

Issue 336

PS

November
1980

THE PREVENTIVE MAINTENANCE MONTHLY

THERE, SIRE...
JUST BEYOND THAT
MOUNTAIN... LIES
EARTH'S LAST
HOPE...
FORT
ROCKY!

AND THE US ARMY
SUSPECTS NOTHING!

OUR MICRO-SHIELDS GOT
US ALL SAFELY PAST THEIR
DETECTORS!

ORDER THE
ATTACK...
NOW!

LOOK! IT'S
THE GALAXIAN ATTACK
"DOGS"!

ALERT HQ...
PRONTO!

C-CAN'T!!
WE HAVEN'T
REPAIRED
THAT CABLE
YET, SARGE!

New! For Weapons:
Cleaner, Lube, Preservative
See Page 24

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.

ISSUE No. 336 NOVEMBER 1980

GROUND MOBILITY

1-17

Fuel-Handling	1-3	M747 Ramps	9
TM-218-Series	4-5	Bolster Trailer	12
MG Mount	6	M911 C-HET	13
2½-Ton Pubs	7	M11 Decon	13
M880-Series	7	M113/M113A1	14-17
5-Ton Trucks	8-11	M88, M578	15

FIREPOWER

18-27

PLL Clue	18	M16A1	22, 26
M88A1	19	M60 MG	23
BATS	20-21	CLP	24-25
TOW	21, 27	Packing Components	27

AIR MOBILITY

37-43

RCM	37	Chinook	40, 43
Fuel Warning		OH-58A/C	40, 41
Light	38-39	UH-1	41
Aircraft Oil	39	T-53 Engine	42

COMMUNICATIONS 29-36, 44-49

Commo PM	29-36	S8-22	46-47
AN/VRC-12	44-45	Nickel Cadimium	
LS-454 Speaker	45	PM	48-49
Shrink Tubing	46-47	NATO Adapter	49

TROOP SUPPORT

New Publications	28	Cable Cutters	59
Shop Tent	50-54	Air Blow Gun	59
Ice Chest Check	55	Microfiche	
MW24B Scoop		Viewers	60-61
Loader	56-57	Hand Receipt	62
JD410 Warranties	57	Sets On PLL	62
Torque Wrench Tip	58	DA Form 2064	63
D7F Filter Element	58	Supply Story	64

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 12-6. Private subscriptions: Order from US Govt Printing Office, Supt of Documents, Washington, DC 20402 \$2.00 per year.

Fuel-Handling Equipment

HANDLE with CARE

GREETINGS, TERRAN SOLDIER, AS YOUR UNIT'S FUEL HANDLER, YOU'VE GOT A LOT OF RESPONSIBILITY!

YOU'RE CORRECT, KAH-NEE! HE'S THE ONE WHO KEEPS THE JUICE FLOWING!

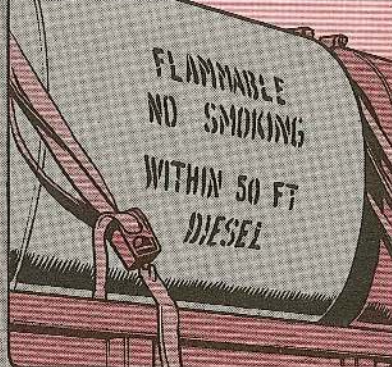
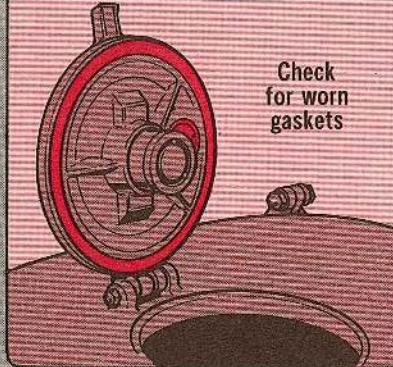
DO NOT BE ALARMED, EARTHLING... WE ARE STAR WARRIORS... HERE TO ADVANCE THE CAUSE OF PREVENTIVE MAINTENANCE!

?!

BEEP! THESE PUBS WILL HELP MAKE SURE YOU DELIVER THE VERY BEST! BEEP!

CLEAN AND TIGHT: Make sure the inside of the tank is clean before you put the fuel in—no sediment, no rust and no condensation. If you find any, clean 'em out before you fill the tank. Look for worn gaskets, damaged fittings or leaks while checking inside the tank—they can let dirt and water in or let fuel out.

NIX ON MIX—It's a sure way to ruin fuel. Mark the outside of the tank or truck like it says in FM 10-69—or FM 10-71 for tank trucks. If you have to use the container for a different type of fuel, clean it first according to the chart in FM 10-71. Don't forget to change the markings; it'll help avoid a mix-up next time.



FM 10-68 Aircraft Refueling (Dec 75)
FM 10-69 Petroleum Supply Point Equipment and Operations (Oct 77)
FM 10-71 Petroleum Tank Vehicle Operations (May 78)



IN-LINE FILTER—If you've got a sediment strainer in the fuel delivery lines of your fuel dispensing truck, it needs to be serviced weekly. Take a look at your vehicle TM for details.



HOSES NEED PM, Nozzles too. Make sure the protective caps and plugs are securely in place when the hoses are not in use. Without them, hoses and nozzles make an inviting hideout for dirt, bugs, water, etc. Store the hoses in a sheltered area if the caps are lost or damaged. Never leave them out in the open or on the ground.

NOZZLE SCREEN—It's in the fuel dispensing nozzle, and it needs to be cleaned and inspected for damage often. Dirt and sediment there can mean the hose is deteriorating or the filter element is bad. If the screen is damaged, get a new one; if not, replace it in the nozzle and put the nozzle back together...hand tight will do.

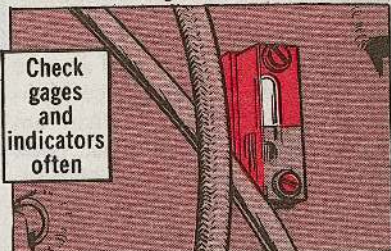


DIRTY FUEL? The filter/separator cleans it up and gets the water out. If you refuel aircraft, you're required to use it; for ground vehicles and equipment, it's recommended.

It takes some PM to do its job though. The output must be tested—FM 10-68 and FM 10-71 tell you how and how often. Its gages and indicators need to be checked regularly during operation.

The sight indicator shows when the water needs to be drained.

The pressure gages let you know it's time to replace the filter elements by indicating an increase in pressure inside. If the gage sticks, pressure could build up and ruin your pump, so watch out for that, too.



Gages and indicators need to be kept clean. They aren't much good if you can't see them. One more point—change the filter elements at least every 24 months like FM 10-68, FM 10-69, and FM 10-71 tell you. Stencil the date they were changed on the filter/separator housing.



KEEP ALL YOUR FUEL-HANDLING EQUIPMENT AS CLEAN AS POSSIBLE!...

RIGHT! IF THE DIRT'S NOT THERE...

...AND IF IT DOESN'T GET INTO THE FUEL, YOU'VE DONE A GOOD JOB OF PM!

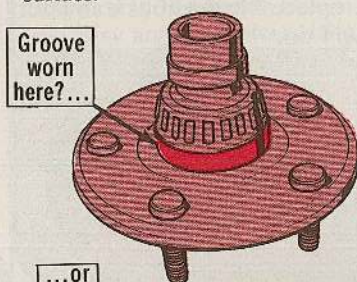
BEEP! IT CAN'T GET INTO THE FUEL! BEEP!



Let's say your 1/4-ton truck has leaking wheel seals.

The seals were replaced but they still leak.

You check again and find a groove worn in the yoke's or spindle's sealing surface.



Hold it! Don't replace those parts yet. The yoke costs \$18.78 and the spindle \$28.44. If just the sealing surface is bad, a \$5.74 seal and wear sleeve kit will make those parts as good as new.

Check the yoke and spindle. If the splines and the U-joint end of the yoke are still good, use the kit, NSN 2530-01-057-5717, to stop the leak.

You mechs need a set of drivers to seat the wear sleeves and the outer wheel bearings.

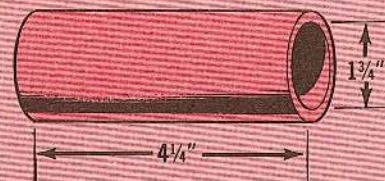
Para 2-142b, page 40, C 5 (Jul 78), TM 9-2320-218-20 tells how to use the drivers.

AND HERE'S HOW TO MAKE 'EM FROM STEEL TUBING...

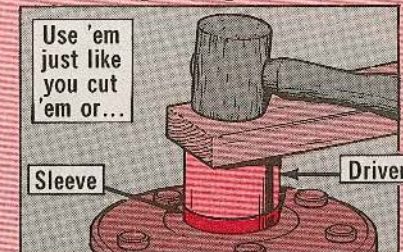


& Yokes...and Bucks

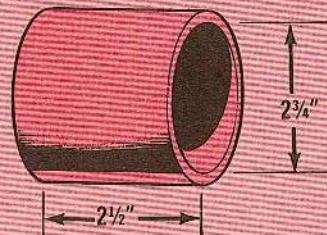
The outer wheel bearing driver is 4 1/4 inches long. Use 1 1/4-in ID stock, NSN 4710-01-010-8350.



You can use 'em just like you cut 'em off. Use a 2x4 across the top to keep from burring the edges.



The spindle wear sleeve driver is 2 1/2 inches long. Use NSN 4710-00-278-9070 for 2 3/4-in ID tubing.

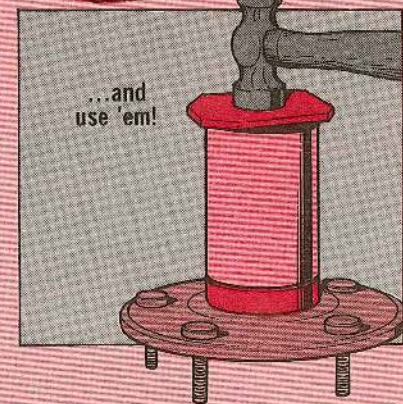
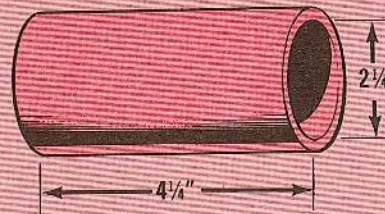


Or you can add a plate to hammer on. Use heavier gage steel a little larger than the tube OD. Weld it to one end.

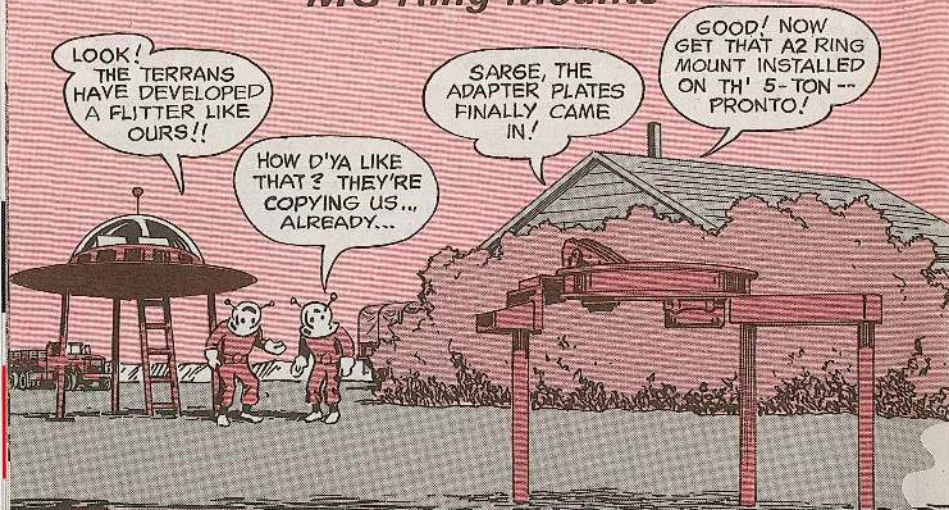


...weld a steel plate to one end to hammer on...

NSN 4710-00-278-1156 will get 2 1/4-in ID tubing for the yoke sleeve driver. Cut it to 4 1/4 inches long.



MG Ring Mounts



Dear Half-Mast.

We're having a problem with our machine gun ring mounts for trucks. Can you tell us which vehicles which ring mounts go on?

MAJ J.K.

Dear Major J.K.,

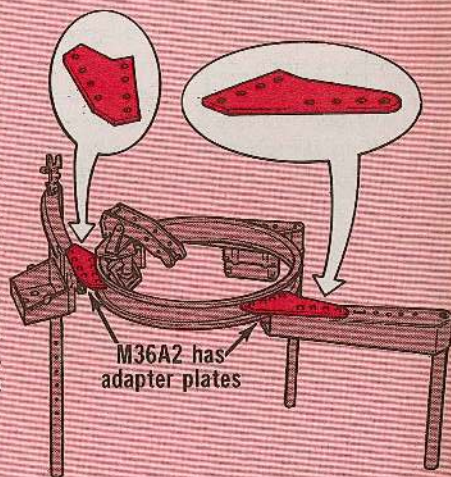
The M36A1, NSN 1005-00-317-2427, goes on 2½-ton trucks.

The M36A2, NSN 1005-00-317-2428, is for 5-ton and bigger military-design trucks.

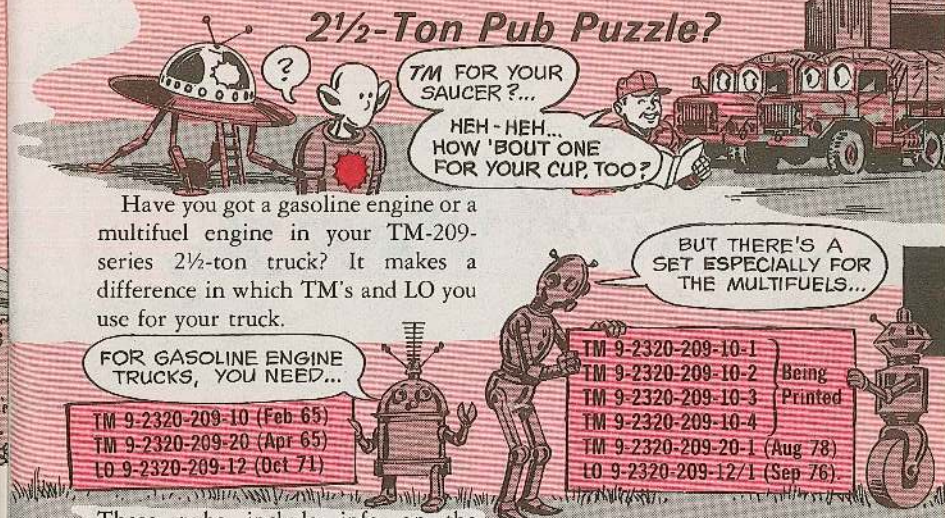
The only difference between the A1 and A2 is the extra adapter plates for the A2 (Items 5 and 6, Fig C-15, TM 9-1005-245-14), which allow the mount to be extended for larger vehicles.

Those who install the mounts may have to adapt them for their vehicles. They weren't made for today's trucks, and new mounts are a long way down the trail.

NEW MOUNTS ARE BEING PLANNED!



2½-Ton Pub Puzzle?



Have you got a gasoline engine or a multifuel engine in your TM-209-series 2½-ton truck? It makes a difference in which TM's and LO you use for your truck.

FOR GASOLINE ENGINE TRUCKS, YOU NEED...

TM 9-2320-209-10 (Feb 65)
TM 9-2320-209-20 (Apr 65)
LO 9-2320-209-12 (Oct 71)

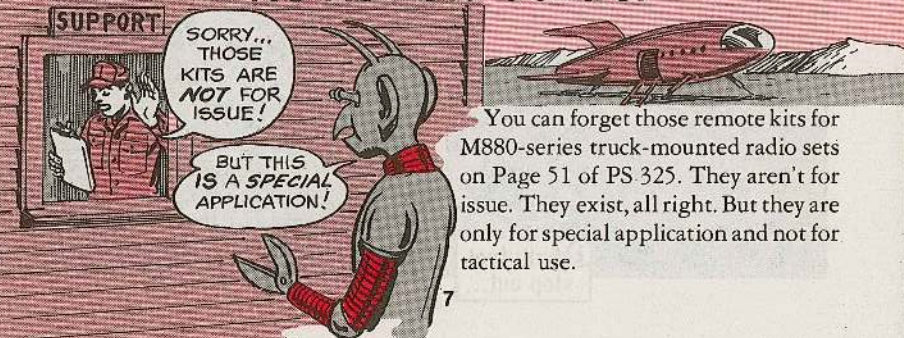
BUT THERE'S A SET ESPECIALLY FOR THE MULTIFUELS...

These pubs include info on the multifuel trucks, too.

M880 Brake Flip-Flop



No Remote Control



5-Ton Trucks...

?! THOSE STAR WARRIORS ARE STEALIN' OUR 5-TON!

NO! YOU DIDN'T USE CHOCKS!

False Start

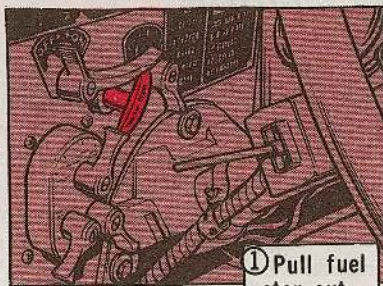


That's what you could get if you park any multifuel or diesel 5-ton truck with the gear shift lever in reverse like it says in your operator's manuals.

You never park a compression ignition-powered truck in gear. If the truck happened to roll, the engine could start. Those engines need only a little fuel and compression—as when the engine turns over—to start.

Both the TM 211- and TM 260-10 manuals are wrong. They'll be changed.

Meanwhile, park smart. Follow the poop in Para 7-8 of FM 21-305 (Oct 75). For multifuel and diesel-powered trucks, pull the engine fuel stop out,



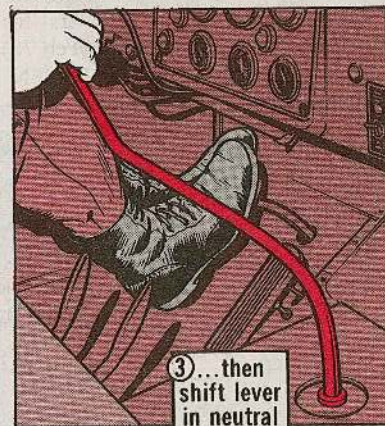
1 Pull fuel stop out...

set the handbrake and put the



2 ...set handbrake...

transmission shift lever in neutral.



3 ...then shift lever in neutral

TM-211 & TM-260-Series 5-Ton Trucks...

A Turn For The Better

HE DOESN'T WANT TO BREAK TH' DOOR HINGES, SARGE!



Dear Editor,

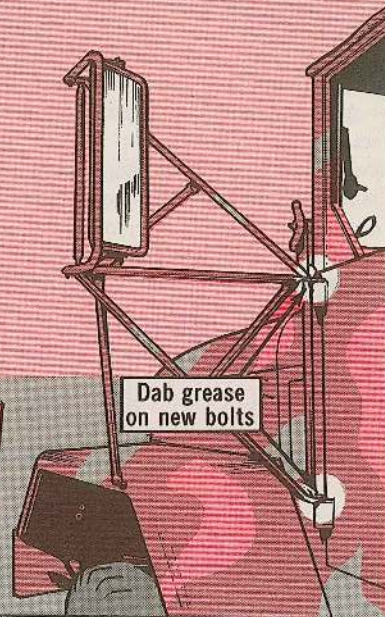
We used to have trouble with busted door hinges on our TM-211-series and TM-260-series 5-ton trucks. The West Coast mirror arm mounting bolt "froze" in the hinge. When the hinge wouldn't turn on the bolt, the hinge broke.

We tried squirting oil on the hinge and bolt to head off rust 'n' corrosion, but the oil couldn't get thru to the bolt.

No more trouble now, tho. As part of our semiannual service, we take off the nut, tap the bolt up out of the hinge a little and give it a shot of oil.

CW4 Calvin Broome
878th Engr Bn GAARNG

(Ed Note—If you have to install a new bolt, dab on a little grease. The bolt is in Figs 22-9 and 22-10, TM 9-2320-260-20P (Nov 72), and Fig 200, TM 9-2320-211-20P (May 73).

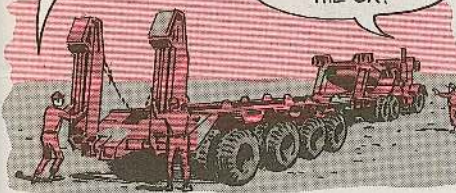


Dab grease on new bolts

M747 Loading Ramps

MAN! THOSE HEAVY RAMPS ARE HARD TO HANDLE!

TRY ALUMINUM -- IF YOUR CO GIVES THE OK!



The first 200 or so M747 HET semitrailers came with steel loading ramps. They're heavy and hard to raise and lower.

With your commander's OK you can get the aluminum loading ramps as used on the later models. Use NSN 3990-00-489-8333 for the left ramp and 3990-00-489-8334 for the right.

YOU STAR
WARRIOR MUST
HAVE DONE SOME-
THING TO OUR
ENGINE... IT
WON'T RUN!

INVISIBLE

DON'T BLAME US,
EARTHLINGS...

AIR IN
YOUR FUEL
SYSTEM IS THE
PROBLEM!

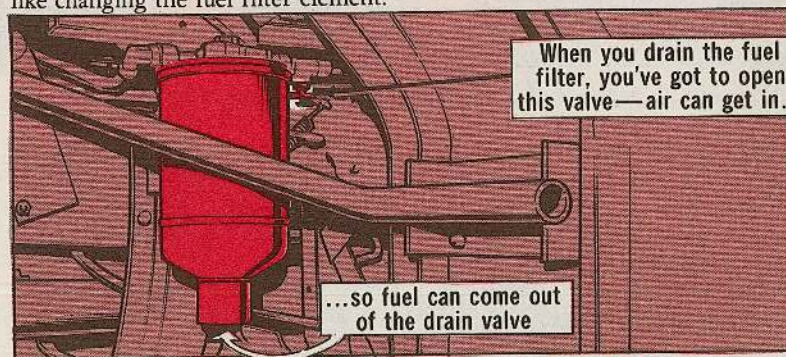
You can't see it, but it can drive you nuts when you're trying to get your truck started...or trying to keep it running...or wondering why engine power's so poor.

It's air—air in your fuel system. It's like an invisible stone wall on an obstacle course. Air in a fuel line, in the fuel pump or anywhere else in the fuel system will stop fuel flow completely or, at least, reduce fuel flow.



Fuel line blocked by air!

Air gets into your fuel system any time you open it up for repairs or service—like changing the fuel filter element.



This means you wind up with air trapped in the fuel filter...air that's got to be removed (purged)

OBSTACLE!

"Purging" solves—or even prevents—the problem. You purge the air from your fuel system when you're done servicing the fuel filter or doing any other work on the fuel system. If you've got engine starting or operating trouble, try purging.

Instructions are in TM 9-2320-260-10 (Nov 77), Page 3-34, Para 3-13e (2), Priming Fuel System, and in TM 9-2320-260-20 (Jul 72), C 2, Page 14, Para 2-48a(2), Purge Air From Fuel System.

Now, you operators grab a pencil and make a note about this purging procedure in your -10 TM, Pages 3-16 & 3-17, Table 3-2, Troubleshooting—Engine.

You mechanics do the same in your -20 TM, Page 2-13, Table 2-4, Troubleshooting—Engine. Also, add this procedure to Page 2-184, Para 2-50a, Fuel Filter—Service, to wrap up the job.

TROUBLESHOOTING ENGINE

TM 9-2320-260-10
TABLE 3-2

2. Engine cranks but does not start.
4. Engine starts but misfires or does not run smoothly.
6. Engine runs rough and lacks power.

TM 9-2320-260-20
Table 2-4.

2. Engine cranks but fails to start (adequate fuel in tank(s)).
4. Engine starts, but misfires or does not run smoothly.
5. Engine does not develop full power.

JOT
THIS DOWN IN
YOUR TROUBLE-
SHOOTING
TABLE...

PROBLEM: Air in fuel system
SOLUTION: Purge air from fuel system

GOTCHA,
KAH-NEE!



But include one other step that'll save you a lot of arm work when you get to purging air from the system with the primer pump. After you install a new element in the fuel filter housing, fill the housing with clean fuel. Then you won't have so much air to purge from the fuel system.

Bolster Trailer NSN's

NO, SIR--THE TERRAN MECHS DIDN'T ACT ON THE INFO IN THEIR TB...

...AND THAT M796 TRAILER IS A HAZARD... SO WE'RE BEAMING IT ABOARD TO DO PROPER PM ON ITS BRAKE SYSTEM!

DON'TCHA THINK WE OUGHTA NOTE THAT TB POOP AND CHECK OUT OUR BOLSTER TRAILER?

LATER! IT'S NOT GOING ANYWHERE!

TM 9-2330-287-14 (Oct 71) on Page 69 lists no NSN for Fig 30, Item 13. Get the flexible control link for the handbrake cable assembly with NSN 2530-00-777-3069.

The TM also fails to give the NSN for the flexible hydraulic brake hose illustrated in Fig 24, Page 41. Get the hose with NSN 4720-00-618-4318.

Additionally, the manual shows the wrong P/N and NSN for Item 4, Fig 36, elbow for air-hydraulic lines on the M796. The right NSN for the elbow is 4730-00-253-4412.

Some of this dope, including bulk material data and instructions on how to fabricate the trailer's hydraulic brake lines, is in TB 43-0001-39-2 (1 Jul 78).

Starter NSN

Use NSN 2920-01-075-5666 to get the starter for your M915-series trucks.

M915-Series Filter

To get the right engine oil filter for your M915-series trucks, use NSN 2940-01-019-4513. The NSN in the TM is wrong.

M911 C-HET...

Heat Exchanger Hose Problem

@!!
DURN
HOSE!

SUGGEST
YOU LOOSEN
THE TUBE
SUPPORT BRACE
CLAMP!

You can't get the heat exchanger hose off as easily as your TM 9-2320-270-20 (Nov 77), pages 5-28 and 5-29, lead you to believe.

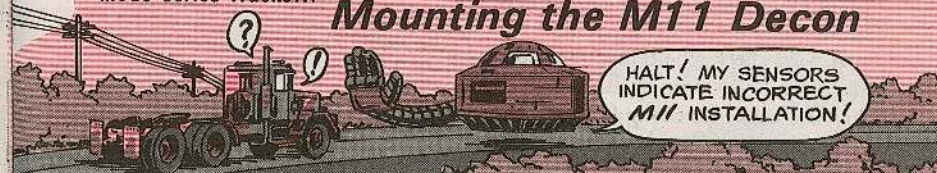
The hose is too stiff to pull off the tube flanges.

Instead, you have to loosen the tube support brace clamp. It's between the radiator and the front crossmember. Move the tube outward—toward the radiator. Then you can work the hose off.



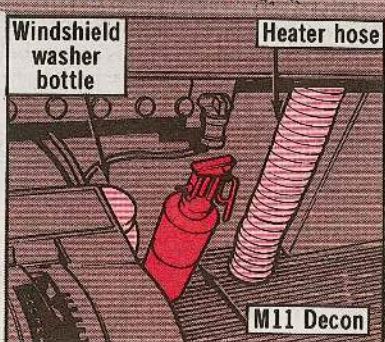
M915-Series Trucks...

Mounting the M11 Decon

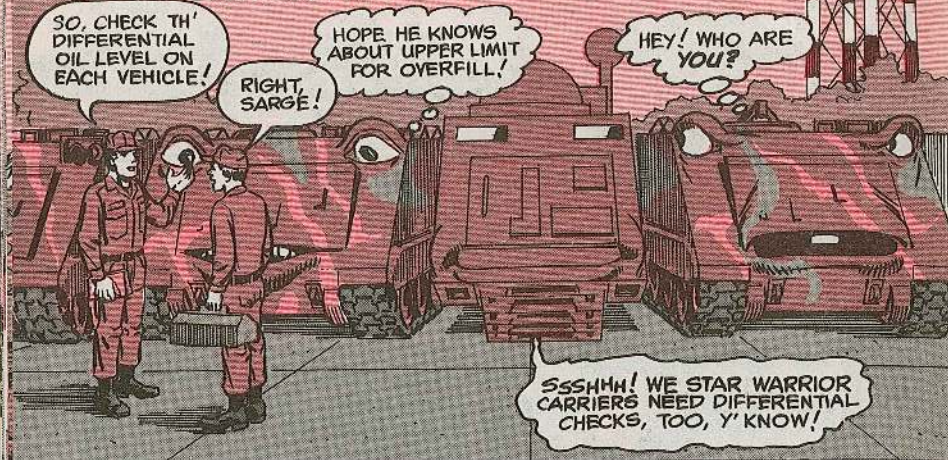


You mount the M11 decon bracket on the cab's fire wall between the windshield washer bottle and the heater hose. Make sure it's straight up because the unit tends to leak when stored on its side.

You need 3 each screw NSN 5305-00-225-3839, lock washer 5310-00-682-5930 and hex nut 5310-00-761-6882. You can find the hardware on pages E-4 and E-5 in TM 3-4230-204-12&P (Feb 78).



Differential Oil Level Check



Watch it when you check the differential oil like it says in the note on page 2-24 of TM 9-2300-257-10 (Aug 78). That note doesn't show the upper limit for overfill.

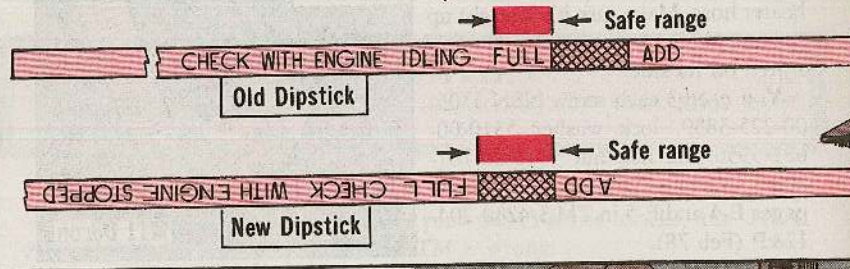
Always check when the oil is cold—at least 10-15 minutes after shut-down. It takes that long for the oil to run down into the reservoir.

On the old type dipstick the level can be as high as the F in the FULL, no higher. Add oil if the level is below the

safe range on the old dipstick.

It is best to get a new dipstick that shows the proper ADD/FULL marks.

NSN 6680-01-015-2856 WILL BRING IT TO YOU!



Coolant Caper

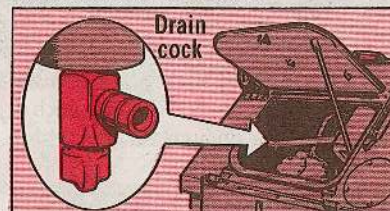
HERE'S WHAT YOU NEED, TERRAN... 6 FEET OF 3/8-IN ID HOSE!



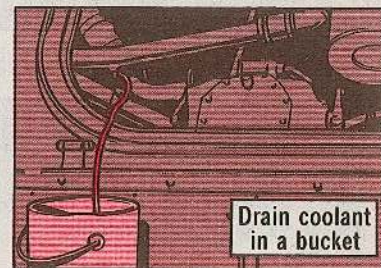
Everybody must save and re-use antifreeze as long as the alkalinity and freeze protection hold up. TB 750-651 (Nov 77) has that word.

Here's how to save the M113 family of vehicles coolant—especially when doing the quarterly service.

Replace the pipe plugs in the coolant lines with drain cocks. Use NSN 4820-00-845-1096.



Then connect a 5- or 6-ft piece of 3/8-in ID hose to the drain cock. Catch the coolant in a bucket. Use NSN 4720-00-177-0671 for the hose.



There is a drain cock in the engine oil cooler housing. Use the hose and bucket there too. You can save most of the vehicle's coolant.

Emergency Lights—RED to AMBER



Red lights on the front of recovery vehicles need to be changed to amber. That's the word on page 2-61 of TB 43-0001-39-3 (Oct 79).

Order amber flasher lights and beam unit.

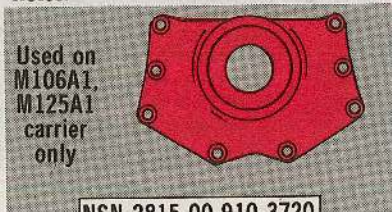
Trunnion



There are 2 different kinds of trunnions for the M113A1 family of vehicles.

Support people have always known this, but you M113A1 crewmen and organizational mechanics should be let in on the secret.

The M106A1 and M125A1 mortar carriers need an extra strong trunnion, NSN 2815-00-910-3720, (PN 11589281) which has 8 mounting holes.



NSN 2815-00-910-3720

Other members of the M113A1 family all have the standard 6-mounting-hole trunnion, NSN 2815-

00-921-5358 (PN 5124762), which is plenty strong enough for everything but mortar fire recoil.



NSN 2815-00-921-5358

So see that you get the correct trunnion when support gives you a different engine.

Whenever you have the engine out for maintenance, look it over and make sure you have the right type trunnion.

You also need the correct mounting bolts (cap screws) and lock washers.

The bolts for the mortar carriers are the extra strong "Grade 8" type.

Troubles



HERE'S THE ENTIRE BOLT STORY...

	Part	NSN	P/N
On M106A1/ M125A1 Mortar Carriers Use—	Mounting bolt (cap screw)	5305-00-121-2634	MS35764-250
	Flat washer	5310-01-086-3233	11589292
	Mounting bolt (cap screw)	5305-00-045-1988	MS90725-87
On M113A1, M548, M577A1, M667 use—	Lock washer	5310-00-209-0965	MS35338-47



Lube Interval Changes

Some of the oil and filter change intervals in your LO 9-2300-257-12 (Jan 79) have been changed.

MAKE THESE CHANGES UNTIL THE HEADSHED PUTS OUT A REVISED LO...

Engine, transmission, transfer gearcase, and final drive intervals are extended from 75 hours/750 miles/quarterly to 150 hours/1,500 miles/semi-annually.

Engine and transmission oil filter changes go to 150 hours, 1500 miles or semi-annually.

Your command got the word in USA TARCOM Msg DRCPM-M13 091730Z Jul 79.

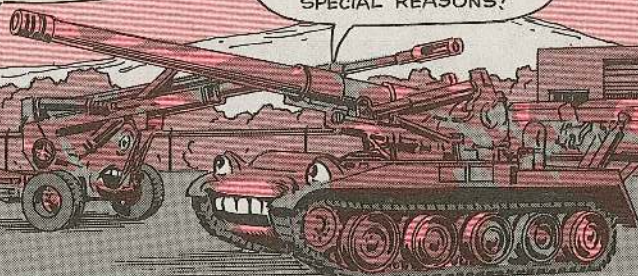
HERE'S AN EXCEPTION, THO...

If your vehicle is on the Army Oil Analysis Program (AOAP), you suspend the LO interval and change the engine oil on condition or as directed by the AOAP lab. This applies in CONUS, Alaska, Panama and Hawaii. On-condition and lab-directed changes do not affect seasonal oil changes.

Supply Without Demand

HOW IS IT YOU GOT YOUR PARTS SO QUICK?

BECAUSE I'M NEEDED FOR SPECIAL REASONS!



You could need some things that you haven't used in the past.

For instance, with new and low density equipment such as the M110A2 or M198 howitzer, you won't have previous demands to prove your stockage of some of the items you really need.

However, items can be added to your PLL—without demands—when approved by the first general staff level in the PLL command structure.

You may need parts for special reasons such as training exercises your unit will be involved in, seasonal needs or essential parts. Or you may have special new or low density equipment with long waits on its repair parts.

As long as the parts are essential to the end item or your mission, the first general staff level in the PLL command structure can authorize them for your PLL independent of any demands. Once authorized, you keep these parts on your PLL, regardless of

the number of requests you make for them or their recoverability codes.

PARAS 2-36 AND 2-37 OF AR 710-2 GIVE YOU THE POLICIES AND PROCEDURES FOR MANAGEMENT OF PLL AND ITS RECORDS!

AR 710-2

★2-36. Basic policies. a. Property book accountability will not be established for prescribed loads held at unit and organization levels under the provisions of this section. This exemption from property book accountability does not organization or unit commander for

★2-37. Prescribed load list procedure. a. The PLL (DA Form 2063-R) is a list of authorized repair parts and maintenance-related items which will be on hand or on order at the unit level in support of organizational maintenance. Items are not included on

M88A1 Running Rough?

Start Again in the Middle

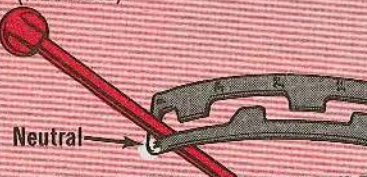
Does your M88A1 recovery vehicle engine run rough in cold weather after you've got it started?

BOY! TH' ENGINE IS SURE RUNNING ROUGH THIS AM!!

THERE'S BAH-NEE! MAYBE SHE CAN ADVISE US!

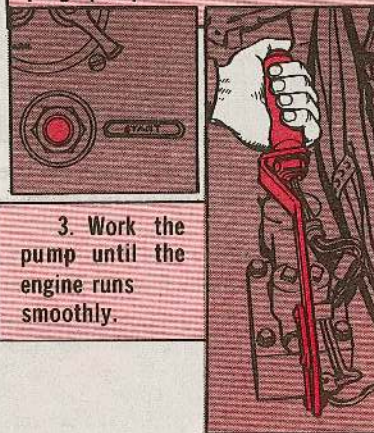
HERE'S WHAT TO DO...

1. With your foot held on the brake, shift the transmission to N (NEUTRAL).



Make sure your generator is charging...then do this—

2. Push the START button, while at the same time pushing in the manifold heater switch on the purge pump.



3. Work the pump until the engine runs smoothly.

That's all there is to it.

You do this because the manifold heater won't work unless the starter and the manifold heater switch are pressed at the same time. It's set up this way to help prevent hydrostatic lock.

The manifold heater warms the air for smoother running.

Course, if the engine won't smooth out after you try this drill several times, tell your mechanic and he'll check it out.

Pushing the engine START button when the engine is already running may wrinkle your mind, but it's the only way to go. The starter bendix won't grind on your flywheel when you do this like it would on your private car and most Army vehicles. Because your M88A1 transmission is in N, the neutral safety switch keeps the starter from spinning.

BATS Slide Fix

WHAT AN
ARCHAIC
LOOKING
SPACE CRAFT?!

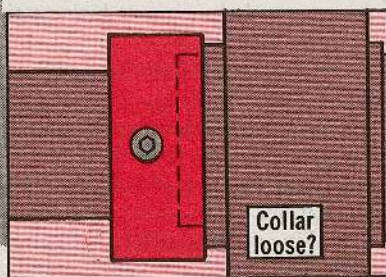


BEEP!
YES... TERRAN'S
ARE A BACKWARD
LIFE FORM!
BEEP!

HERE'S AN
ADJUSTMENT
THAT SHOULD
CURE THE
PROBLEM...

If the slide assembly on your BATS monorail launcher hangs up when you turn the azimuth control crank, you may have a loose locking collar.

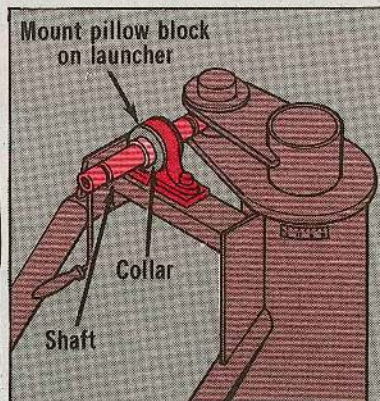
The collar may be loose if the slide assembly fails to move right when you turn the crank left.



If it fails to move left when you crank right, the threaded shaft end may disengage from the azimuth actuator.

When the slide won't move right, it indicates that the locking collar is not engaging the inner race of the pillow block bearing.

Mount the pillow block on the launcher. Face the oval side (kind of egg-shaped) of the inner bearing race away from the launcher.



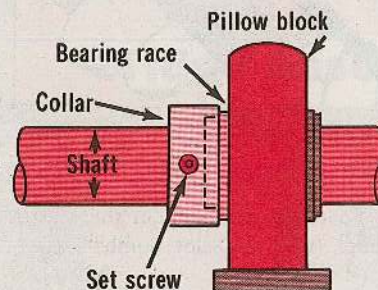
Center the launcher rail on the mount (15° reading on the azimuth plate).

Install the shaft to which the crank attaches and center it in the threads.

OBSERVE!
LAUNCHER HAS
LOOSE LOCKING
COLLAR!

NOT TO WORRY!
BAH-NEE IS
THERE!

Place the collar against the inner bearing race. The collar has a recessed oval cutout which matches the one on the bearing race.



Rotate the collar against the race until the collar slips onto the oval step of the race. Rotate the collar hand-tight, then use your spanner wrench to get the coupling as tight as you can. That locks the collar and race together on the shaft.

Tighten the locking collar set screw...and you're in business.

TOW Systems...

A Strap Can Put You Down!

Your M151A2/TOW quarter-ton and your M113A1/TOW carrier are deadlined when either can't carry a specified number of missiles.

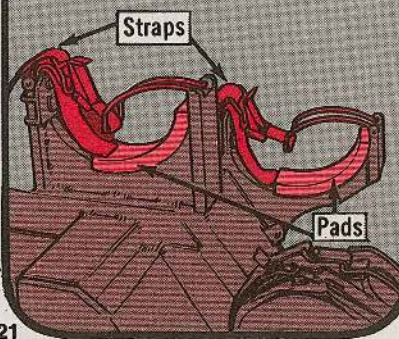
The M113A1/TOW must be able to carry at least 3 missiles. The M151A2 can't go unless it can tote 2. Otherwise, they're deadlined.

BEING ON
DEADLINE
IS TH' PITS!

CHEER UP--
HERE COME
OUR MECHS!



So what's it all mean? Simple. It means racks and their straps and pads must be kept in good shape. If they're not, repair or replace them or get 'em repaired or replaced soonest.



M16A1 Bolt Storage Update

“GULP!”

I HAVE COME FOR THE SECRET OF BOLT STORAGE, EARTH - PUP!

HAND IT OVER FOR THE GLORY OF THE EMPIRE!

Dear Half-Mast,

Our battalion made storage pouches for our M16A1 rifle bolts similar to those you showed on pages 20 and 21 of PS 327. However, moisture got to them.

Our solution was to coat the bolt surface with GAA and inspect frequently for rust. We used leatherette material for the pouches. We sawed a plexi-glass panel on the flap and inserted a card with rack and slot numbers of the weapons the bolts came from.

CPT. R. A. M.



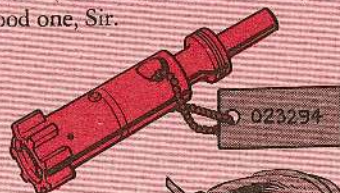
Coat with GAA before storing

Dear Captain R.A.M.,

Moisture will be a minor to constant problem to the stored bolts almost anywhere. Your procedure on coating with GAA and frequent inspections is hard to beat, especially in humid areas. So is leatherette.

Actually, in drier climates than yours, reports of rusting in the pouches have been few. If readers can't get leatherette material in high moisture areas, or if they just want to play it safe, they can ask their canvas shop to use #10 treated cotton duck, MIL-Spec 6-435, NSN 8305-00-170-5415.

Your use of a card in the plastic panel (rack and slot numbers) is a good one, Sir.



...BUT, BE SURE TO TAG EACH BOLT EVEN WHEN THE RACK AND SLOT ID CARD IS USED!

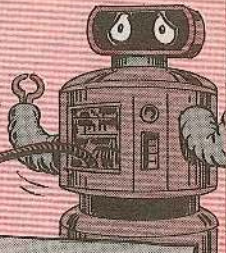
M60 Machine Gun...

Spring Length



HEY! THERE'S A SPRING THAT'S JUST TH' RIGHT LENGTH!

“GULP!”



Dear Half-Mast,

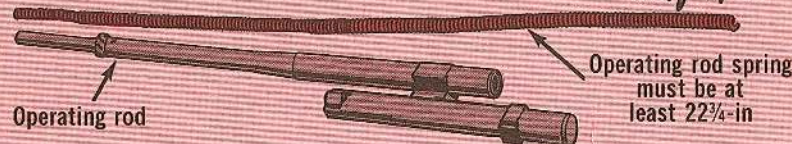
What should the minimum length of the operating rod spring be for the M60 machine gun? The TM said 24 inches but Change 1 deleted that.

PFC R.H.S.

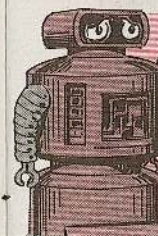
Dear Private R.H.S.,

Minimum length of the spring is 22 3/4 inches. If it's shorter, you replace it. A new spring must be between 22 3/4 and 27 inches. The word was in TB 43-0001-36-1 (Apr 79).

Half-Mast



Bridge Assembly Rivets



SAYS HE'S GOT LOOSE RIVETS-- NEEDS T' GO TO SUPPORT!



HMMM! HE APPEARS TO ALSO BE MISSING A SPRING!

Dear Half-Mast,

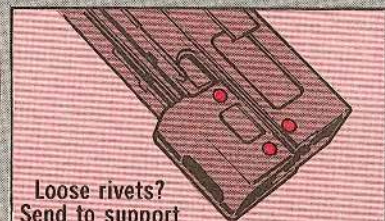
TM 9-1005-224-24 on the M60 machine gun's not too clear on what to do about loose rivets on the receiver bridge assembly. Ch 4 to the TM says all rivets must be tight. Ch 6 says if rivets other than those on the bridge assembly are loose, the receiver must go for overhaul.

What happens if the rivets on the bridge assembly are loose?

SFC D. K.

Dear Sergeant D. K.,

When armorers find loose bridge rivets, the gun should be turned in to direct support. The rivets on the bridge must be tight. Otherwise, support replaces or tightens them.



Half-Mast

For Weapons...



No matter what weapon you use—pistol, rifle, gun or howitzer—CLP can lube it.

Starting right now, you can use this slippery stuff that combines the jobs of a C-cleaner, a L-lubricant and a P-reservative (CLP for short.)

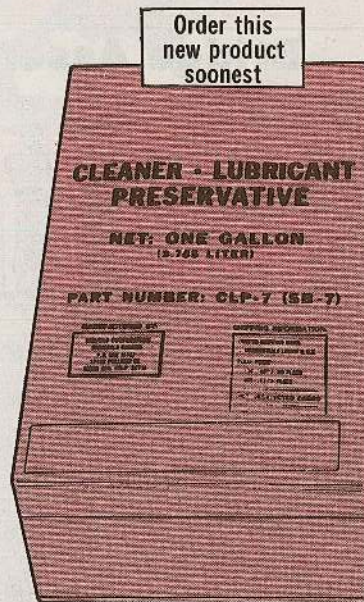
You can get CLP for big weapons with NSN 9150-01-053-6688 for a 1-gal can. A pint container with trigger spray is NSN 9150-01-054-6453.

For smaller weapons you use NSN 9150-01-079-6124 for a 4-oz bottle or NSN 9150-01-079-6123 for a 1-oz bottle.

US Army Armament Command messages DRSAR-MA 192000Z Jun 80 and 181745Z Jul 80 give you the word on CLP.

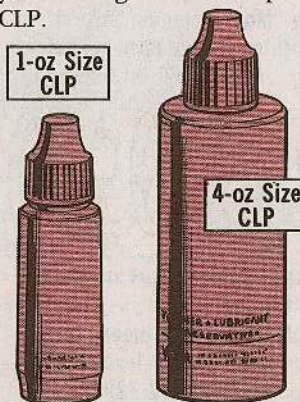
In addition to its use as an alternate for rifle-bore cleaner (RBC), it has been approved for use on lubrication points which now call for LSA, PLS, PLM or LAW (MIL-L-14107), and on oil can points where OE/HDO or OEA are now used.

It works differently from the lubes which it can replace, so new LO's will be printed on almost everything.



SMALL ARMS

For now, remember this: Clean and lube small caliber weapons the way you're doing it now except use less CLP.



In fact, the way CLP is made (super slippery) you'll use a lot less of it for every purpose. That's great because it costs \$25 a gallon.

LARGE WEAPONS

After firing large caliber guns and howitzers, it takes only 2 days of cleaning with CLP, instead of 3 days with RBC the way you do now.

Here's the short and handy CLP way...

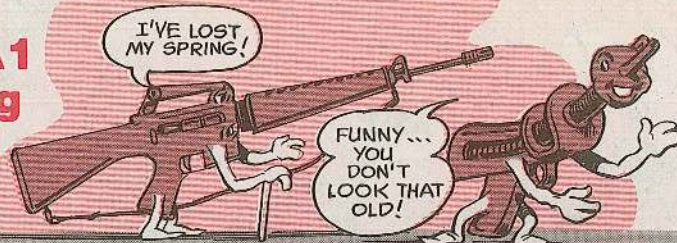
After the day's firing, lightly coat the bore brush with CLP and punch the tube. Then dampen a cloth with CLP and wipe the tube. Let it stand overnight.

The next day you swab the tube once with a cloth slightly moist with CLP if necessary.

That's all there is to it.



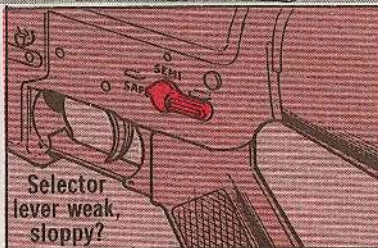
M16A1 Spring Dings



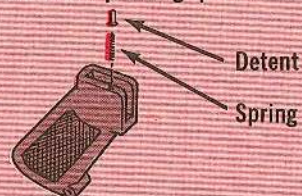
When the selector lever on your M16A1 rifle won't hold solidly in place, or when it seems weak or sloppy, tell your armorer about it.



ARMORERS, LOOK FOR 3 OF THE MORE COMMON PROBLEM AREAS.



1. The selector lever spring, or the spring and detent, gets lost when the pistol grip is removed



from the receiver. In which case, replace the spring and/or detent.

2. The spring gets cut in half when the grip is reinstalled...which means you've got half a spring working. Tension is poor. Again, replace the spring and spread the word about carefully replacing the grip.

3. Somebody puts in the wrong spring. Most common error is to substitute the takedown pin detent spring, NSN 5360-00-992-6655.



That spring's too short and narrow to do the job.

Replace it. You need spring, ejector and selector lever detent, NSN 5360-00-992-7292. It's longer, wider, and has flat ends.



26

THE LATEST WORD ON IT IS IN CH5 TO TM 9-1005-249-20!



TOW/Dragon Target Lamp Blues

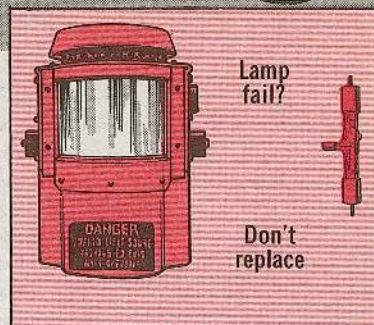


Next time the target lamp fails on your M89E1 (Dragon) transmitting set or M70 (TOW) training set, don't swap lamps or put in a new one.

The lamp most likely failed because of too high a power output (300 watts or more). Any replacement you put in would probably fail too.

Get hold of your support contact team. There's a new alignment procedure in Change 5 to TM 9-1425-470-34 that'll cut down the problem.

If the contact team needs help, it's



available through USAMICOM missile maintenance technicians located in your area.



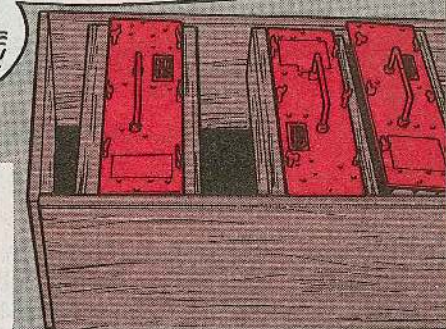
Pack 'Em Right!

...EVEN IF YOU HAVE TO MAKE THE CONTAINER!

Unmounted missile system components get special care in the field, what with padded racks, storage cases and the like. They need it.

Components like optical sights, guidance sets and electronic gadgets, among other things, take a real beating when you let them rattle around loose. You've gotta protect them.

That especially applies when you pack them to go back for repair. Many components have arrived at the depot in far worse shape than they started



out...because they weren't packed right. That's a fact!

So, pack 'em carefully to go to support. Support in turn has detailed instructions in the 746-series TM's for packing missile components. These TM's are listed in DA Pamphlet 310-4.

27

PUBS

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, TM's, TB's, etc.; DA Pam 310-6, SC's and OA's and DA Pam (C) 310-9, COMSEC pubs.

TECHNICAL MANUALS

C 2, TM 3-6665-225-12 Jun Alarm, chem agent
TM 5-4310-367-14 Jun Compressor, 8-CFM C & H Distributors Mod 20-905
TM 5-4520-241-14 Jul Heater, space, multi-fuel, 80,000 BTU, Hunter Mod UH-86F
TM 5-4610-223-12 Jun Water purif 3000-GPH Mat Pro Mod 3000V
C 5 and C 6, TM 5-6115-465-12 Apr Gen set, DED, 30-KW, Mods MEP-005A, MEP-104A, MEP-114A, MEP-005AW, MEP-005ALM, MEP-005AWM
TM 9-1425-380-L May Pubs list for Pershing 1A
TM 9-1425-465-L Apr Pubi list for Shillelagh
TM 9-1425-525-24P May Imp HAWK
TM 9-1425-525-L May Imp HAWK
TM 9-1440-380-20P May Pershing 1A
C 3, TM 9-2320-268-20P Jun M880-series 1½-ton trucks
TM 9-2330-275-14&P Jun Dolly set, lift, transportable shelter, M689
TM 9-2330-362-14&P Jul Semitrailer, van: data center, XM971
C 1, TM 9-2350-253-20-1 May M60A3 Tank
C 3, TM 9-2350-257-10 May M60A1 tank
C 1, TM 9-2350-258-10 Mar M48A5 tank
C 1, TM 9-2350-259-20P-1 May M48A5 tank
TM 9-2350-303-20P-1 Jun M198 towed howitzer
C 1, TM 9-2530-200-24 May Maint standards for inspect and classif of tracks
TM 10-3930-638-10 May Truck, forklift, DED, 4,000-lb, RT, MHE 237
C 2, TM 11-1520-228-20-1 Jun Electronic

config OH-58C

TM 11-1520-239-20P Jun AH-1S chopper
TM 11-2300-459-14&P-7 May MK-1811/VR-43 electronic eqpt install kit
TM 11-2300-459-14&P-2 May MK-1815/GRC-106 electronic eqpt install kit
TM 11-5820-287-20P-10 Jun OA-1396/GRC amplifier group
TM 11-5820-820-12-LD Aug AN/URC-80 radio set
TM 11-5820-882-10 Jul AN/PRC-68 radio set
C 1, TM 11-5855-249-23 Jun AN/VSS-2 (V) 1, 2, driver's night vision viewers
C 30, TM 55-1500-204-25/1 May Gen aircraft maint manual
TM 55-1510-200-PMD Jun U-21-series aircraft
C 1, TM 55-1520-210-23-1 Jun UH-1D/EH-1H
C 4, 5, TM 55-1520-210-23-2 Jul UH-1D/H/EH-1H
C 1, TM 55-1520-210-23-3 May UH-1D/H/EH-1H
C 3, TM 55-1520-210-23P-3 Jun UH-1B, UH-1C, UH-1D, UH-1H, UH-1M, EH-1H
C 2, TM 55-1520-210-PMD Jun UH-1D/H and EH-1H
C 1, TM 55-1520-228-23P May OH-58A, OH-58C
C 5, TM 55-1520-237-23-9 Jun Fault isolation procedures UH-60A
C 5, TM 55-1520-237-23-7 Jul Powertrain UH-60A
C 5, TM 55-1520-237-23-8 Jun Hydraulics, lift controls UH-60A
C 5, TM 55-1520-237-PMS-1 Jun 10-hr/5-day inspect UH-60A
C 7, TM 55-1520-237-PMS-1 Aug 10-hr/5-day inspect UH-60A
C 3, TM 55-1520-237-PMS-2 Jun Periodic inspection UH-60A
C 1, TM 55-2840-248-23P Jun Engine T700-GE-700
MISCELLANEOUS
LO 9-1430-1534-12 Jun AN/MPQ-50 (XO-2) Imp HAWK

LO 10-3930-638-12 May Truck, forklift, DED, 4,000-lb, RT, MHE 237
MCRL-1 Jul Master cross-reference list Part 1 (fiche)
MCRL-2 Jul Master cross-reference list, Part 2 (fiche)
ML-A Jul Management data list (ML) (fiche)
PAM 310-1 Jun Regulations, pamphlets, posters index
PAM 310-2 Jun Blank forms index (fiche)
PAM 310-12 Jun Training guides index
SC 1680-97-CL-A02 Feb Survival kit, hot climate
SC 1680-97-CL-A03 Feb Survival kit cold climate
SC 4940-95-CL-A54 Apr Welding, shelter mounted
SC 4940-95-CL-B02-HR Feb Gen purpose repair, semitrailer
SC 5180-90-CL-N28 Feb Intrenching outfit, infantry
SC 5180-90-CL-N28-HR Feb Intrenching outfit, infantry
SC 5180-90-CL-N04 Mar Tool kit, blacksmith's
SC 5180-95-CL-B01 Apr Tool kit for Lance
SC 5420-97-CL-E29 Mar Bridge conversion set (Bailey)
SC 6230-90-CL-N01 Mar Light set, chart, field port cmd post
SC 6230-97-CL-E08 Apr Flood light set, port, 6 lights, 5-KW
SC 6230-97-CL-E03-HR Apr Floodlight set, port, 6 lights, 5-KW
SC 6875-97-CL-E23 Mar Survey set, precise baseline
SC 7380-97-E08 May Food prep service set
C 2, TB 43-0147 Jun Color, marking, camouflage: eqpt managed by TSAR-COM
TB 43-0213 Jul Rustproofing trucks, trailers
TB MED 507 Jul Heat injury
TB MED 529 Jul Control of hazards to health from microwave and radio frequency radiation and ultrasound

A fable that might happen... if it hasn't already...

AS SCHEDULED, SIRE,
STATIONARY ORBIT OF
SUBJECT PLANET
ACHIEVED...

ANTI-DETECTION
SHIELDS OPERATIVE...

GOOD!
DIRECT PRIMARY SURFACE
MONITORS ON FORT ROCKY...

ZERO CENTRAL
DISPLAY MONITOR ON E COMPANY,
89th SIGNAL BATTALION!

AS YOU
WILL, SIRE!

5-Ton Oil Capacity

Forget the crankcase oil capacity data shown on Page 1-5, TM 9-2320-260-10. It's wrong. Stick with the dope on your M809-series vehicle's electronic plate and its lube order. The total oil capacity (crankcase and oil filter) is 28 quarts.

M129-Series Trailer Cable

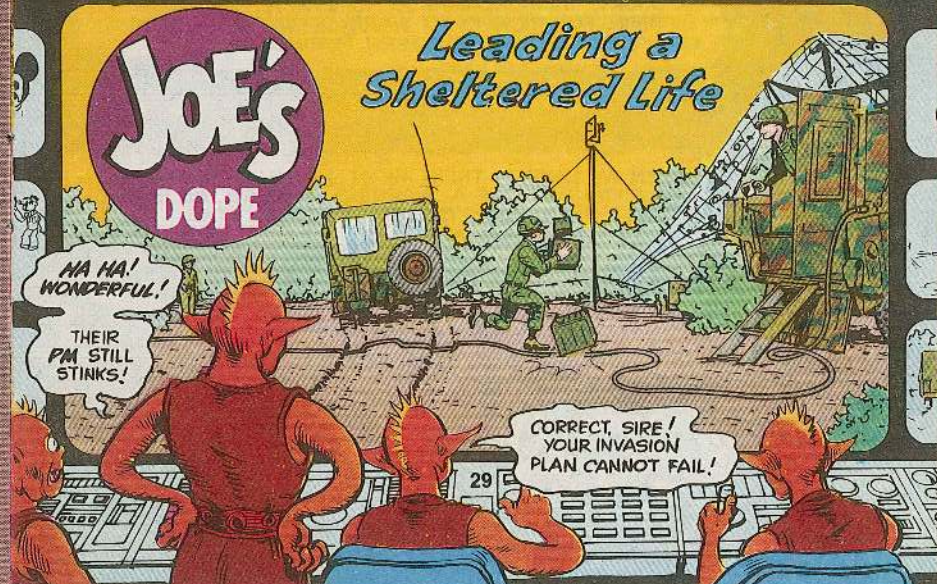
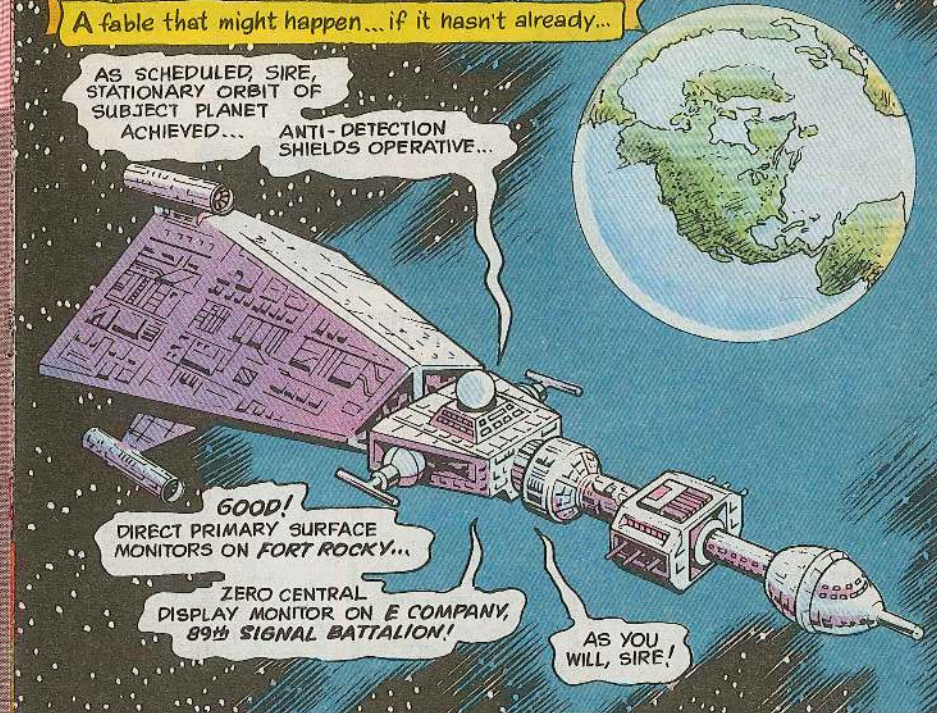
Get a 50-ft 110-volt power cable for your M129-series semitrailer van with NSN 2590-00-104-4572. You won't find it in your TM, so jot it down.

Battery Caution Decal

NSN 7690-00-912-3504 will get you the caution decal that reminds you to disconnect battery cables before charging. Stick the decal near your batteries.

¼-Ton Seats Available

Now you can get new seat frames for your ¼-tonner when the can point's bare. TB 43-0001-39-4 (Jan 80), Page 3-60, Para 3-38 (j), gives PN 10950994 for the front seat frame and PN 11598954 for the rear. FSCM for both is 19207.

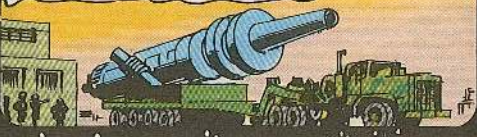




RIGHT!

TAKING OVER
THIS BACKWARD
PLANET WOULD
HAVE BEEN
"CHILD'S PLAY"
BUT...

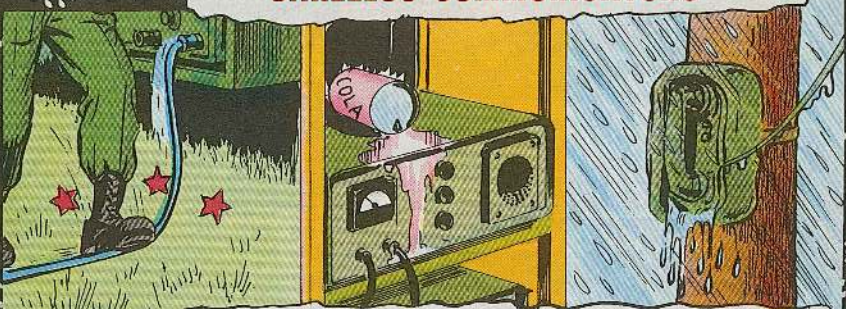
... WHEN OUR PRELIMINARY SURVEILLANCE
DISCOVERED THE US ARMY AT FORT ROCKY
PLANS TO TEST A LASER CANNON, THE
ONLY WEAPON WE FEAR...



... WE HAD
TO DEVELOP
SPECIAL
STRATEGY!

FURTHER SURVEILLANCE TURNED UP JUST WHAT WE NEEDED--
A WEAK LINK IN FORT ROCKY'S DEFENSES... COMPANY E,
89th SIGNAL BATTALION... AN OUTFIT AFFLICTED WITH

CARELESS COMMUNICATORS



IN SHORT, THEIR READINESS IS ZILCH! AND... HA-HA
... THEIR FUNCTION IS TO WARN OF ANY INTRUSION
OF FORT ROCKY'S EASTERN PERIMETER!



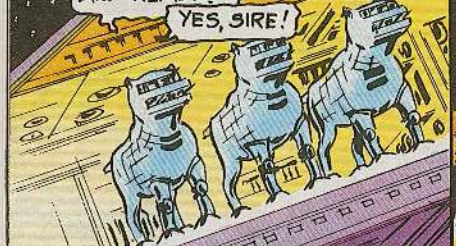
WHEN WE LAND IN THEIR MIDST, THEY'LL NEVER BE
ABLE TO GET OFF A WARNING BEFORE WE PARA-ZAP
THEM! THEN, UNDETECTED, DESTROY THE
LASER CANNON!

ARE THE ATTACK "DOGS" MANNED
AND READY?

YES, SIRE!

THEN
LAUNCH
THEM!

YES,
SIRE!



**STOP,
READER...**

WHILE WE
TURN THE
CLOCK BACK
TO A WEEK
EARLIER...



SPECIALIST LUKE ROGERS OF E
COMPANY? I AM KAH-NEE, PM
EXPERT OF THE STAR WARRIORS!
TAKE ME TO YOUR LEADER, SGT
BUCK GORDON!

Y-YES,
MA'AM!

... SO THAT'S IT, SGT. GORDON!
THE GALACTIC EMPIRE PLANS TO
BREAK THRU YOUR AREA--
TAKING ADVANTAGE OF YOUR
POOR READINESS.

GULP!

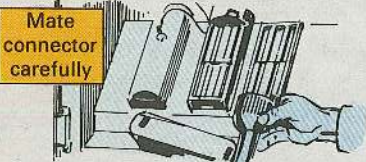
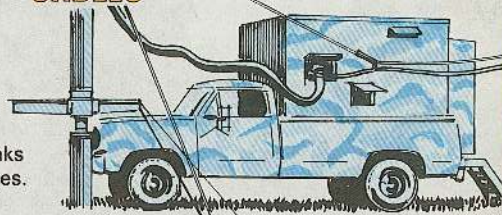


KAH-NEE, SINCE YOUR PEOPLE
HAVE INTERCEPTED ALL THE EMPIRE
SPY BEAMS, TELL US HOW TO STOP
THOSE CREEPS!...

SIMPLE-- YOU MUST BE COMBAT READY!
OPERATORS CAN REDUCE
DOWNTIME BY BEING MORE
CAREFUL...
...LIKE THESE EXAMPLES...

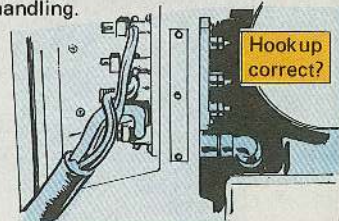
CABLES

Care must be taken
not to ever run over
cables with vehicles or drop
heavy objects on them. This breaks
outside insulation and inside wires.



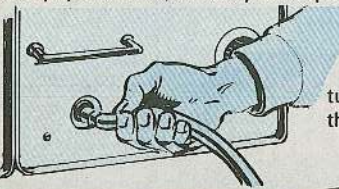
Mate
connector
carefully

Careful hookup prevents broken con-
nectors and receptacles. A good example
is Pair-26 cable connectors. Metal pins can
bend and plastic connector inserts break
with rough handling.



Hookup
correct?

Make proper power connections.
Too much power can burn up
components. Too little hinders operation.
If you're not sure, check the generator
or equipment TM, or ask your supervisor.



A quick check for good cables is to
turn them—gently—near the connector. If
they move freely, they're bad.

HERE'S A POSTER
TO HELP YOUR TROOPS
ACHIEVE READINESS...



Joe's Dope Sheet

Good PM-- both inside and out--
Gives Sheltered Equipment its Clout!
So vital's its Mission
If out of Commission
Your Unit's Survival's in Doubt!

- For proper tie-down procedures and hardware, see:
TB 43-0124
TB 11-2300-372-14
TB 11-2300-374-14-1
SB 11-640
- If you need tiedowns or repair parts, see these manuals:

TM	Shelter
11-5410-214-12P	S-250
11-5410-212-15P	S-318
11-5410-205-15P	S-144
11-5410-206-14P	S-141
11-5410-213-14P	S-280

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.

IMPORTANT! OPERATORS MUST KEEP PUBS ON HAND...

...TO COVER EACH ITEM IN THE SHELTER!

INTERNAL COMPONENTS



Keep internal components operating at their peak by following tuning, operating and maintenance instructions in the manuals—and common sense.

Keep fan outlet clear

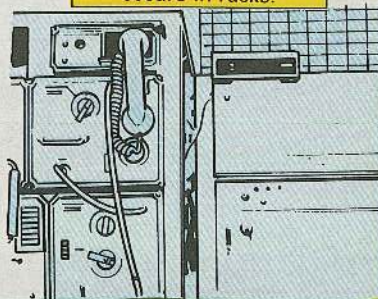
Use chart for frequencies



Be sure you're hooked up to antenna

When it's time to move the operation, use proper care and common sense.

Be sure components are secure in racks.



Transmitters, receivers, signal converters, multiplexers, etc, must be secure. If not, they can shake out, bounce around at the end of a cable or connector and bounce off the floor.



PROBABLY THE BIGGEST CAUSE OF DAMAGE TO COMMO GEAR IS CARELESS TRANSPORT!

SECURING FOR TRAVEL

Some equipment must be carried inside the shelter to the next site or back to base. These need to be secured.



Any of it that's not secured can bash and smash commo equipment while bouncing around.



Unhook all cables before moving out. Pick up the ground rod, too.



Protect items going back for repair.

NOW, READER, WE RETURN TO THE PRESENT...

THANKS TO YOUR HELP AND ADVICE, KAH-NEE, WE ARE TRULY COMBAT READY NOW...

GREAT, ROGERS... GORDON! THE EMPIRE HAS BEEN DECEIVED--AND EVEN NOW THEIR ATTACK DOGS ARE DESCENDING--

...EVEN THO APPEARANCES MAKE US LOOK TOTALLY UN-READY!

I MUST LEAVE... FOR MY PRESENCE WOULD GIVE OUR SCHEME AWAY.

GOOD LUCK!

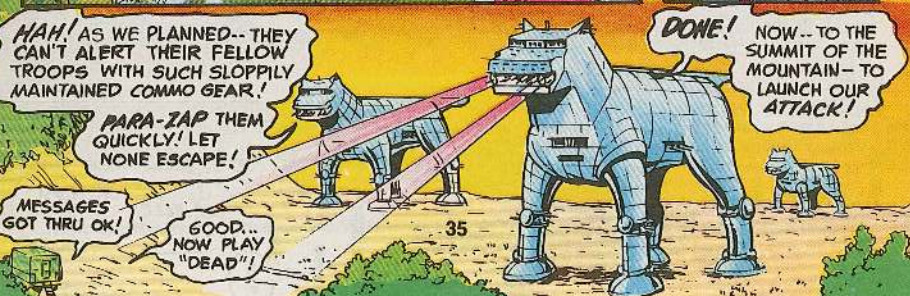
HAH! AS WE PLANNED-- THEY CAN'T ALERT THEIR FELLOW TROOPS WITH SUCH SLOPPILY MAINTAINED COMMO GEAR!

PARA-ZAP THEM QUICKLY! LET NONE ESCAPE!

MESSAGES GOT THRU OK!

GOOD... NOW PLAY "DEAD"!

DONE! NOW-- TO THE SUMMIT OF THE MOUNTAIN-- TO LAUNCH OUR ATTACK!



ANNN!

BELOW US... FT. ROCKY
AND THE LASER CANNON
TEST SITE!
ADVANCE AND
START FIRING!

RIGHT--
BUT--

... THE LASER CANNON
IS AIMED AT US!

SUDDENLY, IN AN
INCREDIBLE BURST
OF AWESOME POWER,
A CUBIC MILE OF
GREAT MT. ELLEN'S
CREST DISAPPEARS...

BA-RRR-ROOM!

... CONVERTED INSTAN-
TANEOUSLY INTO A
MONSTROUS, BILLOWING
CLOUD OF DUST!

BACK ABOARD THE EMPIRE STARSHIP...

ARRGHH! GONE!
...MY BEAUTIFUL
"DOG" PACK!

...GULP...
WHAT WILL
THE EMPEROR
SAY?

SIRE--
LOOK!

STAR WARRIOR
FIGHTERS!

NOW THAT THE
TERRANS HAVE
DESTROYED YOUR "DOGS,"
SURRENDER--OR
JOIN YOUR "DOGS,"
DOGS!

...AND WITHOUT OUR
"DOG" FIREPOWER,
WE CAN'T FIGHT!

WE WE
SURREN-
DER...

... AND AT FORT ROCKY...

WOW! THAT PROVES
THE LASER CANNON
REALLY WORKS!

B-BUT I DIDN'T
F-FIRE IT, SIR!

I-I THOUGHT THAT
MT. ELLEN WAS
DORMANT... B-BUT...

AIR
MOBILITY

RCM is Here!

KLICK

DATA BANKS
INDICATE YOU
ARE OVERDUE
ON OVERHAUL...

EXPLAIN
AH-I!

KLICK

... AND
HIT
SHOWS I'M
FIT!

Reliability-Centered Maintenance has arrived for Army aircraft. The head hangar (TSARCOM) is busy figuring out which aircraft components can safely go beyond established limits.

RCM simply means "keep 'em flying" as long as the equipment performs.

The T-53-L-13B engine for example, is the first aircraft component to get the flying-hour extension. Messages UH-1-79-8 and AH-1-79-6 removed the hourly time between overhaul on that baby.

Keep the T-53-L-13B engine in your aircraft until a Health Indicator Test (HIT) check shows a performance drop. When the exhaust gas temperature goes up, power will come down. It's the first hint that you have an engine problem.

If you can't bring the engine back to life with a compressor cleaning or other corrective action, you have a candidate for overhaul.

BRUSH UP
ON YOUR
TROUBLESHOOTING
PROCEDURES,
BIRD MECHS...

...IT'LL SAVE
UNCLE A
BUNDLE!

Aviation Messages

If your unit has not received these messages, check with your next higher headquarters:

GEN-80-18 Safety of Flight, Operational PH in volcanic ash environment DRSTS-MEA 031905Z Jul 80

GEN-80-18 Log Garler Used w MK JSD Ejection Seat OV-1/RV-1 DRSTS-MAPL 091400Z Jul 80

CH-47-80-08 Safety of Flight, Emergen-

cy, One-time inspect all CH-47A/B/C engine to engine transmission installation TB 55-1520-241-20-11 DRSTS-MEA 232200Z Jul 80

CH-47-80-09 Safety of Flight, One-time inspect all CH-47A/B/C aircraft to inspect alt transmission TB 55-1520-241-10-11 DRSTS-MEA 2121300Z Jul 80

UH-60-80-28 Safety of Flight, Operational UH-60A Black Hawk

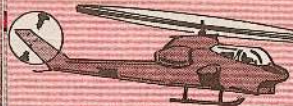
Electro-magnetic Interference (EMI) DRDAV-EEB 021530Z Jul 80

DRDAV-EEB 021530Z Jul 80

UH-60A-80-29 Safety of Flight, UH-60A Tech One-time inspect Black Hawk act main xmst housing tilt control locator dowsel Pins TB 55-1520-237-20-7

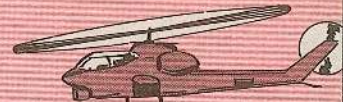
DRDAV-EEB 081800Z Jul 80

UH-60A-80-30 Safety of Flight, Maintenance for UH-60A Black Hawk tail wheel bearings DRDAV-EEB 301510 Jul 80



20 Minutes,

Maybe?!?



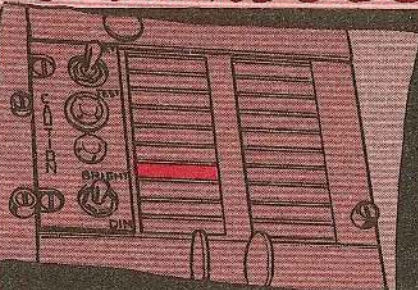
Dear Windy,

When the 20-min warning light in a Huey or Cobra comes ON, our pilots set 'em down in a good spot.

But there's a lot of guesswork involved, Windy.

How much time do we really have when the light operates normally? Also, how do we troubleshoot an early or late light?

SFC A. F. N.



Dear Sergeant A. F. N.,

Considering all the tolerances, Sarge, the caution light can go ON 11 to 26 minutes before engine flameout and still be within the tolerances of MIL-G-7940A. The level of fuel will be down to about 185 pounds—plus or minus 55 pounds.

If the light, quantity gage and the actual amount of fuel do not agree, or they are out of tolerance, the system is kaput or the quantity gage needs calibration.

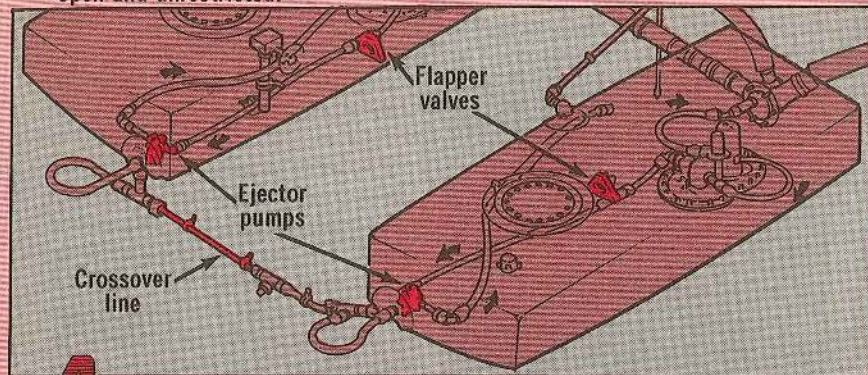
With the bird level, the light can be checked by slowly adding fuel to an empty system until the light goes out. JP-4 fuel weight is 6.4 pounds-per-gallon. The light should go out when the fuel quantity gage reads 130 to 240 pounds.

You can make a more realistic check, tho, by filling the system a few gallons over that needed to turn out the light. Then, either run the engine or pump fuel out the filter—using the boost pumps—until the light comes on.

Then defuel the bird and measure the fuel removed.



- 1 Check for a faulty fuel quantity system. Adjust and repair if needed.
- 2 Inspect the upper crossover line for the forward underfloor tanks to make sure it's open and unrestricted.
- 3 Check the forward crossover line and ejector pumps to see that they are open and unrestricted.



- 4 Inspect the flapper valves for fuel flow faster than the ejector pumps can pump fuel to the rear of the cell. (Check the flapper valve in the left forward cell if the system activates with a higher-than-normal quantity. Check the flapper valve in the right forward cell if the warning light activates with a lower-than-normal quantity). Adjust the flapper valves for proper seating and replace or shim them, as necessary.

Windy

Read the Label

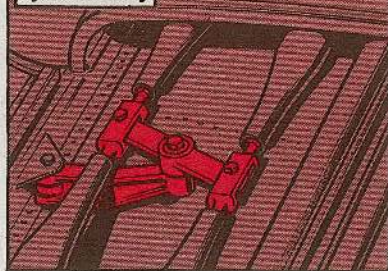
All that glitters is not necessarily good—for your aircraft.

Aircraft oil (synthetic base) is not the only kind of oil packaged in silver-colored cans these days. Some automotive oil (petroleum base) is also showing up in these cans—and has been put into aircraft by mistake. So eyeball the label on the can for specs before you open it. Automotive oil just won't stand up to the high temperatures of aircraft engines.

No Sharp Tools, Please!

There are a lot of bellcranks in the flight control system on your Chinook. Some are more exposed to the elements than others, but you want to eyeball all of them for corrosion.

Eyeballs only



Dissimilar metal contact, where a protective finish is scratched or worn, will also give you corrosion.

Regardless of the cause, tho, never

use a knife, screwdriver or other sharp tool on a bellcrank to inspect for corrosion. You'll scratch the part and remove the protective finish. The result is more corrosion, fast!

Simply eyeball bellcranks for a scaly, blistered appearance. The paint will be discolored, usually with deposits of gray or white powder.

No corrosion is allowed. If you spot it, the bellcrank has to be cleaned and treated. You may even be able to do the job without removing the part.

Corrosion—plus scratches, gouges and other minor damage—should be treated according to the poop in Para 11-119.1 in TM 55-1520-227-23-1 (Aug 78).

So stick with the pub for corrosion inspection and treatment, OK?

Close 'em!

YOU GOT THE SAME PROBLEM, HUH?

YEAH! MY CREW NEVER CLOSES DOORS, EITHER!

It doesn't take much to break a door hinge angle bracket on your OH-58A/C. A gust of wind or rotorwash will do it if the doors are open. To head off sidelining your baby for repairs, always close those doors when you exit the aircraft.

No Finite-Life Extension

NOT EVEN A DAY LATER?

NO!

Dear Windy.
We have a question about pulling the special calendar inspection on UH-1 stabilizer bar tubes.

Para 4-3b of TM 55-1500-328-25 (Jul 72) on maintenance management says you can't overfly finite-life items. Yet, Paras 2-3b(2) and 4-3c (3) say you can pull a special inspection at the nearest scheduled inspection. This could mean going beyond the allowed operating time. Is that permitted, Windy?

CW4 J. D. U.

Dear CW4 J. D. U.,

Negative! Extending the time on finite-life items is a no-no.

A change to the pub is in the works. You can pull the inspection at the nearest scheduled inspection, provided you do not exceed the finite-life time.



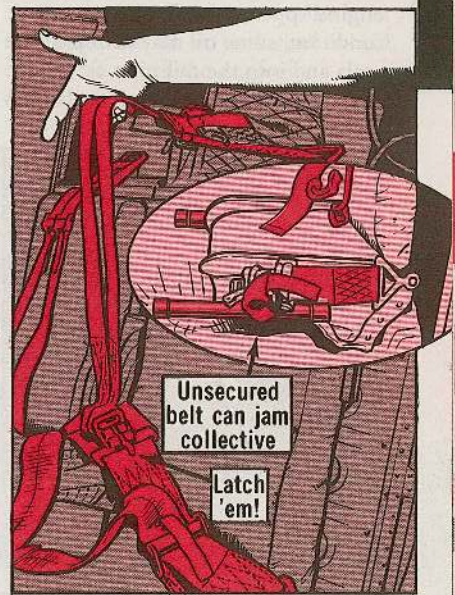
THE DEAL IS... CHANGE 'EM ON SCHEDULE!

Empty Seat? Buckle Up!



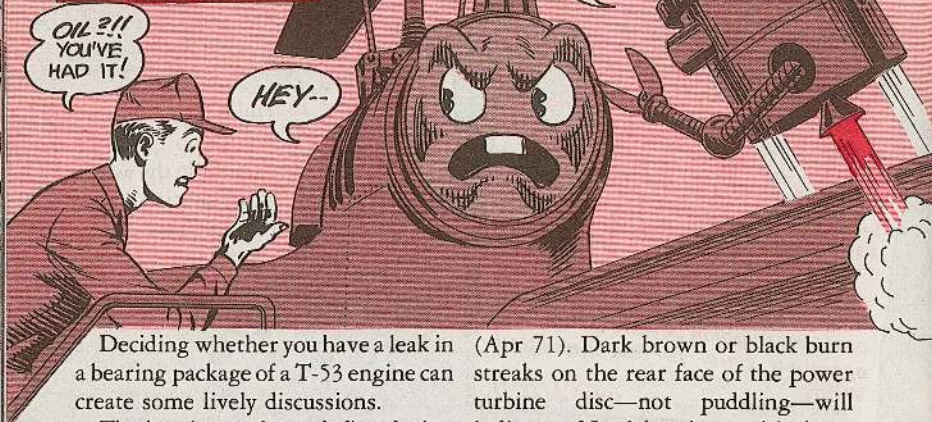
An unsecured safety belt that suddenly restricts the collective could ruin your whole day.

So it's good cockpit sense to latch the harness of an unoccupied seat...no matter what chopper you fly.



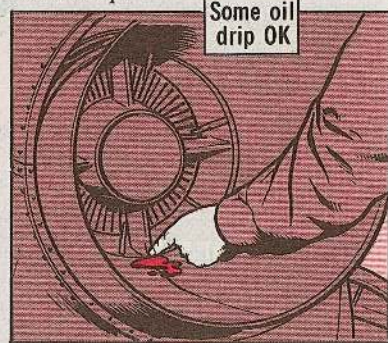
Faulty Bearing Package?

You Be the Judge!



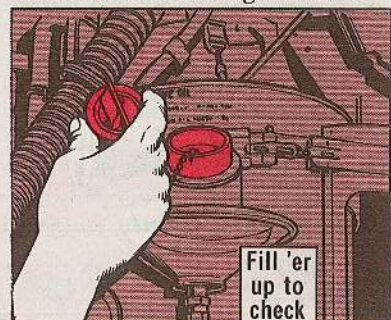
Deciding whether you have a leak in a bearing package of a T-53 engine can create some lively discussions.

The bearing seals work fine during engine operation. But in a static condition, some oil may drip past the seals and into the tail pipe. So engine smoking is normal when that baby is cranked up.



When is oil leakage excessive? When consumption is more than 2.4 pints per hour, according to Table 4-1—item 28—in TM 55-2840-229-24

(Apr 71). Dark brown or black burn streaks on the rear face of the power turbine disc—not puddling—will indicate a No. 3 bearing seal leak.



To check for excessive leakage, fill up the engine oil tank before a mission of 1 or 2 hours and then take a reading after the flight.

Chances are the bearings are OK...no engine change needed.

If you do have excessive oil consumption, tho, follow the troubleshooting info in Table 4-1 of the engine manual.

Wheels Unlocked...

HOLD ONE!



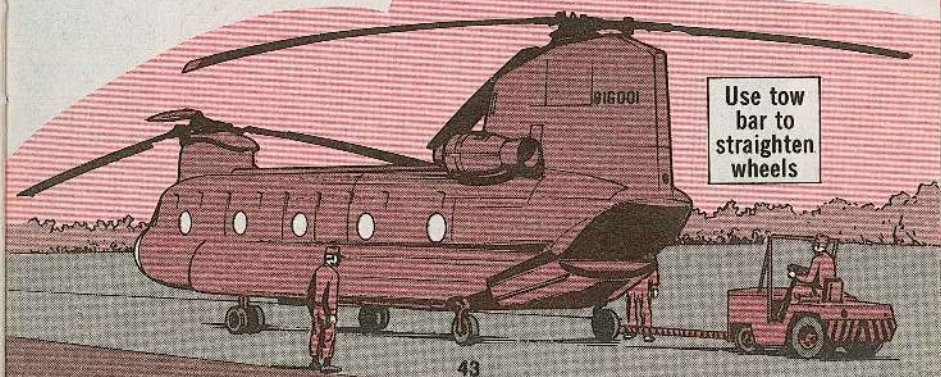
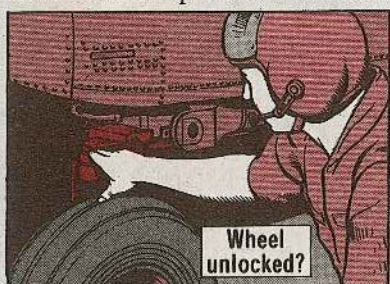
If the rear end of your Chinook tends to dance up a storm when the

engines are cranked up, maybe the aft swivel wheels are not locked!

Happens—even tho the pilot activates the lock switch. Wheels cocked at an angle won't lock.

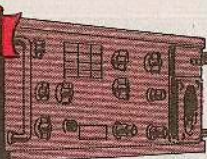
So, crew chiefs, alert the pilot over the intercom of an unlocked wheel before he starts the engines.

To cut out any swing and sway that might damage the bird, make use of a tug and tow bar to straighten the wheels.



COMMO

AN/VRC-12 Series Radios...



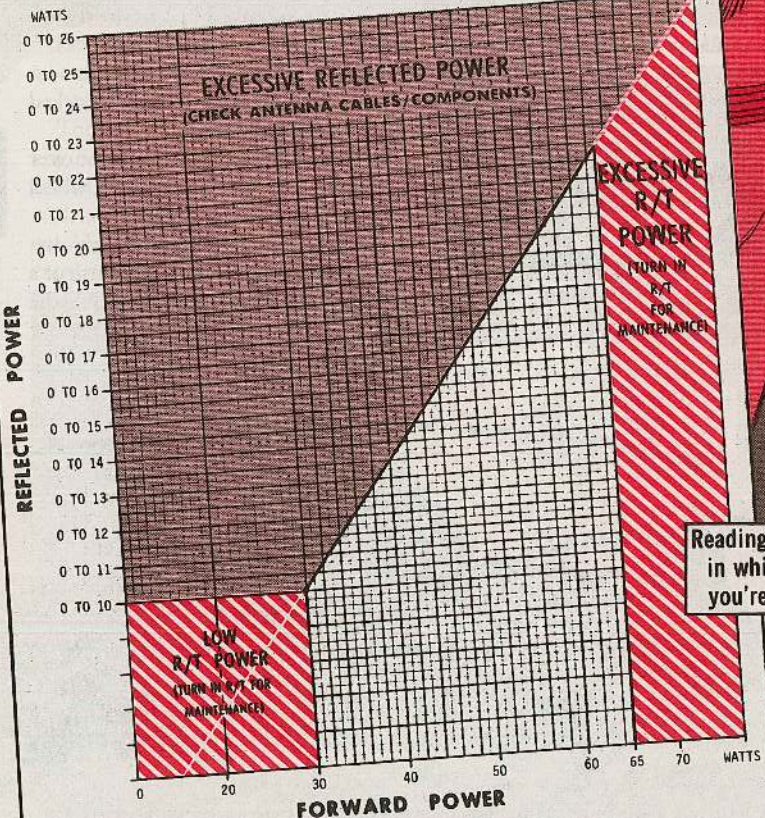
POWER

Check

Worried about too much power zapping your AN/VRC-12 series radio set? Check the chart.

The headshed's just printed a handy one that lets you—and your AN/URM-182 wattmeter—pull a fast power check. To get the chart, visit your post DARCOM Logistics Assistance Office (LAO).

IF THAT DOESN'T GET YOU ONE, DROP ME A LINE AT PS.

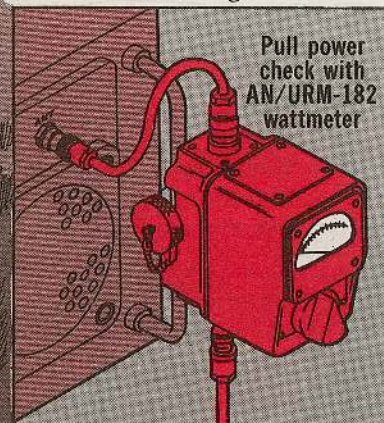


Readings here in white—you're OK!

WHY D'YA THINK WE'RE GETTIN' TOO MUCH POWER, MACON?

BRAVO 61-- THIS IS LUNA 09-- READ YOU LOUD AND CLEAR-- OVER.

The test? Simple. With your antenna up and your wattmeter in its 100-watt Forward Power position, key the RT. Chart the reading.



Pull power check with AN/URM-182 wattmeter

Then, move the selector to 100 watts Reflected Power. Key again. Chart this reading, too. (Be sure the wattmeter or antenna is hooked to the RT before you key. That power needs a load.)

Now scope the chart. If the forward reading is in the red, turn the RT in for maintenance. If reflected power is in the pink, you've got problems in the antenna. Substitute elements, matching units and cables until the problem is corrected. If both readings are in the white, your system is A-OK.

For hookup and maintenance on your wattmeter, see para 5-7 of TM 11-5820-401-12 (Sep 72).

This new test replaces the checks in the -12.

B-BUT, LS...

LS-454's a No-Go

HEE-HEE!



Forget using an LS-454 loudspeaker with your AN/PRC-77 radio set per page 55 of PS 327. The radio doesn't have enough drive to power it. Use the LS-454 with your AN/VRC-12-series radio sets.

TUBING, ANYONE?



In fact, if you do a lot of work with electrical wiring, we've got some other numbers for you, too.

On the other hand, if you need non-shrink tubing to protect bare wire or something similar...

LIKE THIS ASSORTMENT OF BLACK SHRINK TUBING...

Diameter	NSN
1/16-in	5970-00-812-2968
1/8-in	5970-00-812-2969
1/4-in	5970-00-815-1295
1/2-in	5970-00-812-2967
1-in	5970-00-945-2848
1 1/2-in	5970-00-812-1356

TRY THESE...

Gage	NSN
12	5970-00-557-6244
14	5970-00-266-2261
16	5970-00-825-3680
18	5970-00-729-2969
20	5970-00-729-2966

By the Foot

If these don't suit you because of color, diameter or gage, get hold of your supply's Identification List (IL) for Federal Supply Class (FSC) 5970.

Here's another for your book of lists.

A BASIC HOOK-UP WIRE COLLECTION WOULD BE...

Gage	NSN
14	6145-00-295-0818
16	6145-00-295-0801
18	6145-00-295-0836
20	6145-00-295-0799

Need something different? Try the IL for FSC 6145.

MAKE YOUR MARK -- TEMPO RARILY

When you're ready to mark SB-22 switchboard designation strips, reach for a grease pencil or something else that's easily erasable.

NO BALL-POINTS OR MARKERS, SOLDIER!

A GREASE PENCIL?

BUT PENS AN' MARKERS ARE NEATER!

Pens and fluid-type markers leave a permanent message. Those strips might need changing, like when a new subscriber takes that line.

If you've got strips that need replacing, order 'em with NSN 9905-00-639-1679.

Mark strips with erasable pencils



COME TO ME, BABY

Syringe

Keeping the right amount of electrolyte in fully charged nickel-cadmium batteries is PM smarts.

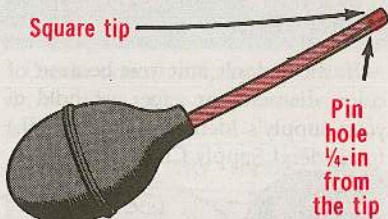
WAY TO GO, EARTHMAN! YOU CAN NEVER BE TOO CAREFUL WHEN DEALING WITH NICKEL-CADMIUM BATTERIES!



But you can go bananas—and get an electrolyte bath—using a syringe that's too flimsy to get an accurate reading...and which could burst when you squeeze it. Has happened!

Use a syringe that's cut straight on the end, and has a pin hole $\frac{1}{4}$ -in from the tip. The syringe should be straight

Square tip

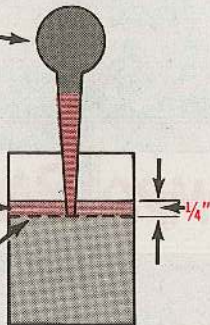


and stiff enough to rest squarely on top of the battery cell plate when you

Bulb

Electrolyte

Top of plates or baffle



adjust the electrolyte level. The bulb should stand up under X number of squeezings.

Using a less durable syringe can be dangerous. For instance, you can get an

Sanity

WAY TO GO!...



I'M JUST WHAT YOU NEED!

inaccurate electrolyte level reading if you use a flimsy syringe with the tip



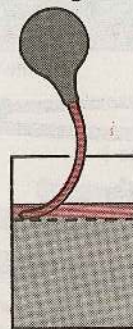
cut at an angle. When you insert the tube in the cell, it's hard to tell if it's resting on the cell plate or has slipped down between plates. Also, the flimsy tube could be resting at an angle on the

cell plate. Either way you'll get a bum reading. And one trooper got a handful of electrolyte when the bulb split as he squeezed it.

NSN 6140-00-003-6096 gets a syringe that does yeoman service getting an electrolyte level reading. This NSN has a bad Acquisition Advice Code (AAC) on the AMDF. So when you ask for it, be sure to use Advice Code 2F in Block 22 on your DA Form 2765.

Could be you'll get a backorder card or your request may bounce. If the reject status code says go local purchase, your support will get the syringe for you. If not, go back with a 2A advice code and force the system to stock those syringes for you.

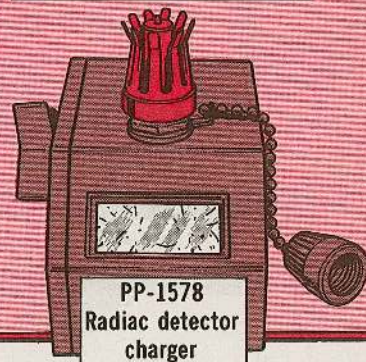
'Course, you always wear rubber gloves, rubber or plastic apron and a face shield when you service nickel-cadmium batteries...for safety and sanity's sake.



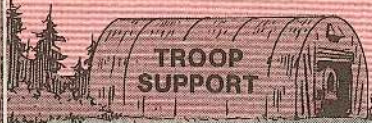
Can't Adapt? No Sweat!

NATO adapter...overseas only

NATO adapters, NSN 6665-01-077-2986, for the PP-1578 radiac detector chargers are in short supply. The headshed says they're for overseas use only and is asking CONUS units not to order 'em.



PP-1578 Radiac detector charger



TROOP
SUPPORT

Shopping For A Shop Tent...

WAY to GO

Here's the

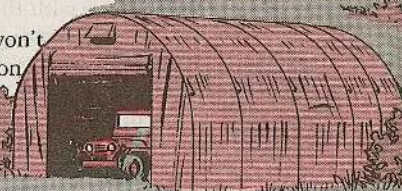
Ordering a new maintenance tent, NSN 8340-00-951-6419, can be a real hassle. The NSN is for reference only and won't get you anything but a rejected requisition.

THE SECRET TO GETTING YOURSELF A TENT IS TO ORDER IT BY COMPONENTS.



YOU NEED 3 DIFFERENT NSN'S FOR THE FRAME...

STARTING WITH THIS ONE...



Frame Section, end, NSN 8340-

2 end arch assemblies



1 intermediate arch assembly



13 short purlins, w/male and female ends

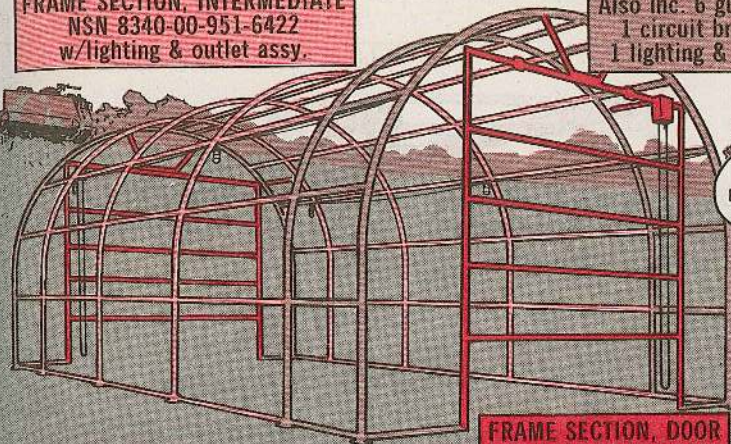


13 short purlins, w/female ends



50

FRAME SECTION, INTERMEDIATE
NSN 8340-00-951-6422
w/lighting & outlet assy.



FRAME SECTION, DOOR
NSN 8430-00-951-6421

FRAME SECTION, END
NSN 8340-00-951-6420
Also inc. 6 guy line assys.
1 circuit breaker assy.
1 lighting & outlet assy.

GOTCHA, KAH-NEE... BUT HOW 'BOUT THE OTHERS?

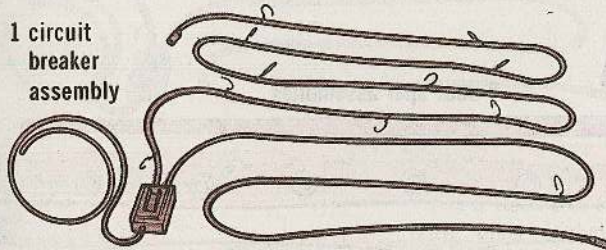


00-951-6420, consisting of—

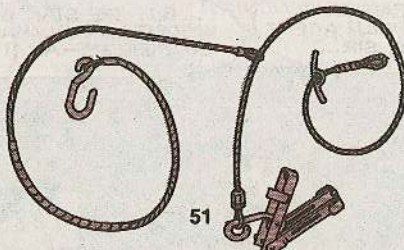
4 end assembly purlins



1 circuit breaker assembly



6 guy assemblies



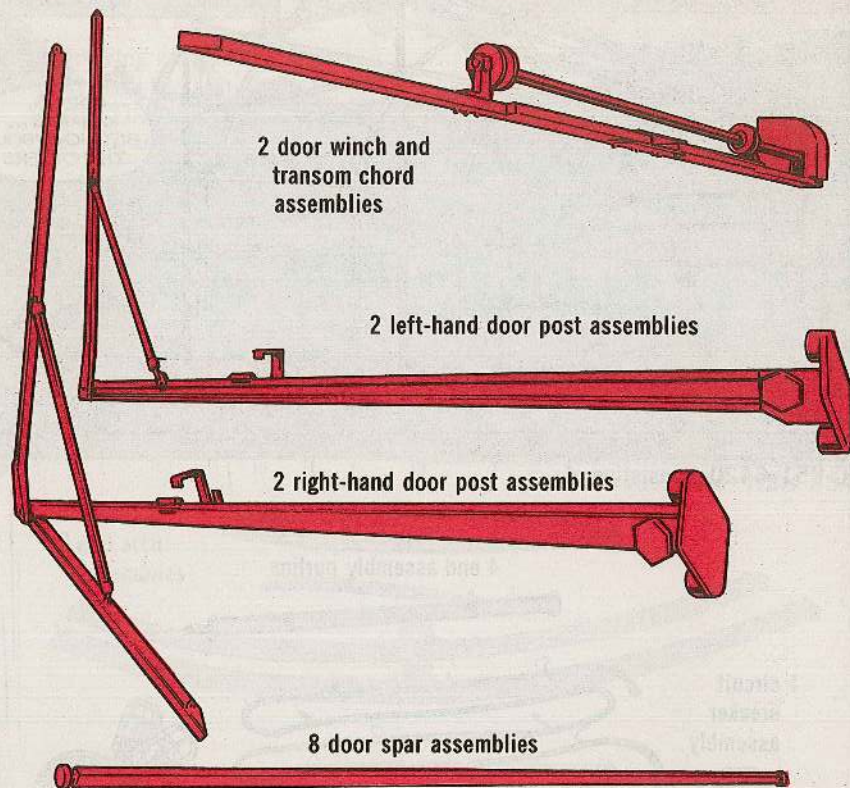
1 lighting and outlet assembly



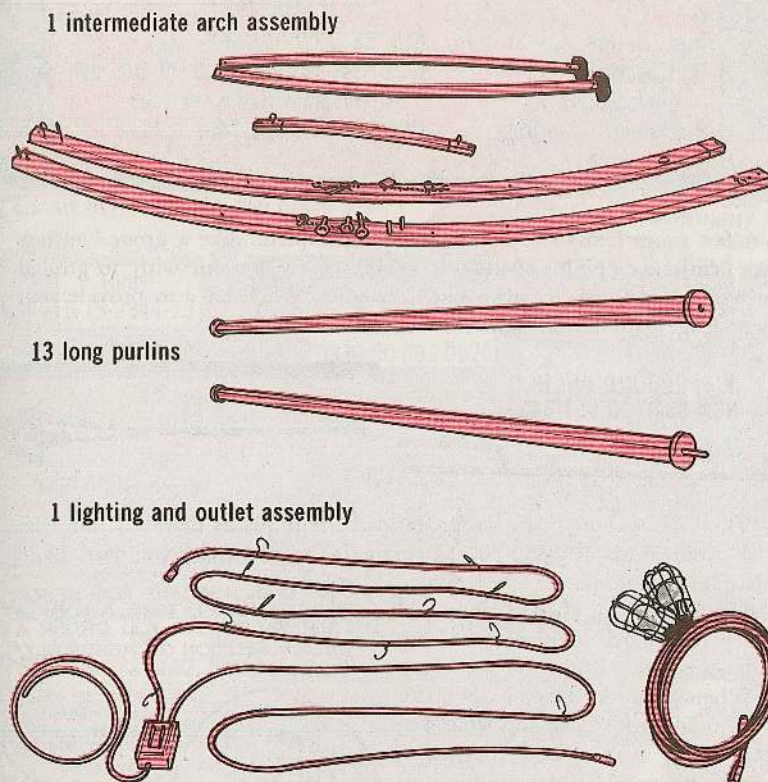
51

PS MORE

Frame Section, door, NSN 8340-00-951-6421, consisting of—



Frame Section, intermediate, NSN 8340-00-951-6422, consisting of —



You'll need one end frame section (both ends included), and 3 intermediate frame sections for a standard 32-foot maintenance tent. Order additional intermediate frame sections to make the tent longer—each one adds 8 extra feet. Remember tho, for safety reasons, you shouldn't build a tent longer than 64 feet.

YES, WE REALIZE WE SHOULDN'T BUILD A TENT THAT LONG, SIR...

... BUT THE STAR WARRIORS NEEDED TO PULL MAINTENANCE ON THEIR PC--AN' IT'S 175 FT. LONG.

2 :BEEP: TRULY PRIMITIVE... THESE WORKING CONDITIONS, EH, SEA-PEA? :BEEP:

RIGHT, AR-TU!

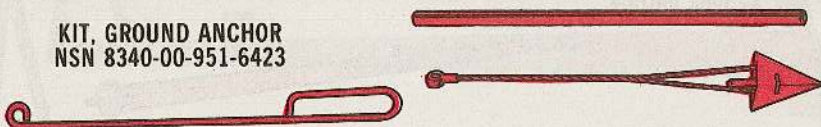
HERE ARE THE CANVAS
SECTIONS AND STEEL PINS...

YOU'LL
NEED THIS
QUANTITY...

ITEM	NSN/PN
Tent Section, end	NSN 8340-00-951-6424 (2)
Tent Section, intermediate	NSN 8340-00-951-6425 (1 for each intermediate frame section)
Pin, steel, 12-in long	NSN 8340-00-823-7451 (24)

A few more items will make your tent complete...like a ground anchor kit, for instance. NSN 8340-00-951-6423 gets you a kit with 50 ground anchors, 2 driving heads, and 2 handles. You'll have to provide your own sledge hammer or maul.

KIT, GROUND ANCHOR NSN 8340-00-951-6423



There's one more thing—rope. It's used more places than anything else. Use your TM 10-8340-207-14 to figure out how much you need. Every place it calls for line or rope, jot down the length needed. Then add it up, and bet you can use a third more...but don't waste it.

When you order Rope NSN 4020-00-536-3476, just ask for what you need. You won't need the whole spool—it's got 2,250 feet of the stuff on it.

A FINAL NOTE--IF YOU NEED
A SINGLE PART, TAKE A LOOK AT
THE TM BEFORE YOU ORDER A
WHOLE SECTION OR ASSEMBLY!

INDIVIDUAL
PARTS
ARE
LISTED THERE
BY NSN!

YOU ORDERED
TOO MUCH ROPE.

IT'S MY IN-TENT
T'GIVE YOU ENUFF
ROPE.

54

PS END

Ice Chest Check

Field ice chests NSN 4110-00-142-2445 (200-lb cap) and 4110-00-640-1941 (400-lb cap) need their share of PM.

Clean the chests and gaskets well with a mild detergent and warm water. Rinse with clean water and let 'em air dry...with the top open.

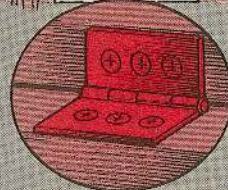
WE'RE THE
PARTS YOU CAN
REPLACE...

BEEP!
MAKE NOTE OF
IT'S NSN, KAH-NEE...

WE CAN USE
THE 400-lb SIZE
FOR OUR RIGEL IV
CAMPAIGN!

BEEP!

Hinge
5-13-2344-13



Gasket, door seal
5330-00-083-9920

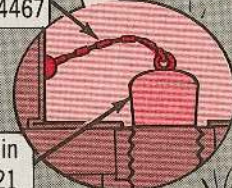
Handle, bail
5340-00-682-1502

Use FSCM 14312—RIC S9G—for the part numbers.

The door gasket—NSN 5330-00-083-9920—is not on the AMDF. It cost 30 cents per foot. When you order the gasket—FSCM 77182, RIC S9I—on DD Form 1348-6, tell support how many feet you need.

Chain, safety
4010-00-720-4467

Stopper, drain
5-13-2342-21



55

MW24B Scoop Loader...

3BEEP= HEARD YOU TERRAN TROOPS USE A ROCK TO FREE YOUR ACCELERATOR CABLE...SO... 3BEEP=

NO! NO!

HOLD ONE!

... THAT'S INCORRECT PROCEDURE, RD-77!

Starter Cable Fix

Other Cable PM Tips

Keep the cable assembly free of rust. Lube the cable with 10W oil where it goes thru the seals.



Adjust the throttle control assembly like it says in Fig 4-5, and para 4-18, TM 5-3805-251-12 (Oct 72).

Remember, you have 2 seals at the upper cable end and 2 at the lower connection fuel injection pump control arm.

These NSN's for the 2 seals and the clamp will show up in a change to TM 5-3805-251-20P (Jul 74). The SMR codes will be PAOZZ.

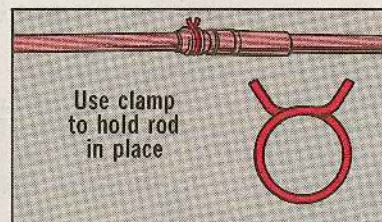
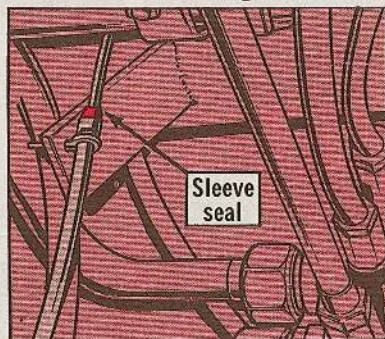
Keep a sharp PM eye on the molded seals on your MW24B 2½-cu yd scoop loader's starter—or accelerator—cable.

These 2 seals—cable rod seal NSN 5330-00-168-5686 and sleeve seal NSN 5330-00-168-5489—keep water out of the cable housing.

But water runs past damaged, loose-fitting or missing seals and rusts the cable sleeve. When you try to start up the loader, the rust-frozen accelerator cable won't budge. Stomping on the pedal or hitting it with a rock won't free the cable...just damage or break it at the upper ball joint.

Help's here.

The scoop loader headshed has OK'd using hose clamp NSN 4730-00-230-2959 to hold the seals in place.



JD410 Warranties

Check the warranty data plates and warranty cards for your John Deere loader/backhoes bought under contract No. DAAE07-78-C-6727. Some data plates and cards are stamped with the wrong warranty period—12 months.

All John Deere model JD410's are covered by a 15-month warranty period.

Stamp a "5" over the "2" on your data plate, or scratch out the "12" and replace it with "15".

EXCHANGE YOUR INCORRECT WARRANTY CARDS WITH CORRECT ONES BY WRITING TO...

Mr. Joe Green
Deere & Co
John Deere Rd
Moline, IL 61265

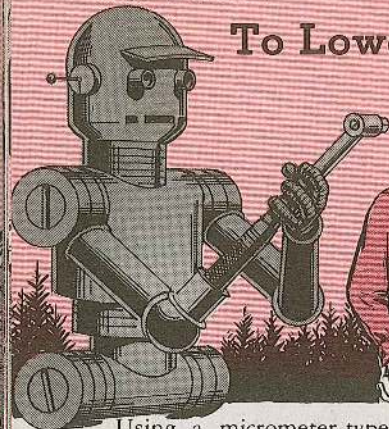
U.S. ARMY	
MODEL JD 410	CAPACITY 62 SAE NET HP
SER. NO. 235821	YEAR OF MANUFACTURE 1975
ENG. SER. NO. 357574	INSP. STAMP
REGISTRATION NO. UC00R3	
NSN 2420-00-540-0195	CONT. NO. DSA-700-74-C-9050
CH. DRG. WT. 1500	CR. CROSS VEHICLE WT. 15360 (L)
OVERALL HEIGHT 136	WIDTH 90 IN. LENGTH 295 IN.
WARRANTY 12 MO. OF	DATE SHIP 1975

Make this "12" a "15"

JOHN DEERE DUBUQUE WORKS

Torque Wrench...

To Lowest Setting—Then Stop!



SAYS HE NEEDS T' TORQUE BOLTS ON HIS FLITTER.

WELL... LONG'S HE REMEMBERS T' STOP AT TH' DETENT...

If you turn the handle past this detent, you'll disengage it and that means a torque wrench trip back to the factory.

Using a micrometer-type torque wrench calls for e-a-s-y handling...specially when you turn the handle counterclockwise to set the wrench at its lowest setting.

Every micrometer-type wrench has a snap ring inside the handle that engages the barrel groove when the wrench is set at its lowest setting.

Read the instructions in the manufacturer's pamphlet that comes with the torque wrench.

Take it easy when turning the handle back to the lowest setting. Never force it past the detent. Learn to live with the fact that torque wrenches are precision tools that need extra attention.



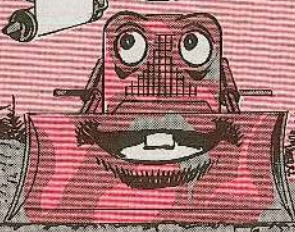
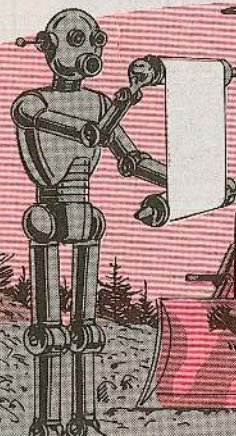
Filter Element Update

BY OFFICIAL STAR WARRIORS DIRECTIVE, KNOW YOU, ONE AND ALL:

D7F MAIN FUEL FILTER AND ACCESSORY DRIVE FILTER USE DIFFERENT ELEMENTS!!

The main fuel filter and the accessory drive filter on your D7F dozer use different elements. The fuel filter element is NSN 2910-00-287-1912. Use PN 3R9434 and FSCM. 11083 to get the filter element for the accessory drive. The RIC is S9C.

THANKS, BUDDY!



Air Blow Gun Safe?

Take a look at the air blow gun you use. It could be unsafe...dangerous to your health.

Cable cutter aper

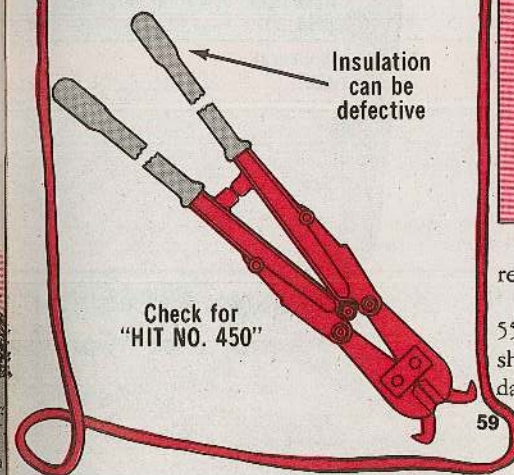
Some cable cutters—NSN 5110-00-541-6730—have defective insulation sleeves on the handles. Cutting into a hot cable could leave you cold!



Check your cutters ASAP. If they're stamped with "HIT No. 450", turn 'em in to your support unit pronto.

Note on your DA Form 2765 that the cutter is defective and dangerous...unserviceable.

Use the same NSN to reorder a new cutter. When you get it, be sure it's not stamped with "HIT No. 450."



1. A nozzle that produces an air cone barrier around the main air stream...to protect from chip fly-back.
2. A nozzle that limits air pressure to 30 PSI even tho the air valve is fully open.

If it doesn't have these features, replace it.

Air blow gun NSN 4930-00-333-5541 in your No. 1 and No. 2 Common shops sets meets these safety standards.

DO YOU
HAVE A
BUNCH OF
MICROFICHE
BUT NO
VIEWER?

OR IS YOUR 'FICHE
VIEWER OR READER/
PRINTER OUT OF
OPERATION BECAUSE
OF A BUM LAMP?

HERE'S
HELP...



CTA 50-909 is your authorization to
get the viewers and viewer/printers.

Several models are available
through the Defense General Supply
Center (DGSC), Richmond, VA.
Eyeball this list and order what you
need.

In addition, you can now get 2
portable briefcase microfiche viewers.
They are made by the Bell & Howell
Company, 5203 Leesburg Pike, Baileys
Crossroads, VA 22041, and are local
purchase items on the AMDF—
Acquisition Advice Code (AAC) L.
They have a screen size of 14 by 11
inches and use 120V AC current or a
12V DC power source. 240V AC
models are also available.

NSN 6730-01-080-7932 gets you a
"Commuter" model (PN 102770 for
\$282. For \$368 and NSN 6730-01-
080-7933 (PN 102771), you get the
same model with a battery pack.

Bell & Howell also makes a 20-ft
extension cord, P/N 123779, for these
viewers. It has clamps and its own
circuit breaker and costs \$23.

For Your 'FICHE

VIEWER/PRINTERS

Make and Model	NSN	Lamp PN and FSCM	Lamp NSN
Bell & Howell Unimode Spacemaster	6730-00-116-1620	FCS 08108, 08807, 58854	6240-00-409-8295
Minnesota Mining & Mfg Company 390 (ADM) "480 Data Printer"	6730-00-044-3242	78-8008-7559-9 94862	6240-00-476-1228
Micro Design RP 550	6730-00-116-1620	FCS 08108, 08807, 58854	6240-00-409-8295

VIEWERS

Washington Scientific Industries Mini-Cat 1114D	6730-00-116-1618	ELD 08808	6240-00-449-6003
Micro Design 1200	6730-00-116-1618	A1157 52947	6240-00-409-8295
Micro Design 990	6730-00-116-1618	00542800 53027	No lamp NSN
Northwest Microfilm Inc. Northwest 14	6730-00-116-1618	5542 55426	No lamp NSN
Electro Optical Mechanism 416 *	6730-00-074-2729	A1157 52947	6240-00-409-8295
Micro Design 200 *	6730-00-074-2729	A1157 52947	6240-00-409-8295
Washington Scientific Industries 1114 *	6730-00-074-2729	ELDEJN 08807, 80204	6240-00-449-6003
Wollensak 414-1 *	6730-00-074-2729	BGL300W120V 04655	6240-00-102-9648

* Viewer/printer has a single (48X) lens only; other available viewers and
viewer/printers have dual (24X and 48X) lenses.

** Viewer no longer stocked; lamp can be ordered

Tool Turn-in Tip



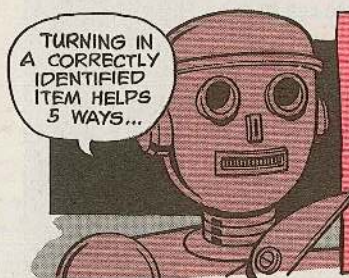
SUPPLY



DOES HE SIGN A HAND-- OR A CLAW RECEIPT?

Any time you turn in excess tools, be sure the NSN's match the items described. A little extra care on your part can head off countless hours of confusion when the tools are cycled back through the supply system.

Your job will be easier if you'll keep your hand receipts posted with correct NSN's. Be sure to adjust your hand receipt for tools you turn in.



- The item manager puts your tools back into the system faster. Some trooper may be just waiting for the tool you turn in.
- You'll get proper credit for the turn-in.
- You won't get stuck for payment of "lost" tools.
- You'll save Uncle a bunch of bucks in tool costs.
- You'll make good marks for your bookkeeping when the IG makes his visit.

Remember to turn in tool overages within 10 days after you get a new SC or change. Para 2-5s in Change 6 to AR 710-2 has this word.

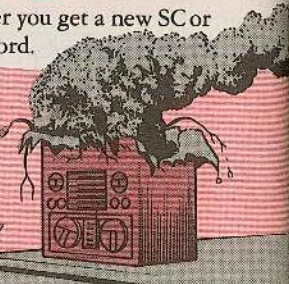
PLL Set-Up

THE STAR WARRIORS' COMPUTER.

IT- IT BLEW UP??!



ALL I DID WAS FEED IT MY PLL PROBLEM...



AR 710-2 says if an item is issued as each, but used in sets, the PLL stockage will be in a set—enough to make a one-time repair of one end item.

That just means if a part is ordered and issued as each, but you need more than one to make a one-time repair of one end item, your PLL stockage will be based on the number needed for actual one-time repair.

For example, you need 2 wadgets to repair one truck frammis. If your request demands add up to a stockage of 3 wadgets, your actual authorized stock is 6. The number you stock is the demand-supported stockage times the number needed for a one-time repair.



Unit Code Cross-Over

The DA Form 1687—Notice of Delegation of Authority—Receipt for Supplies—is a handy tool for keeping up with who the CO wants to pick up supplies or sign paperwork.

That form lists the names and signatures of designated people, the CO and unit. The Department of Defense Activity Address Code (DODAAC) should go in the Account Number Block.

But sometimes you or your support needs to cross the Unit Identification Code (UIC) to the DODAAC. Putting both the UIC and the DODAAC on the Signature Card would sure make that easier.

Get with your support and make it SOP to put both DODAAC and UIC on your DA Form 1687. Leave the DODAAC in the Account Number Block, but slip the UIC in the Organization Block right after your unit info.

DA 2064 NOTES

Wondering when and how to close out a DA Form 2064 Document Register? Close it out by calendar or fiscal year—the choice are yours and your CO's. A short statement or the words, "Completed Register", the date and your CO's signature are all you need.

All sharp supply types know that when a nonexpendable document register is completed, you tuck it into File 1416-15 Document Register Files for 2 years. But some people missed the change on the expendable/durable document register. Now when that form is completed, slip it into the General Administrative Logistics Files 1401-02. You hold onto those forms for 2 years also.

Made a goof on your DA Form 2064? Hold off on using tape or "whiting out" the goof. Just line out the incorrect entry and reenter it below. Trying to write over mistakes just leads to confusion and maybe the old fish-eye from inspectors.

Supply Team-Up

The supply system is geared up to make your part-numbered item requests easier.

But a part number by itself won't make it. Part numbers come from the manufacturer, and anything goes! One part number may show up on several different parts or items.

Part Number	FSCM	NSN
51056	53939	5895-00-241-6197
51056	61864	5340-00-664-5845
51056	63743	1075-00-553-8705

NOTE - THE SAME PART NUMBER, BUT DIFFERENT FSCM APPLIES TO COMPLETELY DIFFERENT ITEMS!

So there's the Federal Supply Code for Manufacturers (FSCM) to tie a part number to a particular manufacturer. The FSCM is a 5-part (digit) code assigned to each manufacturer who deals with the government.

The FSCM may have its own column beside the part number column in a parts manual. Other pubs put the FSCM in parentheses in the description block. Older manuals seem to hide the FSCM. Check the index in those pubs.

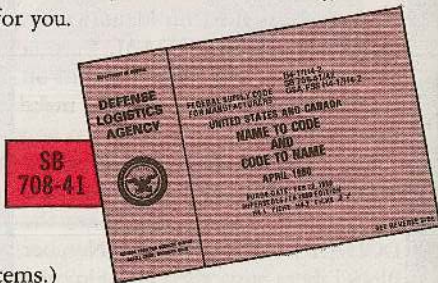
[illegible]

FSCM may have a column of its own or be in parentheses in the description block

Can't find an FSCM? Put the manufacturer's name on your request (DD Form 1348-6). Support should have a copy of SB 708-41, Federal Supply Code for Manufacturers: US and Canada—Name to Code, on microfiche. They'll look up the code for you.

Your part number depends on the FSCM. The FSCM leads the way on the request. You put it in the stock number or part number block as the first 5 places of the part number—with no break or slash between them. (DA Cir 700-29 Supply Requisition Processing (Apr 80) has more good poop on ordering part numbered items.)

Even when you just look up part numbers on cross-reference lists, always make sure the FSCM matches, too.



M109 Steering Hazard

Steering problems have developed on the M109A2 SP howitzer...and the same thing could happen to any of the M109-series. Be careful when you drive...and don't drive 'em unless you have to.

The trouble is with Sleeve Bearing NSN 3120-00-179-5514. It's swelling, causing a steering bind.

Your mechanic can do a field fix as detailed in
USARTARCOM Msg DRSTA-MCC 111200Z Sept
80.

M880 Front Wheel Hub

One front wheel hub fits all 4-wheel drive M880-series trucks. Hub PN 4031972 is superseded by Hub NSN 2530-01-084-7151 (PN 4089275). The hubs are shown as Item 9, Fig 58, in TM 9-2320-266-20P.

Canvas Cover NSN

Need a cover for your Cot, Folding, NSN 7105-00-935-0422? Order one with NSN 7105-00-935-1845.

TOW Elevation Check

When you make the TOW system counter-balance (elevation) launch tube check as described on page 19, PS Issue 334, the tube should not drift up or down. See Table 2-6, Step 4, CH 5 to TM 9-1525-470-12.

A Hot Number!

Before you aircraft types decide to ship an engine or other dynamic component for overhaul ahead of schedule, call Corpus Christi Army Depot at Autovon 861-2651/2652. Support may be able to recommend corrective actions to "keep 'em flying."

M916 Safety Recall!

Don't use your truck until the 5th wheel mounting spacers have been replaced. Welds are breaking. You could lose your 5th wheel and trailer. Your command got the word to deadline the M916 trucks in TARCOM Msg DRCPM-HT 291130Z Aug 80. TARCOM -Msg DRCPM-HT 171443Z Sep 80 tells how to get new spacers.

1/4-Ton's Grommet

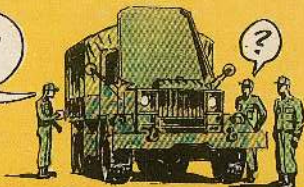
To get the rubber grommet for your 1/4-ton truck's rear fuel supply line, use NSN 5325-00-507-8701. The NSN in TM 9-2320-218-20P for Item 5, Fig 18 is wrong.

Vulcan TM's

If you've got old parts manuals for the M163A1 or M167A1 Vulcan systems, you've got parts identification and other problems. Right now, get yourself TM 9-2350-300-20P (Mar 80) on the M163A1 and TM 9-1005-286-20P (May 80) on the M167A1. Never use any old or "draft" tech manuals.

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

SORRY, SIR--
IT'S DEADLINED!
CAN'T FIX IT
WITHOUT
THE 7M!



Is Your Maintenance Suffering From a Lack of Current Pubs?

Department of the Army
Military Publications
Publication 310-10-2

The Standard Army
Publications
System
(STARPUBS):
Resupply Guide

Department of the Army
September 1981

DA Pam 310-10-2
tells you how
to use...

DA Form 4569
and get
hurry-up
service through
AUTODIN!

BACK ON
LINE, SIR!



AUTODIN
WORKS
FINE,
HUH?

Note: AUTODIN is an electronic system of
transmitting information on DA 4569.
See page 4 of DA Pam 310-10-2.