

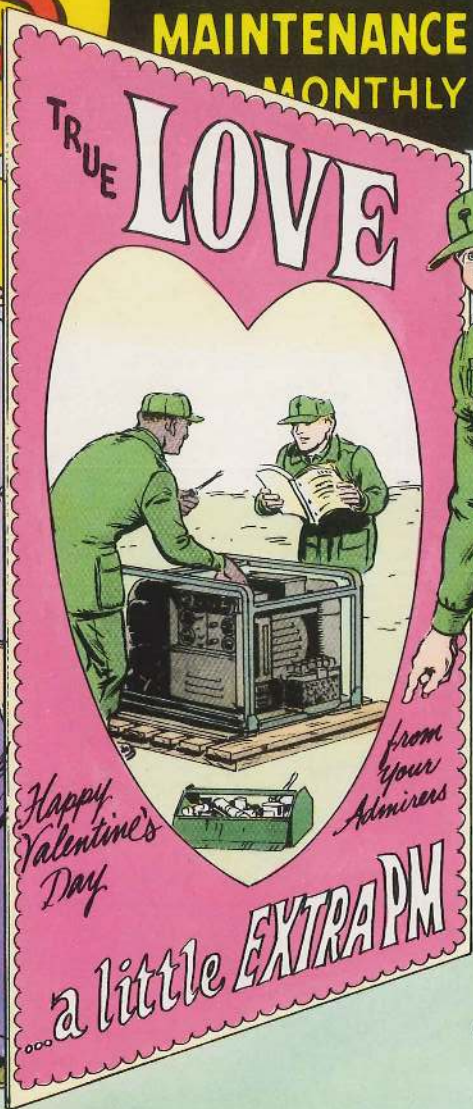
Issue 351

PS

February
1982

THE PREVENTIVE MAINTENANCE MONTHLY

Let
another
soldier
read
this
copy.



MURPHY
ANDERSON



Preventive Maintenance...

A Little Extra? No, A LOT!

OH, M'GOSH--
WE'RE GONERS!

SHAPE THIS OL' HEAPS IN, IT'LL
NEVER GET US OUTTA THIS!

I PROMISE
FROM NOW ON
I'LL TAKE CARE
OF YOU LIKE I
DO MY OWN CAR!

HE NEVER SEEMED
TO UNDERSTAND
THAT TODAY'S
PREVENTIVE
MAINTENANCE
MAY WELL BE
TOMORROW'S
LIFE-SAVER!

"This Army equipment doesn't hold up very well. Parts we've replaced over 'n' over almost never need replacing on civilian equipment. Why, on my own car..."

Hold it right there! A lot of people in the Army are "standing too close to the woods to see the trees," as the old saying goes. They should refocus on the special demands put on Army equipment—and then refocus on the special needs that result from those demands.

Military-design equipment is exposed to the worst conditions you can imagine:

- Bouncing and twisting over rough terrain...
- Choking dust and sticky mud...
- Searing heat and brittle cold...
- Hub-deep water and repeated hosing at the washrack...
- Some operators and maintenance personnel whose training—and attitudes—fall something short of ideal.

And then, despite all of that, the equipment is expected to perform at peak when the need arises.

It's impossible—so far, at least—to design equipment that can take all of that abuse and still do a top job without extra attention—a lot of extra attention—from operators and maintenance personnel. True, progress is being made—better lubes, stronger metals, solid state electrical and electronic components. But parts still loosen, bend, break, leak, rot, dry out and wear faster than seems reasonable when compared to your own bucket o' bolts.

THINK
ABOUT
IT!

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

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MOBILITY GROUND *Retreading Saves Dough!*

P-s-sst! Yeah, you! Wanna save Uncle some dough? 'Course you do, since Uncle's dough comes out of your back pocket. All you gotta do is report your tires when they're ready for retreading.

When you report 'em in time, support can send your tires off for a new tread. If you wear 'em down too much, tho, the tires get scrapped, and the Army has to buy new tires to replace 'em—spending dollars needed for other things. Retreading saves oil, too!

Retreaded Tires Save Money

Wonder how much money you can save by using retreaded tires? Well, it'll vary in different parts of the country and the world, but here're some examples:

Tire	Cost new	Retread
7.00x16, 6-ply NSN 2610-00-678-1363	\$33.30	\$24.31
9.50x16.5, 4-ply steel radial NSN 2610-01-011-8216	\$77.22	\$27.13
9.00x20, 8-ply NSN 2610-00-262-8677	\$95.18	\$58.45
11.00x20, 12-ply NSN 2610-00-262-8653	\$142.00	\$92.54

2

THIS TIRE'S
HAD IT,
BONNIE...

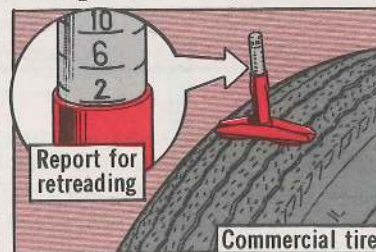
MAYBE NOT, SOLDIER!
USE THIS
TREAD DEPTH
GAGE...

IF IT'S GOT ENOUGH
TREAD LEFT, MOST
TIRES CAN BE
RETREADED...

...AND
MADE AS
GOOD AS
NEW-- OR
BETTER!

When to Report?

Military-design truck tires are ready for retreading when they're worn down to $\frac{4}{32}$ -in tread—at any point. Commercial-design tires are ready for retreading with $\frac{2}{32}$ -in of tread remaining.



Tires may not always wear evenly, tho. If your tires are overinflated, the center of the tread wears out first. If they're underinflated, the edges go first. Check the pressure during your PMCS, and help your tires last longer.



Your tires will also wear unevenly if your shocks are bad, or if the alinement is out of adjustment. This will cause one side of the tire to wear down first, or worn spots to show up.

If your tires are wearing unevenly, report that. If you get what's causing it fixed, your tires'll last longer and save dough!

3

Check the Tread

You can use tire tread depth gage, NSN 5210-00-019-3050, to check tire wear. It's shown in Fig 2-3 of TM 9-2610-200-20.

If the tires on a truck or sedan don't measure up, report 'em.



When you see these solid bands of rubber across the tread, tire is ready for retreading

You don't even need a gage for those truck or sedan tires with built-in wear bars. If you can see solid bars of rubber across the tire, report it!

Check out Para 2-11 of TM 9-2610-200-20 for the word on when to retread. Fig 2-4 of the TM shows where to measure the tread depth, and Figs 2-6 to 2-9 show different kinds of wear.

"New" Retreads

Never turn up your nose at having retreads on your vehicle. The Army says retreads are as good as new tires. The word's in AR 750-36, Rebuild and Retread of Pneumatic Tires.

You can use retreads on everything except Goers and the front of buses. Buses are covered by AR 750-36. The word on Goers is TACOM Msg DRSTA-WG 271500Z Jul 79.

If you have a retread that doesn't do as well as new, report it. Your supervisor may want to submit an Equipment Improvement Report (SF 368) to US Army Tank-Automotive Command like it says in Chap 12 of TM 38-750.

Make 'em Last

Give your tires—new or retread—all the TLC your -10 TM calls for. Take care of your tires. They'll run a lot longer and save bunches of dough. When you get your tires on report for retreading, you save more than getting "just a few more miles" out of them.

For more info on taking care of your tires, check out TM 9-2610-200-20, Organizational Care, Maintenance and Repair of Pneumatic Tires, Inner Tubes and Radial Tubes.

GOOD TIRES ARE ONE SIGN OF A GOOD DRIVER...

...B'LIEVE IT!!



PS END

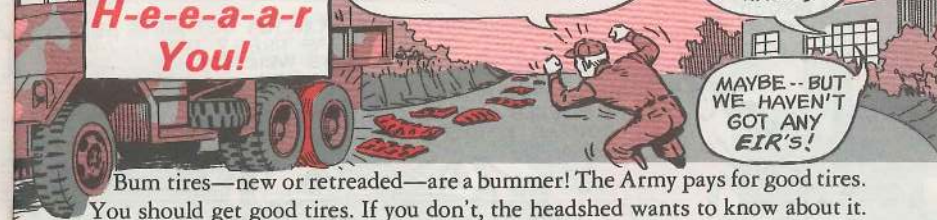
New & Retread Tires...

They Can't H-e-e-a-a-r You!

THAT'S THE THIRD TIME THIS WEEK! WHY DOESN'T SOMEBODY DO SOMETHING ABOUT THOSE LOUSY RETREADS?

DO YOU HEAR SOMEBODY HOLLERING ABOUT BUM TIRES?

MAYBE -- BUT WE HAVEN'T GOT ANY EIR'S!



Bum tires—new or retreaded—are a bummer! The Army pays for good tires. You should get good tires. If you don't, the headshed wants to know about it. Then something can be done about it.

But just hollering down a well about defective tires won't do anybody any good—you or the Army. You need to feed the right poop to the headshed.

When you grab a Standard Form 368 to put thru an EIR, pinpoint the exact problem. Get out your copy of TM 9-2610-201-14, Standards And Criteria For Technical Inspection And Classification of Tires.

BE SPECIFIC ABOUT THE KIND OF TIRE DEFECTS!

THESE PUBS TELL YOU ALL THE POOP!



Then identify the defective tire—carefully and completely. These details are mighty important!

You've got a rundown on these details in TB 43-0001-39-1 (Apr 80), Pages 3-21, -22. If you don't have this TB, drop PS a note and you'll get the info.

HEY, THE RADIO'S IN MY WAY! WE NEED AN MK-1244!

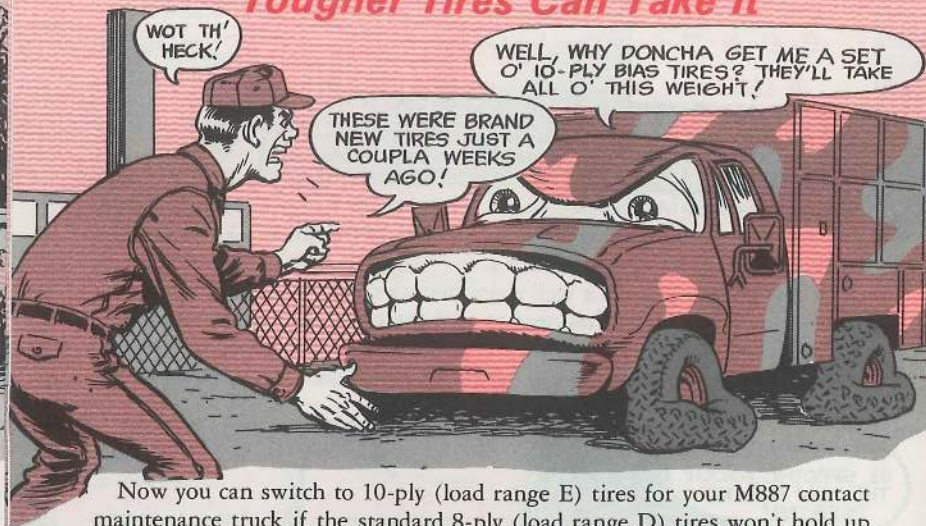
Cab Installation Kit

If your AN/VRC-46 radio set gets in the way mounted in your 2½-ton truck's cargo area, move it to the cab. An MK-1244 installation kit, NSN 5820-00-469-6688, does the trick, according to SB 11-131.

RIGHT! WE'RE ADDING IT TO OUR MTOE NOW!



Tougher Tires Can Take It



Now you can switch to 10-ply (load range E) tires for your M887 contact maintenance truck if the standard 8-ply (load range D) tires won't hold up under the load.

If you really need these tougher tires, you've got to replace all 5 of the tires on your truck. These 10-ply jobs are bias-type and can't be mixed with radial tires.



NSN 2610-00-489-8085,
highway tread
NSN 2610-00-489-8088,
mud-and-snow tread

Tire inflation pressure is 45 PSI front and 55 PSI rear.

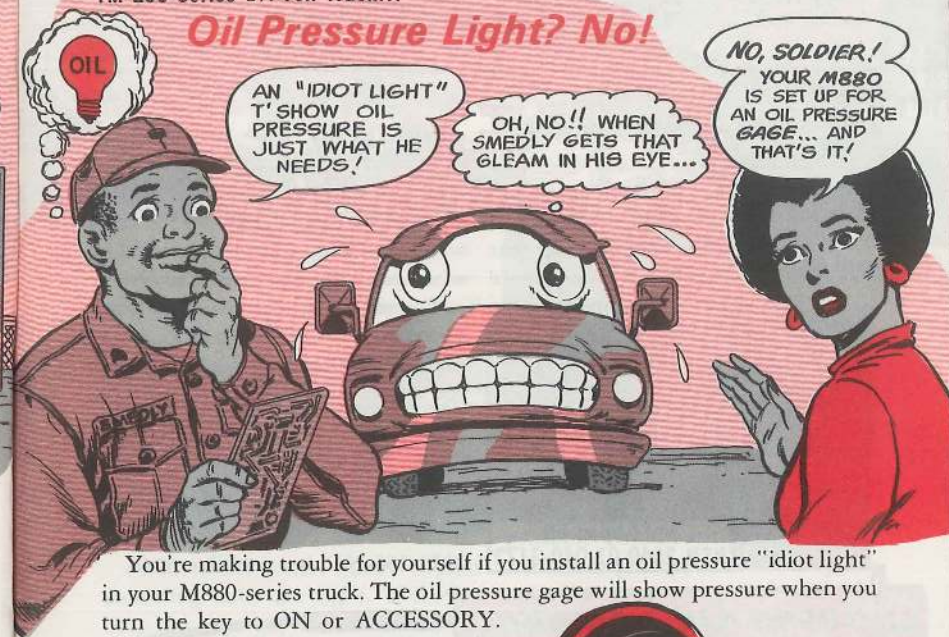
Stencil "BIAS Tires" next to the stenciled tire pressure on the side of your truck.

If your old radial tires are in condition code "F", turn 'em in to supply as excess. See Classification Codes, Para 1-10c, TM 9-2610-201-14.

New Nozzle Number

The tank and pump unit fuel dispensing nozzle listed in TM 5-4930-227-24P has been replaced. Use NSN 4930-00-902-4642 for the new nozzle.

Oil Pressure Light? No!



You're making trouble for yourself if you install an oil pressure "idiot light" in your M880-series truck. The oil pressure gage will show pressure when you turn the key to ON or ACCESSORY.

You may find a place on the printed circuit board that'll take a bulb (lamp), but don't be tempted. Your truck's set up for an oil pressure gage—and that's all.



Your gage—alone—tells the story on oil pressure!

The printed circuit board diagram in fig 2-12 TM 9-2320-266-20, should show an oil gage—not an oil light.

Smoke in Your Eyes?

The color of your engine smoke clues you on problems. Find out if you've got engine trouble by eyeballing DA Poster 750-66, which your unit gets with a DA Form 4569 for Baltimore Pubs Center.

Winch TM for Repair Parts

The next time you need a part for the front- or rear-mounted winch on your TM-209-series 2½-ton truck, check out your support's TM 9-3830-206-34P. It's got a lot of those parts you've been looking for but couldn't find in your TM 9-2320-209-20P. It lists both organizational and support parts.

M886/M893
Ambulances...

Rear Door Hold-backs

FRED... WAIT
A MINUTE...

WHY? THIS IS
AN EMERGENCY
AIN'T IT?
...AN' I HEARD
TH' DOORS
SLAM!

Having trouble keeping the rear doors on your M886/M893 ambulance open? If you park on a slope, or if the

wind's blowing, your doors may close when you least expect 'em to.

To secure them in the open position, get rear door hold-open kit, NSN 2540-01-040-3172. That'll get you a hold-back for each door, all the hardware you'll need and instructions for putting 'em on.

If you need the older plunger hold-back, order PN 51-0987, FSCM 25022. It's listed on Page 2-162 of TM 9-2320-266-20P, but not illustrated.

Hold-open kit,
NSN 2540-01-040-3172

Easier Oil Sampling

Dear Editor,

When you use a tube and syringe to take an oil sample, it's hard to get the tube pushed over the end of the syringe. And it can come apart if you're not careful.

We use a piece of vacuum hose 1 to 2 inches long to join the syringe and the tube. This ends fighting to put the tube on the syringe. It's also flexible and almost never comes apart in the middle of a sample.

Non-metallic
tubing



2" black
rubber vacuum
tube 1/4" ID



55-cc
syringe

CW4 Kenji Tanaka
HQ, 25th Med Bn
Schofield Barracks, HI

(Ed Note—Sounds great! A sampling valve is the best way to take a sample, but your idea will make a tube-and-syringe sample easier. Remember, tho, don't get oil in either the syringe or the short piece of hose. If you do, throw it away so it won't contaminate the next sample.)

8



CLICK! CLICK

U-Joint Wear Test

CLICK

Some universal joints are being replaced when they're OK. Others are not changed when they should be.

Next time you're pulling an organizational PMCS on your vehicle, test the U-joints for wear. Then you'll know if it's time to change 'em.



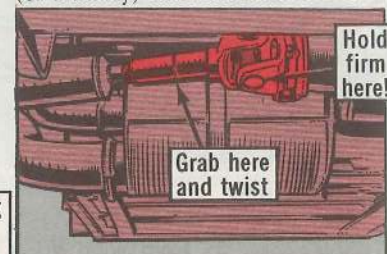
Mounting
bolts
tight?

First, make sure your U-joint mounting bolts are tight. If they're not, you can get a false alarm on trouble.

TERMITES?

NAH--
THEY'RE
CHECKIN' TH'
U-JOINTS!

Then, grab one side of the joint and try to twist it back and forth while you (or a buddy) hold the other end still.



Hold
firm
here!

Grab here
and twist

Any movement or a clicking sound means you have U-joint problems—probably worn bearings.

Be sure you twist, and don't push-pull. You may get a little end play when you push-pull, but that's no sign that your U-joints are bad.

TB 43-0209

Camouflage HOTLINE

TB 43-0118

TB 43-0147

Do you need to camouflage equipment that's not covered in TB 43-0118, TB 43-0147 or TB 43-0209? Give the Camouflage Hotline a call at AUTOVON 354-2654 to get pattern details.

530-Series Fire Trucks...

Cab Heater Help



Need a new cab heater to replace a non-repairable commercial heater on your fire truck? Use NSN 2540-00-301-7267 to get a Mil Design heater. Mount it with kit, NSN 2540-00-981-2760. Chap 3, TM 9-2320-209-20-1, has the poop on maintenance and repair.

9

MORE Track Wrenches



OBVIOUSLY
THEY NEED A
TORQUE WRENCH!



You need a torque wrench to maintain T142 track.

The torque wrench needed is NSN 5120-00-221-7983 from your No. 1 Common tool kit.

So how do you spread one torque wrench among your unit's tank crews?

You don't have to.

SC 4910-95-CL-A74 for the tool kit will be updated to include the following:

"The total quantity of torque wrenches, NSN 5120-00-221-7983, authorized company/battery/troop units having vehicles equipped with the T142 track shall be based on 1 wrench per 4 vehicles or major fractions thereof. Required additional wrenches must be separately requisitioned."

For now, tho, note the above in your SC 4910-95-CL-A74 and use TACOM Message DRSTA-MC 151930Z Apr 81 as authorization to get additional wrenches.

With those wrenches, you can get the right torque.

The way you have to work now—with a cheater bar—the track is

overtightened and bolts break. 'Course, sometimes it's too loose and track hardware falls off.

Remember that T142 track is "live" track with the bushings pressed in at a 16° angle. The only place the bushings



are in a position to seat all the way is when the connectors are on the compensating idler wheel. That's where you torque them. Otherwise, your torque won't hold the way it should, and your track life will go down.

TACOM
Message DRSTA-
MC 151930Z
APR 81 HAS
THE WORD ON
THIS TRACK
INFO!

T142 track Torque

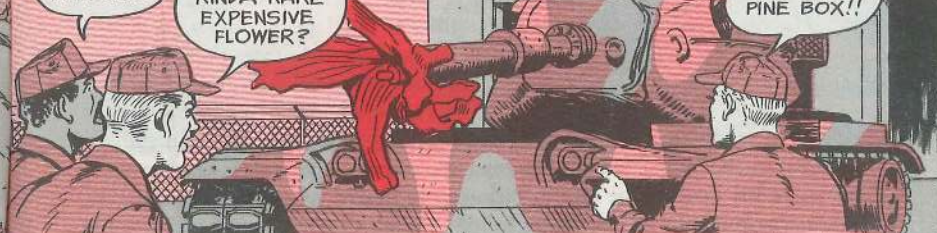
END CONNECTORS .. 180-200 lb-ft
CENTER GUIDES 350-380 lb-ft
TRACK PADS 260-280 lb-ft

How to Make Steel Orchids

WOW!
WHAT
HAPPENED?

IS IT SOME
KINDA RARE
EXPENSIVE
FLOWER?

YEAH... LACK OF PM
BOUGHT THIS STEEL ORCHID
AT A COST OF \$8,000...
AND A PINE BOX!!



Get your tank gun tube half full of sand, mud or whatever, and then fire a round.

You'll turn your gun tube into a steel orchid.

This is an expensive flower—a replacement barrel costs more than \$8,000—and you might not even be around to enjoy it after you make it.



IT'S A LOT SIMPLER
TO GO WITH THE RULE
OF 3 LIKE SO...

1. Keep the muzzle cover on whenever possible.



2. Try to avoid getting dirt in your gun tube. Like, when there is a dip in the terrain that might dig your gun tube into the dirt, elevate the gun so it won't make contact.



3. Check the bore if you think there might be some obstruction. Clean if necessary.



JUST REMEMBER
THIS FOREVERMORE—
NEVER FIRE WITH
DIRT IN THE BORE!
RIP

Tanks...

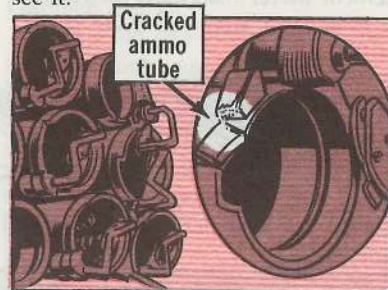
Breaking Up Not Hard to Do

Meet Harvey, the big-footed pack rat. Harvey loves his tank. In fact, most of Harvey's worldly possessions can be found in his tank.

Some stuff Harvey hides, which is to be expected of a pack rat.

Most of the time, tho, ol' Harvey just puts his junk in the ammo rack tubes, 'cause it's up off the floor.

And just in case he might forget where that valuable stuff is, ol' Harvey leaves it sticking out a little so he can see it.



He also learned a long time ago not to depend on the rack handles to keep his stuff in place.

They turned out to be more valuable as steps for his big feet as he climbs in and out of his tank.

Keep 'Em Up

When you're getting ready to move your M101/M101A1 towed howitzer, remember to raise telescope mount M21A1 and range quadrant M4A1 to the upright, level position.

This is not in TM 9-1015-203-12, but it's being added. So make a note and do it. It'll help prevent damage.

Yeah, ol' Harvey has it easy, or so he thinks. He'll never understand why the ammo racks are always getting busted up when the turret is rotated.

All he'll know is that he can't get to his junk—and that he can't move any more 'cause the tank is deadlined for more busted tubes and handles.

He won't put it together that using the handles for steps and the tubes for stowing junk causes the problem.



That's because, after all, ol' Harvey is just a big-footed pack rat.

No US-of-A soldier would do anything like that, would he?

Tanks, CEVs...

Fire Extinguisher Seals

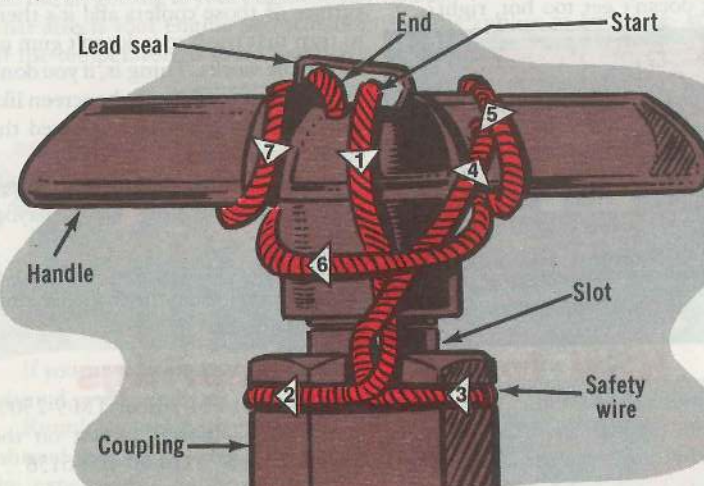


Up to now, installing seal wire on external fire extinguisher handles has been a matter of doing your own thing.

Trouble is, some of the rigging has led to equipment damage and personnel injury—like when the "pull" needed to break the seal and activate the extinguisher is more than the average crewman can do.

That happens when safety wire or lock wire is used, or when extra loops or runs are added for more strength.

With the handle body assembly fully engaged in the coupling, use copper seal wire, NSN 5340-00-902-0426, and lead seal like so:



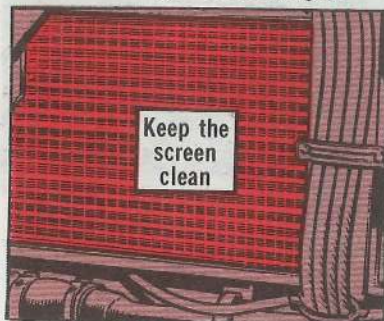
Bumper Number

The NSN for the suspension arm rubber bumper on M113-series carriers listed on Page 79 of TM 9-2300-224-20P as Item 4 in Fig 108 is wrong. The right one is NSN 5340-00-172-5719.



The transmission and engine oils in your tanks get very, very hot. You know that, right?

You also know that there're coolers for the transmission and engine oils so that it doesn't get too hot, right?

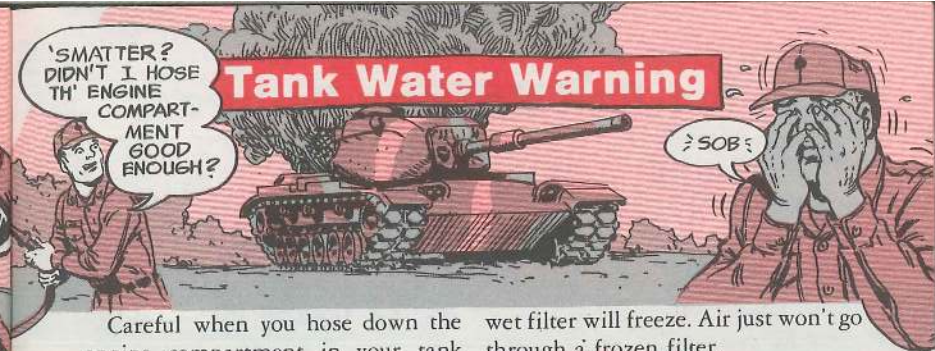


NSN for Mortar Bearings

There's no stock number listed in your TM 9-2300-224-20P or TM 9-2300-257-20P for the steel ball bearings on the M107 mortar mount on the M106/M106A1 carrier. You can get 'em with NSN 3110-00-100-6158

Pubs Update

Never get caught short on publications you need to operate and maintain equipment. When your unit's MTOE changes, update your pubs subscription list. Some items of equipment may need to be added, increased, decreased or deleted. Let your pubs clerk know about the changes.



Careful when you hose down the engine compartment in your tank even when using low pressure water (Under 35 PSI).

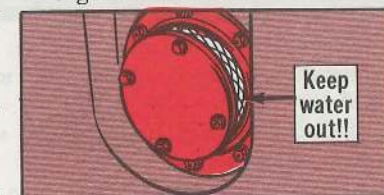
So what's to harm?

Would you believe the air cleaner system?

'Sfact.

Water sprayed into the air inlet pipe can wet your filters and cut down on the air getting to your engines. And that affects your engine performance. If the temperature is low enough, the

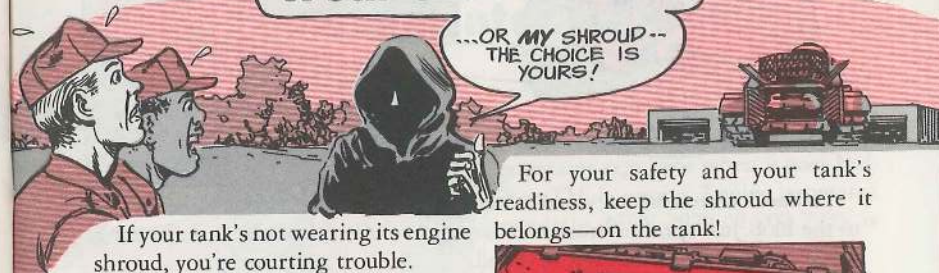
wet filter will freeze. Air just won't go through a frozen filter.



So keep the water out in the first place.

This applies to both side- and top-loading air cleaners.

Wear that Shroud



If your tank's not wearing its engine shroud, you're courting trouble.

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

It's so dangerous that tank PMCS is being changed to read: "For readiness reporting, equipment is Not Mission Capable...if engine shroud is missing."

For your safety and your tank's readiness, keep the shroud where it belongs—on the tank!



RRRR! Rod-End Bearing Failure

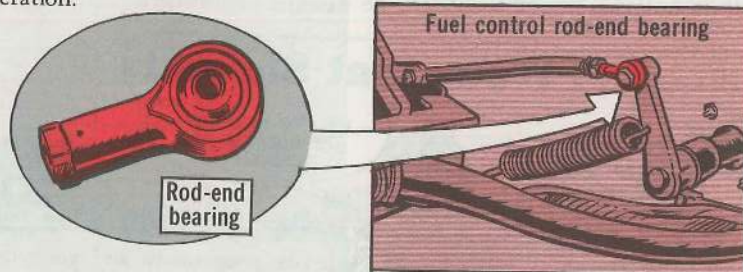


Remember that old science fiction flick, "The Blob"? You know, the one where this gob of goo attacks a small town and kills people by sorta absorbing 'em?

Well, your carriers may be under attack right now by something just as dangerous...corrosion.

Check the rod-end bearings in the pivot steer, fuel control and gearshift linkage systems. They are favorite places for corrosion, especially for carriers operated near salt water or left in storage.

Corrosion can cause rod-end bearing failure, and that means unsafe operation.



To knock corrosion out, you don't have to jolt it with electricity like they did to the Blob. Just spray or brush corrosion preventive lubricant on the bearings while operating the linkage by hand.

If the bearings don't move freely, either the bearings or the linkage is defective. Check your -20 TM for repair/replacement instructions.

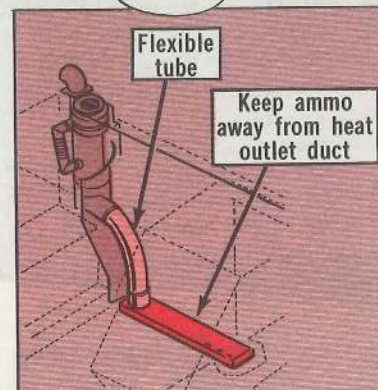


Make sure your ammo won't go WHAMMO when you turn on the personnel heater in your vehicle. Heed this warning and you won't be mourning:

WARNING

Be certain that ammunition and all other combustible/explosive materials are properly stored and away from heater vents. Never start the heater if such materials are too close to heater vents.

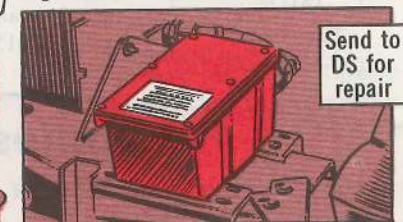
TB 43-0001-39-5 (Apr 81) has the word on Page 3-26.



M113 Regulator Repair



Hold on there, you M113-series mechanics! Never believe it when TM 9-2300-257-20P says to discard the generator regulator when it goes bad. The TM is wrong. Engine generator regulator, NSN 2920-00-900-7993, is repaired at the DS level.



4.2-In Mortar Parts



Dear Half-Mast,

I need some help with stock numbers for the M30 4.2-in mortar. Namely, the bore swab, light instrument mounting bracket, vertex pins

for the graphical firing scale and the spring and ball bearing used in the trunnion detent pin for carrier-mounted mortars.

SGT G. A. B.

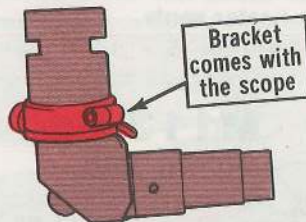
Dear Sergeant G. A. B.,
Bore swab, NSN 1015-00-991-3183, no longer is used with the M30. Instead you use clean, dry waste or rags after each 10 rounds fired and after each fire mission. The word is in Para 11d, Page 11, FM 23-92.

The light instrument mounting bracket (M53 sight unit) is not stocked separately because demand for it is low. You get a replacement as part of the M109 elbow telescope, NSN 1240-00-823-5612.

The vertex pin for the fan type scale goes by NSN 1220-00-003-8415. It's in the AMDF.

The trunnion detent pin ball bearing has been changed to NSN 3110-00-100-6158. The spring NSN is 1015-00-508-0165.

Half-Mast



PS Copies Are Free

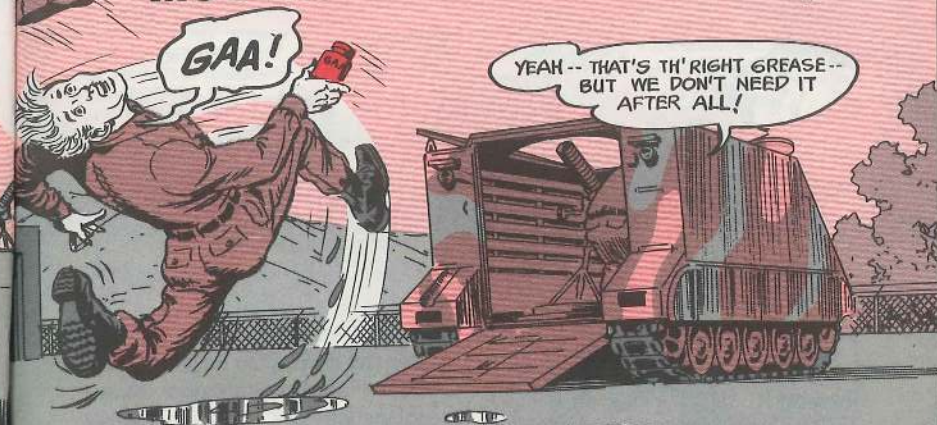
Forty of them...back issues of PS Magazine. They're yours, for free.

18

Bonnie
PS Magazine
Lexington, KY
40511



M30 Mortar Maintenance Tip

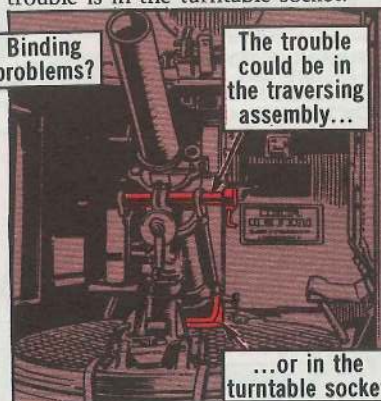


When you have your M30 107-MM mortar mounted on your M106A1 mortar carrier, it's easy to make a mistake and grease the wrong place.

Your traversing assembly might seem to be binding when the real trouble is in the turntable socket.

Binding problems?

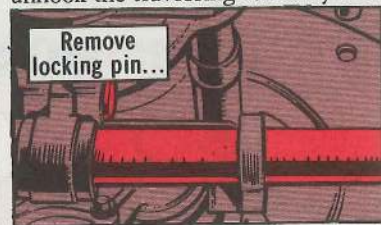
The trouble could be in the traversing assembly...



When you think your traversing assembly is binding, never try to fix it before you make sure that's where the trouble is.

Take out the locking pin and unhook the traversing assembly from

Remove locking pin...



...and unhook the traversing assembly

the mortar tube. If you can now move the traversing assembly without any binding, your problem is not in the traversing assembly but in the turntable socket.

Get your unit mechanic to grease the mortar socket with GAA the way it says on Card 5 of LO 9-2300-257-12 (Jan 79).

Then you should be able to traverse easily.

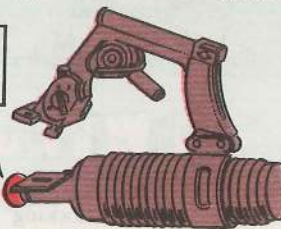
19

M224 Mortar Basecap



When you service the firing mechanism assembly of your M224 60-MM mortar, forget about removing the basecap.

Don't
remove
basecap



Some armorers are tempted to remove the basecap so they can get to the firing mechanism easier. That's bad news and can make the mortar unserviceable. You guessed it: The cap's depot maintenance level.

Paras 2-11, 2-12, 3-14 and 3-17 of TM 9-1000-202-14, Evaluation of Cannon Tubes, apply to the M224 as well as other mortars.

M2 MG Stopgap

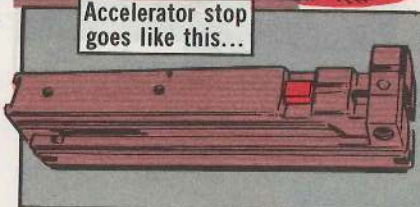


When you install the accelerator stop in the bottom of the bolt of your M2 machine gun, look twice.

The long side of the stop must be parallel with the long side of the bolt.

If it's not, the barrel extension won't close and you might get gray hair trying to solve the problem.

Accelerator stop
goes like this...



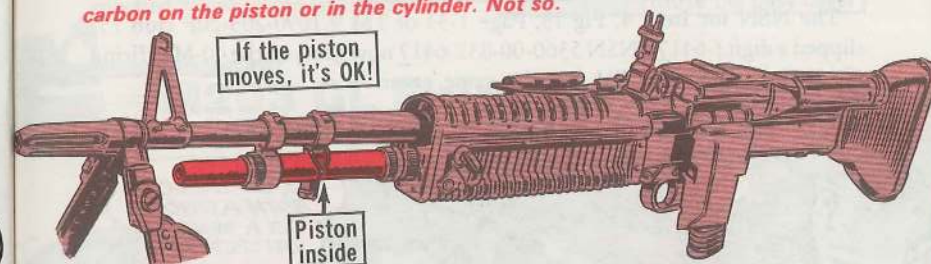
M60 Gas Cylinder



Dear Editor,

There's a simple check that can save unnecessary cleaning of the M60 machine gun gas cylinder.

Troops and inspectors alike think the gas cylinder needs cleaning if they spot carbon on the piston or in the cylinder. Not so.



If the piston is dry and slides back and forth when the barrel is tilted, no cleaning is necessary.

If the piston is wet or doesn't slide, cleaning is necessary.

Carbon buildup in the cylinder or a wet piston will hamper weapon function.

(Ed Note—Right you are. Table 2-5 of TM 9-1005-224-24 also says that the cylinder will be cleaned *only* if the piston won't move when the barrel's tilted.)

MSG James F. Mitchell
Fort Knox, KY

M60 Suppressor Pin

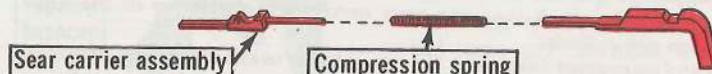
If you need the straight, headless pin that holds your M60 machine gun flash suppressor in place, go for it with NSN 5315-01-047-3003. Forget the NSN in the TM. The solid, headless pin replaces the spring pin.

M28-Series Spring NSN



Need the helical compression spring for the 40-MM sear carrier assembly of your M28-series armament subsystems?

Go for it with NSN 5360-00-832-6412, PN 11696983.

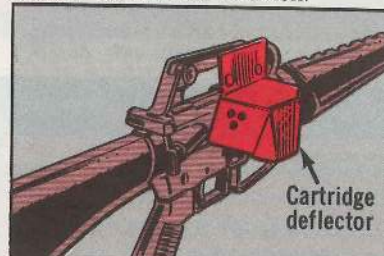


The NSN for Item 4, Fig 13, Page 1-34 of TM 9-1090-203-20P (Jun 75) slipped a digit (-6417). NSN 5360-00-832-6417 now gets you the 40-MM firing pin spring. The -34P TM has the same error.

M16A1 Brass Deflector



Need brass deflectors for your M16A1 left-handed riflemen?



Army units can get them from their nearest Training & Audio-Visual Support Center. They're free issue but you may have to turn them back in at some centers.

Non-Army units can get the deflectors with a command letter to: US Army Training Support Center, ATTN: ATIC-LOM, Ft. Eustis, VA 23604. The price will be forwarded to you.

M16/16A1 Rifle Stiflers

Keeping the takedown detent spring undamaged as you install the buttstock of your M16/M16A1 rifle is as easy as keeping your eye open.



Eyeball the spring as you install the stock on the lower receiver. Be sure it slips into the housing without getting pinched between the components.

Save a gig, save another spring...the hammer spring, that is. Before you put your rifle in the rack, relieve hammer spring tension, like so:

Clear the weapon.



Squeeze the trigger till the hammer moves forward.



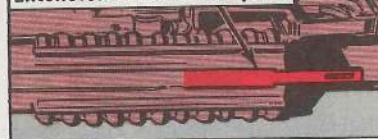
M203 GL Firing Mech Tips

A TIGHT BARREL EXTENSION ON YOUR M203 GRENADE LAUNCHER ASSURES YOU OF 2 THINGS...

- The trigger mechanism will release.
- The GL will fire.

A loose extension can bind the

Extension loose in weapon?



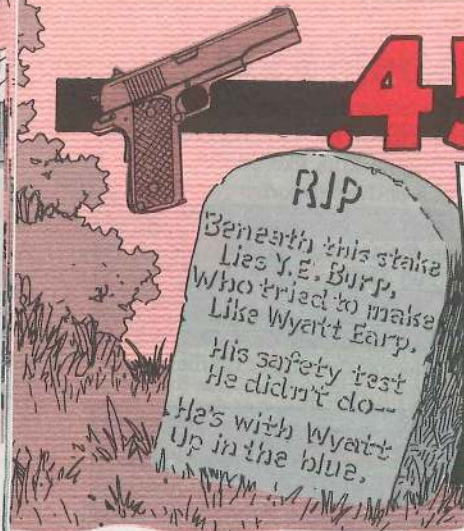
trigger and prevent the GL from firing. So, if it's loose, have your direct support (DS) repair it.

Sear Gets Put in Wrong

DS is supposed to install and remove the trigger assembly. But, some grenadiers and armorers get too enthusiastic and remove the assembly, then install the sear wrong. If you do that, you won't be able to cock the weapon.

If, in an emergency, you have to remove the trigger assembly, then eyeball Fig C-5, Item 10 of TM 9-1010-221-24. It shows how the sear should go on.

.45 Cal Test + Takedown



Safety Test

The grip safety test (Table 3-2, TM 9-1005-211-12) is a must for operators and armors who work with the M1911A1 pistol.

Operators should make all checks in Table 3-2 before firing. Armors should include Table 3-2 in their function test.

Ignoring the safety tests, or forgetting them, invites an accident.

The grip safety test clues you on sear spring wear and other problems. The pistol can be fired without depressing the grip safety when the spring's worn.

That's not good news for Wyatt Earp types who like to dangle the pistol on their trigger fingers. It's not good if the trigger gets snagged.

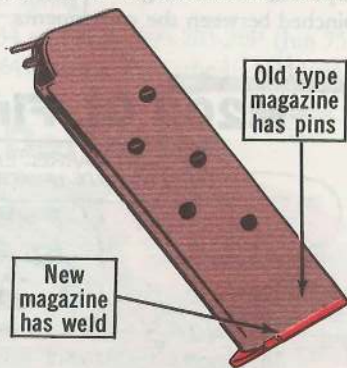
MAKE THE TEST! IF THE SAFETY'S FAULTY, YOUR ARMORER CAN FIX IT!

24

Magazine Disassembly

There are 2 types of magazines used with the pistol, so hold onto your patience and lay down that hammer and screwdriver for a minute.

The old type has 2 pins in the base. The newer magazine has a welded base. Do not disassemble either base.



Some troops pry the lips of the newer tube apart to get out the

Don't pry lips



follower and spring. That makes problems because it's hard to bend the lips back right. Cartridges won't feed properly.

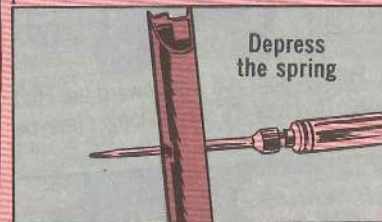
HERE'S A BETTER WAY AND IT'S FOR BOTH TYPES!

Push the follower down about an inch.

Insert a punch into the second hole from the top of the magazine (holes are in the side).



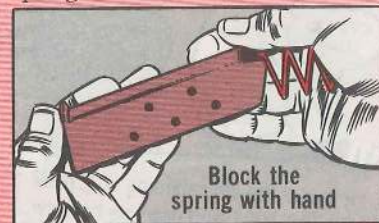
Keep the spring depressed with the punch.



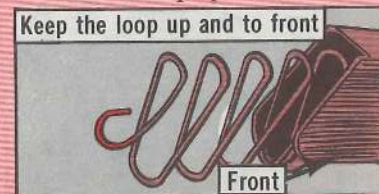
Pull or push the follower out.



Block the opening with one hand, remove the punch and allow the spring to come out.



When you install the spring, keep the rounded loop up.



Depress the spring, install the punch in the hole and slide the follower into place.

Remove the punch and allow the follower to seal flush against the lips of the magazine.



25

TOW Studs and Pedestals



Is the retaining ring on the battery fastener of your TOW system battery making the fastener miserable (you, too)?

CHEER UP!

HERE ARE TWO WAYS TO BEAT THE PROBLEM, SAVE LOST FASTENERS AND KEEP BATTERIES FROM FALLING ...

1. Request the old retaining ring, NSN 5365-00-758-1034, and use it on the new stud until the new ring is available.



2. Use the old or new retaining ring, NSN 5635-01-020-3873, but do this: When you assemble retainer, retainer ring and spring on the fastener, eyeball the retainer ring. The ring has a solid metal side and a split rim side, where the metal has been pressed on the ring.



Put the split rim side toward the stud head. That way it'll stay on longer (maybe as long as you want).

TO GET THE NEW FASTENER, USE THESE NSN'S...



Fastener 5325-01-049-0728



Retainer 1440-01-041-3825



Spring 1440-01-041-3824



Retainer Ring 5635-01-020-3873

Pedestal Ice

Cover the opening with canvas, plastic, a bucket...whatever. This is extra important in winter. If water collects in the pedestal, it'll expand and cause damage when it freezes.

IF YOUR TOW IS PEDESTAL-MOUNTED AND THE PEDESTAL'S EXPOSED TO WEATHER WHEN NOT IN USE, DO THIS...

Exposed to weather?



Use Vulcan ESC

Dear Half-Mast,

Table 3-1, TM 9-2350-300-10, Preventive Maintenance Checks and Services, does not have a "readiness" column in it. How do we determine ready/not ready status?

SGT C. G.

TM 9-2350-300-10

Table 3-1. Preventive Maintenance Checks and Services			
Interval	Frequency	Time	Frequency
1 hr 10 min	2 min	1 hr 25 min	13 min
B - BEFORE OPERATION	D - DURING OPERATION	A - AFTER OPERATION	W - WEEKLY

ITEM TO BE INSPECTED

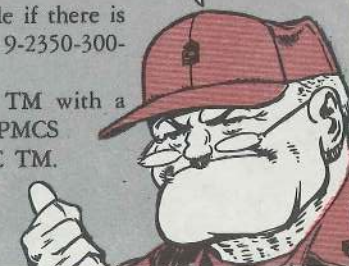
INTERVAL AND SEQUENCE NO.			
B	D	A	W
1			
2			
3			51

Dear Sergeant C. G.,

When the PMCS table doesn't have a readiness column, you use the Equipment Serviceability Criteria TM on the equipment as a guide if there is one. In your case it's TM 9-2350-300-ESC.

When a revised -10 TM with a readiness column in the PMCS comes out, toss the ESC TM.

THIS RULE APPLIES ON ANY EQUIPMENT!





DID YOU GET TH' INVITATIONS TO OUR NEW YEAR'S PARTY?

YEAH! ARE YOU BOTH COMING?

WELL, YES, BUT...

AFTER THEY FINISH THEIR BUSINESS HERE!

NOW... LET'S GET ON WITH IT!...



...LET'S SEE WHAT GRIEF TH' 999th HAS BROUGHT T' (SHUDDER) START TH' NEW YEAR WITH!



URGH!

THIS IS THE WORST EVER!



SERGEANT BELL, YOUR REPORT DID NOT EXAGGERATE!

SOLDIERS--YOUR CARELESS PACKING AND TRANSPORTING COST YOUR UNIT LOTSA DOWNED EQUIPMENT AND PLENTY OF MONEY!

MUH?



'FRAID SO! LOOK AT THIS TORQUE WRENCH... IT'S CRACKED, BROKEN AND RUSTED!

BUT I WRAPPED IT IN BUBBLE WRAP...



NOT GOOD ENOUGH!!

FRAGILE PARTS, COMPONENTS AND END ITEMS SHOULD TRAVEL FIRST CLASS!



THE BIG POINT: USE THE RIGHT BOX AND PROPER CUSHIONING!

THAT MEANS USE THE ORIGINAL BOX IF YOU HAVE IT... AND PACK IT SNUG WITH PLENTY OF PADDING! BUBBLE PACK MATERIAL IS FINE...

BUT IT'S NOT ENOUGH BY ITSELF!



EVEN HEAVY EQUIPMENT LIKE THAT RADIATOR AND GENERATOR GET DAMAGED BOUNCING AROUND IN THE BACK OF A TRUCK!

YOU'RE RIGHT, BONNIE... THE RADIATOR DIDN'T HAVE BUT ONE HOLE IN ITS CORE WHEN WE STARTED OUT...

...AND THE SHAFT OF THIS GENERATOR WASN'T BENT LIKE THIS!...

?GULP?



RIGHT! THOSE ITEMS SHOULD'VE BEEN WRAPPED, PADDED AND SECURED IN CRATES... EVEN FOR A SHORT TRIP!

GOOD PACKING STARTS WITH A GOOD BOX!



IF YOU DON'T HAVE THE ORIGINAL BOX, USE A FIBERBOARD BOX OR A REUSABLE FAST-PACK CONTAINER!



...BUT REMEMBER, GEAR RATTLING AROUND IN A BOX CAN GET DAMAGED!

--SNUG IT UP GOOD WITH PADDING!

GREAT! LAY IT ON'EM!



I HEARD A VOICE!

YEAH-- SOUNDED LIKE IT CAME FROM THAT BANGED-UP BOX BACK THERE--

I'LL GET IT!

FUNNY... WHERE'D THAT BOX COME FROM? WE DIDN'T LOAD IT!



WHY-- IT'S A--A BABY!

NOT JUST A BABY! ...I'M YOUR NEW YEAR!

FATHER TIME -- IN HIS USUAL RUSH-- PACKED ME AND SOME PACKING INFO T'GETHER-- AN' THEN DROPPED TH' PACKAGE INTO THIS 999th TRUCK!

HERE'S A POSTER HE SENT!

HE SAID I MIGHT AS WELL START MY YEAR WITH A BAPTISM OF FIRE... SEE IT LIKE IT REALLY IS!

US ARMY
ONE NEW YEAR
HANDLE WITH CARE

31

Joe's

Dope Sheet



Sending gear to DS for repair
Need not lead to cries of despair!
Pack it RIGHT (with PM)
Snug and tight (like a gem)
So it won't suffer harm getting there!

This gives you NSN's of other packing materials

These give you good packing and preservation info.

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.

THERE!
THAT SHOULD
HELP YOUR
BUMP!

FEELS
BETTER, BONNIE...
BUT USE OF
THIS LIST OF
COMMON
PACKING
MATERIALS
WOULD'VE
HELPED
MORE!



SHIPPING BAGS, PADDED: for small items

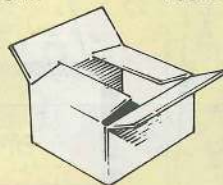
Size	Quantity	NSN 8105-00-
6 x 10-in	250	290-0340
7 1/4 x 12-in	100	290-0342
9 1/2 x 14 1/2-in	100	281-1168



FIBERBOARD BOXES:

See SB 38-100 for bursting strength
(lots of 25)

Size	NSN 8115-00-
8 x 8 x 10-in	183-9499
10 x 8 x 6-in	183-9497
12 x 8 x 8-in	183-9493
16 x 12 x 8-in	183-9487



BUBBLE PACK MATERIAL: for wrapping, cushioning, immobilizing item

Roll size	NSN 8135-00-
3/16-in x 24-in x 500-ft	142-9016
1/2-in x 24-in x 250-ft	926-8991



CORROSION PREVENTIVE: for protecting machined ferrous surfaces

Container size	NSN 8030-00
1-gal can	244-1297
5-gal pail	244-1298



BARRIER MATERIAL, GREASE/WATERPROOF: for wrapping items covered by corrosion preventive

Roll size	NSN 8135-00-
36-in x 100-yd	753-4661



SHROUDING MATERIAL, PLASTIC: for protecting skid-mounted and palletized items

Roll size	NSN 8135-00-
12-ft x 100-ft	579-6489

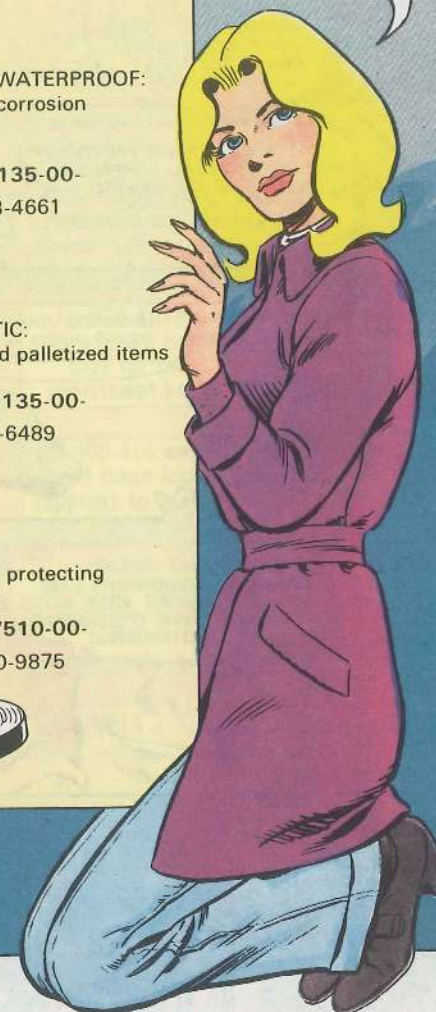


TAPE, PRESSURE-SENSITIVE: for sealing, waterproofing, and protecting

Roll size	NSN 7510-00-
4-in x 60-yd	890-9875



THE **IL** FICHE AND
THE **GSA** CATALOG FOR
FSC 8115 HAVE LISTS OF
REUSABLE SHIPPING
BOXES! SEE YOUR
SUPPORT!





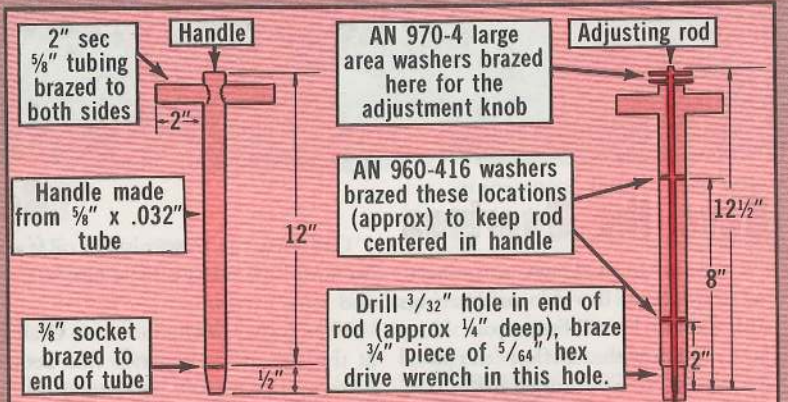
Dear Editor,

A mech really has his hands full when adjusting the low-idle on the U-21 engine, as spelled out in Para 4-38a of TM 55-1510-209-23.

Using a maintenance stand, with the engine operating, you loosen the jam nut. Then, with one hand, you try to keep the hex wrench in place as you tighten the jam nut with the other hand.

All the time the engine is blowing hot exhaust fumes in your face.

No more! Not when we use this locally-made adjustment tool.



MATERIALS

- 16 inches—steel tubing $\frac{5}{8}$ " x .032"
- 12 1/2 inches— $\frac{1}{4}$ " round steel
- $\frac{5}{64}$ " hex drive wrench
- 1— $\frac{3}{8}$ x $\frac{1}{4}$ drive socket
- 2—AN 970-4 large area washers
- 2—AN 960-416 washers

It takes just a couple of minutes to loosen the jam nut with the tool handle, turn the adjustment rod that's inserted in the handle, and tighten the nut.

The operation is also much safer, since you won't need a maintenance stand to reach the jam nut.

(Ed Note—Good going. The head hangar—TSARCOM—recommends use of the tool.)

Carl E. Peters
Fort Ord, CA

TRANSITIONING? No Sweat!

WHEN YOU CREW CHIEFS
TRANSITION FROM A HUEY
TO A BLACKHAWK...

...YOU HAVE A GOOD
BACKGROUND FOR MAIN-
TAINING THIS SOPHISTICATED
BABY...

...AND REMEMBER,
ANY OIL ON A TEFLON
LINER WILL RUIN
THE BEARING!



Save the Bearings

Take the Black Hawk rotor head, for example. It has a lot of bearings with Teflon liners. From your Huey days you know that Teflon can't stand any type of petroleum product.

Yet, to clean 'em, some mechs have been spraying those bearings with solvent. The result is an oil-soaked liner, followed by Teflon chips, metal-to-metal contact, and a shot bearing. The swashplate and bifilar are the only parts in the rotor head that get lubricated.

To remove any brownish residue (which is not rust), clean the bearings with a clean, dry rag.

Checking the transmission oil level on your bird takes a little patience—and 2 or 3 tries.

How come? Well, there's an O-ring at the top of the dipstick that keeps water out of the oil. Unfortunately, it also traps air in the dipstick tube. Oil is



slow to return to the tube so you won't get an accurate check the first time. You'll get a low oil level reading.

How's the Oil?

You never want to overfill the transmission because you could wind up with a leaky main rotor shaft seal. Replacing a shot seal means a lot of sweat and elbow grease.

Removing the dipstick a couple of times will remove the air and give you an accurate reading. An oil level between LOW and FULL indicates you have about the required amount—7 gallons.

Watch Your Step!

When you're topside, give the auxiliary power unit air inlet screen plenty of room. A boot placed squarely on the screen will crack it.

Check for Water

The engine inlet in a Black Hawk engine is more open to the elements than the Huey engine.

Rain can drive past the T-700 engine inlet covers and puddle. When the temperature drops, the water freezes.

Then, when the engines are cranked up, engine heat and vibration will cause the ice to break up and be sucked into the engine. You'll end up with foreign object damage!



Check the engine inlet for water when you remove the inlet cover.

Right Oil Important

Fire-resistant hydraulic fluid, MIL-H-83282, replaced MIL-H-5606 in most hydraulic systems.

Never add MIL-H-83282 to any of the 4 rotor head dampers that use MIL-H-5606, tho.



Sure, the 2 fluids will mix and you won't even ruin the seals. But the viscosity of each fluid is different. With the damper pistons moving back and forth, the fluid heats up and changes the rate of flow.

To head off a "dancing" rotor head caused by a 1-to-4 beats per revolution vibration, service the dampers with MIL-H-5606 hydraulic fluid only. That's the word in Task 1, Step 10 of TM 55-1520-237-23-4. Be sure you also use MIL-H-5606 in the landing gear.

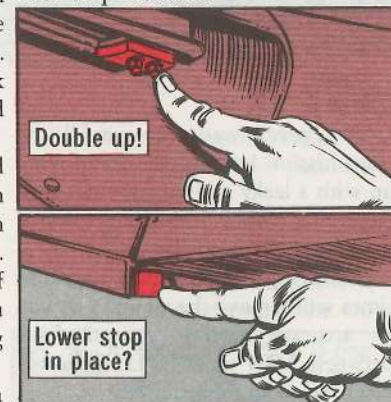
And, if you're about to change a damper on your chopper, keep this in mind:

The dampers are shipped from the manufacturer with a preservative fluid. You have to drain the fluid and add MIL-H-5606 before you install the damper.



Cargo

Huey or Black Hawk cargo doors take a beating. TSARCOM Msg DRSTS-M 222119Z Apr 81 (UH-60A-81-10) summarized several maintenance actions to be taken on the UH-60A doors. Included was a doubling of the upper door stop and making sure your aircraft has a lower door stop installed.



Door maintenance is covered in Task 7, TM 55-1520-237-23-5.

When you remove a cargo door for maintenance, be careful when you put it back. As you slide the door onto the tracks, make sure it's level with the tracks. If you allow the rear end of the



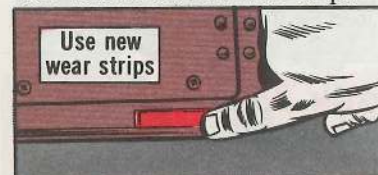
Door PM

door to droop, you may split the dust shield and that means more maintenance.



If you get a lot of door vibration in flight, check the rollers for too much play.

There are 4 wear strips on both the upper and the lower door tracks where the rollers seat. The strip, Item 38, Fig 49 in TM 55-1520-237-23P, will wear out in time. Then, for a snug fit, you'll need to bond on new wear strips.



Yessir-e-e, bird mechs, your "sugar" is refined...takes a bit more PM than the other kind!

Save the Windshields!!

Any time you Black Hawk types install a windshield, focus on Task 7 in TM 55-1520-237-23-10. If the windshield is not seated evenly, it'll crack and you'll have to do the job over again.

Like—insert the screws and washers. Add the nuts and hand-tighten them in the sequence shown in Fig 7-3 of the pub.



Torque the nuts, again in the same order, to 15-18 lbs-in—no more!

'Course, when you're working on windshields, all electrical power has to be turned off. The battery should be disconnected.

For good measure, tho, pull the circuit breaker for the heating element on an outboard windshield. Then, if somebody accidentally flips the heater switch to ON and the battery is connected, that baby won't be damaged. The windshield will actually melt if the automatic 75-115 degrees F rheostat in the system malfunctions.

If It's AIMI, Move It!

Got a package marked "AIMI"? That repair part is needed to keep a bird flying.

AIMI stands for "Aviation Intensive Management Items". Depots are marking these critical priority items with a red "AIMI" to let you know the part is in high demand.

AIMI items are announced in TSARCOM supply letters. Look for them and keep the items moving.

Restore Cleaning Kit!

Got a plexiglass polishing kit, NSN 1560-00-624-0175, that's gone "dry" because the naphtha cleaner has evaporated? Get the kit in shape with NSN 6810-00-238-8119. It gets you a gallon of naphtha. Be careful with this stuff, tho. It's highly flammable. If you can't get the naphtha, use water.

Hydraulic Fluid Status

Stick with TB 55-1500-334-25 and use OHA hydraulic fluid, MIL-H-5606, in the propeller control systems of your Mohawk (OV-1). If the props have already been converted to fire-resistant MIL-H-83282 fluid—which causes seals to leak—drain them and go back to the other red juice. TSARCOM Msg DRSTS-MEA 051430Z Oct 81 has the details.

Metal is Better

The plastic clevis in the AH-1S doors cracks if the canopy is left partially open when ground-running the engine. So, Cobra mechs, latch onto metal clevis, NSN 1560-01-092-7085, for Item 56 in Fig 8 and Item 53 in Fig 9 of TM 55-1520-236-23P.

Hold It, Chinook Mechs!

There's a shortage of CH-47 rotor head retaining nuts, so never just toss 'em away! See if the retaining nut, NSN 5310-00-991-8544, can be used again. For tare or breakaway torque limits, check your bird's -23 manual. For CH-47A's, see Para 5-13n, TM 55-1520-209-23-2; for Chinook B and C Models, see Para 5-13m, TM 55-1520-227-23-2.

More Washers OK

Balancing the OH-58 tail rotor is tricky enough without the restriction of 3 washers maximum per bolt. Para 5-170 of TM 55-1520-228-23 is being changed to remove the 3-washer limit.



More washers OK

How's Your Wiring?



HERE'S WHAT YOU NEED TO REWIRE THE OH-58A LANDING LIGHT!



Item	Quantity
12-gage wire power lead, NSN 6145-00-056-8451	1 ft
16-gage ground wire, NSN 6145-00-056-8484	2 ft
16-gage terminal lugs, NSN 5940-00-143-4780	2 ea
12-gage terminal lugs, NSN 5940-00-143-4775	4 ea

Do you Kiowa types have an OH-58A with a serial number prior to 72-21261? If so, check the landing light's wiring.

The early models had low-temperature wiring that has not been replaced. During night operations, the wires heat up and burn. You need high-temperature wiring, according to the note on Page 9-58, TM 55-1520-228-23.

If the lamp is burned out, get a new one with NSN 6240-00-577-8450.



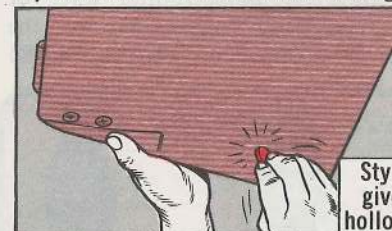
Hollow Sound OK!



Using a coin to check for a bonding void in your thin-skinned aircraft is standard operating procedure.

It won't work on the tip cap of your OH-58A/C main rotor blades, tho.

You always get a hollow sound when you tap the cap because it's filled with Styrofoam. You do not have a bonding void there requiring blade replacement.



Styrofoam gives you hollow sound



Move inboard from the cap (Station 208, Fig 5-22 of TM 55-1520-228-23) and you'll get a solid response to your tapping.

So when you spot small dents in blade caps and flight characteristics are not affected, Para 5-86e (8) of the maintenance pub says you can keep 'em flying.

DRAT! DID OUR ARMORER
SECURE HIS BORESIGHT
ADJUSTMENTS WITH
MASKING TAPE?

CAN'T
B' LIEVE
IT...

YOU MISSED
TH' BROAD
SIDE...

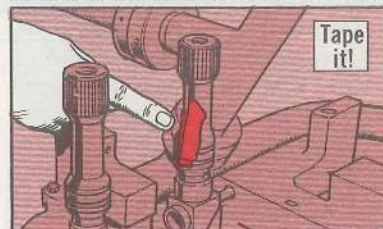
Tape It!

When you armorers boresight the AH-1S (Modernized) weapons sub-systems, make only one barrel adjustment on the 4 boresight telescopes.

When installing the telescopes, as explained in Para 7-2.3 of TM 9-1090-206-30, you need a clearly defined projected reticle image at infinity. No sweat!

Once you get the adjustment, tho, use a piece of masking tape to hold it. Otherwise, your other adjustments

will be thrown off and the pilot won't be able to hit the broad side of a barn!



Adjust only the eyepiece to your individual needs.

Back to Square One



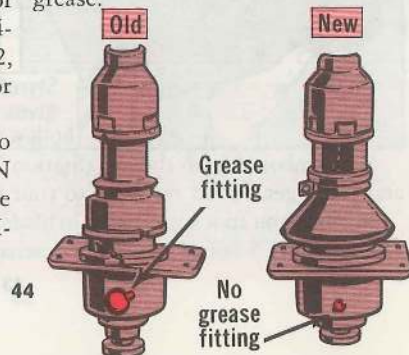
FINE... AND
DON'T FORGET A
SHOT OF WTR GREASE
FOR MY OLD STYLE
SERVO CYLINDERS!

When you AH-1S (Modernized) mechs make your rounds with the grease gun at 100-hr intervals, focus on the 3 hydraulic servo cylinders.

There is a temporary shortage of the new type servo cylinder, PN 204-076-511-9, NSN 1650-01-016-3572, which doesn't have a grease fitting for the bearing—no lube needed.

You may now have an old servo cylinder, PN 204-076-005-7 or PN 204-076-005-11, which has a grease fitting—lubrication needed! The AH-1S manuals won't be revised.

In that case, disconnect the rod-end from the pitch control lever or swashplate horn and make with the wide temperature range (WTR) grease.



First Aid Kit Check

Turn in aircraft first aid kits for inspection every 24 months, crew chiefs, according to Para 10-7 in TM 55-1500-328-25 (Apr 81). Individual aircraft pubs with a 12-month check are being updated.

Black Hawk Manuals

If you've just taken delivery on some UH-60A aircraft and you don't have enough TM 55-1520-237-series manuals to support 'em, alert your pubs clerk. The details on ordering pubs (from the Baltimore Publications Center) are in DA Pam 310-10-2.

Compass NSN Change

The NSN for the magnetic compass, Item 5, Fig 109, in TM 55-1520-236-23P shows up on the AMDF as a "terminal" item and is no longer available, Cobra mechs. So use NSN 6605-00-225-2383 when you need a replacement.

Cement Code Changing

You can't get cement, NSN 8040-01-084-3861, to fix the drooping door seals on your OH-58's—at least not yet. Right now, the cement's coded for depot use only in the Acquisition Advice Code (AAC) column on the AMDF. The code's being changed, tho, so units can get it. Until the change makes the AMDF, you can use cement, NSN 8040-00-165-8614.

Warning Streamer NSN's

Need "Remove Before Flight" red warning streamers? Get them with these NSN's:

NSN	Length
8345-00-863-9170	36-in
8345-00-995-7806	30-in

Use Appendix A, CTA 50-970 as the authority to get these.

Safety-of-Flight Messages

If your unit has not received a message in which you have an interest check with your next higher headquarters.

AH-1-81-30 Maint Notice, Transmission oil line MS8702BK082D180 DRSTS-MEA 011300Z Oct 81
AH-1-81-31 Maint Notice, AH-1S tail rotor pitch change horn retaining nuts DRSTS-MEA 091400Z Oct 81
AH-1-81-32 Maint Notice, AH-1 main rotor blade P/N 540-011-001-5 NSN 1615-00-847-7461 DRSTS-MEA 211940Z

Oct 81
AH-1-81-33 Maint Notice, Service life of hot metal plus plume IR suppressor P/N 1914-30-5-2 NSN 1560-01-093-4756 DRSTS-I 221330Z Oct 81
OH-58-81-07 Cancel Msg OH-58-81-07 DRSTS-MEA 221945Z Oct 81
OH-58-81-08 Maint Mandatory, RCS CSGLD-1860, Maint procedures check for OH-58 DRSTS-M 221330Z Oct 81
UH-60A-81-26 Operational, Limits for UH-60A Black Hawk turbulence and thunderstorm operation TM 55-1520-

237-10 DRDAV-EEB 061515Z Oct 81
UH-60A-81-27 Technical, RCS CSGLD-1860, One-time inspect UH-60A Black Hawk shaft assy, engine output, P/N 70361-09004-042, TB 55-1520-237-20-25 DRDAV-EEB 051600Z Oct 81
UH-60A-81-28 Technical, One-time inspect UH-60A Black Hawk deswirl duct, P/N 70070-30011-108 and clamp, P/N 12172-1568, TB 55-1520-237-20-26 DRSTS-MEA 261945Z Oct 81
Cat 1 EIR Phone: AUTOVON 693-2066 (24-hr)



AN/VIC-1 Intercom...

Tune in to the Crew

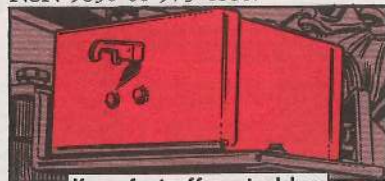
You tracked-vehicle types need to make sure your whole crew has one thing in common: Commo. When you're running a fighting machine, your AN/VIC-1 intercom set needs to be on track.

IF OUR BLANKETY-BLANK INTERCOM WAS WORKING, I'D TELL THE DRIVER TO STOP FOR SOME PM TIPS!

READ THESE TIPS ON HOW TO KEEP THE INTERCOM SYSTEM IN YOUR ARMORED "OFFICE" IN SHAPE!

No Feet

Never play Big Foot with the C-2296 intercommunication set control box on the outside of your vehicle. That's not a step. If you need a foothold, get the protective bracket, NSN 5830-00-973-4888.



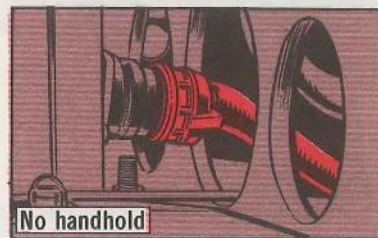
Keep feet off control box

46

No Hands

Hands off the cable which feeds the control box, too. It's not a handheld. Grabbing it can damage the cable or its connector. Find another way up.

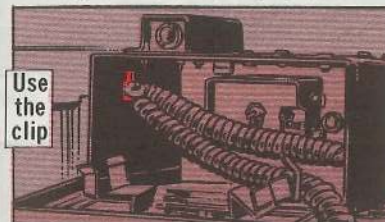
When the M60A1 tank's power plant goes in or comes out, it can smash the cable if it's not out of the way along the engine compartment wall. Warn the repairman.



No handhold

Handset Hints

Lighten up on the H-207 handset cord's control set connection by using the clip on the box's inside wall.



Use the clip

Through with the handset? Stow it. A few tons of tank can mash it if you leave it outside.

The box lid is sharp enough to cut



Tuck the cord safely inside

the handset cord. Make sure the cord is tucked safely inside before you shut the door.

Take it easy on the door. Slamming it can damage the pre-formed packing. That can let in moisture. When the water gets to the circuits inside, it's bye-bye commo.

REPLACE DAMAGED PACKING WITH THESE STOCK NUMBERS...

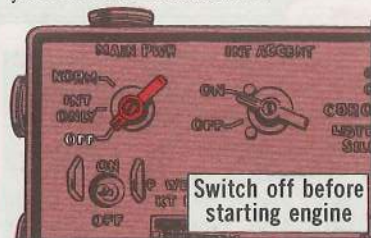
Packing NSN
Control Box
 C-2296, -2298, -2299 5330-00-095-2256
 C-2297 5330-00-884-2491
 C-2742 5330-00-892-4111

47

PS MORE

No Overloads, Please

Shut off your commo gear before you start your vehicle's engine. That keeps a power surge from zapping your receiver-transmitter.



Switch off before starting engine

Make sure your vehicle has a MX-7778 transient suppressor to guard against surges, too.

Save vehicle batteries by running your vehicle when the radio's on, if possible.

Use a light touch when you turn the AM-1780 amplifier's dimmer knob. When it catches, stop. Wires twist when you go too far, which strains the assembly's insulator. Pretty soon, your amp short-circuits.

HEY-- WE'RE NOT TRANSMITTING OR THEY'RE NOT RECEIVING!

NO RESPONSE FROM ALFA 5, SERGEANT!

MAYBE THEY GOT THEIR CABLES SWITCHED AGAIN!

Tighten Connections

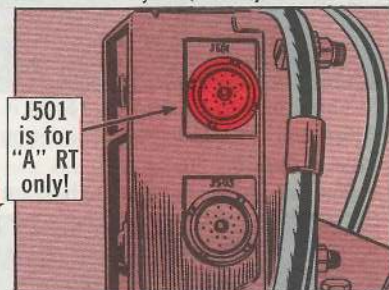
Tighten up cable connections for good commo. Disconnect the cable before tightening receptacle rings,



tho. If you don't, pins could break. Make sure the cable insulation looks good and that cable clamps on the vehicle wall are OK.

Your intercom has a lot of CX-4723 cable assemblies. Be sure they're hooked up correctly to the AM-1780 amp. Like, leave plug J504 for the

vehicle commander. He must be able to talk to anyone, at any time.



Plug J501 is for your "A" receiver-transmitter only. The plug is built for the vehicle's 24-volt system. The other plugs are not. Wrong connections can mean an overdose charge and a burned-up amp.



Remember Your CVC

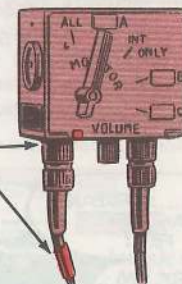
You heard about the guy who would forget his head if it weren't hooked on. That's the way it is with some troops and their Combat Vehicle Crewman's Helmet (CVC).

For instance, remember the helmet is a brain bucket, not a water bucket. Keep moisture out. Never leave it outside with the shell down like a turtle on its back. A rain will fill it and knock out your commo.

Even rightside up, your CVC soaks up moisture. Make sure your earphone gaskets are OK. Your support checks them and replaces bad ones. Add a little insulating compound, NSN 5970-00-181-0190, on the screws and cord leading to the earpiece.

When you hook up your CVC, match the yellow band on the receptacle with the yellow band on the cord. If the bands are gone, remember to hook the Long cord to the Left receptacle. L goes to L.

Match bands on receptacle and cord!



Switched cords will give you a hot mike. That overrides everybody's commo. Test to see if you're hooked up



right. Move the selector switch on your CVC forward. If you key the radio, you're OK. If you get an earful of squelch, switch connections.

TM PM

For more info on the intercom system, scope out TM 11-5830-340-12. TM 11-5820-401-12 and -10-2 describe radio set components. Chap 5 of TM 10-8400-201-23 will answer CVC questions.



Generation

Gap

CHUG-CHUG-CHUG-CH-CHUG-CH

Dear Macon,
Our unit has 4 AN/GRC-46 radio teletypewriter sets, each powered by a 3-KW generator set.

Trouble is, I don't think a 3-KW set is big enough. When all equipment in our RATT is turned on, the generator kicks out.

Nothing I've tried has worked. Do you have any suggestions?

SFC C.H.

WELL... SERGEANT, I CAN OFFER A FEW!

TRY 'EM IN THIS ORDER...

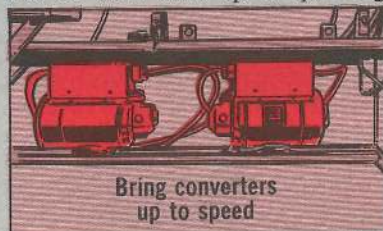
OH, NO... TH' GENERATOR JUST DIED FOR TH' FOURTH TIME THIS MORNIN'...

...AN' WE'RE ALREADY S'POSED TO BE ON LINE!!

CHUG-CH-CH



- Turn on the rotary converters and let them come up to operating



Bring converters up to speed

speed before any other load is applied. Then, switch on the gear one piece at a time, the biggest energy user first.

This assures the largest surge will come while there's still the greatest margin between current being drawn and that to be drawn.

(One big drain to watch is the shelter's heater. The generator won't power it and a keyed radio at the same time.

So, if you need to warm up, run the heater before you start communicating. Then, the operating gear

BLAST

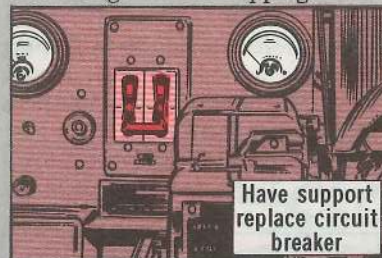
NOT ONLY THAT, I'M FREEZIN' IN THIS ICE-BOX!

WISH SPARKS WAS HERE!



should keep you comfortable. If not, warm up the shelter while the radio is not transmitting.)

- Replace the rig's current circuit breaker with a time-delay type, NSN 5925-00-898-4180. This breaker will take a surge without tripping.



Have support replace circuit breaker

- If your power supply shows poor voltage stability, high ripple and/or voltage transients, it's a candidate for your maintenance shop.

As a stop-gap, you can stabilize the voltage somewhat by putting a 24-volt battery in the circuit across your generator set and the -46.

Pack It Away —Cleanly

Before you slip OE-254 antenna group mast sections together, be sure they're clean.

If you don't, getting them apart again can be a chore.

You slip 'em together to save room when packing your antenna in its transit bag. Those sections fit together snugly. Trouble is, pieces of tape or dirt will wedge 'em together tightly.

A quick once-over cleaning will save you time and trouble later. Another

Female ends join



labor-saver is to insert the female end first. That gives you a good handle for separating the sections.

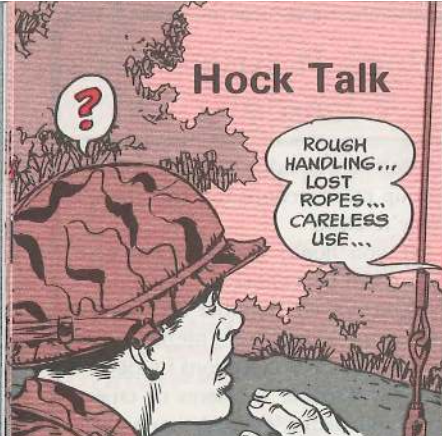
REMEMBER--
CLEAN IS THE
ONLY SCENE
WITH THESE
MAST
SECTIONS!

GOTCHA,
MACON!



AB-22's New NSN

The NSN for the AB-22 mast section shown in Fig 1 of TM 11-5820-348-24P has been changed to NSN 5985-00-372-0970.



Keeping Pair-26 cable able means treating hock plastic and pins with care.

Crooked or rough hookup will KO those rows of contact pins. Line up the connector and then receptacle, squeeze them together.

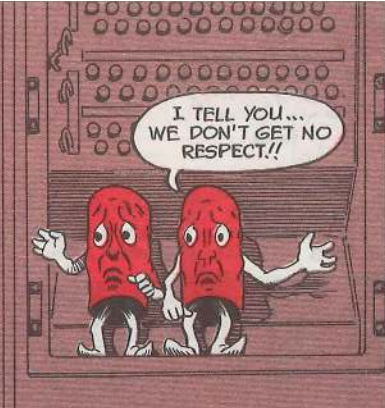
Once they're straight and mated, fasten both connector locks at the same time. That insures even pressure on pins.

Turn locks at same time



Remove 'em the same way—straight. Then use the receptacle covers to keep out dirt and moisture.

If you've lost the ropes that keep those covers handy, order some by the foot with NSN 4010-00-222-4482. NSN 4030-00-431-5536 brings a swaging sleeve to fasten the rope. A



Need ropes and sleeves?

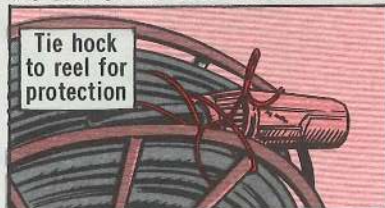


compressing tool to crimp the sleeve is NSN 5120-00-323-2292. Your authority for these items is Appendix A, CTA 50-970.

You protect connectors by keeping the cable out of the way, too. A stepped-on or driven-over cable pulls hard on those hookups.

Finally, protect hocks when you reel the cable. Tie the covered connector to the rim of the reel with field wire.

Tie hock to reel for protection



That keeps it from getting kicked or knocked around.



If you see spots when you use your AN/PVS-5 night vision goggles, turn 'em in.

Spots mean bright light has KO'd your image intensifier. If those spots are in your field of vision, they make night sighting a no-go.

Stop spots with lens caps when you're not using the goggles—especially where bright light can zap 'em.

Protect yourself! Leave the small hole in the lens caps small. That cap



keeps you hidden when you're using infrared (IR) illumination. The bigger the hole, the more IR is visible—to the enemy.

Save your battery by turning your goggles OFF if you don't need 'em for a while. IR is a big battery drainer. Use it only when you're 'sposed to, like in extreme darkness. Forget IR for reading.

Loosen before storing



Loosen the lever clamp and clamp knobs when you store the set in its case. This lets the monoculars "float" when the case is closed. If you leave the monoculars latched in position, the lid hits them and damages the goggle face.

For a final face-saver, use the focus knob to draw the lenses back into the set.

NBC Training Films, Tapes

You NBC types can send your people to the movies to help get them up to speed on nuclear, biological and chemical warfare training.

HERE'S
A LIST OF
NEW TRAINING
FLICKS AND
TV TAPES YOU
CAN GET...

MORE FILMS
AND TAPES ARE
IN THE WORKS...

WATCH
FOR THEM!

See TEC Lessons in the ETM Status List at your local Training and Audiovisual Support Center (TASC). Also, try the Chemical School, Fort McClellan, AL 36201 (AUTOVON 865-5453/4417) for training films, tapes or info.

Older films and tapes are listed in DA Pam 108-1.

TF 3-6121	M256 Chem Agent Detector Kit
TF 3-6123	Emergency and Partial Decon
TF 3-6124	Complete Personnel Decon
TF 3-6125	Nerve Agents—First Aid and Decon
TF 3-6126	ABC M12A1 Decon Apparatus, Pt 1
TF 3-6127	ABC M12A1 Decon Apparatus, Pt 2
TF 3-6155	M7A1 Gas-Partic Filter Unit in Field Hosp
TF 3-6158	Intro to Automatic Chem Agent Alarm
TF 17-6095	Tracked Combat Vehicles Equipped with Gas-Partic Units/Vented Face Piece (M25A1 masks)
TF 17-6096	Tracked Combat Vehicles: Op and Maint of M8A3 Gas-Partic Filter Units
TF 17-6097	Tracked Vehicles: Op and Maint of M13A1 Gas-Partic Filter Units
TF 21-6245	Smoke Operations—Defense
TVT 3-51	NBC Element in a Nuclear Environment
TVT 3-53	Chemical Protective Clothing
TVT 3-55	Mission Oriented Protective Posture (MOPP)

M17/M17A1 Sanitizing

AWW, C'MON--
IT'LL ONLY TAKE
US 2 TO 3 MINUTES!

NO!

GET
OUT OF
HERE!

When you sanitize your M17/M17A1 protective mask, resist the urge to pull it inside out.

For instance, if you yank by the nose cup, you'll pull the cup loose...or off. That means a repair job by your support. Or, salvage.

Never
yank on
nosecup

RATHER THAN CAUSE
DAMAGE OR CREATE A
POSSIBLE HAZARD BY
TURNING THE MASK
INSIDE OUT,
DO THIS...

• First, remove the filter elements, eyelens outserts and hood.

• Dip the mask in warm soapy water for 2 to 3 minutes, like Page 3-14 of TM 3-4240-279-10 tells you.

• Or, wipe the mask with a clean cloth dipped in warm, soapy water.

If you loosen the nose cup while cleaning, have your NBC NCO check it out. Protect yourself...or the next person who has to use the mask.

Lace Your Booty

Broke a shoestring on your chemical protective footwear cover (booty)? NSN 8335-01-107-6998 gets a pair of shoestrings. In a pinch, use cord or twine to lace the booty. You'll need a 7 foot string, plus or minus 2 inches.

Be an Editor

That's right. You can be an editor. Tell MSG Half-Mast (or Connie or Bonnie, if you prefer to write to girls) what you want to see printed in PS Magazine. That way you can act a bit like an editor and get info printed that will help you and other troops keep their equipment maintained.

THE
ADDRESS
IS...

PS Magazine
Lexington, KY
40511

Protective Masks, Carriers...

Hold the Soap...



Hold the soap suds when you clean your protective mask carrier. A bubble bath could shrink your carrier so it won't hold your mask. Clean the carrier with a barely-damp cloth or with a soft-bristled brush and clear, cool water.

The "no soap" word goes for all carriers, like those for the M17/M17A1, M24 and M25/M25A1 masks.

Don't use
soap on
the carrier



Never grease
face or mask

...Hold the Grease

Never grease your face or protective mask with lubes like petroleum jelly to try to make a better seal with your M17/M17A1, M24 or M25/M25A1.

The greasy stuff rots the rubber and causes mask leaks. A leaky mask makes you a sucker for chemical and biological agents.

Nix Gas on Mask



Cleaning "gas masks" with gas could get you gassed.

Never try to clean protective masks like the M17/M17A1, M24 or M25/ M25A1 with gasoline, diesel fuel or other "homemade" cleaners. That stuff rots the rubber in the masks. That's bad news when a chemical or biological agent hits you.

Stick to the cleaning instructions in TM 3-4240-279-10 and TM 3-4240-280-10. Use a clean cloth dipped in warm, soapy water and wrung out almost dry. Wipe with a barely-damp cloth dipped in rinse water. Dry the mask with a lint-free cloth or let it air-dry.

350-GPM Pump Warning



A fire hazard exists with some Peabody-Barnes and Gorman-Rupp model flammable liquid pump assemblies—LIN P97051.

Mogas gets into the engine crankcase thru the camshaft port because of faulty fuel pump diaphragms. The diluted engine oil also causes moving parts to wear out faster...could cause an expensive major engine overhaul job.

PM Test Poop

Pull this test before operating one of these pumps:

- Drain and refill the crankcase with 6 quarts of new engine oil.
- Hook up the pumping assembly to a clean water source and let it run for 4 hours under load.
- Stop the engine and wait a few minutes to let the oil drain down to the crankcase.
- Check the oil-level dipstick for overfill or extremely thin oil (gasoline dilution).



- If there's no overfill or oil dilution, it's OK to operate your pump assembly.
- If you find too much—or diluted—oil in the crankcase after shutdown, you've got a deadlined pump.

Fix it soonest with a new fuel pump repair kit, NSN 2910-01-005-0414. It'll take about an hour if you follow the poop in Chap 4 of the pump assembly TM.

Hold one! Be sure you change the oil and the oil filter after you put on the new fuel pump kit parts.



DOD Model
MEP-018A...

10-KW Cable Clutter

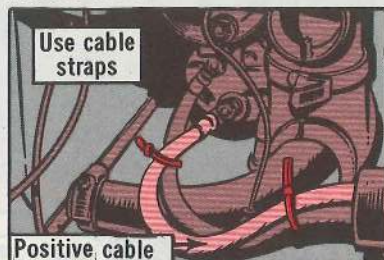


Positive leads—cables—on the 10-KW GED generator sets are “cooking” on the left exhaust manifold. They’re burning thru the auxiliary slave receptacle’s positive cable insulation, short-circuiting the system.

HERE'S
HOW TO PUT
SOOTHING PM-
SALVE ON THE
“BURN”...

GEE...
THAT'S SIMPLE,
BONNIE!

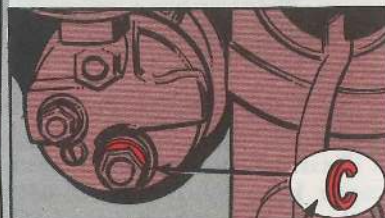
- Put the positive cable on top of the negative cable.



Positive cable

- Tie the cables together with 2 self-clinching, adjustable cable straps, NSN 5975-00-074-2072. Place straps 4 inches apart starting 4 inches from the terminal. This'll stiffen the cables...they'll have less droop.

- Be sure you have a helical, spring-lock washer, NSN 5310-00-637-9541,



Washer NSN 5310-00-637-9541

under the nut that holds the positive cable to the starter solenoid. Make sure the nut is tight. This will keep the cables taut and stop the saggies.

Mil Std Engines...

Oil Drain Extension

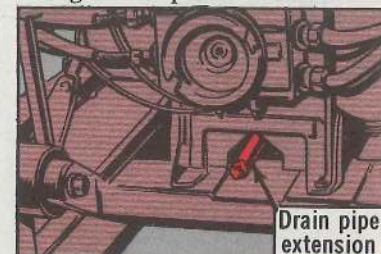


Changing the engine oil on small GED generators is a messy job. Here's a little helper that will save parts replacement and maintenance cleanup time.

Get drain pipe extension, NSN 2805-01-045-9735. It screws into the engine oil drain opening. The magnetic oil drain plug, NSN 4730-00-778-0441, screws into the end of the extension.

Operators can use a box or open-

wrench on the plug. Never butcher it up with lock pliers or the wrong size deep well socket.



Drain pipe extension

Small GED
Generators...

Make Safety Clips

Replacement safety clips for ground and load terminal studs on your small GED generators are not in the supply system.

Use on MEP Model

NSN 9505-	002A	003A	016A	017A	018A	021A	022A	023A	026A
00-804-3814									
.042-in			L-G			L-G			G
01-049-0144									
.050-in	L	L			L			L	L
00-596-1668									
.051-in				L-G	G		L-G	G	
00-221-2661									
.046-in	G	G							

L = Load terminal

G = Ground terminal



Use clip
for a
model

Use a clip from a stud for the pattern.

If you need safety clips for larger size generators, use NSN 9505-00-596-1662 for 0.090-in wire.

Think Warranties... Save Money

EQUIPMENT
WARRANTIES HELP!

THEY
CAN...

- Save your outfit a bundle of bucks
- Reduce your maintenance workload
- Help keep your unit mission-ready

WARRANTY PERIOD
A warranty period of 18 months or 1800 hours applies to the loader, Model L-1, Contract No. 15A700 (or, after delivery, manufactured by "N" at "A" in "S") applies to the end item, components and accessories furnished under the contract.

B-2. Warranty Claim Adjustment
Using units may contract their warranty claim adjustment forth in paragraph B-3.

B-3. General
a. DA
warrant
submit
emp

So any time you get a component, part, assembly or entire piece of equipment, doublecheck—inside and outside the package—for a warranty notice or card. It may be a regular commercial type or a special contract warranty.

Most warranties are good for 1 year from the date you receive the item. Some are good for 2 or 3 years.

Keep track of the date the equipment is received and put into service. Then if it fails in normal use before the end of the warranty period, tag it with a DA Form 2402, marked



"Warranty Exhibit." Then file a warranty claim on DA Form 2407.

Send the DA Form 2407 claim to your direct support. They'll handle it from there and advise you of any future action.

Give your DSU all the help you can. They need the equipment's original requisition number, contract or purchase order number, stock number, manufacturer, model, serial number, part number, description and reason for failure—if you know it.

Para 12-2, TM 38-750 has the word on warranty reporting.

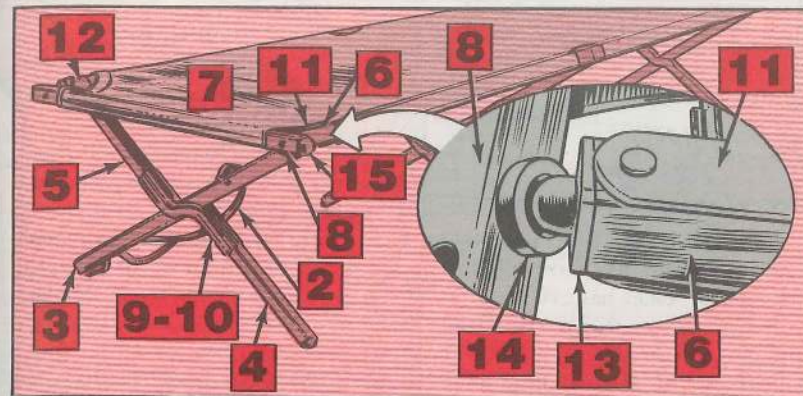
So check those packages inside and out for a warranty notice or card.

ARRRRH!
WHAT A
MESS!

A Lot of Cot Parts

...IS WHAT
I GOT T'GET!

True, NSN 7105-00-935-0422 gets you an aluminum folding cot...and this number is the only one that will be supported in the future.



HOWEVER, THERE'RE
STILL MANY WOOD
COTS, NSN 7105-
00-269-9279,
IN THE FIELD!

HERE ARE SOME
REPLACEMENT
PARTS NSN's...



ITEM	WOOD COTS NSN 7105-00-	ALUMINUM COTS NSN 7105-00-
1 Rail, end	113-0002	
2 Strap, folding	113-0003	113-0003
3 Leg, long	119-4327	935-0425
4 Leg, lower half	119-4359	935-0427
5 Leg, upper half	173-5214	935-0426
6 Rail, side	173-5408	935-0423
7 Cover, OD	935-1845	935-1845
8 Stick, end		935-0424
9 Support, cross leg, left		935-0428
10 Support, cross leg, right		935-0429
11 Support, top leg, right		935-0430
12 Support, top leg, left		935-0431
13 Plug, dowel		935-0433
14 Plug, spacing		935-0434
15 Plug, end		935-0435
16 Support, center top leg		935-0432

Many Disguises, Many Uses

CONTROL NO. 218359		1. ORGANIZATION 4th Bn, 12th Armor		9. FEDERAL STOCK NO. 1758-00-968-6321		9. SERIAL NO. C5786	
6. NOMENCLATURE Carr Per		7. MODEL M113A1		13. COUNTRY OF ORIGIN		14. DATE OF ACQUISITION	
11. YEAR OF MFG M-71		12. MANUFACTURER (MFG Code)		17. REPORT CODE C		18. TYPE REPORT	
g. ACCEPTANCE AND REGISTRATION				19. MILES 175			
b. USAGE ✓				20. RECEIVED FROM g. ORGANIZATION			
c. TRANSFER				169			
d. LOSS				20. RECEIVED FROM g. ORGANIZATION			

DEPENDING ON THE AGE AND TYPE OF EQUIPMENT, YOU MAY NEED TO FILL OUT ANY OF THE FOLLOWING DA FORM 2408-9 REPORTS...

DA FORM 2408-9

REMARKS

Your DA Form 2408-9 Equipment Control Record has more disguises than Darth Vader has evil deeds.

But you don't need Luke Skywalker and the rest of the gang to do the unmasking. All of those disguises are there for a reason—to help you keep up with the comings and goings of your equipment.

Before you fill out a DA Form 2408-9, make sure your equipment needs it. See if your gear has an X under the DA Form 2408-9 columns in Appendix E of TM 38-750, or if it's covered by the vehicle registration program in Chap 7 of AR 710-3.

When both pubs say your equipment needs a DA Form 2408-9, one set will do. Never make out duplicates for the two programs.

Watch it! The vehicle registration program may ask for DA Form 2408-9's on some items not listed in TM 38-750.

Acceptance Report

The DA Form 2408-9 Acceptance Report is filled out when equipment first comes into the Army inventory.

If you receive equipment with no Acceptance Report, contact the people who sent you the equipment. Maybe they can track down the missing information or form for you. If they can't, could be no Acceptance Report was ever sent in. Fill out a DA Form 2408-9 Gain Report with your unit info in Blocks 1, 2 and 3 and send the NMP copy in.

However, if the equipment arrived at your unit with a report that was later lost or destroyed, you just fill out a "logbook" copy Acceptance Report to replace it.

For equipment that comes under the vehicle registration program in AR 710-3, the Acceptance Report doubles as a registration report. It shows the registration number assigned to the equipment.

Older gear may still have a DA Form 2408-8 Acceptance Report. Keep it! That form's still good.

Gain Report

A Gain Report is needed when an item comes into the Army inventory from sources other than a manufacturer or local procurement or is added to Appendix E of TM 38-750 with an X in that form's column.

You also need a Gain Report when you pull items permanently out of higher assemblies—like the generators and trailers in your power unit.

Loss Report

A Loss Report tells the headshed an item has been lost, destroyed or permanently integrated into another system or item.

Transfer Report

Your DA Form 2408-9 Transfer Report tells the headshed when equipment PCS's from one organization to another.

When you transfer equipment, your "shipped to" report tells the computers at Lexington where you sent the gear.

The unit receiving the equipment sends out a "received from" report telling the computer to add the equipment to their UIC.

NSN or Serial Number Redesignation Report

Make out a DA Form 2408-9 NSN Redesignation Report whenever there's a change in the NSN of a DA Form 2408-9 reportable item.

This report clears the old numbers and adds the new ones. It shows the new numbers as well as old information from your Acceptance Report. Trashcan the old form when the new one is sent in. The new report becomes the permanent record.

Usage Report

Usage Reports give the number of miles, hours or rounds on your equipment. The headshed uses the information when buying replacement items and POL and to figure out how well the equipment stands up.

Fill out a Usage Report on all equipment with an X under the DA Form 2408-9 Usage column in Appendix E of TM 38-750. Para 5-8b (2) (b) 1 of TM 38-750 tells you when.

Rebuild/Overhaul Report

The Army depot or contractor who rebuilds or overhauls your equipment fills out the DA Form 2408-9 Rebuild/Overhaul Report.

You won't get a copy, but they'll make a note in the Remarks Block of the Acceptance or Gain Report telling you about it.

The Rebuild/Overhaul Report lets the headshed know when to go out for new equipment.

HOW YOU FILL OUT YOUR DA FORM 2408-9 DEPENDS ON THE USE OF THE FORM!

HERE'S A TABLE TO HELP YOU FIGURE OUT WHICH BLOCKS NEED ENTRIES FOR THE DIFFERENT FORMS...

DA FORM 2408-9 ENTRIES

MAKE ALL ENTRIES LEGIBLE!

T— Transfer Reports Only
X— Entry Required
**— Special Instructions for Administrative Use Vehicles
AUV—Administrative Use Vehicles

BLOCK	BLOCK TITLE	ACCEPTANCE/REGISTRATION		TRANSFER/GAIN LOSS/NSN RE-DESIGNATION		USAGE/REBUILD-OVERHAUL	
		AUV	Non-AUV	AUV	Non-AUV	AUV	Non-AUV
1	Organization	X	X	X	X	X	X
2	Location	X	X	X	X	X	X
3	UIC	X	X	X	X	X	X
4	Utilization Code	**		**	X	**	X
5	Vehicle Use & Sup Code	**		**		**	
6	Nomenclature	X	X	X	X	X	X
7	Model	**	X	**	X	**	X
8	NSN	X	X	X	X	X	X
9	Serial Number	X	X	X	X	X	X
10	Registration Number	X	X	X	X	X	X
11	Year of MFG	**	X			**	X
12	Manufacturer	X	X				
13	Contract Number	X	X				
14	Purchase Order Number	X	X				
15	Warranty Period	X	X				
16	Type of Report	X	X	X	X	X	X
17	Report Code	X	X	X	X	X	X
18a	Hours					X	X
b	Miles					X	X
c	Rounds (Weapons Only)					X	X
19a	Shipped To-Organization			T	T		
b	Shipped To-UIC			T	T		
20a	Received From-Organization			T	T		
b	Received From-UIC			T	T		
21	Remarks	X	X	X	X	X	X
22	Signature	X	X				
23	Julian Date	X	X	X	X	X	X

Even with all its uses, you won't have trouble keeping up with the logbook copies of the DA Form 2408-9. The Acceptance or Gain Report stays with the gear for its life—until it is "lost" to the Army's inventory.

You keep the latest Transfer and Usage Reports just for 90 days from when you filled them out. Then, trashcan them. Check your SOP, first. Some commands want you to keep those forms longer.

Connie's Mini Minis

CONNIE-- I GOT A MAINTENANCE PROBLEM!

MY CVC'S PICKIN' UP BEETHOVEN...

...AN' I CAN'T STAND CLASSICAL MUSIC!

"Danger" Arrow NSN

That's a wrong NSN in PS 343, Page 23, for the "Danger" arrow used on the M917 dump truck's tachograph. You get the arrow with NSN 7690-00-924-4318. This's the same arrow used on the tachometers in other trucks.

175B Scoop Loader

How do you get the SAE J1703 (70R-3) brake fluid your Model 175B Clark Scoop Loader needs? You don't need it. Mil Spec VV-B-680 brake fluid meets all the requirements so you can use it. NSN 9150-00-190-0932 gets a pint and 9150-00-231-9071 gets a gallon.

"Now Hear This!"

If you're in the Army's navy and you maintain a MOD 1 landing craft, make a note in your TM 55-1905-217-20P. The engine tachometer (Item 9, Fig 93) won't work on your LCM-8. The tachometer you need is NSN 6680-00-168-0574, PN 1549866, FSCM 70040.

All About Oil Analysis

If you didn't get a DA Pamphlet 750-5, Army Oil Analysis Program Guide for Leaders, order copies on DA Form 4569 from the Baltimore Publications Center. It tells who does what in AOAP.

* U.S. GOVERNMENT PRINTING OFFICE: 1982—559-009/3

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

TB 43-0211 Miscue

TB 43-0211, Army Oil Analysis Program (AOAP) Users Guide on Non aeronautical Equipment (May 81), throws a curve on Page 19. The TB tells you the DA Form 2408-20 will be kept with the DD Form 314. Not so. Put your DA Forms 2408-20 in a consolidated logbook binder as Para 5-3 of TM 38-750 tells you. Keep the binder handy for the people using the DD Form 314.

Hot Check

The IR heat suppressor on your Cobra is no longer replaced at 225 hours. It's now a "condition" item. Just make routine checks as explained in TSARCOM Msg AH-1-81-33. TM 55-1520-236-23 is being updated with the inspections.

Aircraft Transfers

You aircraft TAMMS people make a note in TM 38-750. There's a goof on Page 10-56, Para 10-35c (3) (n) and (o), on filling out a DA Form 2408-9. The book says leave Blocks 19 and 20 blank for a Loss, Transfer, Gain or NSN Redesignation Report. Not so for a Transfer Report! Fill in Block 19a and b Shipped To when you're transferring gear out and put a 1 on line 17c. Fill in Blocks 20a and b Received From when reporting a transfer in and your line 17c shows a 2.

REACHED THE END OF YOUR
PROBLEM-SOLVING ROPE?

Here's **HOTLINE** Help

Call these AUTOVONS at any time, 24 hours a day:

- 
- ★ Tanks, small arms and missile guidance/control systems for LCSS, ground and air TOW, Dragon, LANCE, Shillelagh .. 694-6582
 - ★ CH-47..... 977-6408
 - ★ Aircraft..... 861-2651
 - ★ Cat 1 EIR (Aircraft) 693-2066
 - ★ M113 FOV (incl Vulcan, Chaparral) 829-3100
 - ★ Power generation eqpt, wheeled vehicles, Redeye, topo eqpt 790-2129
 - ★ All howitzers, M578, FAAR, FADAC, ground guidance & shop/test eqpt for I-HAWK & Nike Herc 242-7693
 - ★ Commo/Electronics (Sacramento)..... 839-2839
 - ★ Commo/Electronics (Tobyhanna)..... 795-7900

HOLD ONE! Before you call, check out your problem with your DSU and local DARCOM Logistics Assistance Office. They may be able to help you!

After you do what the **HOTLINE** folks tell you to do, call 'em back and let 'em know how it worked—or didn't work!