

Issue 320

PS

July
1979

THE PREVENTIVE MAINTENANCE MONTHLY

SAYS HE'S
SPECIALIST
TORKEM GORK...

...TH' ONLY MECH WHO *NEVER*
NEEDS T' USE A TORQUE
WRENCH, SARGE!

?

See "One Good Turn..."
Page 29.

A World OF NEW NSN's

Bet you thought NSN's had settled down to a pretty sure format—with the addition of -00- or -01- in the middle—right? Wrong!

That -00- or -01- is the nation code that changed the Federal Item Identification Number (FIIN) to a National Item Identification Number (NIIN). Put the 4-place Federal Supply Class (FSC) on the front of that NIIN and you have an NSN.

Each country involved in our federal cataloging program received its own 2-digit nation code. The US got 2 codes for now—00 and 01—with codes 03 through 09 available when needed.

Starting this year, the nation codes in some of your NSN's will include other country's codes to show the country that produces and catalogs that item.

For example, some of the NSN's applying to the new M240 machine gun and its parts will have a 13—for Belgium—as the nation code.

If you have to look up an NSN, with other than a -00- or -01- nation code, go to the end of the AMDF.

Keep the new codes in mind so you don't get rattled when they start showing up on the AMDF.

Those NSN's will go on your request and through the computers just like the regular -00- and -01- NSN's.

HERE'RE THE
NATION CODES
YOU MAY BE
SEEING...

- 00 United States
- 01 United States
- 11 NATO
- 12 Germany
- 13 Belgium
- 14 France
- 15 Italy
- 17 Netherlands
- 18 South Africa
- 21 Canada
- 22 Denmark
- 23 Greece
- 24 Iceland
- 25 Norway
- 26 Portugal
- 27 Turkey
- 28 Luxembourg
- 29 Argentina
- 30 Japan
- 31 Israel
- 66 Australia
- 98 New Zealand
- 99 United Kingdom

PS THE
PREVENTIVE
MAINTENANCE
MONTHLY

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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to:

MSG Half-Mast
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Lexington, KY
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Would you ignore a big "Danger" sign planted right in the middle of the road?

Not on your life, right?

But there are drivers who take this risk when they ignore danger signs in their brake system.

So take a few minutes right now. It could be worth years—of your life.

Then, when you spot any of these danger signs, do something about it. Report it. It's up to your shop to fix it. Never let anybody tell you a danger sign's nothing to worry about. It's your neck!

You've Got It Easy!

Your mechanic's got the tough job—pinpointing the brake trouble and fixing it.

For you, the driver, the brake system's simple. You just press down on the brake pedal with your foot—and your vehicle comes to a stop. Smoothly. Exactly when 'n' where you want to stop. It makes no difference whether your vehicle's got straight hydraulic brakes, air-over-hydraulic brakes, vacuum-assist brakes or straight air brakes. The end's the same—good or bad, it's up to you.

HOW
ARE
YOUR
BRAKES
?

Your Ears Or Your Neck?

Even before they move out, some drivers ignore a danger sign nobody could miss—the air pressure warning buzzer. It's telling you that you don't have enough air pressure to operate your brakes. Never put your truck into gear until that buzzer stops!

Would you believe that some drivers unhook the buzzer—because the noise bothers their ears? This makes 'em happier...right up till they mash down on the brake pedal...and find they've got no air

DOESN'T THAT
BRAKE AIR WARNING
BUZZER DRIVE YOU
UP THE WALL?

NO WAY!
IT KEEPS ME FROM
DRIVING UP A WALL
OR A TREE... OR
THE REAR END OF
SOME OTHER
VEHICLE!

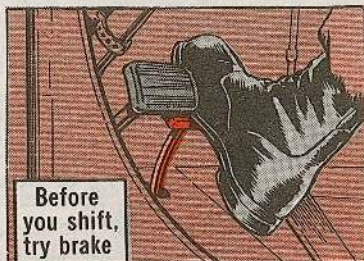


pressure...and no brakes!

Would you
rather hear a
buzzer down
here or a harp
up there?

IT'S TOO LATE FOR ME, Y'SEE,
BUT YOU CAN LEARN THE LESSON,
WAIT UNTIL THAT BUZZING STOPS...
IT'S SAFER THAN JUST GUESSIN'.





Try Or

If you don't try your brakes before you move out, you could "buy the farm." What're a few seconds and a little knee-bending worth? Your life? Remember, once you get those tons of steel moving, there's nothing you can do to stop—quickly and safely—if your brakes don't work.

Before you shift into gear, plant your foot on the brake pedal and

Buy

mash 'er down—slow 'n' easy but firm. The pedal should drop under the weight of your foot for the first $\frac{1}{4}$ inch or so. This's "free travel." You're taking up the slack in the brake system linkage. If your brakes take ahold as soon as you touch the pedal, the brake shoes are probably dragging on the brake drum and wearing out the lining.

FREE TRAVEL'S DIFFERENT FOR DIFFERENT VEHICLES. IF YOU'VE GOT NONE AT ALL, YOUR MECHANIC WILL CHECK IT OUT AND SET IT RIGHT!

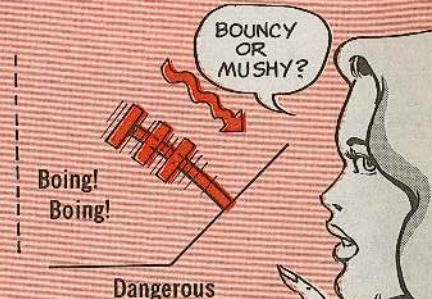
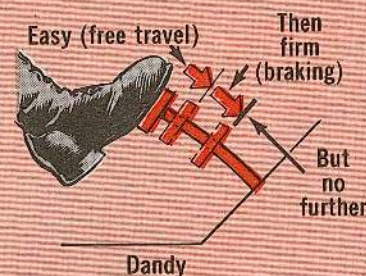


That Sinking

Right after you've used up the free travel, you should feel solid pressure under your foot. But don't quit yet—keep on pressing.

If the pedal sinks all the way to the floor—or even almost to the floor—you've got trouble. Real bad brake trouble! Most likely your hydraulic system's low on fluid. Or there's air in the hydraulic lines.

Don't move that vehicle until your mechanic's had a look at it!

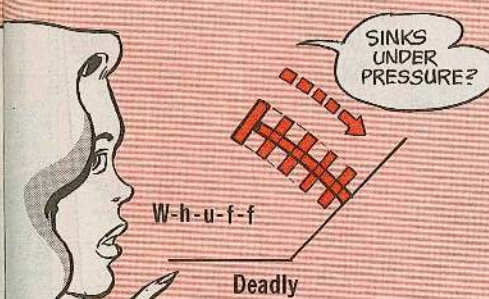


Know

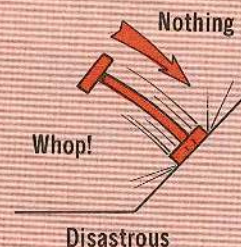
Feeling

Bad, too, is a spongy feeling when you press on the brake pedal. If it seems like you've got Jell-o under your foot, your mechanic may find air trapped in the hydraulic system or a weak brake hose that's ballooning under hydraulic pressure.

Firm's the word—from start to finish. For a firm stop, you need a firm brake pedal.



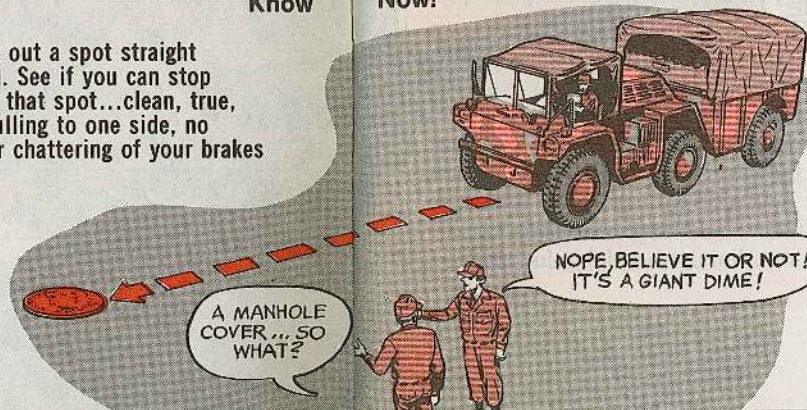
Now!



Can you be sure now that your brakes will stop your vehicle when it's moving? Not yet! The only way to know for sure is to try 'em—before you hit the road.

Move out slow 'n' easy—and try your brakes slow 'n' easy. Watch, listen and feel. You should have a firm pedal

Pick out a spot straight ahead. See if you can stop right on that spot...clean, true, no pulling to one side, no grabbing or chattering of your brakes



as you come to a smooth stop—with no squeals, squeaks, rattling, chattering or pulling to one side.

Then try it at a little higher speed—10 to 15 MPH—and a harder stop.

Anything wrong—or even seem wrong? Get it checked out—and fixed, if needed—now!

The Acid Test

When you're on the road, your vehicle's speed and weight will be waiting for a chance to bust through any weak point in your brake system.

Every time you touch your brake pedal, you're testing your brake system. If anything's going wrong, you'll usually get plenty of warning. This can be a lifesaver—if you're awake and paying attention. You can probably finish your run just by readjusting the most important part of your brake system—you, the driver.

Even when your brakes are in top shape, you should help 'em out by slowing down long before you have to start using your brakes. But this's even more important when you notice any of the danger signs—mushy brake pedal, squealing, on-and-off grabbing, pulling to one side or, the worst, taking a l-o-o-o-n-g time to stop.

So you cut your travel speed. Downshift when you know you're going to be making a stop. Keep a sharp eye out for an escape route if you find you can't stop in time.

DON'TCHA THINK YOU'D
BETTER START SLOWIN' DOWN?

AW! THIS BABY'S GOT
GOOD BRAKES. THEY
WORKED GREAT A
FEW MILES BACK!

LITTLE
DOES HE KNOW
THAT HE BLEW
A BRAKE LINE
ON THAT LAST
STOP!

IF
YOU'RE NOT
UP ON THIS,
YOU'RE
A THREAT
TO
EVERYBODY
ON THE
ROAD
INCLUDING YOU!

FM 21-305
BRAKING and STOPPING
page 7-2
para 7-5
How STOPPING and
SPEED are related
page 8-1
MANUAL FOR THE
VALVELESS PORTABLE PUMPER

Nothing can make your heart go pitty-pat like...NO BRAKES!

Even when your brake hydraulic system (or air, vacuum, etc.) is working perfectly, it comes down to brake shoe lining pressing against brake drums to stop the wheels from turning. (Disc brakes, like on the front wheels of M880-series 1¼-ton trucks, are built different, but they do the same job.)

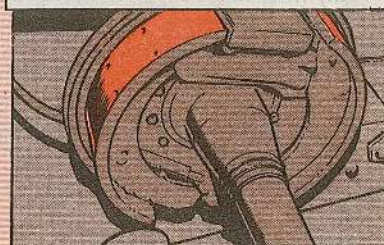
So, you ask, what's to keep the brake shoe lining from doing its job? Lots of things. Most common are:

GLAZED LINING—This's a glassy, shiny surface on the lining. It makes the lining too slippery to grab ahold of the smooth surface of the brake drum. So you find your stopping distance stretching out—dangerously!

Glazing comes from heat. Heat comes from the brake shoe dragging on the brake drum while you're traveling...or from your "riding" the brake pedal...or from lots of slow, easy stops.

You may be able to cure the glazing problem yourself—just by making a few hard stops. If this doesn't rough up the surface of the lining, your mechanic will replace the brake shoes.

Brake lining's shot if
it's glazed or has grease, oil
or brake fluid on it



GREASE, OIL OR BRAKE FLUID ON THE LINING—This makes the lining slippery, too. This's not likely to happen to all of your brake shoes at the same time. But just one slick lining can mean no brakes on that wheel. Your vehicle will pull sharply toward the side that's got good brakes—and you'll be fighting to travel in a straight line while trying to stop your vehicle.

Brake fluid leaks are your baby! You can spot 'em—and have 'em fixed—before they do you in. A leaking brake cylinder inside the wheel shows up when you see brake fluid on the inner side of the tire—where it's running out of the brake drum. Brake fluid dries up quick, so you might see only a dark stain. Check all wheels close right after operation—when the leaking fluid will still be wet and shiny.

Brake fluid dries fast,
check right after operation



WATER—You get plenty of water after fording a stream or traveling on a flooded road or just sloshing through a long, deep mud puddle. Water between the brake lining and brake drum is as bad as grease or oil—except that water goes away as you use your brakes. You squeeze the water out, and heat from friction dries the lining.

Be mighty careful after traveling through water! You've got no brakes at all until that water's gone. So use your brakes—on and off—a few times right after coming out of the water. Then your brakes may be grabby while the lining's still damp. Stay on guard for sudden stops till the lining dries out.

WHEEL BRAKE PARTS WORN, LOOSE OR NOT ADJUSTED RIGHT—Add to that worn wheel bearings, bum shock absorbers, front end out of alinement and tires on the same axle not inflated to the same pressure.

Any of these can make for uneven braking, pulling to one side, on-off braking in one wheel.

Anything that keeps you from having full, even braking in all wheels is dangerous. When you feel it, hear it—or even suspect it—report it. Reporting the problem is your job. Solving it is your mechanic's job.

Spooky—And Deadly

You brake to slow down or stop—and nothing happens. No brakes!

You have your vehicle hauled in to the shop—if you're lucky enough to survive.

Your mechanic checks out the brake system—completely and carefully—and finds nothing wrong.

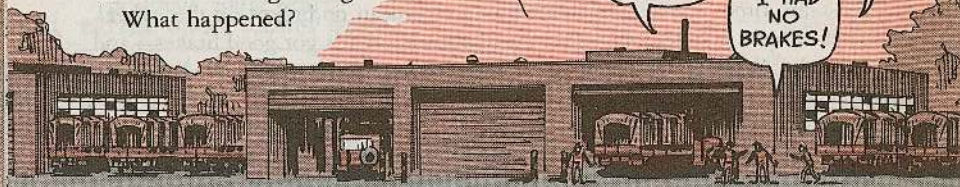
What happened?

COULDN'T FIND A THING WRONG.

YOU WERE MIGHTY LUCKY THERE WAS NO TRAFFIC WHEN YOU RAN THE RED LIGHT!

HONEST, I HAD NO BRAKES!

LOOKS LIKE A CASE OF VAPOR LOCK!



Vapor lock—caused by water in your brake hydraulic system. Vapor lock happens when the brake fluid gets hot, but the vapor lock disappears when the brake fluid cools down. The vapor turns back into brake fluid.

Brake fluid attracts water—even pulling water through the rubber brake hoses. Water mixes with brake fluid—becomes a part of it. This lowers the boiling point of the brake fluid, so it turns into vapor at a lower temperature than pure brake fluid.



But vapor's like air—it's compressible. When you put pressure on vapor or air, it just squeezes together. So you get no firm push through the brake shoes when you've got vapor in your brake hydraulic system—just mush.

Your mechanic will have to drain all of the brake fluid from your brake system and put in new fluid.

What's A Leak?



Forget everything you've seen—or heard—before about "leaks, seeps, weeps" and so on.

The new word—for all wheel and track vehicles—shows up for the first time in TM 9-2320-218-10 (Aug 78), Preventive Maintenance Checks and Services, page 2-8, para 2-5m.

Although this TM is for the M151-series ¼-ton vehicles, the same Class I, II and III leakage definitions apply to the lubricating and cooling systems of all tank-auto equipment. These "classes" don't cover fuel systems. Any fuel leak deadlines the equipment.

THIS GOES FOR MHE AND CONSTRUCTION EQUIPMENT, TOO!

THIS CAUTION NOTE IS ADDED...

CLASS I—Seepage of fluid (as indicated by wetness or discoloration) not great enough to form drops.

CLASS II—Leakage of fluid great enough to form drops but not enough to cause drops to drip from item being checked/inspected.

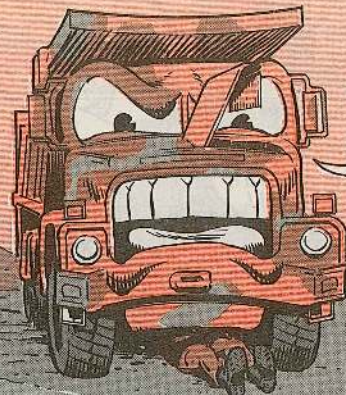
CLASS III—Leakage of fluid great enough to form drops that fall from the item being checked/inspected.

Equipment operation is allowable with minor leakages (Class I or II). Of course, you have to consider the fluid capacity in the item/system being checked/inspected. When in doubt, notify your sergeant.

When operating with Class I or II leaks, continue to check fluid levels as required in your PMCS. Report Class III leaks immediately to your sergeant or to organizational maintenance.

Why Invite Trouble?

DRAT! THAT TURN GASKET'S UNDER HERE SOMEWHERE!



YOU'VE LOST IT! WHY'D YOU TAKE THE CONTAINER OFF!

Maybe—just maybe—you've got some good reason for removing the container from that alcohol evaporator on your F-5070 IHC 20-ton dump truck.

If so, watch close or you may lose the gasket. It likes to fall out of



upper body—just after you've unscrewed the container and glanced in some other direction.

Then it's lost—and you don't even know it. Check before you screw the container back on. If the gasket's



missing—and you can't find it in the engine compartment or on the ground—get a new one, FSCM 31007 PN 310-650-C1.

But why fool around with the container at all? You don't need to take it off to refill with alcohol. You add alcohol thru the fill hole on top of the body—like it says under "Filling" on page 171 in the Special Service Manual.

Fill here



If you have to take off the container, loosen this screw first... or you'll tear up the container

Fuel Filter Confusion Filtered

THE SMR CODE SAYS TO DISCARD THIS USED ELEMENT!

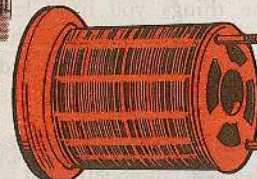
HORRORS!

GASP!

NO! DON'T! IT'S REUSEABLE!



A metal filter element, fluid pressure—NSN 2910-00-375-4409—is hard to come by. Some troops have been tossing the element when they service the filter body or shell.



This filter element is reusable

Despite what any SMR codes or manufacturer's poop sheet says, this filter element is reusable.

You'll find it listed in parts manuals for 45-KW diesel generators, NSN 6115-00-970-0006 and TM 211-series 5-ton trucks equipped with Continental R6602 gasoline engines. The important thing to remember is that this filter element can be reused.

When you give it the PM treatment, swish it around in an approved cleaning solvent like PD-680. Dry it completely, then put it back into the shell. Reuse it until it's damaged and can't do its job.

Gama Goat Hull Truss

USE NSN 5365-01-046-0438 TO GET A PLUG TO FILL THE HOLE IN THE HULL WHEN THE TRUSS IS REMOVED! IT'S NOT IN THE PARTS MANUAL, SO JOT IT DOWN!



Hull plug



Problem With Traps

KEEP YER
TRAP SHUT!

WHA--
?

!

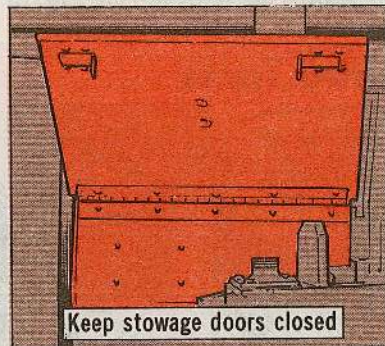
SOME
NERVE!

Sometimes it really pays to keep your trap shut!

Like the trap doors on the stowage boxes below the main gun mount, for example.

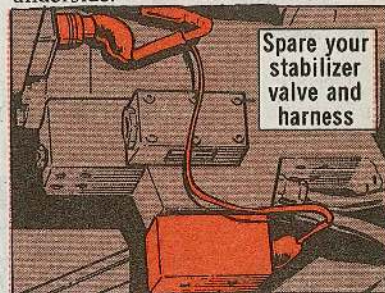
When the stabilization system is turned on, the main gun weaves around like a sick cobra. Sometimes there's very little clearance between the main gun mount and the stowage area directly under it.

If the stowage box doors are left open, the main gun mount can clobber them.



You have the same problem if the doors are shut but there's bulky junk (like the driver's protective shield) sitting on top of the stowage boxes.

While the main gun mount is breaking the things you have left sitting around, it also damages the elevation stabilizer servo valve and stabilizer wiring harness on its underside.



So keep the doors shut when not in use and never leave things on top of them. Use the stowage boxes only for the things shown by the decals on page E-5 of TM 9-2350-257-10 (Jun 78).

Maintenance Warning

WHADDAYA MEAN,
YOU CAN'T
STRAIGHTEN
UP??

WOW!
WHAT HAPPENED,
JONES?

WOULD YA
BELIEVE--
A LITTLE
PIECE O'
WIRE!

Wrapping wire around the manual traversing handle of your tank can save you a split second and cost you a split kidney.

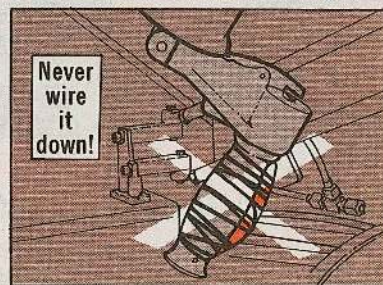
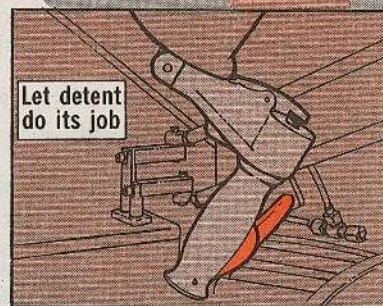
When you put the manual traverse handle locking lever detent out of operation by wrapping it tightly with wire, it's like filing a safety lock off a loaded rifle.

With a tied-down manual traverse handle, only the No-Bak protects you when operation is in the power mode.

The No-Bak can let go without warning and the manual traverse handle will then go into an automatic spin.

If you are in the way when the manual handle goes automatic, you could wind up with No-Bak—and no front, either.

By-passing the manual traversing handle detent is not only dangerous to your health, it wears out the roller bearings in the traversing handle arm and housing. They're not made to spin as fast as they have to when



the manual traversing handle turns automatically.

WOW!
WHAT HAPPENED,
OL' BUDDY
?

SPEC FENDER,
AN OPERATOR, IS
A FENDER
BENDER!

M88/M88A1 Fender Parts

Got benders in the fenders of your recovery vehicle?

This can sure enough be a problem because some of the parts that get too crumpled to straighten have no stock number in the -20P's.

But, no need to mope...here's the dope:

Open TM 9-2350-242-20P (Sep 72) for the M88 to fig 150 on page 3-149. Or open TM 9-2350-256-20P (May 77) for the M88A1 to fig 183 on page 315.

Now lightly pencil in these numbers, both on the picture and where there are blank spaces in the -20P listings.

M88		M88A1
ITEM 5		ITEM 4
NSN 2510-00-059-5771		NSN 2510-00-059-5771
ITEM 15		ITEM 12
NSN 2510-00-928-2998		NSN 2510-00-928-2998
ITEM 4		
NSN 2510-00-168-2431		

Item 5 (M88) is the same as item 4 (for the M88A1) and they are both fender, vehicular: side, PN 10862908 (19207), NSN 2510-00-059-5771.

Item 15 (M88) is identical with item 12 (M88A1) and is PN 10862907. They are both NSN 2510-00-928-2998.

WOT'S HIS
GRIPE?

GLURG

THEY GROUND
HOPPED HIS
ENGINE--
WITHOUT A
GROUND-HOP
AIR CLEANER!

M88A1 Ground-Hop Air Cleaner

Ground-hopping the diesel power pack for your M88A1 recovery vehicle lets you pull a good operational check before installing the engine. But you need a ground-hop air cleaner kit to keep the dirt and dust out of the engine. Get the how-to details by writing:

Commander
TARCOM
Attn: DRCPM-M60-L
Warren, MI 48090

HEY-- YOU'RE
FULL O' VINEGAR!
HOW
COME?

THEY JUST
PULLED FILTER
PM ON ME!

Tank Filter PM

Regular filter PM is the name of the game for keeping tank type vehicles running. TB 9-2300-419-10 (Oct 73) has all the moves for cleaning fuel, air and oil filters for all M60 and M48A3 series tanks. The info also applies to the M88 and/or M88A1 recovery vehicles and M728 combat engineer vehicles.

STOP BATTER

Y ZAPS!

YOU GUYS ARE
KILLING OUR
BATTERIES!

GULP

?

ERG

AND ALL BECAUSE OF
BAD MAINTENANCE
HABITS!

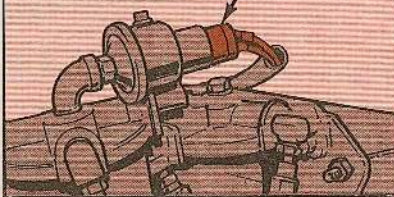
Maintenance short-changing is ruining umpteen hundreds of batteries in APCs. It's causing a heap of:

- Slave starts
- Electrical connector repairs
- Downtime
- Costly battery replacement

Here's how some troops short-change maintenance and ruin batteries:

1. Damaging the electrical plug connector when they unhook it from the generator field switch during secondary fuel filter servicing (Para 2-59, TM 9-2300-257-20), or when they troubleshoot the charging system.

Electrical
connection



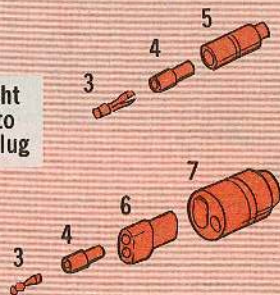
2. Bypassing the generator switch by connecting the electrical plug connector's lead 1A to 1B.

Do not
twist leads
together



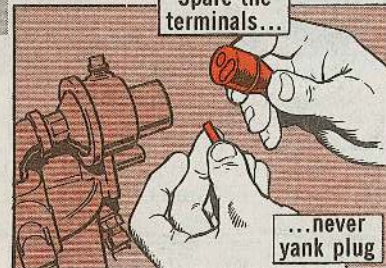
3. Failing to repair the electrical plug connector NSN 5935-00-553-3093 with Items 3 thru 7 listed in Change 1, TM 9-2300-257-20P.

Use right
parts to
repair plug



When you jerk or yank the electrical plug from the generator field switch, NSN 5930-00-771-8119, you'll pull one or both male terminals loose.

Spare the
terminals...



...never
yank plug

Twisting the leads 1A and 1B together doesn't hurt a thing at first. You can still crank up and move out. Trouble starts, tho, when you shut down your APC...then throw on the master switch so you can use your commo equipment.

That's bad news.

After 3-4 hours under commo load, the APC's batteries won't have enough kick to crank over the engine. You'll have to go thru the slave start routine.

If you use your commo equipment for about 8 hours, your batteries are completely shot. You can't even radio for a tow!

Here's why: When the master switch is ON, the batteries are draining thru the generator field. And, when you twist the wires together the generator is draining current from the batteries while you crank the engine.

This could make a big difference in battery power on a cold morning.

Another maintenance short-change scene comes into focus when you connect leads 1A and 1B together and leave 'em unprotected—uninsulated. The first time the bare wires bounce around



Bare leads
cause shorts

and touch any metal in the engine compartment—short goes the system.

'Course, you never wire leads 1A and 1B together in the first place. If you break the electrical connector plug, fix it right away. And don't forget to take it easy when you hook it back up to the generator field switch.

Engine Shut Off

C'MON, SHUT 'ER DOWN QUICK AN' LET'S GO!

RIGHT! WE GOTTA GET TO THAT SHINDIG EARLY TONIGHT!

SCREEECHH!

OH--IF ONLY THEY KNEW THE DAMAGE THEY CAUSE...

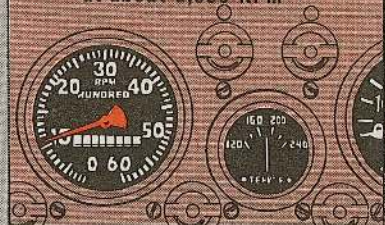
Some M113A1 drivers stop the engine the way they do their POV—roar up to a halt and chop it. No way!

They've got to do it the way it says on pages 2-40 and 2-41 of their TM 9-2300-257-10 (Aug 78) Operator's Manual.

They forget Step 3 which says:

"Set the engine to run at about 1,000 RPM for 2 minutes or so."

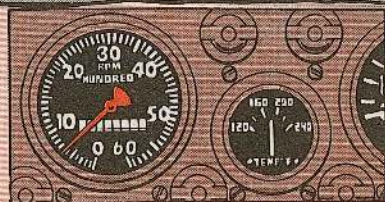
About 2 minutes
at about 1,000 RPM



That'll let your engine cool down slowly so you won't damage the heads.

Some troops also forget Step 4 which reads:

"Set the engine back to idle (650-700 RPM) and check the instrument panel for normal readings."



This is so you'll know if something is wrong before you shut your engine down. Then, you can do something about it while there's still time.

Instead of pulling out the fuel cutoff and THEN turning off the master switch, some drivers turn the master switch off and walk away. This can cause various kinds of damage to quill shafts, the generator-regulator, even the engine block. So cool and shut off the engine before you turn the master switch. Both you and your engine will be glad you did.

Be sure
you're cool
before
you hit
this!



M60 Machine Gun...The 'Hole' Thing's OK

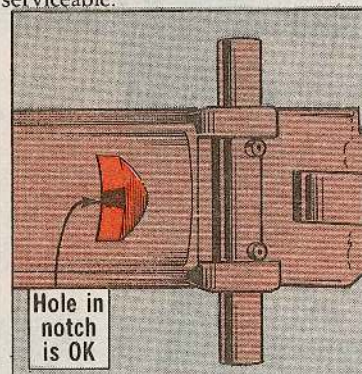
WHAT'D SARGE SAY ABOUT THAT HOLE IN OUR SPRING CATCH NOTCH?

HE SAID IT'S OK TO ROLL!
SO LET'S GO!



If there's a hole worn in the forearm spring catch notch of your M60's receiver extension, relax.

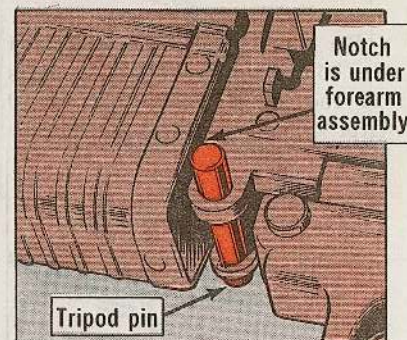
No sweat. No problem. The gun's serviceable.



Hole in
notch
is OK

Just remember: Don't try to fill the hole with anything. If you do, you just make problems.

The catch notch, if you're looking for it, is under the forearm assembly,



Notch
is under
forearm
assembly

just in front of the tripod mounting pin.

The end of the forearm spring is too shallow to go into the hole and the receiver extension, so it cannot interfere with movement of the operating rod.

Wear in the catch notch, even a hole, is OK. Tests have proved it out. So, if you've got a hole, let it roll.

Right Side Wrong Side

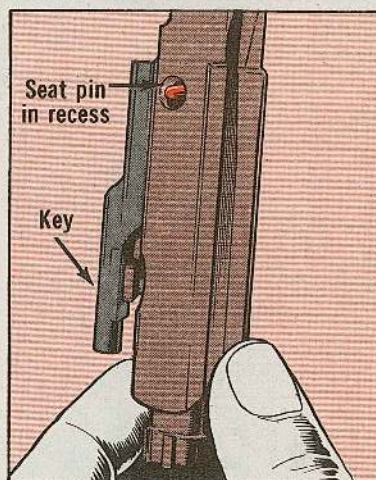
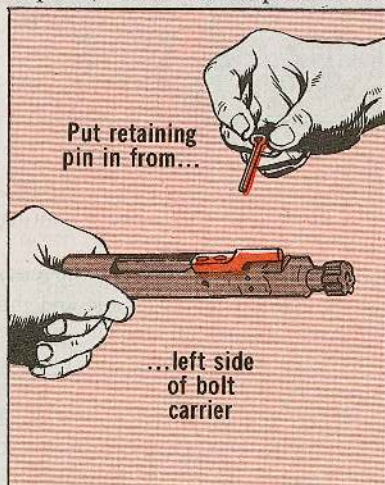
NOW LET'S INSTALL
THIS *LEFT*... ER...
RIGHT... ER...
PIN!

STAY AWAY
FROM ME,
SPEC MURPHY!

Some troops are installing the firing pin retaining pin on the wrong side of the bolt carrier. This makes the carrier fit too tight and causes malfunctions.

Put the pin in from the left side of the bolt carrier, as shown on pages 14 and 26 of TM 9-1005-249-10 (Apr 77) and in several places in the

-20 TM. Hold the bolt carrier with the carrier key away from you and insert the pin into the left side.



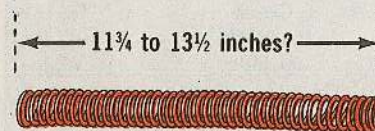
If you put the pin in wrong, it can bind against the upper receiver, causing a malfunction. Also, the pin can be lost through the cartridge ejection port.

Avoid That Kinky Feeling



Stretch it and it'll kink.
Mash it and it'll shrink.

Whatever way you go, you may spell bad news for your M16A1 rifle buffer spring. If it's stretched beyond 13½ inches, you replace it. If it's less than 11¼-in, you replace it. If kinks interfere with operation, you replace it.

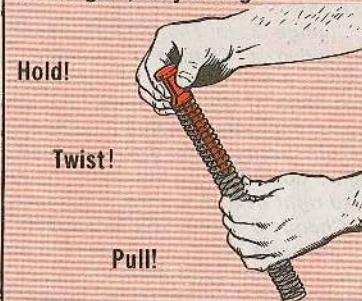


Here are some ways to keep the spring in working shape:

- If it hangs up in the buffer assembly housing when you try to remove it, gently rock it back and forth until you can ease it out. Do not yank. That'll stretch or kink it.



- To remove the buffer from the spring, hold the spring in one hand and twist the buffer with the other. Put a little pulling pressure on the spring until the buffer is free. Again, no yanking.



- On the mash bit, when you put the buffer in the spring, try this: Hold the spring in one hand; start the buffer in the spring with the other, and twist the buffer until it seats.



No stretch, no kink, no bend, no shrink.

.45-Cal KNOW- HOW

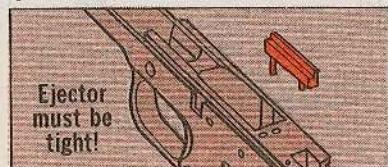
Dear Editor,

Procedures change. Some are not even mentioned. They're overlooked or taken for granted. Confusion adds to the problem.

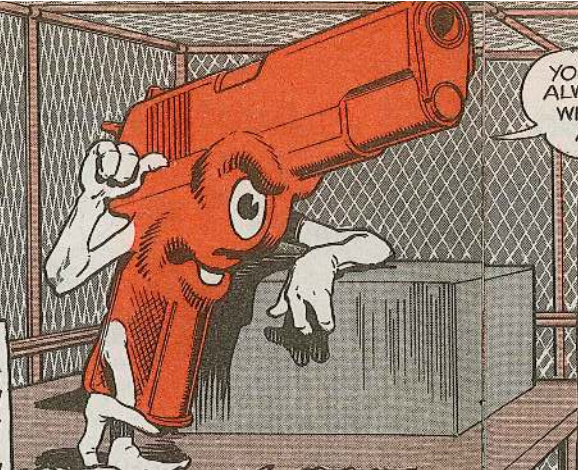
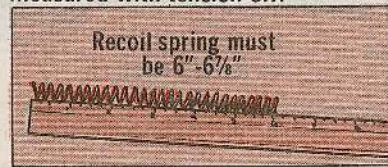
So it goes with the .45-cal M1911A1 pistol. Here are some examples:

Change 3 to TM 9-1005-211-12 rescinded a Change 1 addition to Table 3-5. Change 1 permitted looseness of the ejector so long as it was serviceable. Change 3 went back to the basic Table 3-5. Confusing, right, considering that some troops read right over the word "rescinded" in Change 3 and permit looseness?

The point is, as of Change 3 the ejector should have no movement.



Change 1 also changed the serviceable length of the recoil spring. It now must be a minimum of 6 inches and can be as long as 6 1/2 inches measured with tension off.



The TM doesn't call it out, but you should check for cracks in the firing pin stop. Cracks usually start at the



firing pin hole and work toward the outside of the stop. If it's cracked, replace it.

Another step that's not in the TM: The small (tight) end of the firing pin spring goes on the firing pin first.



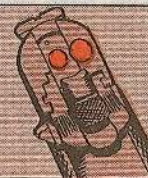
That keeps the spring from falling off when you remove or install it.

YOU WANT ME TO ALWAYS BE READY WHEN THE CHIPS ARE DOWN?

THEN--BONE UP ON YOUR .45 KNOW HOW!

Finally, check the firing pin and extractor holes for dirt and carbon build-up after the firing pin and extractor are removed. If the holes are dirty, clean them with RBC and a pipe cleaner.

Clean firing pin and extractor holes



SFC D. Kestner, MAIT
Fort Lewis, WA

(Ed Note—Thanks for the assist. The troops can put it to good use.)

Dry-Fire Caution

CAUTION

You dry-fire the M1911A1 pistol only when it's fully assembled. That may get a little hairy when you're servicing it and security parts are in another location, but that's it. Without the firing pin stop and spring installed, for instance, you can damage the rear of the slide at the firing pin hole. That means the slide has to be replaced—an expensive deal. So, to dry-fire, get it all together.

Need a .45?

If your unit's about to order a TOE-authorized service model .45-cal pistol, there's only one model you can get...the M1911A1, NSN 1005-00-726-5655.

NSN's for models which came with hip or shoulder holsters are obsolete.

So, if you need one, go with NSN 1005-00-726-5655. Holster NSN's are in your -12 TM.



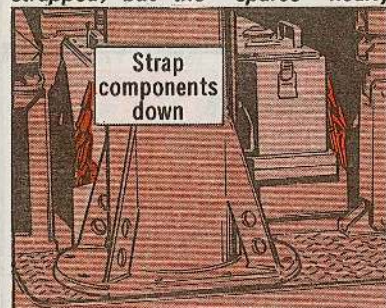
YOU CAN ONLY GET ONE MODEL!

TOW Practice Can

Dear Half-Mast,

I've been supporting TOW and Dragon systems for a number of years, and I keep running into the same kind of abuse of equipment...especially on TOW.

When a TOW unit conducts gunner training, it doesn't always take all of its vehicles. But, it does take additional components as spares. Normally, the TOW system is securely strapped, but the "spares" nearly



always are thrown on the bare metal frame of a 1/4-ton trailer and hauled to the training site. Wow!

One instance: I saw 10 batteries, 2 optical sights, 3 missile guidance sets, 2 traversing units, a target source and some tripods all piled together...maybe \$100,000 worth of delicate equipment. It looked like it was going to the salvage yard rather than training. Some of it probably did end up at the salvage yard.



Another point: Vehicle mounting kits for system components should be checked carefully and their support pads must be in place. I have seen missiles transported with no pads between the missile and the vehicle frame. In no way is that good for the missile.

Anything you can do to end these hazards would be appreciated.

J. A. C.

THAT'S A TALL ORDER-- BUT HERE GOES...



Be No Practice

DIDN'T YOU SECURE THE EQUIPMENT?

I THOUGHT YOU DID!...

BAM! CRACK!



Dear J. A. C.,

Seems you did a good job of highlighting the problem, Sir. Kind of makes you wonder why those drivers can't figure it out for themselves...or at least use a mattress or some padding to cushion the shock. Also, it makes you wonder where the driver's supervisor was. If either had to buy the damaged components, it'd stop...like yesterday.

When limited training is called for, all necessary vehicles go. Components of systems should stay with their vehicles and should not be removed to serve as spares for a training exercise.

Damage to unmounted components exceeds the "savings" of using fewer vehicles.

I'm with you. It shouldn't happen. That kind of damage does not have to happen.

As for checking out those mounting kits, Table 3-1, Change 5, TM 9-1425-470-12, Preventive Maintenance Checks and Services, spells it out, too.



If the kits are damaged or parts are missing, the system is Not Operationally Ready. That could make for a gloomy OR Report from the CO's point of view.

Checks on the mounting kits are important. They can prevent damage to the missiles or to system components.

In short, I agree that operators and crewmen have responsibilities to their equipment. Their supervisors and CO's have equal responsibilities. It's our money and our firepower protection. Why throw it away? *Half-Mast*

Dragon

Tracker Storage

WOW!
WHO DOES YOUR
PM, BUDDY?

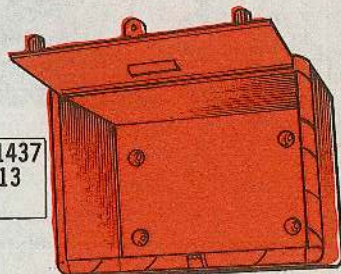
ST. GEORGE -
WHO ELSE?

Bouncing can be hazardous to the health of your Dragon missile system IR tracker.

So can a kick.

You can take out \$12,000 worth of health insurance (that's what the tracker costs) by getting the new M213 storage case which holds the tracker snug and safe in the M113A1 APC during transit.

NSN 1430-01-030-1437
gets you this M213
storage case



The case makes an easy rider of the tracker. If your APC already has it, fine. If not, read on.

WHAT'S WRONG
WITH THE TRACKER?

BEATS
ME!

CHEEE--
AFTER THE RIDE
THEY JUST PUT ME
THROUGH-- I'M LUCKY
I' STILL BE IN
ONE PIECE!!

Units are allowed one case per APC. You get it like so: Ask for case, GM, IR tracker, M213, NSN 1430-01-030-1437.

Your track mechanic installs it, using his regular tools plus a special installation tool, TD 428L, NSN 5120-00-964-3494. Organizational maintenance instructions for mounting the case in the APC are in para 2-9 of TM 9-1425-480-24 (Apr 78).

Units should remove the cases when their M113's go in for overhaul and install them in the replacement vehicles.

Remember: a loose tracker can get kicked or bounced to the tune of \$12,000 damage. If you don't have the case, get it...and use it.

Dragon LET Misfire Bet

WHAT A DENT!!

HE'S
HAD
IT!

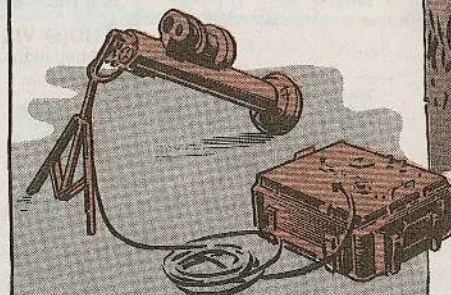
It's not a sure bet, but it's a good one.

If your Dragon launch effects trainer (LET) is bugging you with misfires, eyeball the cartridge primer for a firing pin dent.

Chances are, there won't be any. That means the firing pin's not striking the primer (elementary, eh, wot, Holmes?)

So, if there's no dent, have support check the head space adjustment.

If there is a dent, notify your ammunition supply point (ASP). You may have a bad batch of M64 NATO grenade launching cartridges.



M64 NATO cartridge



Check primer
for dent



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 (Dec 78), TM's, TB's, etc; DA Pam 310-6 (Jul 78) and Ch 2 (Jan 79), SC's and SM's and DA Pam (C) 310-9 (Jan 79), COMSEC pubs.

TECHNICAL MANUALS

Ch 4, TM 2-1055-456-12 Mar M20A1 Rocket Launcher
TM 3-6665-307-10 Jan Chem Agent M256
TM 5-4310-352-14-HR Feb Compressor, Air, Recip 2-HP, 5-CFM, 175-PSI
TM 5-4310-356-24P Jan Compressor, Air, Recip 5-CFM at 175-PSI
TM 5-5420-204-20P Mar Transporter, MAB
TM 5-6115-345-12-HR Feb Generator DED, 15-KW
TM 9-1425-470-12-HR Jan TOW
TM 9-1425-480-10-HR Jan Dragon
TM 9-1425-525-L Jan HAWK
TM 9-1430-568-10-HR Jan FAAR
TM 9-2320-211-10-HR Jan Truck, 5-Ton
TM 9-2320-242-10-HR Dec Truck, 1 1/2-Ton, M561, M792
Ch 5, TM 9-2320-266-10 Oct Truck, 1 1/2-Ton, M880 Series
TM 9-4835-466-14 Feb Shilleagh
TM 11-1520-214-20P-1 Feb Electronic Eqlt for OH-6A
TM 11-5800-213-L May Pubs for Commo
TM 11-5815-334-12-HR Dec AN/GRC-142, A, B and -122, A, B Radio Teletypewriter Sets
Ch 4, TM 11-5820-348-15 Dec Antenna Eqlt RC-292
Ch 8, TM 11-5820-498-12 Jan AN/VRC-53, AN/GRC-125, and AN/GRC-160 Radio Sets and OA-3633 and 3633A Amplifier Power Supplies
TM 11-5820-498-12-HR Jan AN/VRC-53, AN/VRC-64, AN/GRC-125 and AN/GRC-160 Radio Sets
TM 11-5820-602-24P Oct AN/TRC-121 Radio Term
Ch 7, TM 11-5820-667-12 Dec AN/PRC-77 Radio Set
Ch 2, TM 11-5830-340-12 Mar AN/VIC-1(V) Intercom
Interim Changes, TM 38-750 Mar TAMMS
TM 55-1500-219-L Jan Pubs for UH-1, EH-1H
TM 55-1510-204-10/3 Mar OV-1B
TM 55-1510-208-10 Feb T-42A
TM 55-1520-228-23P Mar OH-58A, OH-

58C

Ch 3, TM 55-1520-228-23-1 Mar OH-58A, OH-58C
TM 55-1520-234-23P-1 Feb AH-1S (Mod)
TM 55-1520-237-23-4 Dec Servicing, Ground Handling, Air Transportability Gen Maint UH-60A
TM 55-1520-237-23-5 Dec Airframe, Landing Gear Maint UH-60A
TM 55-1520-237-23-6 Dec Powerplant, Fuel, and Related Systems Maint UH-60A
TM 55-1520-237-23-7 Dec Powertrain Maint UH-60A
TM 55-1520-237-23-8 Dec Hydraulics and Flight Controls Maint UH-60A
TM 55-1520-237-23-9 Dec Elect and Instru Maint Task Manual UH-60A
TM 55-1520-237-23-10 Dec Struct Repair Maint Task Manual UH-60A
TM 746-235 Jan FAAR
MISCELLANEOUS
DA Form 2408-4 Jan Weapon Record Data
DA Poster 750-7 PM Helps Prevent Air Pollution

FM 704-28 Feb Classes of Supply
LO 9-2320-211-12 Jan Truck 5-Ton
PAM 310-7 Nov MWO Index
SB 740-94-3 Sep Storage Serviceability, Chemical Items
SC 3940-90-CL-NO1-HR Nov Sling Set, Cargo: Universal Type NSN 3940-00-856-7998
SC 4810-97-CL-EO6 Jan Water Purif Set; 5,000 Gal
SC 4920-95-CL-A90 Jan Tool Set, AVUM Set No. 1
SC 4933-95-CL-A07-HR Feb Small Arms Repairman
SC 6180-81-CL-R07-HR Dec Tool Kit TK-105/G
SC 5180-91-CL-R53 Dec Tool Kit, Battery Service TK-170/G
SC 5180-91-CL-R53-HR Dec Tool Kit, TK-170/G
SC 6675-97-CL-E29 Jan Survey Set, Arty 4th-Order
TB 5-4220-200-10-1 Jan Mil SCUBA Sys
TB 420-18 Nov Paint Handbook

AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

TV Tape, Film
TVT 10-58 350-GPM Centrif Pump, Part II Op and Maint
TF 38-6093 Deterioration of Materials (Corrosion)
TEC LESSONS
030-051-6392-F Construction of Expedient Lifting Devices, Part I
043-441-7882-E Chapparral M730 Carrier: Op Driving Controls
101-113-4761-A Op of Oscilloscope AN/USM-281A
102-113-4577-A Install and Op of TSEC/KY-56 in Army

Aircraft (Non-Secure) Part I (FOUO)
102-113-4578-A Op and Maint of TSEC/KY-58 in Army Aircraft (Secure) Part II (FOUO)
102-906-1108-A Op of RF Vector Impedance Meter (Level I)
102-906-1107-A Op of RF Vector Impedance Meter (Level II)
102-906-1108-A Op Guide for Spectrum Analyzer HP 141T Sys and Tracking Generator 8444A

102-906-2002-A TDR Test on Antenna Cable, Matching Transformer
102-906-2003-A Perform Test AN/GLR-9(V) Receiver
102-906-2005-A SHF, UHF Transmission Line Insertion Loss Measurement
102-906-2011-A Basic Aline Test of AN/GLR-9(V) Tuning Heads
102-906-2012-A Test, Install CU-872 A/U Antenna Coupler
102-906-2014-A Precision Frequency Measurements

Using the Spectrum Analyzer HP 141T System, Track Generator 8444A
201-113-4571-A Vinson Commo Security Eqlt Part I (Secure Mode) (FOUO)
201-113-4572-A Vinson Commo Security Eqlt Part II (Secure Mode) (FOUO)
201-113-4573-A Vinson Commo Security Eqlt Part III (Wire Line Adapter HYX-57/TSEC) (FOUO)
845-093-7253-F Fire and Chem Hazard Symbols



Label With Care

Take good care of the ID label on your M11 decon because the label's not stocked. You can't operate your decon without it, so a missing label puts you out of business.

AN/VSC-3 Shock Isolators

Shock isolators for the table assembly of your AN/VSC-3 radio teletypewriter set can save damage to your teletypewriters. Get the isolators with FSCM 81860 PN3734-0D1.

CONNIE RODD!!

'MORNIN', TROOPS...

MEET MY FRIEND, SPECIALIST TORKEM GORK--THE ARMY'S TOP TORQUE WRENCH EXPERT!

PLEASED T'MEECHA!

GORK AND CONNIE?...

HAS A FAMILIAR RING...

GORK AND I "HEARD" YOU PASS HQ, SARGE, AND FIGURED YOUR UNIT MIGHT NEED A VISIT FROM US!

RIGHT! LET'S LOOK AT ALL YOUR TORQUE WRENCHES!

WHAT A MESS!! ALL THESE WRENCHES NEED CALIBRATION OR REPAIR!!

I'LL FIX 'EM FOR YA!

CONNIE!!! MIS ARM!!

YES! SPEC GORK HAS A BIONIC ARM!! AFTER HIS ACCIDENT, SURGEONS RESTORED IT FOR HIM... AND AT HIS REQUEST BUILT IN A TORQUE METER ALSO...

OK, GENTS--YOUR WRENCHES ARE NOW LIKE NEW AND...

... WITH PM AND CALIBRATION THEY'LL STAY THAT WAY!

WOW!

I CAN'T B' LIEVE IT!

REMEMBER, THOUGH, THEY'RE PRECISION INSTRUMENTS AND THAT SLOPPY HANDLING WILL DESTROY THEIR ACCURACY!

HERE ARE A FEW TORQUE WRENCH PM TIPS FOR YOU...

WHEN USING A PRESET, AUDIBLE, MICROMETER OR SCREW DRIVER TORQUE WRENCH...

SET IT BACK TO THE LOWEST SETTING AFTER EACH USE!

NEVER STORE A WRENCH WITH A TORQUE SETTING LESS THAN 20% OF THE MAXIMUM RANGE!

F'INSTANCE, SET A 150 LB.-IN CAPACITY WRENCH AT 30 LB.-IN!

THAT'S WHY...

IF THE WRENCH IS DROPPED ON A HARD SURFACE WHILE IN STORAGE AND IT DOESN'T HAVE A LOAD ON THE SPRING, THE SPRING MAY STRETCH AND CHANGE THE CALIBRATION!

TB 43-180 (Oct 78) TELLS YOU WHICH WRENCH NEEDS CALIBRATION, WHO DOES IT, WHEN... PLUS INFO ON TURNING IN WRENCHES.

WHEN A TORQUE WRENCH IS CALIBRATED, THE PERSON WHO DOES THE JOB FILLS OUT A DA LABEL 80 AND PUTS IT ON THE WRENCH. THE LABEL TELLS YOU WHEN CALIBRATION TOOK PLACE AND WHEN THE NEXT TEST IS DUE!

Note: NUKE MECHS SHOULD HAVE TB 750-26 (Apr 71) IT HAS YOUR WORD ON TORQUE WRENCH CALIBRATION!

KEEP THESE TIPS IN MIND...

★ Never carelessly toss a torque wrench. A dropped wrench must be re-calibrated.

★ Stow 'em in a dry place--in their containers if they have 'em.

★ Never USE a torque wrench to "break" nut or bolt torque.

★ Never use it as a hammer.

★ Never store a wrench with other tools...

★ Protect wrenches from shock, damage or dust.

★ Never overload a torque wrench...

You could permanently set the lever and throw accuracy right out the window.

★ NEVER step on a torque wrench!

...it can be damaged.

OK!... LET'S MOVE OUT, CONNIE--

RIGHT, GORK!...

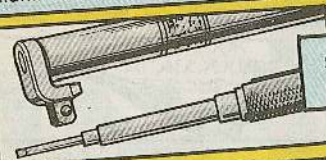
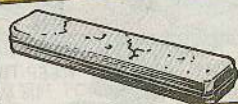
CHECK OUT THIS POSTER, MEN! IT'LL CLUE YOU TO SOME OF THE BAD THINGS TO STEER CLEAR OF WITH YOUR TORQUE WRENCHES!

Joe's Dope Sheet

Don't look for a *MIRACLE* from GORK...
If your wrench won't give you good *TORQUE*!
PM will do it...
So hop right to it--
Keep your *MO* from flippin' his cork!!

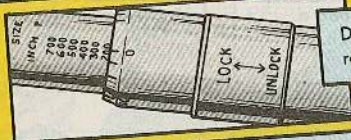
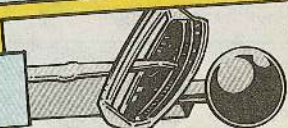
TROUBLE INDICATORS...

Cracks, deep pits, heavy scale and deep tool marks on the case.



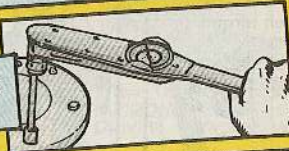
Square drive or screwdriver blades rounded off, broken.

Pointer bent. Can't be seen clearly.



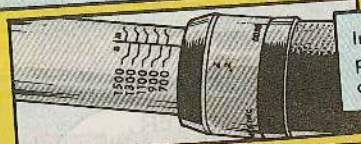
Dirt, grime, gunk around the trigger or ratchet mechanism.

Needle, pointer stuck. Won't move during torquing.



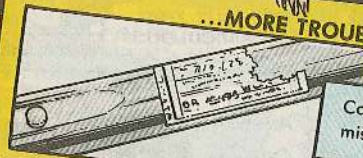
Can't hear distinct, audible signal that indicates pre-set torque.

Can't feel sharp impulse on audible type wrenches when pre-set torque is reached.



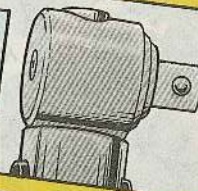
Indicator markings . . . ounce-inches, pound-inches, pound-feet unreadable.

...MORE TROUBLE INDICATORS

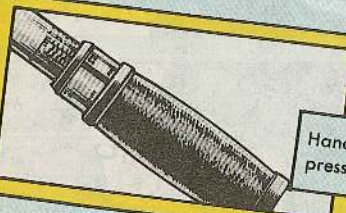


Calibration data tag (DA Label 80) missing or unreadable.

Spring loaded steel ball or steel plunger damaged. Won't give positive lock for sockets, attachments.



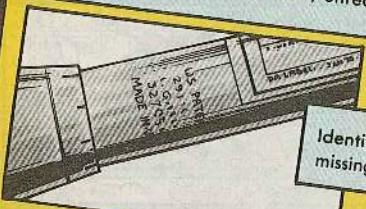
Hand grips busted, distorted; slips when pressure is applied.



Dial faces scratched, broken, unreadable.



Identification or data plates unreadable or missing.



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.

M16A1, THE ALL-WEATHER RIFLE

ON BIVOUCAC
IN THE
FORT ERIE
BOONIES...

BRRRR!
IT WAS HOT
'N' DRY THIS
NOON... BUT
LOOK AT IT
T'NITE...
SLEET
AN' SNOW!

THEY SAID THEY
ONLY HAVE TWO
SEASONS HERE
WINTER AN'
JULY FOURTH!
... BUT THIS
IS RIDICULOUS!

HUH
WHAT'S
THAT?

CRACK

HALT!

WHO
GOES
THERE?

ADVANCE
AND BE
RECOGNIZED!

N-NO
ANSWER...

... COMIN'
CLOSER!...

CRUNCH!
CRASH!

HALT!...
OR I'LL
FIRE!

STILL
COMIN'
SO...

WHA--
OH, NO... MY
RIFLE'S FOULED!

CLICK

A SUDDEN, BLINDING
GUST OF SNOW -- A
HUGE, HURTLING
SHAPE FROM THE
DARKENED WOOD...
AND...

OOOF!

... BLACKING
OUT... SHOULD'A
FOLLOWED
CONNIE'S ADVICE
THIS MORNIN'...
GRRP-ROAN...

34

GENTLEMEN... WELCOME
TO FORT ERIE... WHERE
THE CLIMATE'S A BIT
UNUSUAL... AND TOUGH
ON YOUR M16A1!

...BUT IF YOU'RE TRUE
PROFESSIONALS, YOU'LL
BE READY IN YOUR HEAD
FOR ANY WEATHER YOU
ENCOUNTER HERE--OR
ANYWHERE!!

SO THAT YOU CAN PROTECT
YOUR "SWEET SIXTEEN" AND
BE SURE THAT YOU BOTH GET
BACK IN ONE PIECE...

HERE ARE SOME
POINTERS...

MOISTURE

When it's raining,
cover your rifle
and ammo until
you have to use it.
Use your poncho
or whatever.

If you can't
cover it, point
the barrel
down.

If water does get
in the barrel, take
off the muzzle
cap and point the
barrel down...

Then pull the
charging handle to the rear
and let the water drain. Hit
the Forward
Assist to seat the
round

Wet weather calls for "lube as necessary." It's
"LSA all the way," meaning a light lube in the
bore and chamber
and other parts called
out in TM 9-1005-
249-10 (Apr 77) and
heavy lube in the
lower receiver (thick
enough to spread with
your finger).

LSA

When your rifle falls
in the mud...

Field strip it...

... clean it
soonest...

... and lube it
like the TM says!

35

Muzzle caps are a must in dust and sand, as is the magazine bag for your ammo.



DRY & HOT

Frequent rifle cleaning is necessary and a light lube is all you need.



Heavy lube is murder, since it collects sand and dust.

When dust and sand are blowing try to cover your rifle. Never leave it in sand or dust.



LAW is the lube you use at 0° F and below. **LSA** turns to jelly and can foul your rifle.



LAW



COLD

Condensation forms in and on your weapon when you move from outdoors to indoors or vice versa in cold weather.

If you can store it outside in a secure place, do it. Any unheated place works fine.



OK, CONNIE...
OK!! I'LL DO
SOME RIFLE
PM... NOW!

HE'S COMIN'
AROUND...

HE'S TALKIN'
T' YOU,
CONNIE!

C-CONNIE... HALF-MAST!
WHAT
HAPPENED?

TWO
THINGS,
SOLDIER!

HALF-MAST JUST FOUND
AND FINISHED OFF THAT
CRAZED BULLMOOSE
WHICH KNOCKED
YOU DOWN!

...WITH
MY PROPERLY
MAINTAINED
RIFLE!

...AND YOU
HAVE LEARNED
AN IMPORTANT
PM LESSON!

36

AIR MOBILITY

Prevent a Murphy*

Use Color Code!

WHAT'S HE GOT?
MEASLES?

NAAA! JUST MY NEW
COLOR CODING SYSTEM!!



The manufacture of parts so they can be installed only one way—the right way—is becoming a reality on newer aircraft.

No bird can be made 100 percent Murphy-proof, tho.

For example, the clamp bolts on the Huey tail rotor drive shaft will fit either way. Even the tail rotor blades can be installed bassackwards.

Installing shaft?

...Bolt heads
go this way.

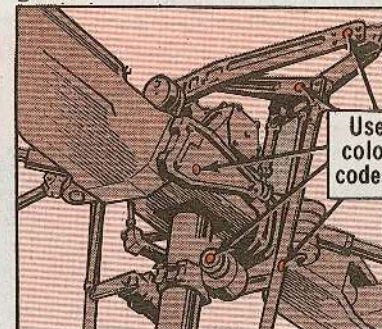


Tech manuals offer a lot of help, like reminding mechs to install a bolt with the head in direction of rotation—in case the nut should come loose.

But, it's up to all you mechanics to use your savvy to get a bird back in the blue. That includes more than the knowledge gained when removing and disassembling the part, especially if reassembly and replacement are delayed for other chores.

You can use colored tape to index parts of a component so you can easily put it back together again. Right—prevent a Murphy!

The overhaul depot uses small dots, painted on the main rotor head, to index balanced components and save you a lot of sweat and elbow grease.



You can index replacement blades to the hub. Use painted dots next to the mating surfaces, according to Para 6-8c in TB 746-93-2 (Aug 78) on painting and marking aircraft.

If you're into a complex piece of equipment give color coding a try...you'll like it!

*Murphy's Law: If an aircraft part can be installed wrong, someone will install it that way!

37

Keep **US** Flying!

ASK FOR THE
RIGHT CARTRIDGES.

When the time rolls 'round for replacement of the cartridges on your Mohawk's Martin-Baker ejection seat, be sure you ask for the right ones.

The cartridge set, items 15 and 16 in Fig 88 of TM 55-1510-204-23P (Aug 76), is the old type and obsolete. Using it, per the time frame listed in TM 55-1680-308-24 (Dec 74), will keep your bird on the ground.

For all OV-1 models you must have cartridge set, NSN 1377-00-845-5242...accept no substitute!

Need Sample Bottles?

OK - WHERE'S
THE PATIENT?

HA-HA!

HO
HO!

DON'T GET WISE! USED "IV" BOTTLES ARE
GREAT FOR TAKING FUEL SAMPLES!

Used intravenous bottles are good for sampling the fuel in your birds. If the medics are fresh out, tho, you can always ask for the clear glass sampling bottles listed on page 6-6 in FM 10-70 (Jul 76), on inspecting petroleum products.

NSN 6640-00-404-0660 will get you a 16-oz bottle; NSN 6640-00-404-0661 a 32-oz bottle.

Aw, Nuts!

HOW 'BOUT
READING THE
LATEST PARTS
MANUALS!

YEAH!

?

You have the right nut?

When you get down to the nitty-gritty of aircraft hardware, it's more than nuts and bolts that hold your flying machines together...it's the right hardware!

Take the OH-58A, for example. Urgent action MWO 55-1520-228-30-23, with Ch 2 (Dec 74), long ago called for a new pylon support link assembly. New bolts, nuts, washers and cotter pins were included in the mod kit. The removed hardware was not acceptable and was supposed to be scrapped.

Would you believe that some of the old link nuts, NSN 5310-00-806-1831, are still being used? It's true!

'Course TM 55-1520-228-23P (Jun 78), Fig 23, item 5, calls for nut, NSN 5310-00-918-0482. Another "preferred" nut, NSN 5310-00-449-2379, will also be added to the parts pub.

Come on, now—somebody out there is not reading the latest parts manual!

Watch Your Step!

OUCH! HELP!
MY PLATFORM
CAN'T TAKE THIS
ABUSE!

The work platforms on the CH-47 aft rotor pylon are taking a real beating.

The outer half of the platform beyond the support cable attaching

points is a NO-STEP area. Too much weight there can bend the platform and keep it from closing.

Remember—the 400-lb weight limit on the whole platform includes your tools. Two hefty mechs and a toolbox could do the platform in.

No Substitute, Please!

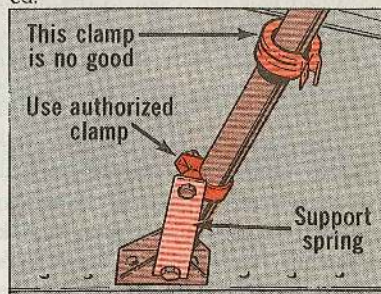
It's not a good idea to "improve" an aircraft by substituting one part for another.

Take the bipod engine mount on a Huey, for example. A support spring is secured to the outboard side of the rear leg by loop clamp, NSN 5340-00-593-3392.

The clamp has a tendency to wear into the zinc chromate coating—not the metal!

To eliminate the wear problem, some mechs substitute another clamp with a rubber bushing. That's a no-no. The substitute clamp is not rigid enough to let the support spring do its job of holding the bipod

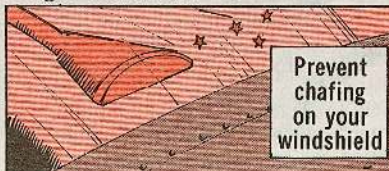
upright, when the engine is removed.



So, always use the authorized clamp. You can restore the mount finish by reaching for a spray can of zinc chromate primer, NSN 8010-00-297-0593.

Keep it

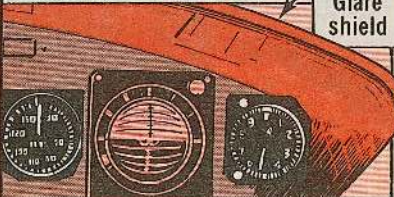
If your Huey has the new type of windshield, you don't want to scratch it right off the bat.



Chafing is what you'll get, tho, if there's no clearance between this new, thicker windshield and the glare shield.

Like New!

Focus in on the glare shield, bird mechs, just above the pilot's attitude indicator.



If you don't have any clearance, adjust the glare shield turn-buckles...soonest!

No Lead Pencil

SKY-LAB SCRAP?

NOPE! SPEC JONES HAS BEEN CIRCLING DAMAGED AREAS WITH A LEAD PENCIL AGAIN!

Dear Windy,

I've seen a piece of a turbine engine tailpipe drop out because a damaged area was circled with a lead pencil.

But can we use a lead pencil on painted aluminum surfaces of a bird? Windy?

CW2 J. M.

NO SIR-E-E-E!
LEAD HAS GRAPHITE IN IT!

Para 2-1 of TM 43-0105 (Apr 76) on corrosion control says you can't use a graphite pencil on any metal surface to be used as a structural component.

Use a marking pencil, MIL-P-83953. NSN 7510-00-537-6930 will get you a dozen yellow pencils you can safely use to mark cracks, corrosion, and other damage.

Safety-of-Flight Messages

- CH-47-79-3 CH-47A/B/C, Washer Install in Rotor Heads, DRSTS-MET 281955Z Mar 79
- OV-1-79-2 SOPE—Harness Support With MK-J5D Ejection seat DRSTS-MAPL 071800Z Mar 79
- OV-1-79-3 Belt Aircraft Safety, with OV-1 and RV-1 Series Aircraft DRSTS-MAPL 091600Z Mar 79
- U-21-79-3 Inspect for U-21/RU-21/JU-21 Landing Gear Actuators and Drag Brace Alignment DRSTS-MEW 142336Z Mar 79
- GEN 79-4 SOPE—Emergency Locator Transmitters With Lithium Sulfur Dioxide Batteries DRCPD-ALSE 211949Z Mar 79
- GEN 79-5 All Mission Design and Series Aircraft Emergency Locator Transmitters with Lithium Sulfur Dioxide Batteries DRSTS-MEG 281900Z Mar 79
- UH-1-79-2 Maint Advis Msg UH-1 Series, Tail Rotor Control Install DRSTS-MEU 011610Z Mar 79
- UH-1-79-3 Inspect of T53-L-13B Fuel Controls DRSTS-MEP 281930Z Mar 79
- UH-1-79-2 AH-1-79-2
- UH-1-79-4 UH-1B/D/H and EH-1H Series Swashplate Outer Ring, DRSTS-MEU 232245Z Mar 79
- UH-1-79-1 Inspect of T53-L-703 Fuel Controls for AH-1S Aircraft DRSTS-MEP 222300Z Mar 79
- OH-58-79-4 Maint Advis Msg Install of MWO 55-1520-228-30-24 DRSTS-MEL 201400Z Mar 79
- OH-58-79-5 Maint Advis Msg Weight and Balance Data for Shaft Cover DRSTS-MEL 221530Z Mar 79

Not Sudden Stoppage

Dear Windy.

The new sudden stoppage inspection in Chap 1 of TM 55-1520-210-23 is real fine, calling for a progressive inspection after blade strikes.

But, does this mean I have to pull the detail inspection every time nicks or scratches show up on a rotor blade, Windy?

SGT J. L. B.



Dear Sergeant J. L. B.,

Not really! Nicks and scratches do not indicate a sudden stoppage has occurred. The blade can be repaired within the damage limits given in the manual.

Sudden stoppage, on the other hand, is an instantaneous shock load applied to the rotor system and drive train.

The shock load is written up in the log book by the pilot, usually as the result of a blade strike. The writeup would require a sudden stoppage inspection.

Windy

Use Detergent Only!



If your rotary-wing bird has one of the new infrared paint jobs, skip the use of an alkaline waterbase cleaning mixture on the next wash job. It's too strong and can damage the paint.

You want Detergent, mild, NSN 7930-00-764-5066. You'll find it listed in Table 1-1 of TM 55-1520-210-23 (Feb 79) on the Huey.

A future change to the consumable materials table in TM 55-1500-333-24 (Oct 74), on cleaning all aircraft, will also list the detergent.

GOOD BIRD PM PAYS OFF IN SAFETY... FOR YOU AND YOUR FAVORITE CHOPPER JOCKEY!



Trial and Error

The T53-L-703 engine Variable Inlet Guide Vane (VIGV) indicator plate and pointer have been removed from overhauled S Model fuel controls, Cobra mechs. They were not accurate, due to bending and flexing of the parts. Just estimate the VIGV feed-back rod end adjustment and follow up with operational checks, as necessary.

Towing Your Cobra?

Before you Cobra types ground-run or fly the bird, all structural panels have to be in place. To avoid structural damage, the same deal now goes on ground-handling your bird. The Caution in Chap 2 of each Cobra maintenance pub is being updated.

Transmission Fitting

You Cobra mechs may find a 5th mount support fitting, PN 209-031-344-9, NSN 1560-01-025-8243, on your G or Q Model bird. If you do, you won't find the damage and repair limits in your TM. That's because it's a beefed-up part designed for the S Model, and the poop is in TM 55-1520-236-23 (Jun 77), page 2-190.

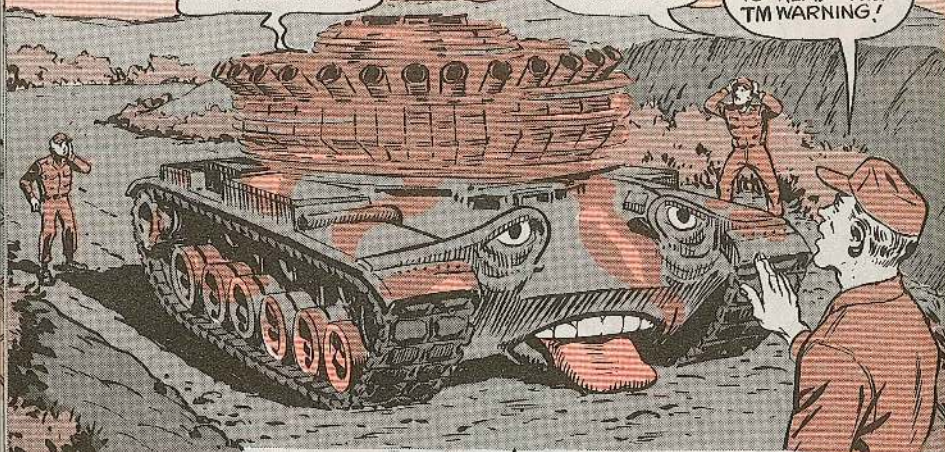
COMMO/ ELECTRONICS

Get the Shield

HALP! THIS THING MUST BE POSSESSED!

SHOULD WE CALL IN AN EXORCIST?

NO! TELL HIM TO READ THE TM WARNING!



You key the AN/VRC-12 series radio and your M60A2 tank acts like it needs an exorcist. The turret, main gun and tank commander's cupola all move at once—violently.

Chances are, the right exorcists for these demons are shielded antenna cables. The word is in a WARNING on page 2-137 of TM 9-2350-232-10 (Apr 73).

WARNING

To avoid injuring personnel because of movement of the turret and / or cupola due to electromagnetic interference between the turret stabilization system and the radio receiver-transmitter, the following precautions should be taken:

1. Make certain that RF cable assembly per SC-C-690731, cable assembly per SC-D-690798 (antenna control), and antenna AS-1729 / VRC are installed as shown on fig. 2-128.
2. Make certain that all harnesses and cables in the turret bustle are positioned as far as possible from the RF and antenna control cables. When it is necessary to route cables or harnesses across these antenna cables they should cross at a 90-degree angle.

Some folks don't believe what they read, tho. They use plain cables. They get that wild tank reaction because their radio signals get into the turret stabilization system.

Shielded cables control those signals. The antenna RF cable (SC-C-690731) is NSN 5995-00-764-8877. The antenna control cable (SC-D-690798) is NSN 5995-00-764-8876.

'Course, even with the shield, you should keep other harnesses and cables away as much as possible. If you have to run 'em close by, do it at an angle to the antenna cables.

GOT THE GENERATOR STARTED, HUH?

YUP-- EVERYTHING'S RUNNING AGAIN!

Shelter Shut Down

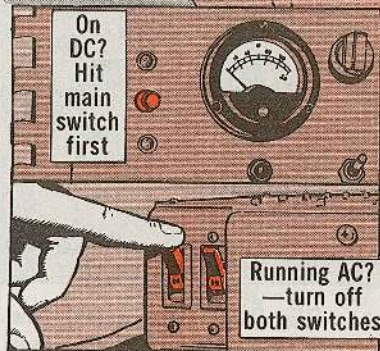
OH, NO! I LEFT MY TELETYPEWRITER AND RADIO SET ON!

If power is suddenly cut off to your electronics shelter, turn off circuit breakers or main switches and commo gear.

Teletypewriters and radio sets are prime targets for the surges you'll get when power is restored.

Once electricity returns, wait until voltage levels settle back to normal before switching on gear.

You'll probably have some alinements and adjustments to make, of course, but that sure beats damaged circuits.



Spark Stopper

FLAME THROWER?

NOPE, NO BATTERY POST COVERS!

Uncovered battery posts can be a prime mover in fires or explosions.

If a piece of metal touches both terminals—or touches the positive terminal and chassis ground at the same time—you get a spark.

Mix that spark with gasoline or diesel fumes or gases from the battery itself, and you'll blow it.

Rubber terminal covers, NSN 2920-00-738-6272, are a cheap insurance policy. They fit all terminals.



Inside and outside...

Dial PM for

IF YOUR AN/VRC-12 SERIES RADIO IS NOT GIVING YOU THE HOT SOUNDS YOU ARE USED TO, MAYBE IT NEEDS A GOOD DOSE OF PM!

KEEP THESE POINTS IN MIND IF YOU WANT THE SET TO PLAY YOUR TUNE!

FM's

SAY AGAIN, ALFA FOXTROT YOU'RE BREAKING UP!

I'VE "SAID AGAIN" A HALF-DOZEN TIMES! HE SURE NEEDS TO DO SOME PM ON HIS RIG!

BE POSITIVE—Watch how you hook the CX-4720 power cable assembly from your RT to the vehicle battery. The black and

Cable to radio mount

Red-white wires

Blk-grn wires

green wires go to negative (-). Red and white leads hook on to the positive (+) post. Simple, huh? But do it wrong and you can burn up your radio mount's receptacle. Or worse, the radio set component.

DON'T GET BURNED—Forgetting to switch off the RT before starting the vehicle can zap your commo. Sliding your switched-on set into the mount while the vehicle is running will, too. Use a DA Label 132. That's a Warning, Do Not Start Vehicle While Radio Is On, decal. See SB 11-624 (Mar 70).

WARNING
DO NOT START VEHICLE WHILE RADIO IS ON

Another zapper is hooking up the CX-4722 cable assembly from the matching unit to an operating RT. There goes your ANT CONT receptacle.

GOT A MATCH?—Go easy when mating connectors and receptacles. One to watch is your radio frequency cable, CG-1773/U. The connector pin breaks easily, and if it snaps off inside the ANT receptacle, your set goes to support.

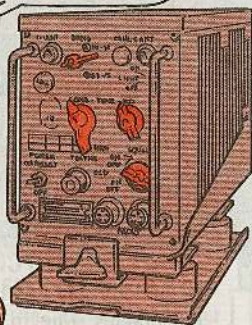
The L-shaped end goes to the set. The straight end hooks to the antenna. Remember that it twists off like other connectors. Pulling will break it.

L-shaped end to set

'Course, it's good PM to go easy on all cables. Bent pins or cracked receptacles won't do anything good for your commo.

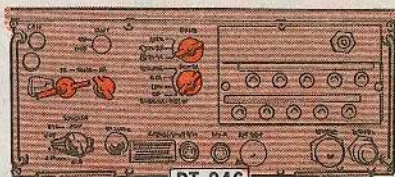
EYES FRONT—You operators do most of your work around the front panels of your RT's and R-442 receiver.

HERE'S HOW TO KEEP 'EM IN BUSINESS...

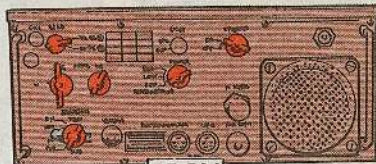


R-442(VRC)

Go easy on knobs. They break. Never overtighten the locking nut



RT-246



RT-524

on the volume control knob. Too much muscle can damage the works behind the knob.

NEGATIVE, SIERRA ELEVEN!

THE BLONDE FOX ALREADY HAS PM COMMITMENTS!

GET A RING JOB—Eyeball cable connectors for O-rings. They protect pins and make sure you get good contact. To make hookup easier, use a little silicone grease, NSN 6850-00-880-7616. It goes on the ring. Keep it off the contacts, tho.

On the other hand, be sure the receptacle lock nuts are tight. If you try to hook up a cable to a



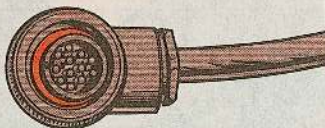
Not too tight

Keep back nuts snug

loose receptacle, you'll do some more twisting and turning—and damage—inside.

NUTZ! HAFTA GO TO TH' NONCOM PARTY ALONE!

Be sure there's an O-ring



The old spit trick for O-ring lube is a no-no. It'll corrode or short your gear. It can also freeze in cold weather.

CLEANING UP—Clean audio receptacle pins with a rubber eraser. You keep the inside tuning contacts clean by turning the MC-TUNE-KC switch back and forth several times.



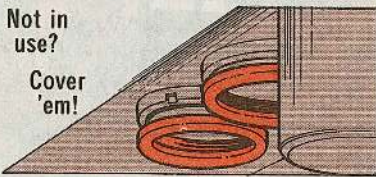
Keep 'em clean with eraser

Your receiver and RT mount receptacles need protection, too—like the one on the junction box. It has a rubber cover to keep out dirt and moisture. If yours is missing, order one with NSN 5935-00-911-2323.



Cover keeps out dirt and moisture

When the 3 power and control cable receptacles on the bottom of the mount aren't in use, cover them. Use dust covers, NSN 5995-00-933-3752.



Not in use?

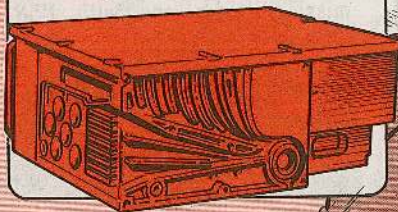
Cover 'em!

WATCH THE TEMPERATURE—Keeping your set's innards in good shape starts with knowing the set has to be warm sometimes, and cool always.

For instance, before you key the mike, let the set warm up a couple of minutes. It could save your support a repair job.

Keeping it cool means keeping it clean. Follow your TM's cleaning info. Hit the heat exchange vanes, blower motor fan and power transmitter assembly once a month with a toothbrush. If you're in a dusty area, do it more often.

Replace panels after cleaning



KILLIN' TWO BIRDS, CONNIE!

GETTIN' RID OF OUR URGE TO SCRATCH GRAFFITI ON THINGS...

AN' VOICIN' OUR SENTIMENTS!!

?

83rd Engrs
LL
CONNIE

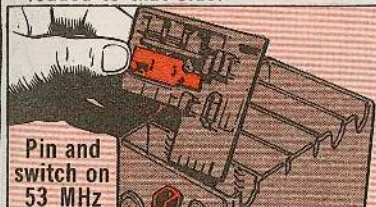
UNIT REPAIRMAN

DON'T SCRATCH—Changing modules? Take it easy. When you find a bad one, and want to mark it for future reference, use a grease pencil. Etching "bad" or "good" on covers makes 'em junk. If you treat 'em kindly, bad ones can be returned to the system.

Use grease pencils to mark module



When you replace assemblies that have a slider switch—like the A1000 thru A1300, A6000, A6300 and A6400—be sure it and the MC-TUNE-KC switch are on the same setting. Use 53 MHz since newer switches are spring loaded to that side.



Pin and switch on 53 MHz

If they aren't both on 53, the first time you switch to low band, you'll snap the switch pin. Then you'll be changing modules again.

When you're through inside the set, be sure to replace the assembly tray shield. It's not a nice-to-have thing. It's part of the circuit. Without shields, your set is off frequency.

PIN HOLDERS—Hinge pin retaining rings, like those on the RT's A8000 assembly, can shake loose. Use safety wire. Loop the wire around the C-ring end and then through the eye of the pin. Give it a couple of twists.

Also, be sure the pin heads on the A3000 and A4000 assemblies are next to the side of the set. That keeps 'em from falling out.



Replace C-ring

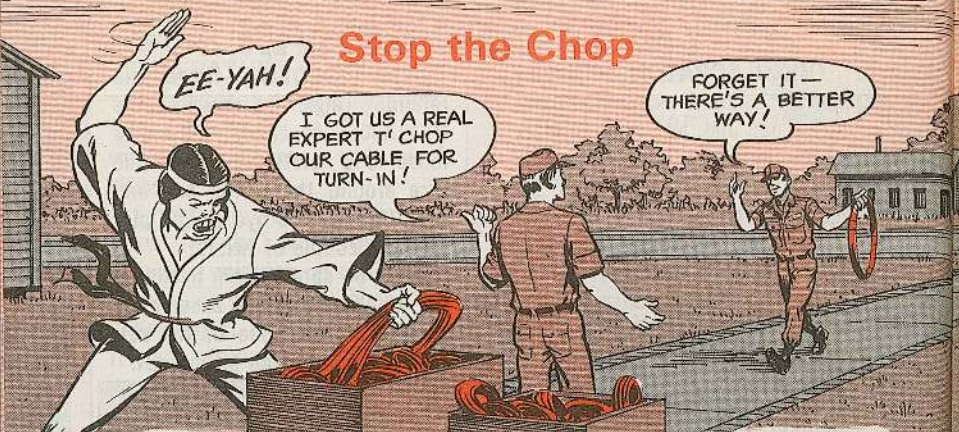
If you removed the C-ring from the V6101 driver tube, replace it. If you don't, you won't be transmitting.

HANDS OFF—'Course, some things you leave alone. The RT power amplifier assembly (A6200) is one.



Leave coils alone!

Some folks looking to get more distance from their antenna try to stretch the coils. They'll just scratch the copper rod. That leads to RF leakage and less output. Busy hands can also short out and burn up the power amplifier assembly.



Stop the Chop

EE-YAH!

I GOT US A REAL EXPERT T' CHOP OUR CABLE FOR TURN-IN!

FORGET IT — THERE'S A BETTER WAY!

Question: How do you get unserviceable WD-1/TT telephone cable ready for turn-in?

Answer: Don't ax. Tape it.

It's safer to tape wire into 3-ft diameter rolls for turn-in. Quicker, too. Those steel strands don't cut easily.

Just to be sure, tho', check with your support. They may have their own wire turn-in SOP.

RL-39 Reel Fix

You can stop looking for repair part NSN's for your RL-39 reel. There aren't any.

The headshed figured it was cheaper to replace the \$20 reel than stock repair parts. So, TM 11-3895-203-24P (Apr 76) dropped 'em.

When the reel goes bad, try cannibalization or order a new one. Watch it, tho. The parts pub has the wrong stock number. Use NSN 3895-00-498-8343.

AN/TRC-138 Cable Caution

WHAT'S SPEC WELBY UP TO?

Left outside, the outer jacket frays. The outer jacket is fiberglass cloth. You risk skin irritation or worse—like breathing the dust into your lungs—if you handle a frayed cable.

Frayed cable...?

Tape it!

HE'S GOING TO OPERATE ON HIS AN/TRC-138'S FRAYED CABLE!

Cables which connect antenna alignment indicators ID-1708/GRC and 4A7 to the AN/GRC-143 radio in your AN/TRC-138 radio repeater set may be hazardous to your health.

To head off danger, tape the cable. Use electrical insulation tape, NSN 5970-00-419-4291. If the cable is already frayed, wear gloves and a nuisance dust respirator, NSN 4240-00-084-9394, while wrapping.

Break A Leg?

?

Y'SEE, MACON, THERE WAS THIS GUY POUNDING IN MY GROUND PINS...

Use a light touch when driving the ground pins for your AN/PPS-5 radar set's tripod. The lightweight legs break if you slam the pin's lip into the leg base.

The lip's not meant to fit flush with the base, anyway. It's only there to help you remove the pin when you're ready to move. So, leave an inch or 2 gap.

Drive ground pins in easy!



CCE... **Pubs
Patter**

Having trouble getting replacement operator or parts manuals for your Commercial Construction Equipment—CCE? The Army AG pubs centers don't stock 'em.

You order these manuals by their PN's and the Federal Supply Code Manufacturer—FSCM—5digit number. Use RIC S9C.

HERE'S A LIST OF
CCE ITEMS AND
THEIR PUB NUMBERS!

ITEMS MARKED
WITH AN ASTERISK (*)
INCLUDE PARTS
MANUAL!



You can get a lot of poop about your commercial construction equipment—new service tips, PN's and NSN's frinstance—from CCE Information Letters put out by the CCE PMO.

TO GET ON THE TARCOM
MAILING LIST,
WRITE ...

Commander
US Army Tank-Automotive
Material Readiness Command
ATTN: DRCPM-CE
Warren, MI 48090

Equipment	Operator Manual PN	Parts Manual PN	FSCM
• Compactor, High Speed	3682	3680	09605
• Compressor, 750 CFM (Sullair Mod 750DP)	P00076*		31654
• Crane, 25-ton, Trk Mtd (Grove Mod TMS-300-5)	TMS-300-5*		12361
• Crane, 25-ton, Hyd (P & H Mod MT250)	Get manuals for this from— TARCOM, Attn: DRSTA-MBAS, Warren, MI 48090		
• Distributor, Bituminous (Etnyre Mod D-60)	M-102-72	J-4401	80195
• Loader, Scoop Type (Clark Mod 175B)	3005 (shovel) 6SE323* (engine)	2998	40152 72582
• Loader, Scoop Type (IHC Mod H100C)	OM-H100C-4	PM-H100C-2 (shovel) EPC-817C-2 (engine)	29510 29510
• Roller, Motorized (Hyster Mod C350B-D)	6SE337	7113M (engine) 599352 (roller)	72582 30076 30076
• Roller, Pneumatic tired (Hyster Mod C530A)	7110M (roller)	599225M (engine)	30076
	7115M (engine)	7114M	30076
• Roller, Vibratory, SP (Tampo Mod RS-28)	09-214-00* (roller) 6SE337 (engine)		88812 72582
• Tamper, Backfill (Stone Mod VR-11)	VR11GVT*		33413
• Tester, Soil density	MC-1*		55492
• Tractor, FT, DED (Caterpillar Mod D8K)	SEBU5202-01	SEBP1111	11083
• Tractor, DED, Loader- backhoe (John Deere Mod JD410)	CJT25021-B	CJT25021-A	75160
• Trailer, 15-ton, Flatbed	7116M*		30076
• Truck, 20-ton Dump (IHC Mod F5070)	1086872R1	108667R1	31007

Move Your Muffler

THANKS, PAL!

NO SWEAT!
NOW YOU'RE
READY
T'GO!

The new steel air cleaner for the Kellogg American Model G-311-PC air compressor won't fit.

It's slightly larger than the plastic type it replaces, and hits the inter-cooler safety-relief-valve when you try to mount it on top of the cylinder head.



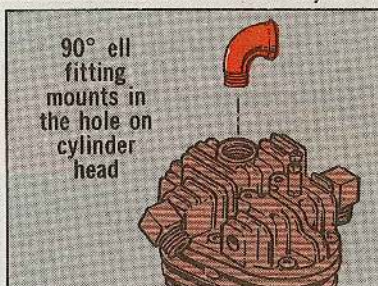
New
air
cleaner

Mechanics can mount the new air cleaner, NSN 2940-00-521-8488, like this:

Put a 90° 3/4-in dia, 14 NPT street ell fitting NSN 4730-00-203-0030 in

the air cleaner hole on the cylinder

90° ell
fitting
mounts in
the hole on
cylinder
head



head. Then screw the steel air cleaner into the fitting.

Screw cleaner
into fitting



Mounting the air cleaner this way also keeps a lot of rain and junk from getting into the cylinder head. Your PM job is easier, parts replacement costs take a dive, your equipment lasts longer, and it gives better service.

Coverall Coverup

HOW DO
I LOOK?

RIGHT SIZE, BUT WRONG WEIGHT!
APPENDIX D OF CTA 50-900 HAS
THE CLIMATE INFO YOU NEED!

Hey, mechs, look no more if you've been trying to uncover Army-style coveralls.

Here are the NSN's you need for those dirty duty duds if you're stationed in warm or hot areas:

Regular Weight

NSN 8405-00-131-6507	Small
NSN 8405-00-131-6508	Medium
NSN 8405-00-131-6509	Large
NSN 8405-00-131-6510	Extra Large
NSN 8405-00-131-6511	Extra-Extra Large

Course, you'll need something heavier if you're stationed in areas like Alaska, Korea, Northern Europe or Northern CONUS. Here you are:

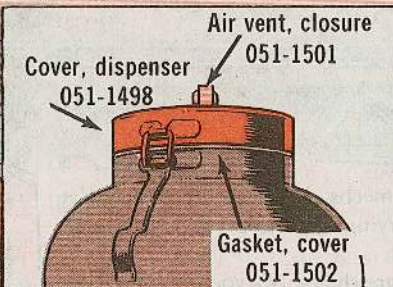
Cold Weather Coveralls

NSN 8415-00-753-6483	Small
NSN 8415-00-753-6484	Medium
NSN 8415-00-753-6485	Large

Pages 2-28 and 2-29 of CTA 50-900 (Oct 78) authorize the coveralls for all you wheeled and tracked vehicle mechs, mechanic's helpers, engineer construction equipment operators, and repairmen.

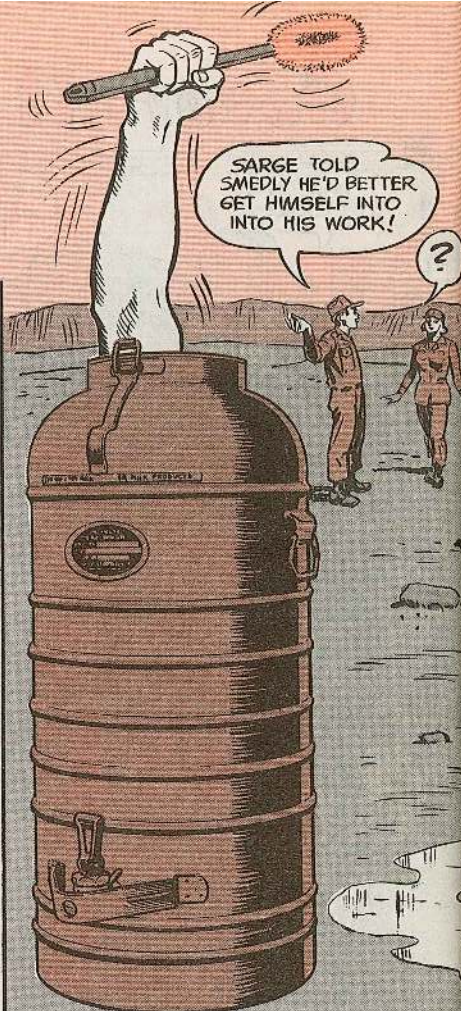
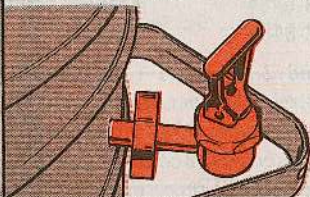
10-Gal Vacuum Jug Parts

Stock numbers for parts for the 10-gal Vacuum Can Company jug—NSN 7330-00-819-7738—are:



ITEM	NSN 7330-00-
Faucet handle 	965-4685
Pin, handle, faucet 	051-1496
Bonnet, faucet 	051-1493
Spring, faucet 	051-1492
Stem, faucet 	051-1494
Seat cup, faucet 	051-1495
Faucet (wingnut) washer 	051-1497

Faucet Complete 961-7571



The NSN's are not on the AMDF. If support can't get the parts locally, the RIC is GO.

To get parts for jugs other than the 10-gal Vacuum Can make, order by letter from Defense General Supply Center, Richmond, VA 23297 stating make and model.

Water Sterilizing Bag... Faucet Facts



After you replace a faucet—NSN 4510-00-277-9569—on your 36-gal canvas water sterilizing (Lister) bag, leave it be!

Once it's
in...leave
it be



Twisting and turning it this 'n thataway will soon strip the threads on this push-button plastic faucet. And you strong-arm troopers can twist the faucet until it pulls away from the canvas bag. An empty water bag on a hot day will really make you sweat!

And never use the faucets as hand holds if you have to adjust the supporting ropes, or when you handle the bag for any reason.

Special Tool Use

HEY, SMIRNOFF... WHERE'S THAT SPECIAL TOOL I LOANED YA? I GOT A NEED FOR IT!



Never use your equipment's special tools for a maintenance job that you can do with a common tool.

Sure, the special tool may fit, may save a little time, and do the job. But if you damage or break it, you'll be hurtin' for certain when you need it for its special purpose. So save your special tools for special jobs.

the PRIORITY WORD

Priorities. Seems like everything's gotta have a priority—and a high one, at that!

Well, make sure you keep that high priority thinking out of your supply room.

Each supply request you turn in must have a priority, that's true. But not necessarily a high priority.

Priority designators go from 01 to 15—depending on the unit mission and how badly you need that item.

DO YOU REALLY
NEED THAT ITEM?
...IN THAT
AMOUNT??

IS IT
REALLY
A HIGH
PRIORITY
NEED?

IS IT
A RIOT?

MAYBE IT'S A
GARAGE SALE!

MY
OUTFIT'S
NEED IS
AT LEAST
PRIORITY
01!!

O,
YEH?
THEN
MINE'S
TRIPLE
01!

OURS IS
AAOI!!

HEY..
I WAS
HERE
FIRST!

YOU'RE
NUTZ!
I WAS!!

QUIT
SHOVIN'
MAC!

AHHH
SHADDAP!

FAD's

However, you can't use just any priority you wish. You can only use the 3 priorities assigned to your unit's Force/Activity Designator (FAD).

FAD's are assigned by HQDA or a major commander. The FAD is based on where you are, the type of situation you're in and your unit's mission. (Appendix L of AR 710-2 discusses FAD assignments.)

There are 5 FAD's: I, II, III, IV and V. All you need, though, is the one assigned to your unit.

THIS LITTLE CARD
IS NOT JUST A
FAD...
IT'S ALWAYS
IN STYLE!

FAD I units use priority designators 01, 04 and 11.
FAD II units use priority designators 02, 05 and 12.
FAD III units use 03, 06 and 13.
FAD IV units use 07, 09 and 14.
FAD V units use 08, 10 and 15.

URGENCY OF NEED DESIGNATOR			
	A	B	C
FORCE	1	4	11
ACTIVITY	2	5	12
DEVELOPMENT	3	6	13
ORGANIZATION	7	9	14
REPAIR	8	10	15

UND's

So how do you decide which of those 3 priorities to put on your request?

First, decide how badly you need that item. Then, look at the Urgency of Need (UND) designators.

YOU HAVE
3 UND'S
TO CHOOSE
FROM...
A, B AND C...

You have 3 UND's to choose from: A, B and C.

You use UND A only when your mission is stopped cold without that part or item.

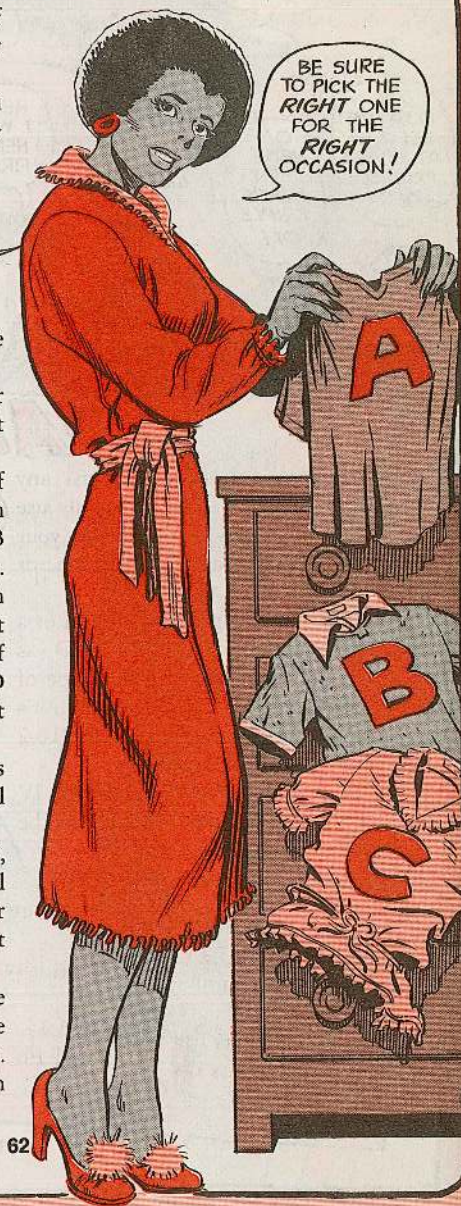
You use UND B when the lack of that part or those items slows down your mission. You also use UND B when your PLL stocks are at zero. Use that UND for all of the item you issued at the time the stock went to zero. That is, if you issued 3 of that item at the same time, use UND B for all 3—not just the last one out of the bin.

Go with UND C for regular parts and supply requests and all initial PLL requests.

When you're choosing a UND, look at the request this way: What'll happen to your outfit's equipment or its mission if that item's not available right away?

Watch it! The UND you choose for an item today may not fit the situation when you reorder that item. So think the request through each time.

BE SURE
TO PICK THE
RIGHT ONE
FOR THE
RIGHT
OCCASION!



HIGH PRIORITIES

Priorities 01 through 08 are considered high priorities. Your CO—or the person in charge when the CO is away—must OK those high priority requests by signing in Block d of the DA Form 2064 Document Register.

So many people are flooding the supply system with high priorities, your CO's under orders to take a good hard look at those requests.

IS IT...
TRULY?

SCOUT'S
HONOR?

BONNIE...
YOU GET
OUR SIGH
PRIORITIES!

YOUR BEST BET IS TO
DO YOUR OWN CHECK OF
THE REQUEST BEFORE
GOING TO THE CO...

- Is there enough money in that supply class account to cover the request (if you have that info)?
- Do you really need that item—and in that amount?
- Are you sure the request needs a high priority?

That last question's the real killer. Unless you have gear not operational or expected to get there right away—for lack of that part or those supplies, chances are your CO will say, "NO!" to that priority.

Appendix G of AR 710-2 has more information on priority designators—including some special situations for medical, disaster and emergency supplies and equipment.



PREVENTIVE
MAINTENANCE
CHECKS AND
SERVICES ARE
APPEARING IN
LOTS OF
NEW TECH
MANUALS.

Those New PMCS

TM 5-1940-271-10 Aug 77 Boat Recon 3-
Person

TM 5-1940-272-10 Dec 77 Boat Landing

TM 5-1940-273-10 Aug 77 Boat Landing
Assault

TM 5-4120-285-15 Apr 69 Air Cond MAC
4920-4950-03, Ch 5

TM 5-4120-307-15 Feb 70 Air Cond Vert
18000

TM 5-4130-235-13 Jan 79 Service Refrig
Sys

TM 5-4310-277-14 Mar 76 Compressor
15CFM, Ch 1

TM 5-4310-356-14 Nov 78 Compressor
5CFM

TM 5-4330-217-12 Apr 73 Filter-Sep Liq
Fuel 100-GPM, Ch 3

TM 5-4610-221-12 Mar 79 Water Purif
Unit 115,208V

TM 5-4830-226-12AP Oct 77 Nozzle Assy
101/14

TM 5-4930-229-12AP Jan 75 Air Filter, Ch.
3

TM 5-5420-202-10 Dec 75 AVLB M60A1,
Ch 1

TM 5-5420-203-14 Oct 72 AVLB:
M48,M60, Ch 1

TM 5-5420-205-14 Aug 73 Mobile Assault
Bridge, Ch 3

TM 5-5420-208-12AP Jan 79 Cargo Pallet
Transporter

TM 5-5420-212-12 Nov 78 Medium Glider
Bridge

TM 5-6115-590-12 Mar 77 Power Plant,
Turbine, Ch 2

TM 5-6530-215-12 Jun 77 Water Analysis
Sole

TM 9-1005-257-12 May 73 ARMT Pod
Acft M48, -E1, Ch 2

TM 9-1005-299-12 May 72 Armament
Subsystem M35, Ch 3

TM 9-1005-313-10 Jan 78 M240 Machine
Gun 7,52M

TM 9-1015-234-10 Jan 79 M102 Howitzer

TM 9-1080-203-12 Jan 76 Armament
Subsystem M28, 2BA1, Ch 2

TM 9-1240-278-12 Dec 59 Optical Bore
Sight M45, Ch 3

TM 9-1425-470-12 Jan 74 TOW, Ch 5

TM 9-1425-506-10 Sep 77 Chaparral
M48, Ch 1

TM 9-1430-487-10 Sep 78 Lance T2-76

TM 9-1430-588-10 Jun 74 Radar
AN/MPQ-49 FAAR, Ch 5

TM 9-1440-380-10 Apr 78 M790 Erector-
Launcher

TM 9-2300-257-10 Aug 78 M113A1
Carrier

TM 9-2320-206-10 May 77 Truck-Tractor
10T M123

TM 9-2320-218-10 Aug 78 Truck M151,
M151A1C, M718, Ch 2

TM 9-2320-260-10 Nov 77 Truck 5-Ton
M509, M509A1

TM 9-2320-286-10 Jan 76 Truck M880-
Series, Ch 5

TM 9-2320-269-10 May 77 Truck Tel
Maint XM876

TM 9-2320-270-10 Oct 77 Truck-Tractor
M911

TM 9-2350-217-10N Dec 78 M109,
M109A1 Howitzer

TM 9-2350-230-10 Jun 78 M551A1, Ch 3

TM 9-2350-238-10 Mar 78 M576
Recovery Vehicle

TM 9-2350-257-10 Jun 78 Tank M60A1
(RISE)

TM 9-2350-258-10 Dec 77 Tank M48A5

TM 9-4935-473-14-1 Sep 76 TOW Test
Set, Ch 3

TM 10-3610-202-14 Jun 78 Editorial
Shelter

TM 10-3610-203-14 Jun 78 Press-
Platemaking Shelter

TM 10-4240-292-14 Nov 78 Protective
Outfit Toxicological

TM 10-7360-208-13 Jul 77 Mobile Field
Kitchen MMT-75

TM 11-5805-201-12 Jun 67 Telephone
TA-312/PT, Ch 3

TM 11-5805-262-12 Dec 60 Swb Tel Man
SB-22/PT A, Ch 7

TM 11-5805-356-12 Jun 66 AN/TCC-29,
Ch 7

TM 11-5805-582-15 Aug 71 AN/TTC-29,
Ch 2

TM 11-5805-583-15 Oct 70 AN/TSC-76,
Ch 4

TM 11-5805-603-14 Oct 71 AN/TTC-
35/V/1, Ch 3

TM 11-5815-332-15 Jan 71 AN/VSC-3,
Ch 8

TM 11-5815-361-14 Mar 78 Teletype
AN/TGC-30

TM 11-5820-203-15 Jul 65 Radio
Repeater AN/MRC 54/V, Ch 5

TM 11-5820-398-12 Nov 65 Radio
AN/PRC-25, Ch 5

TM 11-5820-401-10-1 Aug 77 Radio
AN/VRC-12,43,44,45,46,47,48,49, Ch 1

TM 11-5820-520-12 Feb 71 Radio
AN/GRC-106, Ch 10

TM 11-5820-535-15 Sep 66 AN/TRC-110
V, Ch 3

TM 11-5820-610-14 Jul 74 AN/TRC-
133A, Ch 4

TM 11-5820-755-12 Oct 68 Power Sup
PP-473/GRC, 4783A, Ch 2

TM 11-5825-261-12 Jan 78 Direction
Finder AN/SRD-18

TM 11-5835-247-12 Sep 78 Sound
Record-Repro AN/TNH-24(v)1,2,3,4

TM 11-5840-208-10 Apr 77 Radar
AN/PMQ-4A, Ch 2

TM 11-5840-217-10 Jun 59 Radar
AN/TPS-25,25A, Ch 10

TM 11-5840-347-13 Apr 78 Radar
AN/PPS-15A/V/1

TM 11-5840-358-12 Jul 77 Radar
AN/SPS-59/V/1

TM 11-5895-0418-15 Oct 68 Recorder-
Repro Sig Data-Rd-304/FYA-10, Ch 4

TM 11-5895-0532-12 Dec 73 Interrogator
AN/TPX-48, Ch 4

TM 11-5895-0579-12 Jan 70 Acft Control
Central AN/TSQ-70A, Ch 3

TM 11-5895-0687-12 Aug 71 Interrogator
Sat AN/TPX-50, Ch 3

TM 11-5895-0694-14 Jun 78 Radio Term
AN/MRC-127

TM 11-5895-0899-12 Aug 78 Satellite
Commo Term AN/FSC-79

TM 11-5895-0967-12 Jun 78 Radar
AN/APS-94E

TM 11-5895-1016-14-1 Dec 78 Memory
Storage, Confr Gp

TM 11-5915-228-12 May 71 Suppressor
MX-778/GRC, Ch 5

TM 11-5985-282-15 Mar 69 Antenna AS-
1729/VRC, Ch 7

TM 11-5985-357-13 Aug 78 Antenna GP
OE-254/GRC

TM 11-5985-208-10 Sep 78 Cable Assy
CX-1230/G

TM 11-6130-225-14-2 Feb 78 Batt
Charger PP-2926/U

TM 11-6130-381-14 Oct 77 Batt Charger
PP-4127B/U

TM 11-6625-2753-14AP Sep 78 TS-
3483/U

TM 11-6665-214-10 Nov 62 Radiometers
IM-9E/PC, Ch 4

TM 11-6665-226-12 Feb 78 Radiac Tng
AN/TDQ-11/V, Ch 1

THIS
LIST SHOWS
MANY OF
THOSE THAT
HAVE BEEN
PUBLISHED
WITH
PMCS!

Connie's Mini Minis

CONNIE-- I GOT A
MAINTENANCE PROBLEM!



Batteries... Better

The Army's "war on bad battery maintenance" is going great—in our favor. The Army used about 20,000 fewer batteries (2HN and 6TN) in 1978 than in 1977, at a savings of almost a million bucks. So, keep those lead-acid batteries top-notch with good PM.

It's Mask First!

The art on pages 54-55 of PS 316 blew chemical agent attack SOP right out of the park. Here's the way it should have gone: First, put on your protective mask! Second, take cover and give the alarm. Third, use your decon kit, if needed.

Danger! Steering Problem!

You're in danger no matter what M113/M113A1 family vehicle you have.

You can lose control and wreck it if you adjust the brake locking pawls on the steering levers the way your vehicle TM says.

These paragraphs in the -20 TM's are dangerous to your health and should be crossed out: M113A1, para 2-234; M548, para 2-222; M730, para 2-203; M667, para 2-244, M113, para 2-444.

Instead, use the maintenance procedures and clearance measurement in TARGOM Msg DRCPM-M113 191615Z Feb 79.

Dispatcher Form

Dispatchers working with the DA Form 2401, beware! The disposition info in para 2-3d(l) of TM 38-750 is wrong. Destroy the DA Form 2401 one month after all entries in column I—not column i—have been completed.

Aircraft 2407

Hey, CONUS aircraft-types! Did you get your copy of the Interim Change (Mar 79) to TM 38-750? That change dropped the need for aircraft Monthly Maintenance Reports on DA Form 2407 for all CONUS-based units with aircraft. Instead, selected units will work under a Sample Data Collection (SDC) program. Check it out and save yourselves some work.

JK-101/G, JE 50-B

Use NSN 5140-00-356-4503 to get the tool roll for your 9-piece wrench set NSN 5120-00-542-5799 that's part of SC 5180-91-CL-R13 (Jan 77), and SC 5180-90-CL-N01 (Oct 77).

Tire Spreader NSN

Bring your copy of TM 9-2610-200-20 (Feb 77) on tires up to snuff. The tire spreader is now NSN 4910-00-725-0326 (Table 3-3), and the master kit is NSN 2640-00-052-6724 (Table 4-9).

U.S. GOVERNMENT PRINTING OFFICE: 1979-657-003/9
Would You Stake Your Life ^{right now} on the Condition of Your Equipment?