
Issue 317
P.S
April
1979
THE PREVENTIVE MAINTENANCE MONTHLY
LOOK! HORDER'S GOT A WAMMY DIDDLE...
...AN' WE BEEN NEEDIN' ONE FOR MONTHS!!
WHY-- ER-- I'M HEADED OVER T' DS, HEH HEH, T' TURN IN A COUPLA THINGS...
WHY D'YA ASK...?
I HEARD THEY GOT A "NO QUESTIONS ASKED" POLICY."
AIN'T THOSE FRAMMISES POKING FROM UNDER SPEC HORDER'S COAT?
HEY-- YEAH! NO WONDER SUPPORT NEVER CAN GET ONE FER ME!
WHY, THAT...!
!
SPLASH
TAP TAP
Free Turn-In— See Page 29

Hey, Sarge. If you don't know all about lead-acid battery maintenance, how can you tell if your battery maintenance is in good shape?

Here's how. Take the correspondence course offered by The Army Institute for Professional Development. Sub-course RC1010 is 'specially for motor sergeants. You'll learn all about the right ways—and wrong ways—to maintain lead-acid batteries.

You use your own equipment—along with your equipment operators and mechanics—as you go through the lesson book. So everybody learns together.

Fact is, your operators and mechanics can also take RC1010 and learn about lead-acid battery maintenance.

Your career office will fix you up with a DA Form 145 to enroll in this correspondence course. The form goes to the Army Institute for Professional Development, US Army Training Support Center, Newport News, VA 23628.

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.

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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:

MSG Half-Mast
PS Magazine
Lexington, KY
40511

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FIREPOWER

PRACTICAL PURGING AND CHARGING

Purging every 90 days helps get the moist air out of your fire control instrument and prevents fungus from growing inside the instrument. Charging helps keep moist air out in the first place.

Purging will not clear water out of a fire control instrument if the moisture has formed drops. If your fire control instrument is waterlogged, send it to support for teardown.

What You Need

The equipment you need is listed in SC 4931-95-CL-J54 (Jul 75) and the way to purge most fire control instruments is covered in TM 750-116 (Oct 71), and in the instrument technical manuals.

Order the complete purging kit with NSN 4931-00-065-1110.

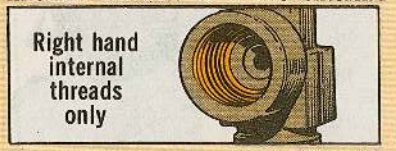
Purging kit

In addition to your purge kit you need a cylinder of technical nitrogen, NSN 6830-00-782-2641. The cylinder

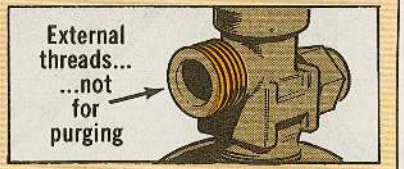
Technical nitrogen
NSN 6830-00-782-2641

body should be painted gray with 2 black bands. However, a lot of posts are getting commercially refilled tanks and instead of 2 black bands they might have one black band, no bands at all or even 3 bands.

Before you accept a nitrogen cylinder for purging, look carefully at the valve. Take it only if the valve is a CGA 580 series and has right-hand internal threads. If it has external



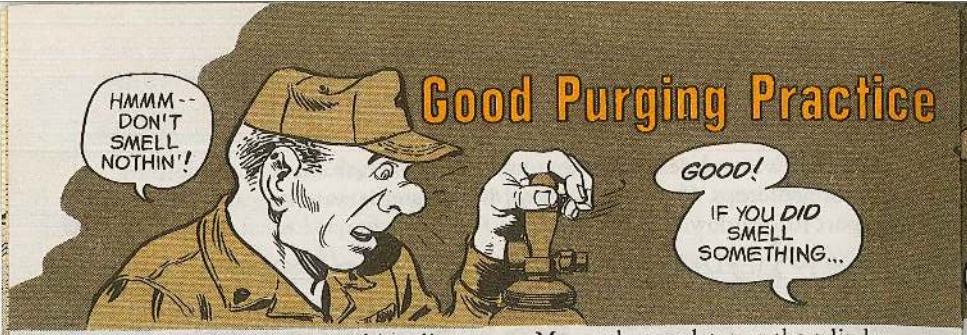
threads on the valve, it should not be



used for purging. Accept only cylinders with 2 black bands.

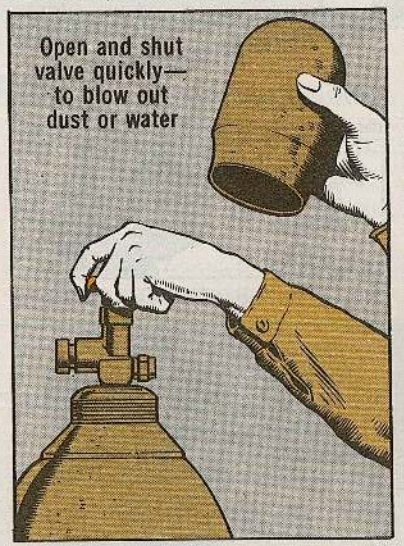
PS MORE

Good Purging Practice



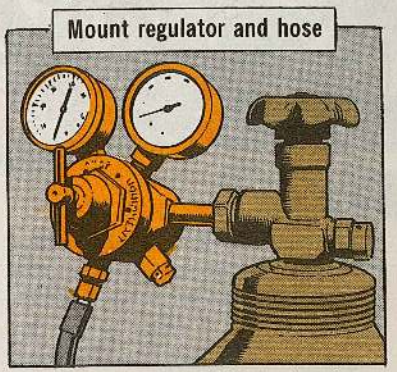
Before you purge anything, line up all the goodies in your purge kit and give them the hairy eyeball. Is everything that you are going to need present and in good working order?

Take the valve protection cap off your nitrogen cylinder and quickly flick the cylinder valve open and shut.

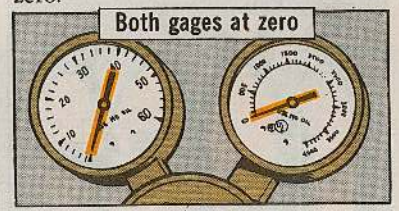


This will blow any dust or water out of the valve seat. If nothing happens, the tank is empty, or the valve stem is stuck in the closed position. If you smell something, you're in trouble because nitrogen has no smell.

Mount the regulator on the cylinder and the hose on the regulator. You'll need 9/16 and 1⅛-in wrenches.

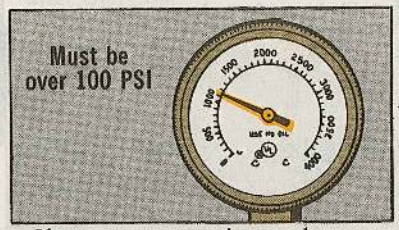


Both gages should be registering at zero.



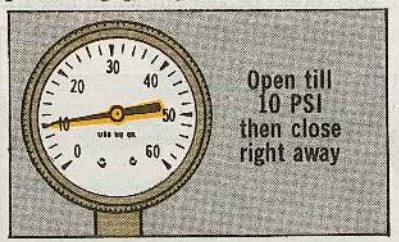
Slowly open the cylinder valve until the high-pressure gage needle stops moving. The valve must be completely open to backseat properly. The needle will stop at the number telling the PSI of the gas inside of the cylinder. This should be equal to or near the service pressure stamped on the cylinder,

(1800-2015 or 2265). It has to be over 100 PSI or you can't do a good purging job.



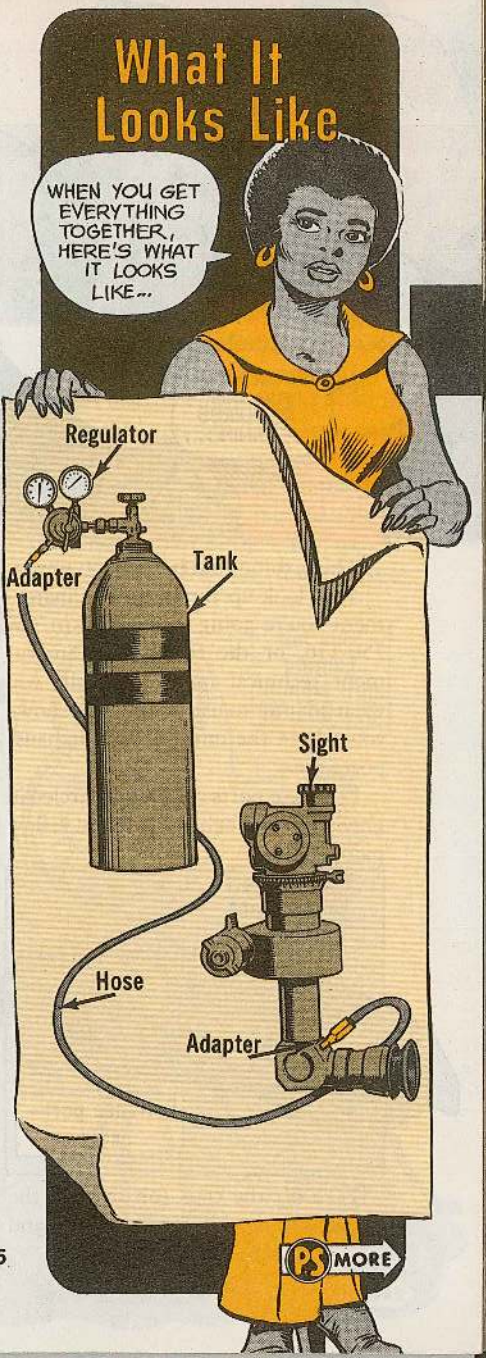
If your pressure is too low, get another gas cylinder from supply. (Never drain the nitrogen bottle completely. Leave at least 25 PSI to prevent bottle contamination.)

If everything is OK, slowly open your regulator valve until your low-pressure gage registers 10 PSI. Then

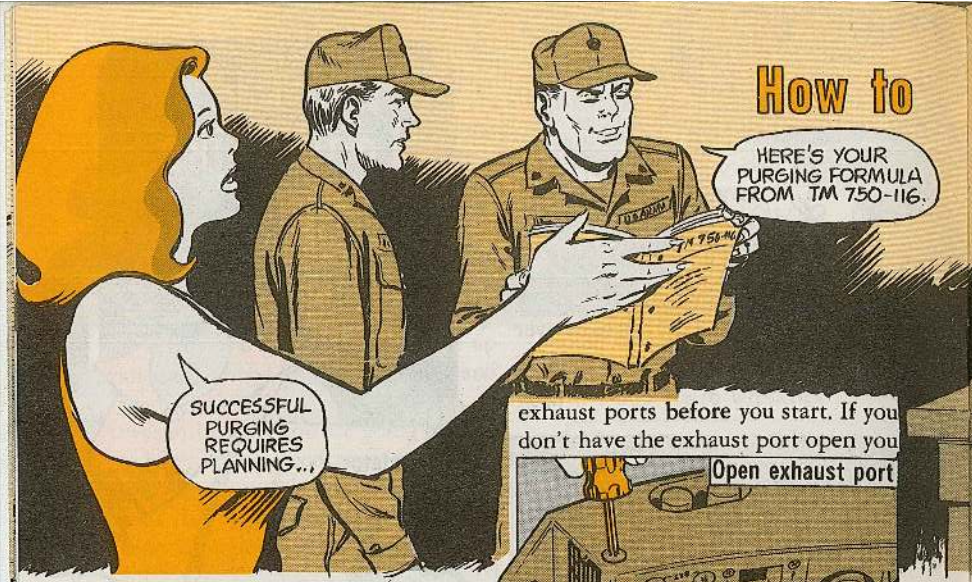


close the valve right away. (This clears water, dust, spiders, etc., out of your hose, so they don't get blown into your fire control instrument.)

What It Looks Like



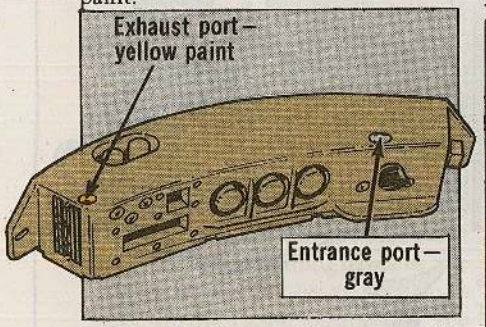
How to Hookup



Think things out before you purge.

Like look up the particular instrument you're going to work on in TM 750-116, or the fire control instrument technical manual. It tells you what adapter to use (if any) and shows you where the entrance and exhaust ports are.

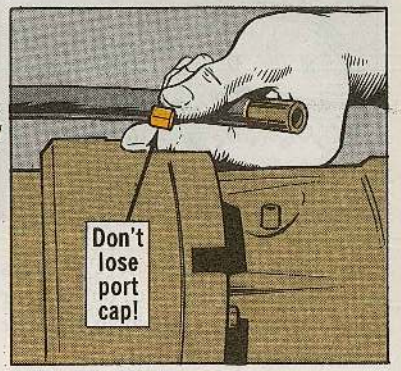
Entrance ports are usually circled in gray paint and exhaust ports in yellow paint.



Take off the caps (or unscrew the screws) of both your entrance and exhaust ports before you start. If you don't have the exhaust port open you

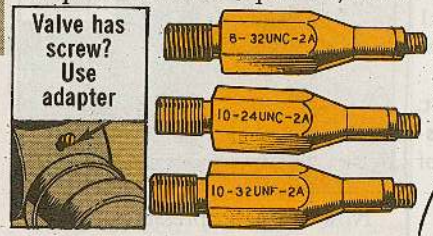
could build up pressure and blow things apart inside your fire control instrument.

On most of your entrance valves there are ¼-in outside threads to mesh with the internal threads on the end of your hose. Be careful not to lose the



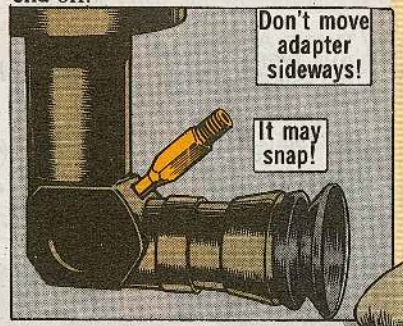
port cap if retaining strap is missing because you'll have to put it back again after charging.

If your entrance valve has a screw instead of a cap, you'll need one of t e adapters from the 3-part kit, NSN

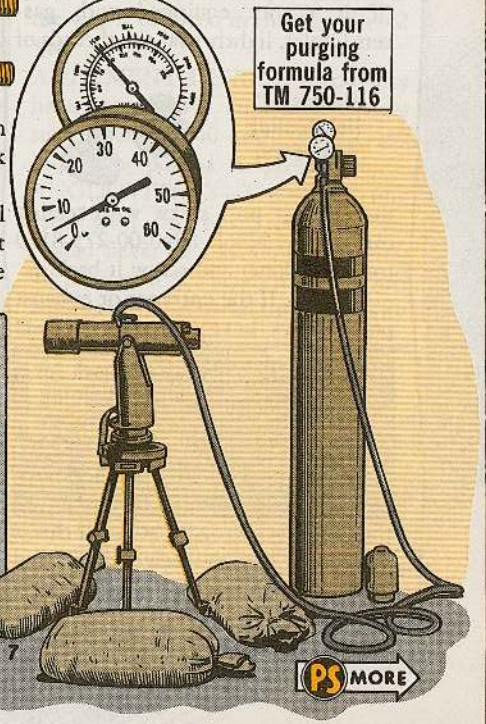


4931-00-936-4283. Keep the screw in a safe place so you'll have it to put back when you've finished purging.

When using an adapter be careful not to move it sidewise after you get it connected because you might snap the end off.



Get the purging formula (pressure and time) for your particular fire control instrument from TM 750-116. Open the pressure regulator valve until the proper pressure—nearly always 5 PSI —shows on the low-pressure gage. When the fire control instrument has purged for the required time, shut off the pressure regulator valve.



Newer Instruments

Fire control instruments not listed in TM 750-116 but that require purging are VVS-1 laser rangefinder for M60A2 tank; collimator M1A1 (radioactive); M137 pantel, and M138 elbow telescope, (M198 howitzer); VVG-2 laser rangefinder, the M61 (VULCAN) sight; the M55 laser gunnery trainer and second generation passive periscopes M35A1 and M36A1.

All components of the AN/VVG-1 laser rangefinder on the M551A1 Sheridan are purged for 10 minutes at 7 PSI. You charge them at 3.5 PSI.

After you've purged the instrument, (if it is not equipped with gaskets/seals), lightly coat the threads of

No gasket? Use sealing compound

the exhaust port screw with sealing compound NSN 8030-00-275-8110 (or equivalent) and screw it back in.

(NOTE: If the entrance or exhaust port screws have lost their gaskets

they may let nitrogen escape. If this is happening, order new screw and gasket sets from table 2-3 on pages 21-22 of your TM 750-116.

How to Charge Optical Instruments

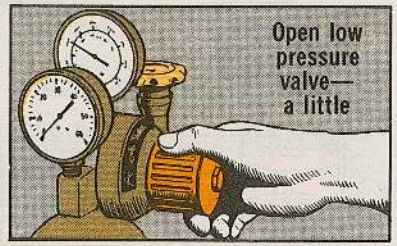
Purging—getting the dust, mist, water, etc., out of your fire control instrument—is only half of the battle. After you purge the instrument you need to build up the pressure inside it so it will resist the invasion of dust, mist, water, etc., from the outside. You do this by charging it with nitrogen.

Before charging make sure the exhaust ports are screwed shut.

Now set your pressure regulator valve to the charging pressure—nearly always 1 PSI—and charge for the required time which may be only 20 seconds. (Get the exact time from your TM 750-116.) **Do not overcharge or you could damage the instruments.**

SHUTTING OFF NITROGEN—Completely close the valve on the

nitrogen cylinder. Open the valve on the low-pressure side of the regulator just a little. All the pressure will then



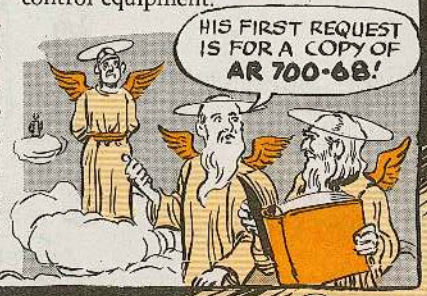
bleed off both the high and low-pressure gages. If you don't bleed off all of the pressure, the rubber diaphragm in your pressure regulator will be under a constant strain. This could give you a permanent leak that can't be shut off at the pressure regulator valve, and you'll need a new regulator.

DANGER—Working with a high-pressure nitrogen cylinder and its accessories can be dangerous unless you know what you're doing. Read up on compressed gasses in AR 700-68 Storage and Handling of Compressed Gases and Gas Cylinders. Make sure your cylinder is marked correctly and has the proper safety devices—dust plug and/or valve protection cap.

RADIOACTIVE FIRE CONTROL—These items are purged the same way non-radioactive ones are. The only special precaution with radioactive fire control items is that they should not be purged if the radioactive vials are broken. In that case, turn them in the way it tells you in the weapon -12 TM.

ALINEMENT DEVICES—You may have wondered if alinement devices such as the M140 and the XM 139 need to be purged. At present, no.

ANGLE FITTING—The angle fitting used with the recoil charging set should never be used on the purging set because it has steel threads which will cut the light metal threads on fire control equipment.



END

M60A1 (RISE) Tank...

Special Tool Slip-Up

You can't do the scheduled services on your M60A1, (RISE) tanks unless you have all the special tools. And you may not have them all.

Table 2-1 in TM 9-2350-257-20-1 (Dec 75) shows the 42 special tools you need to do your scheduled service. But TM 9-2350-257-20P-1 (Dec 75) doesn't list 7 of them. Here they are:

NAME	NSN
Gage: transmission oil pressure	6620-00-795-0330
Socket: transmission band adjustment	5120-00-626-1842
Adapter: track adjusting pin and torsion bar remover	5120-00-322-5953
Adapter: socket wrench	5120-00-632-5797
Test Harness: electrical generator	4910-00-628-1157
Tester: gas particulate filter unit	6680-00-436-4212
Torque Adapter: driver's hatch	2510-01-010-1644

M48/ M60-Series Tanks...

A Breather on the Breather

How 'bout that!

You no longer have to remove and clean the final drive breather on your tank quarterly.

Cleaning's not such a good idea.

The breather can't be cleaned right unless you take it apart—and it's not supposed to come apart. If it's still clogged, or if you damage it during cleaning, it could ruin the final drive.

Now, instead of cleaning, every 6 months you replace the old breather with a new one. Use NSN 4820-00-537-8931. Your LO's are being changed. That's the word in TB 43-0001-39-3 (Oct 78).

M60A1 (RISE) Tank Fire Report

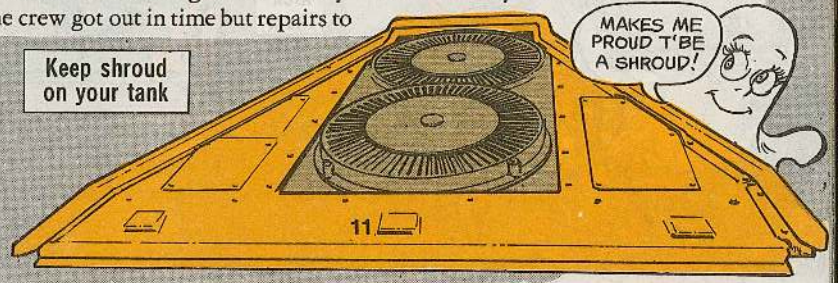
If your M60-series tank's not wearing its shroud, you could end up wearing one yourself—soon.

'S true! Running a tank with its transmission heat shroud missing is dangerous and can be expensive if you have an engine fire.

An M60A1 (RISE) running around without its shroud caught fire recently. The crew got out in time but repairs to the tank cost about $20,000.

The PMCS (Preventive Maintenance Checks and Services) are going to be changed to read: "For readiness reporting, equipment is not ready/available . . . if engine shroud is missing."

So remember: a shroud on the tank is like money in the bank.

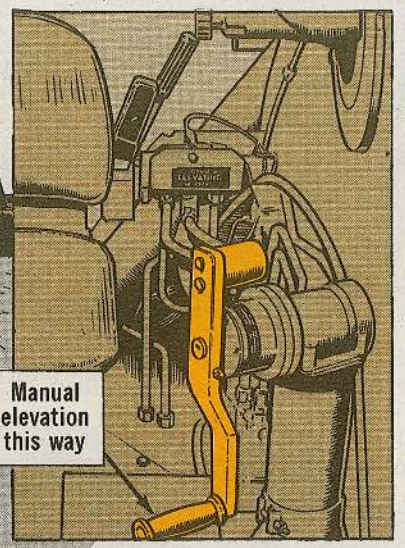


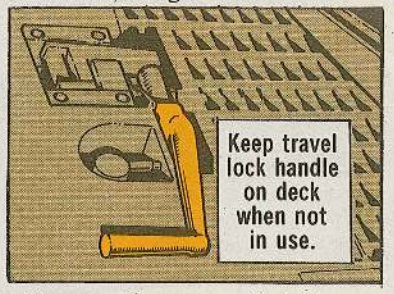
M110/M110A1 TRAVEL LOCK

Great, but a lot of the gun mount travel lock handles are getting broken . . . and nobody knows exactly why—or do they?

One thing for sure, kicking the travel lock can bend the hollow bar it's attached to and make the disengaging latch harder to release.

Never try to jockey your gun tube into or out of travel lock with power elevation/traverse. Do it with the gunner turning the manual traversing handle and the assistant gunner the manual elevating handle.

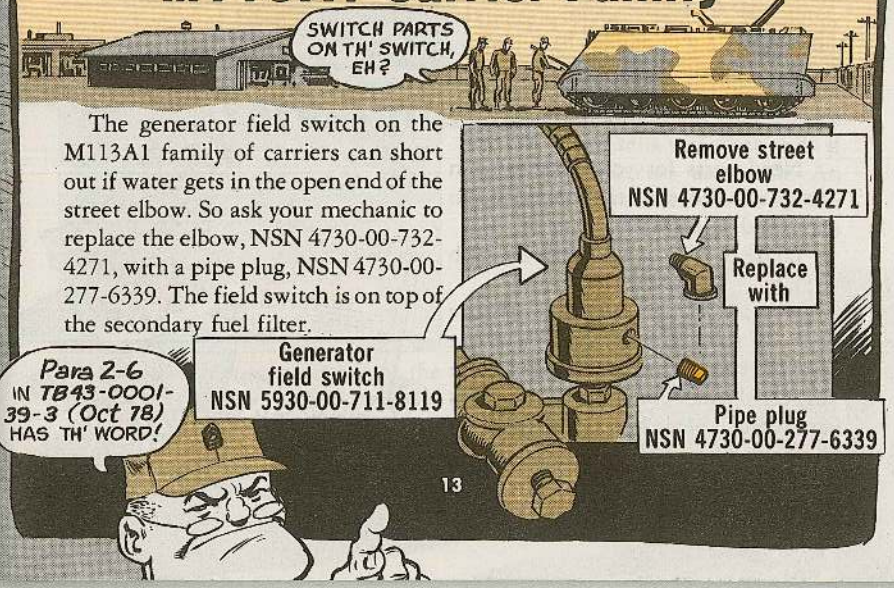




Be sure the cannon is in battery position and the oil reserve is established before you release the travel lock.

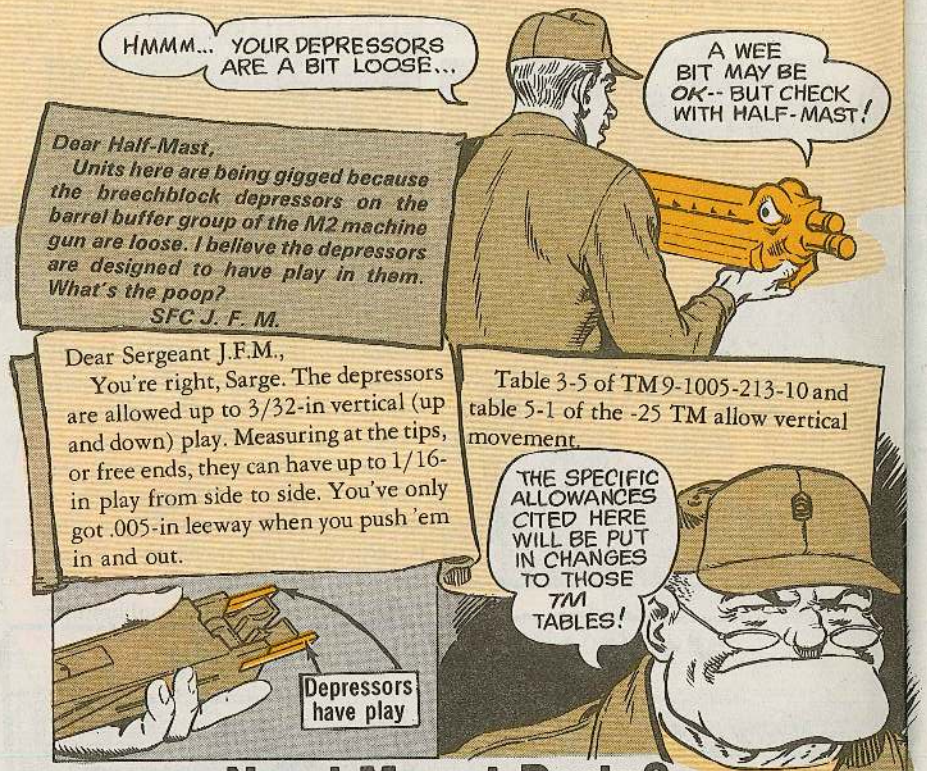
Likewise, before you move the vehicle, make sure the weapon is in the battery position and the gun tube is secured by the travel lock. If you move it any other way you may damage the seals in the equilibrators.

M113A1 Carrier Family



The generator field switch on the M113A1 family of carriers can short out if water gets in the open end of the street elbow. So ask your mechanic to replace the elbow, NSN 4730-00-732-4271, with a pipe plug, NSN 4730-00-277-6339. The field switch is on top of the secondary fuel filter.

M2 MG Depressor Fit

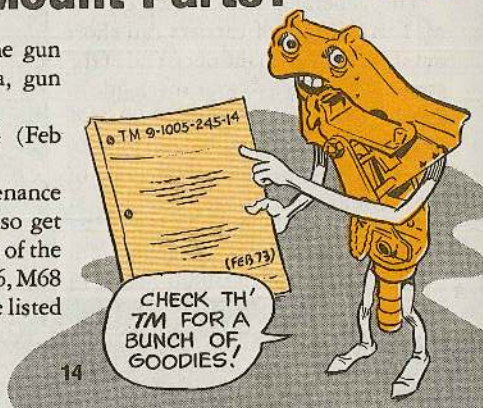


Need Mount Parts?

Need parts for your machine gun mounts? Pedestal, tank cupola, gun ring and so forth?

Look in TM 9-1005-245-14 (Feb 73).

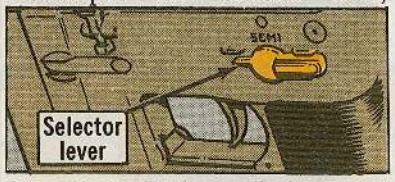
Not only do you get maintenance info on the mounts, but you also get parts listings for various models of the M142, M4, M31, M36, M49, M66, M68 and M81 . . . plus a bunch that are listed by stock or part number only.



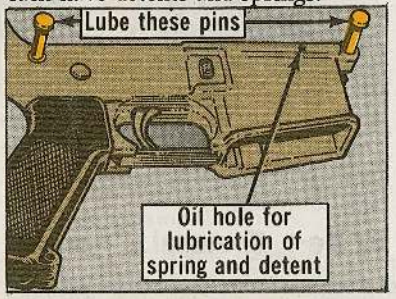
Detents and Springs Need Care

Detents and springs in the lower receiver group of your M16A1 rifle can cost you a bundle—or a few minutes of preventive maintenance.

Example: The selector lever,



forward pivot and rear takedown pins each have detents and springs.



Riflemen must generously lube the pivot and takedown pins when you clean and lube your rifle. See page 23 of TM 9-1005-249-10 (Apr 77).

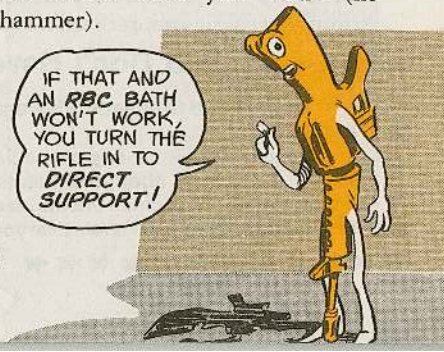
Armorers must clean and lube the detents and springs according to Table 2-3 of TM 9-1005-249-20 (Sep 71).

And there's the problem. The detents and springs get neglected and bind.

Armorers have been seen trying to free the pins and selector lever with hammer and punch, a rock and a nail, or whatever else is handy. At the least, that's bad news for the pin holes. At the worst, they crack the lower receiver.

When you crack the lower receiver, you scratch the whole rifle. Cost: $179. You can't get the lower receiver group separately.

You already know how to prevent it. There's even an interesting procedure in Table 2-3, page 11, of the -20 TM which tells you what to do if the pins or detents are stuck. An example: Push a small punch against the detent with your hand (no hammer).



M1911A1 Trigger Pull

"Pistol, Cal. .45, Automatic, M1911A1, trigger pull 5 to 6½-lb."

Sound familiar? That's the way the M1911A1 is supposed to be, minimum 5-lb trigger pull, for good reasons.

If you feel the pull is too high on yours, your support can check it out. If you want it lighter, you can make problems trying for that hair-trigger touch.

Like so: Some amateur gunsmiths try to reduce trigger pull by bending the sear spring. If you do, the grip safety may not work. Bad news for your buddies. Maybe you.

Others file the sear or hammer . . . or etc. That leads to grief, too. Yours for sure when the weapon's turned in for inspection or repair.

The idea is, if you feel the pull's too strong, have your armorer turn it in to support. They've got the equipment to test and adjust trigger pull, plus the know-how to spot faults which could lead to trouble.

★★★★★ You Don't Have to Be a General... ★★★★★

- To write to Half-Mast at PS Magazine about what you want to see printed in PS;
- To ask Connie for any of the back issues of PS (1 copy or 100);
- To tell Bonnie about the maintenance problem you need help on.

You can do it if you're a private, sergeant, specialist, warrant, lieutenant—or anybody, even a general. Everybody gets an answer.

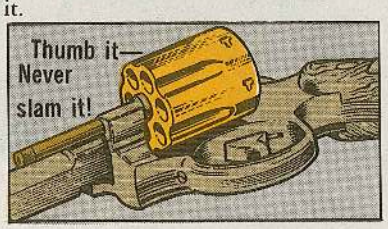
Quick Draw McGraw and Billy the Kid types can tear up a .38-cal revolver about as quick as a kid can demolish a toy model.

And, your Army Colt and Smith & Wesson .38's can't take the strain.

Most common abuses: dry-firing and slamming the cylinder home.

Dry firing is out with the .38. It damages the hammer and other parts. Fact is, a revised TM on the .38 will prohibit it.

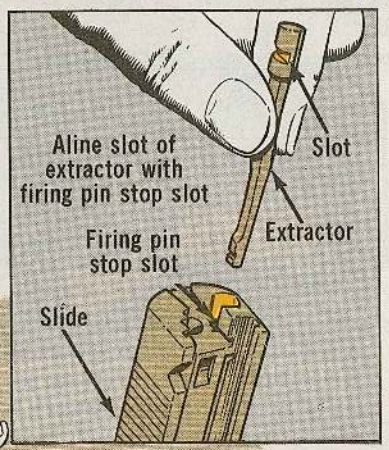
As for the cylinder, you close it with your thumb. Slamming it home Wild West style misalines the firing chambers with the barrel and damages the extractor. That could be bad news for the next soldier who fires it.



.45-Cal Extractor Slot

When you install the extractor in the M1911A1 .45-cal pistol, armorer buddy, take an extra second to line up the extractor slot with the firing pin stop slot before you seat it.

Otherwise, you'll have one tough job sliding the firing pin stop in place. You might even be tempted to bang on the stop. Bad news.



FOR A COOL DRAGON BATTERY...

All charged up and then some. That's the battery-killing story on the power sources of Dragon system components like the AN/TSQ-T1 monitoring set and the AN/TSM-114 tracker test set.

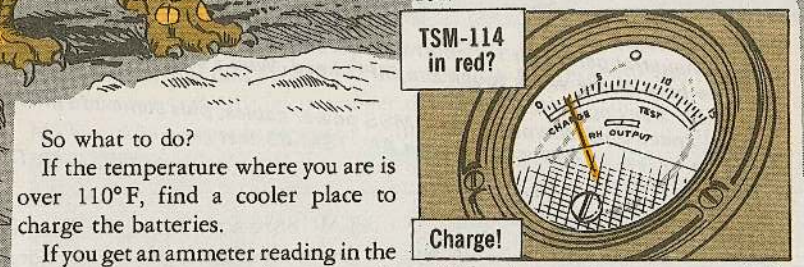
Overcharging nickel cadmium battery NSN 6140-00-214-8255 overheats it, cuts its life short . . . and is exhausting those left in the supply system.

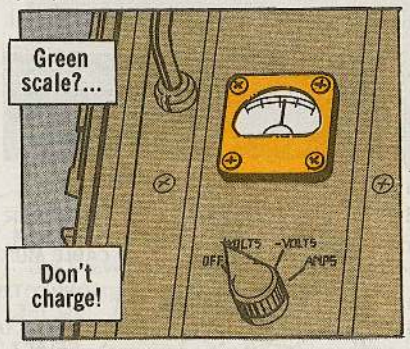
Depending on state of charge and temperature, the batteries should reach maximum charge in 14 to 16 hours. If you let them overcharge, the cells get hot and you can chop off most of the expected life of the batteries.

So what to do?

If the temperature where you are is over 110°F, find a cooler place to charge the batteries.

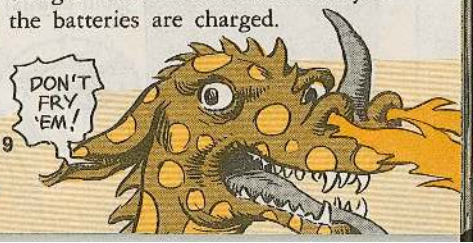
If you get an ammeter reading in the green (monitoring set, for instance), you don't have to charge them. If the needle gives you a monitoring set meter reading low in the yellow when you do the PMCS check in Table 3-2 of TM 9-6920-480-12-1, that's the time for a recharge. In which case, charge batteries according to Table 3-3 of the TM. The TSM-114 batteries need charging when the meter reading is red.



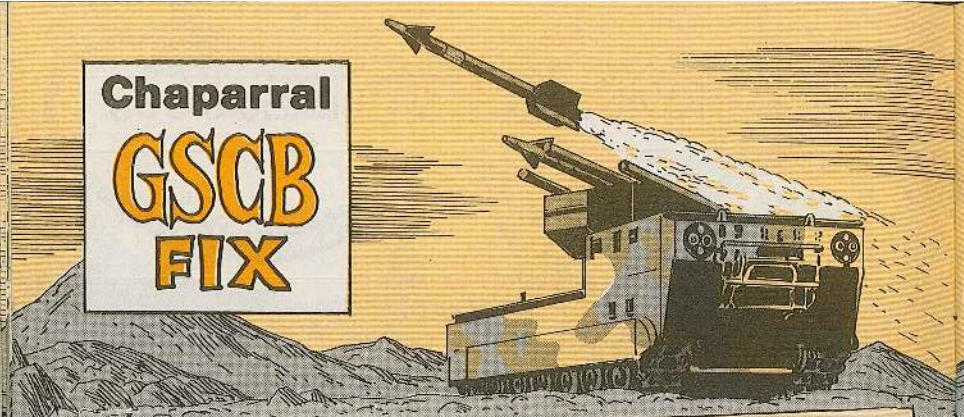


Never let your batteries completely discharge. After 8 hours on the charger the batteries should be in the green. If not, let your support know and turn off the charger. Trying to bring them up to charge might kill them completely or damage the charger.

And . . . remember . . . turn off the charger when the indicator tells you the batteries are charged.



Chaparral GSCB FIX



Dear Half-Mast,

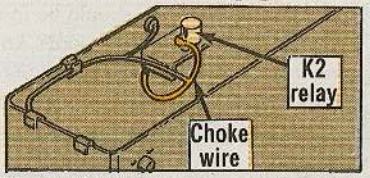
Our Chaparral generator set control boxes (GSCB) have been shorting out because bare choke wires touch the MPU head. Who's supposed to put the protective sleeving on the wires?

Also, I need hold-downs for the OMSS power cables, plus some info on the hook-up to test launch rails with the AN/TSM-85 test set.

PFC R. B. T.

Dear Private R. B. T.,

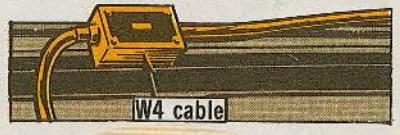
Your support must install the protective sleeving on the GSCB choke wire as shown on page 15-8 of

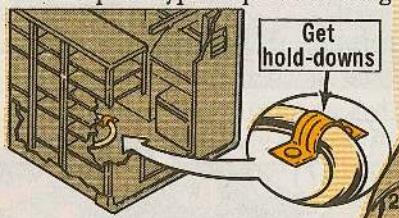


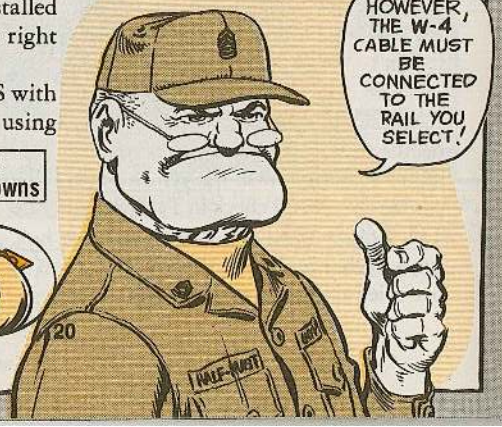
TM 9-1440-585-34. Any unit which doesn't have the sleeving installed should contact its support, like right now.

Get hold-downs for the OMSS with an exception-type requisition using FSCM 18876 P/N 9965990. There is no NSN since the hold-down is not a repair part.

As for using the AN/TSM-85 on launch rails, you can select any rail.







Lance Missile System ...

Halt Hydraulic Fluid Overflows

The hydraulic fluid in the suspension lockout system can give your carrier a sticky bath if you don't check the fluid level in the reservoir the right way.

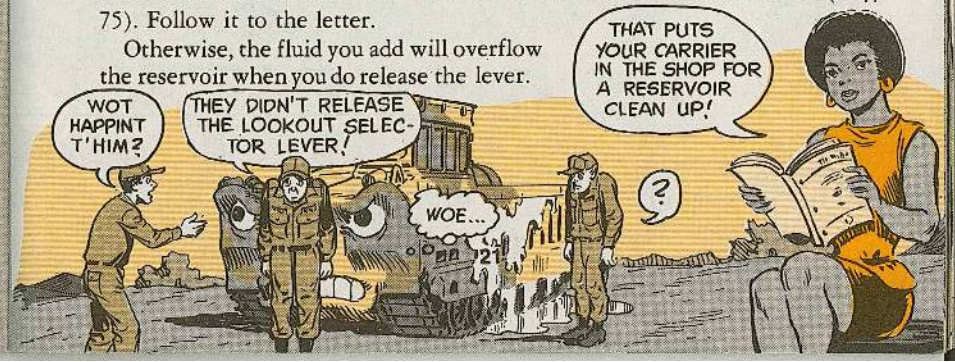
The lockout selector lever—under the driver's seat of your M752, M667 or M688 carrier—must be released before you check the reservoir dipstick.

If the lever's engaged, the dipstick reads empty. That's because engaging the lever puts the fluid into the suspension lockout system.

You need the fluid there to lock the roadwheels when you unload or launch a missile—but not when you check the fluid.

Fluid must be in the reservoir in order to check it. The word is in Item 22 in the Preventive Maintenance Checks and Services in TM 9-1450-485-10 (Aug 75). Follow it to the letter.

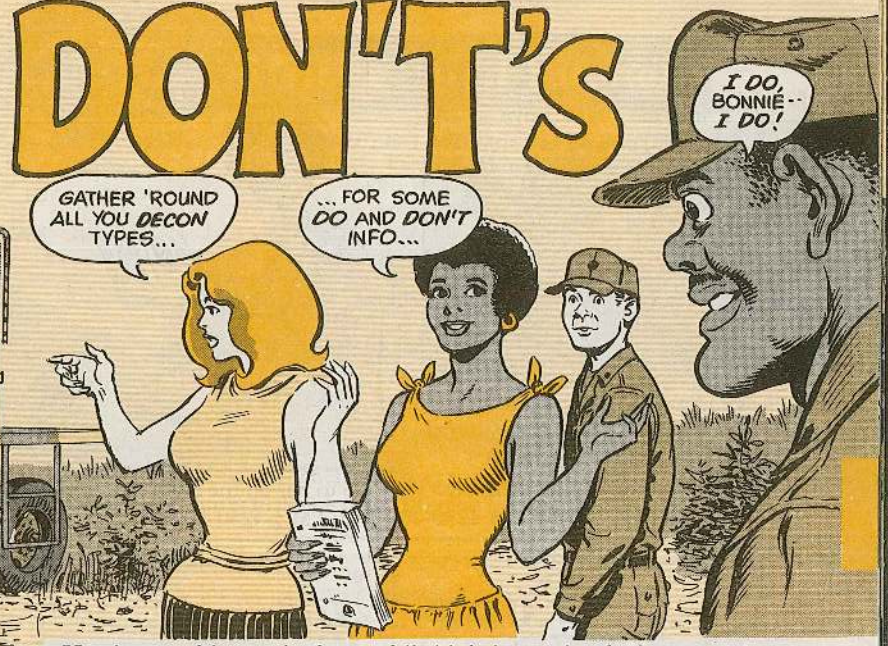
Otherwise, the fluid you add will overflow the reservoir when you do release the lever.



TROOP SUPPORT

Your M12A1 Decon...

SOME DO'S & DON'T'S



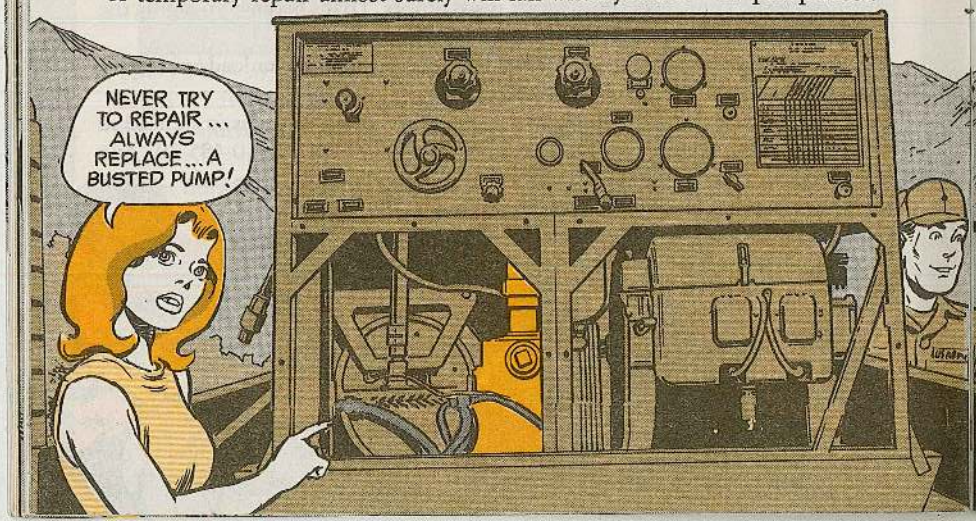
A single "don't," if you do it, can offset a dozen "do's" done right on your M12A1 decontaminating apparatus.

So, here are some "do's" and "don't's" sorted out to help your M12A1 do its job...so to speak.

The cast metal pump on the decon pump unit doesn't lend itself to repairs. **DON'T** try to patch it up if it's cracked or damaged. Instead, get it replaced. A temporary repair almost surely will fail when you need the pump most.

Here's something to check out while it's being replaced: If your unit has the single piece lower manifold, ask your support to put on the 3-piece replacement shown in Fig 19, items 21, 22, 23, TM 3-4230-209-34P.

The 3-piece job lets you disconnect the pump easily. Otherwise, getting the pump off is a DS job.



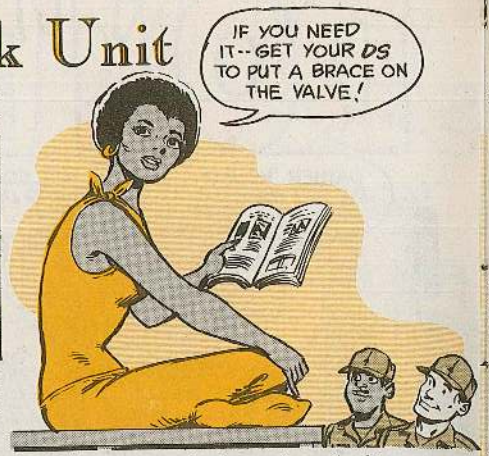
M2 Heater

DO use diesel fuel for your M2 heater if you can get it.

DON'T use gasoline unless you add oil to it. As the TM says, add 1 pint of No. 2 fuel oil to each 5 gallons of gasoline.

PS MORE

Tank Unit

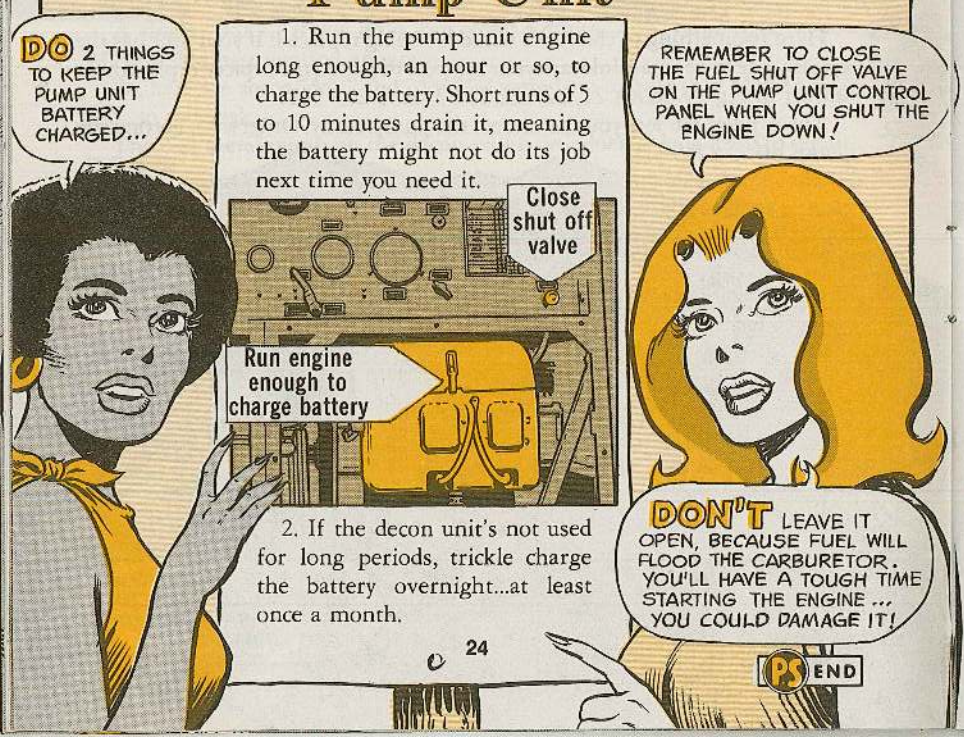


DON'T use the drain valve at the bottom of the tank unit as a step. The

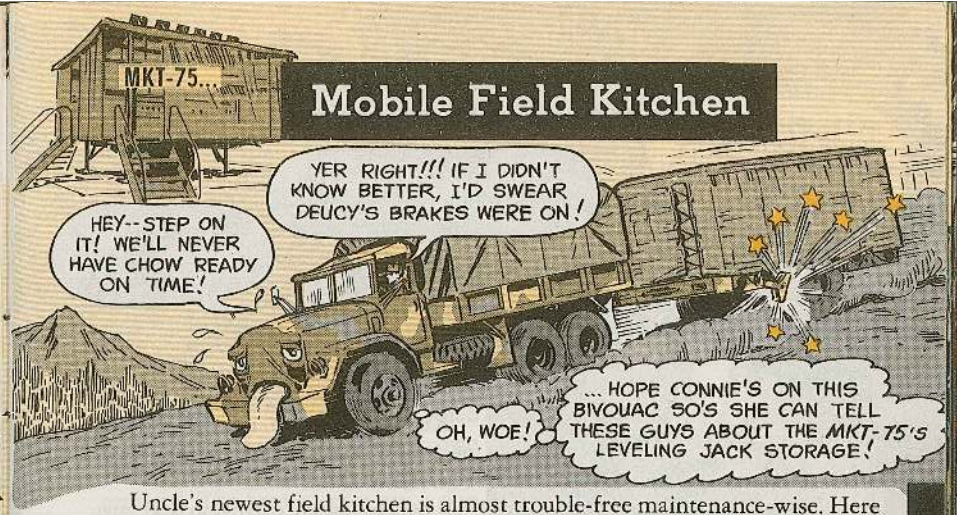
valve's rugged enough, but the weight of a man messes up things connected to it...which makes a repair job.

For the forgetful or the rushed, ask your DS to put on the brace described in Fig 30 and on page 65 of TM 3-4230-209-34P. TM 3-4230-209-34, page 2-11, has the word.

Pump Unit

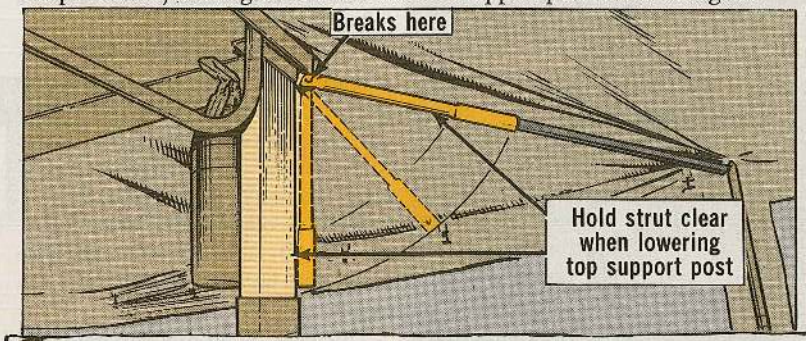


Mobile Field Kitchen



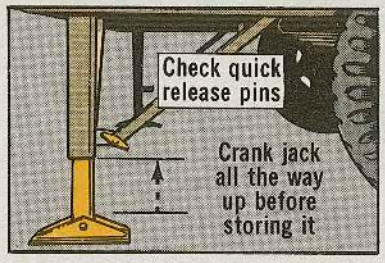
Uncle's newest field kitchen is almost trouble-free maintenance-wise. Here are a couple of things to doublecheck the next time you put it up or take it down:

1 When lowering the top roof support post into the bottom post, be sure a helper holds the corner strut assembly away from the support. This keeps it from jamming into the bottom roof support post and breaking off.



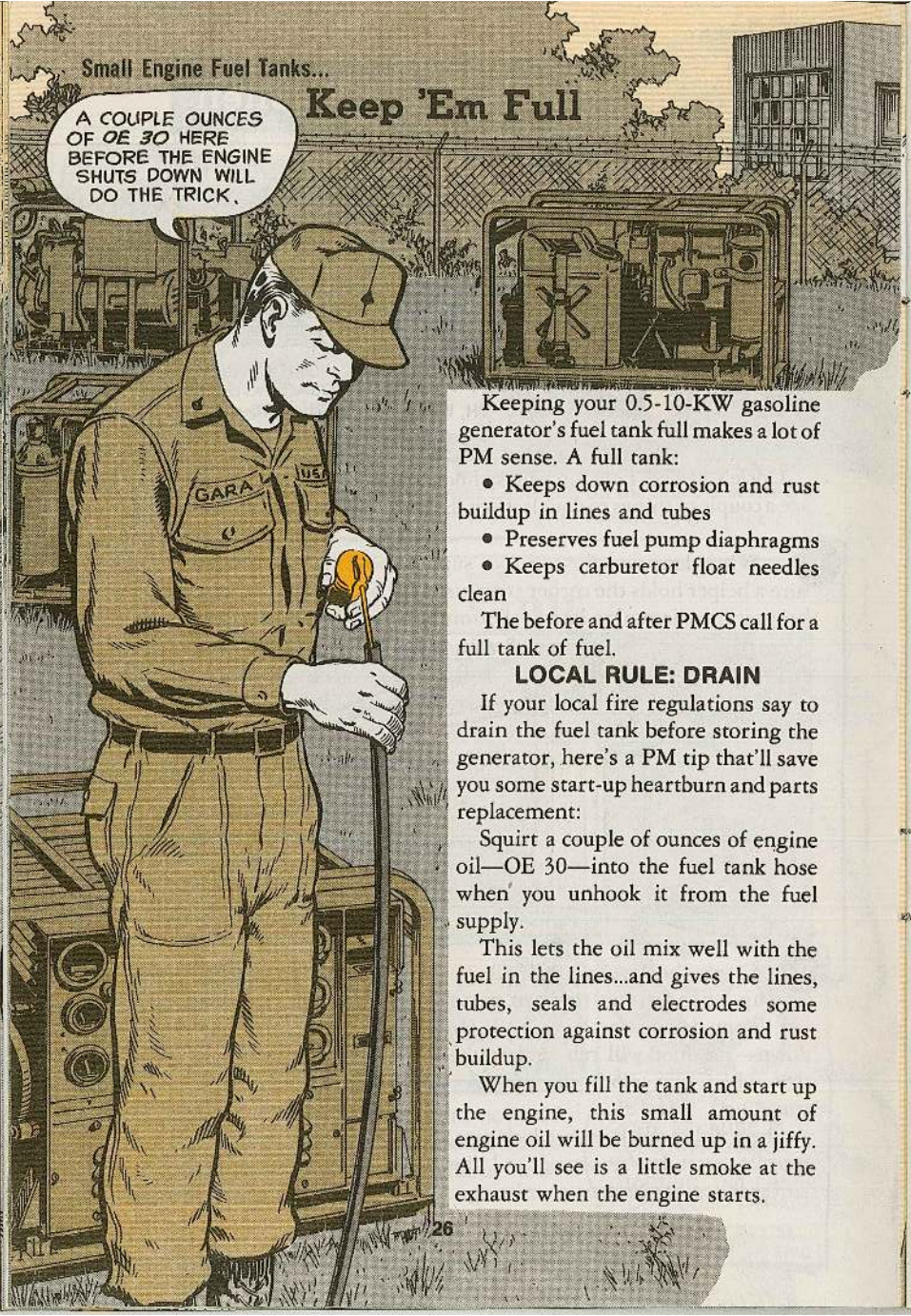
2 Crank the leveling jack all the way up when getting ready to move out. If you don't—and leave it too far down—the foot will rub against the tire when you store the jack for traveling.

Check those quick release lock pins, too. Be sure they're seated and the lanyards are not broken or missing.



Small Engine Fuel Tanks...

Keep 'Em Full



Keeping your 0.5-10-KW gasoline generator's fuel tank full makes a lot of PM sense. A full tank:

- Keeps down corrosion and rust buildup in lines and tubes
- Preserves fuel pump diaphragms
- Keeps carburetor float needles clean

The before and after PMCS call for a full tank of fuel.

LOCAL RULE: DRAIN

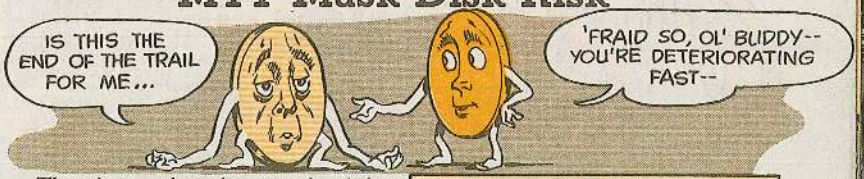
If your local fire regulations say to drain the fuel tank before storing the generator, here's a PM tip that'll save you some start-up heartburn and parts replacement:

Squirt a couple of ounces of engine oil—OE 30—into the fuel tank hose when you unhook it from the fuel supply.

This lets the oil mix well with the fuel in the lines...and gives the lines, tubes, seals and electrodes some protection against corrosion and rust buildup.

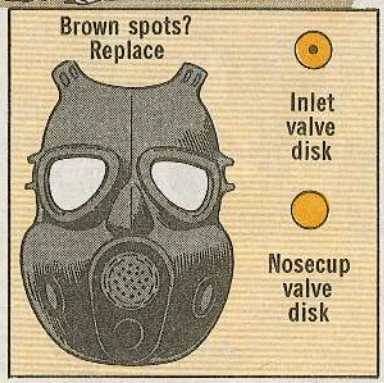
When you fill the tank and start up the engine, this small amount of engine oil will be burned up in a jiffy. All you'll see is a little smoke at the exhaust when the engine starts.

M17 Mask Disk Risk



There's a color clue on the inlet valve disks of your M17/M17A1 field C-B mask that'll head off trouble and keep your mask operating safely.

The 2 disks are tan (buff) when serviceable. If you see dark brown spots developing, get the spotted disk replaced. The brown spots are a sign that the disks are deteriorating. It's just a short hop from there to where the disks curl up, get brittle . . . and useless. Pieces will chip off, and the protection you need is gone.



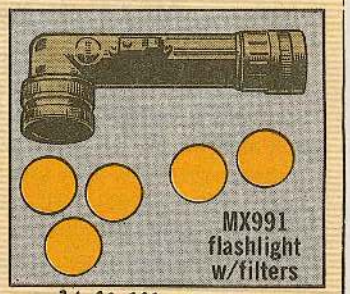
MX991 Flashlight Parts

Dear Half-Mast,
How do we get the various filters for our MX991 flashlight, NSN 6230-00-264-8261?
SFC M. R. M.

Dear Sergeant M. R. M.,

Cannibalization is your best bet, but here's a list of parts:

NSN 6230-00-	ITEM
111-0190	red filter
504-8341	green filter
504-8342	amber filter
128-2464	opaque (blackout) filter
356-4825	diffusion filter
6135-00-120-1020	battery (2) BA-30
6240-00-155-7935	bulb, incandescent lamp



Half-Mast

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) and Ch 1 (Oct 78), SC's and SM's and DA Pam (C) 310-9 (Nov 76), COMSEC pubs.

TECHNICAL MANUALS

TM 5-1080-200-10 Sep Camouflage Screen Sys Wdland Ltwt, Radar Scat

TM 5-4310-356-14 Nov Compressor, Air, Recip, EMD, 5 CFM

Ch 2, TM 5-4520-224-14 Sep Heater, Duct-Type, M-68, Port Gas, 250,000-BTU

Ch 1, TM 5-6115-332-24P Aug Gen Set, GED, 5-KW MEP-017A, MEP-022A

TM 9-1095-206-13&P Nov Dispenser, Gen Purpose Aircraft: XM 130

TM 9-1425-470-L Jul Pubs for TOW

Ch 5, TM 9-1425-470-12 Sep TOW

TM 9-1430-487-10 Sep Lance

TM 9-2320-218-10 Aug M151-Series ¼-Ton Vehicles

TM 11-1520-228-20P Sep Electronic Config OH-58A, OH-58C

Ch 1, TM 11-5800-213-L Sep Pubs for Commo

Ch 3, TM 11-5805-201-12 Sep TA-312/PT Telephone

Ch 6 TM 11-5805-243-12 Sep TA-1/PT Telephone Set

Ch 7, TM 11-5815-332-15 Sep AN/VSC-3 RATT

TM 11-5820-203-24P Sep AN/MRC-54(V)

TM 11-5820-348-24P Aug RC-292 Antenna Eqpt

Ch 10, TM 11-5820-520-12 Nov Op AN/GRC-106,-106A Radio

TM 11-5820-536-24P Jul AN/TRC-109(V) Radio Repeater

TM 11-5820-687-12-HR Dec Radio AN/PRC-77

TM 11-5821-260-12-1 Sep AN/ARC-115A(V)1 Radio

Ch 10, TM 11-5840-217-10 Sep AN/TPS-25, -25A, -25(XE-2) Radar

Ch 5, TM 11-5840-217-20 Oct AN/TPS-25, -25A, and -25(XE-2) Radar

TM 11-5840-348-20P-1 Sep AN/TPS-58B Radar

Ch 4, TM 11-5915-223-12 Oct MX-7778/GRC Electrical Transient Suppressor

TM 11-5915-223-24P Nov MX-7778/GRC Electrical Transient Suppressor

TM 55-1510-213-CL Nov OV-1D/RV-1D

TM 55-1510-213-23-1 Oct OV-1D/RV-1D

TM 55-1510-213-23-2 Oct OV-1D/RV-1D

TM 55-1510-213-23-3 Oct OV-1D/RV-1D

TM 55-1520-209-23-2 Dec CH-47A

Ch 37, TM 55-1520-210-20 Aug UH-1D/H

TM 55-1520-221-PM Sep AH-1G

TM 55-1520-228-23-1 Aug OH-58A, OH-58C

TM 55-1520-228-23-2, Aug OH-58A, OH-58C

TM 55-1520-237-23-1 Dec Wiring Data UH-60A Copter

MISCELLANEOUS

CIR 710-20 Jan Unit Loss/Loss Recovery Reporting

SB 740-94-5, Sep Storage Serviceability—Masks, Chem-Biolog

SC 5180-90-CL-NO5 Sep Tool Kit, Master Mechanics

SC 5180-90-CL-N26 Oct Tool Kit, General Mechanic's: Automotive

SC 5180-90-CL-N26-HR Oct Hand Receipt

SC 5180-90-CLN45 Sep Tool Eqpt, Telephone Electrician's TE 49

SC 5180-90-CL-N45-HR Sep TE 49

SC 5180-90-CL-N48 Oct Tool Kit, Lineman's

SC 5180-90-CL-N48-HR Oct Tool Kit, Lineman's

SC 5180-90-CL-N49 Oct Tool Kit Telephone Terminal: TE123

SC 5180-90-CL-N49-HR Oct TE-123

SC 5180-91-CL-R13 Sep Tool Kit, Electronic Eqpt TK-101/G

SC 5180-91-CL-R13-HR Sep TK-101/G

TB 9-352, Sep Load-Testing Vehicles (M62, M543, M816, M246, M819) Used to Handle Missiles, Rockets

TB 43-180 Oct Calibration

TB 420-6 Jul Electric Electronic Handbook

AUDIO VISUAL STUFF

Available at battalion or post Learning Center

FILM, TV TAPE, GTA

TF 8-6068 Fit to Breathe—Respirators

TVT 10-56 Mobile Field Kitchen—Model MKT-75

GTA 10-1-5 Water-Sterilizing Bag

TEC LESSONS

020-171-5316-F Loading Gun/Launcher, M60A2

043-441-5409-F Improved HAWK—Alinement of IHIPIR, Part 2

202-113-5205-A AN/TSC-76, Part II, Telephone Circuits

202-113-5207-A AN/TSC-76, Part IV, Field Wire Circuits

610-091-6070-F Install, Time a Distributor

610-091-6088-J Inspect Steering Sys of Wheeled Vehicle

645-093-7286-F Request for Issue, Part III

645-093-7311-A Quantity/Distance/Compatibility Tables—Ammo, Part II

800-101-8407-F M2 Burner Unit

943-093-7609-J Ammo Color Codes

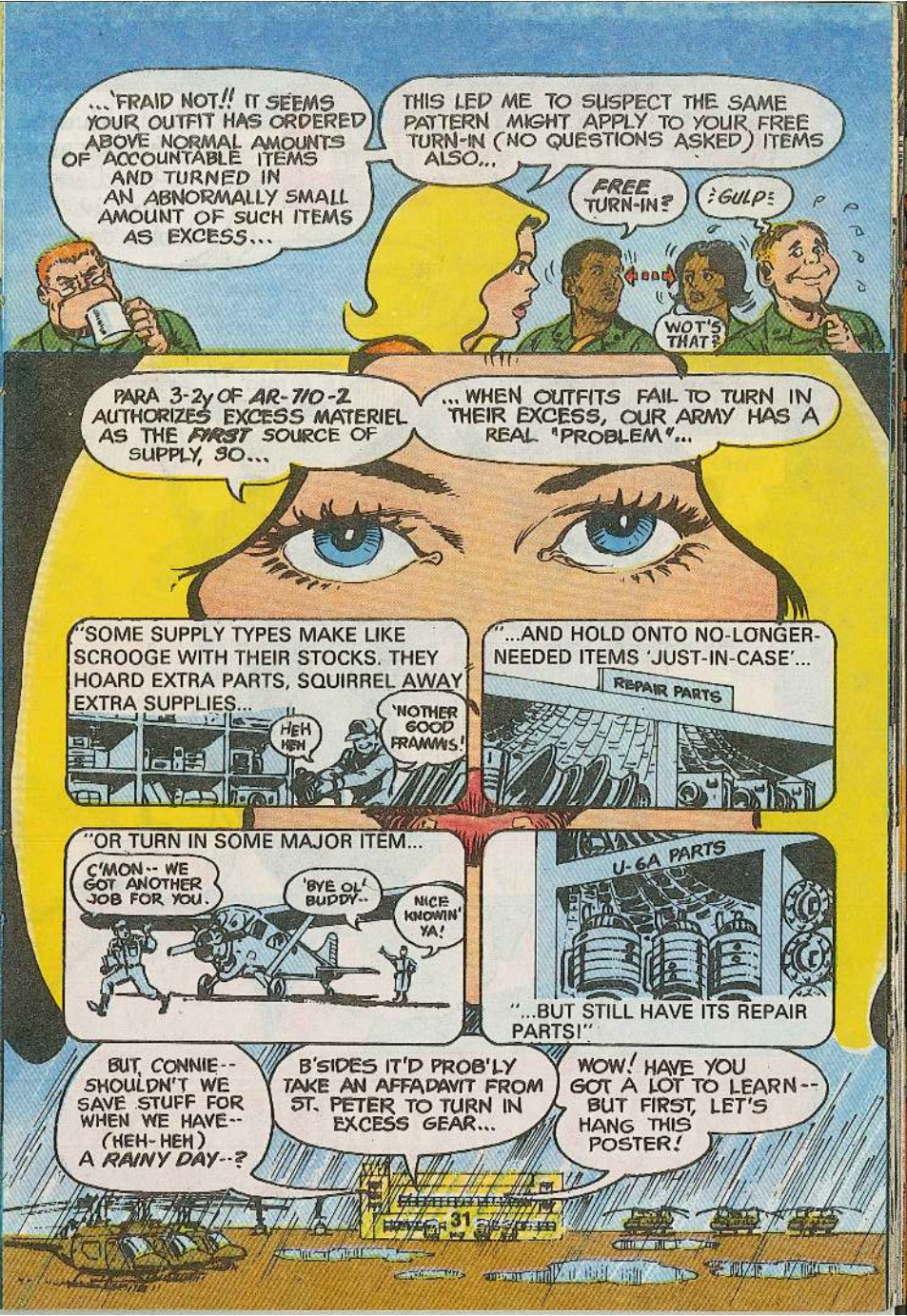
Mum's **NOT** *the Word!*

Are you working under a local system that limits the amount of money you can spend for repair parts or supplies? Well, if you get to a point where you still need parts or supplies—but have no more money in that account—take a close look at para 1-6 of AR 710-2. Make sure you've tried all the alternatives in para 1-6a(1)(a), then tell your support you're hurting! That's no time to suffer in silence.

TM 38-750 Fix-Up

When you get your copy of Change 2 to TM 38-750, grab a pencil and make a couple of corrections. Pages E-53, E-54 and E-55 are goofed up. Move all the X's on the 3 pages until you have an X in the DA Form 2408-1 column, DA Form 2408-9 column and DA Form 2408-14 column for each item. Mark out the X's in the logbook binder column, DA Form 2408-4 column and DA Form 2408-13 column.


SERGEANT HALF-MAST!
CONNIE ROOD!!!
COME ON IN-- COFFEE'S FRESH!
'BOUT TIME THEY GOT HERE!
GRRMMPH! THANKS, HORDER... WE CAN SURE USE SOME! LUCKY WE MADE IT IN SUCH A DOWNPOUR!
HI, PEOPLE! SORRY TO BE SO LATE, BUT...
...MY SCHEDULED TRANSPORTATION WAS CANCELLED!!!
THANK YOU!
HAPPILY, SGT. HALF-MAST WAS DRIVING TO THE OFFICES OF PS MAGAZINE...
...SO HE VOLUNTEERED TO DETOUR A BIT AND DROP ME HERE AT FORT LOCHS!
CONNIE... SARGE... WE'RE ALWAYS HAPPY TO SEE YOU, BUT...
...WORD CAME DOWN THAT WE MIGHT HELP YOU SOLVE A "PROBLEM," CONNIE...
YES, SPEC HORDER, I BELIEVE YOU MAY BE ABLE TO...
Y'SEE, SUPPLY DATA WAS FED INTO THE COMPUTERS AT MRSA...
AND THE COMPUTER PRINTOUTS SEEM TO SHOW THAT A MAJOR CAUSE OF OUR "PROBLEM" IS RIGHT HERE AT FORT LOCHS...
...MORE SPECIFICALLY... RIGHT HERE WITH YOUR UNIT!!
WH--
US?
Y'GOTTA BE KIDDIN'!


...'FRAID NOT!! IT SEEMS YOUR OUTFIT HAS ORDERED ABOVE NORMAL AMOUNTS OF ACCOUNTABLE ITEMS AND TURNED IN AN ABNORMALLY SMALL AMOUNT OF SUCH ITEMS AS EXCESS...
THIS LED ME TO SUSPECT THE SAME PATTERN MIGHT APPLY TO YOUR FREE TURN-IN (NO QUESTIONS ASKED) ITEMS ALSO...
FREE TURN-IN?
:GULP:
WOT'S THAT?
PARA 3-2y OF AR-710-2 AUTHORIZES EXCESS MATERIEL AS THE FIRST SOURCE OF SUPPLY, SO...
...WHEN OUTFITS FAIL TO TURN IN THEIR EXCESS, OUR ARMY HAS A REAL "PROBLEM"...
"SOME SUPPLY TYPES MAKE LIKE SCROOGE WITH THEIR STOCKS. THEY HOARD EXTRA PARTS, SQUIRREL AWAY EXTRA SUPPLIES...
HEH HEH
'NOTHER GOOD FRAMMIS!
"...AND HOLD ONTO NO-LONGER-NEEDED ITEMS 'JUST-IN-CASE'...
REPAIR PARTS
"OR TURN IN SOME MAJOR ITEM...
C'MON-- WE GOT ANOTHER JOB FOR YOU.
'BYE OL' BUDDY--
NICE KNOWIN' YA!
U-6A PARTS
"...BUT STILL HAVE ITS REPAIR PARTS!"
BUT, CONNIE-- SHOULDN'T WE SAVE STUFF FOR WHEN WE HAVE-- (HEH-HEH) A RAINY DAY--?
B'SIDES IT'D PROB'LY TAKE AN AFFADAVIT FROM ST. PETER TO TURN IN EXCESS GEAR...
WOW! HAVE YOU GOT A LOT TO LEARN-- BUT FIRST, LET'S HANG THIS POSTER!

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.

REMEMBER -- YOUR EXCESS MAY BE SOMEBODY ELSE'S NO-SHOW REQUEST. AND IF THE WORD GETS AROUND THAT YOU'RE SITTING ON PARTS SOMEBODY ELSE NEEDS...

-- WELL ... IT COULD GET A LITTLE UNFRIENDLY!

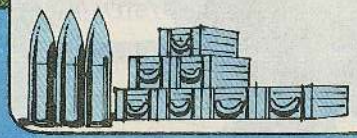
YEAH!

BEFORE YOUR BUDDIES GET TO THE THREATS STAGE...

CHECK YOUR SUPPLY ROOM AND MAINTENANCE SHOP FOR YOUR EXCESS ACCOUNTABLE ITEMS...

?

AMMUNITION...



MEDICAL ITEMS...

SUBSISTENCE ITEMS...

PROPERTY BOOK AND PLL ITEMS...

THAT TYPE GEAR MUST BE TURNED IN THROUGH REGULAR CHANNELS!

RIGHT, CONNIE ... BUT FOR OTHER ITEMS, THEY COULD HAVE A CHOICE ON HOW TO TURN 'EM IN!

CHECK ON A SPECIAL TYPE OF TURN-IN YOUR SUPPORT MAY OFFER CALLED "FREE TURN IN" OR "NO QUESTIONS ASKED"!

PARA 3-2ai of AR 710-2 HAS THE WORD ON THAT!

IF YOUR SUPPORT DOES HAVE A "NO QUESTIONS ASKED" TURN-IN...

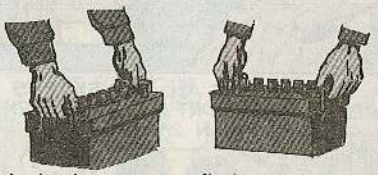
...THEIR *SOP'LL* GOVERN WHAT PAPERWORK-- IF ANY-- YOU NEED!

THE BEST WAY TO HANDLE ANY EXCESS, OF COURSE, IS TO STOP IT BEFORE IT STARTS... LIKE THIS...

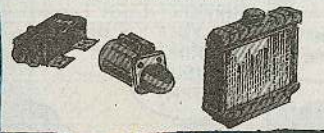
?

- Keep your PLL honest. Ask for only what you need, as soon as you need it.

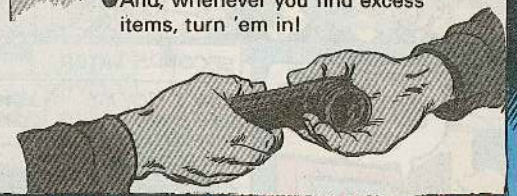
- Handle recoverable items on a one-for-one basis: One recoverable turned in for every recoverable item request.

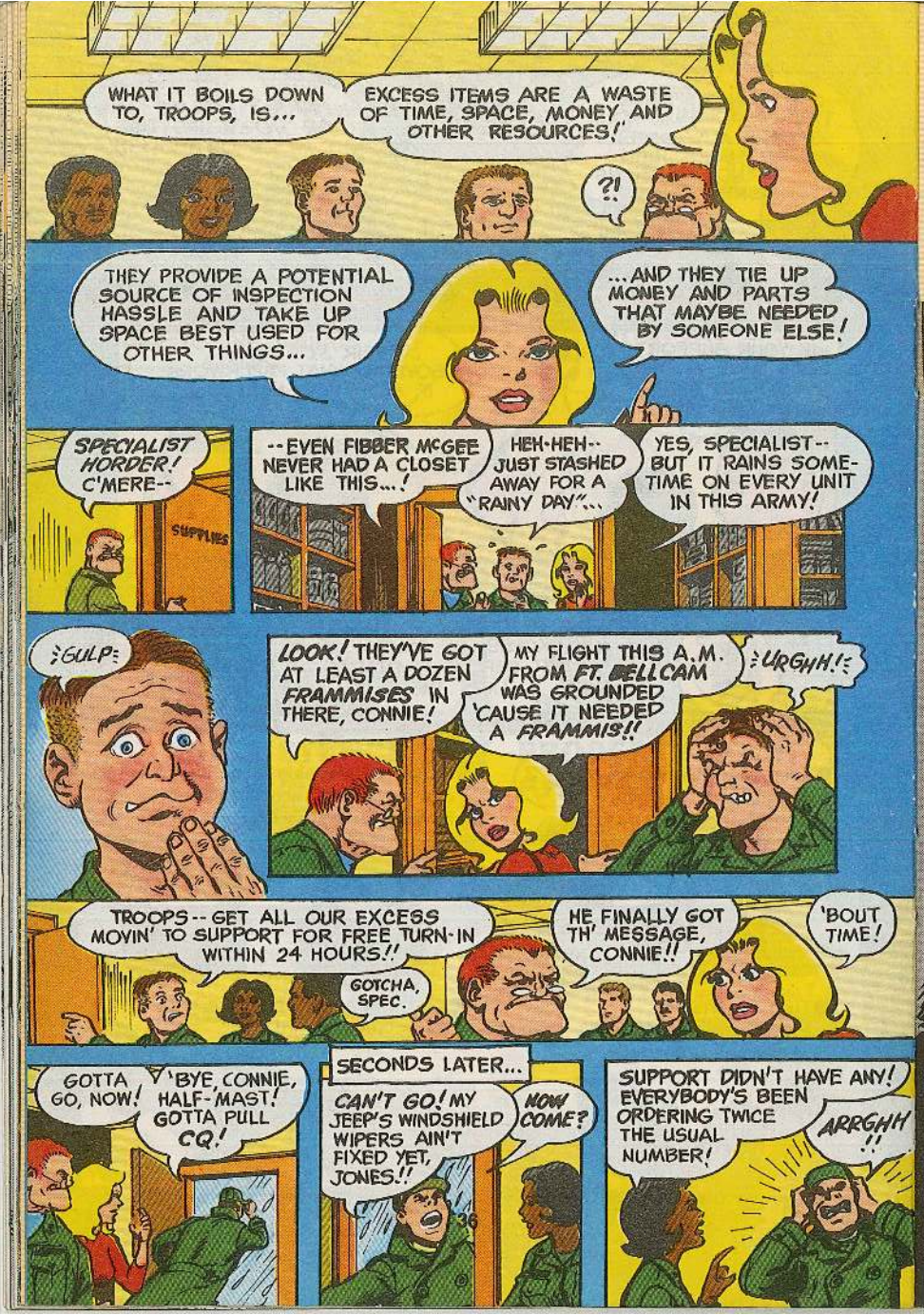


- Turn in parts and assemblies you no longer need...soonest!



- And, whenever you find excess items, turn 'em in!





GROUND MOBILITY

TM-209-Series 2½-Ton Truck...

PMCS

Readiness Reporting?

Dear Half-Mast,

Now I'm really confused on Readiness Reporting of 2½-ton trucks under the new system of Preventive Maintenance Checks and Services.

While waiting for TM 9-2320-209-10 and TM 9-2320-209-10/1 to pick up the new system, we've been using the PMCS table in TM 9-2320-211-10 (Nov 77). This is for 5-ton trucks, but there's not all that much difference between the 2½-ton and 5-ton trucks.

Now a PMCS for 2½-ton trucks-- with Readiness Reporting included-- has come out in TM 9-2320-209-20-1 (Aug 78). This -20 TM rundown includes only some checks and services and refers us back to the -10/1 TM for others. But there's not yet any Readiness Reporting in the -10/1 TM.

What gives? Where do we go from here?

SGT S. E. C.

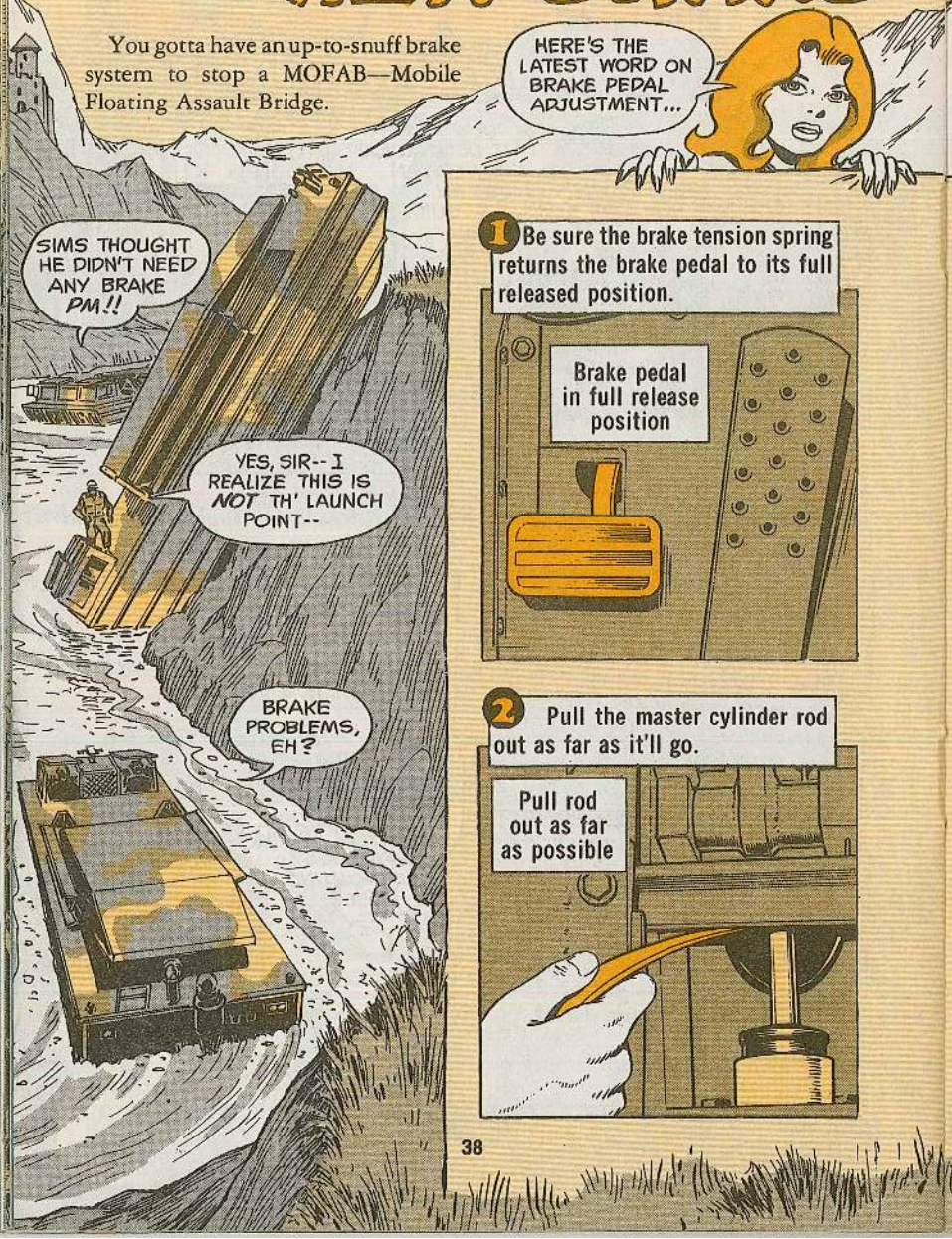
Dear Sergeant S.E.C.,

That Readiness Reporting Column is not supposed to be in TM 9-2320-209-20-1. It'll be taken out in the next change to that TM.

Until the -10 TM's for the 2½-ton trucks pick up the new PMCS system, you'll have to work it out.

NEW BRAKE PEDAL POOP

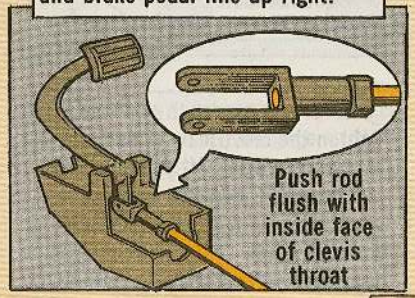
You gotta have an up-to-snuff brake system to stop a MOFAB—Mobile Floating Assault Bridge.



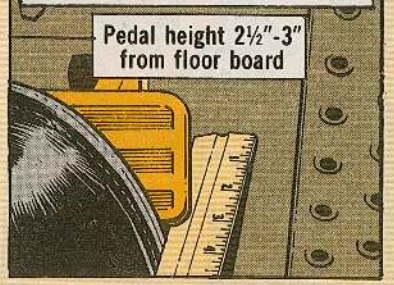
1 Be sure the brake tension spring returns the brake pedal to its full released position.

2 Pull the master cylinder rod out as far as it'll go.

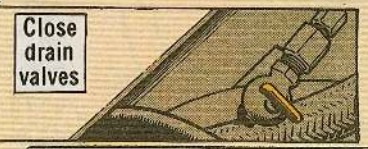
3 Turn the master cylinder rod clevis until the master cylinder push rod is flush with the inside face of the clevis throat. Be sure the cotter pin holes in the clevis and brake pedal line up right.



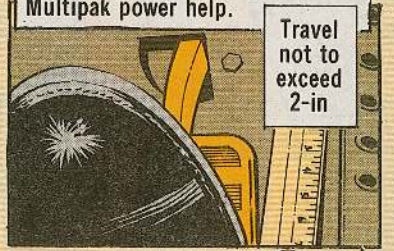
4 Drain the air from the supply tanks. Push down on the brake pedal. The pedal height from the floor should be 2½ to 3 inches...and firm.



5 Close the air reservoir and pressure tank drain-cocks (drain valves). Build up the air pressure—90 PSI minimum. Step on the brake. The pedal height should be 5 to 6 inches above the floor.



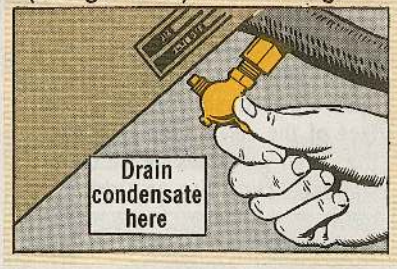
The brake pedal should not travel more than 2 inches with this Multipak power help.



PS MORE

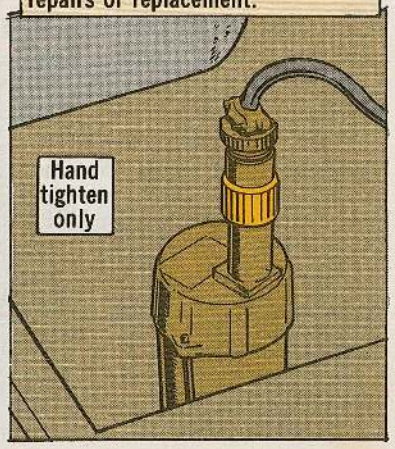
OTHER MAB PM TIPS

1 In the Before-Operations Check you always drain condensation from the air reservoirs (storage tanks) in the engine compartment...not outside the MAB at the tire inflator.



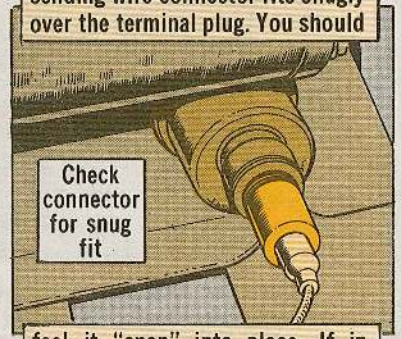
This same PM goes when you drain moisture from the air reservoirs after water operations in real cold weather.

2 Never use a wrench or pliers to tighten the electrical connector to the bilge pump. If you use too much muscle to tighten this plug, you'll tear up the housing with the wrench when you unhook the connector to take the pump out for repairs or replacement.



3 When you notice the oil pressure drop on the gage in the cab, your first check is for a loose oil sending unit electrical connection, right? Right.

Just be sure the electrical sending wire connector fits snugly over the terminal plug. You should feel it "snap" into place. If in doubt, pull the rubber protective hood back and ease the connector onto the plug. Then push the hood back into place.



PS END

Cup for Fuel Filter

NSN 2910-01-060-2482 gets the cup for the fuel filters on LD-465-series diesel engines in many 2½-ton and 5-ton trucks. The cup is item 8, fig 35, TM 9-2320-209-20P (Oct 76).

2½-Ton Cap Nuts

The NSN's listed for the left and right dual wheel inner cap nuts on page 233 in TM 9-2320-209-20P (Oct 76) are wrong. Use NSN 2530-00-693-1029 for the left cap nut and NSN 2530-00-359-1162 for the right one.

¼-Ton Exhaust Sealant

If you can't say "molybdenum", don't worry—just use it. Molybdenum grease is the sealant you use between the exhaust manifold and the cylinder head on your M151-series ¼-ton vehicle. NSN 9150-00-935-4018 brings a 14-oz tube. NSN 9150-00-754-2595 is for a 1-lb can. Forget anything you see about using NSN 9150-00-223-4004 or NSN 8030-00-252-3391.

Goat Bracket Better

Suffer no more with that weak steering shaft support bracket on your Gama Goat. Forget NSN 2530-00-880-4727, page 164, TM 9-2320-242-20P (Mar 77). Get the new, stronger bracket with NSN 5340-01-036-9746.

TM-266-Series 1¼-Ton Truck...
Troop Seat NSN Fix-Up

Make a note in TM 9-2320-266-20P (Feb 78), page 2-137, to straighten out the poop on your M880-series truck's troop seat legs—like so:

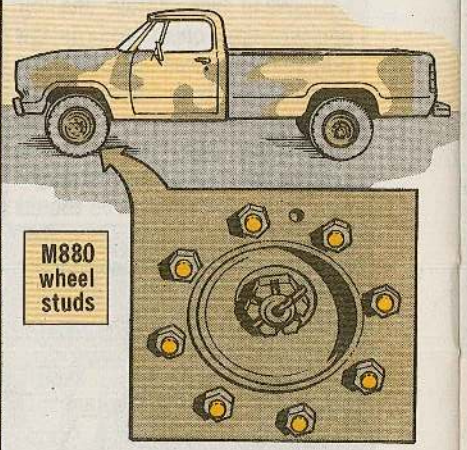
NSN 2540-01-026-3047 is correct for the long legs, but the total number used on the truck is 9—5 on the right side, 4 on the left.

NSN 2540-01-026-3048 is for the medium leg—just 1 used at the fuel tank filler tube cover.

NSN 2540-01-027-2324 is for the short leg—6 of these used, 3 on each side at the wheelhouse panel.

HUB STUD

If you're confused about which studs are used in the front wheel hubs of your 4-wheel drive M880-series truck, you're in the club.



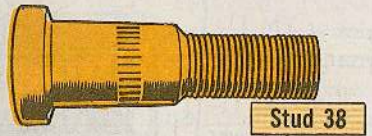
Here's the long-and-short-of-it, so you'll know what to do when you replace a busted or stripped stud:

Early 4×4 M880's—about 1976 and before—used hub-with-disc Part No. 3821532. You can't get that hub-with-disc anymore, but you can get the studs, Part No. 3894164. This stud is stamped "44" on the end. It's 2.2 inches long to go with the thick disc.

HUBBUB

Careful now! That stud is listed in your TM 9-2320-266-20P (Feb 78), page 2-74, but it does not go with the hub-with-disc listed there.

Hub-with-disc, Part No. 4031972, uses stud, Part No. 4031973 (FSCM 86403). This stud is stamped "38" on the end and is 1.9 inches long—to go with the newer, thinner disc. This setup is on later model 4×4 M880's.



You can use the older and the newer hub-with-disc on the same axle.

Camouflage Gas Bottles

Dear Half-Mast,

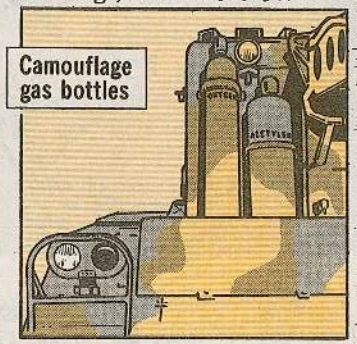
What do we do with oxygen and acetylene gas bottles on camouflaged vehicles—pattern paint, or not?

If we do pattern paint, can they still be refilled?

CW2 E. L. W.

Dear CW2 E. L. W.,

Pattern paint 'em. DA says the need for camouflage overrides other regs, like AR 385-30.



After you paint the pattern, stencil the name of the gas in 1-in lusterless black letters on the cylinder exterior. The people who refill cylinders will get the word on how to handle those pattern-painted.

Half-Mast

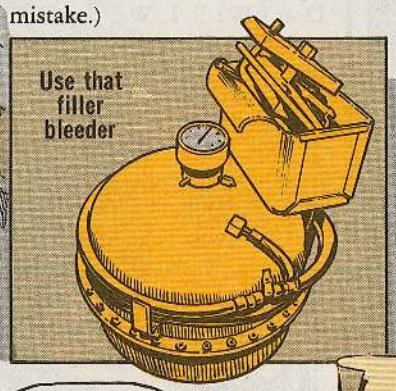
Brake Hydraulic System...

Bleeding The Easy Way

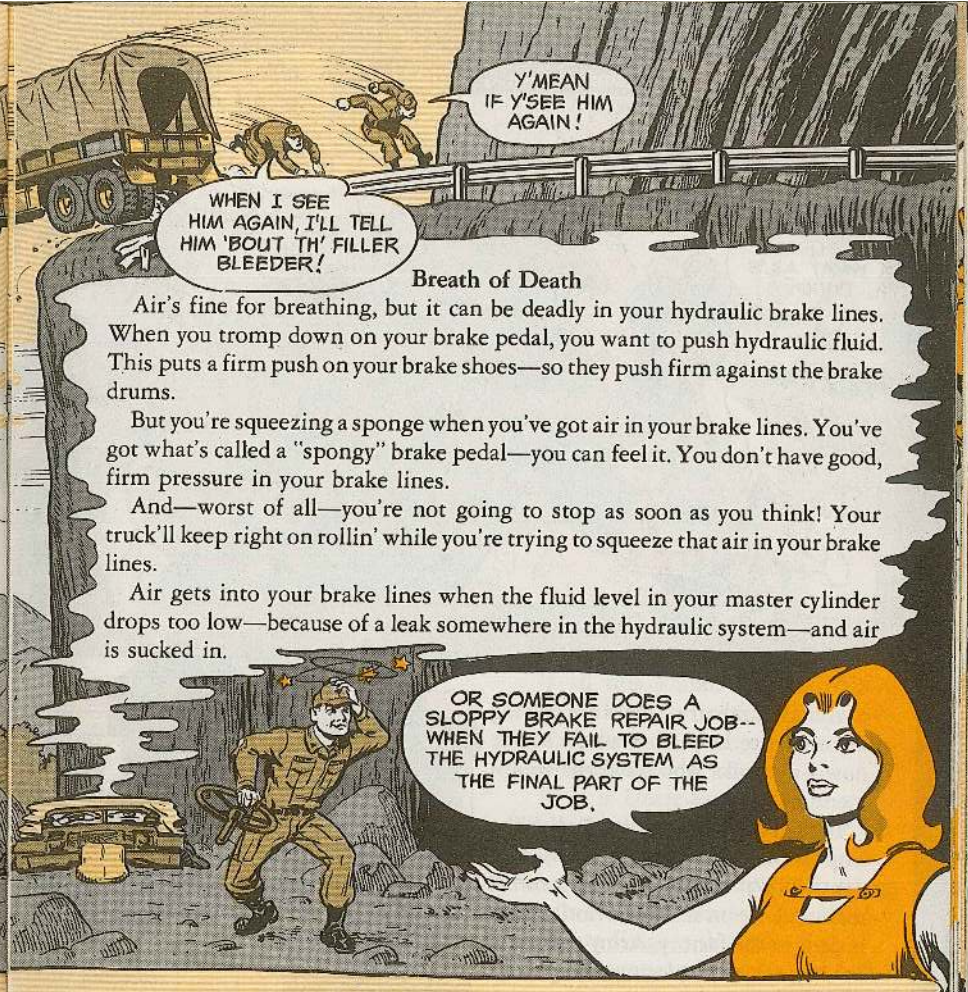
No, don't cut your throat! Bleeding air out of your vehicle's brake hydraulic system is not such a tough job—when you use the right equipment.

Just dust off that Filler Bleeder, hydraulic brake system, automotive, NSN 4910-00-273-3658, in your No. 2 Common or No. 1 Supplemental Shop Equipment. (Yes, it's supposed to be in the No. 2 Common—it was taken out of SC 4910-95-CL-A72 (Apr 78) by mistake.)

The filler bleeder is that tank-on-wheels that some people don't know how to use—and are afraid to try. Easy instructions come with the filler bleeder.




OPERATION & MAINTENANCE MANUAL for FILLER BLEEDER
HYDRAULIC BRAKE SYSTEM, AUTOMOTIVE
FEDERAL STOCK NUMBER
4910-273-3658
BLEEDS -
MAXIMUM OPERATING PRESSURE - 50 LBS.
Part No. T3400M
Stock No. 4910-273-3658
INSTRUCTIONS FOR REQUISITIONING PARTS NOT IDENTIFIED BY FSN
EIS AUTOMOTIVE CORP. • MIDDLETOWN, CONN. 06457



Breath of Death

Air's fine for breathing, but it can be deadly in your hydraulic brake lines. When you tromp down on your brake pedal, you want to push hydraulic fluid. This puts a firm push on your brake shoes—so they push firm against the brake drums.

But you're squeezing a sponge when you've got air in your brake lines. You've got what's called a "spongy" brake pedal—you can feel it. You don't have good, firm pressure in your brake lines.

And—worst of all—you're not going to stop as soon as you think! Your truck'll keep right on rollin' while you're trying to squeeze that air in your brake lines.

Air gets into your brake lines when the fluid level in your master cylinder drops too low—because of a leak somewhere in the hydraulic system—and air is sucked in.

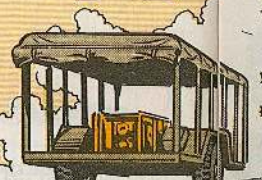
Trailer-Mounted Generators...

The PU Pub Poop

One TM 9-2330-series for your specific trailer;

One TM 5-6115-series or TM 11-6115-series for your specific generator;

One TM 5-6115-series or TM 11-6115-series for your specific power unit (PU).



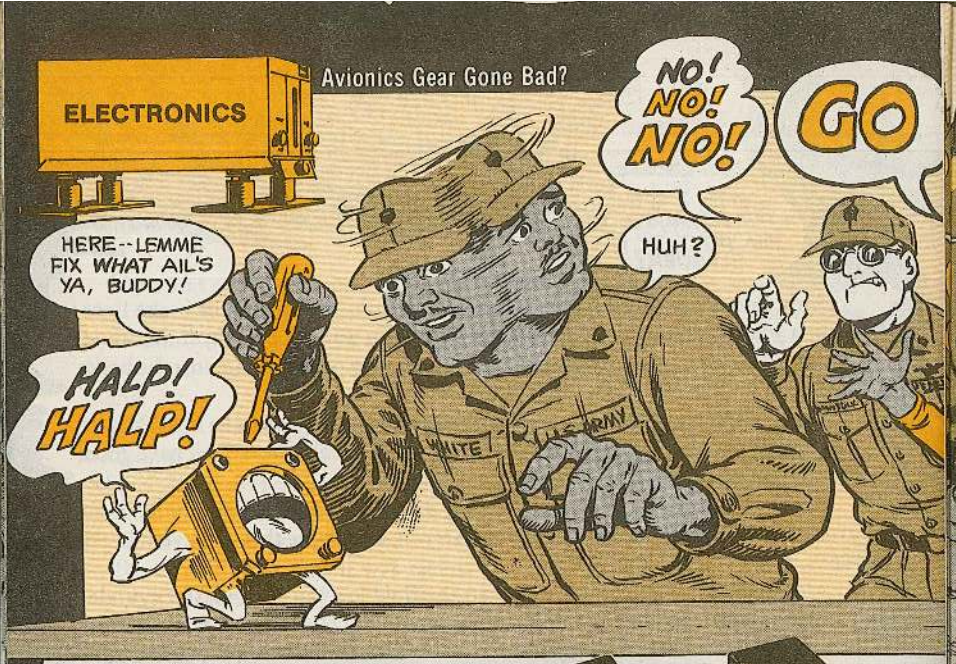
The PU TM's have all the dope on setting up and operating your power unit, and they have special parts that are used when a certain generator is mounted on a certain trailer.

You'll find 30 of the PU's in TM 5-6115-365-15 (May 66) with 6 changes. Four others are in TM 5-6115-376-13 (Aug 70) with 3 changes.

Check DA Pam 310-4 (Oct 77) to see which PU TM's you need. Then order them from the Army AG Publications Center in St. Louis.

ELECTRONICS

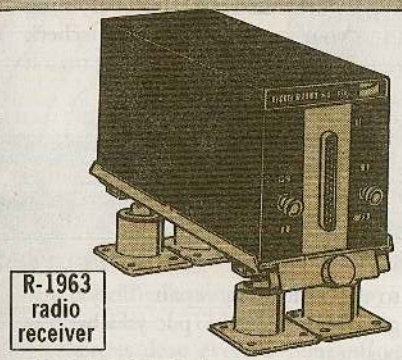
Avionics Gear Gone Bad?

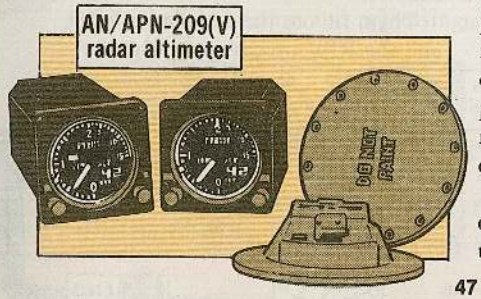


Avionics repair soldiers are getting maintenance help from a new source now—the folks who build the equipment.

It's part of a plan called Reliability Improvement Warranty (RIW). Under RIW, initially almost all maintenance on selected avionics gear is done at the factory. Army types will be limited to replacing things like knobs, fuses and lamps.

Right now, the AN/ARN-123 radio receiving set system, the R-1963/ARN glide slope and marker system and the AN/APN-209 radar altimeter are covered. The AN/ASN-128 navigation system and the AN/ARN-124 distance measuring device will join them soon. Others may be added.





If all this sounds like you repair types will be just taking up space—don't believe it. You have some new responsibilities.

RIW is Uncle Sam's plan to make his gear more reliable. To make his plan work, he enlisted the manufacturer's help. Uncle puts a little more dough into the contract. The builder agrees to fix gear that goes bad.

To save money in the long run, the contractor tries to build the best possible product. As equipment is returned, he sees where he could have done a better job. He improves the product. Uncle Sam saves money on maintenance. You get more reliable equipment.

Finally, when the warranty runs out, it'll be easier for you to take care of the gear on your own.

PS MORE

You're the one who starts the ball rolling. You decide when the gear goes in for repair. The equipment manual tells you what tests to make. No guessing allowed. If too many good sets go back for repair, Uncle pays.

Likewise, don't try to fix anything you're not supposed to. All gear is sealed. It's not easy to break the seal, but it can be done. If you dig in and try to repair the set yourself, the warranty is voided. Uncle pays again.

If the gear is damaged in any way, all bets could be off, too. So, protect the gear when going to, and coming from, support. You won't get the original packing, 'cause support uses it to ship bad units to the factory.

Each piece of RIW equipment comes to you with pubs, of course. Besides TM's, tho, they also have a supply bulletin which tells you what paperwork you're responsible for.

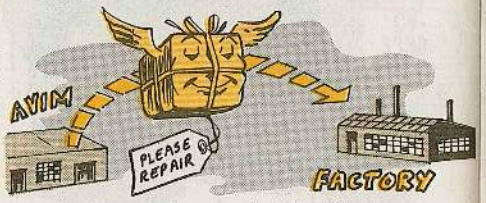
The factory has to know how long the equipment was used before it failed. The installation data label on the set will tell 'em—if you fill it out.

Fill out one section when you get the equipment. Fill the other section out before you take it to support.

You also fill out a DA Form 2407 before you turn it in.

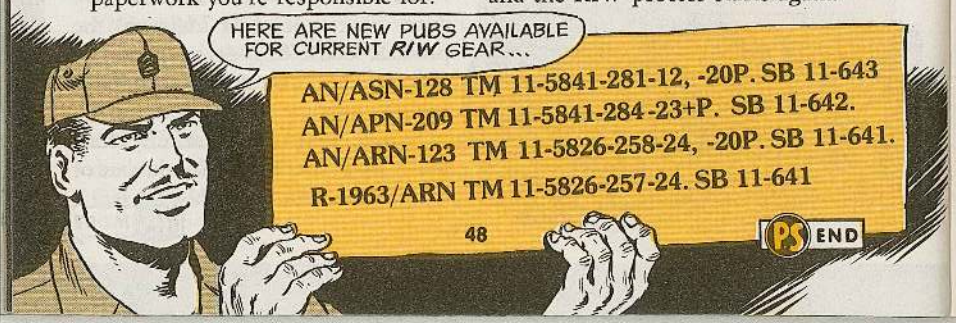
Support takes your 2407 and sends a copy to the Army headshed. They track RIW, too.

When the gear is tested and the paperwork filled out, turn everything in to your support. They doublecheck the equipment. If it's bad, they mail it



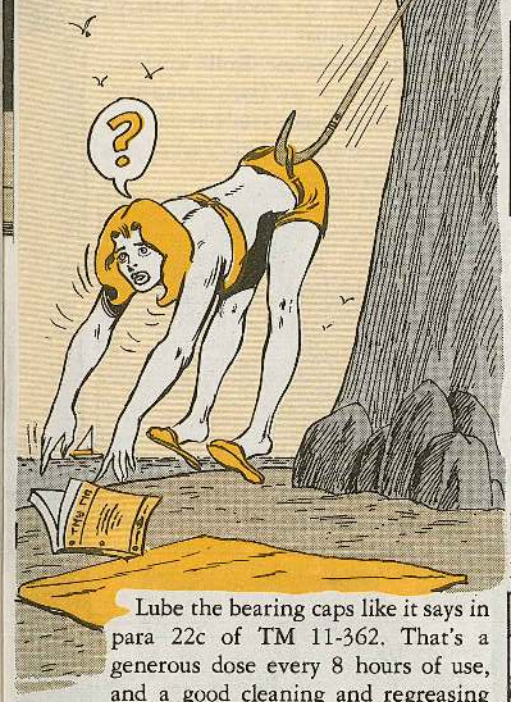
to the factory for repair. They'll also get you a float to put you back in business.

Then, fill out the installation label, and the RIW process starts again.



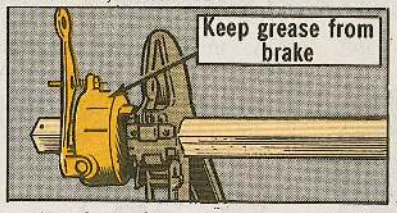
A REEL DRAG

Your RL-31 reeling machine can turn into a real drag if you're tight with the grease.



Lube the bearing caps like it says in para 22c of TM 11-362. That's a generous dose every 8 hours of use, and a good cleaning and regreasing after 40 hours.

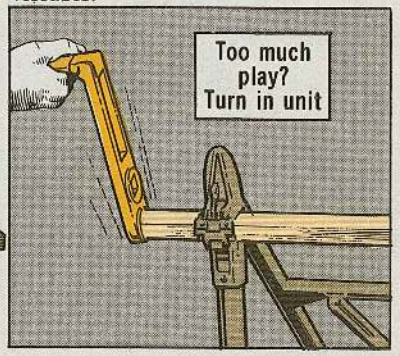
If your machine has a divided axle, grease it, too. Keep grease away from the brake, of course.



Another drag is paint on the bearings. A little care during touchup time will keep things turning easy.

Now that your unit is turning smoothly, watch the crank. You use it for reeling in only. At pay-out time, the crank can become a free-wheeling club. After you've collected your wire, stow the crank.

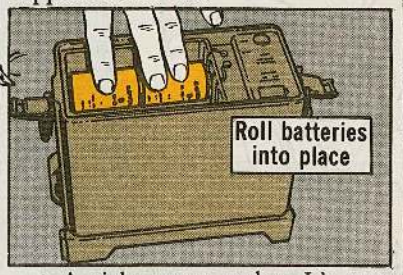
Finally, if you don't get a good fit between axle and crank, (too much play) turn the machine in. It's unserviceable.



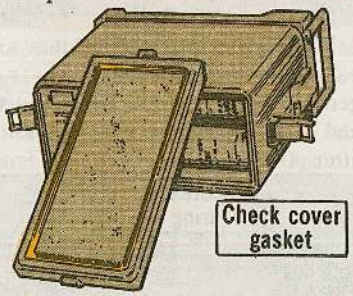
KEEPING CONTROL

If your AN/GRA-39-series radio set control group's not giving you the control you need, it's time to eyeball the battery compartment.

- Good batteries. Leaking or corroding batteries have to go. Done for the day? Remove batteries until you're ready to go again.
- Clean battery electrical contacts. A rubber eraser shines 'em right up.
- Batteries installed right. The positive (raised) end goes against the set's contacts, or another battery's negative terminal.
- Snug batteries. Roll 'em into position by two's. Then make sure your compartment cover has a rubber pad to seat them. No? Have your support install one.



- A tight cover gasket. It's your first line of moisture defense. If it's flattened with wear, get your support to replace it.



- A sound case. Cracked cases go in for repair. The moisture will zap your control if you don't.

There are good ways to replace the battery compartment cover. But there's one big, wrong way.

Some soldiers only unlatch one side. They then lay the cover toward the latched side. When they're through inside the set, they bring the cover down again.

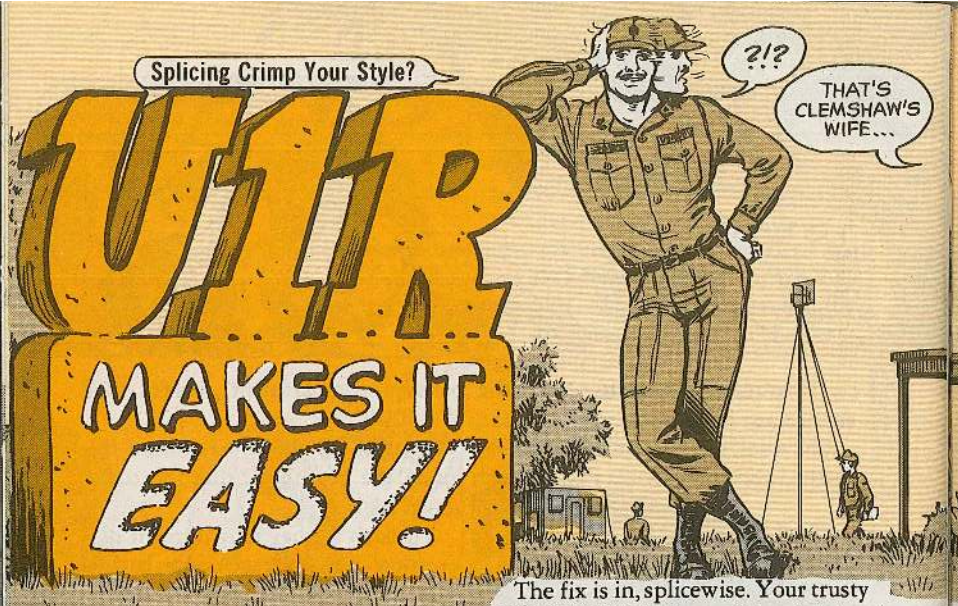
To latch it, they must force it into position. This leverage on the latched side can leave some nasty cracks.

The best bet is to unlatch both sides and remove the cover. Replace it by laying it flat on the compartment opening and fastening the latches at the same time.

Turn It Off, Off!

Splicing Crimp Your Style?

U1R MAKES IT EASY!

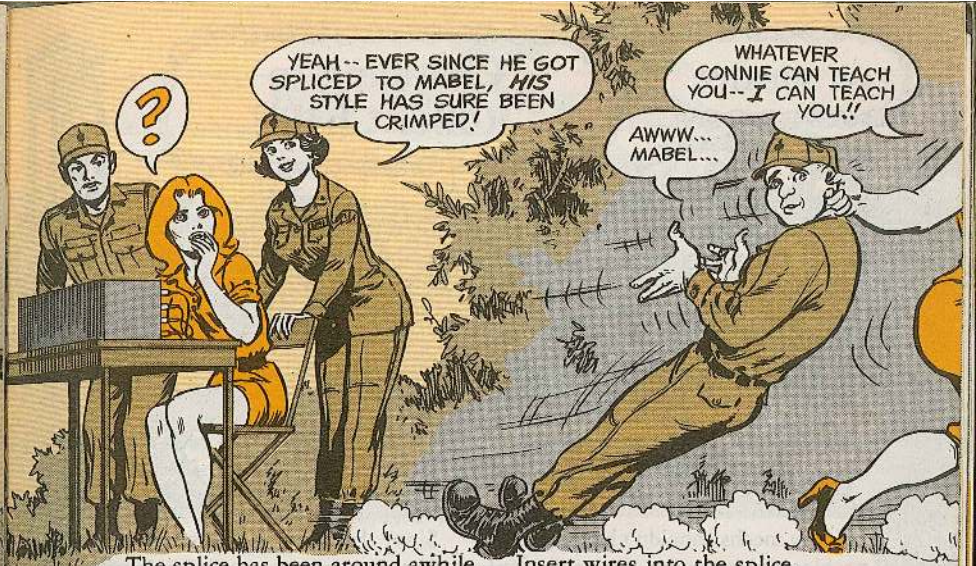


The fix is in, splicewise. Your trusty old MK-356/G wire splicing kit has been replaced by a fast(er) operator.

The new boys on the block are the U1R splice and the E9B crimper. Not only are they quicker and easier to operate, they're less bulky, too.

The E9B is identified by NSN 5120-00-089-7955. But until that number appears on the AMDF, use P/N SCOTCHLOKNOE9B.

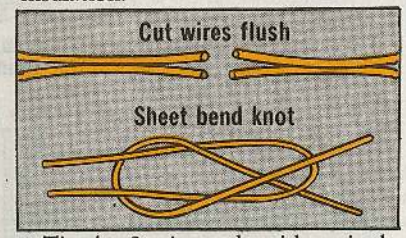
The splice goes by NSN 5940-00-935-8262.



The splice has been around awhile, but the crimper is brand new. Watch it, tho. A plain E9 model, NSN 5120-00-076-0998, is also in the system. It won't do the job. Its jaws won't open wide enough to crimp the U1R splice.

Your field wire manual, FM 24-20 (Feb 70), is being changed to show the new tools. Until then, here's how to get a neat and quick field splice:

Cut the wire ends flush. Keep the wires from sticking out past the insulation.



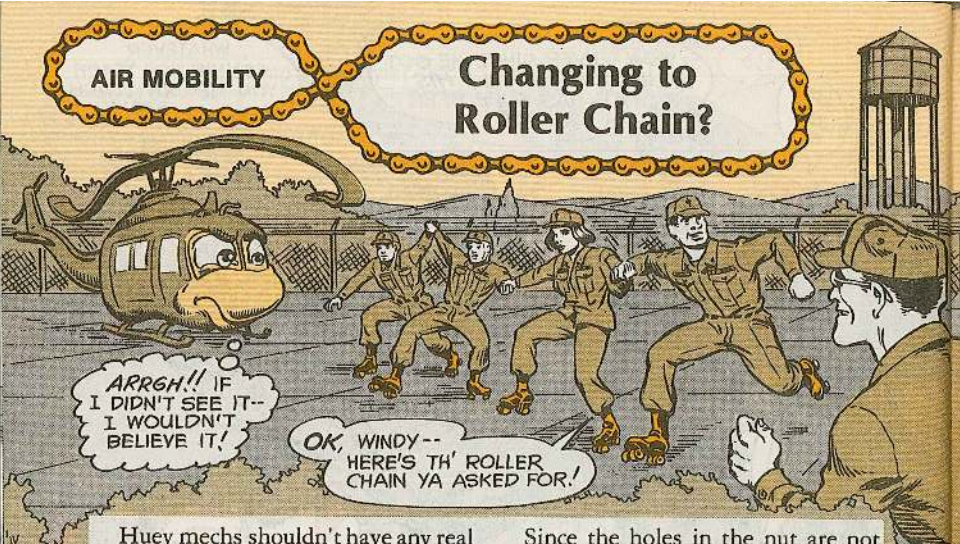
Tie the 2 wire ends with a single sheet bend knot. Leave 6 inches to take the splice. This puts the pressure on the line—not the splice.

Insert wires into the splice.

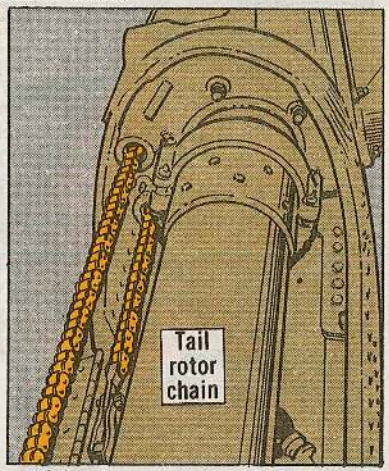
Crimp the splice. Be sure to center the U1R in the E9B jaws. That lets the forked metal prong inserts inside the splice make contact with the conductors.

Insulating grease in the splice protects against electrical leakage and corrosion and makes the splice waterproof. No tape is needed.

Changing to Roller Chain?



Huey mechs shouldn't have any real problems converting from the tail rotor control silent chain to the new roller chain.

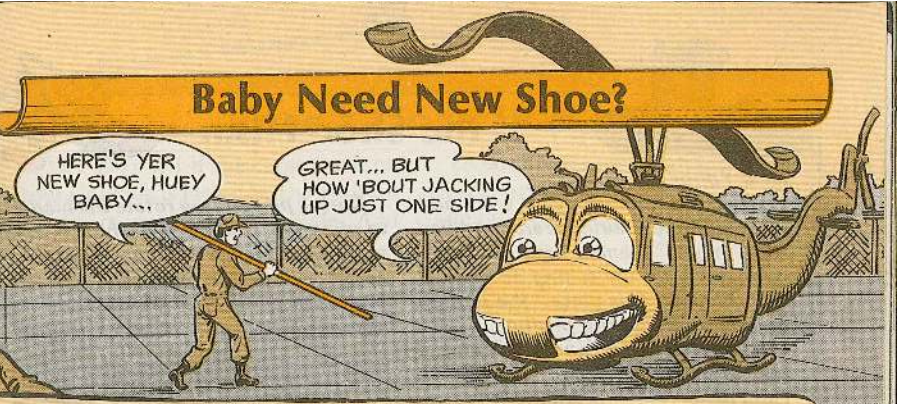


Tolerances are close. You may not be able to line up the holes in the retaining nut and the quill to insert the cotter pin. If the nut threads too far you don't have to use a shim to aline the holes.

Since the holes in the nut are not centered, rotate the nut 180 degrees (heavy side inboard) and make with the torque wrench. Also, go to the low side of the 100-300 lb-in torque range, which will help prevent thread stretching.

If you still can't insert the cotter pin, change the spacer, NSN 5365-00-684-5818, shown in Fig 190 of TM 55-1520-210-23P (Mar 77). You can even change the nut, NSN 5310-00-674-4233. The manufactured tolerances in those parts will allow you to install the cotter pin.

Baby Need New Shoe?



Dear Windy,

The Huey jacking setup in Para 1-17 of TM 55-1520-210-20 (Sep 71) is fine when you want to lift the whole bird—but we need to change just one skid shoe.

Can we use 2 jacks and raise only one side of the bird, Windy?

CW3 P. R. E.

Dear Mr. P. R. E.,

The engineer types at the head hangar (TSARCOM) say it's OK. No special airframe inspection is required after changing a skid or skid shoe in this manner, either.

Just be sure the bird is parked on pavement so the jacks won't slip and damage the bird. All the other safety precautions, like roping off an aircraft on jacks, apply too.

Windy

Cushion for Cover

Dear Windy,

Some of our UH-1's are coming thru with rubber bumpers on the tail boom to provide a cushion for the tail rotor drive shaft cover.

Compared to the fragile anti-chafing tape we normally use, the bumpers do a much better job of preventing metal-to-metal contact between the cover and tail boom.

When a bumper does wear out, tho, what's the stock number for a replacement, Windy?

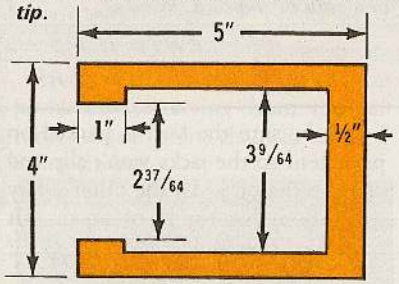
SP6 K. F.

If the Shoe Fits...

Dear Editor,

When the forward pylon work platform and fixed fairing were modified, too much channel material was removed from the fairing on our CH-47A Models. This placed the phasing pointer in the wrong position.

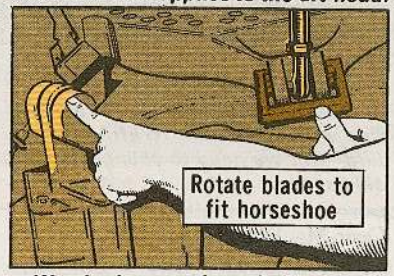
Say, for example, a pointer is an inch out of position. When phasing the rotor blades with the pointer, using the fixed reference on the rain shield, the blade can be out 18 inches at the tip.



Make from ⅜" stock

To solve the problem we made up the best pair of horseshoes you ever saw The head hangar (TSARCOM) gave us the green light to use them.

During phasing we rotate the blades to aline the rotating swashplate and stationary flange of the swiveling actuator, until the horseshoe tool fits over both parts. That gives us correct phasing within the required .064-in. The same deal applies to the aft head.



We don't toss these babies at the peg out back of the hangar, either. They're an important part of our special tools.

SSG B. Everitt
Hunter AAF, GA

(Ed Note: Good going! The fairing is not a problem on the B and C Models but the tools can also be used on those models.)

Safety-of-Flight Messages

OH-58-78-25	Maint Advis Msg on TM 55-1520-228-23P (June 1978) Fig 101 DRSTS-MEL(2) 041300Z Dec 78
OH-58-78-26	Maint Advis Msg for OH-58A, B,C Exhaust Stack Clamps DRSTS-MEL(2) 061515Z Dec 78
CH-47-78-9	Safety-of Flt: Anti-Chafing Protection on Wiring In Tunnel on CH-47A, B, C - Ltd Urgent MWO 55-1520-241-30-1 (CH-47, 1978-9) DRSTS-MET(2) 061300Z Dec 78
C12-78-3	Maint Advis Msg Fuel Check Valve C-12 Aircraft DRSTS-MEW(2) 131530Z Dec 78
GEN-78-18	Maint Advis Msg for Aircraft and Servicing Eqpt (OH-58A, UH-1B/C/D/H/M, AH-1G/T/S, TH-1, CH-47A/B/C, CH-54A/B, OV-1, AF5, D5A/B, D6, MSU-1) DRSTS-MEG(2) 111818Z Dec 78
GEN-78-19	Cancel
GEN-78-20	Maint Advis Msg NSN 4920-00-372-4593, P/N BH112JB-53 Tester, EGT, Howell Instruments on Contract No. DAAJ01-77-C-0502 DRSTS-MEG(2) 271335Z Dec 78

Have a Good Look!

You can't tell if the cargo hook on your Chinook is locked by the position of the manual release handle. And some loads have departed the hook accidentally to prove it!

You have to eyeball the cam to see that it's in the latched position.

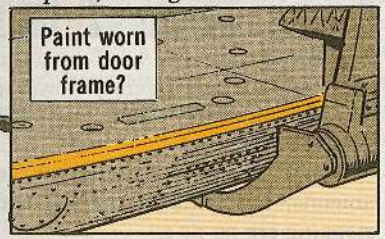
To do this, remove both inspection covers, NSN 1680-00-862-9211 and 1680-00-862-9209, and scrap them.

When you hook up to a sling load, push up firmly on the hook to get that "locked feeling" and eyeball the cam to see that it's latched. Then you'll deliver the goods, undamaged!

Stop the Chatter!

When the anti-chafing strip on the bottom of the UH-1 cargo doors wears out, the chatter can drive a crew to distraction!

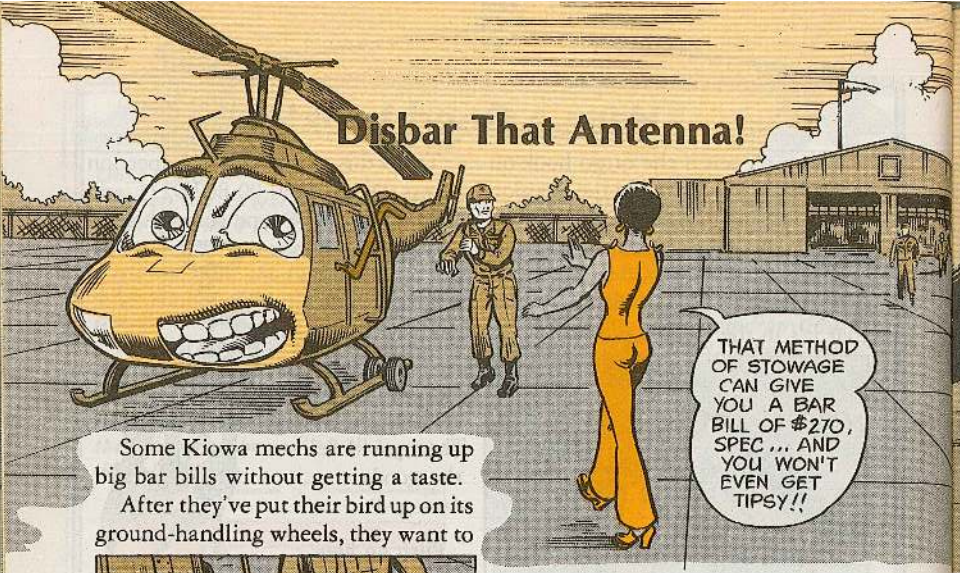
The metal-to-metal contact of the door with the fuselage also wears off the paint, leading to corrosion. That's why you want to change a bad anti-chafe strip soonest.



Don't look for the strip as part of the door assembly in TM 55-1520-210-23P (Mar 77), tho. It's hidden in the bulk materials list on page 2017.

Ask for Tape, flocked pile. No other tape will hack it. NSN 8315-00-445-4781 will get you an 18-yd roll.

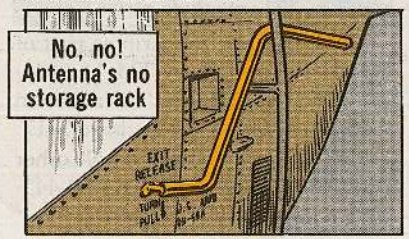
Disbar That Antenna!



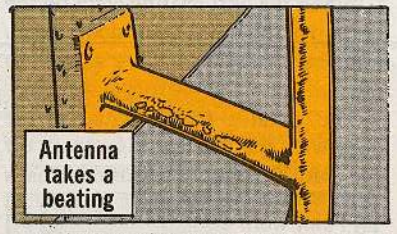
Some Kiowa mechs are running up big bar bills without getting a taste.

After they've put their bird up on its ground-handling wheels, they want to

stow the bar. Some slide it across the FM homing antenna's crossbar and over the door handle.



That keeps it handy until they're ready to put the bird down, all right. Trouble is, it also rubs off the antenna's paint and fiberglass coatings. That reduces reliability, especially with the wooden antenna. The damage means a trip to support for replacement. The "bar bill" can reach $270.



A better idea is to hand-carry the bar or slip it inside the craft. However you do it, remember the antenna's not a luggage rack.

Hands and feet will do in the antenna, too. Pushing, pulling and stepping are no-no's.

Data on Plate

Dear Windy,
The gas turbine test log did not arrive with an overhauled T53-L-13 engine. Can we install the engine and pull the topping check without the green run sheet info? *SSG P. A. M.*

Dear Sergeant P. A. M.,

Yes, indeed!

Para 4-14 in TM 38-750 (May 78) removed the requirement to list info from the green run sheet on the DA Form 2408-15.

Get the torque figure you need for the first Turbine Engine Analysis Check by eyeballing the engine data plate.

With the torque PSI reading, go to Fig 5-24 in TM 55-2840-229-24 (Apr 71) to pull the topping check.

Fire Fighters' Proximity Clothing...

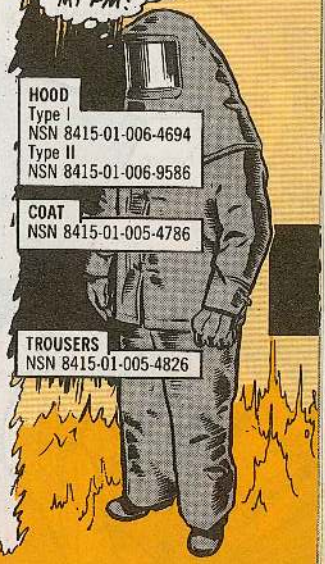
Keep It Clean...Keep It Dry

Take care of your aluminum-coated asbestos and aramid fabric hood, coat, and trousers...and they'll protect you when you need 'em most—in an emergency!

F'rinstance, you never store this clothing when it's wet with the fire extinguishing agent potassium carbonate powder—PKP. If you do, the PKP and water mixes to form an alkaline solution that destroys the heat resistance of the material.

After using the clothing, wash it real good...wipe it down with a clean, dry, soft cloth, and hang it up to completely air dry. When you're ready to store it, check for PKP residue. If there's a powdery film on the clothing, use a soft brush or blower to get it off.

Check the clothing regularly while it's not in use. Keep it clean...and keep it dry.



New Proper Count Classification...

You Now Have

DURABLE ITEMS

Are you keeping up with your durable gear? That's right—durable gear.

Durable is a new category for paperwork-type accounting. Durable joins 2 old terms—with new meanings—expendable and nonexpendable.

Durable (D) items:

- Are not consumed in use;
- Keep their original identity;
- Are not categorized as expendable or nonexpendable;

You'll find durable items in sets, kits, outfits and assemblages—like all tools with Federal Supply Classes (FSC) of 5110, 5120, 5130, 5133, 5136, 5140, 5180, 5210, 5220 and 5280.

Non expendable (N) items:

- Are not consumed in use;
- Keep their original identity throughout use;
- Need formal (property book) accountability.

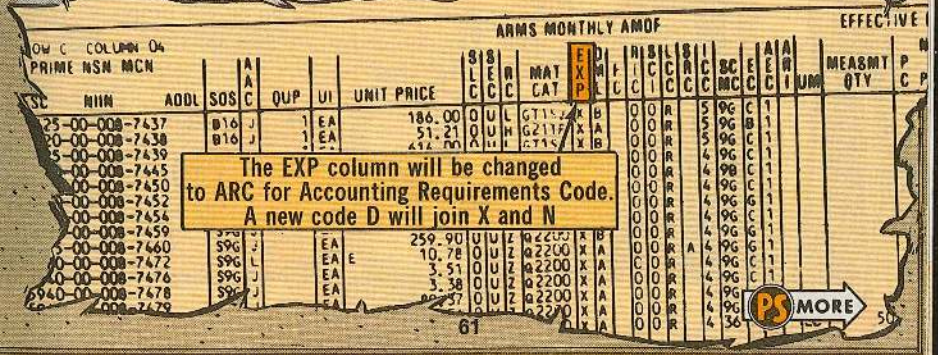
You find nonexpendable gear on your MTOE, TDA or CTA's—except CTA 50-970 Expendable Items and CTA 8-100 Medical Expendable Items.

Expendable (X) covers:

- Items—under any type classification or any unit price—which are consumed in use (repair parts, for example);
- Items not consumed in use but which cost $50 or less—unless they're coded N or D.

The Army Master Data File (AMDF) expendability code (EXP) column will be changed to the Accounting Requirements Code (ARC) column with 1 of 3 codes— N, D or X—for all items listed.

Treat commercial and fabricated items like similar gear already coded N, D or X.

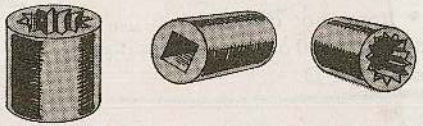


What This Means to You

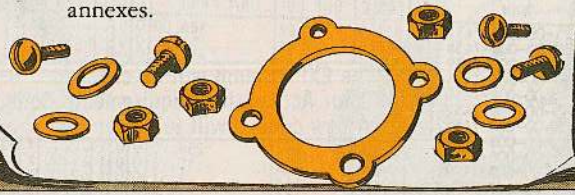
WHAT ALL THIS BOILS DOWN TO IS...

★ Nonexpendable items go on the property book. When you're issued those items, you have to sign for them on hand receipt or sub-hand receipt.

★ Durable items do not go on the property book, but because of their nature, you have to sign for them on hand receipt or sub-hand receipt. Some durable items, like components of sets, kits or outfits, may be signed for on hand receipt annexes.



★ Expendable items do not go on the property book. You do not have to sign for them on hand or sub-hand receipt or hand receipt annexes.



When you order a nonexpendable item, you supply types put that request on the nonexpendable document register. Durable and expendable items go on the expendable/durable document register.

. Hold it! Check the new disposition instructions on expendable/durable document registers. Now you hold onto expendable/durable document registers for the same period you do a nonexpendable one—2 years.

Your nonexpendable document register goes in the Document Register Files. But your expendable/durable document register goes into the General Logistics Administrative Files.

Durable and expendable items will be covered by your TM's and SC's or CTA 50-970 and CTA 8-100. Durable items will have an asterisk by their listing in the CTA's so you'll know they're not expendable. Your new hand receipt pubs will show the accounting requirements code for all the items listed. The code—N, D, X—will appear in parentheses in the Item Description block.

When you're issued nonexpendable or durable items, your name goes on the line—on the hand receipt. So keep up with that type gear so it'll do a job for you instead of on you!

Even though the expendable items are listed on hand receipt pubs, your signature just says those items were on hand when you received the set, kit or whatever.

PS END

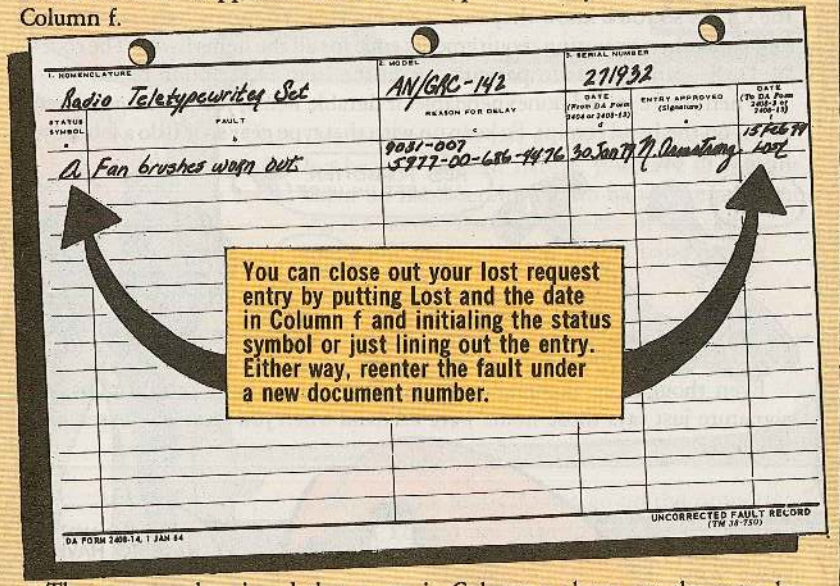
DA Form 2408-14

LOST REQUESTS

Dear Half-Mast,
What entries do you make on the DA Form 2408-14 when the request for a part you've ordered and listed on the form becomes lost.
SFC L. D.

Dear SFC L. D.,

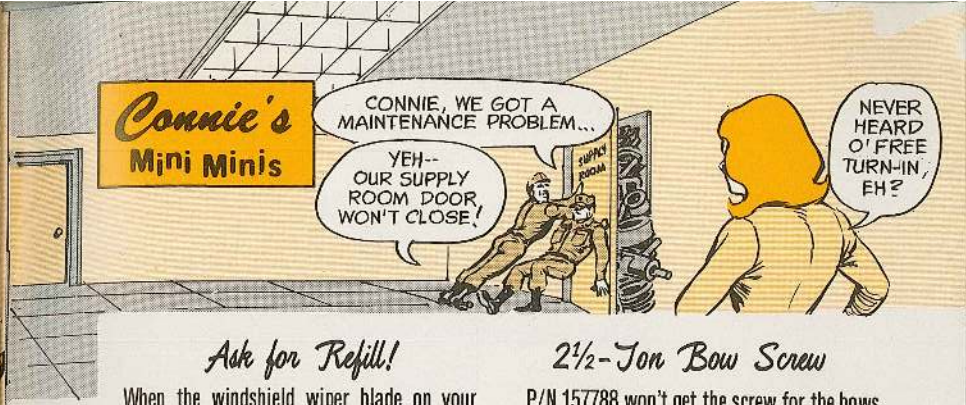
There's no set way of handling that situation. You can write LOST in column f and add the calendar date from the printout or whatever told you the item was lost. If the item disappeared with no record, put the date you discovered that in Column f.



The person who signed that entry in Column e closes out the entry by initialing the status symbol in Column a.

Then, re-enter the fault on the next open line of the DA Form 2408-14 with a new document number from the PLL clerk.

Or you can just line out the original entry and re-enter it with a new document number on the next open line.



Ask for Refill!

When the windshield wiper blade on your Huey has had it, why not ask for just the blade refill, NSN 1680-00-450-7743. It's only about one-third the cost of a blade and it's easy to slip into the assembly...makes ENE!

SOS Change

One command—the US Army Troop Support and Aviation Materiel Readiness Command—handles most of your troop support and aviation-type equipment and supplies. Now they've decided to funnel your supply requests for those items and parts through one Routing Identifier Code (RIC)—SOS (Source of Supply) on the AMDF. They're going with RIC/SOS B17, regardless of the type of item listed.

Turn 'Em In!

Check your storage bins and shelves. If you have any of these excess repairables, turn 'em in.

	NSN
Fuel control T55-L11 ASA/D	2915-00-025-1770
Indicator, Torquemeter	6620-00-485-9714
Transmission, Main CH-54B	1615-01-019-9540
Reproduction Set	3610-00-753-2263
Pump Unit, Centrifugal	4320-00-060-6805
Pump Unit, Centrifugal	4320-00-934-7901

2½-Ton Bow Screw

P/N 157788 won't get the screw for the bows on your 2½-ton truck like it says in TM 9-2320-209-20P (Oct 76), Fig 319, Item 4. Use NSN 5305-00-984-5680 instead. It's listed on pages 31, 350 and 351.

5-KW Oil Pressure Gage

Be sure you get the right oil pressure gage for your DOD Model MEP-017A and MEP-022A 5-KW generators used on PU-618/M and PU-620/M power units. Use NSN 6620-00-056-9584—like it says in TM 5-6115-332-24P—and Advice Code 2B in Block 22 on your 2765. That means "Requested item only will suffice. Do not substitute/interchange." Some units are getting substitute gage NSN 6620-00-938-9584. The gage you want is calibrated from 0-60 pounds in 10-lb increments; the maverick is calibrated in 15-lb increments.

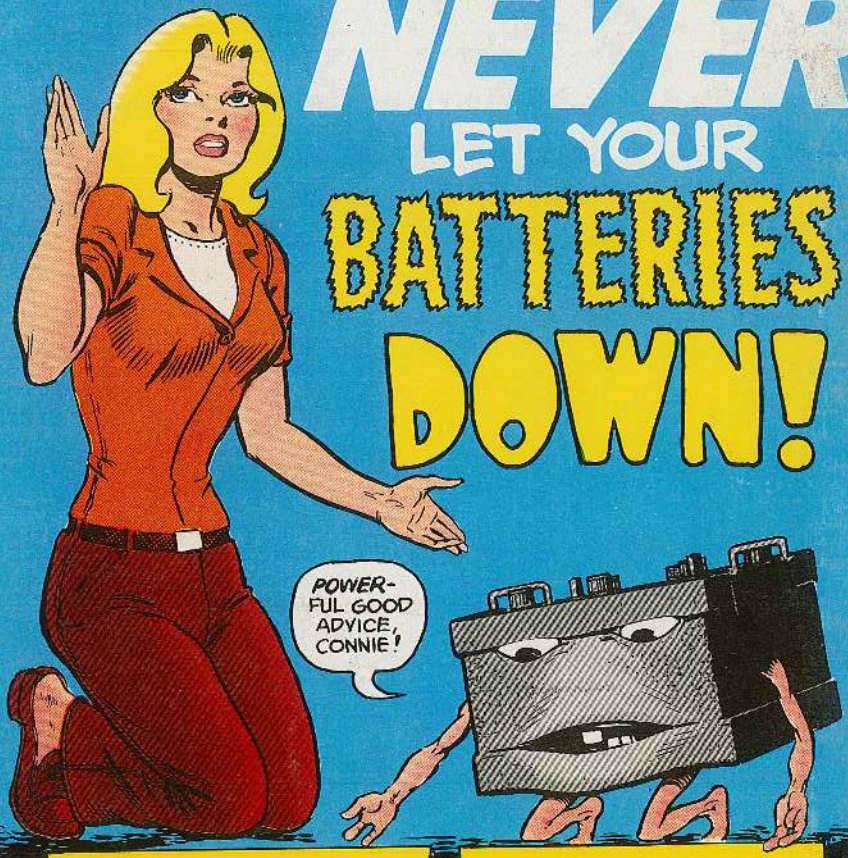
Test Gear Forms

Change 2 (Oct 78) to TM 38-750 put an X in the DA Form 2408-14 column for electronic test gear—Equipment Category Code (ECC) K on page E-29. But they forgot to remove the X in the DA Form 2408-12 column. Mark out the X for the DA Form 2408-12 on that equipment.

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—657-003/6

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

NEVER LET YOUR BATTERIES DOWN!



ALWAYS...

- Keep Electrolyte Level Over Plates.
- Clean Dirt And Corrosion Off Battery.
- Keep Cables And Clamps Tight.
- Get Over-Charging And Under-Charging Corrected.
- Run Engine After Adding Water To Batteries.

NEVER...

- Overfill With Water.
- Use Wrong Tools... Hammer, Adjustable Wrench—On Batteries.
- Pair Weaker Batteries With Strong Batteries.
- Leave Batteries With Low Charge.