

Issue 315

PS

February
1979

THE PREVENTIVE MAINTENANCE MONTHLY

THERE!

THE
PROBLEM'S TAKEN
CARE OF! BUT...

YOU COULD'VE
DONE IT YOUR-
SELVES!

THIS FIX IS
IN THE
CURRENT EIR
DIGEST!

?

ULP!...
EIR DIGEST?

WOT'S
THAT?

IT'S GREAT
TO HAVE A
VISIT FROM
SUPERMECH,
EH, SARGE?

?

SUPERMECH?

FUNNY...
HE REMINDS
ME O' SPEC
KEN CLARKE!

See Page 29.

Do-It-Yourself Training

NUTZ! I THOUGHT WE WERE GONNA SEE A SUPERMAN FLICK!

IS IT PG?

ANYBODY BRING POPCORN?

COOL IT, PEOPLE AND JUST WATCH 'N' LISTEN... THE ARMY'S AUDIO-VISUALS GIVE YOU A LEG UP - CAREER-WISE!

And now ... in living color ... brought into the privacy of your own training room ... on film, video and cassette tape ... it's Army training?

Yep. Army training has moved right into the 70's with you. It's using color motion picture film for big screens, color video tape for television, and special color film/cassette lessons for individual viewers.

Not only is finding out about your job as easy as flicking a switch, it's also easy to take. Kind of like watching the late show—if the late show were about tanks or teletypewriters.

Want to check out these training aids? You'll need to look in 3 books:

- DA Pamphlet 108-1, Index of Army Motion Pictures and Related Audio-Visual Aids
- TRADOC Pamphlet 350-33, Educational Video Tape Catalog
- TEC Status List

If you want a movie, eyeball DA Pam 108-1 (Jan 77). Your Training and Audiovisual Support Center (TASC) stocks many of the 8-and 16-MM film, 35-MM slides, transparencies, video cassettes, charts and records.

They cover a wide variety of subjects. Many are on maintenance and supply.

Uncle Sam has a big collection of

video tapes for MOS learning, too.

They're listed in TRADOC Pam 350-33 (Mar 78). Your battalion learning center and TASC have this index and can get the tapes for you.

What can you learn? Just about anything. How about a basic math review? Or a lesson on the BB-422/U battery? Or maintenance and supply?

Many Training Extension Course (TEC) lessons are also on tape and films. But, you control the speed of the lesson. The individual viewers have buttons you press to go—

onto the next teaching point. Lots of these are about operating equipment and maintenance and supply.

These MOS-teaching tapes are sent primarily to battalions and education centers by TASC's. Some separate companies get them, and each reserve component armory will eventually be supplied with a set, too.

SO IF YOU WANT TO GET BETTER AT YOUR JOB, OR IMPROVE YOUR PROMOTION CHANCES ...
ROLL 'EM!

PS THE PREVENTIVE MAINTENANCE MONTHLY

Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties. Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Materiel Readiness Support Activity, Lexington, KY 40511.

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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 24-hour service.

MSG Half-Mast
PS Magazine
Lexington, KY
40511

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WARNING



WARNING: Sloppy maintenance on the fixed fire extinguishers in your tank can be dangerous to your health.

No. This is not a decal to stick in your tank—but perhaps it should be. It sure is true.

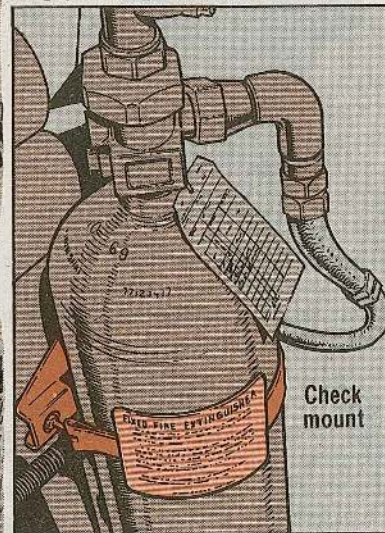
In a recent vehicle fire only one extinguisher cylinder discharged. The others were still full when investigators checked the wreckage. They found \$100,000 damage to the vehicle. They also found why the other extinguishers had not worked—loose fittings and lines.

So get your friendly hull mechanic to check out your vehicle.

Note to friendly méchanic: You'll be looking for lines and fittings that



are loose or cross-threaded, cylinders empty or not properly mounted, or the

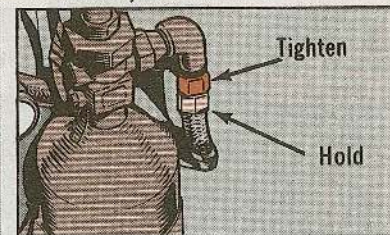


cable in the cylinder valve control wound backward so the outside fire extinguisher handles won't work.

Be careful when you tighten the fixed fire extinguisher discharge lines which connect the cylinders in the driver's compartment to the engine distribution system.

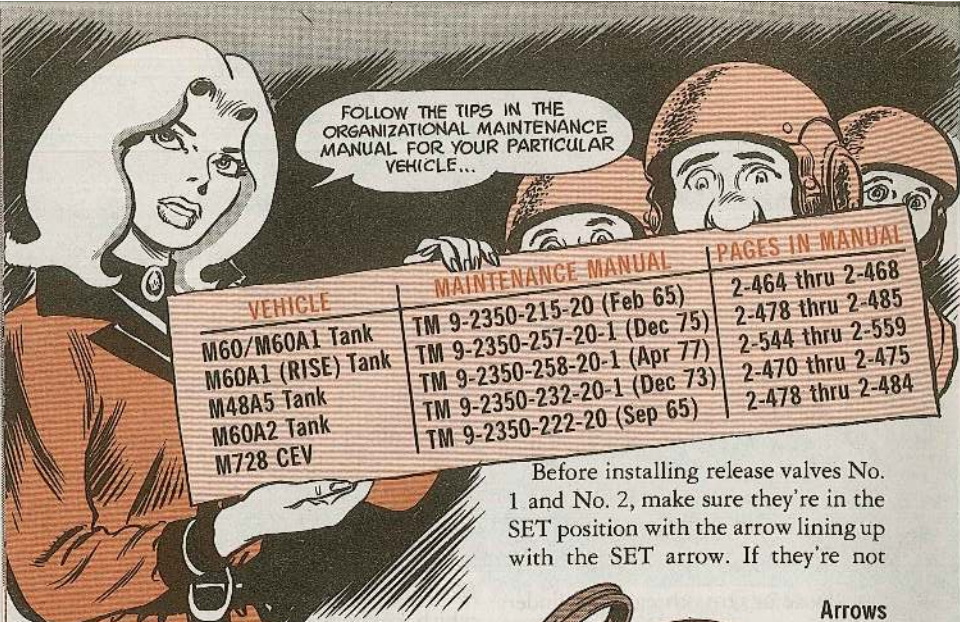
If these lines are tightened wrong, or too tight they'll be damaged.

Lines that are damaged might break when the system is used.



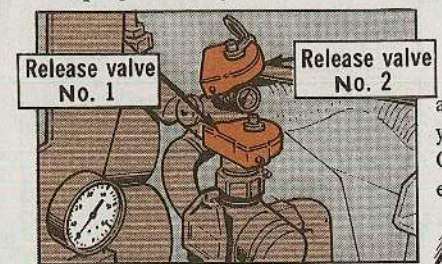
You can prevent this damage by hand-tightening. Then use a wrench on the hex nut next to the braid to keep the hose from twisting while the swivel nut is being wrench-tightened to the fitting.

Turn $\frac{1}{4}$ to $\frac{1}{2}$ turn until snug. Do not overtighten.



VEHICLE	MAINTENANCE MANUAL	PAGES IN MANUAL
M60/M60A1 Tank	TM 9-2350-215-20 (Feb 65)	2-464 thru 2-468
M60A1 (RISE) Tank	TM 9-2350-257-20-1 (Dec 75)	2-478 thru 2-485
M48A5 Tank	TM 9-2350-258-20-1 (Apr 77)	2-544 thru 2-559
M60A2 Tank	TM 9-2350-232-20-1 (Dec 73)	2-470 thru 2-475
M728 CEV	TM 9-2350-222-20 (Sep 65)	2-478 thru 2-484

Make real sure you remove release valve No. 1 and release valve No. 2 from the cylinder safety valves before you take off the cylinders. If you don't do this, the cylinders could discharge and people could get hurt.



You've got to handle the cylinders carefully. Also, they may blow if they're exposed to temperatures above 140°F.

The cylinder securing strap must hold the cylinder firmly. If it's loose, tighten the strap.

Before installing release valves No. 1 and No. 2, make sure they're in the SET position with the arrow lining up with the SET arrow. If they're not



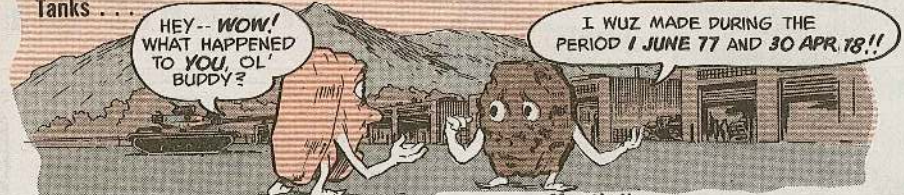
Arrows must line up

already lined up, line them up before you try to secure them in place. Otherwise, you might set off the extinguishers.



M60-Series Tanks ...

Defective Track Pads



Your outfit could have some bad T142 track shoe pads. The rubber's no good.

The bond may be bad (rubber comes off the metal.) The rubber may strip off in layers. And the pad surface chunks badly.

The duds were all made between 1 Jun 77 and 30 Apr 78.

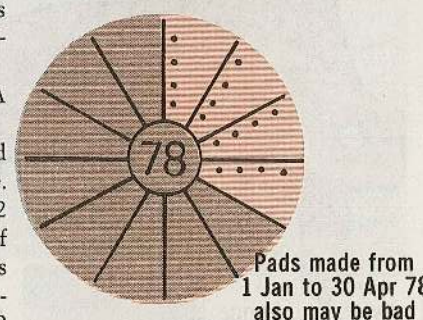
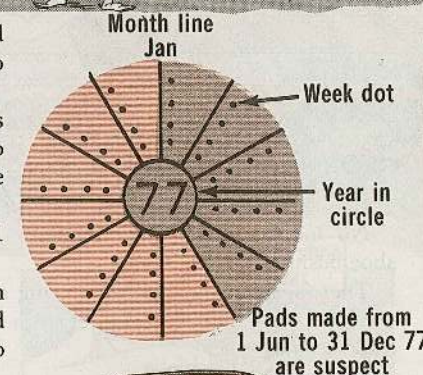
If you have a defective pad made in that time frame you can get a new pad kit, NSN 2530-00-150-5895, at no cost.

Have your TARCOM Field Maintenance Technician (FMT) check the bum pads. He'll help you make out and certify an EIR on SF 368. If an FMT is not available, your maintenance officer can certify your SF 368.

TARCOM Msg DRSTA-MCA 011140Z Aug 78 has the word.

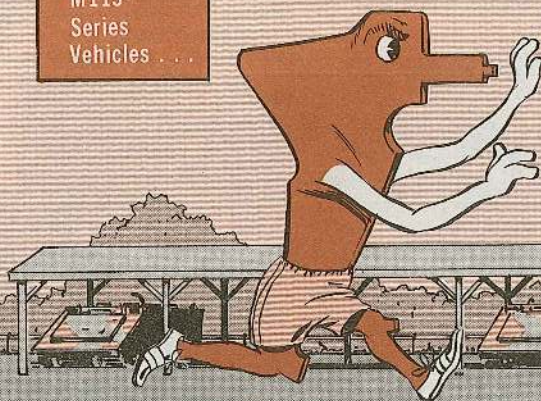
Here are 2 ways to tell that the pad was manufactured in that time frame.

① There is a sun burst pattern of 12 lines and an inner circle on the end of each pad. The year of manufacture is stamped in the circle. Each line represents a month. January starts at 12 o'clock. The week of manufacture is represented by a dot. A pad made on 1 Jun 77 would have 77 stamped in the circle. There would be 5 rows—starting at 12 o'clock—of 4 dots and 1 dot in the 6th row.



② Suspect pads also have NSN 2530-00-150-5897—that's the NSN for the complete T142 track shoe—and PN 19207 12557244 stamped on the pad. These numbers are not right for the pad, but do help identify it.

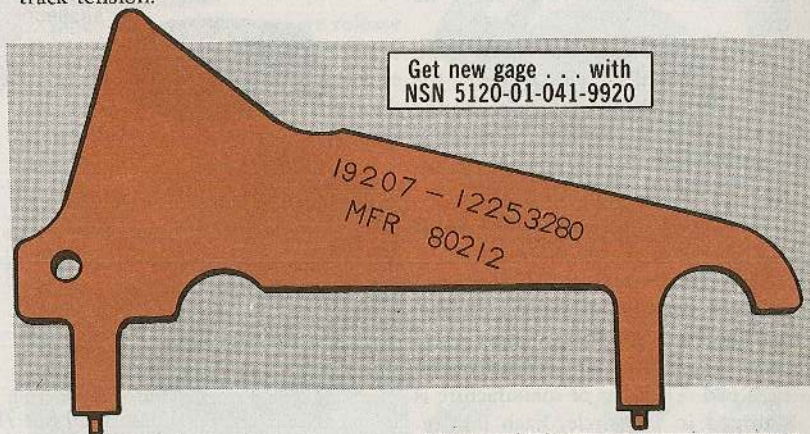
T130-T130E1 Track Gage



NEVER FEAR--
HELP IS HERE!

No more guessing and no more home-made gages to measure track shoe bushing wear.

There's a new special tool being added to your BII for M113-series vehicles. It'll gage drive sprocket tooth wear, track shoe bushing wear and track tension.

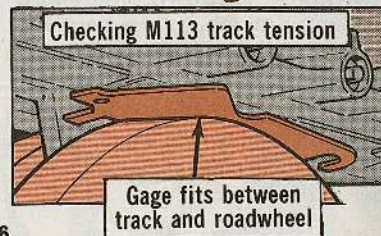


Get new gage . . . with
NSN 5120-01-041-9920

You use it like so:

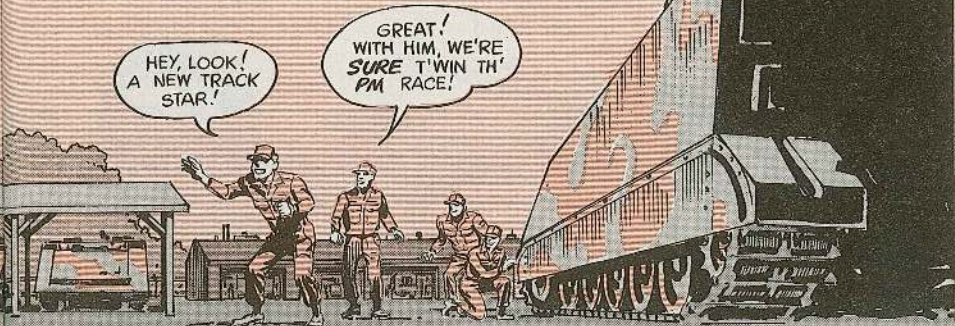
Drive the vehicle forward onto a hard surface and let it roll to a stop—without using the brakes.

Remove the track shroud. Clean out the dirt and crud from the track shoe pin holes on the outboard side.

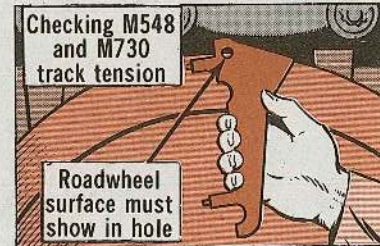


Checking M113 track tension

Gage fits between
track and roadwheel



Measure the track tension—for all vehicles except the M548 and M730—by putting the gage between the second roadwheel and the track. If the gage will fit, the tension is OK. If the gage won't go, the track is too loose.



Checking M548
and M730
track tension

Roadwheel
surface must
show in hole

Track tension for the M548 and M730 is measured by holding the gage against the track at the centerline of the second roadwheel. The road surface of the roadwheel must show in the 1/4-in hole. If it doesn't, the track is too loose.

Measure track shoe bushing wear on the straight line of the track. Do not try to measure the shoes going around the drive sprocket.



Checking track shoe
bushing wear

Gage
fits—
shoe's
OK

If you can put the dowel pins of the gage in the bushing bore from shoe to shoe, the bushings are OK. Replace shoes that won't pass this test.

Measure the sprocket wheel tooth wear by resting the gage on 2 screws with the point aligned with the tooth. The width of the tooth must exceed the width of the gage.



Gaging drive
sprocket tooth wear

Tooth
must be
bigger
than
gage

Chaparral Drive Chain Stay Out of a Bind

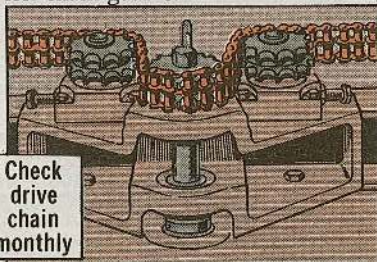


DO YOUR CHAPARRAL A FAVOR -- GIVE ITS DRIVE CHAIN THE OL' EYEBALL, HUH?

It's something you can't be casual about . . . unless, of course, you want to put your Chaparral system in a bind.

So, check the erect/retract drive chain each month and adjust the tension if it needs it. A loose chain can tilt the mount and bind the erect/retract mechanism. It slips on the drive sprockets.

A noisy sign that the drive chain is overdue for an adjustment is when it rattles against the sides of the right or left chain guards.



Check drive chain monthly

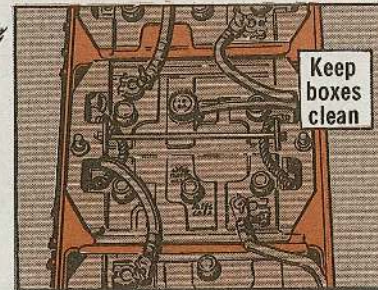
An easier way is to inspect it for looseness during the monthly TM check. Para 3-9 of TM 9-1440-585-20 (Mar 76) tells you how to adjust it.



... AND CHECK OUT THESE AREAS, TOO!

Batteries

Corroded battery boxes just keep on corroding . . . until suddenly you don't have a box any more. Just corrosion. Who needs it, especially when it means you have to replace the corrosion with a new box?



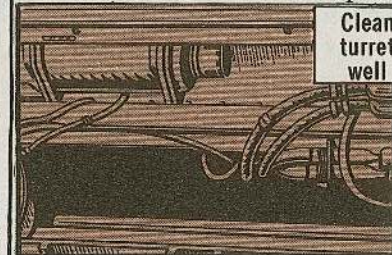
Keep boxes clean

It's just another thing you can't put off, so check out TM 9-6140-200-14 before corrosion gets your box. DA Pamphlet 750-34 also clues you on battery (and box) PM.

Turret Well

The turret well is another forgotten area, but . . . Things like loose nuts, bolts, screws, sand, tools, dirt and you name it get down there. If they land or get bumped to the right place, they can damage bearings and other parts.

Next time you've got the turret well access cover off, aim your eyeballs inside. The well's not the easiest place



Clean turret well

in the world to clean, but it'll pay off . . . maybe when the crew needs the turret most.

How Clean Is Clean?



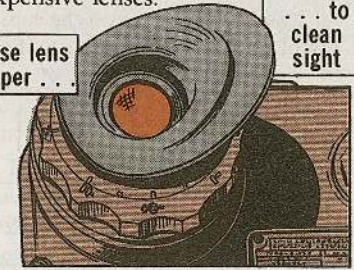
Clean is mean when you wipe the lenses of your TOW missile system optical sight with rags, silicone paper or whatever. Paper towels are a bad "whatever."

Those things scratch the protective coating on the lenses and affect system performance.

Take a little extra time and get lens paper NSN 6640-00-597-6745. It

should be as handy as the sight's shroud assembly bag or carrying case. It's made so it won't damage those expensive lenses.

Use lens paper . . .



... to clean sight

Then, follow the cleaning procedure on page 3-3 of TM 9-1425-470-12.



On Your
M911 ...

Heavy Equipment Transporter

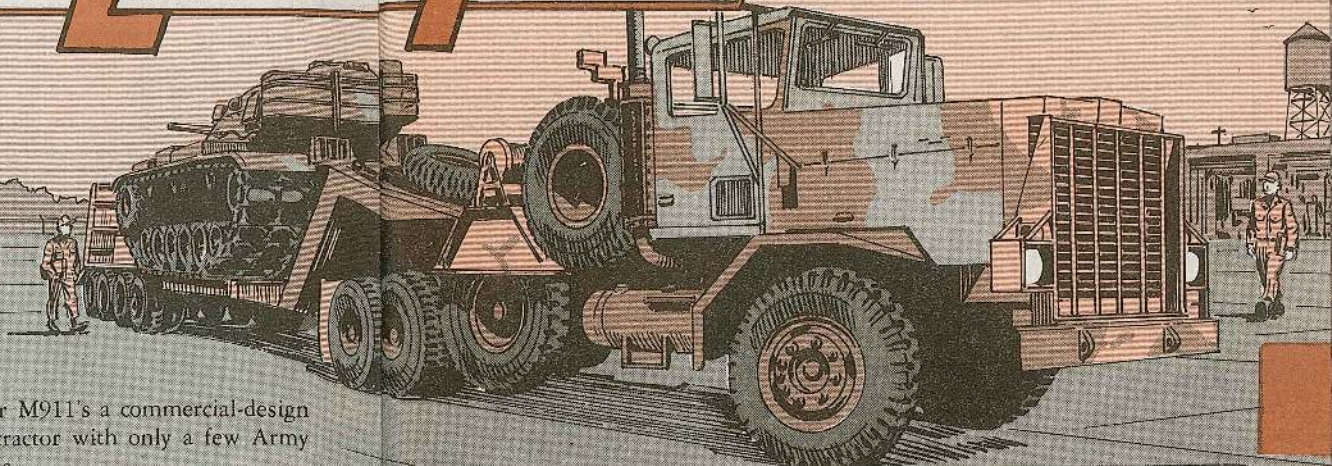
MEET THE NEW M911,
HOOKED HERE TO THE
M747 60-TON TRAILER,
CARRYING A M60A1
TANK.



Your M911's a commercial-design truck tractor with only a few Army changes.

The fifth wheel rating is 46,000 pounds—23 tons. This puts the M911 in the same class as the 22½-ton M746 Army design heavy equipment transporter.

The M911 will be moving into the field to replace the M123E2 10-ton tractors.



SUBSCRIPTION

You'll need to get on the subscription list for the TM 9-2320-270-series manuals. Write your order on line A-17 of DA Form 12-38 (Feb 74).

A-17) TRUCK, TRACTOR, HEAVY EQUIPMENT TRANSPORTER: 8 x 6, (C-HET) M911	129)	130)	131)	132)	133)	134)	135)	136)
	1	1	1			1	1	
SECTION II - OTHER REQUIREMENTS								
SUBJECT								
QUANTITY								
B-1)								

DA FORM 12-38
FEB 74

THESE ARE
THE PUBS
YOU NEED...

TM 9-2320-270-10 (Oct 77)
TM 9-2320-270-20 (Nov 77)
w/C1 (Apr 78)
LO 9-2320-270-12 (Oct 77)
TB 9-2300-295-15/15
(Oct 77) warranty
TM 9-2320-270-20P (Sep 78)

If you don't have all these manuals, order them from St. Louis.

TRANSMISSION FLUID

LO 9-2320-270-12 (Oct 77) is wrong.

Your transmission does not use Dexron II ATF. It's issued with automatic transmission fluid type C-3—but you can't get it.

USE THESE!

• ABOVE 32°F to -10°F, USE
OE/HDO 10
• 0°F to -65°F, USE OEA

The first oil change is due at 10,000 miles or 6 months.

After that, go to the schedule in Note 3 of the LO—25,000 miles or 6 months.

If the transmission needs oil, just add OE/HDO 10 (OEA for arctic).

WINCHES

Your winches do not have cable tensioners or level winds. Every time you pay out cable, the wrap that's coming off the drum loosens up just a little. Loose wraps will let the cable tangle, twist and kink.

Taking up cable with loose or twisted wraps will let one coil overlap the loose coil under it. This'll crush the cable. Crushed or kinked cable could break when you put a load on it.



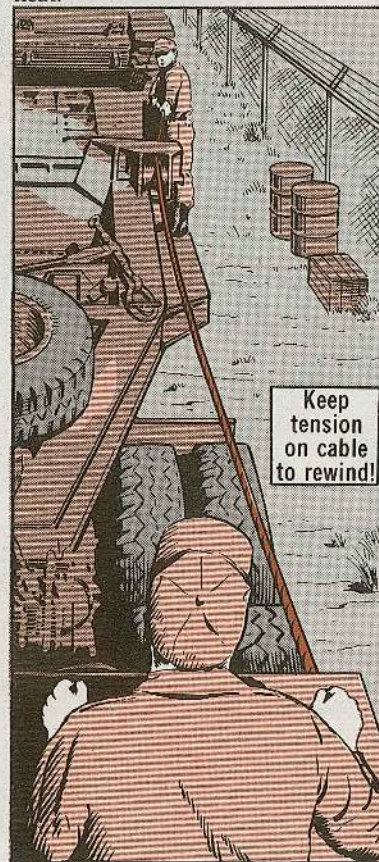
Get your buddy to unhook the cable and pull it back across the trailer to the load. He'll keep tension on the cable while you slowly pay it out.



After the cable is connected to the load, take up the slack. Make sure the cable coils start tight and close together. The load'll keep it tight and going on straight.



And when you've off-loaded the tank, get your buddy to keep tension on the cable while you rewind it. Go slow. Make sure it's going on tight and neat.



Never—but never—take up cable at high speed. You can't keep enough tension on the cable to rewind it nice and tight on the drum.

FUEL TANKS

Make sure you're fueled up.

Too full means there's not enough room to expand. Heat from the sun will make the fuel expand, so the tank overflows.

Empty space at the top leaves a place for moist air. Moisture in the air condenses into water.

Get your mech to mark your fuel tanks like so:

Measure down 3 inches from the top of the tank.



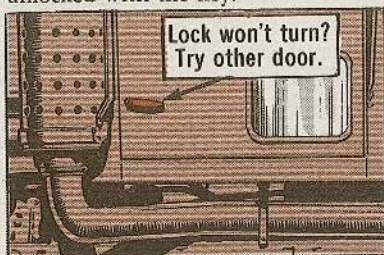
Mark the tank with the note called for on page 40, para 12f, in TB 43-0209 (Oct 76).

Watch it! The TB says 2 inches down from the top of the tank but on this truck it's gotta be 3 inches.



DOOR LOCKS

The door locks work a little odd.
A door locked with the key has to be unlocked with the key.



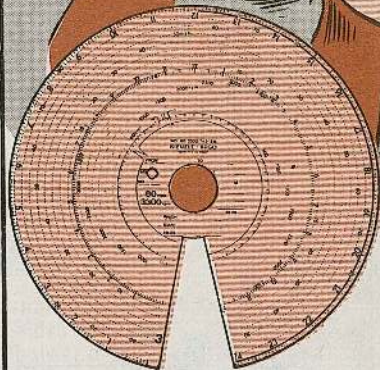
If the door is locked from the inside it must be unlocked from the inside. It can't be unlocked with a key.

You can't lock yourself out of the truck, tho. If the door is locked inside and slammed shut, it automatically unlocks.

So what's the big deal?
Just this. You don't need to break a key off in a lock that won't turn. Walk around the truck and unlock the other door.

TACHOGRAPH

YOU'LL BE
NEEDING TACH-
OGRAPH CHARTS.
USE NSN 7530-
01-060-1628
TO GET 'EM!



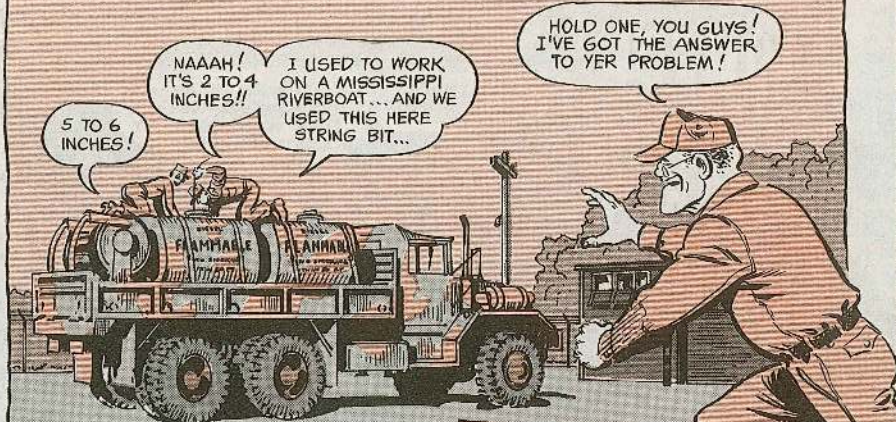
WEIGHT CLASS

YOUR COMMAND CAN
AUTHORIZE THE KIT,
NSN 9905-00-565-
6267, MENTIONED IN
TB 43-0209 (Oct 76).

THESE WEIGHT
CLASS FIGURES ARE
FOR EMPTY AND
HIGHWAY LOADED
ONLY. CROSS
COUNTRY WEIGHT
CLASS HASN'T
BEEN MADE
OUT YET.

VEHICLE	WEIGHT CLASS
M911 Tractor only	16
M911 Tractor with M747 trailer	25
Tractor/trailer and 52 1/2-ton load (w/M60, M48 thru M48A3, AVLB w/o bridge)	73
Tractor/trailer and 56-ton load (w/M60A1, M60A1(RISE), M48A5)	79
Tractor/trailer and 60-ton load (w/M60A2, M728 CEV)	82

Dipstick Deal



Need a graduated measuring
stick—dipstick—to keep closer tabs
on the fuel in your 600-gal fuel tanks?
You'll have to make one, 'cause
there's none in the supply system.

Commander
US Army Troop Support & Aviation
Material Readiness Command
ATTN: DRSTS-MFP
St. Louis, MO 63120

WRITE HERE
FOR DETAILS...

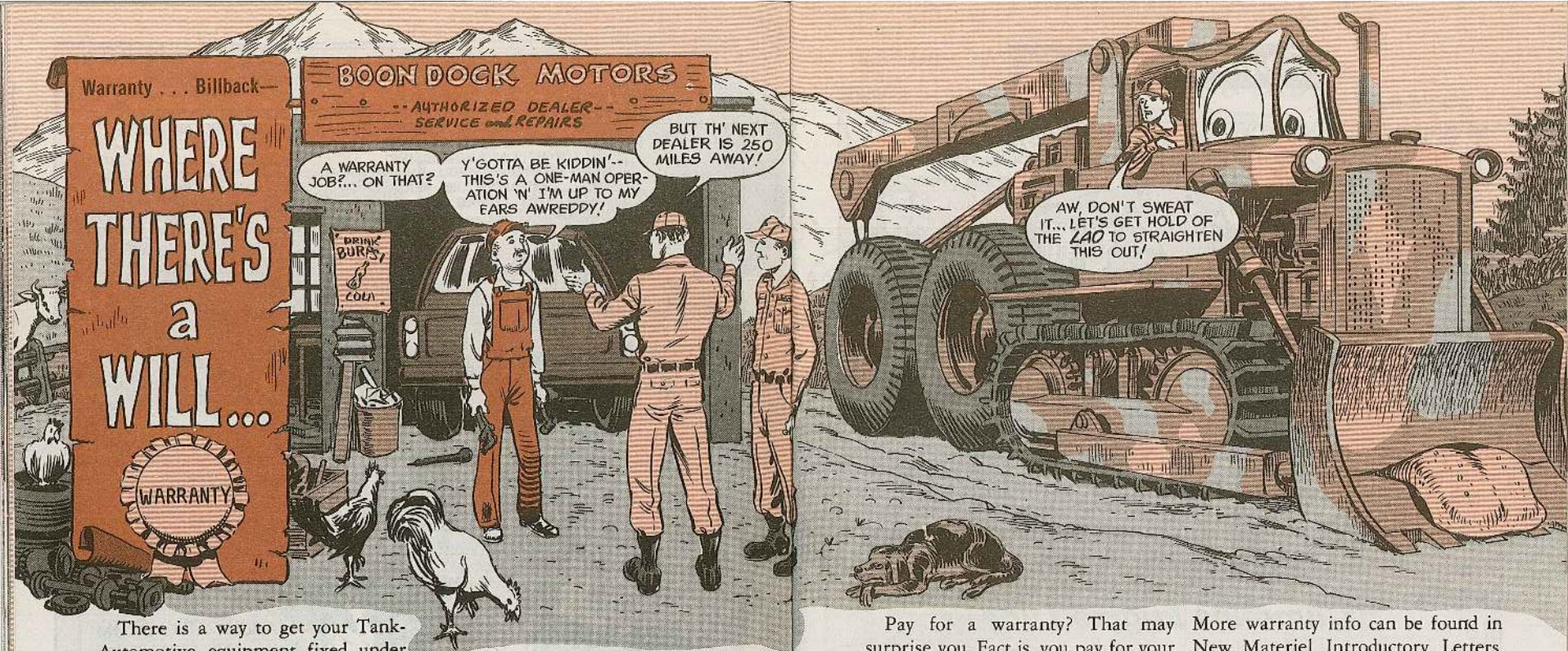
Ask for MERADCOM
drawing No. 13217E7144.

Safety First



Before making any welding repairs
on the 600-gal petroleum dispensing
tank unit, eyeball Change 2 (May 78)
to TM 5-4930-220-12. Follow the
safety precautions in Chap VI about
using a static ground and making a
vapor test, or your whole day could be
ruined!

FIRST, YOU
EYEBALL THIS
CHANGE TO THE PUB.



There is a way to get your Tank-Automotive equipment fixed under the warranty when you can't get that equipment into the hands of the dealer.

This's done under a "warranty billback agreement." You do the fixing yourself, and the manufacturer pays Uncle for the cost.

Let's say you've got a truck—or a scoop loader or road grader or whatever—that's covered by a warranty.

But when the time comes for fix-up under the warranty, you find that the nearest dealer is hundreds of miles away. Or a nearby dealer can't—or won't—handle the job.

That's when the billback agreement comes into play. You just pass the problem to the National Maintenance Point, and they get in touch with the manufacturer. If a billback agreement is worked out, you've got it made.

Trouble is, too many people give up easy. They don't even try for a billback agreement. They get—and pay for—repair parts from the supply system and do the job themselves. This's a double loss in money. Besides the cost of the parts, Uncle misses out on the warranty job—and Uncle paid out hard cash for that warranty when the equipment was bought.

Pay for a warranty? That may surprise you. Fact is, you pay for your warranty coverage when you buy a new car—or a stereo, wristwatch, lawnmower, etc. It's included in the original purchase price.

So, if you pay out of your own pocket for a repair—instead of using the warranty—you're paying twice! And the manufacturer gets to keep what the warranty job would've cost him.

Uncle loses the same way when you fail to use the warranty on your Army equipment.

You find out if your Tank-Automotive equipment is covered by a warranty by checking the TB 9-2300-295-series in DA Pam 310-4 (Oct 77).

More warranty info can be found in New Materiel Introductory Letters, -10 operator's TM, the equipment's acceptance DA Form 2408-9, EIR Digest (TB 43-0001-39-, -40-, -41- and -42 series) and on decals on the equipment.

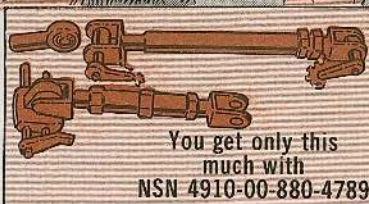
To make a warranty claim, see the procedure in TM 38-750 (May 78), para 3-14.

And remember that warranty billback agreement if things don't work out with your local dealer. Get in touch with the LAO (Logistic Assistance Office) or FMT (Field Maintenance Technician) serving your installation if you have any warranty problems.

Gama Goat Truss



No, you don't get what TM 9-2320-242-10 (Mar 77) says when you order Truss Assy, NSN 4910-00-880-4789. Figure 2, page B-10, will be corrected to show only 1 horizontal truss and 1 vertical truss for Item 2. The "Qty Req'd 2" on page B-5 shows that you need 2 each of NSN 4910-00-880-4789 in the complete truss setup—



along with 1 Brace Assy, NSN 4910-00-880-4787.

Cummins Engine Lube



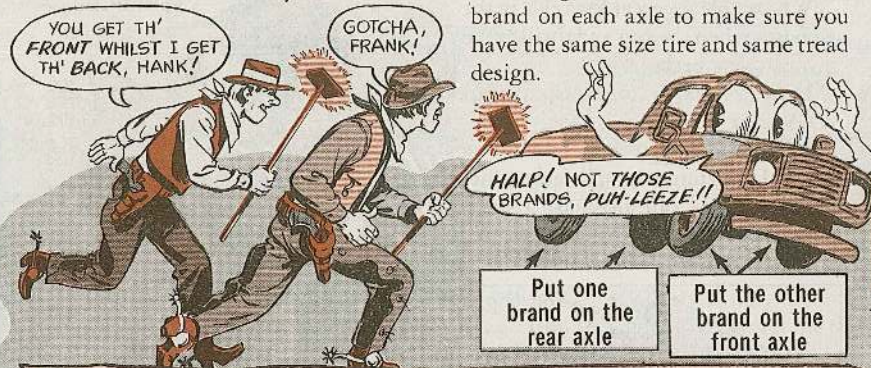
M880-Series Truck Tires . . .

Brand Name Story

Never put a Firestone and a Goodyear tire on the same axle of your M880-series truck.

It's OK to put 2 Firestone tires on the front and 2 Goodyear tires on the

rear—or vice versa. If you have to use your spare and it does not match the other tire on the axle, take it real easy driving. Switch to a matching tire as soon as possible. You use the same brand on each axle to make sure you have the same size tire and same tread design.



Paint Saves Time



Dear Editor,

We've made the job of engine timing a little easier. We look up the specs for the engine to be timed. Then we find the timing marks on the gear cover and crankshaft pulley. Clean 'em off and paint 'em with white paint. Now all we have to do is wipe the dirt off the marks and we're ready to time the engine.

MSG L. H. Rodriguez
APO New York

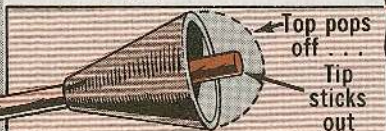
(Ed Note—Good idea.)

Tip o'th' Mornin' to Ya'

When days are great for a ride in the woods—when the fun and thrill of the bivouac area beckons—look up.

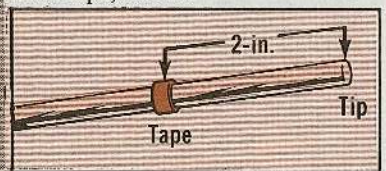
Look up, that is, to the tip of your AT-912 or AS-1729 antenna.

Rides through the boonies can be a bash. Unfortunately, obstacles met along the way can also bash the tip assembly, NSN 5820-00-437-2353, and its top pops or breaks off.

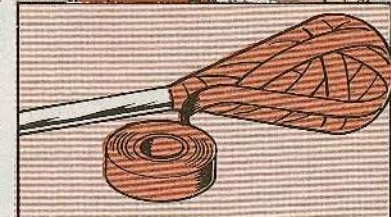
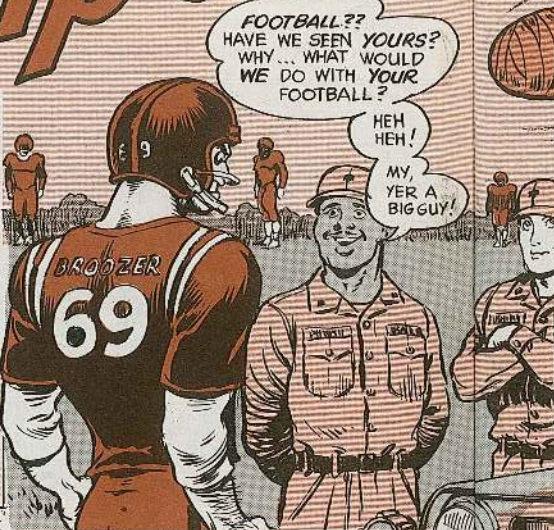


No big problem at first glance, but just enough of the tip sticks out of the stick assembly to be an eye hazard. The tip could keep a buddy from looking at the world with 2 eyes.

So, look up. If the ball on the end of the tip assembly is gone, get it replaced. If it's good, wrap it with 1 layer each of pressure sensitive and electrical tape, like so:



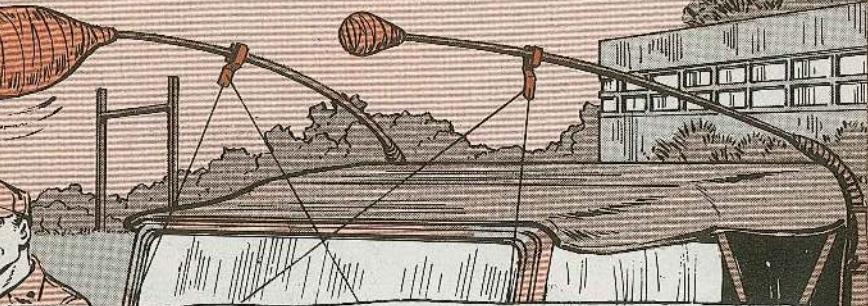
Wrap 6 layers of 1/2-in tape NSN 7510-00-290-8034 on the AT-1095 2 inches from the tip. Force the tip assy onto the AT-1095



Start just below the tape layers you just put on and completely cover the tip lengthwise with the same 1/2-in tape. Then, cover it again with tape NSN 5970-00-419-4291, 3/4-in.

Another, mmm, tip. When the weather's cold, the tip breaks more often. Look up more often.

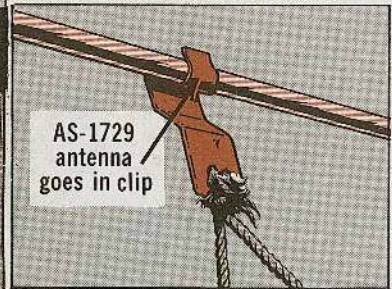
While you're waiting for a new one, jab a cork or rubber ball over the antenna trip and tape it on.



Receiver Antenna

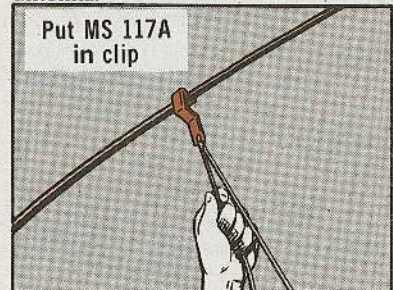
The auxiliary receiver antenna (MS-117A) of your auxiliary receiver which rides shotgun with the AT-912 or AS-1729 has a screw-in tip assembly on its MS-118A section. It's sturdy and you usually break the antenna before the tip assembly.

Which brings up the next point: Everybody knows that the AT-912 or AS-1729 goes into the tiedown clip, not under it. That lets the antenna pop out of the clip when you hit something... so the antenna won't break.



You use the same tiedown clip in the same way on the middle section

(MS-117A) of your auxiliary receiver antenna. Don't try to clip it on the top section (MS-118A) of the receiver antenna.



The section is too small. And, whatever you do, don't put the MS-118A under the clip. You'll bust the antenna at the first snag.

The idea with the AT-912, AS-1729 or receiver antenna is to put the antenna into the clip not under it.

That way your bash through the woods (or whatever) won't be a bad news bash for your antenna.

AN/PVS-5 HAT

GAAAAH!
GALACTIC
INVADERS??!

I'M OUT OF TOUCH
WHEN I REMOVE
MY GOGGLES.

NOT ME - NOT
WITH THIS HAT FIX!

... THIS IS HOW
WE PUT THE
PACKAGE TOGETHER.
-- EH SPARKS?

RIGHT ON!
WITH THIS EASY
FIX - THERE'S NO
NEED FOR INTERRUPTED
COMMUNICATIONS.

Keeping your AN/PVS-5 (U) night vision goggles under your CVC "hat" can put you between a rock and a hard place.

If you stay in touch with your crew, you have to wear the goggles. If you want to take off the goggles, the helmet must come off first. This puts you off the air.

There's an easy way out of this pinch. Mount the goggles on top of the helmet.

Everything you need for the switch is OK'd for use with your goggles. Parts are listed in either TM 11-5855-238-10 (Jul 77) or -24&P (Dec 77).

HERE ARE THE CONVERSION
PARTS AND THEIR NSN'S...

	NSN
2 Velcro pads	5325-00-567-0258
Stud fasteners	5325-00-285-6295
V strap (Velcro)	5855-00-125-0770
2 single straps	5855-00-125-0762

22

TRICK

Clean the paint from your CVC where the pads will sit. After you've removed the paint, go over the spots with a good cleaning agent or solvent. NSN 6850-00-597-9765 gets you a 1-gal can ... or get some from your unit maintenance shop.

Next, spread a thin coat of rubber cement on the cleaned areas and on the backs of the pads. A 4-oz jar of cement is available under NSN 8040-00-291-8625. When the cement is tacky, put the fasteners in place.

Finally, replace the helmet liner screws with the stud fasteners. If more than 2 threads stick out past the CVC, remove the fasteners and ...

... CUT
THEM TO
THE RIGHT
LENGTH.

Clean
paint
off
where
pads
will
be

Thin coat
of rubber
cement

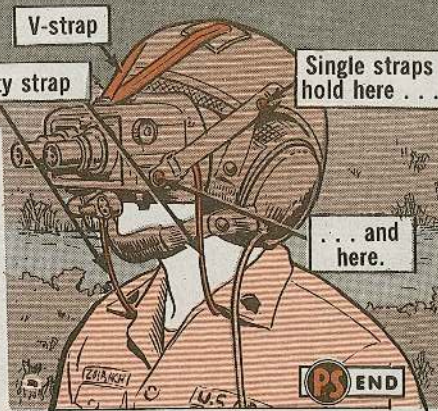
Pads
in
place

23

PS MORE

That's it. Your goggles are now ready for easy on and off handling. Want 'em off? Simply pull the V-straps loose from the pads and unsnap the single straps on the sides. The goggles will hang from the safety strap, ready for quick use.

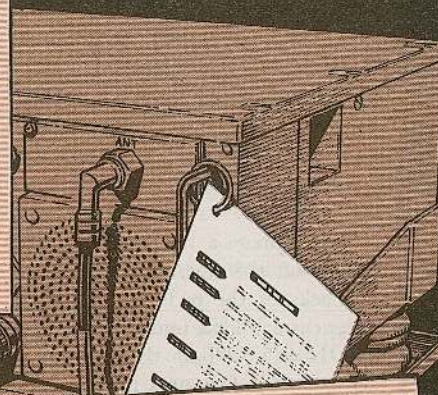
Adjustments are easy, too. Use the V-strap to change position. The single straps will change tightness of fit.



It's in the Cards

Pick a card—and it might give you the condensed operating instructions for your AN/VRC-12-series radios.

A series of the handy, easy-to-read cards have been printed, covering the -12 and -43 thru -49 sets. Each comes with its own binder ring. This lets you hang the card from the receiver-transmitter's guard or handle for quick reference.

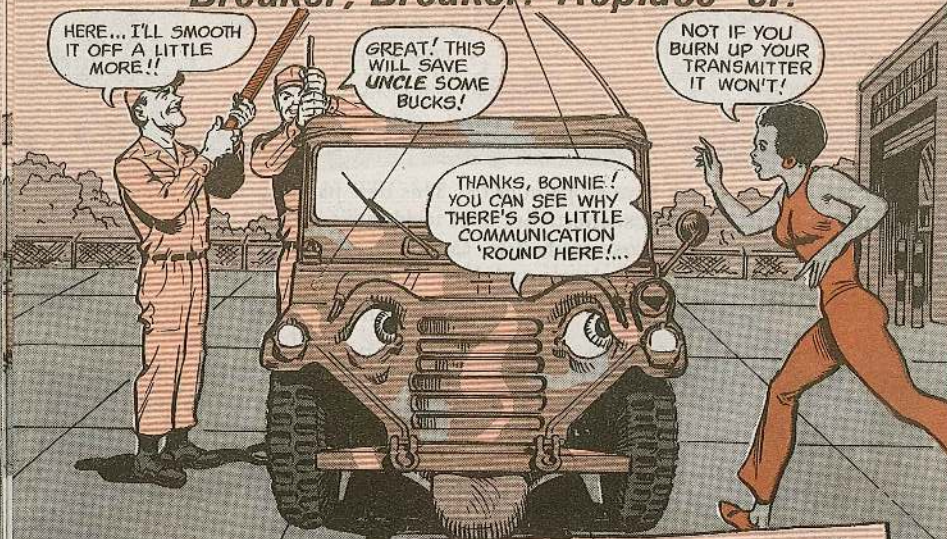


THE CARDS HAVE ALREADY BEEN DISTRIBUTED, BUT IF YOU DIDN'T GET THE ONES YOU NEED, USE THIS CHART AND GET YOUR PUBS CLERK TO ORDER 'EM!

AN/VRC-12	TM 11-5820-401-10-LD-1
AN/VRC-43	TM 11-5820-401-10-LD-2
AN/VRC-44	TM 11-5820-401-10-LD-3
AN/VRC-45	TM 11-5820-401-10-LD-4
AN/VRC-46	TM 11-5820-401-10-LD-5
AN/VRC-47	TM 11-5820-401-10-LD-6
AN/VRC-48	TM 11-5820-401-10-LD-7
AN/VRC-49	TM 11-5820-401-10-LD-8



Breaker, Breaker? Replace 'er!



Dear Editor,
The most frequent problem I find in the field is AS-1729/VRC antennas with a short piece broken off the top. When this happens, somebody usually just smooths off the broken area and continues to use the antenna. They shouldn't. The shorter antenna reduces the match with the transmitter. It also shortens the radio's range. And, because of the mismatch, the antenna puts up more resistance to the power being fed through it. Some of this resisted energy returns to the transmitter and can damage it. I think a warning against using a broken antenna belongs in manuals at all maintenance levels. Do you agree?

George M. Donahoo
Camp George West, CO

(Ed Note: Yep. So does the headshed. They say they're going to put that info in future changes to TM's 11-5820-401-10-1 and -2. Good work.)

44—Count 'em—44

You can get the last 44 issues of PS Magazine for free. That's how many are still on the shelf. Just jot a note to: Connie, PS Magazine, Lexington, KY 40511.

Shelter Painting's in the Air

FOREST GREEN?

WHY CAN'T WE
USE CAMOUFLAGE
COLORS TOO,
SERGEANT
SPARKS?

SORRY, PETERSON,
BUT YOUR UNIT'S NOT
AIR CONDITIONED!

JONES'
IS!

HAH!

Here's the answer to your "paint or not to paint" question, shelter types.

If your commo or electronics shelter is air-conditioned, go ahead and



camouflage. Use the paints and patterns in TB 43-0118 (Dec 75).

No air, no camouflage. You folks have to stick to the TB's forest green



shade. All paints and stock numbers are in the TB's Table 7.

Table 7. Standard Camouflage Colors by NSN's
National Stock Number

Color	5 Gallons	1 Gallon
Desert sand	8010-00-111-8358	8010-00-111-8004
Sand	8010-00-111-8335	8010-00-111-7988
Earth yellow	8010-00-111-8130	8010-00-111-7968
Earth red	8010-00-111-8345	8010-00-111-8003
Field drab	8010-00-111-8129	8010-00-111-7943
Earth brown	8010-00-111-8338	8010-00-111-7998
Olive drab	8010-00-111-8069	8010-00-111-7940
Light green	8010-00-111-8007	8010-00-111-7930
Dark green	8010-00-111-8042	8010-00-111-7938
Forest green	8010-00-111-8010	8010-00-111-7937
Black	8010-00-111-8356	8010-00-111-8005

This new painting policy will soon be added to AR 750-58 Painting, Camouflage Painting and Marking of Army Materiel (Feb 76).

The paints in Table 7 are the new mil spec, MIL-E-52798A. This replaces the old standby, MIL-E-46061. The air conditioning policy is needed because all shades in the new spec are not solar heat reflecting (SHR). The headshed is working on it, tho.

So far, only the greens—forest, dark, light and olive drab—and the sand color are SHR.

THIS NEW POLICY
WILL BE ADDED
TO AR 750-58.

Shut It Down to Fill It Up

?

WOE!

HE DIDN'T
PUT UP THOSE
CAUTION
DECALS,
MACON!

Shut down your AN/TRC-112 radio terminal set before you refuel your vehicle. You could be filling your transmitter with explosive fumes.

A running set can draw fuel fumes through the shelter's power amplifier air inlet. The set's heat or a spark could then ignite them.

For added protection, close the air inlet cover during refueling. And, keep from operating your set when the fuel cap is not in place.

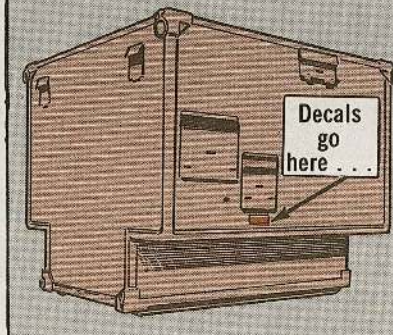
GET CAUTION DECALS
TO REMIND YOU OF THESE
DANGERS FROM...

CAUTION

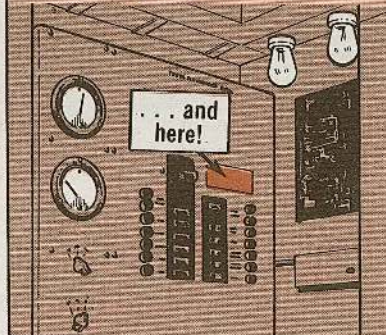
CLOSE AMPLIFIER AIR INLET COVER
BEFORE REFUELING VEHICLE.
DO NOT OPERATE EQUIPMENT IF
GAS FILLER CAP IS MISSING.

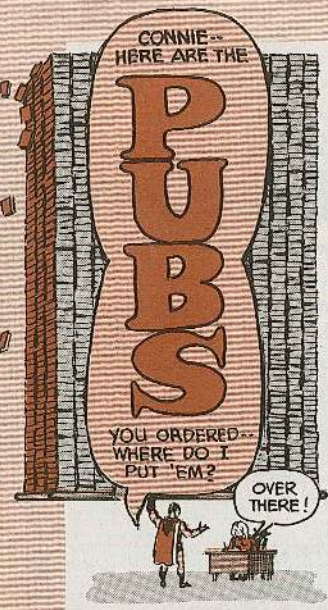
Commander
CERCOM
ATTN: DRSEL-ME-CS
Ft Monmouth, NJ 07703

You'll need 2 decals per shelter. One goes outside under the air inlet.



The other goes inside on the power distribution panel.





YOU ORDERED--
WHERE DO I
PUT 'EM?

OVER
THERE!

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 (Oct 77), TM's, TB's, etc.; DA Pam 310-6 (Jul 78), SC's and SM's and DA Pam (C) 310-9 (Nov 76), COMSEC pubs.

AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

FILM
TF 17-6096 NBC (CB) M8A3 Gas-Particulate Filter Units (tracked vehicles)
TEC LESSONS
020-171-0105-F Prep Track Vehicle for Towing
043-441-5408-F Intro to Improved HAWK Part
121-003-6635-F Repair TOW Missile Simulation Round
121-093-6636-F Repair

Dragon Monitoring Set Battery Charger
551-091-7751-A Editing DA Form 2765 for Completeness
551-101-7752-A Editing DA Form 2765-1 for Completeness
551-101-7754-A Authorization Edit, Part I
551-101-7760-F Issue from Cannibalization Point
610-091-6061-F Test Reverse

Current Relay 25-amp Charging System
610-091-6071-F Inspect, Clean, Adjust, Test Spark Plugs
611-091-6101-F Test, Adjust Generator Output of M60-series Tank
612-051-9668-E Riveted Hull MAB
704-091-5301-J Repair Prolation Compartment M551

M551A1
800-101-8402-F M-87 Immersion Heaters (Preway)
830-191-6025-F Disassembly, Assembly, Safety Checks 45-cal Pistol
830-191-6026-F Loading, Unloading, Immediate Action 45-cal Pistol
948-071-6149-F Dragon Malfunctions

TECHNICAL MANUALS

TM 9-1370-200-10 Jul Pyrotechnic Signals
TM 9-1430-655-20-4 Sep AN/TSQ-73
TM 9-1430-655-20-7 Sep AN/TSQ-73
TM 9-1430-655-20-8 Sep AN/TSQ-73
TM 9-1430-655-24P Sep AN/TSQ-73
TM 9-1430-655-14-1 Oct AN/TSQ-73
TM 9-1450-383-10 Oct Pershing 1A Ch 4, TM 9-2320-285-20 Sep M880-series 15-ton trucks
Ch 1, TM 9-2350-256-20 Jul M88A1 Recovery Vehicles
Ch 1, TM 11-5805-593-24P Aug AN/TSC-76 Commo Patching Center
TM 11-5815-206-20P Sep AN/PGC-1, AN/PGC-3, TT-4A/TG, TT-4B/TG, TT-4C/TG, TT-335/TG, TT-537/G, TT-698/TG, TT-698A/TG, TT-698B/TG, TT-722/TG and TT-22A/TG Teletypewriters
TM 11-5815-306-20P Jul AN/FGC-80 Teletypewriter
TM 11-5820-398-20P Sep AN/PRC-25 Radio
Ch 3, TM 11-5820-536-15 Sep AN/TRC-109(V) Radio Repeater
Ch 8, TM 11-5820-540-12 Sep AN/GRC-103(V) 1, 2, 3 Radio and MK-1009/GRC-103(V) Mast Extension Kit
Ch 1, TM 11-5820-552-15 Sep Radio Set, AN/PRC-6A
Ch 2, TM 11-5820-562-14 Sep AN/TRC-113(V) 1, 2, 3, AN/TRC-113A(V) 1, 2, and 3 Radio Repeater sets
Ch 2, TM 11-5820-785-12 Sep PP-4763/GRC, PP-4763A/GRC Power Supplies
Ch 2, TM 11-5825-225-12 Sep AN/ARN-83 Direction Finder Set
TM 11-5830-200-20P Aug AN/UIH-2, 2A Public Address Sets
TM 11-5840-345-20P Sep AN/FSQ-84 Radar System
TM 11-5825-2738-14 Aug SG-1094/U Pulse Generator
TM 11-5825-2909-14 Sep AN/USM-48 Signal Generator
TM 55-1510-201-PMS Sep U-8D, U-8F, U-8G, RU-8D
TM 55-1510-213-PMS Oct OV-1D, RV-1D

TM 55-1520-210-PM Jul UH-1D/H Phased Maint CL
TM 55-1520-228-PM Sep OH-58A/C Phased Maint CL
TM 55-2620-201-24 Sep Application Table Aircraft Tires and Tubes
TM 55-2840-248-23 Aug Aircraft Engine Mod T700-GE-700
TM 55-2840-248-23P Aug Engine T700-GE-700

MISCELLANEOUS

AR 735-11 Oct Accounting for Lost, Damaged, Destroyed Property
DA Form 444 Jun Inventory Adjustment Report (AR 710-2)
CIR 710-18 Nov Loss-Recovery Reporting
CIR 710-19 Sep Asset, Transaction Reporting
LO 5-2805-257-12 Jun Engine, Gas, 3-HP Mill Std
MWO 9-2300-301-20-1 Jun M80A1 Tanks, Install M240 MG
SB 700-20 (Fiche) Sep Army Adopted Items
Ch 1, SC 4910-95-CL-A74 Jun No. 1 Common Shop Set
SC 5180-90-CL-N10 Aug Tool Kit, Pioneer, Engineer Combat Platoon
SC 5180-90-CL-N10-HR Aug Tool Kit, Pioneer, Eng Combat Platoon
SC 7360-90-CL-N02-HR Aug Range Outfit, Field, Gas
SC 8465-90-CL-PO2 Jul Survival Kit, Indiv, Vest Type
TB 43-0107 Sep Aircraft Quality Summary, Acceptance Inspect
TB 55-46-1 Oct Transport of Mil Veh, Other Outsize/Overweight Eqp
TB 55-1520-228-20-25 Sep Inspect Tail Rotor Blades OH-58A, OH-58C
TB 740-93-2 Aug Painting, Marking Army Aircraft
TC 11-05B 1/2 (JB) Nov Radio Operator
TC 11-05C 1/2 (JB) Nov Radio Teletype Operator
TC 11-36C 1/2 (JB) Nov Wire Systems Installer/Operator
TC 11-72E 1/2 (JB) Jun Telecommunications Center Operator

JOE'S DOPE EIR DIGESTS*

...the
ONLY
way
to Go!!

*Equipment Improvement
Reports and Maintenance
Digests

WHAT SORT
OF TROUBLE
DOES MY NEW
UNIT HAVE,
SARGE?

YOU MEAN
EIR DIGEST
POOP?

YES-- MATTER
O' FACT! IF THEY
AREN'T GETTING
'EM ON PINPOINT
DISTRIBUTION--
THEY DON'T GET
THEM AT ALL...

... AND THAT'S A PROBLEM!
THOSE TB'S EXPIRE AFTER
ONE YEAR AND THEY'RE
NOT STOCKED FOR
ISSUE!

HOPE THAT'S
NOT TH' CASE
HERE AT TH'
4/200 th...



HEY, SARGE -- YOU'RE HEADED OUT
TO 4/200th ARMOR... RIGHT?

YES, SIR!
THEY'VE GOT
READINESS
PROBLEMS!!

THIS IS THEIR NEW
MECH -- SPECIALIST
KEN CLARKE! HE
CAN USE A LIFT
OVER THERE!

GLAD TO FINALLY
MEET YOU, SERGEANT
HALF-MAST! HEARD
A LOT ABOUT YOU!

HARRUMPH!
C'MON--
HAPPY TO
HAVE COMPANY...



M60A1 (RISE) Test Set

There's no way you can get Test Set 14 shown on page 2-11 of TM 9-2350-257-20-2 (Dec 75), the turret manual for the M60A1 (RISE) tank. The listing is a mistake and will be dropped in the next edition of the TM.

5-Ton Truck Bags

Use NSN 2540-00-670-2459 to get the pamphlet bag and NSN 5140-00-772-4142 to get the tool bag for your M39-series 5-ton truck. These replace the NSN's in TM 9-2320-211-10 (Nov 77), pages B-6 and B-8.



SPECIALIST RUTZ -- HOPE I'M NOT DISTURBING YOU!

HI, HALF-MAST -- HQ SAID YOU WERE ON THE WAY OVER...

... WITH OUR NEW MECH IN TOW!!



WELCOME ABOARD, SPEC CLARKE!

HOPE YER BRINGING US SOME ANSWERS FROM YOUR LAST POST!

WELL...



THE ANSWERS YOU NEED ARE IN THE PUBS... BUT NOT THE KIND YOU'RE READIN', SPECIALIST!!

NOW, OFF AN' ON...

! GULP!



...AND SHOW ME YOUR PUB SHELVES!

R-RIGHT AWAY, SARGE!



JUST AS I THOUGHT-- NOT AN EIR DIGEST ANYWHERE...

EIR DIGEST? WHAT'S THAT?



GROOANN!! MY WORST FEARS... REALIZED!

MAYBE NOT, SARGE...



MY OLD CO GAVE ME A 'GOING AWAY' PRESENT...



...AND I'D LIKE TO HAPPILY DONATE IT TO THE 4/200th ARMOR...



EIR DIGESTS ?!!?

YES! A COMPLETE SET OF CURRENT EIR DIGESTS!



OK, SPEC RUTZ -- GET YOUR MECHS TOGETHER --

WITH THESE TB'S, WE'LL BE ABLE TO IMPROVE YOUR MAINTENANCE SCENE...

...AND IN TIME, GET THE 4/200th BACK TO COMBAT READY STATUS!

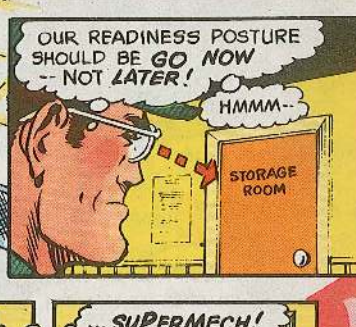
YES, CLARKE?

WHILE YOU PREPARE TO DISCUSS THE EIR PICTURE, SARGE--



--I'M GOING TO LOOK OVER OUR GEAR--

GOOD IDEA!



OUR READINESS POSTURE SHOULD BE GO NOW -- NOT LATER!

HHMM--



...THIS IS A JOB...

...FOR...

... SUPERMECH!



...AND SO, AT SUPER-SPEED, THE 4/200th ARMOR'S EQUIPMENT IS MADE COMBAT READY WITH THE SUPER PM OF SUPERMECH!



NOW FOR A QUICK CHANGE AND...

HUH?...

CONNIE RODD!

QUITE IMPRESSIVE, KEN!... BUT YOU KNOW VERY WELL THAT'S NOT THE WAY!

COME ALONG AS YOU ARE AND WE'LL JOIN HALF-MAST AND THE TROOPS...

...BUT FIRST, HANG A FEW OF THESE POSTERS FOR ME, PLEASE!

JOE'S

Dope Sheet

A word to the wise is sufficient--
New info helps make you proficient--
These pubs have the scoop--
Some tips for each troop--
That'll keep gear from being deficient!

...NOW TO
INSTALL IT...

OK-- THAT
DOES IT!!

GULP:
THAT'LL BE TH' FIFTH
M60A2 POWER
PACK HE'S OVERHAULED
AN' INSTALLED THIS AM!

HERE'S HOW
TO GET YOUR
EIR DIGESTS

WOW!
WHO
NEEDS
DS?

NOT T'
MENTION
DEPOT!

EIR DIGEST

EQUIPMENT

ORDER ON--

TB 43-0001-1	Fixed Wing Aircraft	DA 12-31, Block 481
TB 43-0001-2	Rotary Wing Aircraft	DA 12-31, Block 482
TB 43-0001-9	CERCOM	DA 12-43, Block 2
TB 43-0001-11	Troop Support Equipment	DA 12-34A, Block 74
TB 43-0001-16	Nike-Hercules	DA 12-32, Block 599
TB 43-0001-17	Chaparral	DA 12-32, Block 519
TB 43-0001-18	HAWK	DA 12-32, Block 559
TB 43-0001-20	Redeye	DA 12-32, Block 619
TB 43-0001-22	Land Combat Support System	DA 12-32, Block 589
TB 43-0001-23	Pershing	DA 12-32, Block 609
TB 43-0001-24	Shillelagh	DA 12-32, Block 639
TB 43-0001-26	TOW	DA 12-32, Block 659
TB 43-0001-27	Lance	DA 12-32, Block 579
TB 43-0001-28	FAAR	DA 12-32, Block 529
TB 43-0001-30	Dragon	DA 12-32, Block 669
TB 43-0001-32	Calibration Standards and Accessories	DA 12-34A, Block 75
TB 43-0001-35	Nuclear Weapons Materiel	DA 12-35, Block 2
TB 43-0001-36	Weapons, NBC	DA 12-34A, Block 30
TB 43-0001-39	Tank-Automotive	DA 12-38, Block 140
TB 43-0001-40	Commercial Automotive	DA 12-38, Block 141
TB 43-0001-41	Construction	DA 12-34A, Block 28
TB 43-0001-42	Material Handling	DA 12-34A, Block 74

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.



OH, THERE YOU ARE, CONNIE. YOU'RE JUST IN TIME -- ALL 4/200TH MAINTENANCE TYPES ARE HERE AND READY TO...

VA-VOOM!

CONNIE RODD!

SAY-- WHO'S THE BIG GALOOT?

WOW! SUPERMECH!

HALF-MAST-TROOPS-- MEET MY OLD FRIEND-- SUPERMECH!!



I TALKED HIM INTO COMING WITH ME...

SO WE CAN ALL TAP HIS SUPER-KNOWLEDGE OF PM!

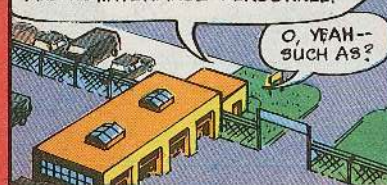
GREAT!

?



THESE TB'S CONTAIN VALUABLE INFO FOR EQUIPMENT OPERATORS AND MAINTENANCE PERSONNEL!

O, YEAH-- SUCH AS?



NOT TO MENTION CHANGES TO EQUIPMENT TMs, PARTS MANUALS AND LO'S... --AND GENERAL INFORMATION ON TROUBLE-SHOOTING AND USE OF TEST EQUIPMENT!



HMMM... WHERE'VE I SEEN HIM BEFORE?

YOU WERE RIGHT, CONNIE! THROUGH SOME INCREDIBLE SNAFU-- THIS UNIT HAD NO EIR DIGESTS!



O.K.-- NOW WE GOT 'EM-- BUT WHY DO WE NEED THOSE PUBS ANYWAY?

YEH--

PRAY TELL!



SUCH AS EQUIPMENT PROBLEMS AND CORRECTIVE ACTIONS--

...AND FIELD FIXES THAT UNITS CAN PERFORM TO MAKE EQUIPMENT OPERATE BETTER OR PREVENT DAMAGE!



OK, OK!! WHO PUTS OUT THESE PUBS...? AND WHEN?

EACH OF THE FIVE ARMY COMMODITY COMMANDS PUTS OUT QUARTERLY A SERIES OF TB'S CALLED EIR DIGESTS FOR SHORT.

HOW DO WE GET 'EM?



SIMPLE-- JUST FLIP BACK A PAGE...

CONNIE'S POSTER LISTS THE EIR DIGEST, THE EQUIPMENT AND THE DA-12 SERIES FORM YOU NEED!

A FEW MINUTES AND THE RIGHT FORM WILL GET YOU ON PINPOINT DISTRIBUTION--SAME WAY YOU GET OTHER EQUIPMENT PUBS!



ANOTHER PROBLEM IS THAT SOME UNITS, WHO GET THE DIGESTS, WON'T PASS ON THEIR INFORMATION...



...TO THE OPERATOR, MECHANIC AND PLL SPECIALIST WHO NEED IT!

THIS INFORMATION IS SO TIMELY AND VITAL THAT EVERY OPERATOR AND MECHANIC MUST RECEIVE IT IN ORDER TO OPERATE AND MAINTAIN EQUIPMENT RIGHT!

WITHOUT IT, THEY'RE WORKING IN THE DARK... POSING A THREAT TO THE EQUIPMENT, PERSONNEL AND COMBAT READINESS!



CONNIE, CAN YOU GIVE US AN IDEA OF THE TYPICAL INFO IN A TB DIGEST?...

WITH PLEASURE, SOLDIER...



AND HERE YOU ARE...

SOME TYPICAL EIR DIGEST INFORMATION:

★ Change in tire pressure



★ Notification of shock hazard



★ Change in torque valve



★ Notification of radiation hazard



★ Change in lube weight



★ Field fixes to strengthen a component or item



★ NSN corrections

★ TM changes



FACE IT, TROOPS!
UNLESS THE LATEST EIR DIGEST
INFO IS APPLIED, ARMY GEAR
CANNOT BE TRULY
COMBAT READY... AND

B-BUT WE...
...NEVER GOT...
YOU SURE PROVED THAT!

...THOSE PUBS!

WHEN THE WORD COMES
TO MOVE OUT--AND YOUR
EQUIPMENT CAN'T HACK
IT-- NO EXCUSE WILL
SAVE YOU AND YOUR
OUTFIT FROM THE
CONSEQUENCES OF
EQUIPMENT FAILURE!



SO GET ON TH' STICK! STUDY THESE
PUBS AND BRING YOUR GEAR UP TO
SNUFF -- SOONEST!!

HALF-MAST--
CONNIE! IT'S
A MIRACLE!!



CAPTAIN
JONES!
...ER...
WHAT'S A
MIRACLE, SIR?

WHY, THE STATUS OF THIS
UNIT'S EQUIPMENT, OF COURSE!

-- SINCE YESTERDAY'S EVALUATION,
IT'S BECOME COMBAT READY--
DOWN TO THE LAST NUT 'N' BOLT!

YOU'VE MADE
SUPER-MECHS OUT
OF THESE PEOPLE!



SUPERMECH!!
WHERE IS HE,
CONNIE?

GONE! ER...
HERE COMES
SPEC CLARKE..
ASK
HIM!

CONGRATS,
PEOPLE



SUPERMECH SENDS
WORD THAT THE
READY STATUS OF
THE 4/200TH'S GEAR
IS HIS PRESENT TO
A GREAT GROUP
OF MECHS!

HE'S SURE THAT THEY'RE
NOW AWARE OF THE ROLE
OF EIR PUBS AND THAT THEIR
READINESS POSTURE WILL BE
NO 1. FROM HERE ON OUT!

HMMH! WHAT
IS THE ROLE OF
THE EIR DIGEST,
SPECIALIST?



WITH TODAY'S EQUIPMENT AND WITH
TODAY'S SUPPLY PROBLEMS, THE
ARMY NEEDS TODAY'S INFORMATION!

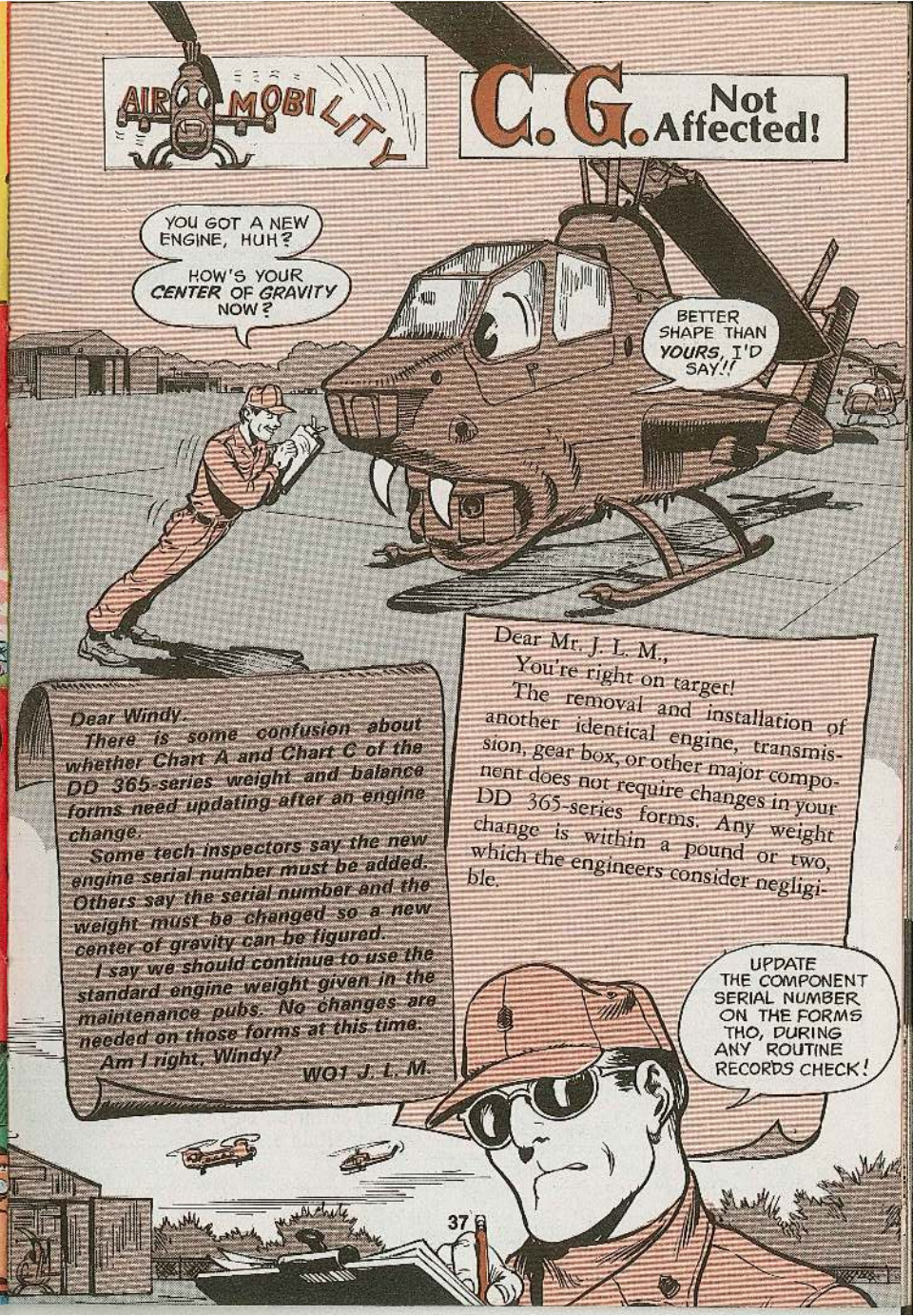
...AND THAT'S
WHAT EIR DIGESTS
PROVIDE!



S'LONG
CONNIE!

GOOD LUCK
ON YOUR TOUR
WITH THE
4/200TH ARMOR,
KEN!

HARRUMP!
LET'S GO
MS. RODD!



AIR MOBILITY

C.G. Not Affected!

YOU GOT A NEW
ENGINE, HUH?

HOW'S YOUR
CENTER OF GRAVITY
NOW?

BETTER
SHAPE THAN
YOURS, I'D
SAY!!

Dear Windy,
There is some confusion about
whether Chart A and Chart C of the
DD 365-series weight and balance
forms need updating after an engine
change.
Some tech-inspectors say the new
engine serial number must be added.
Others say the serial number and the
weight must be changed so a new
center of gravity can be figured.
I say we should continue to use the
standard engine weight given in the
maintenance pubs. No changes are
needed on those forms at this time.
Am I right, Windy?
WO1 J. L. M.

Dear Mr. J. L. M.,
You're right on target!
The removal and installation of
another identical engine, transmis-
sion, gear box, or other major compo-
nent does not require changes in your
DD 365-series forms. Any weight
change is within a pound or two,
which the engineers consider negli-
ble.

UPDATE
THE COMPONENT
SERIAL NUMBER
ON THE FORMS
THO, DURING
ANY ROUTINE
RECORDS CHECK!

UH-60A Black Hawk ...

SPECIAL SUPPLY

The UH-60A Black Hawk set to roost on your landing pad?

Better get with your supply people. Ordering some parts for the Black Hawk takes a little extra know-how.

Take a look at TM 55-2840-248-23P AVUM and AVIM Repair Parts and Special Tools List for Engine Assembly, T700-GE-700 (May 78) or TM 55-1520-237-23P AVUM and AVIM Repair Parts and Special Tools List for UH-60A. You'll find some NSN's with a letter H in the seventh place. They're good NSN's—they just need a little special handling.

The Black Hawk peculiar repair parts and all T700 engine parts carry those odd NSN's. That's because from now until 30 Mar 81, those Black

Hawk parts will come from the contractors instead of through the supply system.

You still send in regular requests through regular supply channels for those parts, though: NSN including the H, unit of issue, number needed, regular document number and so on.

But your support people need a copy of a TSARCOM Supply Letter, SL 14-78 Mar 78. That supply letter tells 'em how to turn your request into a requisition using some special codes: like Document Identifier Code (DIC) AØD, project code BAJ and Routing Identifier Codes (RIC)—source of supply (SOS) on the AMDF—CXV for airframe parts, CLR for engine parts.

Expires 30 March 1981

SUPPLY LETTER

SL 14-78

A. Device/GOR-5602

U.S. ARMY TROOP SUPPORT AND AVIATION MATERIEL READINESS COMMAND

4300 GOODFELLOW BLVD., ST. LOUIS, MO 63120

(JRSIS-S)

22 March 1978

SUBJECT: REQUISITIONING INFORMATION: UH-60A (BLACK HAWK) Airframe and T700-GE-700 Engine Peculiar Items Requisitioning Procedure

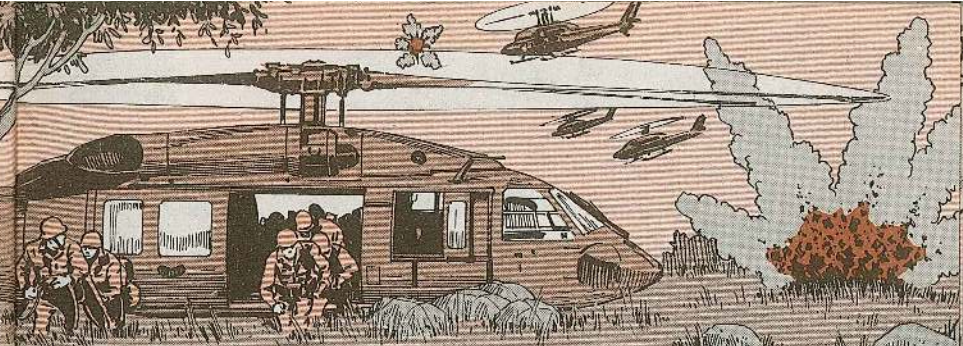
SEE DISTRIBUTION

1. References:

- a. AR 725-50.
- b. TM 55-2840-248-23P
- c. TM 55-1520-237-23P

2. This supply letter applies to all activities on the UH-60A (BLACK HAWK) distribution plan through March 1981.

Your supply support needs a copy of supply letter SL 14-78 for special requisition entries



All your other Black Hawk parts go the regular route with no special codes or handling.

TO GET A COPY OF THE SUPPLY LETTER OR PASS ON ANY SUPPLY PROBLEMS WITH BLACK HAWK PARTS, DROP A NOTE OR GIVE A CALL TO...

Project Manager, BLACK HAWK
ATTN: DRCPM-BH-L
P.O. Box 209
St. Louis, MO 63166

AUTOVON: 698-3838/6564
Commercial: (314) 268-3838/6564



Windsock NSN's

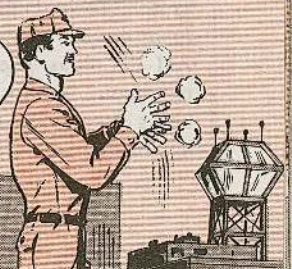
Need stock numbers to replace a frayed windsock in Windsock Indicator MX-3082/G?

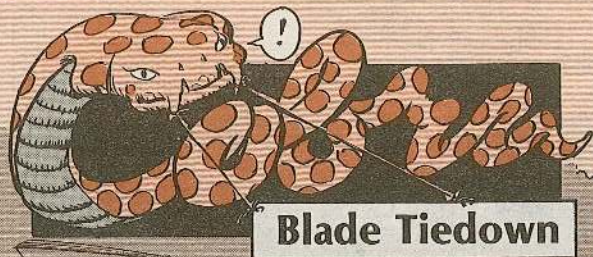
NSN 6660-00-044-1914 brings an orange windsock 36-in dia front, 12-in dia at rear, 12 ft 5 in long.

NSN 6660-00-515-5182 gets a white windsock, also 36-in by 12-in, 12 ft. long



FINALLY GOT YOUR NUMBER, WINDY... SO I THOUGHT I'D DELIVER IT!

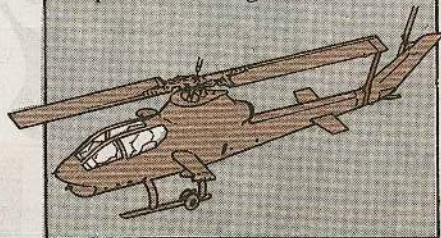




Blade Tiedown

A picture's still worth a thousand words... 'specially Fig 1-3 in the AH-1G, and AH-1S model chopper -20 TM's.

This figure shows the right tiedown setup for the trailing main rotor blade.



Forget the poop in para 1-23g(4), TM 55-1520-234-23 (Sep 76); 1-36g(4), TM 55-1520-236-23 (Jan 77); and 1-6g(7) (d), TM 55-1520-221-20 (Dec 75) that say the tiedown strap goes around the tail skid.

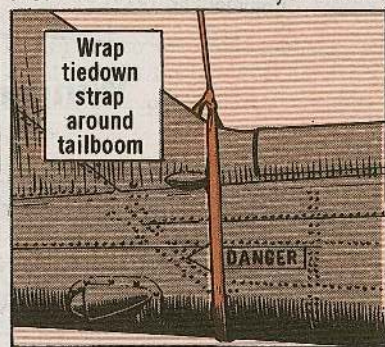
Never use the stinger—tail skid—as a tiedown point for the trailing main rotor blade on the AH-1G, and AH-1S Cobras. The strap will dent the tail boom and cost you a bundle of bucks for parts replacement, plus downtime.

The strap will dent the tailboom



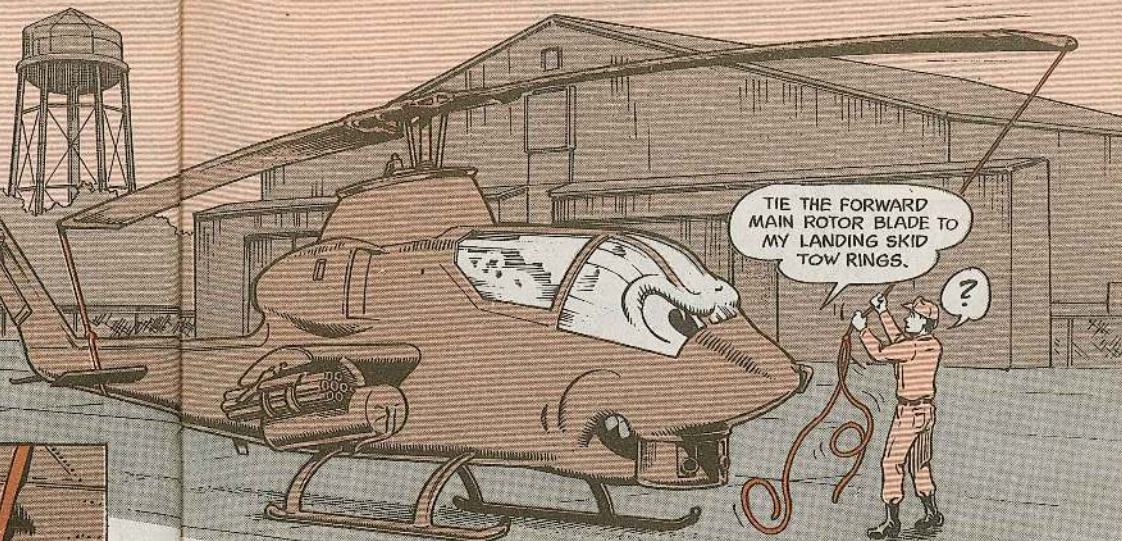
Always wrap the tiedown strap around the tail boom. All you need is

Wrap tiedown strap around tailboom



about 15 pounds of muscle for this job, Cobramechs. No heavy-heavy pull needed!

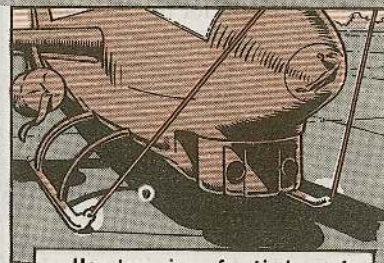
Use just enough "pull" to keep the blade from rotating. The tiedown straps are not to keep the blade from flexing downward.



The S model pubs also tell you to tie down the forward main rotor blade to the tow rings on the landing skids.

Golf model mechanics should add this PM poop to their bird's parking SOP.

If your Cobrabird has lifting handles, it's OK to use 'em as a blade tiedown point.



Use tow rings for tiedowns!

Safety-of-Flight Messages

- UH-1-78-13 Maint Advis Msg UH-1C/M-Series Main Rotor Hyd Servocylinder DRSTS-MEU(2) 172030Z Oct 78
- OH-58-78-22 Maint Advis Msg Implement Phased Maint on OH-58A,C DRSTS-MEN(2) 131800Z Oct 78
- OH-58-78-23 OH-58A, C MWO 55-1520-228-30-30 DRSTS-MEL(2) 262015Z Oct 78
- CH-47-78-7 One-Time Inspect CH-47A, B,C to Locate Suspect Rotor Blades, TB 55-1500-210-20-37 DRSTS-MET(2) 251800Z Oct 78
- OV-1-78-7 Maint Advis Msg OV-1 Series Control DRSTS-MEW(2) 031745Z Oct 78
- GEN-78-14 Maint Advis Msg Processing Serviceable, Unserviceable, Condemned Time Changes Components, Finite Life Items DRSTS-MA(1) 051325Z Oct 78
- GEN-78-15 Maint Advis Msg Process Serviceable, Unserviceable, Condemned Time Changes Components, Finite Life Items, Retransmit of GEN-78-14 DRSTS-MA(1) 241930Z Oct 78
- GEN-78-16 Maint Advis Msg Extension of Aircraft TBO DRSTS-ME(2) 202106Z Oct 78
- GEN-78-17 Safety Msg Inspect Survival Kits DRCPD-ALSE 312110Z Oct 78

"Don't Bug Me!!"

C'MON, FELLAS...
HE DOESN'T HAVE ANY
SCREENS!

GET HIM—
FORE HIS CREW
CHIEF GETS HERE!

The vent lines for the Huey nickel-cadmium battery can get plugged up faster than you can say, "mud dauber." If bees, and other bugs, plug up the air-inlet or outlet lines, trapped fumes can lead to a battery explosion.

'Course, material from a battery boilover and dirt kicked up by the rotor blades can also plug the vent lines. That's why you want to eyeball the lines closely during your inspections.

When bugs are the problem, tho, latch onto some screening and paint it OD. Wrap a piece of the screen around both vents and secure it with lock wire. That'll keep 'em at bay!

Keep the
air flowing!

Air in
vent

Air in

Air out

Battery

Air out
vent

Use screening

Pull Both Strainers

I'M PULLIN' YOUR
SERVO STRAINER--

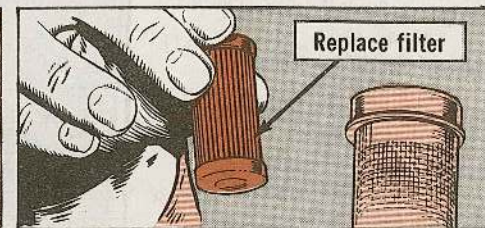
WHY D'YA
ASK?

GREAT! BUT IF IT WON'T
STRAIN YOU TOO MUCH... HOW
'BOUT CHECKIN' OUT MY
INLET STRAINER, TOO?

Huey mechs have been faithfully pulling the fuel control servo strainer and replacing the filter on the Phase inspection. The strainer is also cleaned at other flight times, as spelled out in Para 12-22 of TM 55-2840-229-24 (Apr 71) on your Huey T53-L13 engine.



Pull
servo
strainer



Replace filter

The old Phase checklist was not clear about pulling the other fuel control strainer, tho. So, a lot of fuel inlet strainers have not been getting the attention they need.

All this is changed with the new TM 55-1520-210-PM (Jul 78). Focus in on Item 12 and you'll see that the fuel control inlet strainer gets the big look on every Phase inspection ... same as the servo strainer, item 13.



Servo
strainer

Inlet
strainer



DO YOURSELF
A FAVOR AND
ALWAYS PULL
'EM BOTH, OK?

Inlet strainer assembly



Strainer

PUBLICATIONS

SOME YOU NEED JUST OCCASIONALLY, SOME COME IN HANDY ALL THE TIME. AND, SOME YOU GOTTA HAVE!

THE RIGHT PUBS CAN MAKE OR BREAK A UNIT'S OPERATION - BUT THE PUBS YOU NEED DEPEND ON YOUR TYPE OF UNIT AND MISSION!

TAKE A LOOK AT THIS BASIC LIST OF PUBS AND PICK THE ONES THAT MATCH YOUR UNIT'S NEEDS...

ARMY REGULATIONS (Order from Baltimore)

- 95-33 Army Aircraft Inventory
- 190-11 Physical Security of Weapons, Ammunition and Explosives
- 220-1 Unit Status Reporting
- 340-2 Maintenance and Disposition of Records
- 385-30 Safety Color Code Markings and Signs
- 385-40 Accident Reporting, Records
- 385-55 Motor Vehicle Accident Prevention
- 700-64 Radioactive Commodities in DoD Supply
- 703-1 Petroleum Supply and Management
- 710-2 Supply Procedures
- 710-3 Asset and Transaction Reporting
- 725-50 Requisitioning, Receipt and Issue System
- 735-5 Property Accountability
- 735-11 Accounting for Lost, Damaged and Destroyed Equipment
- 746-1 Marking, Packing Supplies, Equipment
- 750-1 Maintenance Concepts and Policies
- 750-22 The Army's Oil Analysis Program
- 750-36 Rebuild and Retread of Pneumatic Tires
- 750-43 TMDE
- 750-51 MAIT

ARMY INDEXES (Order from Baltimore)

- DA Pam 108-1 Films, Visual Aids
- DA Pam 310-1 AR's, Pam's, Circulars
- DA Pam 310-2 Blank Forms
- DA Pam 310-3 FM, TA, TOE, ATP, TC, Firing Tables, TDA
- DA Pam 310-4 TM, TB, SM (7, 8, 9), SB and LO
- DA Pam 310-6 Supply Catalogs
- DA Pam 310-7 MWO List

TECHNICAL MANUALS (Order from St. Louis)

- 5-461 Engineer Hand Tools
- 5-551 Carpenter (Structural info)
- 5-618 Paints & Protective Coating
- 5-725 Rigging
- 9-207 Cold Weather Operation/Maintenance
- 9-237 Welding
- 9-243 Use/care: Hand Tools, Measuring Tools
- 9-270 Wood & Metal Repair
- 9-450 Metal Body Repair
- 9-2610-200-20 Pneumatic Tires, Tubes
- 9-2610-201-14 Tires: Inspection, Classification
- 9-2530-200-24 Solid Rubber Tires & Track Components
- 9-6140-200-14 Lead-Acid Storage Batteries
- 9-8000 Automotive Vehicle Principles
- 10-6140-200-14 Lead-Acid Batteries for MHE
- 10-7200-200-13 Gasoline, Water cans
- 11-6140-203-15-1 Nickel-Cadmium Batteries (General)
- 11-6140-203-15-2 Nickel-Cadmium Batteries (Aircraft)
- 11-6140-203-15-3 Nickel-Cadmium Batteries (Non-aircraft)
- 38-600 Administrative Vehicle Management
- 38-750 TAMMS, The Army Maintenance Mgt System
- 55-1500-204-25/1 General Aircraft Maintenance
- 55-1500-328-25 Maintenance Policies and Procedures
- 740-90-1 Administrative Storage
- 750-116 Purging, Charging Fire Control Instruments
- 750-254 Cooling Systems, tactical

LOOK OVER THE 750-SERIES IN DA Pam 310-4. THE 750-SERIES IS CHANGING TO 43-SERIES AS NEW PUBS COME OUT!



PS MORE

TECHNICAL BULLETINS (Order from St. Louis)

- 5-2800-221-15 Engine Identification, Application
- 5-4200-200-10 Fire Extinguishers
- 5-6100-201-15 Scheduled Replacement of Generator Sets
- 9-337 Guided Missile Systems, Corrosion Control, Treatment
- 9-352 Load Testing Missile/Rocket Handling Vehicles
- 9-2300-295-series Warranty on Vehicles (See DA Pam 310-4 list for model)
- 43-series Camouflage (See DA Pam 310-4 list for your equipment)
- 43-0001-series EIR Digests (these pubs are not stocked—get them on pinpoint only)
- 43-0106 Aeronautical Equipment: oil analysis
- 43-0142 Safety Inspection/Load Testing Lifting Devices
- 43-0210 Nonaeronautical Equipment: oil analysis
- 43-180 Calibration
- 55-1500-307-24 Aircraft Components Requiring Maintenance Management & Historical Data
- 55-1500-337-34 Phased Maintenance System for Aircraft

385-3
385-101

600-1

746-series

750-94-X thru
99-X

750-651

750-652

SIG 222

SIG 291

Military Gas Cans
Safe Use of Cranes
near Power Lines
Licensing Operators
(support equipment)
Marking and Painting
(See DA Pam 310-4 list
for your equipment)
Maintenance Expendi-
ture Limits of major
end items (these pubs
are being renumbered
in the TB 43-series)
Engine Antifreeze
and Cleaning Com-
pounds
Cooling Systems, Detroit
Diesel 6V53, 6V53T,
8V71T Engines
Soldering
Safety with Antennas

WITH THE
CORRECT PUBS,
YOU'LL GET THE
JOB DONE RIGHT
AND ON SCHEDULE!

SUPPLY BULLETINS (Order from St. Louis)

- 3-30-2 Chemical-Biological Can-
isters and Filter Elements
Serviceability List
- 9-16 Tank-Automotive Winter-
ization Kits
- 9-203 Directional Signal
Lights
- 11-6 Dry Batteries, Supply
Data
- 11-30 Dry Batteries, Handling,
Storage, Testing
- 11-131 Vehicular Radio Sets
and Installation Kits
- 38-100 Preservation, Packaging,
Marking
- 700-20 Army Adopted Items
(microfiche)
- 746-1 Publications: Packaging
General Supplies

PAMPHLETS (Order from Baltimore)

- 310-10 Publications Supply
- 350-series See list in DA Pam 310-1
- 750-1 Commander's Guide to PM
- 750-4 Maintenance Evaluation
Techniques
- 750-18 Commander's Maintenance
Guide
- 750-20 Test, Measurement &
Diagnostic Equipment Con-
sultant Directory
- 750-22 Troubleshooting Equipment
- 750-31 Gama Goat
- 750-33 Charging System Trouble-
shooting (The Easy Way)
- 750-34 PM of Lead-Acid Batteries

FIELD MANUALS (Order from Baltimore)

- 5-13 Engineer Soldier's Handbook
- 5-36 Route Reconnaissance & Class-
ification (Vehicle Load
Marking, Bridge Classes,
etc)
- 10-16 General Repair: Tents,
Canvas, Webbing
- 10-20 Organizational Maintenance:
Military Petroleum Pipe-
lines, Tanks and Related
Equipment
- 10-68 Aircraft Refueling
- 10-69 Petroleum Supply Point, Equip-
ment and Operations
- 10-70 Inspecting and Testing Petro-
leum Products
- 10-71 Petroleum Tank, Vehicle
Operation
- 20-22 Vehicle Recovery
- 21-305 Manual for the Wheeled Vehicle
Driver
- 29-2 Organizational Maintenance
Management
- 29-25 DX, Shop Supply, Operational
Readiness Float Procedures
- 29-30-1 Division Maintenance Bn
- 38-5 Logistics Maintenance Manage-
ment
- 38-725-10 Logistics Codes, Unit/Organ-
ization
- 38-725-23 Logistics Codes
- 43-3 Shop Mathematics

MISCELLANEOUS

- CTA 23-100-6 Ammo, Rockets and Missiles
for Unit Training
- CTA 50-900 Clothing and Individual Equip-
ment
- CTA 50-915 Miscellaneous Field and
Garrison Equipment
- CTA 50-970 Expendable Items

Fast Pack Containers . . .

GOIN' FIRST CLASS

Don't shake it! Don't break it! Package it right and support will take it.

Many items being shipped for repair are damaged further enroute. This raises the cost of repair as well as the dander of the people who must try to fix the mess that was just dumped in their laps.

Don't forget that a damaged item being shipped still needs protection. One key to good packaging is a cushioned, reusable fiberboard shipping box called a Fast Pack.

Fast Packs eliminate damage, decrease shipping time and reduce packaging costs—and their different designs allow shipment of a wide variety of items. The type and size you need can be ordered by NSN. They're good for many trips and can be re-used again and again. Take good care of 'em.

WHOM WERE THEY EXPECTING, CONNIE RODD?

?

ANY DUMMY KNOWS HER NSN!!

YII-HIPE!

HALP!

Type II, Style D

Size	NSN
6 × 5 × 2½	8115-00-787-2142
6 × 5 × 3½	8115-00-787-2147
9 × 6 × 2½	8115-00-101-7647
9 × 6 × 3½	8115-00-101-7638
10 × 10 × 3½	8115-01-052-1244
12 × 8 × 2½	8115-00-787-2146
12 × 8 × 3½	8115-00-787-2148
13 × 13 × 3½	8115-01-057-1243
16 × 16 × 3½	8115-01-057-1245
18 × 12 × 2½	8115-01-019-4085
18 × 12 × 3½	8115-01-019-4084

REUSABLE FAST PACK 9×6×2½
8115-00-101-7647

Type III, Style G

Size	NSN
30 × 16 × 14	8115-00-516-0242
32 × 12 × 14	8115-00-519-1825
24 × 14 × 14	8115-00-550-3558
20 × 14 × 7	8115-00-516-0251
25 × 14 × 14	8115-00-550-3574
32 × 18 × 16	8115-01-015-1315
24 × 18 × 16	8115-01-015-1312
34 × 24 × 18	8115-01-015-1314
26 × 9 × 9	8115-01-015-1313

Type I, Style A

Size	NSN
6 × 6 × 10	8115-00-192-1603
8 × 8 × 12	8115-00-192-1604
10 × 10 × 12	8115-00-192-1605
12 × 12 × 14	8115-00-134-3655
12 × 12 × 18	8115-00-050-5237
14 × 14 × 16	8115-00-134-3656

Type IV, Style B

Size	NSN
24 × 14 × 14	8115-01-010-8956
22 × 16 × 16	8115-01-006-7257
10 × 10 × 3½	8115-01-057-1244
13 × 13 × 3½	8115-01-057-1243
16 × 16 × 3½	8115-01-057-1245

STANDBY

So, you've placed your diesel engine driven generator sets in standby status. Stacked 'em on the back of the compound out of the way. 'em and forget 'em," PM podners. Those diesel engines need PM exercise and care at least every 30 days while in standby service.

Hold one! This is no time to "set

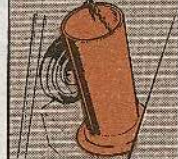
FIRST, PULL THESE BEFORE OPERATIONS CHECK PER THE PMCS TABLES IN YOUR OPERATOR'S MANUAL...

MOTHBALLS? WHY??

✓ Hydraulic tank



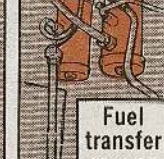
✓ Strainer



✓ Primary fuel filter



✓ Fuel transfer pumps



✓ V-belts



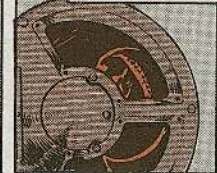
✓ Radiator



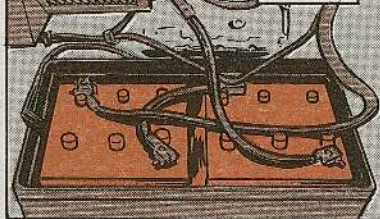
✓ Oil level



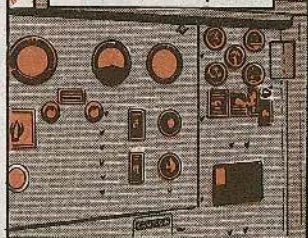
✓ Main generator brushes



✓ Batteries



✓ Controls, data plates

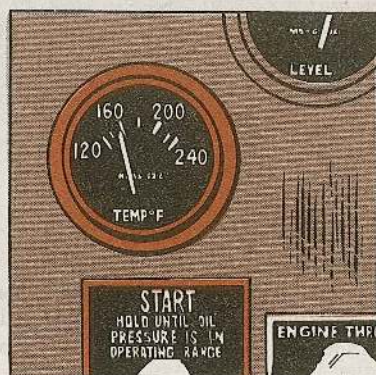


SERVICE

PM

THOUGHT I MIGHT NEED TO REPLACE SOME-- SINCE THIS GEAR IS IN MOTHBALLS... AN' SARGE TOLE ME T' CHECK IT OUT!

..THEN PULL THIS ACTION TO EXERCISE YOUR STANDBYS.



- Start the engine.
- Let 'er warm up real good.
- Run the engine at full speed under load at the rated voltage and hertz output—until you get 2' minimum temperature readings—15 minutes apart—of 160°F.
- Keep the engine running another 30 minutes while you pull the During Operations check.
- Stop the engine.
- Pull After Operations PMCS.
- Correct any deficiencies you noted while operating the set.

SERVICE TIPS

1. Never wait more'n 6 months to change engine oil and oil filter element.
2. Always change the fuel element every 12 months.

Camouflaging Generator Sets

LOOK AT MY NEW PAINT JOB... NOT DULLSVILLE LIKE YOUR FOREST GREEN--HEH-HEH!

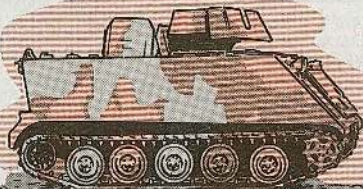
THAT'S BECAUSE YOU'RE SUCH A BIG LUMMOX. YOU REALLY STICK OUT OTHERWISE!

Here's your guide for camouflaging or not camouflaging generator sets: If you have 10-KW and smaller sets that are of the open construction type—tubular frame and the like—paint 'em forest green only. The irregular shapes of these sets make pattern painting 'em unnecessary.

All fully inclosed, self-contained units—f'rinstance, those PU types built on trailers—get the full pattern paint treatment called for in TB 43-0147 (Dec 75).

Here's Camouflage Matter

The publications you need for getting the right camouflage coat on your equipment are in this list.



CHECK 'EM OUT AND PLACE YOUR ORDER--SOONEST!

TC 5-200 (Aug 75)	All Types, camouflage pattern painting
TRADOC Bulletin #6	General, Countersurveillance and Camouflage
TB 43-0118 (Dec 75)	Camouflage for CERCOM equipment
TB 43-0147 (Dec 75) and Ch 1	Camouflage for USATSARCOM equipment
TB 43-0209 (Oct 76)	Camouflage for TARCOM Vehicles, MHE, and Construction equipment
TB 746-95-1 (May 76)	Camouflage, ARRCOM equipment
AR 750-58 (Feb 76) and Ch 1	General Guidance

You get TC 5-200 and TRADOC its wing. And FM 5-20, Camouflage, is Bulletin No. 6 by AUTODIN request soon to be superseded by a new pub, to Baltimore thru regular pub FM 100-25, on the same subject. channels—DA has taken both under

Drop Barbed Wire, Rations and Sandbags



Hung up over property book accounting on items like barbed wire, sandbags and rations?

Well, you can move some of 'em off your property book and nonexpendable document register.

Some of those "consumed in use" items have been changed from nonexpendable to expendable by DA Msg DAMO-FDU 102024Z Apr 78.

Mark these items expendable:

- Sandbags under Line Item Number (LIN) B15583, B15614, B15624, B15629.
- Barbed tape under LIN B29327,

B29337, E79647 and barbed wire, E79784.

- Ration supplements and meals, combat individual (MCI) under LIN's H84296, M18279, R15702 and R15839.

The expendability code (EXP)—changing to Accounting Requirements Code (ARC)—on the Army Master Data File (AMDF) will be changed to X.

If you need to order those sandbags, barbed wire or rations, use CTA 50-970 as your authority.

The "L" with Pubs

If you work with automated supply systems like DLOGS or SAILS, your pubs come from the US Army Logistics Center at Fort Lee, VA.

Those pubs now have a numbering system all their own with an "L" for "Logistics" as part of the number. For example, the DLOGS Class IX Using Unit Procedures pub now goes by TM 38-L22-15-2. (It was TC 38-2-1. See its Change 10).

Watch for the new numbers and match 'em with your old pubs.

Pressure Relief Is the Thing

HEY--LOOK AT THIS, SID--
IT TELLS YOU THE RIGHT WAY
TO RELIEVE HYDRAULIC
PRESSURE IN YOUR RIG!

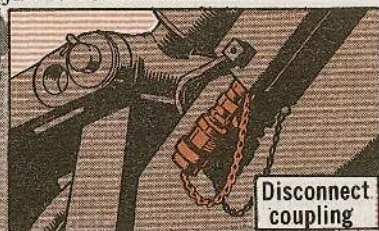
You go for a little R&R or a few days' leave when the old grind gets to bugging you, right?

You stop and cool your truck or crane or whatever off when the heat indicator gets high, right?

Watch your
heat indicator!



Takes the pressure off . . . and taking the pressure off is the word on hooking up (or unhooking) the quick-disconnect couplings when you switch shovels or impactors or such on your JD410 Loader Backhoe.



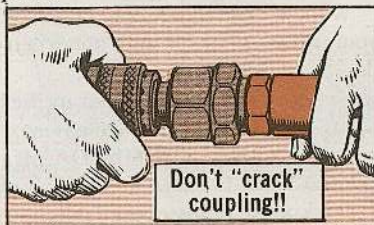
Disconnect
coupling

Nearly everybody knows one way or another of taking off pressure so the

female hydraulic motor inlet can couple up to the male tip on the backhoe.

But there's one right way, and a lot of wrong ways.

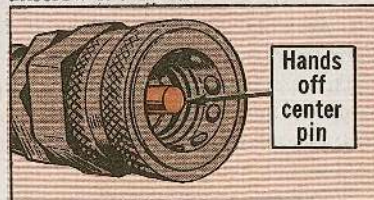
One wrong way is to "crack" the coupling a little to let bleed-off take place.



Don't "crack"
coupling!!

That can get you a dose of high-pressure oil in the face—hot oil at that.

Another way is to hit the center pin of the male connector a lick . . . or unscrew it a little.



Hands
off
center
pin

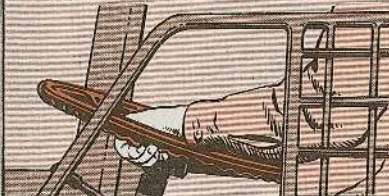
Is the Thing

Both ways are guaranteed to get you a repair job, with gasket damage and center pin failure most likely—besides hot oil in your face.

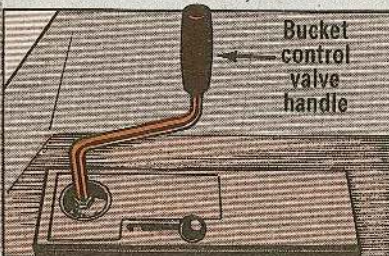
The right way won't send you to the medics, and it won't deadline your JD410. Besides, it's simple.

Just lower your loader bucket, backhoe bucket, and outriggers to the ground, and turn off the engine.

Turn the steering wheel right and left several times.

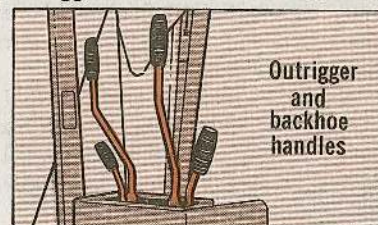


Move the hydraulic control valve handles for the bucket, backhoe and



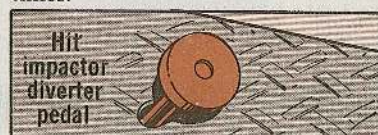
Bucket
control
valve
handle

outrigger back and forth 2 or 3 times.



Outrigger
and
backhoe
handles

And—the item everybody forgets—put your boot on that impactor diverter pedal and push it several times.



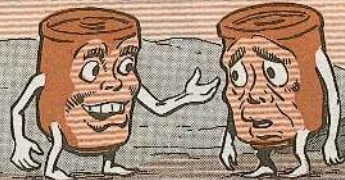
You oughta be able to hook up the quick disconnects with no sweat. If one round doesn't turn the trick, go thru the drill twice. If you still can't hack it, you've got trouble in your hydraulic system or your quick disconnects themselves . . . so get to support with it.

The thing is, shutting off the engine turns off your hydraulic pump, and moving the controls lets the hydraulic juice drain back into the reservoir . . . not out into your handsome face.

Relieve—don't grieve.

SORRY, BUDDY—
WE CAN'T USE
YOU FOR THIS
JOB!...
YOU'RE A
LEAKER!

Plastic's Not for Filter



That's right. Never use the plastic body type filter element for the fuel filter mounted on the engine above the starter of your JD410 loader backhoe. It'll leak.

If you get a fuel filter element, NSN 2910-00-062-8529, from Contract No. DSA700-76M-TM44, don't use it. It'll have the plastic body and it'll probably be a leaker.

Make out a Report of Item Discrepancy (ROID), SF Form 364. Send it to the Defense Construction Supply Center, ATTN: DCSC-SQD, Columbus, OH 43215.

You should be getting a fuel filter



Filter elements
must be metal—
not plastic



with a metal housing when you order NSN 2910-00-062-8529. If you can't get the metal housed filter, try your John Deere dealer or order FSCM 75160 PN AT17387 or FSCM 84760 PN 21932.

Model 290M Money Saver

Clark Model 290M DED industrial tractor users can save \$80 by using NSN 2950-00-148-7970 for a turbo-charger assembly instead of the one listed in TM 5-2420-206-20P (Sep 74). This new NSN showed up in para 3-12f TB 43-0001-41-2 (Jul 77). Meanwhile, note the change in your P-manual.

Huber Grader NSN Change

To get an alternator for your F1500M Huber grader use NSN 2920-00-164-3243. Jot it down till your TM is changed.

Lube/Anti-Freeze Goof Stopper

GOT YER FUEL
AN' WATER FER
YA, OL' BUDDY!

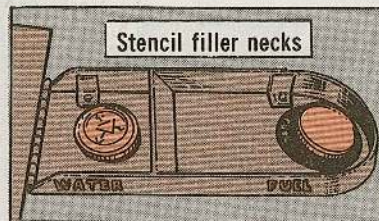
WATCH HIM, PLEASE...
LAST TIME HE MIXED
'EM UP!

?



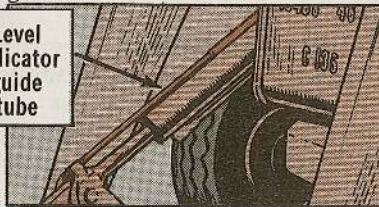
Wide awake operators like you would never be guilty of this Murphy: pouring diesel fuel into the radiator or anti-freeze into the fuel tank.

So, how about stenciling WATER near the radiator filler neck and FUEL near the diesel fuel filter neck. Mox nix on color.



Keep your PM eyes on the bucket level indicator and the level indicator guide tube.

Level
indicator
guide
tube

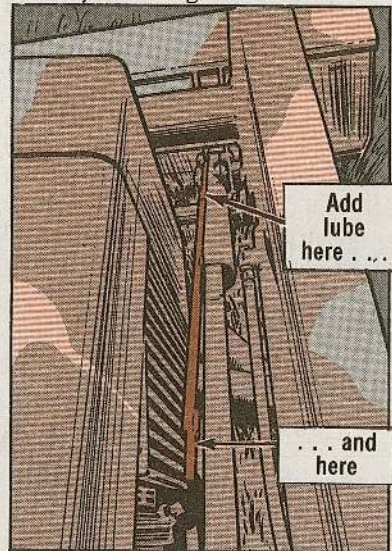


It doesn't take a lot of operating time before the protective paint on these parts is rubbed off.

As long as you're operating the equipment, it's a no-sweat deal. But

rust builds up fast and could cause a rod to "freeze" in the tube if the machine is inactive for a month or so.

Put some lube on the rod and in the tube if you're not gonna use the loader

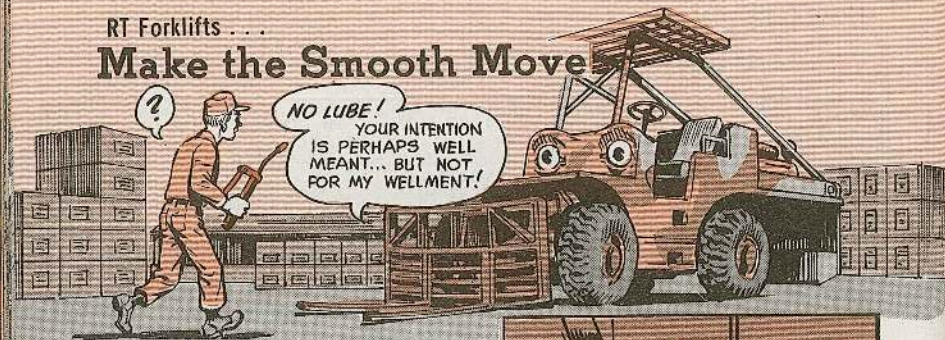


for a spell. Used engine oil or similar lube will do just fine.

But you just can't lube it 'n' leave it. Dust, grit, and sand mixes with the lubricant. This could cause another kind of rod freeze up. Keep your eyes open, and an oil rag handy.

RT Forklifts . . .

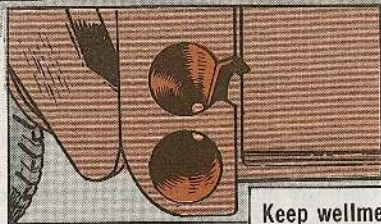
Make the Smooth Move



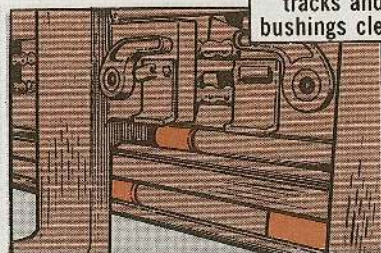
Trash and gunk in the wellment carriage frame tracks on your 6,000-lb loadlifter "eats" the Nylon carriage arm bushings f-a-s-t . . . and wears out the "tracks" before their time.

Adding a lubricant in the tracks—or on the bushings—to make the lift move smoother is "gross" PM. All you get is a rock-sand-gravel-mud paste that acts like rough sandpaper on those 8 plastic bushings and 4 tracks.

Keep the tracks and bushings wiped clean—or hosed down—regular-like. You'll save a lot of maintenance downtime and parts replacements.



Keep wellment tracks and bushings clean



Scoop Loader MW24B . . .

New Word About Brakes

Add this to your monthly and 100-hour scheduled services for MW24B Scoop Loader:

In your TM 5-3805-251-12 (Oct 73), Table 4-1, right after item 5, pencil in "Adjust brake shoes per Para 4-47 in TB 43-0001-41-1 (Apr 78)."



Met-Pro Water Purification Set



Here are some items to get your Met Pro Model 3000V water purification unit up to snuff:

The manual for the unit, TM 5-4610-223-15, page B-4, says to use OE oil in the feeder gear case. That's haywire—ignore it, and use insulating oil, electrical (also called Gear Case Oil, Chemical) NSN 9160-00-685-0913. (5-gal can) as the LO says. Even tho the TM has the later date, the LO is right.

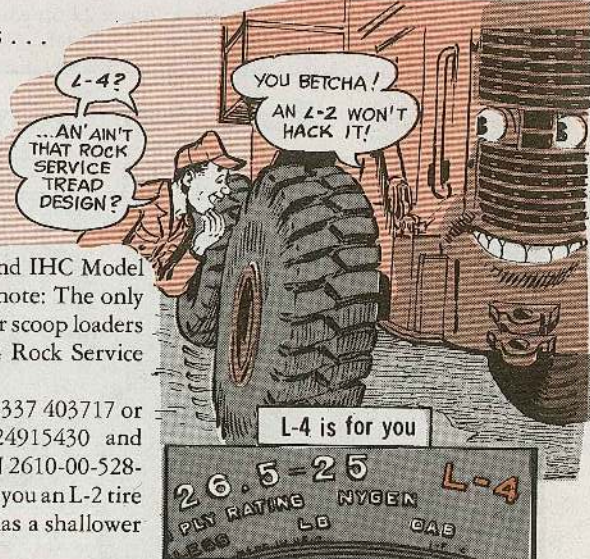
Got down this NSN change to Item 94, Fig 80, TM 5-4610-223-20P (Dec 71): The right NSN for the valve assembly is 4610-00-459-6534 . . . not -6634.

4½ and 5 Cu-ft Loaders . . .

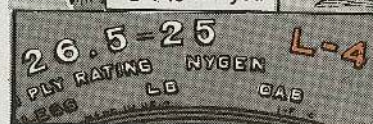
Tire Size Talk

Clark Model 175B and IHC Model H100C operators take note: The only tires authorized for your scoop loaders are 20-ply, 26.5-25 L-4 Rock Service type.

Use Firestone PN 22337 403717 or Goodyear PN 01297 124915430 and forget about using NSN 2610-00-528-9686. This number gets you an L-2 tire that's too narrow and has a shallower tread depth.



L-4 is for you



Pop Rivet NSN's

Need replacement rivets for the hand riveter NSN 5120-00-017-2849 in the No. 1 Common Shop Equipment?

Here're the numbers to use:

Klik-Fast HP-2 Riveter

YOUR KLIK-FAST HP-2 RIVETER

It's the only hand-operated riveter that makes an air-resistant joint. It's the only one that's so simple to use that you can be up and riveting in minutes. It's the only one that's so light and compact that you can carry it in your tool box. It's the only one that's so durable that it will last for years. It's the only one that's so easy to maintain that you can keep it in top condition with a few drops of oil. It's the only one that's so versatile that it can be used for a wide variety of riveting jobs. It's the only one that's so popular that it's the standard for all hand-operated riveters. It's the only one that's so reliable that it's the choice of all professional riveters. It's the only one that's so easy to use that it's the favorite of all amateur riveters. It's the only one that's so simple that it's the perfect choice for anyone who wants to make a strong, air-resistant joint. It's the only one that's so light and compact that it's the perfect choice for anyone who wants to carry a riveter in their tool box. It's the only one that's so durable that it's the perfect choice for anyone who wants a riveter that will last for years. It's the only one that's so easy to maintain that it's the perfect choice for anyone who wants to keep their riveter in top condition. It's the only one that's so versatile that it's the perfect choice for anyone who wants a riveter that can be used for a wide variety of jobs. It's the only one that's so popular that it's the standard for all hand-operated riveters. It's the only one that's so reliable that it's the choice of all professional riveters. It's the only one that's so easy to use that it's the favorite of all amateur riveters. It's the only one that's so simple that it's the perfect choice for anyone who wants to make a strong, air-resistant joint.

SB4-2	SB4-4	SC4-2	AB4-2A	AR6-2A
1/8" x 1/8" BUTTON HEAD STEEL RIVET STEEL MANDREL	1/8" x 1/4" BUTTON HEAD STEEL RIVET STEEL MANDREL	1/8" x 1/8" COUNTERSUNK STEEL RIVET STEEL MANDREL	1/8" x 1/8" BUTTON HEAD ALUMINUM RIVET ALUMINUM MANDREL	3/16" x 1/8" BUTTON HEAD ALUMINUM RIVET ALUMINUM MANDREL
NSN 5320-01-004-0238	NSN 5320-01-028-6621*	NSN 5320-01-053-2932*	NSN 5320-00-956-4067	NSN 5320-00-408-6073*
U/I HD	U/I BX(50)	U/I BX(200)	U/I EA	U/I EA
Cost .69	Cost 2.50	Cost 8.33	Cost .01	Cost .02

NSN's marked with an asterisk (*) are not on the AMDF yet. You can get these rivets, tho, by using code 2F in Block 22 on your DA Form 2765 supply request. The RIC is S91.

Tool Duplication

Dear Half-Mast,
Some of the tools, such as timing lights, drills and pullers in the No. 1 Common Tool Set, SC 4910-95-CL-A74, are also in the No. 1 Supplemental SC 4910-95-CL-A73.
Is this duplication right?
SSG J.V.

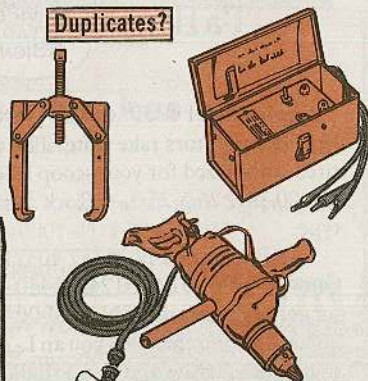
Dear SSG J. V.,
The headshed intends to chop out the duplication.

IT'LL TAKE TIME, SO STICK WITH THE SC'S FOR NOW!



60

Duplicates?



... Stick with SC

Cable Plug Replacements

Dear Half-Mast,

Can you give us NSN's to replace broken male and female connectors for the cable assembly. NSN 6150-00-682-3460, in our No. 2 Common tool set?

SSG J.W.S.

Dear Sergeant J.W.S.,

Sure. Female plugs come by NSN 5935-01-012-3066. Male, NSN 5935-00-280-2381.

However, some of these cable assemblies have molded-on connectors that can't be replaced.

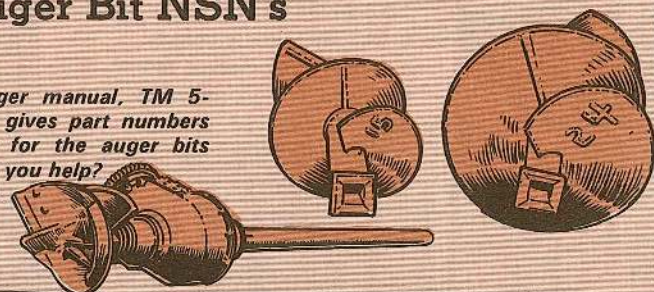
Half-Mast

Auger Bit NSN's

Dear Half-Mast,

The earth auger manual, TM 5-3820-242-20P, gives part numbers but not NSN's for the auger bits themselves. Can you help?

N.B.J.



Dear N.B.J.,

Sure. Ask for—
NSN 3820-00-

To Get

P/N 03476-

294-2095	Auger, earth, 9-in	29131
294-2097	Auger, earth, 12-in	29242
295-9974	Auger, earth, 16-in	29311
294-2104	Auger, earth, 24-in	29009
146-6154	Pilot point	16845

AND THE DIRT TOOTH IS
NSN 3820-00-295-9979, P/N (03476) 17318.

61

TROOP SUPPORT

Your
M258
Decon
Kit...

Clear Skin Insurance



YOUR M258 SKIN DECON KIT DOES A GREAT JOB—AS LONG AS IT'S GOOD!

BUT ROUGH HANDLING, LOST OR MISSING PARTS AND HIGH TEMPERATURES CAN RUIN YOUR KIT!

TELL IT LIKE IT IS, SARGE--

--A TROOP MAY NOT GET A SECOND CHANCE TO USE IT!

AMEN, BROTHER!

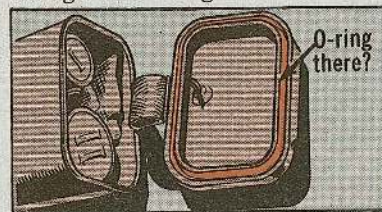
Your M258 kit needs to be replaced if it has any of these defects:

- A broken or cracked case
- The spike on the inside cover missing or damaged



Spike OK?

- The O-ring on the inside cover damaged or missing



O-ring there?

- The strap on the case missing or damaged
- The cover snap corroded so it's unusable—won't catch
- More than 1 gauze pad or 1 scraping stick missing (you're left with no scrapers and fewer than 3 gauze pads)

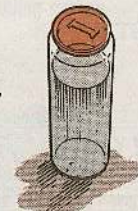


Pad and scrapers all there?



- Capsule I broken or has leaked until you have less than 2½ inches of fluid left

Enough fluid? ... No leaks?



- Capsule II broken or has leaked until you have less than 2 inches of fluid left

Not broken?



- The glass ampoule in Capsule II cracked or broken (Check the powder to make sure it's not wet or damp—still moves freely)



Check ampoule for cracks or breaks

- Instruction labels damaged and no longer readable

- The temperature in your storage area climbed above 110°F so the capsules were deformed and the scraping sticks melted

If you find any of these problems, the kits are unserviceable. Turn 'em in to your NBC specialist—pronto!

Some changes in the kit are normal, though. You can hold onto your kit—it's still good—with these changes:

- The Capsule I liquid changed from a straw color to dark amber and/or produced a reddish-brown sediment

- The Capsule II liquid changed from clear to milky white. (If the capsule's deformed or bulging, turn the kit in)

- A little white or brown discoloration shows at the seal of either capsule.

M17A1 Sticky Disks

Dear Half-Mast,
We're having a problem with disks sticking on our M17 and M17A1 protective masks. Can you tell us what's the cause and what we can do about it?

SFC H.F. T.

Dear SFC H. F. T.,

Disks stick when they're exposed to moisture such as perspiration or condensation.

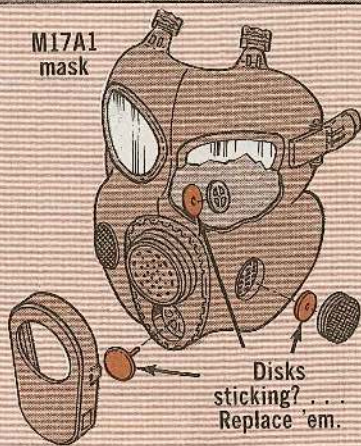
Usually, if you blow out hard (exhale) several times, you'll free them. If they still stick, wipe the disk underside with a soft, dry, lint-free cloth.

Last try: massage the sticky disk lightly with a finger. If that won't work, replace it. And, read chapters 2 and 3 of TM 3-4240-279-10 for more how-to-do-it info.

Half-Mast

WHEN THEY STICK, YOU'VE GOT TO REPLACE THEM.

M17A1 mask



Disks sticking? ... Replace 'em.

Canvas For Litters

Dear Half-Mast,
Is there a TM or other list giving stock numbers for canvas covers for litters?

SFC M. T.

Dear Sergeant M.T.,
There's no TM, but there are 2 kinds of litter canvas.

For folding pole litters, use NSN 6530-00-784-1035. For rigid pole litters, use NSN 6530-00-784-1250.

Half-Mast

Connie's Mini Minis

SUPPLY CLOSET

CONNIE -- I GOT A MAINTENANCE PROBLEM!!

THIS DOOR'S STUCK AN' I CAN'T GET OUT!

Change 5 to AR 710-2

Change 5 to AR 710-2 is on the way. You'll find new info on keeping a property book, plus loads of changes on accounting for your gear and supplies. The changes were made by Proper Count and Proper Count flasher messages already. But Change 5 gets 'em all together. Get with your pubs people so your copy gets to you soonest.

No Antifreeze Mixing

There's a word for mixing antifreezes—DON'T. That goes for mixing military antifreezes with commercial and one commercial with another. The mixtures could cause corrosion and mess up your cooling system.

EIR Digests Are Back

EIR and Maintenance Digests TB 43-0001-1 (fixed wing aircraft), -2 (rotary wing aircraft) and -11 (troop support) for the 3rd and 4th quarters of calendar year 1977 were not printed. However, those same TB's for calendar year 1978 are printed. You'll get yours on pinpoint if you have them on order.

Change 2, TM 38-750

Don't hold your breath for that new Change 2 to TM 38-750. It's been delayed.

New MMR Date?

Now that the reporting dates for the DA Form 1352 and unit readiness reports have changed to the 15th of the month, your DA Form 2407 Monthly Maintenance Report for aircraft needs to switch dates, too. Para 3-9d(1) of TM 38-750 says a major Army command can change the close-out periods. Check with your command. Most of 'em have moved the close-out of the Monthly Maintenance Report to the 15th of each month.

Take A Closer Look!

During the next 90-day inspection of your aircraft survival kits, per TM 55-1680-317-23&P (Aug 75), eyeball the compressed trioxane fuel container for damage. In time, the container will deteriorate and that loose powder will contaminate the contents. That could be dangerous to your health. See TSARCOM Msg DRCPD-ALSE 312110Z Oct 78 for the details.

Ready or Not?

Have you got the action on your organization's unit and materiel readiness reports? Make sure you're no longer using DA Cir 750-52 Equipment Operationally Ready Standards (Jul 77). Lots of people missed the rescission statement in AR 11-14 Logistic Readiness (Jul 78)—but that reg replaced DA Cir 750-52.

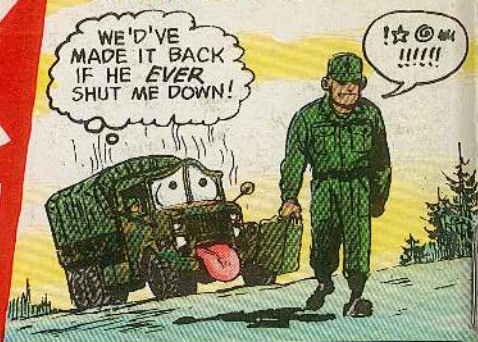
Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

STOP

THE

IDLE

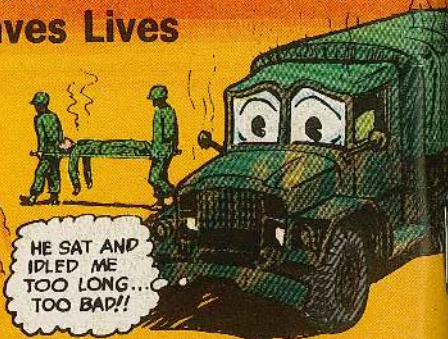
• Saves Fuel



• Saves Engines



• Saves Lives



(Yours Maybe)

But—You've got to fast-idle big engines to cool 'em down