

Issue 322

PS

September
1979

THE PREVENTIVE MAINTENANCE MONTHLY



For P.M. Too- Awards, Awards, Awards

There are awards.



AGAIN --
THANKS FOR CHANGING
THE FLAT TIRE, MIKE!

SHUCKS,
CONNIE
JUST DID
MY JOB!



And, then, there are awards.

When most soldiers think of decorations and awards they instantly think of the Medal of Honor, the Purple Heart or the Silver Star.



But, there are awards for soldiers with special skills who keep Army equipment in top shape. The heroic action you usually think about for these decorations is more likely to be the kind that is done daily and behind the scenes.

WHAT ARE
THESE
AWARDS?

TAKE A
LOOK, SPEC...



The Driver Badge with specific qualification bars is given for soldiers who drive or operate wheeled or tracked vehicles, motorcycles, amphibious vehicles or special mechanical equipment.

The Mechanic Badge is for work on all kinds of wheels, tracks and mechanical equipment.

BIRD
TYPE
SOLDIERS
AIM
FOR
THESE...



Your own command gets the program going on awards for drivers, operators, mechanics and air crew soldiers. AR 672-5-1 has the word, AR 672-5-2 the pictures.

PS THE PREVENTIVE MAINTENANCE MONTHLY

Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties.

Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Materiel Readiness Support Activity, Lexington, KY 40511.

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

MSG Half-Mast
PS Magazine
Lexington, KY
40511

Use of funds for printing of this publication has been approved by Headquarters, Department of the Army, 23 February 1979 in accordance with AR 310-1.

DISTRIBUTION: In accordance with requirements submitted on DA Form 12-5. Private subscriptions: Order from US Govt Printing Office, Supr. of Documents, Washington, DC 20402 \$9.00 per year.

LZL Lance STANCE

You can get the sorest toe of your life if you put your feet in the wrong place when moving your Lance system LZL backward or forward.

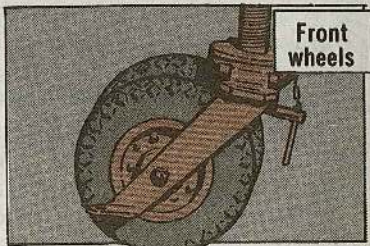
HERE'S
HOW TO
PREVENT
ELEPHANT
TOE...

- Keep your feet from in front of the wheel when moving your LZL forward.



Rear wheel

- Keep 'em from in back of the wheel when moving the LZL backward.



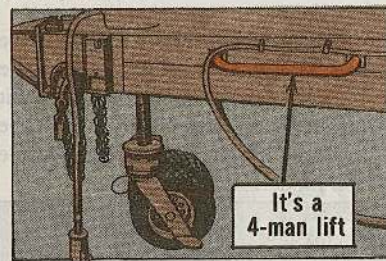
Front wheels

Simple, huh? Do it...and avoid the web-footed crowd.

A Lifting Experience

Here's a towbar point to remember:

Unless you're incredibly hulky, get help when you lift the LZL towbar. That's why there's more than 1 lifting handle.



It's a
4-man lift

A towbar lift is a 4-man job. Try it yourself and the least you'll do is damage the equipment. You'll probably make sick call, too.

Tighten Canvas

Before you hit the road, check your canvas tiedowns.

A loose canvas cover can flap like a flag, tear loose...and maybe drape the windshield of your buddy in the vehicle behind you. Almost worse, it may hang on the windshield of the foxy lady coming up in your rear-view mirror.

Bad news, either way. Keep your canvas tight.

Caster & Jack

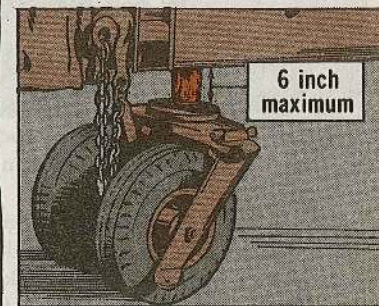
When your LZL or mobility kit is ready for travel, be sure you've got the caster wheels and jack up far enough to miss potholes or other obstacles.



Get
'em up

If the wheels are too low, they'll get snagged, damaged, and maybe break off the jack.

So, crank up the jack so the wheel yoke is at least within 6 inches of the towbar. If the jack's extended more than 6 inches, you've got trouble waiting for you.

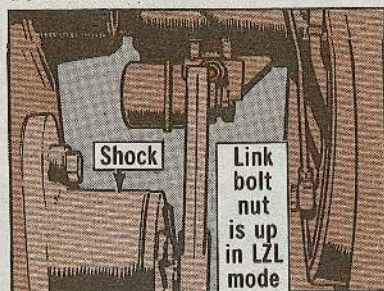


6 inch
maximum

Lance Shocks— Get 'Em Right

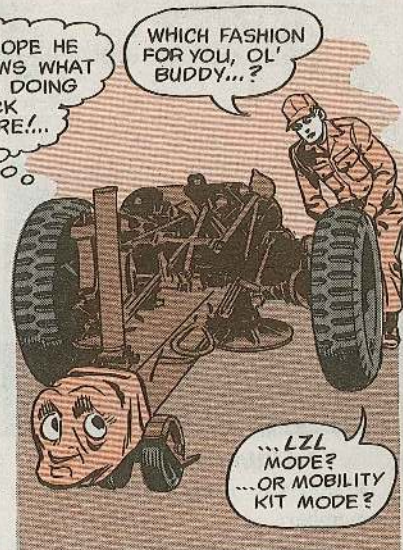
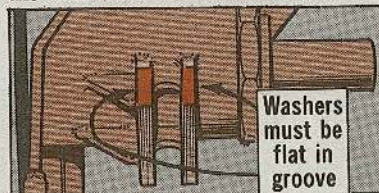
There's a way to store the shock absorbers in your Lance missile system mobility kit mode, and there's a way to install them in the LZL mode.

Both ways are right...but different. The big thing to remember is that the link bolt is inserted from the bottom in the LZL mode.



If you insert it wrong, the shock absorbers will be in the wrong position. Not so good.

Also, in the LZL mode you must get the rectangular flat washers in the grooves of the bracket which holds the link bolt. The washers must fit



flat in the grooves, and they've gotta be tight. Otherwise, they can bounce loose...and your shock would be dangling.

You don't have the washer groove or inverted bolt problem when the shock is stored in the mobility kit mode. Fact is, you secure it with the link bolt exactly opposite from the LZL mode...head up, that is.

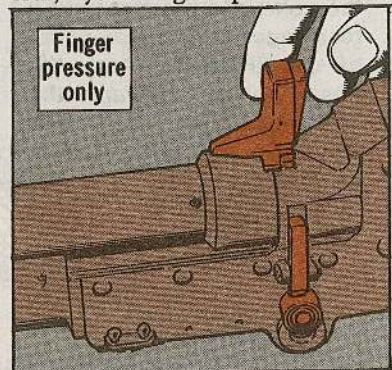


The point is, keep your link bolt story straight. Stored, head up. Functional (LZL), head down.



When the barrel or the barrel release bind on your M240 machine gun, back off. Never reach for a hammer!

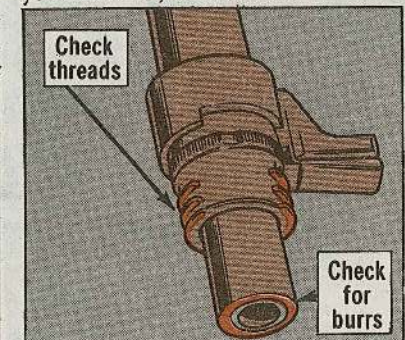
If you have a tough time getting the barrel in the receiver socket, or if the barrel release jams and won't lock, you've got problems that



pounding won't cure. If you try to force them, you'll have bigger

problems.

To prevent further damage, check the barrel threads, barrel breech or inside the receiver for crud or dirt. Same goes for the barrel release. If you find crud, clean it out.



Also, a burr, gouge or flat spot on the barrel threads or edge may be the problem. In which case, turn it in to your armorer. He'll get it to support if it needs repair.

M60 Machine Gun...

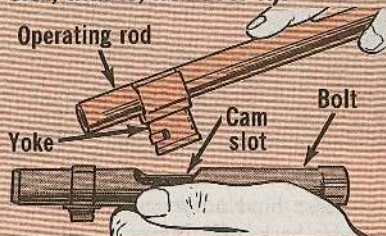
Assembling the bolt to the operating rod of your M60 machine gun can be just about as easy as plugging an electric cord into a wall socket.

Or, it can drive you up a wall if your technique's off.

First, be sure the cam slot of the bolt is facing the yoke of the operating rod. You can see the firing pin through the slot opening, and that's your target.

NOW TRY THIS!

- Hold the bolt in your left hand, with your thumb just about covering the length of the slot (thumb beside the slot, that is; not over it).



- Hold the operating rod above the bolt, with the yoke about lined up with the cam slot.

- At a slight angle, insert the yoke into the slot until it rests against the rear spool of the firing pin. Push the operating rod toward the bolt roller until the other spool of the firing pin is clear.

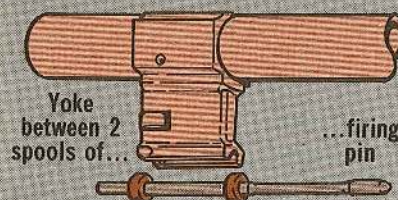
Insert yoke into slot against rear spool



The Yoke's On You

- Snap the rod yoke into place between the 2 spools of the firing pin.

If you've done it right, both spools of the firing pin have straddled the outside edges of the yoke, as the sketch shows.



If you can only get the yoke against 1 spool of the firing pin after the above operation, you've probably got the firing pin in backwards. Check the pin out.

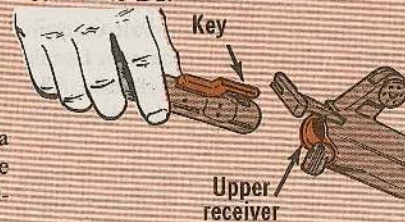
One caution: If there are burrs on the yoke, be careful.

IF YOUR FINGER SLIPS, YOU MAY GET CUT!

Check Your Bolt Carrier



To check the carrier and key, remove the bolt. Slide the carrier back and forth in the upper receiver to make sure the gas tube does not hit the carrier key. If the carrier sticks or the gas tube hits the key, send it to DS.



TB 43-0001-36-4 (Jan 77) had a note about checking the M16A1 rifle bolt carrier, but a change to TM 9-1005-249-20 hasn't picked it up yet.

Dry Bore, Weep No More

"Wipe bore dry before firing."

Lotsa' TM's on weapons have the message in more or less those words. FM 23-67 on the M60 machine gun spells it out. TM 9-1005-224-10, that brief, simple pub on the M60, does not.

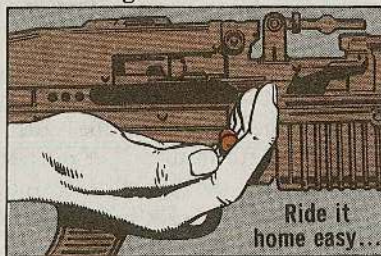
Dry bore
before firing



But, you should. Run a dry patch through the M60 bore before firing.

There are good reasons. If you fire through a lubed bore the lube will cook and can clog the gas port, bake a film in the bore, and cake other parts.

Prevent that with a dry patch before firing.



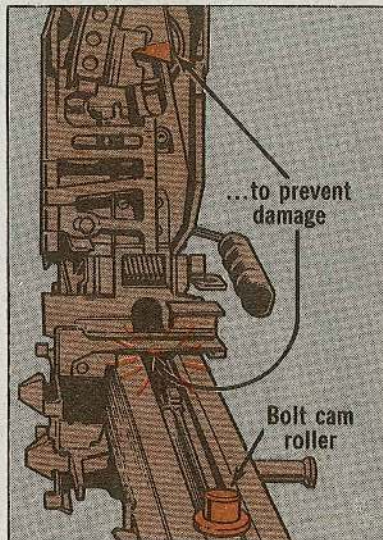
Ride It Easy

When you close the bolt on your M60, ease the cocking handle forward with your hand. The procedure applies whenever the weapon's unloaded.

If that sounds like something you've heard before, you have. But, somebody out there is not listening.



When you let the bolt group slam forward, by pulling the trigger or letting go of the cocking handle you're gonna damage something. It might be the bolt cam roller, the feedtray or the barrel cam, but damaged it'll be. Slam



the bolt one time too many (maybe one time will be enough) and you'll put the gun out of action.

Ease the bolt home slowly, every time.

When the weapon's loaded and ready to fire, push the handle all the way forward, put the safety on Fire (F) and pull the trigger.

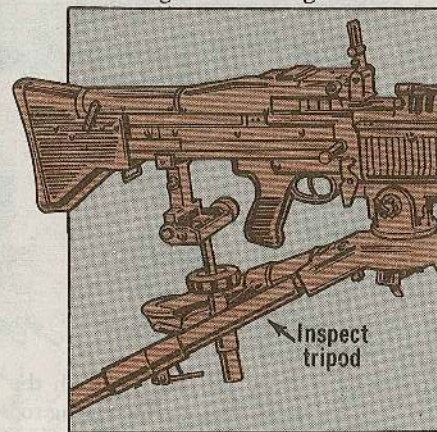
M60 MG Rust Cure



Rust and corrosion do a double job on your M60 machine gun when the weather's right (hot, wet or damp).

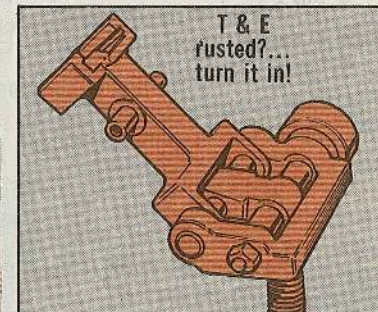
First, they attack components of the gun.

Then, they get the tripod and traversing and elevating mechanism.



You have to inspect exposed metal on the gun often to be sure the finish isn't worn and that rust hasn't started.

The traversing and elevating mechanism (T&E) on the tripod (if you use a tripod) is a favorite spot for rust.



When rust starts, the T&E binds, calibration is off...and you've got problems.

If you spot rust on the T&E, don't fight it (like cleaning it with stuff that can remove all of the finish). Instead, get it to support for thorough cleaning and refinishing.

Same goes for parts of the gun. If rust persists, get it to support for spot touch-up or refinishing. That's ASAP.

.50-Cal. KNOW-

Coupla' quick tips for you heavy-caliber machine gunners who like staying in business:

Never carry the M2 or the M85 by the barrel and the backplate. The backplate latch may be loose or it may work loose with the weight. You can get hurt. Your gun can get damaged.

SO, TO LIFT A WEAPON OFF ITS MOUNT OR TO CARRY IT, DO THIS...

ON MOUNT

- Remove the barrel assembly.
- Be sure the bolt is forward.
- Put a hand on the rear of the back plate to support the receiver.
- Remove the mounting pin or pins.
- Slide the receiver back until it clears the mounting holes and mount.

TO CARRY

- Put one hand under the barrel support and the other under the receiver just to the rear of the mounting pin bracket.
- Lift the weapon off the mount and carry it to where you want it.

With the M2 in particular, don't carry it upside down. The solenoid moveable striker will fall, and when you turn it right side up, the striker stays up. The weapon can't be fired, and it usually means a trip to the armorer to reposition the striker.

Never cock the weapon with the backplate off. The driving spring rod assembly may come out with force, and if you're in the way, zap!

HOW

UNDER-
STOOD,
BONNIE!

HEY,
BONNIE--
WE NEED
ADVICE,
TOO...

YEAH, OUR M2 IS
UNSERVICEABLE AND ALL
THIS TURN-IN PAPER
WORK IS CONFUSIN' US--

M2 Turn-In

Getting ready to turn in an unserviceable M2 machine gun for a replacement?

Before you do, be sure you know whether the weapon you'll be getting will come with all equipment (BII) before you turn in your own BII.

LIN L91975, NSN 1005-00-322-9715, gets you an HB Flex M2 with equipment.

LIN L91838, NSN 1005-00-726-5636, gets you an M2 without equipment.

JUST
MATCH THE
M2 LIN IN
YOUR
MTOE
WITH THE
ONE ABOVE
AND YOU'RE
IN BUSINESS!

Backplate
off?...

...this'll
get you!

Faulty Trigger Switch?...

M48/M60 Tank Firing Problems



Does the co-ax machine gun on up to ON again. You can now fire your tank keep firing after you let go your main gun. (Do this only in an of the firing trigger?

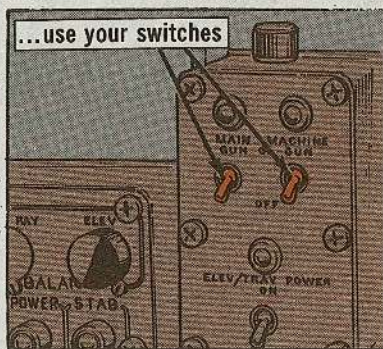


Among other reasons, this can happen if there's not enough insulation between the contacts in the trigger switch.

Another thing can happen: Your main gun won't fire a second time after you've once fired it.

The quick cure for a co-ax machine gun that has gone into business for itself is to turn the machine gun switch to OFF. That will keep it from firing if the faulty trigger switch is the problem.

To get your main gun working again to fire the next round, press down on the main gun switch to turn it OFF. Wait a second and then flip it



emergency. Normally you wait until it's fixed before firing.)

It's a nuisance to have tank guns that won't work the way the book says they should. It's dangerous in combat.

So, if you have either of these problems, get your turret mechanic to work over the trigger switches so they'll perform the way they're supposed to.

M60A1/M60A1 (RISE) Tanks...

M728 Round for Europe



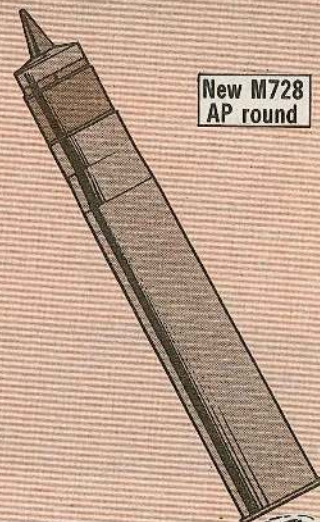
The M728's a new armor-piercing round for M60A1 and M60A1 (RISE) tanks stationed in the European Theater of Operations.

Use all instructions in your TM 9-2350-215-10 for normal preparation and firing.

In addition, do these 2 things before you fire the M728 round:

1. Use the APDS reticle for the M105 telescope.
2. Index the M392 cam in the M13A2 ballistic computer.

Course, the M728 is almost a pound heavier than the M392 so it flies a little differently. With the system zeroed at 1200 meters and using the M392 computer cam or the telescope APDS reticle, this is the way the M728 round would impact:



JUST USE THESE CORRECTIONS AND YOU'LL HAVE NO PROBLEM WITH THE M728!!

With computer	2000 meters range	0.09 mil high
With computer	3000 meters range	0.03 mil high
With telescope	2000 meters range	0.10 mil low
With telescope	3000 meters range	0.20 mil low

M549/
M549A1

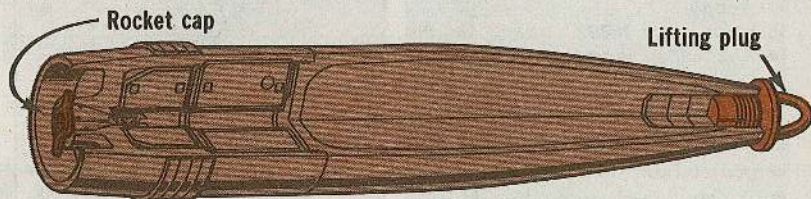
HERA

Maintenance

Your M549 and M549A1 rocket-assisted 155-MM rounds are low-maintenance items, but the maintenance they do need is plenty important.

These rounds used with the M119A1 charge in the M198 and M109-series howitzers give you a range of 23,500 meters. Used with the new M203 (Zone 8) charge with the M198 howitzer, you get a range of 30,000 meters.

You have to maintain the rocket cap in position at all times until you are ready to fire the round. Then and then only, you must take off the cap.



If you try to fire the round with the rocket cap still in place, the rocket will not start and you will get a short round that could harm some friendly troops.

NOTE: The tables as given are for firing with rocket cap off. The round should be fired in no other way.

Before you fire, examine the lifting plug. If the plug has sheared, do not use the projectile.

Make sure there's an obturating band. If it's missing, the range could be short and harm friendly troops.

Never use the M119 propelling charge. If you do, the rocket motor in the round may not ignite. Use only the current model M119A1 propelling charge.

The M119A1 has a special donut flash reducer that lets the charge ignite the HERA's rocket motor. If you use the M119 charge, you'll mess up the rocket motor and wind up with a short round.



Reading the lettering on the propelling charge bag is the only sure way you have of knowing you have the right charge to go with the new rocket-assisted 155-MM rounds.

NEVER USE THE IGNITER PROTECTOR CAP AS A CLUE BECAUSE SOME M119A1 CAPS ARE MARKED M119!

JUST REMEMBER, THE M549/M549A1 ROUNDS GET THE M119A1 CHARGE AND YOU'LL BE IN BUSINESS!

To keep "short" rounds from hitting friendly troops, never fire over the heads of unprotected friendlies who are within 6,000 meters of the intended impact zone.



M113/M113A1 Vehicle Family...

New DEAL on

U-Joint SCREWS

Having a screw loose anywhere is bad enough, but in your power train universal joints a loose screw could wreck your vehicle.

So how do you keep the screws tight?

In the original equipment, tab-lock washers were used. Hardened, flat, washers were tried next. Then disc-lock washers were supplied.

TARCOM MSG DRCPM-M113-L 161910Z (Feb 79) now brings you the word to go back to the hardened, flat washers. They are supposed to do the best job.

However—and this is important—if you've got either tab-lock or

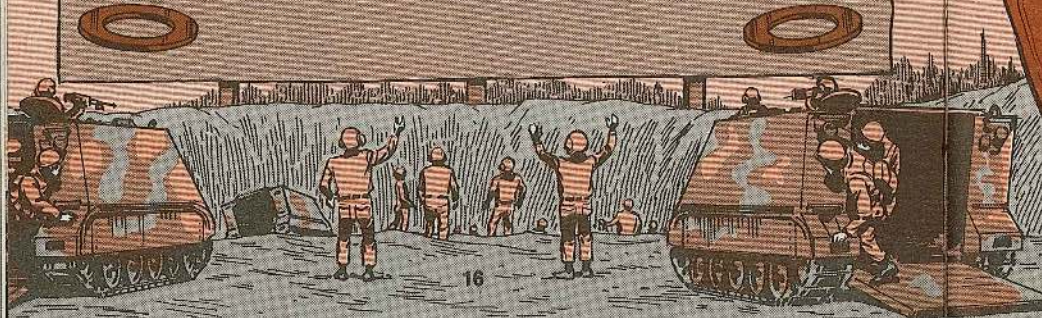
disc-lock washers and they're holding the screws tight, leave 'em alone. Don't mess with a good thing.

'Course, if you've got to disassemble the power train for other reasons, that's a good time to install the hardened lock washers.

If you've decided to replace locking plates or disc-lock washers with hardened washers, do it the way we say here. Forget about your parts manual and previous issues of PS Magazine because they've got some wrong poop. For instance, use only 1 washer per screw regardless of the drawing in your -20P.

**If your tab-lock or disc-lock washers
are holding the screws tight,
LEAVE THEM ALONE—**

GO WITH A GOOD THING!



16



FIRST, ORDER THE PARTS.
YOU'LL NEED 48 HARDENED WASHERS
(NSN 5310-00-000-0079) AND
2 KINDS OF CAP SCREWS...

For all M548/M730
vehicles you need:

16 screws, cap,
3/8-24x1-in
NSN 5305-00-269-3236

and

32 screws, cap, 3/8-
24x1-3/4-in
NSN 5305-00-269-3241.

For all other
M113/M113A1 vehicles
you need:

24 screws, cap,
3/8-24x1-in
NSN 5305-00-269-3236

and

24 screws, cap, 3/8-
24x1-3/4-in
NSN 5305-00-269-3241.

Use all new hardware. It must be clean and not lubricated.

Note that the NSN 5305-00-269-3241 screws are 1 1/4 inches. Use these to replace the 2 inch cap screws in the U-joints.

Put in the screws and washers and torque to 35-40 ft lbs when using the torque wrench without an adapter. When using torque wrench adapter, adjust the torque values accordingly.

17

Save Wheel— And Beep



Water has a way of getting into your Gama Goat's steering column. Then, when rust sets in, it's next to impossible to pull the steering wheel off without damaging it or the inner steering shaft.

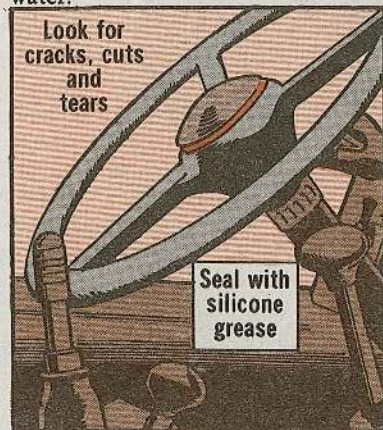
But you can head off this trouble with a little preventive maintenance. The next time you herd your Goats into maintenance to pull the steering wheels, coat the parts that are likely to rust with silicone grease before you put 'em back together.

NSN 6850-00-880-7616 will get you an 8-oz tube of silicone grease and NSN 6850-00-295-7685 brings a 10-lb can.

Water can also get into your Goat's steering column if the rubber horn button cover is damaged.

You may lose your beep.

Check the horn button cover. If it's cracked, cut, torn or missing, get a new one, NSN 2590-00-612-2181. Run a bead of silicone grease around the edge of the cover to seal out water.



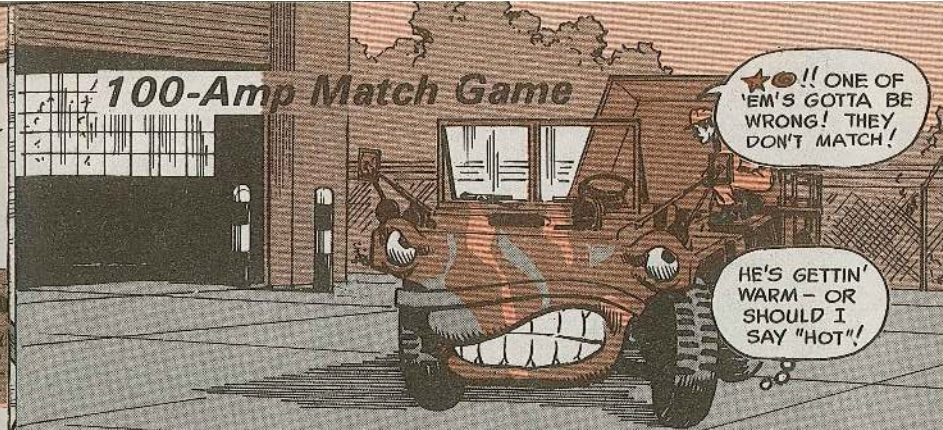
Goat Fuel Filter NSN

NSN 2910-00-287-1912 is the one to use when you order a fuel filter element for your Gama Goat. Make a note on Fig 21, item 7, page 32 of TM 9-2320-242-20P (Mar 77).

Property Book Binder

Use NSN 7510-00-285-4395 to get the binder that holds your manual property book records. Check your Self-Service Supply Center (SSSC) for the binder before ordering one, tho.

100-Amp Match Game



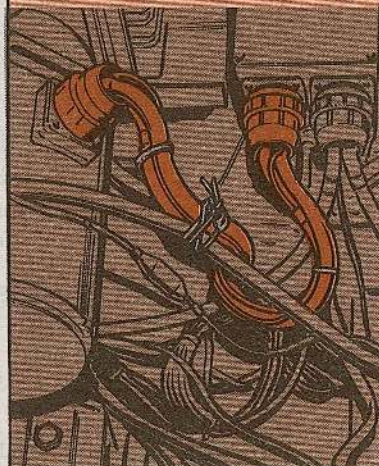
Watch it! That's a mis-match in your TM 9-2320-242-20P (Mar 77) for the 100-amp alternator and harness—Items 12 and 5, Fig 196,

page 295, and the NSN's on page 294. With a couple more NSN's here's how it should be:

INTERNALLY RECTIFIED

Listed on page 294
but not shown on page 295

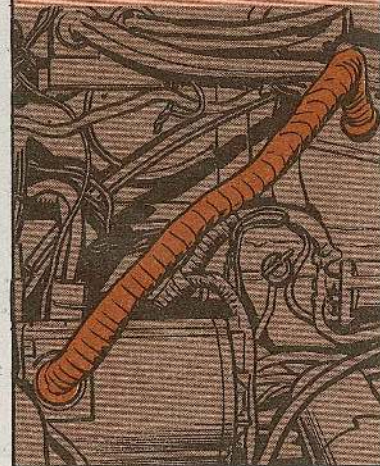
Alternator NSN 2920-00-782-1955
Harness NSN 2590-00-001-7856



EXTERNALLY RECTIFIED

Shown on page 295
but not listed on page 294

Alternator NSN 2920-00-818-8635
Harness NSN 2920-00-051-1595



Brake Bleeder Switch Fix



Dear Editor,

New ¾-in wheel brake cylinders for our ¼-tonners are coming thru with small bleeder valves in ½-in wrench-size instead of ¾-in.

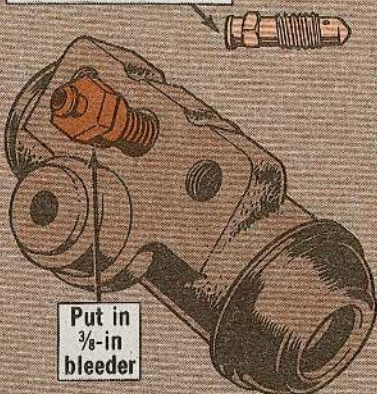
The right size box-end wrench's got to be used on the bleeder—at least to break it loose—or you'll round off the hex.

But no ¾-in wrench is authorized, so we save the bleeder from the old cylinder—or get a new bleeder, NSN 2530-00-769-7462. This bleeder is ¾-in wrench-size and is turned with the ¾-in combination box-and-open-end wrench from our No. 1, No. 2 or General Mechanic's tool sets.

Older model ¼-tonners use ¾-in wheel cylinders on both front and rear. Newer models use the ¾-in only on the rear and 1-in on the front. But both cylinders can use the same ¾-in wrench-size bleeder.

SFC Charles J. Young
Ft. Knox

Take out ¾-in bleeder



(Ed Note—Good thinking. The headshed says there'll be ¾-in bleeders in those cylinders next time they order a batch.)

Goat Seat Frame NSN

Use NSN 2540-01-039-5385 to get the seat frame for your M561/M792 1¼-ton truck. Jot the number down until your TM is changed.

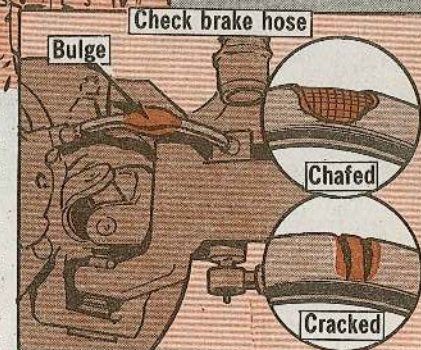
TB Means What It Says



Believe the word in TB 9-2300-405-14 (Jul 78), Mandatory Brake Hose Inspection and Replacement—Tactical Vehicles.

The TB says that when a brake hose is "worn, chafed, cracked, crimped, or abraded...through the outer casing to the first ply of the fabric" you've got to replace the hose before using the truck.

It's the same for a thin-skinned rubber-covered brake hose—like on



the M880-series trucks. If it shows signs of seepage or bulging under the outer cover, replace it. Now!

Heater Duct

If you've got a lot of heater duct hoses to replace in your tactical trucks, you may be further ahead to order in bulk—as many feet as you need.

This can be cheaper than ordering the exact lengths specified in some parts manuals. It may be faster, too, because some TM's give only part numbers for the exact lengths.

By-The-Foot

NSN's for bulk duct hose are not in all TM's. You will find 'em in TM 9-2320-218-20P (Jan 72) and in TM 9-2320-206-20P (Dec 71):

HOSE	NSN
1½-in.	4720-00-678-9040
2-in.	4720-00-786-9232
	4720-00-809-2428
3-in.	4720-00-678-9039
	4720-00-809-2429
4-in.	4720-00-809-2430

Get The Plug Out!

IF YOU'RE GOING INTO BUSINESS, I'LL GIVE YOU A PLUG.

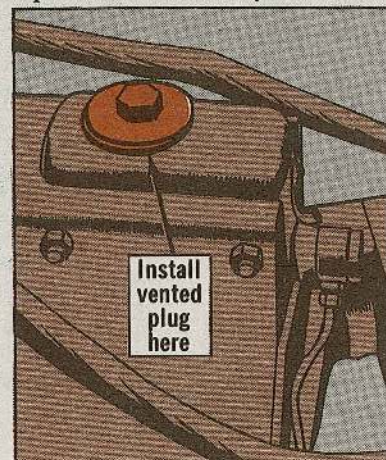
YOU BETTER LET ME CLEAN UP YOUR ACT FIRST...

The new M416A1 ¼-ton cargo trailer has a hydraulic brake master cylinder mounted on the lunette.

But those brakes won't work unless the nonvented shipping plug in the master cylinder has been replaced by a vented plug.



Check your trailer. If the vented plug is in the master cylinder, everything is OK. If not, look for a package—with the plug inside—taped near the master cylinder. Clean



the plug with alcohol, soapy water or steam. (Never use a petroleum base solvent to clean internal hydraulic brake parts.) Check the fluid and put in the plug.

Rx Subscription Prescription Rx

You need to fill out 2 different DA 12-series forms to get all the pubs for some of the M915-series trucks.

To get the TM 9's for all of the trucks, you fill in line B-25 of DA Form 12-38 (Aug 78).

But these 3 vehicles also have TM 5's. Here's how to get them on DA Form 12-25B (Feb 71):

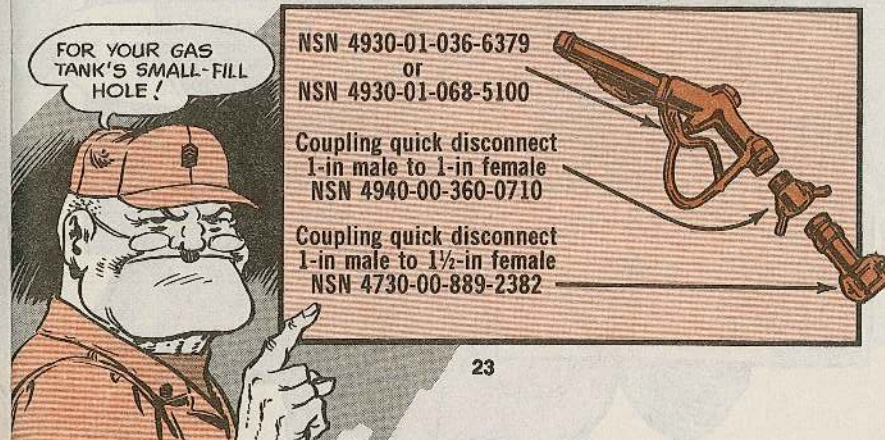
VEHICLE	PUT YOUR ORDER ON DA FORM 12-25B
M917 20-ton dump	Line B-41 (write-in)
M918 bituminous distributor	Line B-42 (write-in)
M919 concrete mobile mixer	Line B-43 (write-in)

Nozzle for Unleaded Fuel

You can get a nozzle with a 1³/₁₆-in spout to fuel your commercial sedans and trucks that use unleaded gas. Use either NSN 4930-01-036-6379 for an OPW model, PN OPW 1AP, or 4930-01-068-5100 for an EMCO Wheaton model, PN A0200-015.

Until the AMDF picks up these NSN's, order with exception data. Use RIC S9C.

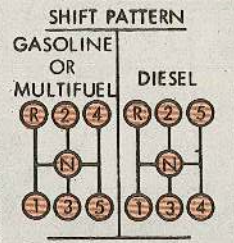
To put the nozzle on your 1½-in fuel tanker hose, use coupling NSN 4730-00-889-2382 and coupling 4940-00-360-0710.



5-Ton Shift Pattern Switch

The transmission shift pattern in TM 9-2320-211-10 (Nov 77), page 2-39, para 2-7a, won't do you any good if you have a gasoline or multifuel engine truck. It's for the diesel engine truck only.

HERE'S HOW THE PATTERN SHOULD LOOK!



Slow-Moving Vehicles...

NSN For Sign

Dear Half-Mast,

How do we get a slow-moving vehicle emblem? Para 7-9 of AR 385-55 (Apr 74) requires it for vehicles designed for slow speed.

SFC A. B.

Dear SFC A.B.,

This item is NSN 9905-01-045-2201. It is not yet on the AMDF. GSA codes it local purchase.

YOUR SUPPORT MAY BE ABLE TO GET IT WITH SOME OF THESE COMBINATIONS...

FSCM 76381	P/N SMV-10
04776	W75-1
22027	02D650
55421	490-SF

IF THEY CAN'T HACK IT THAT WAY, THEY'LL SEND TO GO WITH ADVICE CODE 2A AND THE NSN!

On-Equipment Tools...

Camouflage 'Em or Not?

ARGHHH--

WHAT HAPPENED TO MY PIONEER TOOLS?

ER-- THEY'RE STILL HERE, SARGE--

--I THINK--!!

OOOPS!

Dear Half-Mast,

How do we paint pioneer and emergency-type tools mounted on the outside of our vehicles?

Should the tools be included when we pattern-paint the racks they're on?

SFC T. C.

Dear Sergeant T. C.,

You needn't bother with pattern-painting tools usually carried on vehicles. Just paint them solid in the basic vehicle colors—forest green, earth brown or field drab.

Half-Mast

M880-Series Trucks...

Engine Timing

READY... GET SET...

LOOKS LIKE YOU HAVEN'T SEEN THE LIGHT YET... TIMING LIGHT, THAT IS!

Correct engine timing is real important. It makes the difference between smooth and rough operation.

Go by your TM—not the poop on the engine decal. Set the timing at 2° BTC—before top center—like it says on page 1-7 of TM 9-2320-266-10 (Jan 76) and page 2-32 of the -20 (Jan 76).

Fuel Hose for 5-Ton

TM 9-2320-211-20 (Jun 73), bridge transport truck. You won't find the hose in the parts pub, but Figure 2-150, Item 3, shows the flexible hose from the fuel pump to the fuel filter on your M139 5-ton

for you. NSN 4720-00-740-9405 will get it

Trailer Brake Lever

Use NSN 2530-00-036-0297 to get the hand-brake lever for your 1½-ton trailer. Jot the NSN down on page C-22, TM 9-2330-213-14 (Aug 72).

EIR—1 Copy

Send 1 only. That's right. Any time you fill out an EIR, SF Form 368, send only 1 copy (the original) to the NMP. If you drop a carbon copy or two in the mail to the NMP, you set up all sorts of confusion. So, original only, just like TM 38-750, para 3-28, says.

No. 2 Common Torch Outfit

Some torch outfits NSN 3433-00-357-8116—part of your No. 2 Common Shop Set—were mistakenly shipped minus the 2 pressure valves and the special wrench. No sweat. Reorder the valves from SC 3433-90-CL-N03 (Mar 77). Use NSN 5120-00-494-1929 to get the wrench.

Replace Staple with Screw

The troop seat locking pin on your M880-series 1¼-ton cargo truck is easy to lose. The staple holding the chain to the troop seat may break or pop out. So replace it with a No. 10 pan-head sheet-metal screw, NSN 5305-00-446-9901.

Use screw to hold chain

Auto Trans Fluid NSN's

20-Ton CCE Dump

It's your choice for rear tires. Use NSN 2610-00-294-9485 to get the mining and logging tires that came on your truck. Or 2610-00-540-4725 to get military tread tires. Inflate either of 'em to 80 PSI. Make sure you use all the same type tires on an axle. And keep a matched set on the duals. NSN 2610-00-051-9454 gets the inner tube and 2640-00-158-5617 gets the flap.

Be sure you use the right automatic transmission fluid in your commercial vehicles.

For Fords, M2C33-F (Type F) is the only one to use in 1967 and later models. NSN 9150-00-843-1636 will get you a gallon.

For Chrysler and General Motors vehicles, use ATF-DEXRON-FLUID. NSN 9150-00-698-2382 gets you a quart and NSN 9150-00-657-4959 gets you a 5-gal container.



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 (Apr 79), 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), COM-SEC pubs.

TECHNICAL MANUALS

TM 5-4310-276-14-HR Feb Compressor, Recip. Air, Hand-Trk 5-CFM 175-PSI
TM 5-4310-281-15-HR Feb Compressor, Recip. Air, Receiver Mtd, Elec Motor, 5-CFM 175-PSI
TM 5-4310-348-14-HR Feb Compressor, Air, Recip, Elec Motor, Receiver-Mtd, 2-HR, 5-CFM, 175-PSI
Ch 1, TM 5-6115-323-24P Apr Gen Set, GED, 1.5-KW
Ch 4, TM 5-6115-357-15 May Gen Set, DED, 15-KW
TM 5-6115-584-12-HR Feb Gen, Diesel 5-KW DOD MOD MEP-002A
Ch 4, TM 9-1005-213-10 Apr M2, M3 50-Cal Machine Guns
TM 9-1010-205-10-HR Mar M79 Grenade Launcher
TM 9-1015-203-15-HR Apr M101/M101A1 Towed Howitzers
TM 9-1015-223-12-HR May M67 Recoilless Rifle
TM 9-1430-485-20P Apr Lance
TM 9-1430-588-10 Apr FAAR
TM 9-1440-360-20P Dec Erector-Launcher, M790 Paraching 1A
TM 9-1450-361-20P Apr Power Station AN/TJQ-9 Paraching 1A

TM 9-2320-209-10-HR Feb 2½-Ton Trucks
TM 9-2320-209-10-1-HR Mar 2½-Ton Multifuel Trucks
Ch 9, TM 9-2350-217-10 May M109/M109A1 Howitzer
TM 9-2350-217-10-HR Mar M109/M109A1 Howitzer
TM 9-2320-233-10-HR Mar Goer Trucks
Ch 1, TM 10-5410-222-23 May Shelter, Inflatable MUST
TM 10-8110-201-14-HR Feb Drums, Fabric, 500-Gal, Liq Fuel, Potable Water
Ch 1, TM 11-5855-213-10 Apr AN/PVS-4 Night Vision Sight
TM 11-5965-280-15-HR Jan H-189/GR Handset
Ch 1, TM 55-1500-220-PM Apr AH-1S (MOD/PROD)
Ch 5, TM 55-1500-333-24 Apr Cleaning Aircraft
TM 55-1510-204-CL/4 Apr OV-1C
Ch 2, TM 55-1520-210-PM Feb UH-1D/H
Ch 2, TM 55-1520-210-PM Feb UH-1D/H
TM 55-1520-210-23-3 Feb UH-1D/H/EH-1H
Ch 6, TM 55-1520-228-PM Feb OH-58A/C
TM 55-1520-237-CL Dec UH-60A
Ch 1, TM 55-1520-237-CL May UH-60A
Ch 1, TM 55-1520-237-10 May UH-60A
Ch 1, TM 55-1520-237-23P Apr UH-60A
Ch 1, TM 55-1520-237-23-3 Apr UH-60A
Ch 1, TM 55-1520-237-23-4 Apr UH-60A
Ch 3, TM 55-1520-237-23-4 May UH-60A
TM 55-1520-237-MTF May UH-60A
Ch 1, TM 55-1520-237-MTF May UH-60A

MISCELLANEOUS

AR 710-2 May Supply (Interim Change 1)
Ch 5, AR 725-50 May Supply
FM 5-52D3 Feb Power Gen Repairer
FM 23-33 Apr Rocket M72A1, M72A2 (LAW)
FM 44-26H Feb Radar Repairer
LO 9-2350-304-12 Mar M110A2 8-in Howitzer
PAM 351-20-14 Apr Correspondence Catalog (QM School—Supply)
SC 3433-90-CL-NO1 May Torch Outfit, Cutting and Welding NSN 3433-00-357-6311 LIN W67708
SC 3433-90-CL-NO1-HR May Torch Outfit
SC 4940-95-CL-BO4 Mar Shop Ept, Contact Maint, Truck Mtd: NSN 4940-00-294-9518 LIN T10138
SC 4940-95-CL-BO4-HR Mar Shop Ept, Contact Maint
SC 5180-91-CL-R33 May Tool Kit, Telephone Ept TK-141/GT
SC 5180-91-CL-R33-HR May Tool Kit, TK-141/GT
SC 5180-90-CL-N57-HR Apr Tool Kit, General Mechanic's, Lt Wt
SC 5180-90-CL-N59 Mar Tool Kit, Amphib Lighter: Larc LX
SC 5180-90-CL-N59-HR Mar Tool Kit: Larc LX
SC 5180-95-CL-A70 Mar Tool Kit, LCSS
TB 9-2350-300-10 May Tank, M60-series
TB 43-0108 Feb Handling, Storage, Disposal of Aircraft Components Containing Radio-Active Materials
TB 55-1925-202-12 May Tug, Harbor, 600-HP, 65-Ft

ALICE... One More Turn

NSN 5340-01-061-8666 gets the turnbuckle that goes on the pack frame of All-Purpose Lightweight Carrying Equipment. The RIC is S91.

Phasing Chinook Blades?

The head hanger (TSARCOM) is revising the CH-47 bird pubs to use the reliable "horseshoe" phasing block shown in PS317—for all models. The dimensions shown on Page 56 are for the A Model. For the B and C models, 2 changes are needed: Change 1-in to 1½-in and 2^{31/64}-in to 3^{5/16}-in, with inside dimensional tolerances of plus or minus 1/32-in; All other tolerances are plus or minus 1/16-in. TSARCOM Msg DRSTS-MEA(2) 052110Z Jul 79 has the word.

Order Extra -HR Pubs

Some troops have trouble getting the new -HR (Hand Receipt) pubs copied locally. But you can order extra pubs—as many as you need—from Commander, US Army AG Publications Center, ATTN: AGDL-OD, 1655 Woodson Road, St. Louis, MO 63114. Use the new AUTODIN Form, DA Form 4569. Pass the word to your pubs people soonest!

Gama Goat Tire Valve

Turn to page 159 in TM 9-2320-242-20P (Mar 77) and mark out NSN 2640-00-995-3138 listed for the tire valve. Put NSN 2640-00-729-6081 in its place. That'll get you the right tire valve for your Goat.

**JOE'S
DOPE**

Keep It
**READY
and
WAITING**



HELLO,
SOLDIER...

COME
VISIT A SPELL...

DID I HEAR YOU
SAY YOU THINK
CB MASK PM IS A
USELESS BORE?

WHAT'S THAT?...

YOU SAY YOU'VE
NEVER HEARD
OF ANYBODY WHO
ACTUALLY NEEDS
TO USE HIS
CB MASK??

HOO-BOY--
HAVE YOU GOT
THINGS T' LEARN...

GIVE A
LISTEN TO
MY STORY...





WHEEZ!

"ONE MORNING, MY COMPANY REPORTED FOR A SPECIAL CLASS IN **CB** MASK CARE--WHICH I THOUGHT WAS A PRETTY DUMB WAY T' SPEND MY VALUABLE TIME--AND I, PRIVATE JUSTIN A. FOGG, SAID SO...

TODAY, MEN, WE HAVE A SPECIAL MASK EXPERT T' TALK TO YOU...

HEY, FOGGY... IT-IT'S **CONNIE RODD!**

SO WHAT-- EVEN A SHARP FOX LIKE **CONNIE** CAN'T CON ME INTO BELIEVIN' GAS MASKS ARE NECESSARY!

UNDER A **CB** ATTACK SOLDIERS PUT ON THEIR PROTECTIVE MASKS BEFORE THEY DO ANYTHING ELSE...

...SO MASKS HAVE TO BE IN GOOD SHAPE!

SMALL DEFECTS ON INDIVIDUAL **CB** MASKS OFTEN LEAD TO SERIOUS PROBLEMS BECAUSE SOLDIERS FAIL TO NOTICE THEM OR THEY MAKE SLOPPY, UNAUTHORIZED REPAIRS.



PROBLEMS MUST BE FOUND DURING REGULAR **PM** CHECKS!

SHOULD MASKS NEVER BE CHECKED IN THE **AM**? HAH HA HA!



CB MASKS HAVE TO BE READY AT ALL TIMES!

FER WOT?

...SO'S WE GRUNTS CAN HAVE EXTRA WEIGHT T' LUG?

WHEN NEEDED, THERE'S NO TIME FOR REPAIRS!

YEH-- BUT WHEN WAS ONE EVER NEEDED?

AW-- STOW IT, FOGGY!



HERE ARE DEFECTS THAT GO UNNOTICED WITH INDIVIDUAL **CB** MASKS!

MIT/MITAI FILTER ELEMENTS PUT IN WRONG TEAR THE RUBBER, THE MASK WARPS AND LEAKS.

Alined right as per TM...

SERGEANT SOAMES AND I WILL DISCUSS SOLUTIONS TO THESE PROBLEMS AS WE GO ALONG...

CORRECT, **CONNIE**--AND INSTALLATION INSTRUCTIONS ARE IN **TM 3-4240-379-10**, Page 3-7.



POUCH FLAPS BUTTONED WRONG IS ANOTHER PROBLEM!

WHEN THE BOTTOM FLAP'S PUT OVER THE TOP ONE, SWEAT AND MOISTURE FROM YOUR BREATH RUINS THE FILTERS!

Top Flaps

TEARING THE POUCH FLAP BUTTON HOLES IS CAUSED BY STRETCHING THEM WITH PENS, PENCILS AND CLIPS...

USE YOUR FINGERS TO WORK AROUND THE HOLE! GENTLY GRAB THE RUBBER BETWEEN THE FINGER AND THUMB AND THE BUTTON'LL POP ON.



VOICEMITTER COVER NOT PROPERLY SEALED!

GENTLY PUT COVER BACK, USING FINGERNAILS OR DOG TAGS.

RUN THUMB AROUND EDGE TO MAKE IT SEAL!

M24 AND **M25/M25AI** CANNISTERS ARE NOT BEING CHECKED FOR RUST AND MECHANICAL DAMAGES!

Check for rust around seams and mechanical damages such as dents & scrapes or cracks. (Dents under 1/4" deep OK)

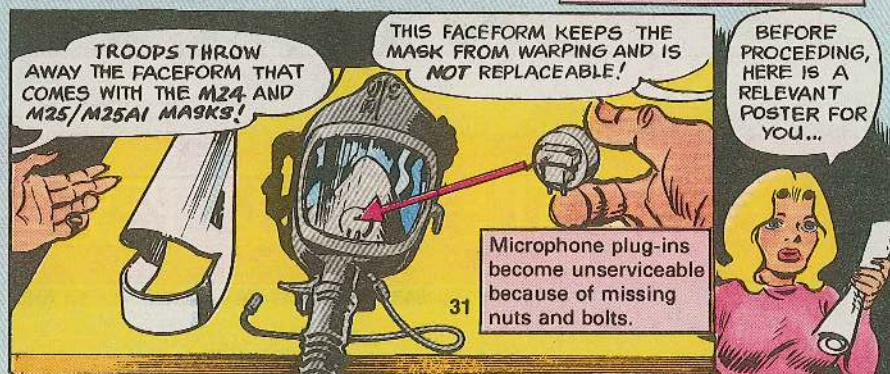


TROOPS THROW AWAY THE FACEFORM THAT COMES WITH THE **M24** AND **M25/M25AI** MASKS!

THIS FACEFORM KEEPS THE MASK FROM WARPING AND IS NOT REPLACEABLE!

BEFORE PROCEEDING, HERE IS A RELEVANT POSTER FOR YOU...

Microphone plug-ins become unserviceable because of missing nuts and bolts.



Joe's Dope Sheet

The TM has the word--just read it,
And make extra effort to heed it!
You'll keep your mask
Up to its task ...
All ready to work when you need it!



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.



Don't wash mask carriers in water. They'll shrink...



Never store harness and carriers wet...they'll be ruined by mildew!



Bloom, a white or rust-colored waxy film that preserves rubber, should only be brushed or wiped off if it accumulates or gets crumbly.



...a damp cloth or stiff bristle brush will do the job.



Unauthorized repair of rips and tears with glue, tape or patches is a strict **NO-NO!**



Do not wash bloom off with unauthorized cleaning fluids...such action will let dry rot ruin your mask.

Never use unauthorized remedies such as window seal sponge rubber to make your mask fit. Improvised materials absorb chemical agents and can leave you with skin-blister or worse.

IN HARD-TO-FIT CASES, MASKS HAVE TO BE MODIFIED BY THE CHEMICAL SYSTEMS LAB.



RIGHT, SARGE... AND YOUR **NBC** SPECIALIST SHOULD CONTACT...

Chemical Systems Laboratory
ATTN: DRDAR-CLW-P
Aberdeen Proving Ground, MD
21010

34



ALL RIGHT, MEN... FALL IN OUT FRONT IN THIRTY MINUTES... WITH FULL GEAR!!

WE GOT A DATE WITH SWAMP FENOKEE, REMEMBER?

RIGHT, SARGE!



"SO IT WAS, A FEW HOURS LATER, THAT MY MASK EDUCATION REALLY BEGAN...



"SHORTLY...



I DON'T LIKE TH' LOOKS O' THIS--

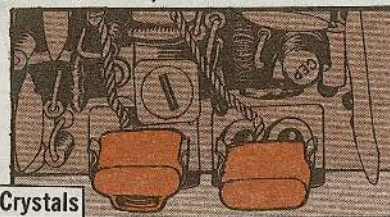
PUT ON YOUR MASKS, MEN!!

GULP: I NEVER DID ANY MASK PM...





If you don't have the numbers you need to order new crystals for your AN/PRT-4 and AN/PRR-9 squad radios, make your own.



Start with your crystal number—CR-81/U.

Next, choose the operating frequency you need, say 55.10 MHz. Wait one, tho. Change 8 to TM 11-5820-549-12 (Oct 66) puts in a little wrinkle.

You must subtract 10.70 MHz from the operating frequency. That leaves 44.40 MHz (55.10 - 10.70).

Finally, add 4 zero's.

To get your part number, join the 3 numbers: CR81U44-400000MHZ.

Your supply support now takes up the hunt. They take your part number to their Consolidated Master Cross Reference List (MCRL), Part 1.

CR81U44-300000	81349-2	5955-00-926-2687
MHZ		
CR81U44-400000	81349-2	5955-00-926-2688
MHZ		
CR81U44-500000	81349-2	5955-00-926-2689

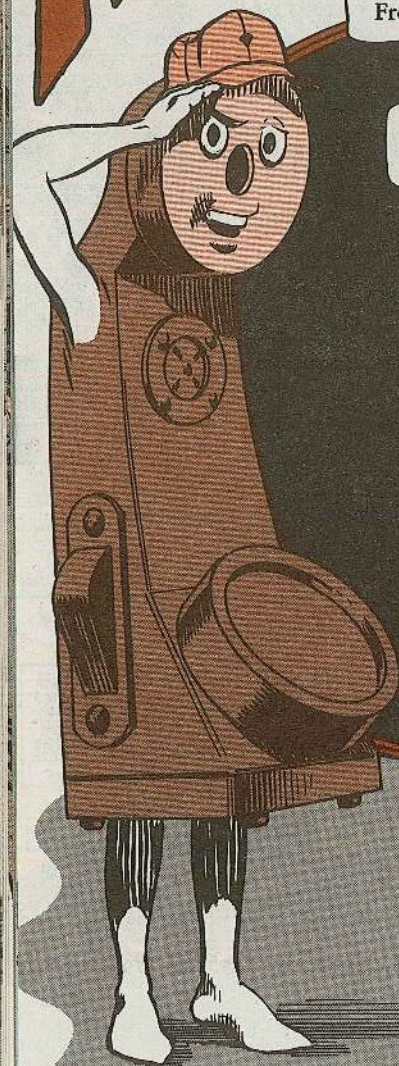
Your number gives them the NSN they need to get you the right crystal. Your unit supply man can look it up if he has a MCRL.

Any questions? Have your support contact the headshed:

Defense Electronic Supply Center
ATTN: DESC-STG
Dayton, OH 45444

or call Autovon 850-5165/5746.

A HANDFUL of HELPFUL HINTS

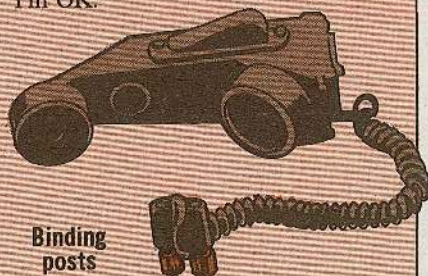


"Yo, Sergeant, TA-1 Phone reporting for duty. My friends call me Front-Line, tho, 'cause that's where I do my best work.

"Well, that's where I should do it. But, not with my last unit. No PM. I couldn't carry their words across the road.

"Too bad, 'cause if they'd just let their fingers do the walking, they could've talked for miles.

"Finger PM? Sure. If you're worried about my generator, just put a finger on each binding post. Press the generator switch. If you get a tingle, I'm OK.



Binding posts

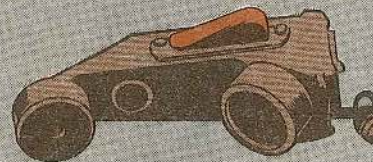
"Think I've got a screw—connector type—loose? Some units have trouble keeping the slotted screws. Just run a finger across the bottom of the connector to feel if the screw's loose or missing. You can replace missing screws with a recessed hex-head type, NSN 5305-00-853-4880. They'll stay put.



Use recessed hex screws...

...to replace standard slotted screws

Hit the switch



"I tingled your finger, but you're still not sure I'm ringing the other phone? Use your sensitive fingers on the generator switch again.

"Does it feel mushy—press too easy? That could mean your wire is open somewhere.

"Or, do you get too hard a squeeze? That says 'short' to me. Either way, better eyeball your wire. "Course, you might get a hard squeeze (high resistance) if you're trying to put together a hot loop with me and several of my buddies.

We're just not that strong. Hook us to one other phone or to a switchboard. We'll do the job.

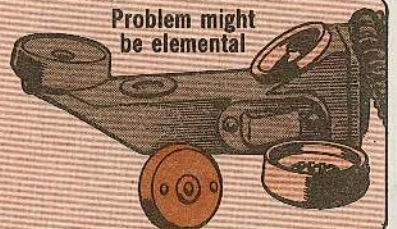


Let up on push-to-talk switch

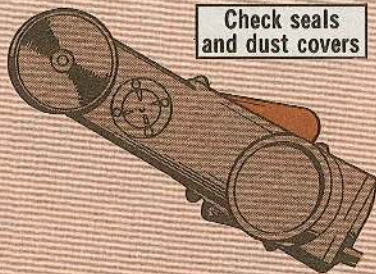
"Some guys can't take their fingers off me, tho. Like letting up on my push-to-talk switch when they're through talking. If they don't, it makes it tough for the other end to get in its 2 cents worth.

"If you're still not getting through and everything else checks out, try one more fix before support gets their mitts on me.

"Pull a substitute-test on my earphone and microphone elements. The solution might just be that simple.



Problem might be elemental

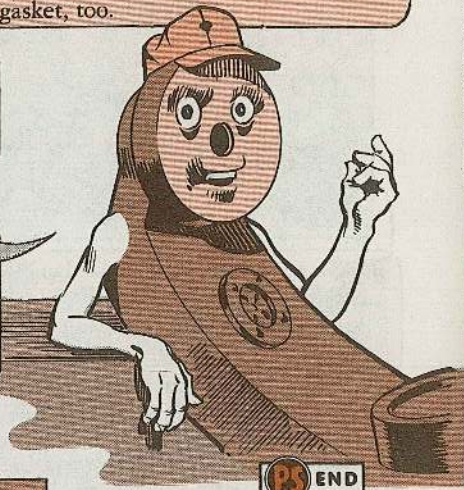


**Check seals
and dust covers**

"You can head off future internal problems with a little eyeballing now. For instance, make sure my push-to-talk and generator levers' moisture seals and dust covers are in good shape. No? Order a PTT boot with NSN 5965-00-698-0424. The generator cover is NSN 5965-00-698-0422. Those numbers bring the gasket, too.

"One way to keep my switches from killing boots early is to cushion 'em. Wrap a few rounds of tape around the switch. That keeps the cutting edge under wraps."

"Well, that's about it. I'm ready to go to work. Just point the way. Oops, sorry. Put the finger on my new operator. Oops, again. I do need a hand (I just can't help myself) with my case, tho."



PS END

Screw Up

Here're the NSN's of the screws you need to fasten the RT panels on your AN/VRC-12 series radios:

Top	5305-00-234-6199
Slide/Rear	5305-00-957-7033
Front	5305-00-137-7924
MWO Handle	5305-00-764-0071

Back Issues of PS

IF YOU NEED COPIES
OF **PS** FROM ISSUE NO.
291 ON, JUST DROP ME
A LINE...

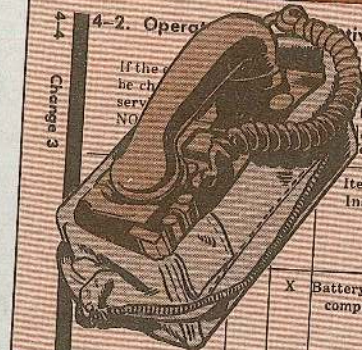
SGT SPARKS
c/o PS MAGAZINE
LEXINGTON, KY
40511



WHY DON'T
YA TALK?

NOTHIN
T' SAY!

Table for 2



Pre-Maintenance Checks and Services

NOTE

continuous operation, check only those items that can
disturbing operation. Make the complete checks and
be shut down.

These checks are to be performed in the order listed.
D-During A-After M-Monthly

Item to be Inspected		Procedures	For readiness reporting equipment is not ready/available if:
X	Battery compartment	a. Inspect for foreign matter and corrosion. b. Insure that one battery is in	

11-2805-201-12/TO 31W1-2PT-29

You can now quit juggling TM's when you do ready/not ready inspections on your "twin" telephones.

decide what to do with TM 11-337
(Jul 54).

The headshed has OK'd the PMCS table in Change 3 to your TA-312's TM 11-5805-201-12 (Jun 67) for your TA-43's, too—at least until they

The TA-43 pub will either get Change 5 adding a PMCS table of its own, or all info on both phones will go into the -312's operator TM.

Moisture Mischief

Rain can be a big pain for your usually dependable TA-312 telephone set.

Second, put boots on 'em. Get a black slotted post cap with NSN 5970-00-869-6263.

Your set's binding posts are big targets. You protect them several ways.

First, put a sag in any WD-1 wire which feeds from above. Otherwise,

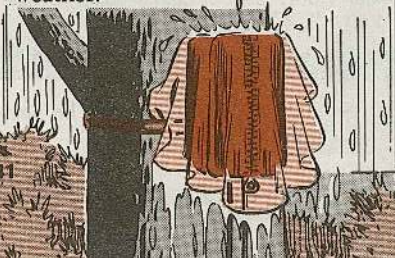


moisture follows the line right to the posts.

Use binding post boots



Complete protection? Cover the set with a poncho, plastic or other water-shedding material in wet weather.



AN/GRC-103() Radio Sets...

RACK

'EM UP

Hey, Fast Eddie, rack 'em up—tight!

That's good advice if you're involved in a hot 8-ball game in your favorite after-work club.

It's just as good if you're responsible for an AN/GRC-103 radio set mounted in equipment racks as part of a radio repeater or terminal setup.

'Course, the results will be different. If you rack your radio tight, parts stay put. They don't bank off the floor, or bounce around at the end of a cable.

So, before you move out, be sure you've got all your screws.

42

NO LOOSE SCREWS,
PLEASE, WHEN YOU
SECURE YOUR RADIO
GEAR...

PICKIN' UP
PIECES OF YOUR
AN/GRC-103
SET SCATTERED
ALL ALONG THE
INTERSTATE
OR AUTOBAHN!
COULD BE
VER-RY
EMBARRASSING...
RIGHT?

Use right
screws with
L-bracket

Watch the length, tho. Especially for your RT-773 order wire receiver-transmitter. When you fasten the left side to the rack's L-bracket, a long screw can short out the wiring or break the printed circuit board. The right screw is a No. 10-32, 3/8-in, NSN 5305-00-989-7435.

All that work can go for nothing, unless you go easy when sliding the components into their cases. Be sure you seat the locating pins before you ease the component in. If not, you're asking for bent pins.

Match pins
to guides

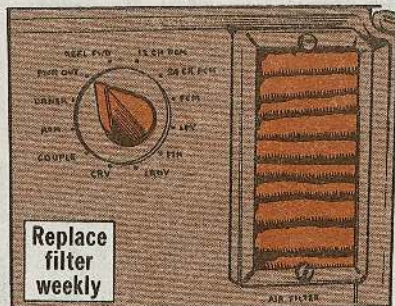
PS MORE

43

COOL IT

Here's another tip for you Angry-103 operators. Keep your set cool.

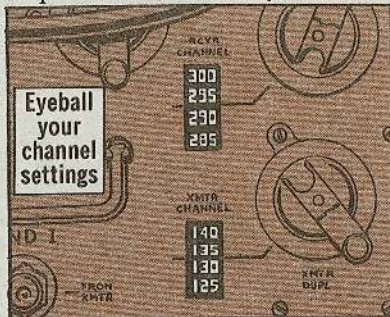
Like TM 11-5820-540-12 (Dec 67) says, replace the T-983 transmitter filter with your spare at least weekly.



Check the filter daily. If it's dirty, change it. Clean the dirty one with

soap and water, or a low pressure air hose.

While you're replacing the filter, eyeball the receiver and transmitter channel settings on your AM-4316 amplifier-converter. They should be



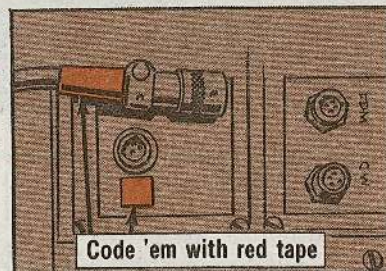
at least 50 channels apart. If not, you can damage the 2A1AR1 RF amplifier in the R-1329 radio receiver.

GOT CONNECTIONS?

Be sure you've made all connections before you turn on the set. If it's not hooked to the antenna or dummy load, it's bye-bye transmitter. See the TM caution on page 4-4.

Check the CX-10762/U power cable, too. If forced, it'll fit on the order wire jack, but don't put it there. You'll damage the T-983's 5TR1A5 amplifier monitor panel.

The cable goes on the 115-VAC receptacle. Mark the connector and receptacle with some red tape to head off mistakes. You get a roll with NSN 7510-00-550-7126.



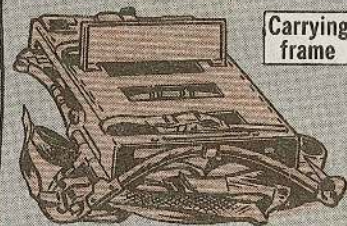
If a wrong CX-10762 connection is made, check for damage. With the set on, turn the transmitter's INPUT control knob counterclockwise. Set the meter switch in the 12 CH PCM, 24 CH PCM and FDM positions. If there's a reading in any position, the panel is damaged and you have to replace it.

PS END

AN/PRC-77 Frame-Up

Dear Half-Mast,

How do we get the carrying frame we need to transport the AN/PRC-77 radio set and secure equipment TSEC/KY-38? It's shown on page 6-26 of TM 11-5820-667-12 (Jun 67). The stock number's not in the manual. R.D.J.



Dear R.D.J.,

The carrying frame now comes in pieces.

HERE'S WHAT YOU NEED TO PUT IT TOGETHER...

Frame	8465-00-001-6475
Shelf	8465-00-001-6476
Strap	8465-00-360-0233
Backboard	8465-00-935-4732

AW, QUIT COMPLAININ' AN' LEVEL YOUR END UP, MAX!

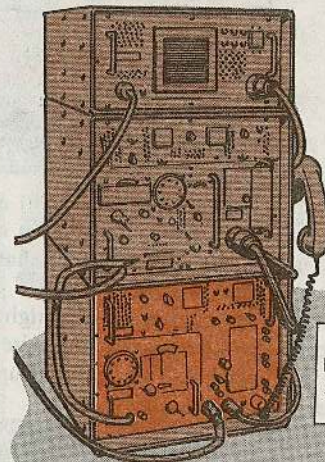


On the Level

Straight and level's the way to pull R-1331 or R-1148 receivers from your AN/GRC-50 radio set.

If you let the receiver dip, those exposed 3A5FL1 filters can get banged up on the case frame.

Don't take the job lightly, either. The receiver weighs 60 pounds. Your best bet is to get a buddy to help.



Pull receiver straight out

For Smooth Ops...

Save the Little GEMS



THERE'S YER PROBLEM, CONNIE!...

SEE? YER MISSING A SHIM ON THIS ONE!

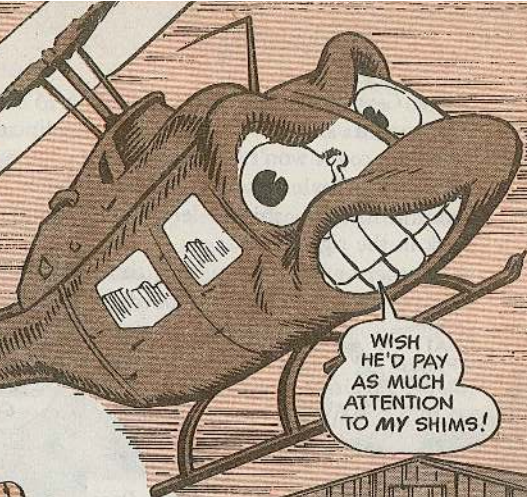
When it comes right down to a smooth-performing drive train on a chopper, it's the little shims that count.

You mechs must have the right count on any shim stack. Otherwise, some bird parts will get chewed up for real!

YEH-- SPEC SIMS CONSIDERS HIMSELF AN EXPERT ON SHIMMY CAUSES...

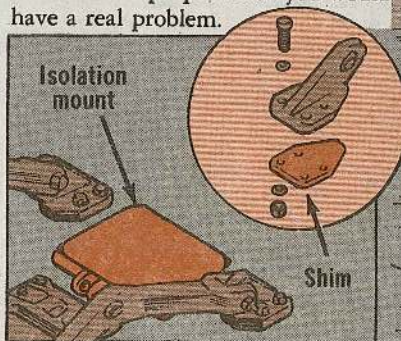
Take the shims under the pylon support fitting on an OH-58A/C, for example. On a transmission change, never disturb those bonded lightweight shims. The exact shim thickness was established to guarantee correct shaft alignment and prevent the short shaft from being chewed up. If the shims are not bonded, identify them for reinstallation at the same location.

Shims give proper shaft alignment



WISH HE'D PAY AS MUCH ATTENTION TO MY SHIMS!

The same deal goes for the pylon isolation mount. Be extra careful that you do not knock off the shim stack. Without the proper stack you would have a real problem.



The isolation mount keeps the main rotor mast vertical. An offset mast will result in overheating the short shaft couplings, using up the grease and causing metal-to-metal contact. The result is failure of the short shaft...not a healthy situation!

The Caution in Para 2-264 of TM 55-1520-228-23 (Aug 78) says that if the mount shims are lost, depot realignment is needed. Guessing at the shim count won't hack it!

So, on a pylon isolation mount removal, be sure you mark the location of loose shims—left, right, front or rear. Then you can put them back in the right place.

Another area where the shim stack can get out of whack is on the oil cooler fan and tail rotor drive shaft assembly. Again, if you do not

WHAT
HAPPENED
T' SHIMS?

DON'T
WASTE
YER
SHIM-
PATHY
ON HIM--

--AFTER HE INSTALLED SHIMS
ON CONNIE'S SHOE HE
SUGGESTED CHECKIN' FOR
CORRECT ALIGNMENT--

AND...

know the exact shim thickness, Para 6-139 in the Kiowa pub says depot level maintenance is needed for correct shaft alignment.

When you remove the oil cooler fan, or a drive shaft hanger that takes shims, mark the shim locations—every time!

Oil cooler

T/R Drive
shaft

Mark
shim
locations

'Course, some shims are bonded to the airframe. When you remove a gear box from a Huey, for example, the shim stack probably won't get disturbed because it's bonded in place.

Shims bonded..
No problem!!

AHHH-- SOME-
ONE TURNED
TH' LIGHTS
BACK ON--

BUT
THEY'RE
ALL
SHIM-
MERY!

When you remove a Huey drive shaft hanger or an engine mount, tho, there is a possibility the loose shims can fall off the airframe and become lost.

Shim loose
on hanger?

A shim stack can even compress slightly, separating laminated shims which can be easily lost. Stack compression is the reason some components have to be retorqued. In that case no shim adjustment is needed, however.

When shims are missing, all is not lost.

Contact the aviation field maintenance technician in your area. He can check with the head hangar. TSARCOM, in turn, can get you the shim count from the factory.

The manufacturer maintains prints by bird tail number showing the correct part number and shim count for transmissions, engines, gear boxes—you name it! **PS** END

Safety-of-Flight Messages

- OV-1-79-5 Maint Info OV-1, RV-1 Series Clarif of hydrostatic test requirements for compressed gas cyl. DRSTS-MEW 251835Z Apr 79
- OV-1-79-6 Maint Info OV-1, RV-1 Series Implement recently estab shelf-life Ext MK-J5D eject seat cartr in ARRCOM Ammo Info Notice 22-79 DTG 211231Z Mar 79, DRSTS-MEW 301945Z Apr 79
- U-21-79-4 Maint Advis-Msg Landing gear brace torque require U-21/RU-21, DRSTS-MEW 301730Z Apr 79
- UH-1-79-7 Maint Advisory Clarify UH-1 Tail Rotor Driveshaft Flexible Coupling Lube, DRSTS-MEU 301840Z May 79
- OH-58-79-8 Inspect OH-58A/B/C Tail Rotor Blades, Limit Urg TB 55-1520-228-20-26, DRSTS-MEL 151830Z May 79
- OH-58-79-9 CERCOM Message 211400Z May 79, Subj: Safety Hazard, Battery, BB-676/A, NSN 6140-00-228-8447 in OH-58A/C, DRSTS-MEL 301830Z May 79
- CH-47-79-5 Maint Info Aft Swashplate Slider Shaft Assembly, DRSTS-MET 091830Z May 79
- OV-1-79-7 Op Advisory OV-1 Series Unusable Figures in TM 55-1510-204-10/4, DRSTS-MEW 031330Z May 79
- U-21-79-5 Maint Advisory Prop Dome Retaining Nut, DRSTS-MEW 101630Z May 79
- U-8-79-2 Maint Advisory Elevator Connecting Link, DRSTS-MEW 151755Z May 79
- U-21-79-6 Maint Advisory Elevator Connecting Link, DRSTS-MEW 151755Z May 79
- U-8-79-3 Maint Advisory Defective Valve Springs in O-480-Series Engines, DRSTS-MEP 172030Z May 79
- U-8-79-4 Maint Advisory Defective Valve Springs in O-480-Series Engines, DRSTS-MEP 172030Z May 79
- GEN-79-6 Tech Advisory Internal Cockpit Painting for Use of Night Vision Goggles (NVG) in Night Training, DRSTS-MEG 021635Z May 79

How's Your V-Band?

WHAT'S HE DOIN'?
GROWING WHISKERS?

THAT'S
CORROSION!

CUT TH' COMEDY,
WISE GUYS--
AND SEE TO
MY V-BAND CLAMP,
PRONTO!

The next time you Cobra or Huey mechs install the particle separator on your T-53 engine, focus-in on the V-band coupling.

The clamp has to be rotated until the 3.25-in drainage cut-out is at the 6 o'clock position. The V-band clamp will then be at about the 3 o'clock position.

If the cut-out is not at the bottom of the engine, the clamp will collect water. You know what happens when water and magnesium meet—corrosion, for real!

Replacing the magnesium flange on the inlet housing during overhaul means a lot of moola down the drain.

So, keep the water flowing!



Clamp Retorque

Eyeball page 1-48 to TM 55-1520-228-23 (Aug 78), Kiowa mechs. The upper clamp on the fuel hose inside the tank can become loose. A loose clamp will let air enter the line, stopping the flow of JP-4...that's bad news! So, 100 flight hours after installation, retorque clamp, NSN 4730-00-278-9101, following the poop in Table 7-3 of TM 55-1500-204-25/1 (Apr 70).



Blades Repaired

OH-58A/C main rotor blades may show up with the word "overhauled" on the DA Form 2410...no sweat! The paperwork should have read "repaired," since those babies can't be overhauled. Blades can be repaired up to the finite life time of 2400 hours.



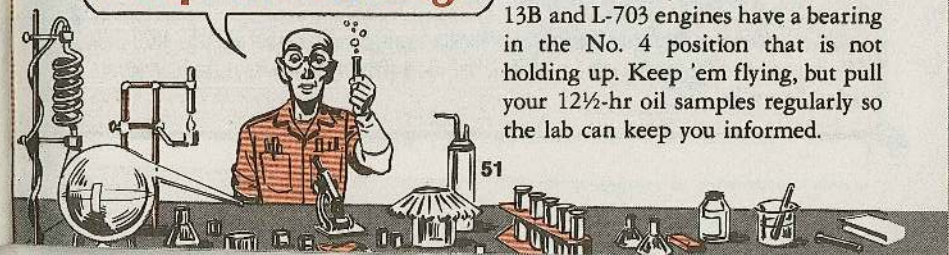
Tires Here!

If the ground mobility of your Kiowa has been hampered by a lack of tires for the ground-handling wheels, ask for them again. The stock on tires, NSN 2610-00-050-9510, has been replenished. You'll find them listed in TM 55-1520-228-23P (Jun 78)...Fig G-1, item 3.



Keep 'em Coming!

Some recently-overhauled T53-L-13B and L-703 engines have a bearing in the No. 4 position that is not holding up. Keep 'em flying, but pull your 12½-hr oil samples regularly so the lab can keep you informed.



Fill 'er Up!

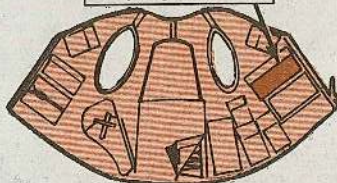
WHAT A TIME
FOR MY LIGHTER
TO BE EMPTY!



Dear Windy,

Para 2-18 in TM 55-1680-317-23&P (Aug 75) on survival kits says we have to replace the butane lighter in our SRU-21/P survival vest if the flame is less than 1 inch in height.

Keep lighter filled



But, how about just refilling a lighter that is low on fuel, Windy?
What's the good word?

SGT R. L. D.

Dear Sergeant R. L. D.,

Refilling the lighter makes sense. The lighter, NSN 9920-00-999-6753, goes for \$4.15. A refill kit, which is good for about 100 refills, costs only \$1.30.

You want: Butane Refill Kit, P/N A31, available from Lifesavers Products, Inc., Van Nuys, CA 91401. Instructions for using the kit are included. Order with "exception data" supply request.

Windy

Same Info—Different Pub!

The requirement to change the Huey oil cooler turbine bearings was taken out of TM 55-1520-210-PM. You will find the bearing info in TM 55-1520-210-23 (Feb 79). Chap 1 says the bearings are replaced every 400 hours.

YA GOTTA
RETORQUE,
JONES!

BUT ALL I
WANTA DO IS
CHECK TH' TORQUE,
SMITH!

HOLD ON,
THERE ...

Torque Talk



Dear Sergeant D. A.,

You can't check torque by slapping a torque wrench on an installed nut and tightening it. The nut needs more torque than was originally used to overcome static friction.

A torque check means the nut has to be "retorqued."

You have to back off on the nut one-half to one full turn (never use a torque wrench). Then, put the nut in motion by tightening it with a torque wrench to the proper torque value.

Dear Windy,

We have a dispute going again on the meaning of "checking torque" and "retorquing" hardware, as given in Para 2-82B, Ch 26 (Jul 78) to TM 55-1500-204-25/1.

What's the real difference between the two, Windy?

SGT D. A.

A Better Strap



Dear Editor,

The trouble with those cloth straps used for locking the OH-58A/C rear doors is that they stretch out of shape—making them useless!

You can make a more durable strap, in accordance with Fig D-97 in TM 55-1520-228-23 (Aug 78). Just use nylon webbing, P/N 209-001-138-7, NSN 8305-00-267-3009.

SGT Richard L. Taylor
Ft. Hood, TX

A better
strap



(Ed Note—right you are!)



Protective Mask Bacteria

HALP!

I SEE SPOTS
BEFORE MY
EYES...!TURN IN THE MASK,
SOLDIER!

Dear Half-Mast,
Black spots appear in the face lens of
the M24 aircraft protective mask
while the mask is in storage.

We follow TM instructions, but the
spots can't be cleaned. As a result,
there's a shortage of masks. What can
we do to prevent the spots?

SSG L. M. H.

Dear Sergeant L. M. H.,
Nothing. What you're describing
is bacterial growth between the
plastic layers of the lens, and there's
no way a unit can remove the
"spots" or bacteria.

If you can't get 'em off with
authorized cleaning, then masks have
to be turned in and replaced. The
same problem and solution apply to
the M25 tanker's mask.

Half-Mast

CB Mask...

Grease Is Not The Word

WISH I COULD REMEMBER
WHICH FRIEND TOLD ME TO
USE THIS STUFF!!

!!

Grease may be the word for rock
and roll fans, but not for your CB
protective masks, including the
M17/M17A1, M24 and M25/M25A1.

Never use lubricants like
petroleum jelly and face creams on
your mask or on your face to get a
better seal.

They rot the rubber and cause your
mask to leak. Then chemical agents
can get at you.

54



6-HP Mil Std Engine...
Correct the stock number in TM 5-2805-
203-24P for the noise filter for Item 1, page
9, Fig 16. The right NSN is 2920-00-788-
0432.

WOT YOU CALL
REALLY STACKED,
EH, ROLLO?RIGHT
ON!

3-KW PU

Mechanics using TM 5-6115-365-15
should update the pub with this new FSC
and NSN for the 10-in long x 1/2-in ID oil
drain hose: 4720-00-684-6032. Power units
that use this size hose are PU-409/M,
409A/M, 617/M and 628/M.

When you order Item 2, Page 2-23, or
Item 1, Page 18-24 of TM 5-6115-365-15
(May 66), you get no bulb. NSN 6240-00-
892-4420 will get you the neon glow lamp
for both PU-617/M and PU-628/M.

Open-and-Shut Case

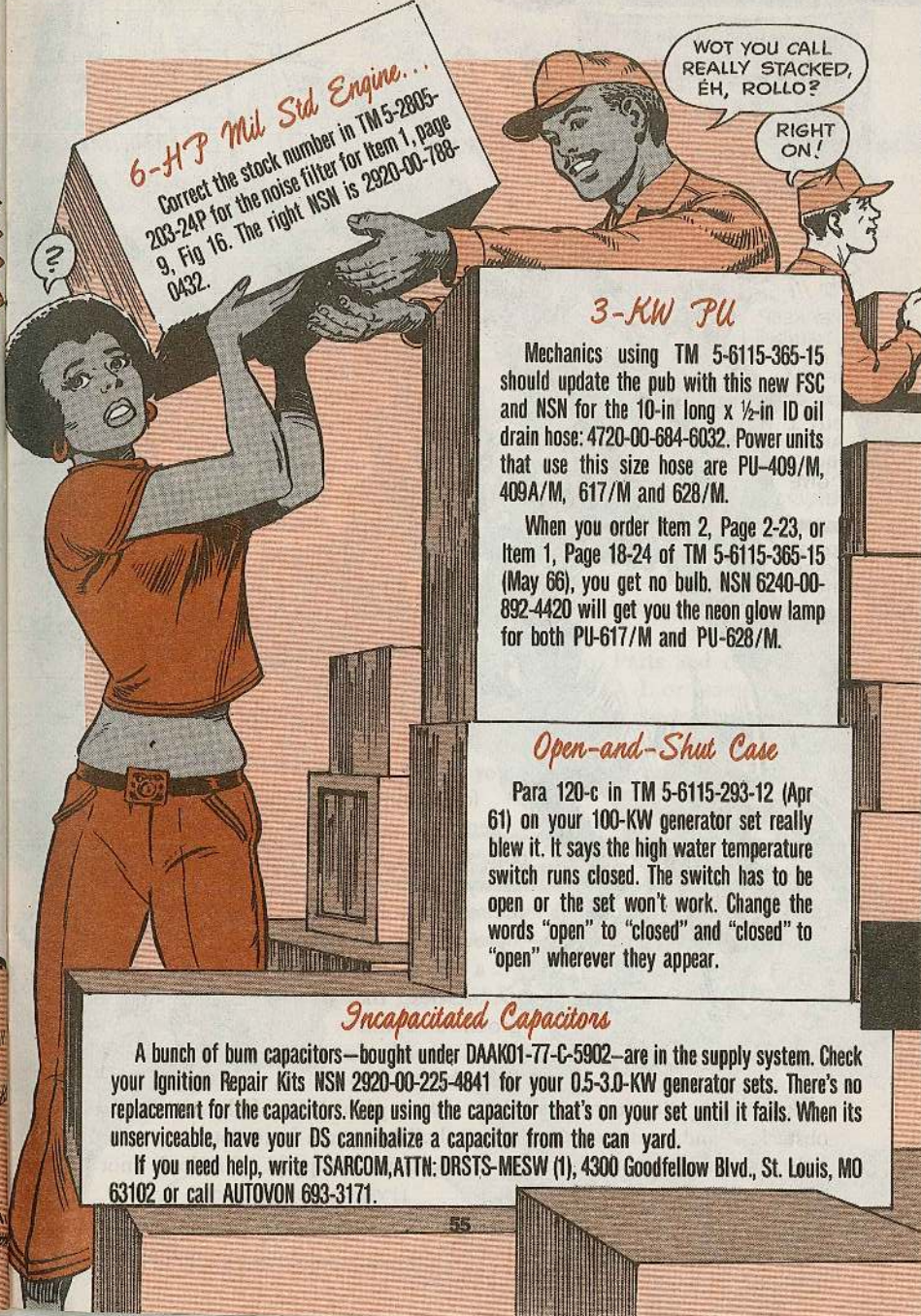
Para 120-c in TM 5-6115-293-12 (Apr
61) on your 100-KW generator set really
blew it. It says the high water temperature
switch runs closed. The switch has to be
open or the set won't work. Change the
words "open" to "closed" and "closed" to
"open" wherever they appear.

Incapacitated Capacitors

A bunch of bum capacitors—bought under DAAK01-77-C-5902—are in the supply system. Check
your Ignition Repair Kits NSN 2920-00-225-4841 for your 0.5-3.0-KW generator sets. There's no
replacement for the capacitors. Keep using the capacitor that's on your set until it fails. When its
unserviceable, have your DS cannibalize a capacitor from the can yard.

If you need help, write TSARCOM, ATTN: DRSTS-MESW (1), 4300 Goodfellow Blvd., St. Louis, MO
63102 or call AUTOVON 693-3171.

55



On Supply Requests...

Once More Into the Breach

@
THEY KEEP RETURNING MY FIRE!

BUT I AIN'T ABOUT T'GIVE UP...

GOTTA KEEP TRYIN'!

YOUR DETERMINATION IS ADMIRABLE, SPEC CONAN...

BUT COME WITH ME AND I'LL SHOW YOU SOME MAJOR CAUSES OF REJECTED REQUESTS...

...CAUSES THAT YOU CAN PREVENT...

Some supply folks think getting a supply request through is like trying to take the enemy's high ground: there's a heap of obstacles, the ground's uphill and the enemy's firing back.

You agree? Better re-check your battle plan. A lot of those obstacles—and even some of those bullets—come from you.

Before you get too violent, make sure your supply operation's not dying from self-inflicted wounds.

SMR Code

DECODE THE SOURCE MAINTENANCE AND RECOVERABILITY (SMR) CODE FOR EACH PART BEFORE YOU ORDER IT...

SOME SOURCE CODES TELL YOU TO MAKE OR ASSEMBLE THE PART-- SO YOU ORDER COMPONENTS INSTEAD.

TH 5-2420-213-346P						(7)	(8)
(1) ILLUSTRATION	(2) ITEM NO.	(3) SMR CODE	(4) NATIONAL STOCK NUMBER	(5) PART NUMBER	(6) PSCH	DESCRIPTION	QTY REQ IN UNIT
						Usable On Code	
167	16	PAF 22	5305-00-335-4748	88194	068A5	HUT, ADJUST SCREW; BRAKE SHOE	EA 1
167	17	PAF 22	2530-00-765-6129	309013	068A5	SHOE ASSEMBLY, BRAKE	EA 2

Others tell you to order the next higher assembly or prepare to wait a long while on that item. Only P- source codes tell you just to move out on that request.

Unless the SMR shows an O (for organization) in the 3rd place of the code, forget it. That's a support item.

The 5th place code of the SMR, the recoverability code, affects your request, too. Parts and components coded F, H, D, L or (sometimes) A are repairable above organizational level. Turn the bum part in when you order a new one.

LOOK AT THE MAINTENANCE CODE--

3	12	PAOZZ	53
35	13	PAOZZ	53
35	14	PAOZZ	5
36	1	PAOOO	6

A Name Is a Name Is a Name

Guessing at the nomenclature is a gambler's game. Look up the nomenclature before you write it down—so support knows exactly what you want. You think that's not important? So what's support gonna do when they get a mismatched NSN and nomenclature? Maybe they'll go with the NSN—and maybe they won't.

OUCH!

YER SO RIGHT, BONNIE!

CHANCES ARE, THEY'LL JUST BOUNCE THE REQUEST RIGHT BACK TO YOU!

PS MORE

The Numbers Game

To make an NSN, you need 13 numbers. That means all 13 have to be right on your request. One slipped number and that's all she wrote!

The Federal Supply Class (FSC)—the 1st 4 numbers of an NSN—change sometimes with no warning. Unless you catch that change on the AMDF, it's hello reject!

If your support's on the ball, you'll get a BG status card—giving you the

new FSC—instead of a reject. But either way, that's more work for you. Check before you send in the request.

Watch the nation code in the NSN. Make sure you put -01- on the form when it's needed.

An automatic -00- on all your requests may net some interesting items—but not what you need!

If an NSN changes, correct all your records with the new NSN. That means your pubs, too.

Maybe you need a part with no NSN. Well, before you stick that part number on the request, put the 5-digit Federal Supply Code for the Manufacturer (FSCM) in the block first.

The FSCM always goes before the part number—as part of the part number—with no blanks or dashes between them.

CAREFUL! THE SECOND BLOCK OF NUMBERS IS THE NATION CODE (SEE PS 320) AND ARE NOT AUTOMATICALLY -00-!

YOUR NSN!

IS IT

NSN 5935-00-022-4344?

OR IS IT...

NSN 5935-01-022-4344?

THE DRAGON YOU ORDERED IS HERE, SPECIALIST!

GULP! I JUST ORDERED PARTS OF A DRAGON MISSILE ASSEMBLY...

A Slip of the Pencil

Keep a good grip on your pen or pencil when you fill out a request.

A slipped or wrong Weapons System Designator Code (WSDC) or document number can throw your request for a loss.

Some of support's computers are keyed to WSDC's. If you toss in a request with a bum WSDC, the computer gets hic-ups and out comes your request.

Check each number and letter—and word!—you put on a supply request. Everything look all right? Check it again.

All your codes can be right, the NSN perfect, unit of issue on the nose and you still get a reject. Why? Legibility.

HEAVENS! WHAT DID YOU PUT ON THAT FORM?

ET TU BRUTE?

P-TOO-EE

EVEN I CAN ONLY TAKE JUST SO MUCH !!

THERE-- PERFECT!! THIS IS ONE FORM WITHOUT A BIG GOOF...

...ER, I MEAN...

MAYBE, BUT--

IF NOBODY ELSE CAN READ YOUR FIGURES AND LETTERS, YOU'VE WASTED YOUR TIME!

GO OVER IT ONCE MORE-- CROSS YOUR "t's" AND DOT YOUR "i's"!!

PS MORE

Codably Yours

Maybe with all your care and checking, support finds a goof on the request. Or maybe the info's just plain changed. You'll get a status card rejecting your request—but telling you why—or passing on new info without wiping out your request.



Most of the status codes you'll see begin with a B or C. C status codes reject your request (the second letter tells you why). B status codes update delivery dates, OK your cancellation, tell you about a change in NSN, price or heaps of other info.

Appendix F of AR 710-2 lists many status codes. But maybe you get a status code you can't find in AR 710-2. Get on the horn with your support or customer assistance people.

***!!!
BONNIE--
THIS REJECT
GIVES A STATUS
CODE THAT'S
NO WAY IN MY
710-2!!

-- THEN
CALL
SUPPORT--

THEIR SUPPLY PUB,
AR 725-50, CARRIES
A BUNCH MORE
CODES IN
APPENDIX R!

-- BUT
REMEMBER...
WHATEVER THE
STATUS CODE
TELLS YOU, YOU
MUST FOLLOW
THROUGH ON
IT!



Talk to Support

You can scream when a request bounces or you can tell support about an unusual request in advance—by using advice codes.

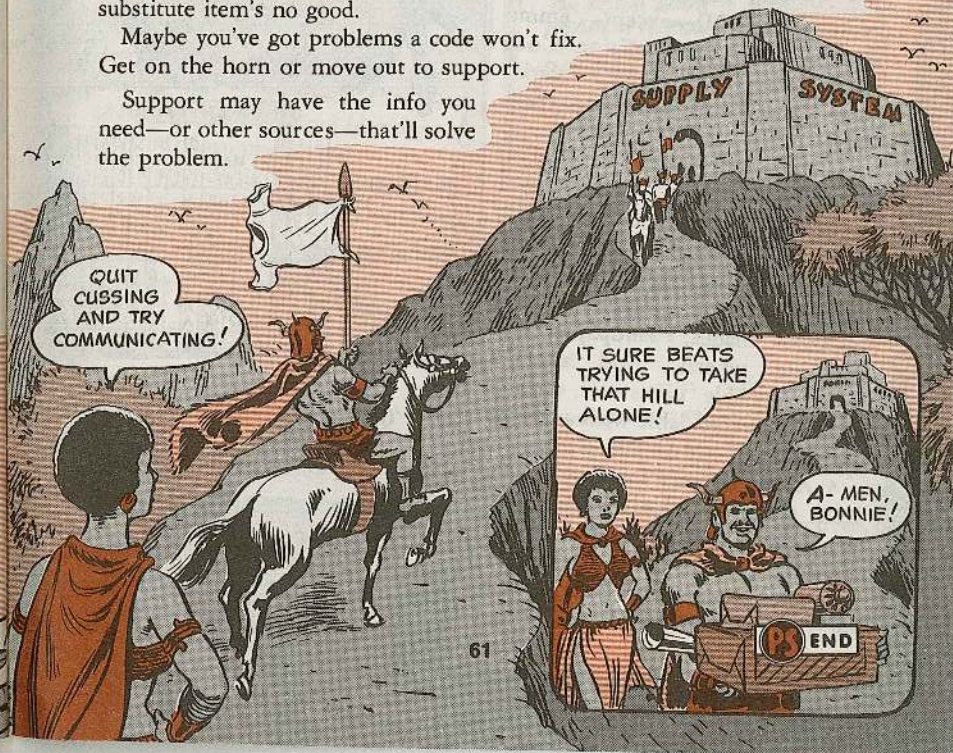
Advice codes are 2-part jobbies also listed in Appendix F of AR 710-2. Use them to tell support things like: you know the SMR code says make the



item, but you can't. Other codes pass the word that the number you need looks excessive, but you really need that many, or warn support that a substitute item's no good.

Maybe you've got problems a code won't fix. Get on the horn or move out to support.

Support may have the info you need—or other sources—that'll solve the problem.



QUIT
CUSSING
AND TRY
COMMUNICATING!

IT SURE BEATS
TRYING TO TAKE
THAT HILL
ALONE!

A- MEN,
BONNIE!

PS END

Accounting Code Digest

IN A MAZE OVER THE ACCOUNTING REQUIREMENTS CODE (ARC) ON THE AMDF?

WELL, HERE'S THE KEY THAT TELLS YOU WHICH ITEMS CALL FOR PROPERTY BOOK ACCOUNTABILITY (NONEXPENDABLE ITEMS), WHICH NEED HAND RECEIPT ACCOUNTING (DURABLE ITEMS) AND WHICH NEED NO FORMAL ACCOUNTING (EXPENDABLE ITEMS)...

- All gear that has a Line Item Number (LIN)—except ammo with a DOD Ammunition Code (DODAC) and some barrier materials and rations—is nonexpendable (N).

- All items with a Federal Supply Class (FSC)—the first 4 numbers of the NSN—of 5110, 5120, 5130, 5133, 5136, 5140, 5180, 5210, 5220 and 5280 are durable (D)—except for a few items like hacksaw blades, sandpaper and grinding wheels. Add all the nonconsumable items not already coded nonexpendable with a cost of over \$50 to your durable list.

- All subsistence items (Class 1), POL (Class 3), repair parts (Class 9), ammo with a DODAC and anything else outside the definition of nonexpendable or durable will be coded expendable (X).

WATCH IT! YOUR
MEDICAL GEAR--
CLASS 8--
HAS A CODING
SYSTEM ALL
ITS OWN...

- **Nonexpendable (N)** covers standard and nonstandard gear with a unit value of \$200 or more which retains its original identity and is not consumed when used for the purpose for which it was designed.

- Durable (D) applies to items with a unit value of less than \$200 that keep their original identity and are not consumed in use.

- Expendable (X) items are consumed in use and/or lose their identity in use.

AND, THAT'S THE KEY TO HOW YOUR ITEMS ARE CODED FOR THE ACCOUNTING REQUIREMENTS CODE (ARC) COLUMN ON THE *AMDF*.

THE AMDF
HEAD SHED SENT
OUT CARDS WITH THE
DEFINITIONS...

The Accounting Requirements Code (ARC) column replaced the Expendability (EXP) Code column on the AMDF

UNIT PRICE	ARMS MONTHLY AMDF											
	S C	L C	A C	R C	MAT CAT	D F	R C	S C	L C	R C	S C	SC MC
35.80	U	U	X	Z	02200	A	0	0	R	R	4	96
1.01	U	U	X	Z	2200	A	0	0	R	R	4	96
34.99	U	U	X	Z	02200	A	0	0	R	R	4	96
294.10	U	U	X	Z	PRITA	A	0	0	R	R	4	96
2.99	U	U	X	Z	2200	A	0	0	R	R	4	96
10.2	U	U	X	Z	2200	A	0	0	R	R	4	96
10.2	U	U	X	Z	2200	A	0	0	R	R	4	96
317.2	U	U	X	Z	2200	A	0	0	R	R	4	96
2.99	U	U	X	Z	2200	A	0	0	R	R	4	96

Forms to Go

Under the new equipment records system in Change 2 to TM 38-750, most of your old logbook forms stay tucked safely away in a logbook binder or file until you need 'em.

Don't overdo that! Make sure the right forms—all the right forms—go with the equipment when it's going to support maintenance or transferred.

THAT GOES
DOUBLE
FOR THE
DA FORM 2408-4
WEAPON RECORD
DATA-- PUT THAT
DA FORM 2408-4
IN THE
EQUIPMENT
RECORD FOLDER
WHEN...

- The weapon is going to be fired;

- The gun tube needs borescoping or pullover gaging or any type of service or repair work—at organization or support;

- The gun tube is removed, stored, transferred or sent in to be condemned.

Connie's Mini Minis

IF WE COULD
ONLY BOTTLE
PERCY'S AROMA...



THE U.S. ARMY
WOULD HAVE TH'
ULTIMATE WEAPON!

CONNIE -- GRISWOLD'S
STILL GOT A
MAINTENANCE
PROBLEM...



YOU
SAID IT! HERE'S TH'
NSN FOR CLOTHES
PINS!

MWO Index

Are you keeping up with MWO's for your unit or command? DA Pam 310-7 Index of MWO's (May 79) has a new, easier-to-use format. Take a look at Section I of the pub for a full explanation before you try to use it. Urgent and Limited Urgent MWO's have a section all their own now. Section III covers only current MWO's. Other sections list projected, suspended, deferred or cancelled MWO's—so you always know the status on those mods.

CCE Roller Codes

Before you put in a request for a part on a commercial construction equipment (CCE) roller, check Appendix H of AR 710-2. Three Weapons System Designator Codes (WSDC) apply to CCE rollers. Match your model with WSDC's BD, BE or BF in Appendix H. Then, put the code in the last 2 places of Block 18 of the DA Form 2765 for all requests for your roller's parts. The illustration on page 58 of PS 294 uses the wrong code.

Add Winch to App C

Grab a pencil and turn to page C-5 of Appendix C in TM 38-750. Add "with winch" to the Truck Cargo DS: 5 Ton under Line Item Number (LIN) X40931. Truck Cargo DS: 5 Ton under LIN X40794 applies to the models without winch. That'll save you an extra trip to the SB 700-20 microfiche next time you fill out a DA Form 2406 report.

MWO Man-Hours

Before you fill in the right side of the DA Form 2408-5 after you've applied an MWO, take another look at what goes in Block 5, column g. Put the actual number of hours you used to apply the MWO—not the hours listed as required in the MWO pub.

For Pump Repairs

If you get one of the new hydraulic pumps NSN 4320-00-435-0051 as a replacement for the one in your Huey or Cobra ground-handling wheels, the repair kit you're looking for is NSN 4320-00-348-8513. It will be listed in a change to the parts manual.

M60-Series Tank Flash

Take a look at the mounting nuts on the top-loading air cleaner outlet elbow—like right now. They have a tendency to loosen, allowing dirt to get to the engine. All must be self-locking nuts. Use NSN 5310-00-950-0039. Torque 'em to 20-25 lb-ft. (Don't bother removing the outlet elbow to get at the nut under the outlet end.)

Check the studs to see that they're not loose, stripped, bent or broken. Replace damaged or missing studs with self-locking screws, NSN 5305-00-725-2318. Torque to 20-25 lb-ft.

Your command got all the fix-it poop in USARTARCOM Msg DRCPM-M60-L 251610Z May 79.

Where're the 2410's??

Next time you pull out a DA Form 2410 Component Removal and Repair/Overhaul Record, take a second look at the disposition instructions in para 3-17d of TM 38-750.

That para should say the DA Forms 2410—except copy 2—go through your data reduction center to: Commander, US Army Materiel Readiness Support Activity, ATTN: DRXMD-MD, Lexington, KY 40511. If you do not have a data reduction center, the copies go straight to Lexington.

So watch it! Some people send 'em to the aircraft headshed in St. Louis instead—but that's W-R-O-N-G.

20-Ton RT Crane Tires

The only tires authorized for Model 2380, 2385 and M320 cranes are those with diamond tread design. You get 'em with PN 127-916-832, FSCM 73842. The RIC is AKZ.

OJT Program

Sharpen up your pencils, operational unit weight and balance technicians! Every Class 1B and Class 2 aircraft (not just a typical bird) now has to be weighed at least every 30 months, according to Para 10b of AR 95-16 (Apr 79). School training is not available. To comply with the 1 Apr 80 deadline, on-the-job training from your support is a "must".

No Taps for Sheridan

The M551 Sheridans may appear to be fading away like old soldiers—but they still have a big role to play. Some units will have the Sheridans—and they just may inherit yours.

So if your unit is exchanging its Sheridans for tanks, give those M551's all the TLC you can. Take good care of any components or repair parts you have and turn 'em all in. They'll help keep those old soldiers alive and well.

Initial PLL Item

Before you send through a request for a first-time PLL item, read Appendix G of AR 710-2. Initial stockage items fall under Urgency of Need Designator (UND) C. Your lowest priority goes on that request.

Wait on DA 2408-14's!

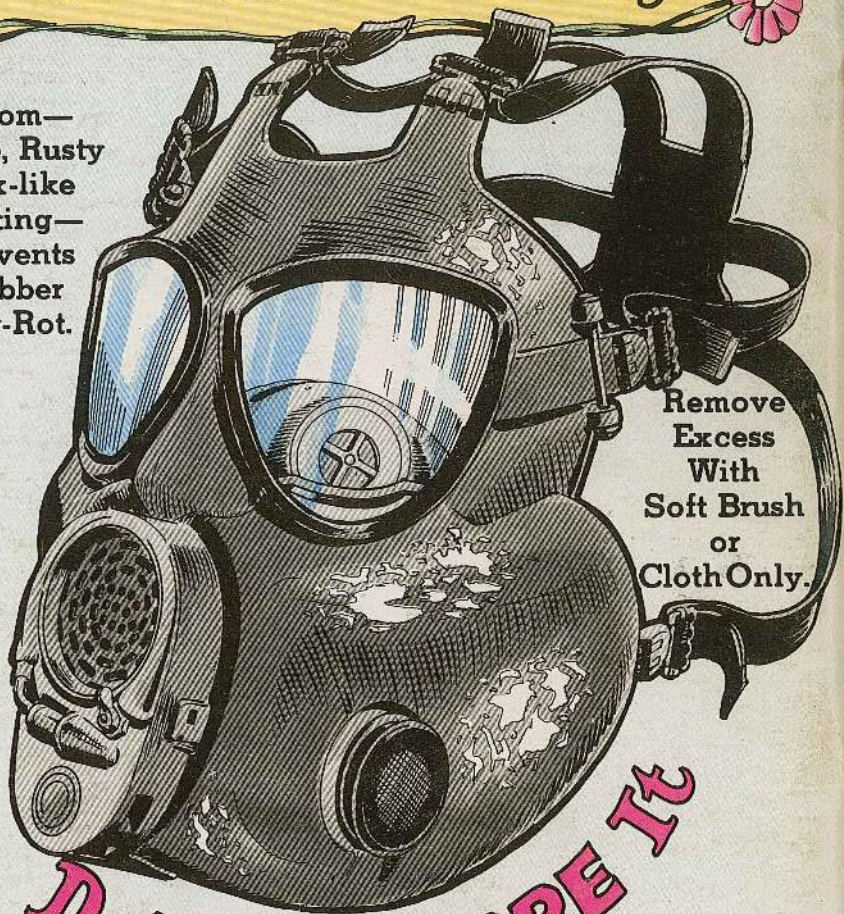
Is a DA Form 2408-14 Uncorrected Fault Record required on some of your equipment? The TM 38-750 headshed says you can hold off on initiating a DA 2408-14 until you have a fault or maintenance action to defer on that item of equipment.

PRC-90 Antenna Seal

Call off the search party! If you need a sealing washer for your AN/PRC-90 radio set's antenna, order a new one with NSN 5330-00-928-7079. Change 4 to your TM 11-5820-800-12 has the wrong number.

Your Mask Is In Bloom
Like Flowers In Spring--
Removing The Bloom
Is Just Not The Thing!

Bloom—
White, Rusty
Wax-like
Coating—
Prevents
Rubber
Dry-Rot.



Remove
Excess
With
Soft Brush
or
Cloth Only.

Do Not SCRAPE It
Or GOUGE It!