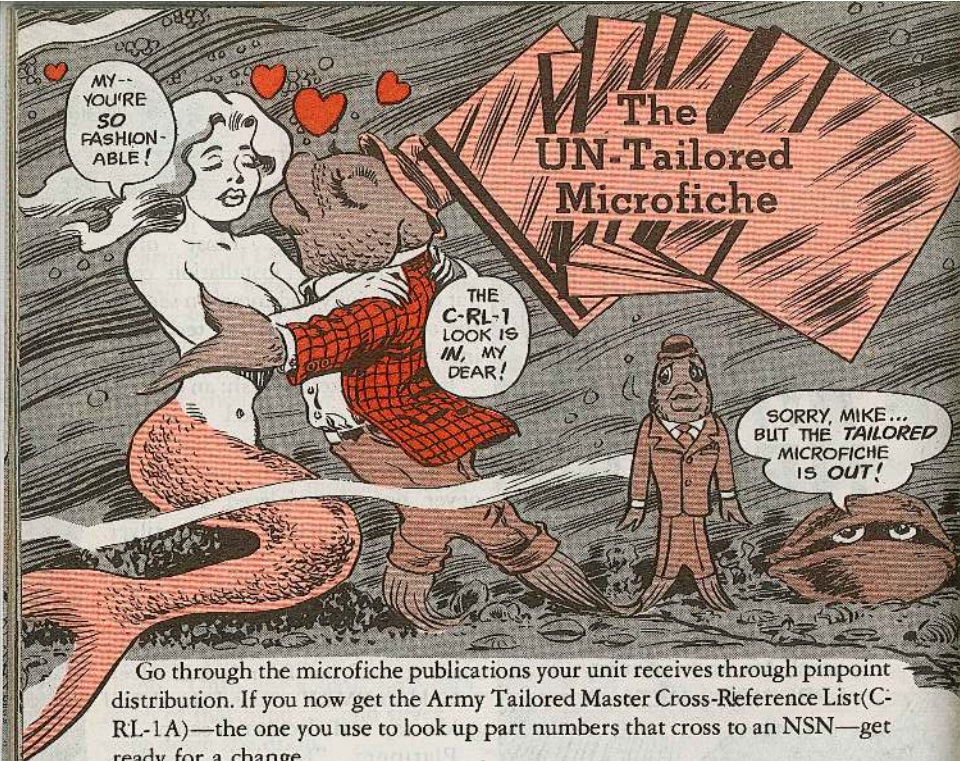
Platinum "family" metals—palladium, rhodium, iridium, ruthenium, and osmium—come from rare PDO scrap. They go into space-age ignition parts, switches and relays. Savings can be enormous.

But PMRP is far from being a matter of money alone. Irreplaceable metals have a value beyond mere cost. For some of the jobs to be done, there is no substitute at any price.

It took a while. But in FY '76, 3.8 million troy ounces of good stuff came back. With a price running to \$5 an ounce, that's a fortune.

It's a tall hill, but with cooperation, it's not out of reach. Just takes having everybody do his part.

Apologies to the late,
great J.M. Flagg who
painted the famous poster
of World War I.



Go through the microfiche publications your unit receives through pinpoint distribution. If you now get the Army Tailored Master Cross-Reference List (C-RL-1A)—the one you use to look up part numbers that cross to an NSN—get ready for a change.

The 1 Jan 77 list was the final Army Tailored Master Cross-Reference List.

The only version now available is the DOD-wide list of all part and reference numbers (except the classified ones!) that have NSN's.

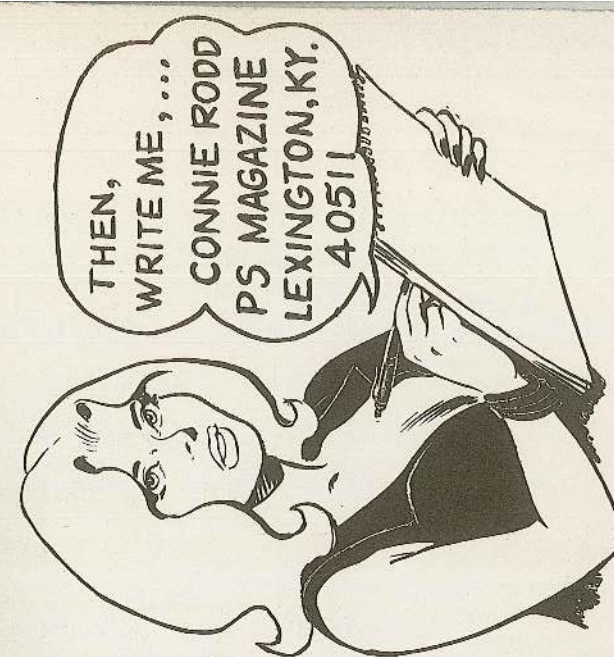
The DOD-wide Consolidated Master Cross-Reference List (RL) comes in 2 parts. Part 1 (C-RL-1) is similar to the one you've been receiving. Part 1 gives you the part or reference number, Federal Supply Code for the manufacturer (FSCM), variation code and NSN in part or reference number order.

Part 2 (C-RL-2) lists NSN's that cross to part or reference numbers. They go in National Item Identification Number (NIIN) order—all -00- NSN's first, -01-NSN's last. Part 2 pretty much applies to procurement organizations only.

Get with your pubs people and tell them that DA Circular 310-94 Notice to Users of the Fed Sup Cat, Army Tailored MCRL (C-RL-1A), Feb 77 has the word on the new set-up.

If you're getting just the Army Tailored RL—or both the Army Tailored and consolidated RL—put in a DA Form 12-21 for the consolidated RL only. Order just the number of copies you need.

Send the DA 12-21's to the AG Publications Center in St. Louis.



Need back issues of PS?

Got an idea for a PS article?

Got a maintenance problem?

Supply got you deadlined?

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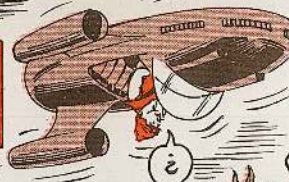
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The STICK-ONS in this issue and in Issue 294 resulted from a suggestion by MAJ Rodney S. Syczynio of Eighth Army, Korea.

THANKS,
MAJOR!

Connie's Mini Minis



YES -- YOU'VE
GOT A MAINTENANCE
PROBLEM, SERGEANT!!

Fuel Tanker NSN Switch

Your M131A4C or M131A5C 5,000-gal fuel servicing tank semitrailer does not use that hose adapter elbow packing, FSN 5330-763-2394, on page C-31, TM 9-2330-272-14 (Jun 72). Instead, order NSN 5330-00-029-9773.

Hold the Paint

Never, never paint any part of the radiator core on your vehicle. Paint clogs the core's air passages. A clogged core cuts into your radiator's cooling power. And that leads directly to engine overheating.

Wheels Only!

The only repair parts you can get for your aircraft tow bar are the solid rubber wheels, NSN 2530-00-288-0406. Make your own repairs, using cannibalized parts from a condemned tow bar, or ask for a new one with NSN 1730-00-967-9556.

Medical Aid

Looking for help with those complicated (and not so complicated) pieces of medical equipment you use?

The Army Medical Department National Maintenance Point is ready to help you with your maintenance puzzlers. They'll also help you find the right person for your supply questions.

If you're in a hurry, dial AUTOVON 343-7441. If you can wait a bit, write to U.S. Army Medical Materiel Agency, ATTN: AMEDD National Maintenance Point, Frederick, MD 21701.

Goer Steer Alert!

Get your Goer up to support quick—for an inspection of the hitch and pivot arms. The welds may be cracked. Your steering could fail! DS will inspect the welds with a dye penetrant. They got the word in TARCOM Msg DRSTA-M(NMP) 121830Z Aug 77. If they need any more info, they can call Autovon 369-2869.

Back to Basics

If you've come up with an aircraft bolt—or any fastener for that matter—that you can't identify, eyeball FM 55-63 (Jan 74) on airframe fundamentals. Chap 8 has the good word.

Goat Bleeder Connection

Use NSN 5120-01-024-1029 to get the brake bleeding tool for your TM-242-series 1½-ton trucks. The NSN on page 7 of PS 298 is wrong.

MK-693/A Tool Kit

Use NSN 5940-00-502-8806—not NSN 5990-00-502-8816—for the electric contact assemblies (terminals) for your aircraft electronic maintenance kit. The goof in SC 5821-91-CL-ED4 (Aug 75) will be corrected in a new SC.

M146 Trailer Cable

Get the right power cable for your M146C semitrailer with NSN 2590-00-104-4572. The NSN listed on page 63 of TM 9-2330-227-14 is wrong.

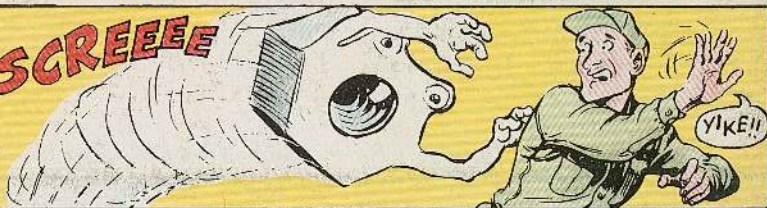
Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

TIGHTEN

LOOSE NUTS...

BEFORE they

SCREEEE



TURN ON YOU!