
Issue 145
PS
1964 Series
THE PREVENTIVE MAINTENANCE MONTHLY
WHY DON'T YOU JUST SHIP OUT, HUH!?!
GET LOST, GRAVEL-GRINDER!
TM
To: Connie
Will Eisner


GIVE YOUR EQUIPMENT A PRESENT EVERY DAY OF THE YEAR... PM IS NOT A ONE-TIME DEAL.
Issue 145
PS
1964 Series
THE PREVENTIVE MAINTENANCE MONTHLY
GO CHASE A MOOSE, HUH!
TAKE A JUMP, WILL YA!
*-*@!! AND HO, HO, HO.
FEH!
WAIT UNTIL YA SEE TH' DUTY ROSTER TONIGHT!
HOW ABOUT SAYIN' THAT BEHIND THE BARRACKS, SHORT-ROUND!
WHY DON'T YOU JUST SHIP OUT, HUH!?!
GET LOST, GRAVEL-GRINDER!
TM'S ARE GREAT FOR GETTING THE JOB DONE RIGHT. RIGHT?
Connie Rodd
XXXXXXX
To: Connie
TM 9-2320-211
Will Eisner

# DON'T FIGHT IT!


Sergeant Half-Mast Says—

The man who "fights the problem" is really fighting himself and not solving his problem or getting his job done.

A lot of guys are "fighting the problem" when they see TM 38-750 and think about getting their equipment records in shape—correct and up-to-date.

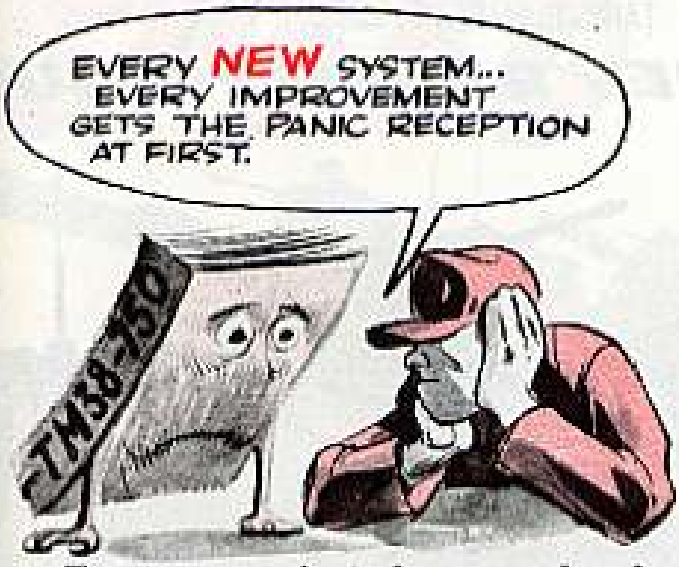


was designed to provide information on your equipment and its maintenance, to give you, your CO, and all the people up the line the word on how your gear stands, maintenance-wise.

So, read "The Book," TM 38-750, "Army Equipment Record Procedures," from cover to cover. Then, if you need help on any points, see your sergeant or your CO. The CO can get help from your support unit; the technical people have the know-how on record keeping as well as on maintenance and supply.

Get copies of DA Pamphlet 750-38 (dated 25 Aug 64); it's designed for easy reading and easy understanding of the equipment record system.

Then, you apply what you've learned. Use the forms, and with




True, you can't sit down, read and completely understand TM 38-750 during your next coffee break. You'll need plenty boning up on the TM and the forms. But once that's done, you'll see that the TM and forms are not so tough.

You've got the Army Equipment Record system . . . work with it, and make it work for you. After all, it


some practice and checking back at the manual, you'll soon be the expert.

If a real tough problem arises that you, your sergeant, CO and support can't solve, shoot it in to the guys who wrote the book: U. S. Army Maintenance Board, Fort Knox, Ky. 40121.

Give 'er a twirl. You'll be amazed how easy it is to whip a problem if you don't fight it.


# PS

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THE PREVENTIVE MAINTENANCE MONTHLY

Issue No. 145 1964 Series


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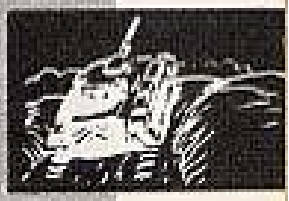

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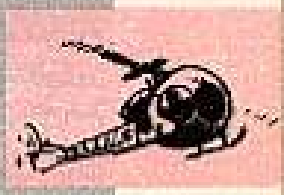

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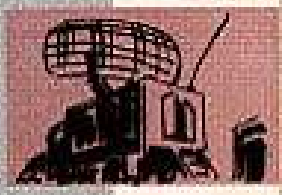

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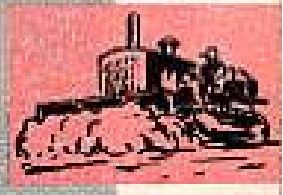

### GENERAL AND SUPPLY




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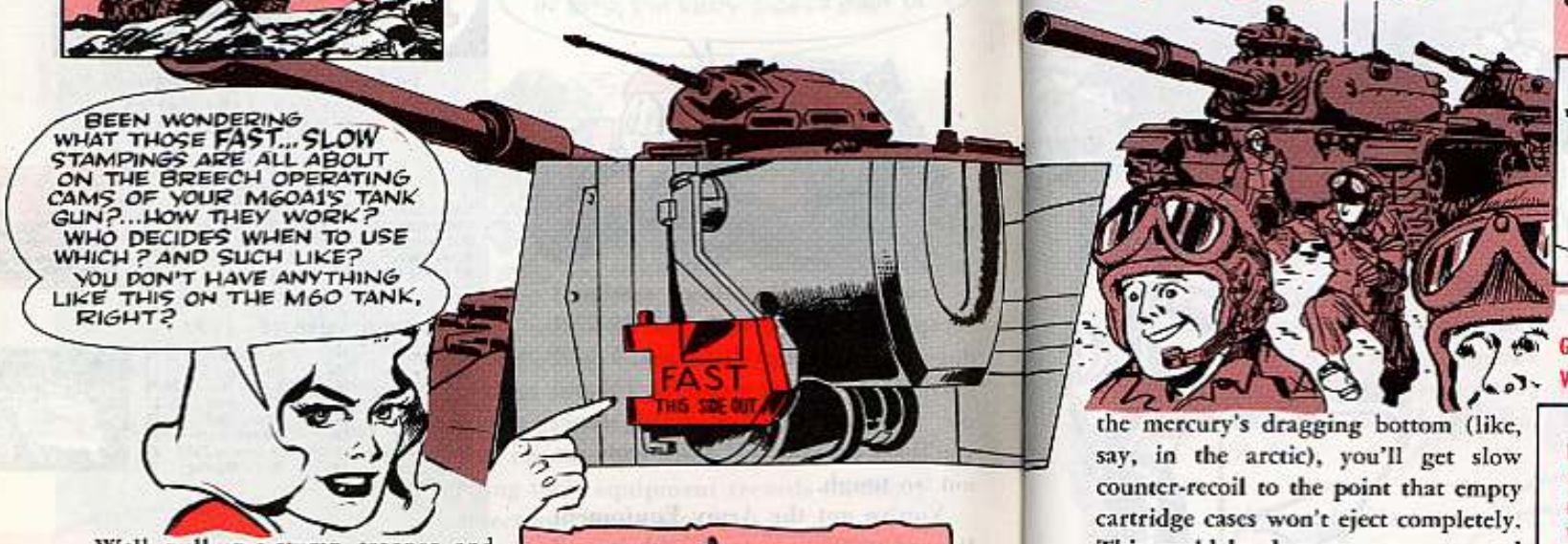
PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to:

Sgt. Half-Mast,
PS Magazine,
Fort Knox, Ky.
40121


M60A1 TANK GUN CAMS...

# THEY'RE JUST YOUR SPEED

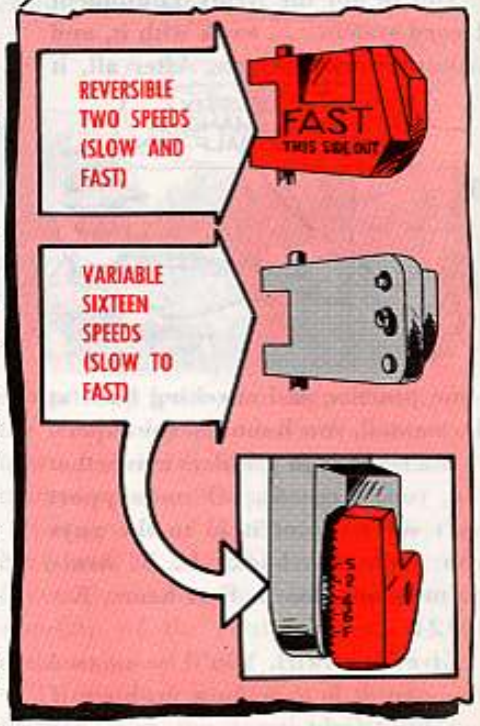



Well, pull up a stump, trooper, and expose yourself to some educating.

To start with, the M140 gun mount on the M60A1 comes with either of two types of breech operating cams: The reversible FSN 1015-874-6754, or the variable FSN 1015-968-6329. You'll find the reversible on early model M140's and the variable on late-production jobs. They're interchangeable, though, so no sweat here.

The main difference between 'em is that the reversible gives you two speeds (slow and fast) in ejecting expended cases from the chamber, while the variable gives you sixteen speeds, ranging from slow to fast. The M116 mount on the M60 tank has only one speed, remember?

A change in ejection speed gets to be pretty important under certain temperature conditions. F'rinstance, when







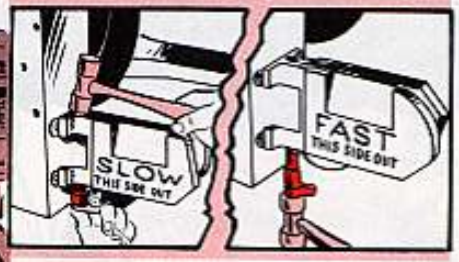

the mercury's dragging bottom (like, say, in the arctic), you'll get slow counter-recoil to the point that empty cartridge cases won't eject completely. This could be dangerous to man and weapon.

A situation like this calls for a FAST breech operating cam. However, as you keep on firing your "105," counter-recoil action and ejection will gradually speed up and you'll have to switch to SLOW.

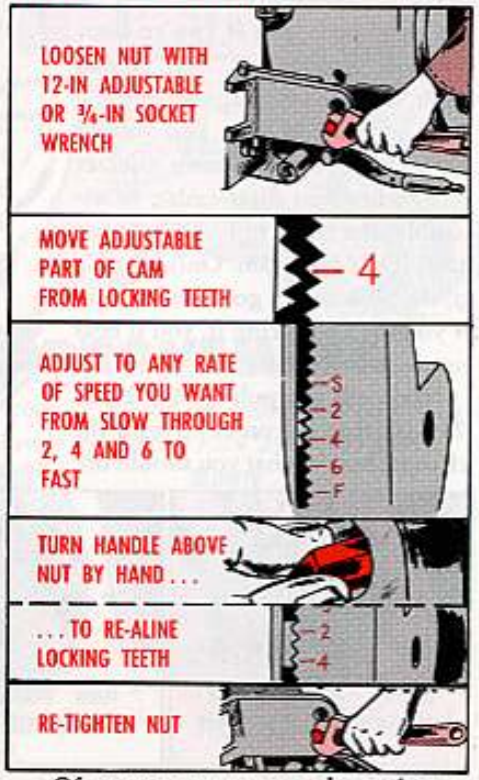
You loaders and gunners are the guys who have to figure out just when it's time to switch from one ejection speed to another. Not an easy decision, either. No definite temperature range can be given for changing from FAST to SLOW, and vice versa, since no two weapons will operate exactly the same under the same conditions. All you can do is keep your eyes on how fast the expended cases are being ejected.

Switching from FAST to SLOW or vice versa with the reversible cam is easier'n falling into bed.

ALL YOU DO IS: TAP OUT THE SHAFT, FLIP THE CAM OVER AND TAP THE SHAFT BACK IN. YOU DON'T EVEN HAVE TO REMOVE THE LOADER'S GUARD TO TURN THE TRICK.

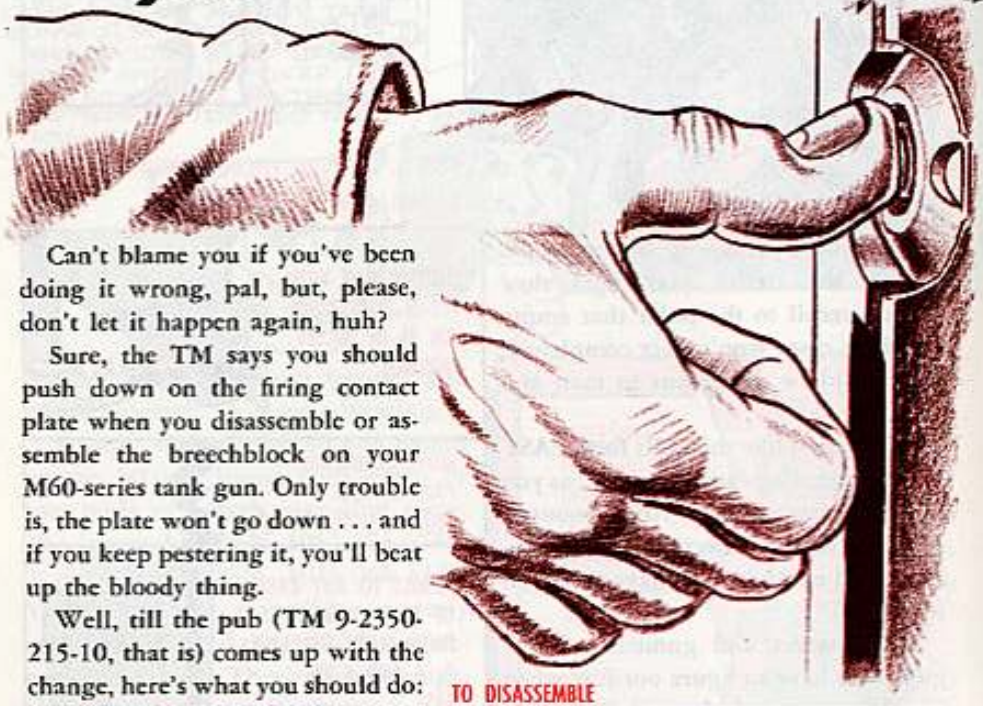



GETTING THE RIGHT EJECTION SPEED WITH THE VARIABLE CAM'S EVEN EASIER.




Of course, you want to be real careful with this flipping and adjusting bit so that you don't damage the cam parts.

# PRESS THE PLUNGER

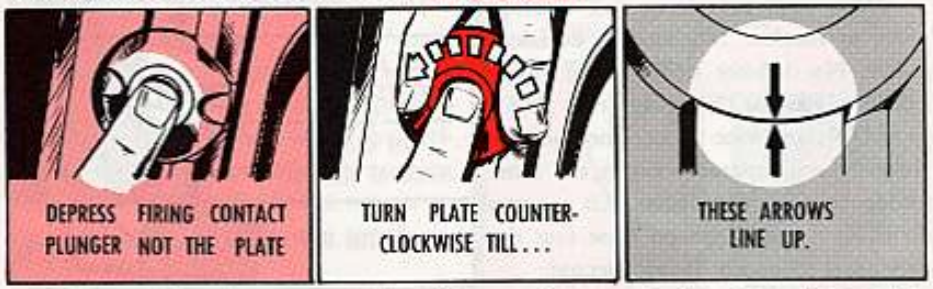


Can't blame you if you've been doing it wrong, pal, but, please, don't let it happen again, huh?

Sure, the TM says you should push down on the firing contact plate when you disassemble or assemble the breechblock on your M60-series tank gun. Only trouble is, the plate won't go down . . . and if you keep pestering it, you'll beat up the bloody thing.

Well, till the pub (TM 9-2350-215-10, that is) comes up with the change, here's what you should do:

TO DISASSEMBLE

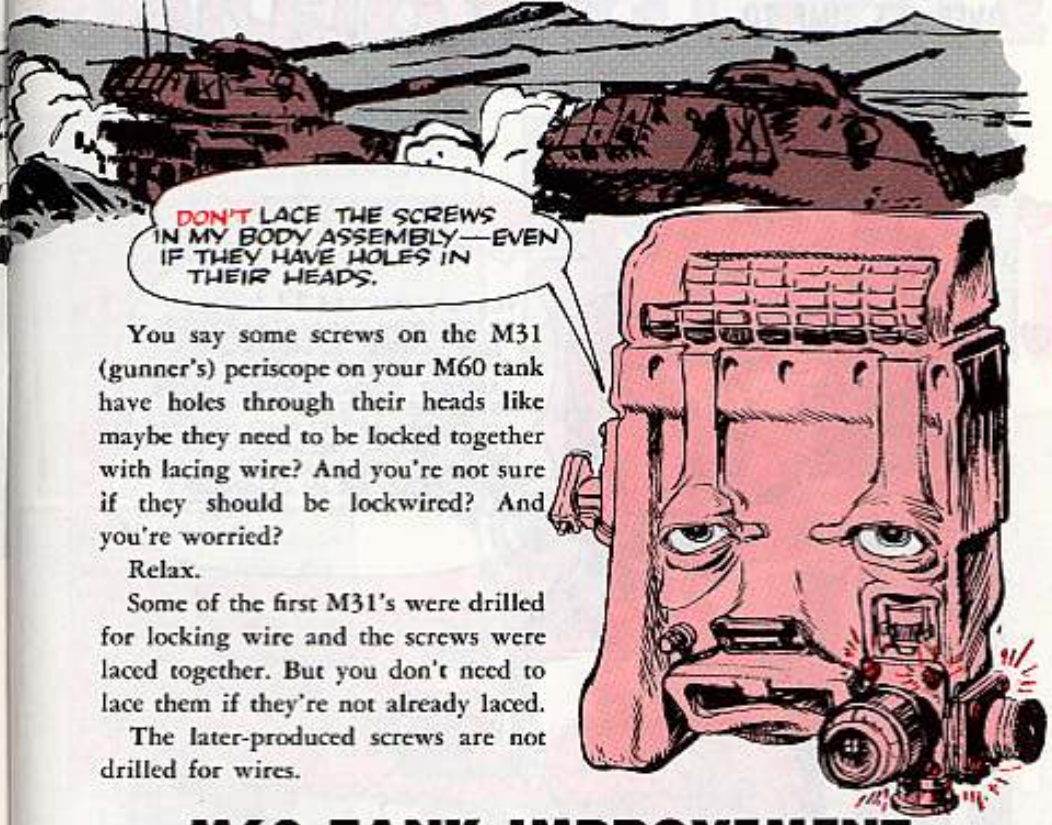



And to replace the contact plate, line up the arrows, depress and turn the plate clockwise till the plunger engages the locking notch on the plate.

Savvy?



# M31 PERISCOPE POOP




You say some screws on the M31 (gunner's) periscope on your M60 tank have holes through their heads like maybe they need to be locked together with lacing wire? And you're not sure if they should be lockwired? And you're worried?

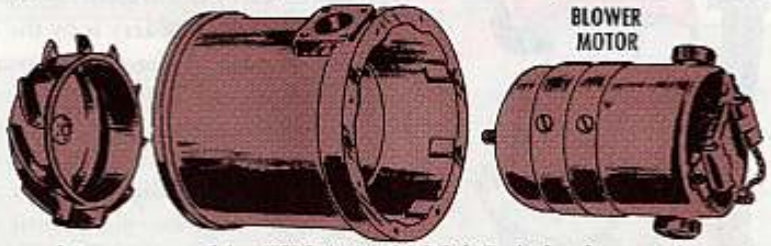
Relax.

Some of the first M31's were drilled for locking wire and the screws were laced together. But you don't need to lace them if they're not already laced.

The later-produced screws are not drilled for wires.

# M60 TANK IMPROVEMENT

Having trouble with the generator cooling motor on your M60 tank? This motor, (Ord 10884177), is part of Blower Assembly FSN 2920-785-9085.




A new blower assembly, FSN 2920-895-3417, is in the supply system and it has a beefed-up motor, Ord 10898760.

Meanwhile, remember to check often like it shows in TM 9-2350-215-10 (Sep 62) on page 145, para 12, to make sure the blower is working. Making this check could keep you from ruining your generator.

AFTER THE FIRING'S OVER IT'S TIME TO . . .

# CODDLE

YESSIR, YOUR M2'LL HELP YOUR CREW RUN UP ANOTHER BIG SCORE TOMORROW - IF YOU TUCK IT IN GENTLY AFTER TODAY'S SHOOTFEST. HERE'RE A FEW TIPS ON CLOSING IT UP AND MOVING IT OUT TO GO ALONG WITH THE MAINTENANCE CHECKS AND SERVICES IN CHANGE 1 (JUN 63) TO TM 9-6166 (OCT 55).

A lot of M2's meet their ancestors ahead of time because of the way they're handled during travel. When you hand-carry the M2, always remove it from the tripod. Carry it by the strap in one hand and the tripod over the other shoulder. This'll help prevent damage to the instrument—especially the compass—if you happen to trip.

When you're riding with it in a vehicle, it's a good idea to sit with the M2 in your lap. Or, if you can't do that, place it on something soft between your feet.

You just can't be too kind to these delicate critters.

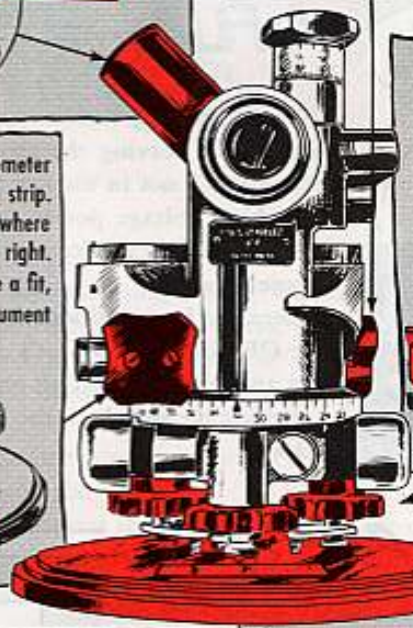


# YOUR AIMING CIRCLE

When you're through with your M2, close and lock it up right, like so:

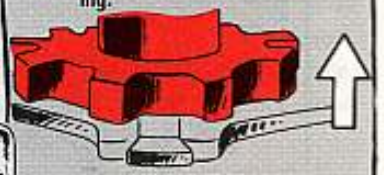
Every time you clean the optics, use a camel's hair brush first to remove the dust. Then wipe off the smears with lens tissue. If you don't get rid of dust and dirt first, you could scratch the lenses with the tissue.

Lock the needle in place. If you don't, it'll bang around and get hurt.

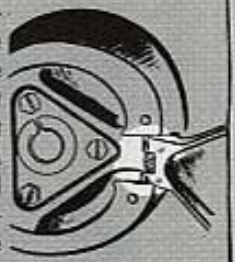


Place the azimuth micrometer knob over the notation strip. If you locate it anywhere else, the cover won't fit right. Then, if you try to force a fit, you'll damage the instrument and the cover.


Turn all three leveling screws all the way up—which'll bring the instrument down on the base plate. Then back off one full turn to keep the knobs from freezing.



Check the spring in the baseplate cover assembly before putting the cover on. If the spring's weak or busted, get support to replace it soonest with FSN 1240-692-1519. A busted spring'll let dirt and stuff get into the screw receptacle and foul up the threads.



After you put the cover on, be sure you snap the latches shut.

Make a habit of checking the equipment while you're closing it up. And don't forget to put a dab of light lube oil on each mounting knob at least once a month.

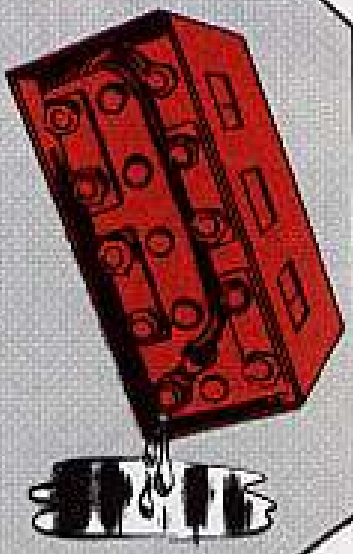
# JUICE ON THE LOOSE

## A DRIP...

A drip and a flip nets you juice on the loose if you get a little forgetful with the batteries used with the Model 9903 infrared weaponsight.

The drip goes like so: You store the weaponsight components, includin' the BB-429/U battery, in the storage case. Then you forget and flip the case upside down.

Naturally, the battery, too, goes upside down . . . and the electrolyte leaks out of the cells through the vent cap. Loose juice.



## A FLIP...


Now to the flip, such as you give the rotary switch: Like, leaving the switch on when the weaponsight's not in use can drain the life out of the high voltage power supply, the BA-42 battery. And that's juice on the loose with no purpose to serve.

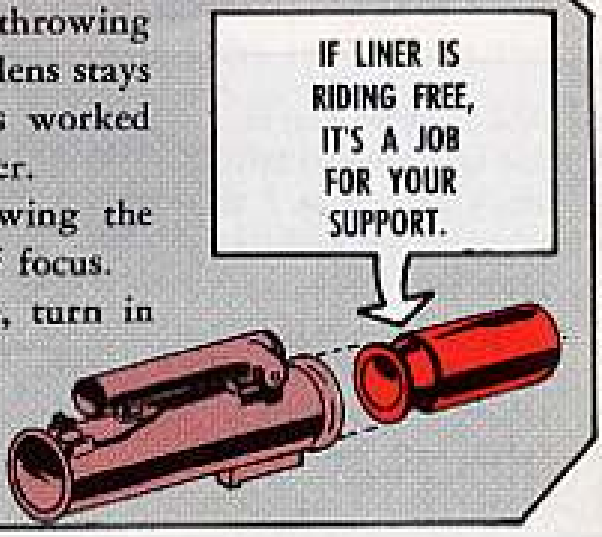
There are four positions for the switch, and since OFF isn't marked, it's not hard to walk away and leave the current on. So make sure—by clicking the switch all the way back counter-clockwise.

## A BLURR...

Another loose point: If rifle recoil keeps throwing your objective lens out of focus, or if the lens stays out of focus, suspect the body liner has worked loose. The image tube slides into the liner.

Sometimes the liner works free, allowing the parts to move, and throws the lens out of focus.

If you suspect the liner is riding free, turn in the weaponsight to your support.




***Dear Half-Mast,***

***Is there anything in the regulations that would keep us from painting identifying numbers or initials on the stocks of our rifles?***

**Sgt. R. C.**

Dear Sergeant R. C.,

You won't find anything official that says you can't—but it's not a good idea. Paint's too hard to get off once a weapon's been turned in for re-issue.

If local SOP says you're to number or initial or otherwise label your rifle, it's better to use masking tape. This comes off easy and'll leave the stock good as new.

A good out-of-the-way place to put tape is in front of the front swivel. But be sure you do a neat job.

To get paint off your stock (whether it's made of wood or plastic), use a few dabs of paint remover. However, after you wipe the paint off a wooden stock, apply a good dose of raw linseed oil to keep the wood healthy.


But, whatever you do, never use sandpaper or any other abrasive to get the paint off. You'll do more harm than good.

*Half-Mast*

# ARMS ROOM

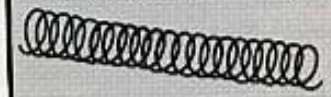
## DUAL-DUTY RIFLE ITEMS

Here's a handy pin-up for your arms room to show what items do double duty on M1 and M14 rifles.

APERTURE, Sight.
**FSN 1005-600-8868** **(6008868)**

KNOB, windage: rear sight.
**FSN 1005-731-2737** **(7312737)**

SPRING, helical, compression, hammer.
**FSN 1005-600-8887** **(6008887)**



PIN, straight headed, hammer.
**FSN 5315-501-3668** **(5013668)**

PLUNGER, extractor spring.
**FSN 1005-600-8618** **(6008618)**

SWAB HOLDER SECTION, small arms cleaning rod.
**FSN 1005-726-6110** **(726-6110)**

ROD, section, cleaning, small arms.
**FSN 1005-726-6109** **(726-6109)**

SLING, small arms, M1.
**FSN 1005-654-4058** **(6544058)**

BRUSH, cleaning, small arms, bore.
**FSN 1005-556-4174** **(5564174)**

CASE, small arms, cleaning rod.
**FSN 1005-650-4510** **(7287754)**

ENVELOPE, fabric.
**FSN 1005-722-8907** **(7228907)**



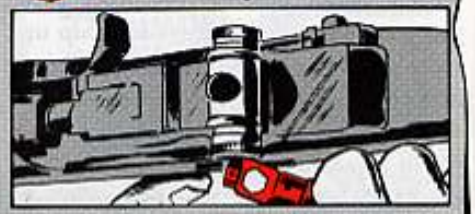



# TOOL

## COOL TOOL RULE

Here're a couple things you might want to remember when you're zeroing your M14.

Be sure you use your combo tool's blade or a right-sized screwdriver when tightening the elevating knob lock screw on the rear sight. And be sure you don't get the screw too tight.




A lot of guys are fouling up pinion assemblies by using pliers or over-sized screwdrivers . . . and too much muscle. Result: They bust the locking screw or strip its threads, either of which means a dead rifle till the armorer gets around to replacing the pinion assembly.

The way the locking screw and plate are made, they don't need much tightening to retain a zero setting.


## M14 RIFLE CARE

Yeah, you're right. M14 rifle stocks do get treated with raw linseed oil when they're made. But this doesn't mean they won't ever pick up too much moisture. If they're exposed for a long time—like during a road march in the rain—the stocks can swell so bad it'll interfere when you fire the rifle.

Best way to cure this is to don't let it happen. Rub in raw linseed oil every couple of days till you get the stock water-resistant.

# SHUCK THE SHIELD

Y'say you're going nuts replacing busted shields on M110 telescope mounts for your outfit's M67 rifles? That what's bugging you, Speedy, ol' buddy?

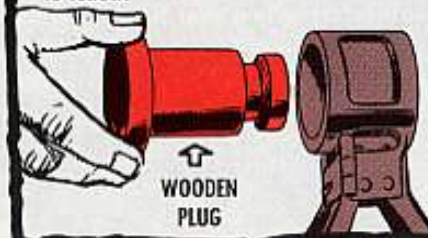
Relax. You couldn't find a simpler solution. Just take the busted shields off and leave 'em off till they come up with a better mount. But make sure you get your support guys to whip up some wooden plugs you can use to keep dirt and stuff out of the spring cavities when the scopes are not installed.

No sweat a-tall. After you remove the M103 telescope, you can strip off the shield without even taking the mount apart. Like so:


1. Set the mount with the back-end facing you and the key positioned thisaway. Then take a scriber or sharp knife and saw half-way through the thickness of the metal to the left of the key.

2. Next, stick your scriber or knife under the shield and buckle it inward. Now, grab the metal where the shield's bent with a pair of pliers and bend it back and forth till the metal breaks along the scribed line. The shield'll slide out easy when you pull it to the right.

That's all there is to it, except for the wooden plug. Your support'll gladly make some up for you if you give 'em the pattern to follow.

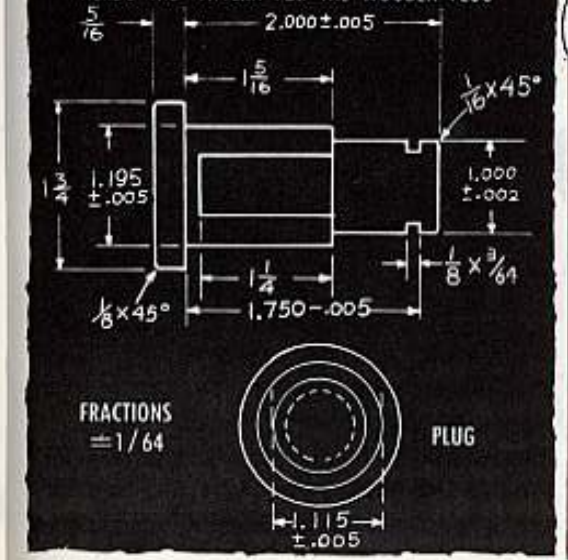



One thing to remember on using the plug, however: After you stick it in the mount, push the rubber packing ring located on the front of the mount into the groove provided in the plug. This'll keep the packing from getting fouled up.





HERE'S THE PATTERN FOR THE WOODEN PLUG




## THIS MWO GOT YOUR NUMBER?



This'll equip it with a jack plug retention device that'll maintain electrical continuity during firing and put an end to your trouble with wire tip plugs separating from cluster tip jacks.

M91's with serial numbers 159 and above already have these retention devices installed.

SCOOT N' SHOOT

# ROUGH-RIDING RIFLES


If the "tactical situation" in your area should get hit by a sudden heat wave, you might be needing your rifle fast . . . and in shape to shoot.

To keep that rifle fit, keep it in a rifle bracket that can be installed on your truck—if your CO okays it—except on ¼-ton Jeeps. TB 9-2300-209-20 (11 June 59) tells you one universal Rifle Bracket Kit, FSN 2590-572-0740, gives you support brackets and mounting plates to install two Cover and Rifle Bracket assemblies, FSN 2590-505-6736.


The kit's not needed to install brackets on G749-series trucks. All you need is the attaching parts shown in Figs 3 and 4 of the TB.

The TB's got dope on stowage of rifles in G741, G742, G744, G749 and G792-series vehicles. The ¼-ton vehicles don't have space for 'em. And o'course rifle brackets're not allowed in any ambulance or other vehicle that wears the red cross.

Remember, tho, you need authority from your command to install rifle brackets. But if a major command or the CO of a big outfit calls for installing 'em on all its vehicles, there's your authority right there.

Your rifle's rugged, but don't try turning it into a rough-rider.

# THE HULL STORY

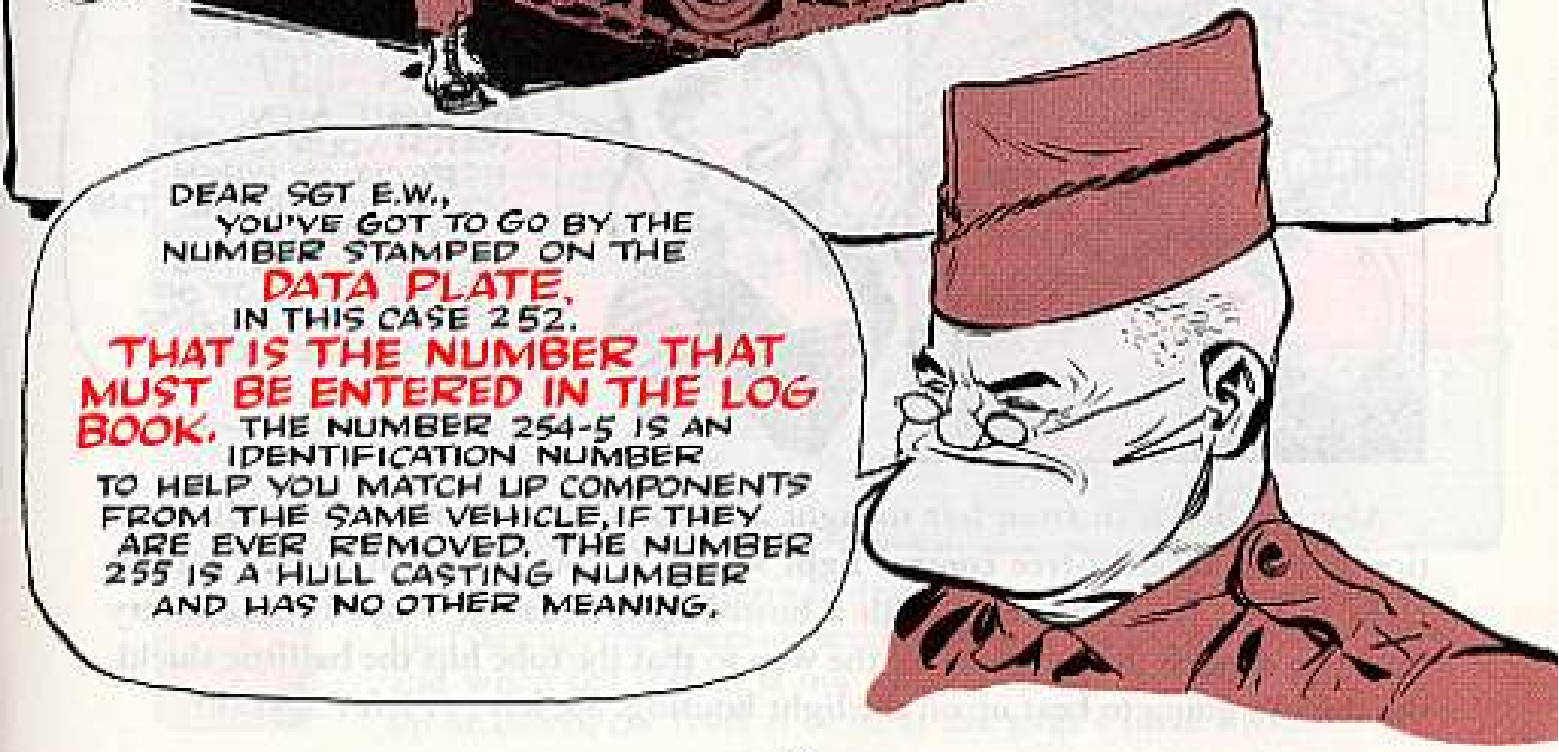
*Dear Half-Mast,*

*There are several different numbers stamped on the M108 105-mm howitzer and we need to know which is the official serial number to be entered in the log book.*

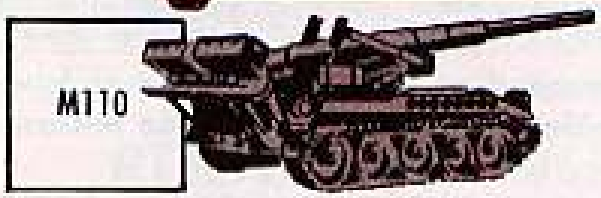
*In the past we have used the number stamped on the hull—in this case 254-5. This number is found in several places on the hull, both front and rear. However, there is another number—in this particular case 255—on the left, rear, of the hull.*

*Neither of these numbers agrees with the data plate number which is 252. Which of the three numbers do we use and what are the other numbers for?*

**Sgt. E. W.**

# TORSION BAR TOPICS

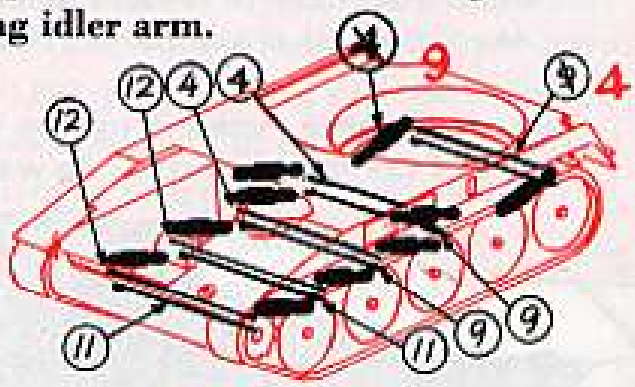




Replacement torsion bars for your M107 175-mm SP gun and your M110 8-in SP howitzer work fine if you get 'em in the right place.

Fig 45 on page 72 of your TM 9-2300-216-20P (Jul 62) could mix you up. The numbers got swtiched on the left and right trailing idler-arm suspension bars. The 4 should be 9 and the 9 should be 4.

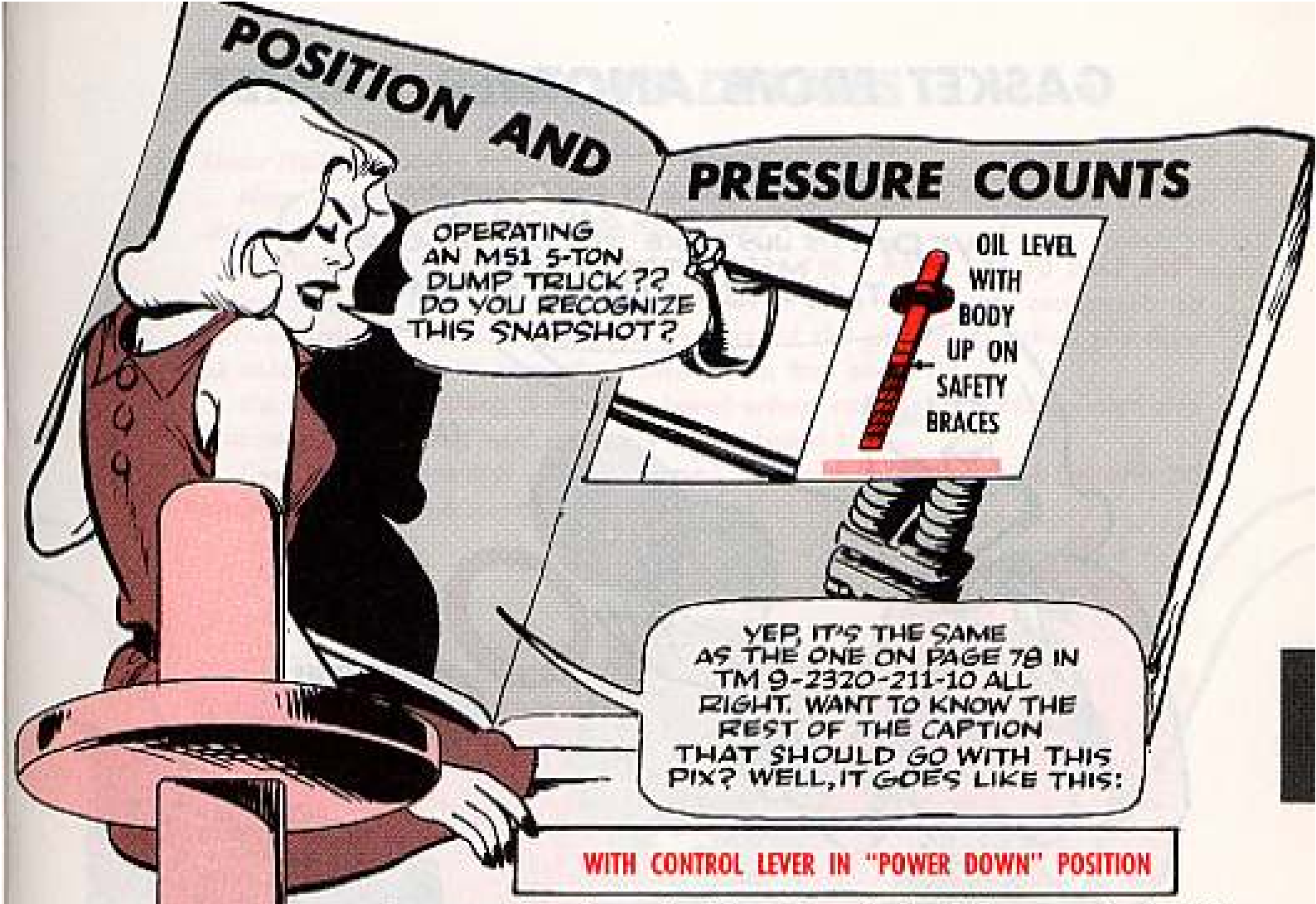
Just to make it easier for yourself, jot down that Item 4 on page 73 of the -20P is the **intermediate** right torsion bar, the same kind that is also used in the **left trailing idler arm.** Item 9 is the **intermediate** left torsion bar, the type that is also used in the **right trailing idler arm.**




In other words, Item 4 on page 73 is FSN 2530-752-8981, torsion bar, suspension, intermediate right, and trailing idler, left. Likewise, Item 9 on the same page is FSN 2530-752-8983, torsion bar, suspension, intermediate left, and trailing idler, right.

## LEAD WITH YOUR LEFT


Always slide it in from left to right and you'll enjoy good reticle illumination and an accident-free control light source. If you goof up and insert it from right to left, you'll wind up with a busted light housing. Why? Because every time you depress the gun tube all the way so that the tube hits the ballistic shield, the shield's going to beat up on the light housing. So, left . . . left . . . yeah?




In general, when checking the oil level in your hydraulic reservoir follow Note 16 in LO 9-2320-211-12 or in the TM's Lube Chart.

To clear the air on this reservoir fluid level business, the hydraulic system and gage readings work this way:

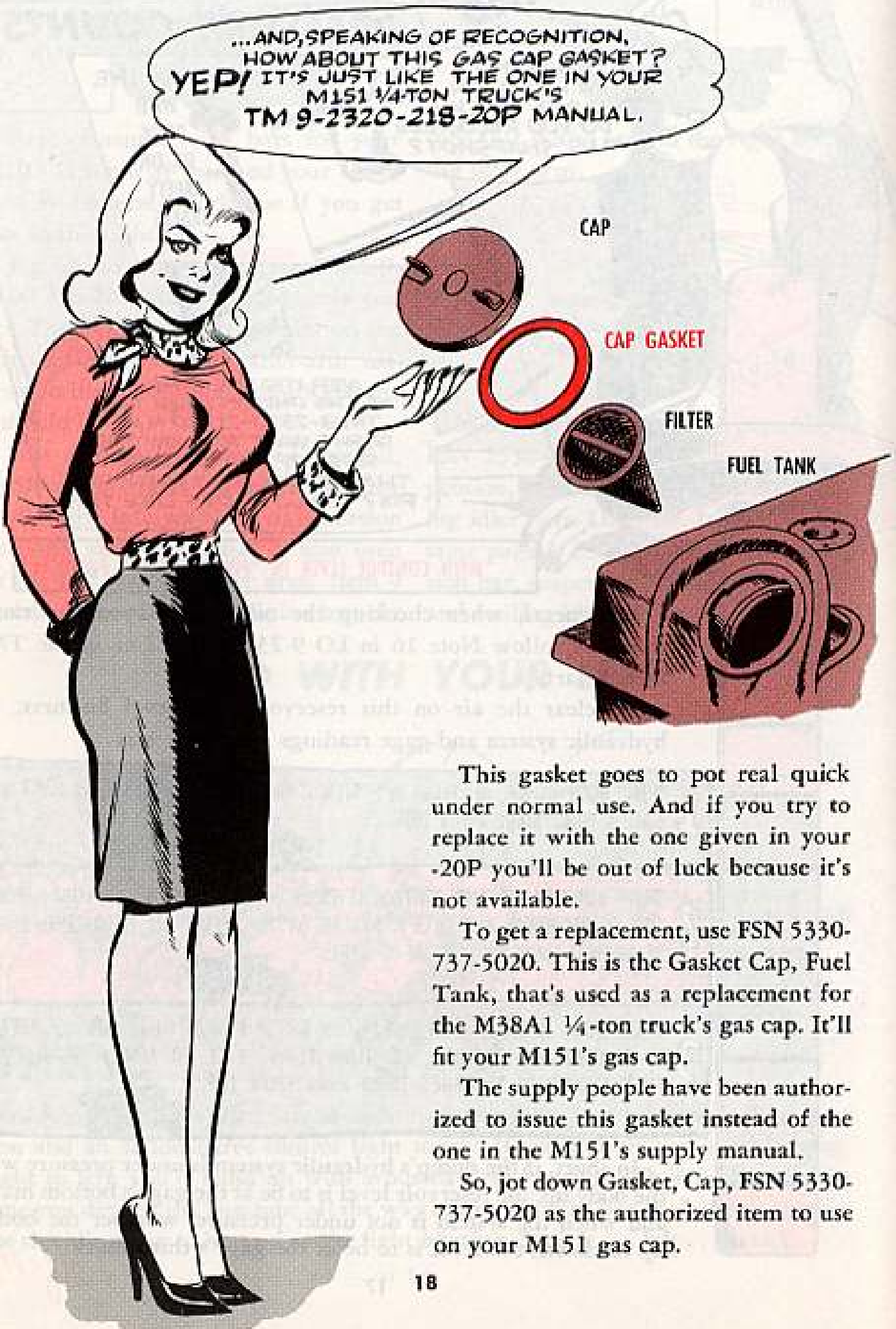
1. DUMP BODY DOWN, ALL FLUID IN SYSTEM IS IN RESERVOIR. FLUID LEVEL MUST BE AT GAGE'S THIRD MARK FROM TOP.

2. DUMP BODY RAISED AND CONTROL LEVER IN POWER-UP POSITION. FLUID IS FORCED OUT OF RESERVOIR AND FILLS HYDRAULIC SYSTEM. RESERVOIR FLUID LEVEL SHOULD BE AT FIRST MARK ON BOTTOM OF GAGE.

3. WHEN BODY IS RAISED AND RESTING ON SAFETY BRACES WHILE CONTROL LEVER IS IN POWER-DOWN POSITION, ALL FLUID FLOWS BACK TO RESERVOIR—RESERVOIR FLUID SHOULD BE AT GAGE'S THIRD MARK FROM TOP.

In short, if the dump's hydraulic system is under pressure with the body up, the reservoir level is to be at the gage's bottom mark; and when the system is not under pressure, whether the body's up or down, the level is to be at the gage's third mark.

# GASKET FROM ANOTHER BASKET




This gasket goes to pot real quick under normal use. And if you try to replace it with the one given in your -20P you'll be out of luck because it's not available.

To get a replacement, use FSN 5330-737-5020. This is the Gasket Cap, Fuel Tank, that's used as a replacement for the M38A1 ¼-ton truck's gas cap. It'll fit your M151's gas cap.

The supply people have been authorized to issue this gasket instead of the one in the M151's supply manual.

So, jot down Gasket, Cap, FSN 5330-737-5020 as the authorized item to use on your M151 gas cap.

# MORE DETAILS

***Dear Half-Mast,***

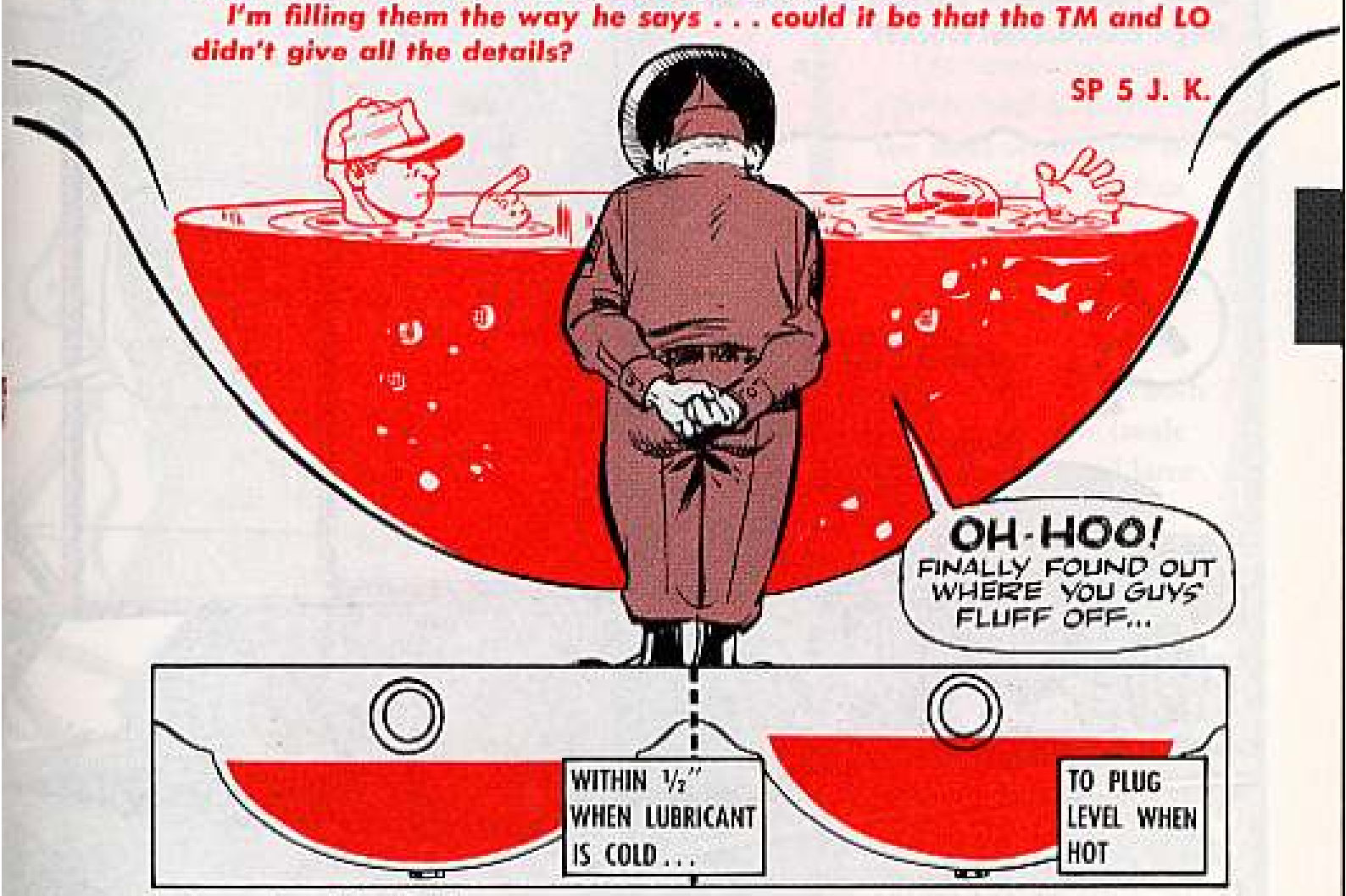
***How much lube do I put in our G744-series 5-ton truck axle differentials, transfer case and transmission?***

***LO 9-2320-211-12 and the LO chart in TM 9-2320-211-10 both indicate that the lube must be at the level plug hole; my maintenance officer says it should be within ½ inch of the plug hole when the lube is cold or level with the plug hole when hot only.***

***He says that filling it to plug level when cold is overfilling and will cause vents to clog and possibly force some seals.***

***I'm filling them the way he says . . . could it be that the TM and LO didn't give all the details?***

***SP 5 J. K.***




Dear Specialist J. K.,

You'll never go wrong by following a man who knows his maintenance. He's right; all the details were not spelled out.

Note 6 in the LO and TM meant to give the same information that's found in the 2½-ton truck LO's. That is, "at axle differentials, transfer and transmission, check level to within ½ inch of level plug opening when lubricant is cold or to plug level when hot, fill other cases to plug level at all times".

Keep lubing your 5-tonners that way and you'll soon see the LO and TM doing it your way too.

*Half-Mast*

## ITTY-BITTY

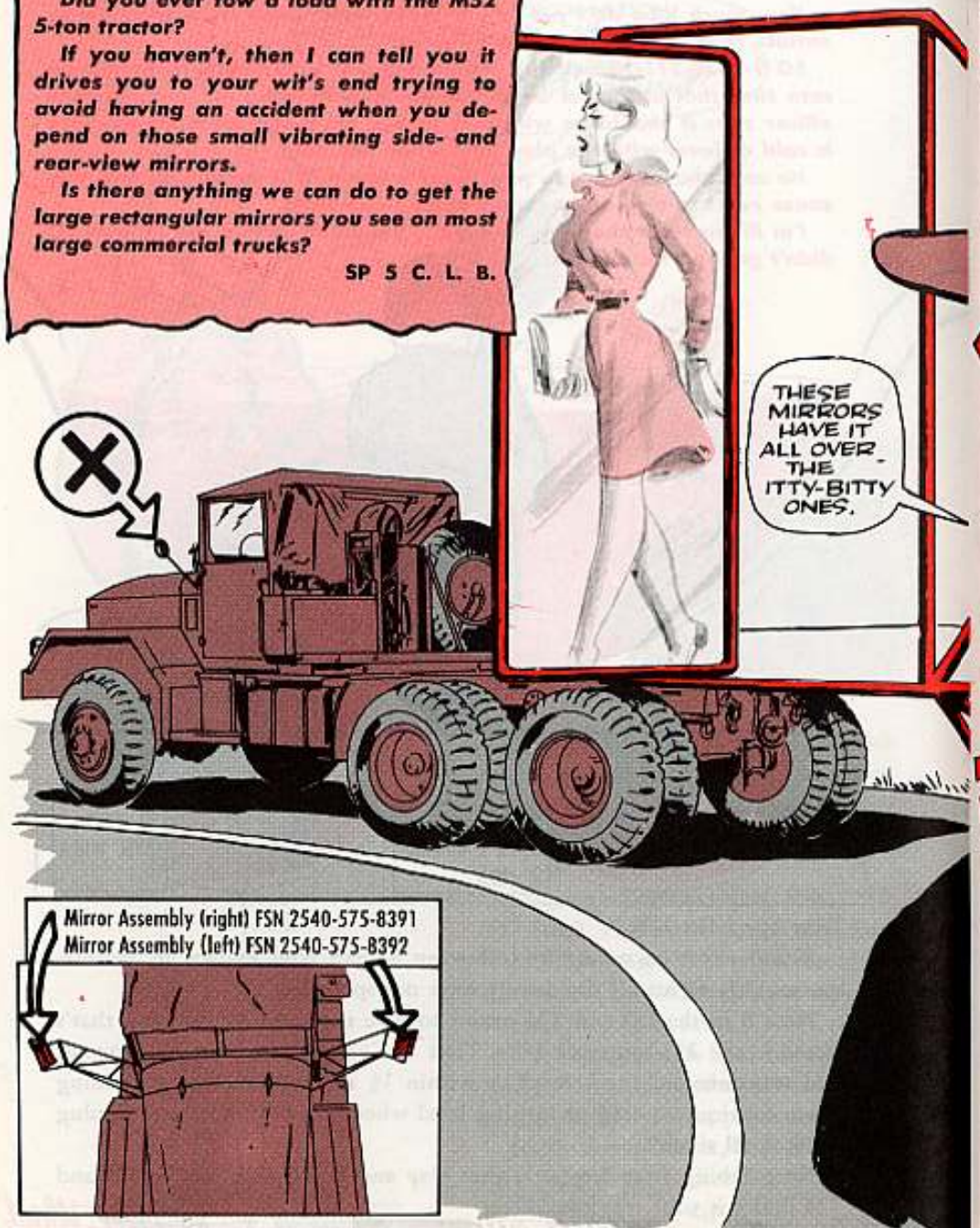
*Dear Half-Mast,*

*Did you ever tow a load with the M52 5-ton tractor?*

*If you haven't, then I can tell you it drives you to your wit's end trying to avoid having an accident when you depend on those small vibrating side- and rear-view mirrors.*

*Is there anything we can do to get the large rectangular mirrors you see on most large commercial trucks?*

SP 5 C. L. B.






# MIRROR

Dear Specialist C. L. B.,

There sure is.

New mirrors and brackets are being designed for use on the 5-ton tractor. They're to be about 7 x 16 inches and will be mounted on brackets similar to those used on the 10-ton trucks. Until the new jobs are available, your command can authorize the use of the 10-ton truck mirrors on an "as required" basis. The mirrors can be had under these stock numbers: Mirror Assembly (Right) FSN 2540-575-8391 Mirror Assembly (Left) FSN 2540-575-8392.

The authorization for using the 10-ton truck mirrors is AR 385-55. This is the safety AR for the prevention of motor vehicle accidents.

Here's how para 30 in the AR reads: "Commanders are encouraged to install devices such as large modified rear and side view mirrors * * * in the interest of promoting greater safety on the highways provided that funds are available locally and installation can be accomplished under existing vehicle modification authority." Putting the 10-ton jobs on the 5-ton tractor has been OK'd by the people having logistic responsibility for that vehicle.

But don't put 'em on if you can wait for the mirrors that'll be designed for the 5-ton truck.

*Half-Mast*

## M49C HOSES

When you wanta hose, you wanta hose—your M49C gas tanker delivery hoses, that is.

For some time now you've had to convert the male connection on one end of the 35-foot discharge hose so you had a male and female connection for those later-produced 49C's.

Now you can get both—the early type (male on both ends) and later hose (female-male ends).

For earlier discharge hoses ask for Hose, Discharge, FSN 2590-565-5172. It's used on Studebaker and Curtiss-Wright tankers before serial number M49266 and for the Reo jobs (now White Motors) before serial number 14071.

All M49C's after these serial numbers take Hose, FSN 2540-884-4841, with male-female connections.

# ABOUT THOSE OIL CHANGES . . .

*Dear Half-Mast,*

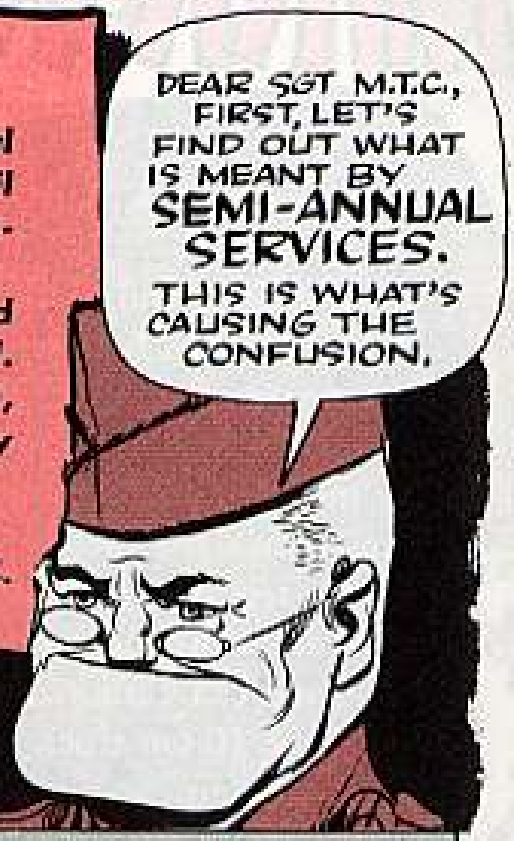
*Some people around here say that tactical wheeled vehicles should have their engine oil changed every 3000 miles or semi-annually, whichever comes first.*

*DA Circular 750-10 (April 1963) is being cited as the authority for this new oil-changing deal.*

*I've been going by the specific vehicle's LO, which says crankcase oil changes should be every 6000 miles or semi-annually.*

*Could you clear up this mileage hassle?*

SSgt M. T. C.




On most tactical wheeled vehicles, other than towed items, you've got two different types of semi-annual services required. They are:

1. A semi-annual lubrication service required by the vehicle's lube order. This is done every six months or 6000 miles whichever comes first.

2. A semi-annual preventive maintenance periodic service required by the vehicle's TM. This "S" service replaces the old "Q" and was first set up by DA Circular 750-10. And it's applied every six months or 3000 miles, whichever comes first.

Now, engine oil changes are covered in the vehicle's LO and are normally done semi-annually (six months) or 6000 miles, whichever comes first. The exception to this "6 or 6" deal are vehicles that do not have an odometer to record mileage. These vehicles usually use an hourmeter . . . which means their oil changes are based upon hours of operation or six months, whichever comes first.



The important thing is to make certain that you have the latest LO for your vehicle and do just as that LO says.

Regular or scheduled engine oil changes are not required at the semi-annual "S" preventive maintenance (3000-mile) periodic service.

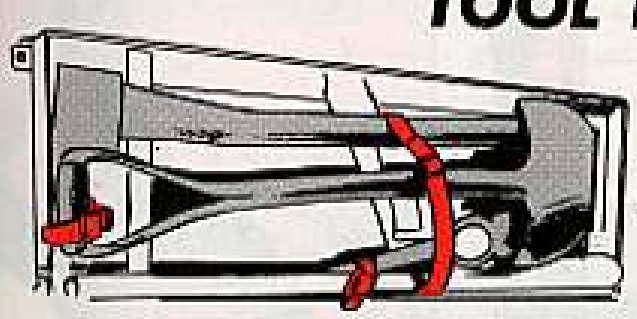
But . . . you can do an oil change at the "S" or 3000-mile periodic service. You see, this periodic service requires you to check the condition of the engine oil. And if an oil change is necessary, you change oil and replace the oil filter.

Of course, this would only be necessary if you had been operating under unusual conditions which contaminated the oil.

So, with exceptions considered, under normal operating conditions, engine oil changes are scheduled for 6000 miles of operation or six months, whichever comes first.

*Half-Mast*

# TOOL RACK STRAPS



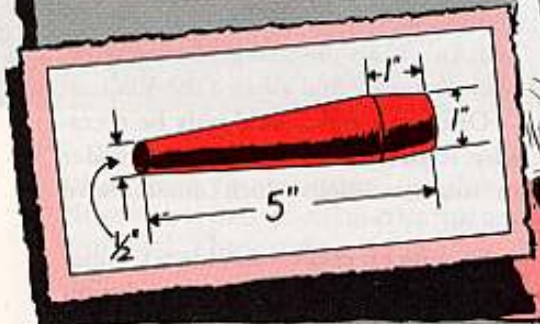

There are chin straps, knapsack straps, wrist watch straps and a dozen and one other straps you can name, but the one that seems to be a bit of a trouble-causer is the strap that holds the axe, pick and shovel on the pioneer tool rack.

In case you've been searching for the strap, here's something that should help you. You ask for Strap, Webbing, FSN 5340-536-0003. You'll find it listed in DOD C5340-IL-A, Vol 5 (1 Aug 64).

# NO SWEAT


**Dear Editor,**

***My idea, plus a lathe from support, has produced an almost costless tool for opening battery terminal clamps. It does a "no sweat" job, and units here are using it with far better results than we got with screwdrivers and such.***




***We'd like to share the wealth, so here's a run-down for anyone who wants to make use of it:***

***We tapered a 5-in long piece of 1-in diameter stock metal to match the taper of a battery post. In general, a satisfactory taper is 3½ to 4 inches long, tapering from 1 inch on the shaft to ½ inch at the tip.***

***An organization mechanic could have his support use a lathe to taper the 1-in stock in three minutes or less.***

***Also, the mechanic can crimp a 1-in pipe to hold the tool when not in use. A drilled hole near the lip of the pipe would allow him to hang the holder on a wall or board . . . and slip the tool in it when he's through with the tool.***





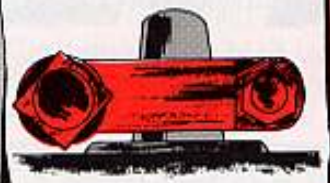

# BATTERY CLAMP TOOL

***To use the tool, remove the clamp from the battery post and back off the clamp nut far enough so's the clamp can spread.***

**1** Insert the tool like so: Hit the tool with a hammer or strike it against something solid (have a care here) until the clamp opens enough to fit well down on the battery post, like this:

**2** Then, apply a coat of grease to the underside of the clamp before you install it.

Next, don't overtighten the clamp nut. Snug it just enough so the clamp makes contact and holds firm on the post.



**3** Overtightening the nut, or not seating the clamp well over the battery post, can make the clamp look like this useless blob:


***It's that kind of tightening first off that makes the tool necessary.***

***Finally, if the clamp's cracked anywhere when you take it off, don't bother using the tool to try to open it. You need a new clamp.***

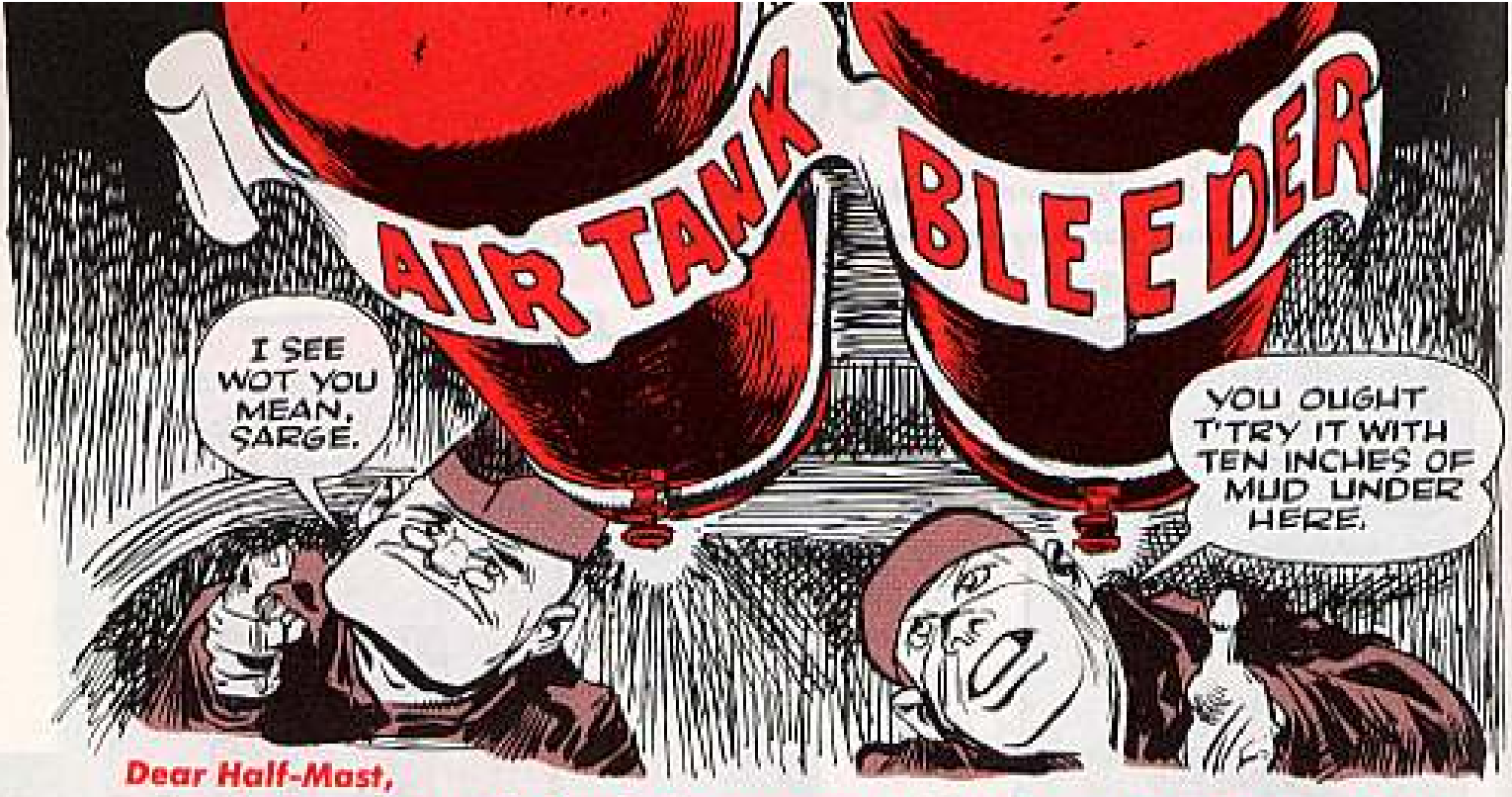
***Like I said, the tool's helped us here and it should be helpful elsewhere.***

Fred Kruse
Fort Carson, Colo.

*(Ed Note—Sounds good—and more economical than other tools I've heard about. I would suggest catching those buddies in support when their lathes aren't tied up.)*

## FOR DUMMY COUPLINGS

Does your M332 1½-ton ammunition trailer need dummy couplings for the service and emergency rear outlets? Order them as FSN 2530-797-9294 (Ord No. 741-1021) through your regular supply channels.




***Dear Half-Mast,***

***I got gigged recently for having extension handles on the air-tank bleed-petcocks of all my vehicles.***

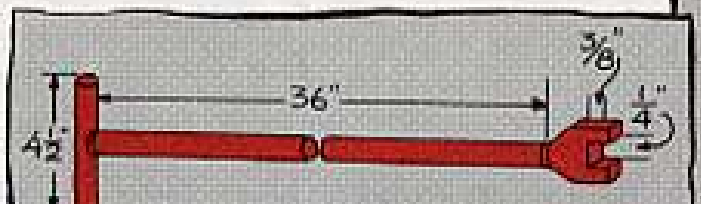
***I've always found that without the handle the simple bleed chore is neglected and some air tanks get damaged. Nobody likes to get out and get under.***

***MSgt H. C. O.***

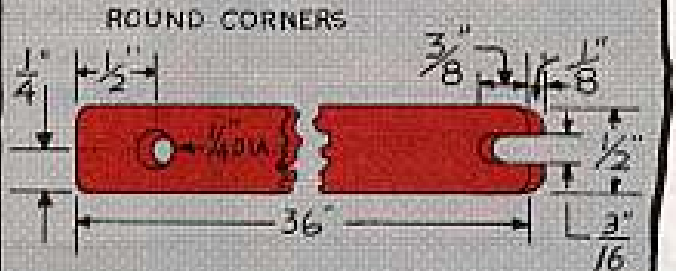
Dear Sgt H. C. O.,

Inspectors frown on the stationary handle because it could get hit and accidentally open the valve, or the extension could get rammed or snagged and break or damage the drain valve. This is especially bad for vehicles in off-the-road operations. Also, the permanent attachment is considered a modification.

In some units a tool makes the bleed job easier . . . any outfit would like it if they're where it's muddy.




The tool is kept in the motor park handy for all drivers. It's made of scrap pipe and looks like this.




Here's another tool for the job.

It's a piece of 1/8-in strap iron, 1/2 inch wide and 36 inches long. The slot in one end grabs the petcock. The drilled hole in the other end takes a rod (or a screwdriver) to form the handle.

The petcock usually has to be repositioned, tho, so the tool can lock into it easily. Coating the petcock's threads with sealing compound (like white lead paint) will help set it in the right position.

*Half-Mast*

# YOU'RE COVERED

Here're a coupla good numbers you'll want to jot down for your M332 ammo trailer. The body cover listed on page 55 of TM 9-2330-231-14P (Aug 62) should have part number 10910838. The FSN that'll fetch it is 2540-446-3163.

# LOG ANTIFREEZE

Adding antifreeze comes under scheduled maintenance services which you owe your equipment. And, like any such maintenance service, it must be recorded by organizational maintenance on the equipment's DA Form 2408-3. See para 4-7b(5), TM 38-750 (15 Jan 64). (Support and higher echelons, o'course, record antifreeze service on DA Form 2408-6, like the TM says in para 4-10a.)

# QUICK—LIKE A RABBIT

Hop—like a bunny for DA Circular 750-3 (12 Jun 64) that lists a whole truck load of TM changes that have the new Scheduled Maintenance Services for your equipment. It should have hit your unit already; if not, order a copy, quick.

# WELDER WARNING

Anytime you're assigned to do a welding job on or near equipment that's been used as a container for fuel—including vehicle gas tanks—better latch onto TB Ord 1047 (13 Feb 63) and read it. Just a little combustible vapor can make a jumbo size explosion that'll sear your eyeballs. So read and heed!

FOR THE LATEST ESC . . .

# CHECK AND TRIPLE-CHECK

Check your equipment log to see if you have the latest ESC (Equipment Serviceability Criteria) as listed in DA Cir 750-4 (8 Sep 64).

Appendix II of the circular lists all the ESC's that have been published for use as log book inserts.

If you don't have the latest ESC listed in the DA circular, check with post publications (or with whatever office supplies your AG pubs) to see if you have a requisition that's still valid.

When ESC's were ordered and the pubs were not available, the AG Publications Center didn't set up a "due-out." That means if you didn't get the ESC on the first try, you'll need to follow with a DA Form 17 up thru channels to the U. S. Army Publications Center, 1655 Woodson Rd., St. Louis, Missouri 63114.

*A selected list of recent publications of interest to Organizational Maintenance Personnel. This is a list compiled from recent Adjutant General's Distribution Center Bulletins. For complete details see DA Pam 310-4 with latest changes.*

### TECHNICAL MANUALS

TM 3-220, Jul CBR Decontamination.
TM 3-1040-225-12, Jul Compressor, Recipro, 60 CFM, 3,000 PSI, (Davey Mdl B51RCDV).
TM 5-4310-253-15, Jul Compressor, Recip, Air, 15 CFM, PSI, (Champion Pneumatic Mdl OEH-458-Eng-1).
TM 9-1005-212-12P, Jul Machine Guns, Cal .30, M1917A1, M191A4, and M1919A6 Mounts.
TM 9-1190-214-15, Jun Little John.
TM 9-1450-376-12P/1, Jul Pershing, Spt & Svc Equip.
TM 9-4935-303-12P/1, Aug Sergeant, Test Equip (Ord).
TM 9-4935-377-12P/1, Aug Pershing, Test Equip (Ord).
TM 9-4935-381-12P/1, Aug Pershing, Test Equip (Ord).
TM 9-8140-375-12P/1, Aug Pershing, Spt & Svc Equip.
TM 10-269, May General Repair for canvas and webbing.
TM 10-3930-234-20, Aug Truck, Lift, Fork, Gas, 4000 Lb Cap, Army Mdl MHE-188 Baker Mdl FJF-040.
TM 11-4940-202-25P, Jul AN/MSM-16, Electronic Shop.
TM 11-5805-218-20P, Jul Power Supply PP-691/G.
TM 55-1100-375-12-2, Aug CV-2.
TM 55-1510-201-10, C4, Jul, U-8.
TM 55-1510-201-20 PMD, -20 PMI, & -20 PMP, Jul U-8.
TM 55-1510-202-20 PMD, -20 PMI, & -20 PMP, Jul O-1.
TM 55-1510-202-20, C1, Aug O-1.
TM 55-1510-203-20 PMD, -20 PMI, & -20 PMP, Jul U-6.
TM 55-1510-203-20, C2, Aug U-6.
TM 55-1510-204-20P, -20 PMI, & -20 PMD, May OV-1.
TM 55-1510-205-20 PMD, -20 PMI, & -20 PMP, Jul U-1A.
TM 55-1510-205-20, C1, Aug U-1A.
TM 55-1510-206-20P, -20 PMD, -20 PMI, & -20 PMP, Jul CV-2.
TM 55-1520-201-20P, -20 PMD, -20 PMI, -20 PMP, Jun UH-19.
TM 55-1520-201-20, C1, Aug UH-19.
TM 55-1520-202-10, C2, Jul CH-34.
TM 55-1520-202-20 PMD, -20 PMI, & -20 PMP, Jul CH-34.
TM 55-1520-202-20, C3, Jul CH-34.
TM 55-1520-203-20P, -20 PMD, -20 PMI, & -20 PMP, Jul CH-37.
TM 55-1520-205-20 PMI, Jul CH-21.
TM 55-1520-210-20P, Jun UH-18.
TM 55-1520-211-20P, Jun UH-18.
TM 55-1520-211-20, Jul UH-1.

### MODIFICATION WORK ORDERS

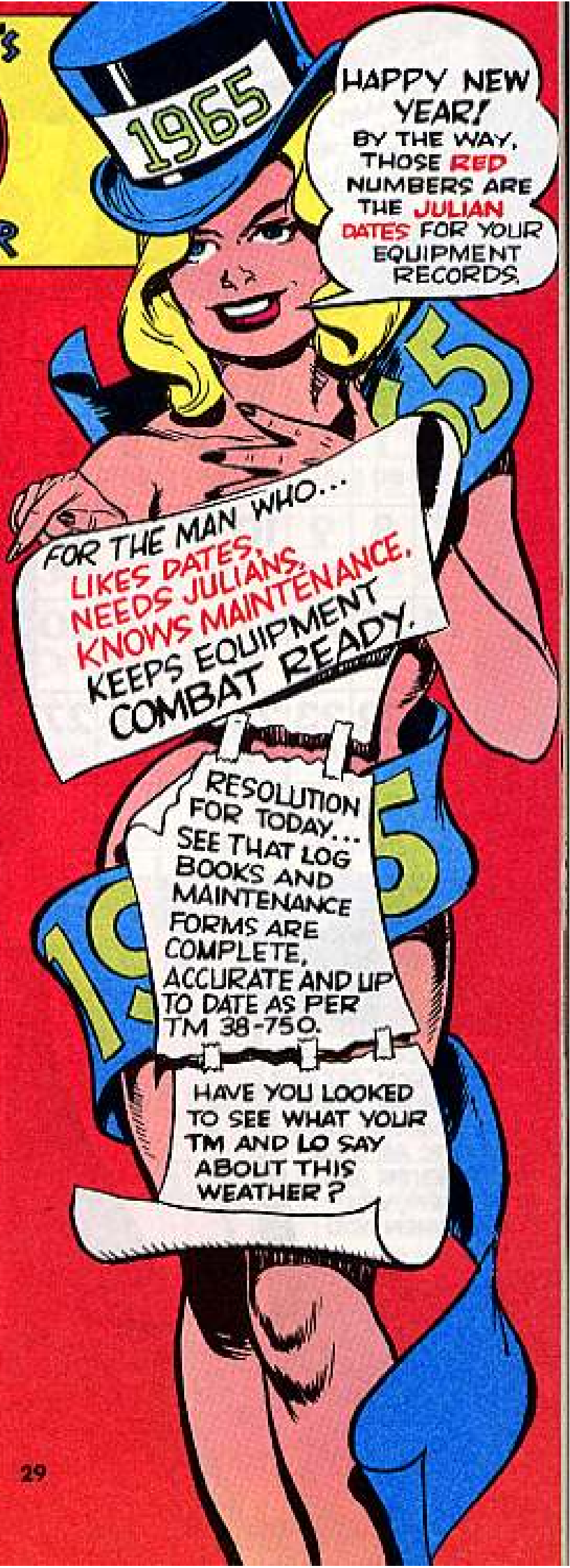
MWO 9-1005-240-30/2, Aug XM2.
MWO 9-1005-243-30/2, Sep M6.
MWO 9-2350-215-20/14, Jul M60 Tank.
MWO 55-1510-201-34/3, Aug U-8.
MWO 55-1510-202-34/9, Aug O-1.
MWO 55-1510-203-34/4, Sep U-6.
MWO 55-1510-204-34/41, Aug OV-1.
MWO 55-1510-205-34/2, Jun U-1A.
MWO 55-1510-206-34/57, Jul CV-2.
MWO 55-1610-211-40/1, Aug CV-2.
MWO 55-1520-201-34/6, Sep UH-19.
MWO 55-1520-202-34/3, Aug CH-34.
MWO 55-1520-203-34/19, Aug CH-37.
MWO 55-2810-204-20/2, Aug OH-23.
MWO 55-1520-204-34/33, -34/20, Aug OH-13.
MWO 55-1520-205-34/1, -34/2, -34/4, -34/5, -34/6, -34/7, -34/9, -34/11, & -34/17, Aug CH-21.
MWO 55-1520-206-34/17, Aug OH-23.
MWO 55-1520-209-20/25, -20/28, -20/30, -34/17, -34/66, -34/73, -34/84, -34/95, -34/96, & -34/106, Sep CH-47.
MWO 55-1520-209-34/106, Jul CH-47.
MWO 55-1520-210-20/4, Jul UH-1B.
MWO 55-1520-210-20/7, Sep UH-1D.
MWO 55-1520-211-20/17, Aug UH-1.
MWO 55-1520-211-20/21, Jul UH-1-D.
MWO 55-1520-211-20/24, -34/10, & -34/25, & -34/28, Sep UH-1.
MWO 55-1520-211-34/25, Jul UH-1D.

### MISCELLANEOUS

DA Form 12-36, Aug w/DA Cir 310-15 31 Jul 64 Avionics Pubs.
LO 9-1055-205-10, Aug Honest John, Ground Handling Equip.
LO 9-1430-503-12, Aug Hawk, Ground Con Equip.
LO 9-1430-511-12, Aug Hawk, Ground Con Equip.
LO 9-2320-209-12, Jul Corporal, Hawk, Little John, Honest John, Lacrosse, Nike-Herc (Imp), Redstone, Sergeant, Vehicles.
SB 11-30, Jul Dry Battery Requisitioning.
SB 11-492, Jul Barometer ML-330/FM, ML-331/TM, ML-332/TM, ML-333/TM.
TB 9-1400-299-10/1, Aug Nike-Ajax, Nike-Herc, Nike-Herc (Imp), Oper & Maint.
TB 9-1400-324-10, Jul Sergeant, Oper & Maint.
TB 9-1400-549-10/1, Aug Hawk, Oper & Maint.
TB 9-6135-200-20/1, Sep Fld & Dep Maint, Safety.
TB 55-1510-204-20/4, -24/1, Sep OV-1.
TB 55-1510-204-24/1, Sep OV-1.
TB 55-1510-206-10/4, Jun CV-2.
TB 55-1520-210-10/1, Jul UH-1.
TB 750-93-1, Jul Combat, Tact, and Sup Veh and Spec Pur Equip.
TB AVN 23-5-1, C1, Jul EIR Digest.
TB AVN 23-65, Aug General.

# JOE'S DOPE

## CONNIE'S CALENDAR




## January

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
| | | | | | 1 / 1 | 2 / 2 |
| 3 / 3 | 4 / 4 | 5 / 5 | 6 / 6 | 7 / 7 | 8 / 8 | 9 / 9 |
| 10 / 10 | 11 / 11 | 12 / 12 | 13 / 13 | 14 / 14 | 15 / 15 | 16 / 16 |
| 17 / 17 | 18 / 18 | 19 / 19 | 20 / 20 | 21 / 21 | 22 / 22 | 23 / 23 |
| 24 / 24 | 25 / 25 | 26 / 26 | 27 / 27 | 28 / 28 | 29 / 29 | 30 / 30 |
| 31 / 31 | | | | | | |

## February

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
| | 1 / 32 | 2 / 33 | 3 / 34 | 4 / 35 | 5 / 36 | 6 / 37 |
| 7 / 38 | 8 / 39 | 9 / 40 | 10 / 41 | 11 / 42 | 12 / 43 | 13 / 44 |
| 14 / 45 | 15 / 46 | 16 / 47 | 17 / 48 | 18 / 49 | 19 / 50 | 20 / 51 |
| 21 / 52 | 22 / 53 | 23 / 54 | 24 / 55 | 25 / 56 | 26 / 57 | 27 / 58 |
| 28 / 59 | | | | | | |


## March

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
| | 1 60 | 2 61 | 3 62 | 4 63 | 5 64 | 6 65 |
| 7 66 | 8 67 | 9 68 | 10 69 | 11 70 | 12 71 | 13 72 |
| 14 73 | 15 74 | 16 75 | 17 76 | 18 77 | 19 78 | 20 79 |
| 21 80 | 22 81 | 23 82 | 24 83 | 25 84 | 26 85 | 27 86 |
| 28 87 | 29 88 | 30 89 | 31 90 | | | |

## April

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
| | | | | 1 91 | 2 92 | 3 93 |
| 4 94 | 5 95 | 6 96 | 7 97 | 8 98 | 9 99 | 10 100 |
| 11 101 | 12 102 | 13 103 | 14 104 | 15 105 | 16 106 | 17 107 |
| 18 108 | 19 109 | 20 110 | 21 111 | 22 112 | 23 113 | 24 114 |
| 25 115 | 26 116 | 27 117 | 28 118 | 29 119 | 30 120 | |

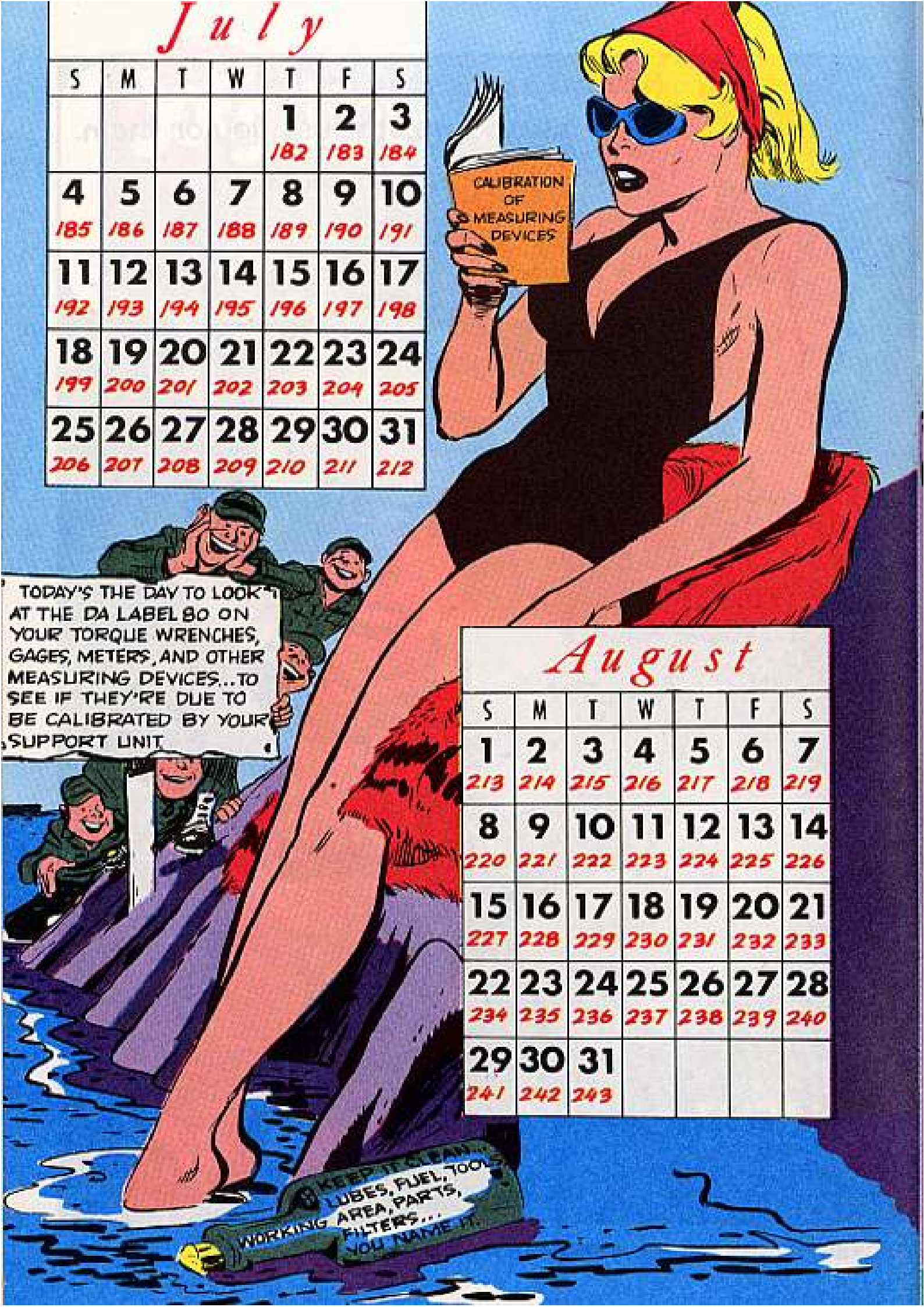

## May

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
| | | | | | | 1 121 |
| 2 122 | 3 123 | 4 124 | 5 125 | 6 126 | 7 127 | 8 128 |
| 9 129 | 10 130 | 11 131 | 12 132 | 13 133 | 14 134 | 15 135 |
| 16 136 | 17 137 | 18 138 | 19 139 | 20 140 | 21 141 | 22 142 |
| 23 143 | 24 144 | 25 145 | 26 146 | 27 147 | 28 148 | 29 149 |
| 30 150 | 31 151 | | | | | |

## June

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
| | | 1 152 | 2 153 | 3 154 | 4 155 | 5 156 |
| 6 157 | 7 158 | 8 159 | 9 160 | 10 161 | 11 162 | 12 163 |
| 13 164 | 14 165 | 15 166 | 16 167 | 17 168 | 18 169 | 19 170 |
| 20 171 | 21 172 | 22 173 | 23 174 | 24 175 | 25 176 | 26 177 |
| 27 178 | 28 179 | 29 180 | 30 181 | | | |


IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.


July
S M T W T F S
1 182 2 183 3 184
4 185 5 186 6 187 7 188 8 189 9 190 10 191
11 192 12 193 13 194 14 195 15 196 16 197 17 198
18 199 19 200 20 201 21 202 22 203 23 204 24 205
25 206 26 207 27 208 28 209 29 210 30 211 31 212
CALIBRATION OF MEASURING DEVICES
TODAY'S THE DAY TO LOOK AT THE DA LABEL 80 ON YOUR TORQUE WRENCHES, GAGES, METERS, AND OTHER MEASURING DEVICES...TO SEE IF THEY'RE DUE TO BE CALIBRATED BY YOUR SUPPORT UNIT
August
S M T W T F S
1 213 2 214 3 215 4 216 5 217 6 218 7 219
8 220 9 221 10 222 11 223 12 224 13 225 14 226
15 227 16 228 17 229 18 230 19 231 20 232 21 233
22 234 23 235 24 236 25 237 26 238 27 239 28 240
29 241 30 242 31 243
KEEP IT CLEAN! LUBES, FUEL, TOOLS, WORKING AREA, PARTS, FILTERS... YOU NAME IT.


September
S M T W T F S
1 244 2 245 3 246 4 247
5 248 6 249 7 250 8 251 9 252 10 253 11 254
12 255 13 256 14 257 15 258 16 259 17 260 18 261
19 262 20 263 21 264 22 265 23 266 24 267 25 268
26 269 27 270 28 271 29 272 30 273
KEEP SMOKES AWAY FROM FUEL... IT'LL BURN, IT'LL KILL, IT'LL DESTROY.
October
S M T W T F S
1 274 2 275
3 276 4 277 5 278 6 279 7 280 8 281 9 282
10 283 11 284 12 285 13 286 14 287 15 288 16 289
17 290 18 291 19 292 20 293 21 294 22 295 23 296
24 297 25 298 26 299 27 300 28 301 29 302 30 303
31 304
PREVENTING TROUBLE IS EASIER THAN FIXING IT... "AN OUNCE OF PM IS WORTH A TON OF CURE" — CONNIE RODD AD 1965


PUBS+TOOLS+PARTS+KNOW HOW=GOOD PM
November
S M T W T F S
1 305 2 306 3 307 4 308 5 309 6 310
7 311 8 312 9 313 10 314 11 315 12 316 13 317
14 318 15 319 16 320 17 321 18 322 19 323 20 324
21 325 22 326 23 327 24 328 25 329 26 330 27 331
28 332 29 333 30 334
BEST EQUIPMENT DESERVE
THE BEST PM
DON'T FUMBLE THE BALL REACH THE GOAL WITH PM
December
S M T W T F S
1 335 2 336 3 337 4 338
5 339 6 340 7 341 8 342 9 343 10 344 11 345
12 346 13 347 14 348 15 349 16 350 17 351 18 352
19 353 20 354 21 355 22 356 23 357 24 358 25 359
26 360 27 361 28 362 29 363 30 364 31 365
KEEP YOUR GEAR COMBAT READY! ...'CAUSE WHEN THE WHISTLE BLOWS, YOU GO WITH WHAT YOU'VE GOT!

YOUR CO DECIDES . . .

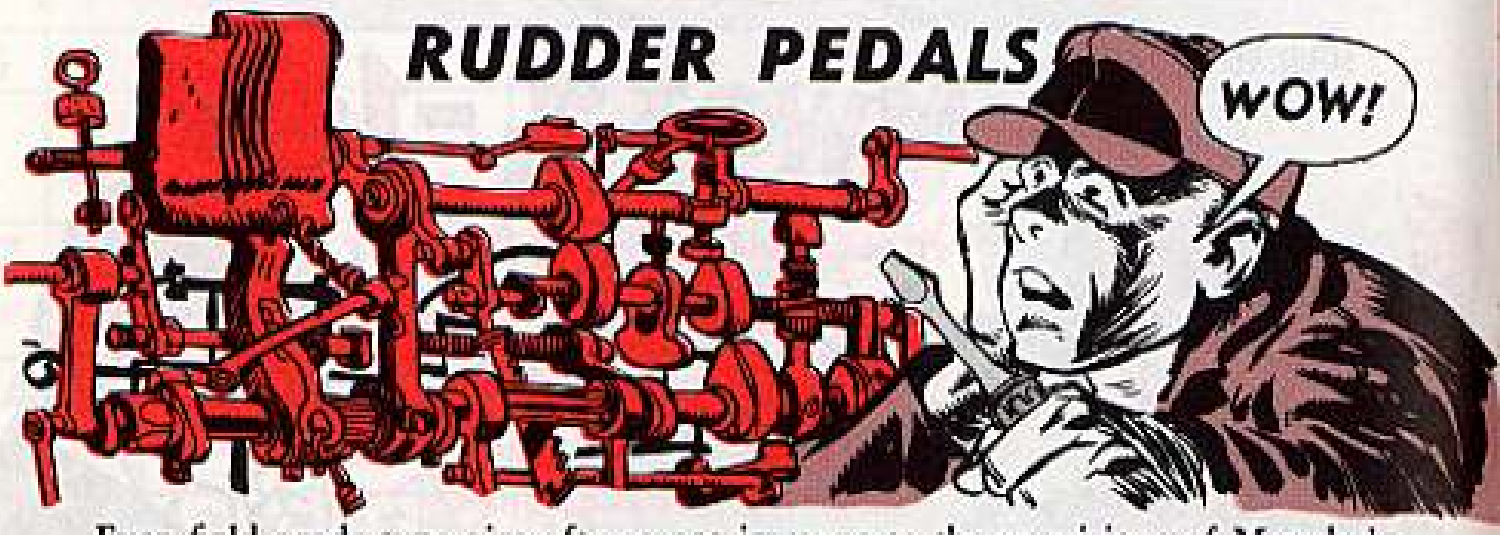
# MWO'S ON THE -14?


In other words, since aircraft MWO's have now been assigned a status symbol under certain conditions, these MWO's are also eligible for transcribing to the DA Form 2408-14.

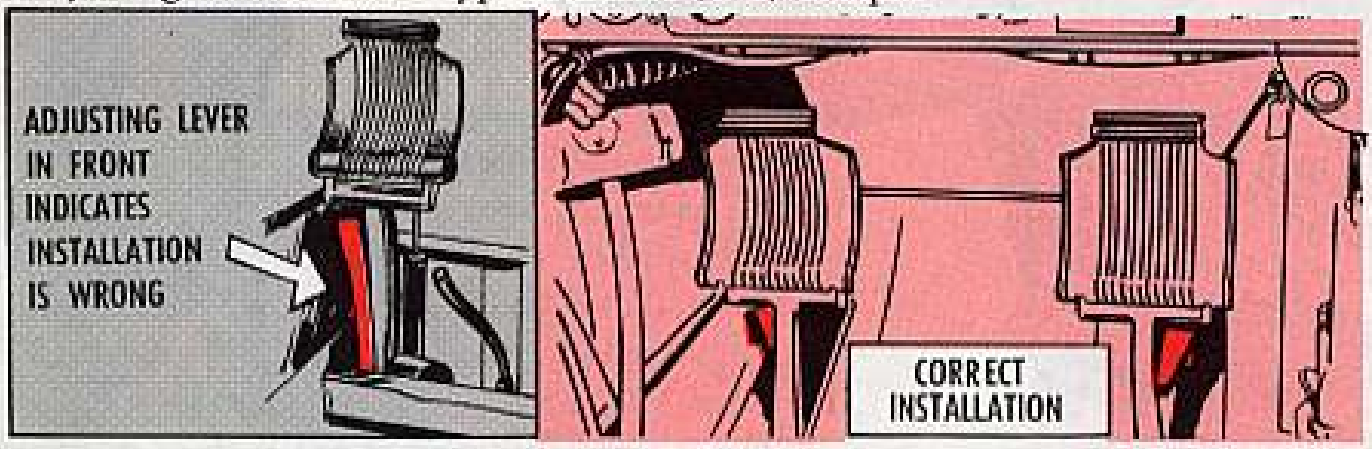
When it comes to whether or not you'll want to actually move an MWO from an aircraft's DA Form 2408-13 to its -14, that decision is up to your CO. Of course, he can delegate that authority to his maintenance officer if he wants to. Anyway, that's what para 4-18b(2)(b), page 4-56 of TM 38-750, intended to say.

It's also understood now that no urgent action MWO can be transferred over to a -14. This ruling applies only to normal category modifications . . . and only if your CO gives his approval. 'Nuff said? Over and out!

# HOW TO REVERSE A COUPLA RUDDER PEDALS




Even field-grade type aircraft are not immune to the provisions of Murphy's Law. Once upon a time there was a pair of switched rudder pedal arms and adjusting levers in an F type Seminole (U-8) cockpit.



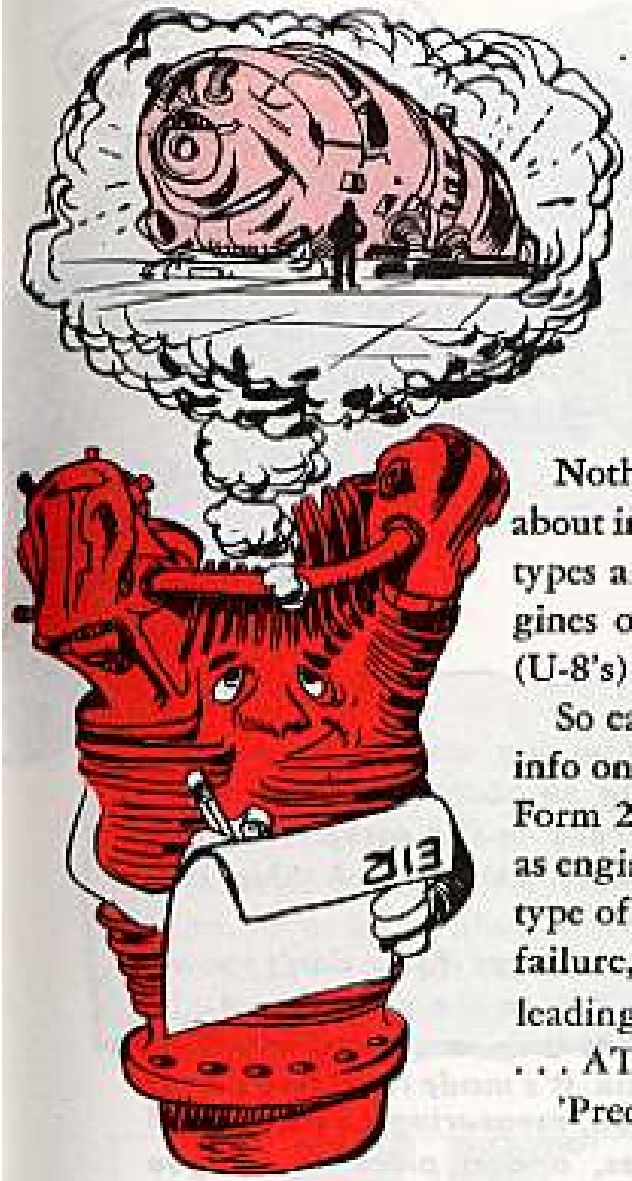

Since each arm has a definite built-in forward curvature, pointing toward the nose of the aircraft, this switch pointed both arms toward the tail. This meant the last few inches of pedal travel got cut off and the extra foot pressure needed to overcome the stiffer feel on the pedals resulted in a little unwanted braking action each time the pedals were depressed.

This Murphy went undetected for several months following the Seminole's last visit to field maintenance. Then, a crack at the top of one arm, where it was pinned to the pedal, made the crew chief realize that the pedal was being banged against an arm which was facing backward.

He also noticed the adjusting lever sitting in front, instead of rear, of each rudder arm.

Should this ever happen on your F model, the position of the adjusting lever is an easy to spot indication that your pedal arms are reversed. Or the slightly harder pedals, caused by the arm fighting the foot pressure, can also point to something being wrong.

Just when you think all the possibilities have been used up, along comes a new application of Murphy's Law. It's a never ending battle.




WITH YOUR AIDIN' FORM EIR . . .

# YOU CAN DREAM YOU'RE AN ENGINEER

Nothing like a few facts from the field to help bring about improvements in an engine. And that's what AVCOM types are looking for on your R-2000 Caribou (CV-2) engines or any of the 0-480 series used on your Seminoles (U-8's) or Aero Commanders (U-9's).

So each time you pull a jug, how 'bout feeding in some info on any problem areas you've noticed? Just grab a DA Form 2407 and fill in Section III with EIR-type facts, such as engine operating hours since overhaul, cylinder position, type of failure, operating hours on that cylinder at time of failure, cylinder dimensions, and any significant events leading up to the failure. Address the form (separate EIR's) . . . ATTN: SMOSM-EEW at AVCOM.

'Preciate it!

# "SHARE IT"

Everybody benefits when you share a "close call" with other aviation types, via the DA Form 2696 route.

First, you get a chance to sound-off about air or ground hazards in facilities, equipment, operations, training and environment.

Second, the poop is studied by safety types who hunt for ways of getting rid of an accident potential problem.

You can read all about the voluntary aviation hazard report program in AR 95-29 (10 Jun 63).


*Dear Windy,*

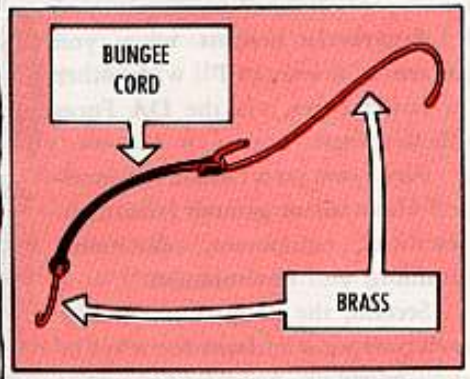
*Moving a big Caribou (CV-2) around with a tow tug can result in some broken bird parts, and not just because of hitting an obstacle, either.*

*Sure, we station wing walkers, and have someone in the cockpit, to prevent the bird from being towed into a hangar wall. This sort of thing is a natural, what with that three-story tail as a reminder.*

*But the broken parts we mean are the ones you can get if you don't secure the torque arm and link, before hooking the tow bar to the nose wheel.*

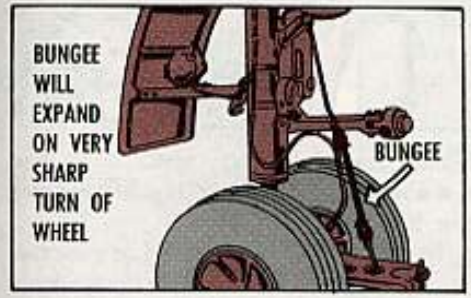
*Here's what happens:*


*To prevent this sort of revoltin' development, we came up with a three-in-one hook. It's made from two pieces of brass rod, measuring 15 inches and five inches, and a piece of bungee cord, 12 inches long. Two nuts and bolts hold the hook together.*




*When we use the hook, the bungee end gets linked between the link and the arm. This way the bungee will expand, no matter how sharp a degree the wheel is turned.*

*We also disconnect the weight switch cable to prevent it from getting busted. After all, a sharp turn by the tug operator could move the wheel beyond the 45-degrees allowed for a connected cable.*




*Now that we have several of these dandy hooks on hand, towing's a breeze.*

**The Ground Crew**
**Ft. Benning**

*Right. Looks like a good deal even if you use the nosewheel lifting dolly, since the torque link will hang below the wheel.*

*Windy*




It might seem fitting that the more complicated the aircraft plumbing, the bigger the manual. But these Mohawk (OV-1) and Chinook (CH-47) organizational maintenance and parts manuals are getting hard to handle. So, until these king-size -20's and -20P's are published in several parts, separate them yourself into easier to handle volumes . . . as many as you need to fit 'em into the issue binders.


Your organization may have been told it's been authorized maneuverable type troop chutes in place of T-10's.

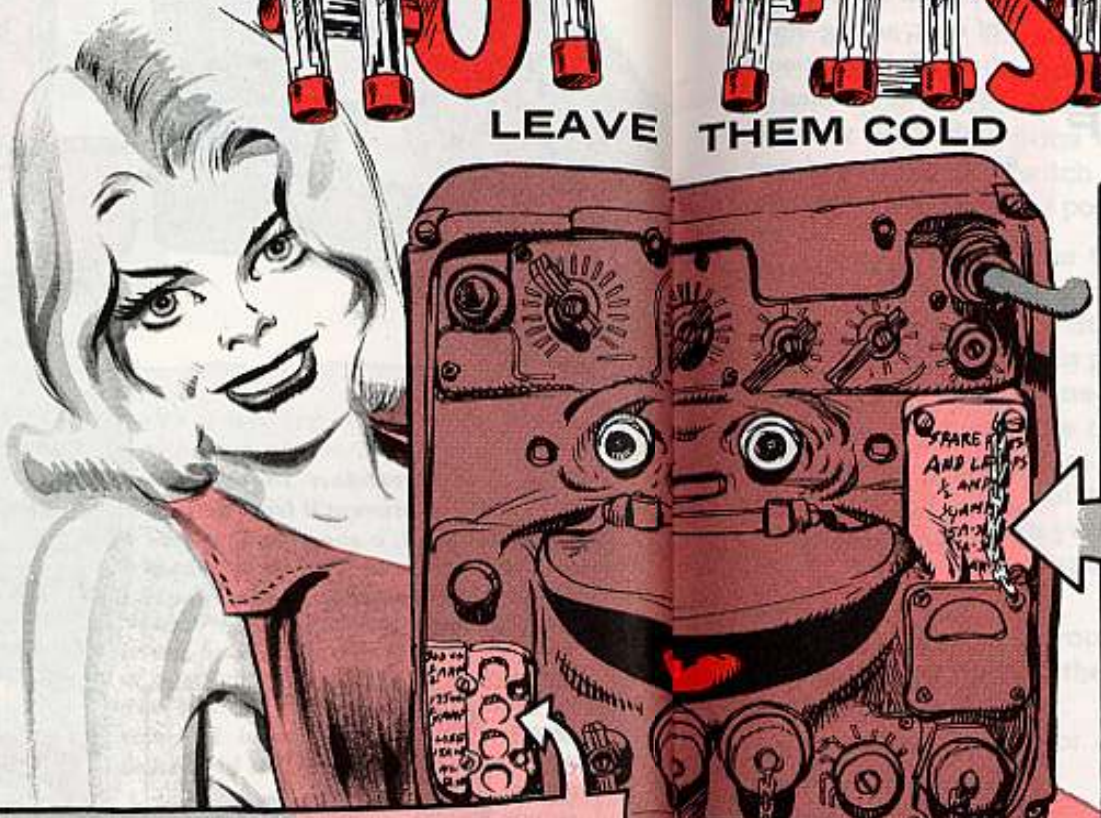
AVCOM notified the depots by Supply Letter 52-64. It gave individual FSN's and allowances for the main and reserve chutes, SCUBA accessory set and chute repair parts. TM 10-1670-219-23 (Jan 64) is the maintenance manual you need with the new chutes.

# HOT FUSES LEAVE THEM COLD

A hot dynamotor fuse can leave the receiver-transmitters of the AN/VRC-24 and AN/TRC-68 radio sets colder'n a healthy hound dog's nose . . . after said fuse allows too much current through the circuits.

So, hold those 30-amp jobs that TM 11-5820-222-10 (Jun 60) tells you to use in the RT-323 and RT-441, and take a hard look at Change 2 to the TM. You get the word in the change that what you're supposed to use for a dynamotor fuse is a 15-amp, 32-volt, slo blo type . . . and **NOT** a 30-amp!

The 15-amp fuse was left off the running spares list in the TM, but it's added to the list by the change.



Now, slide your eyeballs over to the other side of the RT's . . . to the spare fuse cover.

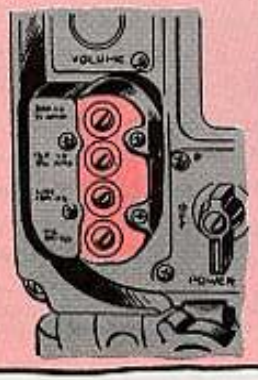
The spare fuses are attached to the underside of the cover, and the side facing you is marked from top to bottom with the amperage ratings.

When you slip the spares in place, put 'em in the slot under the corred amp marking.

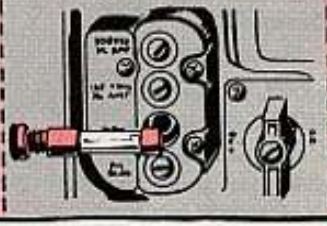

It save you time when you need fuses in a hurry, although even then you should take a second to inspect the amp rating stamped into the fuse metal.

Finally, that spare fuse cover is held by four captive screws—which means you don't have to take the screws all the way out . . . where they can get lost.

As for the fuseholders that this fuse and three others go into, tenderly is the way you handle 'em.



When you turn them down with a screwdriver or whatever, off mit der pressure. Like, you can either snug 'em up—or strip their threads. Take your choice, but don't start cryin' on payday. The threads can't be repaired, and the whole fuseholder's gotta be replaced.



Another word on those four fuseholders: The contacts should have come to you with insulating tape on 'em. Otherwise, they short to ground . . . sooner or later. The tape prevents short-circuits between the terminals and the front panel of the receiver-transmitters.

If the insulation's off, wrap the outside of the contacts with Tape, Insulating, FSN 5970-284-8410.

YOUR SB-86/P SWITCHBOARD . . .

# BETRAYED, DELAYED AND ALL CROSSED UP

The dictionary defines "doublecross" as an act of betrayal and a breach of trust, among other colorful definitions. Well, you can kind of doublecross your SB-86/P switchboard and come close to those categories—in reverse. Like, the SB-86'll betray you for doublecrossing it. It just won't work for you.

You can cross-up the SB-86 in all kinds of ways, but the worst add up to a pretty common triplecross . . . no less!

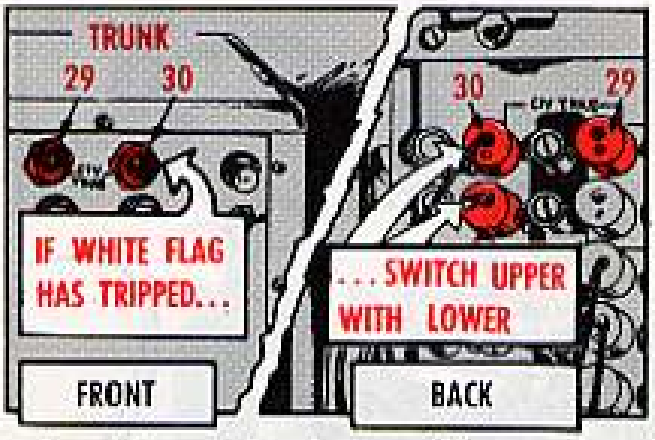
And that ol' triple dip'll pop fuses or have the switchboard buzz back at you like an angry bee.

F'rinstance, say you're hookin' up the civilian trunk lines (29 and 30), and allofasudden the alarm starts buzzin' back at you.

This revoltin' development's real unexpected, since you're not quite set up for calls yet. But . . . Two bits says if ya peek around the corner at the line signal, you'll find the white flag has tripped.

1

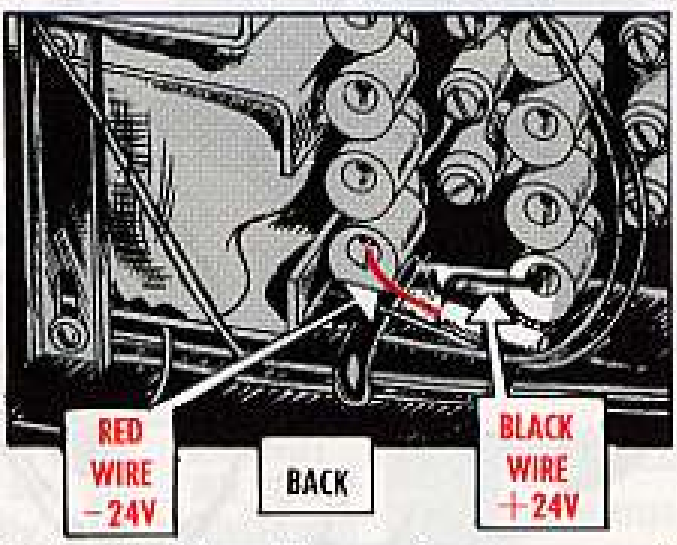
Chances are you made the **first cross-up.** So, reach back to the binding posts (depending on which flag is showing), and switch the upper and lower post wires around. If you're flyin' the flags on 29 and 30 trunks, switch both upper and both lower posts. That should get the bees off your back.




2

**The next cross** of the triple variety still is up there in the TA-207 assembly . . . at the −24V and +24V binding posts. A red wire leads to one post and a black one to the other.

To avoid popping a fuse, you gotta be sure not to reverse the wires when you first hook 'em to their respective posts.



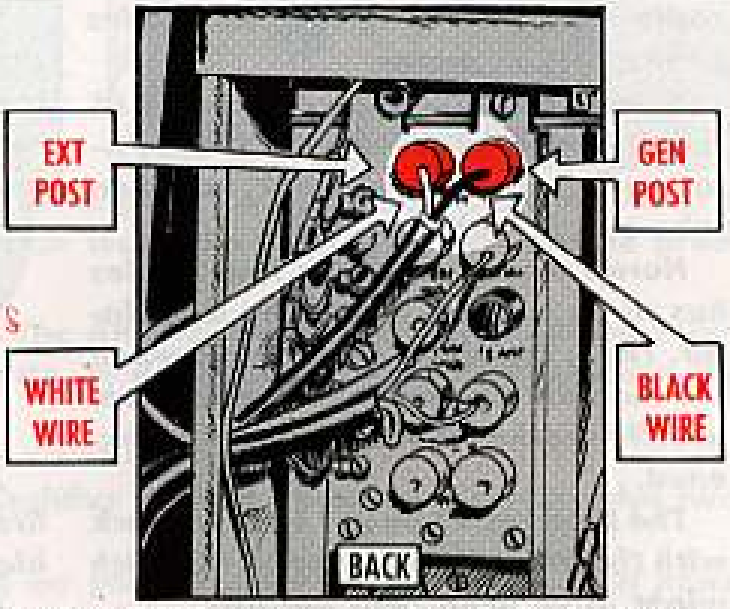

A color check sets you straight quick-like. The red wire goes to the −24V post (next to the spare parts compartment), and the black goes to the +24V post.

Remember that color scheme, and the fuse you save may be your own.

3

**The third cross-up** concerns the leads to the generator and extension binding posts. One lead's black; the other's white —and crossin' 'em pops still another fuse (the 1¼-amp job two posts down from the GEN post).

Avoidin' misadventure here is as easy as with the 24V posts. Color's the clue.




Like, the white lead goes to the EXT post on the left (next to the line of screws), and the black goes to the GEN post.

It all boils down to not crossing a friend . . . even tho the friend may be only an SB.


Dear Half-Mast,

Too many times have I seen the modulator subassembly removed from the RT-349 of the AN/ARC-55 radio set by bending the fan blades of the B-1501 motor.

So-o-o, can you drop a word in PS to tell people to do like the TM says—take off the fan blades FIRST, and then take out the subassembly?

Here's why: One of the four blades has to be bent up to get the modulator. Then, the blade's bent back when the modulator goes in. The aluminum usually cracks. At the least, it's weakened.

The blade can't be put back in track with the other three (anyone of which might have been bent before).

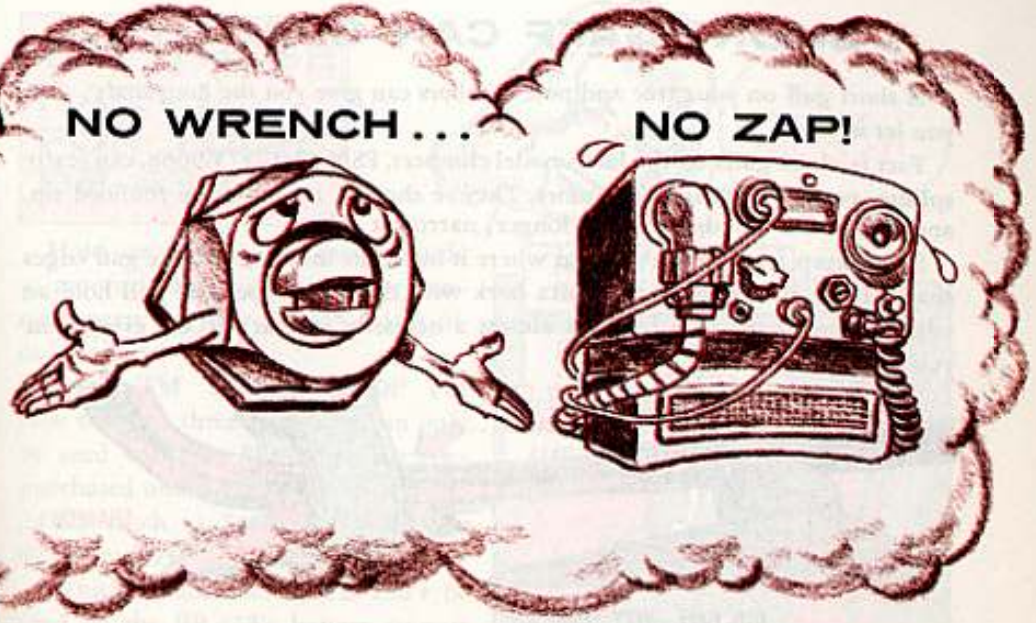
At 10,000 RPM, the blade can bust loose and fly into the gear train. Or, the vibration might make a mess of the bearings. The fan's controlled by a thermostat, which gets complicated when a bent blade can't move the amount of air it was designed to do.

Onward: If the blade's bent too far down, the tube shield right under it tears it up. Or worse, the blade comes to a dead stop . . . and burns out the motor.

A minute used to take the blade off first could save a lot of minutes, and blades, and ad infinitum.

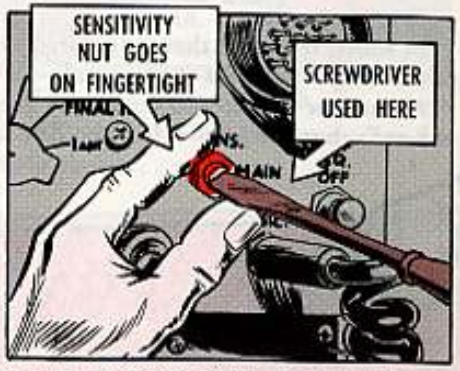
Another RT-349 story: When the shop sets the sensitivity adjustments on a final inspection, it seems they sometimes do it with an over-sized monkey wrench. And with muscle, yet!






From there, the unit radioman installs the set in the aircraft. Naturally, he has to readjust the sensitivity because of the voltage difference in the aircraft.

No sweat so far—but. This ol' Point One man seldom has a wrench handy. A screwdriver's more his tool. A wrenched up control plus one screwdriver, alas, leads to a broken slotted shaft.




Up here, we put the sensitivity locking nut on finger tight. It only takes a little tension to do the job. And that way, the Point One man has no problem with his adjustment.

One final reminder, if you will. The ARC-55 needs a warm-up before being keyed. The TM calls for a full minute—or until you can hear signals above the squelch level.

If the set's keyed before proper warm-up, Zap!!!

There goes the 2C43 power amplifier tube at 18 bucks a throw, plus two 7289 tubes at $17.88 each.

Like, you just put down $53.76 on your first try to the tower. Add more bucks in downed aircraft for radio repair.

SP 5 Ken L. Richards
Support Command
Fort Richardson, Alaska

Dear Specialist Richards,
Wilco and out.

Half-Mast

# A SHORT GAFF CAN SHAFT YOU

A short gaff on your tree and pole climbers can give you the long shaft . . . if you let it.

Fact is, those gaffs on the later-model climbers, FSN 4240-273-9668, can really splinter your personality—and more. They're shorter, have a more rounded tip, and don't hold an edge like the longer, narrower jobs.

So, to keep from gettin' gigged where it hurts the most, keep those gaff edges sharp. Like, you could chip a lotta bark with the older types and still hold an edge, but with the new jobs it's almost a necessity to sharpen 'em every time you use 'em.


In short, they lose their edge pretty quick . . . and you wouldn't wanna find it out a long way from the ground.

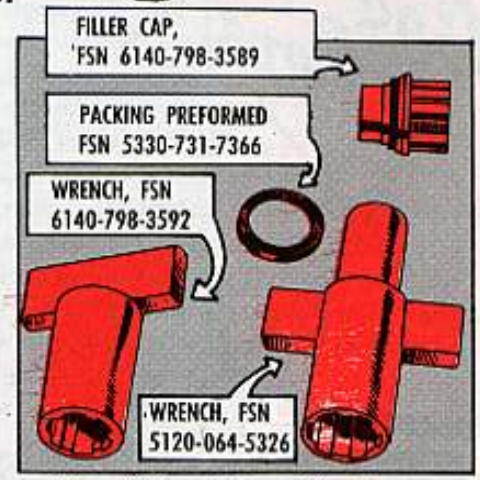
An anchor point: you could get away with a little ground walkin' with the old gaffs, but for your safety, hold it to a minimum with the short ones.

# TRY THESE PARTS FOR YOUR BB-433


Hold one if you're just getting ready to requisition a coupla' three replacement parts for your BB-433 ( )/A nicad battery.

Seems TM 11-6140-205-20P (13 Nov 61) lists three parts that can only be used with Air Force-type batteries purchased under Military Standard MS 24498 (such as Sonotone Order No. 07181-pp-61).

Which means these parts can't be used on the BB-433's battery storage cell (FSN 6140-842-0433). The parts are: Filler Cap, Battery, FSN 6140-735-6456; Seal "O" Ring, FSN 5330-845-7906; and Wrench, Vent Cap, FSN 5120-618-5320.




The -20P revision with the proper FSN's, etc., should be getting to the field shortly.

# HERE'S A BULLETIN FOR YOU

## THE PAINTING PICTURE

If your game includes touch up or painting of field electronics equipment, then you can't go wrong by reading TB SIG 364 (26 Feb 64). The TB fills you in on safety hazards, precautions, purposes of painting, what . . . and what not to do when painting, how to fight corrosion and mildew, cleaning and preparing surfaces for painting, the various kinds of paint and other information which should answer a lot of your questions.

## PRESERVE THIS

Focus an eyeball on SB 11-573 (26 Feb 64) if it's your job to paint and preserve electronics equipment, tools and miscellaneous supplies. Among other things, the SB gives you the FSN's, cost, source and other info on such items as paint, preservatives, primers, sealers, abrasives, brushes and the like.

## LEAD A SHELTERED LIFE?

Peel an eyeball at SB 11-562 (13 Jan 64) if you use or stock the MX-680/G shelter repair kit. Because temperature changes hurt the contents of the MX-680, using units have to turn in their excess kits to their depot. Also, the kit will be deleted from the Basic Issue Items List for 21 equipments and re-listed in the -20P parts manual for the equipments.

## SIGNAL FOR REPAIR PARTS

You can cancel your May-Day message!

SB 11-566 (30 Jan 64), "Combat Essential Repair Parts," is here.

It gives you some hot scoop on stocking certain repair parts for communications-electronic end items.

The SB lists several pages of TM's, and indicates specific allowances of combat essential repair parts for the end items covered.

# RF and Gas Cans

***Dear Half-Mast,***

***The AN/VRQ-3 antenna mount on the M151 ¼-ton is flush with the gas can. Would the combination of a leaking gas can and RF output create a safety hazard?***

**Lt. J. C. B.**

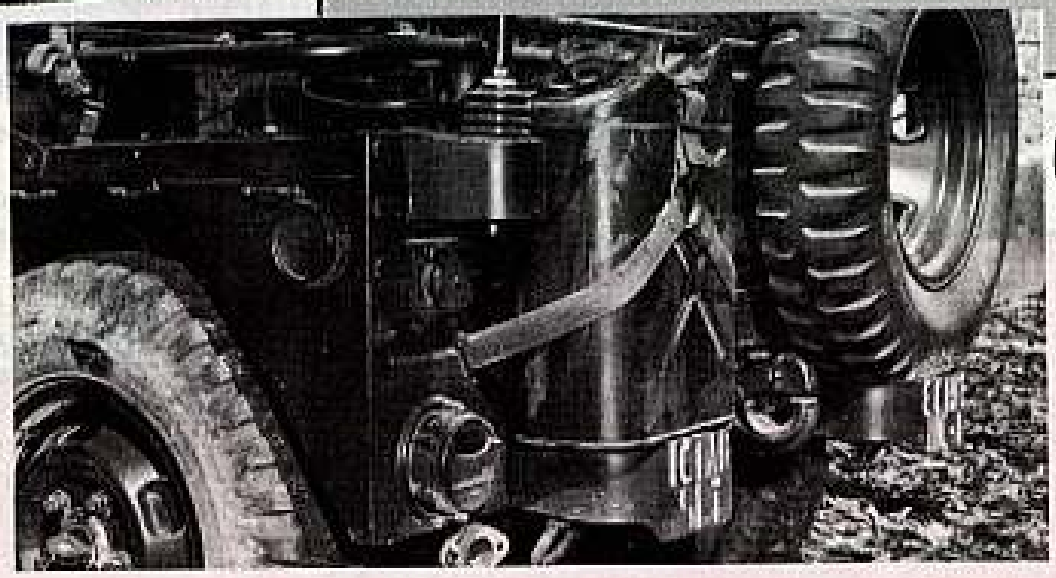
Dear Lieutenant J. C. B.,

The leaky gas can creates a hazard, all right, Sir, but the chance of gas fumes being sparked by RF is remote.

Since the RF output of the transmitter is relatively low there's not much chance of a spark escaping from the antenna. But if one did, it normally would seek a path with the least resistance to the transmitter ground—thru the antenna metal mounting base and not the gas can.

Also, the ratio of air-to-fuel vapor caused by a leaky gas can would be such that it wouldn't be likely for an explosive mixture to result. But for general safety reasons, you should avoid using leaky gas cans. Any spark, from any source, is potentially dangerous.

Half-Mast




# TELETYPEWRITER LUBE FSN

***Dear Half-Mast,***

***What's the latest word on lube oil and grease for teletypewriter equipment?***

**SP 5 I. A. C.**

Dear Specialist I. A. C.,

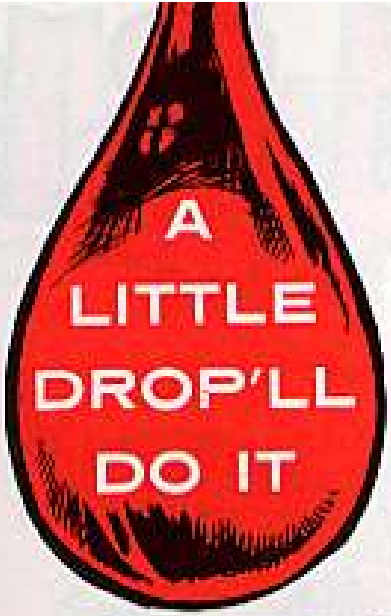
The latest in TT lubes is this:

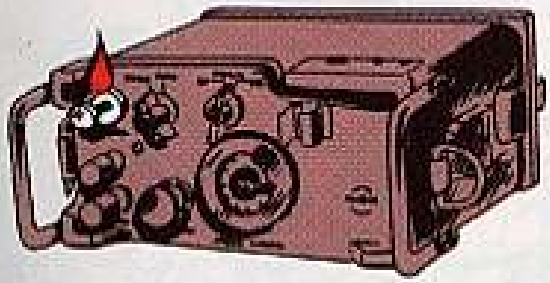
FSN 9150-223-4003 will get you a one-pound can of Grease, Aircraft, High Temperature, MIL-G-3545-A. Also, FSN 9150-223-4129 gets you a quart can of Lubricating Oil, Aircraft Instrument, Low Volatility, MIL-L-6085A.

TB SIG 365 (Aug 64) spreads the word on lubing all teletypewriters.



Half-Mast



A drop this way keeps the repairman away.

Or—if you don't wanna look like a drip, then drip a drop of oil on the RINGER button shafts of your AN/GRA-39 local and remote control units.

Since a "no-buzz" RINGER button means a trip to support for the radio set control group, that drop of lightweight oil gets you off the hook cheap. You should oil the RINGER shafts when needed and before you use the control units. Don't get carried away with the oiling; tho. Use it only when the shaft is dry or binds.

With oil, less pressure is needed to depress the RINGER button. Less pressure means the inside switch mechanism isn't liable to shift. If the mechanism doesn't shift, the ringer voltage can get to the buzzer . . . and you save a trip or two to your support people.


The local and remote units of the AN/GRA-6 radio control group can wallop you electrically.

Shocking, eh wot?

To check it out, ask the boys in the back room who're in a bind about binding posts. Some of 'em have been generated loose from their teeth, so to speak.

Which boils down to this reminder: When you crank the generators of the C-433 and C-434, keep your pea-pickin' other hand off the binding posts. Like, that juice creates more than a ticklish situation.

# A BIG BAG OF WIND


Air-supported tentage for the Nike-Hercules missile is here to stay—and a lot more like it for other equipment and maintenance operations is on the way. So it'd behoove you to get with it, right quick.

These balloon-type shelters, y'know, have one more job to do than their canvas-back sisters. They have to keep the air in as well as keep the weather out.

Actually, they're a snap to maintain if you keep a couple facts on top of your mind: You have to keep the blower going steady and you have to keep the air from escaping. Everything depends on these.

This means you have to be on your toes every minute for anything that'd lessen air pressure—like a faulty blower, or rips or tears in the tent fabric, or left-open doors, etc. And you have to be ready to fix 'em or get 'em fixed if they need it.

Here's why keeping air pressure at the peak is so important: Any loss of air may cause a whipping action when it's windy. This whipping will put too much strain on the anchor points and if the fabric comes into contact with the missile fins or other equipment in the tent, goodbye tent!

For the dope on the Nike-Herc tent take a bead on TM 10-8340-201-10 (Jan 63) and TM 10-8340-201-25 (10 Apr 62). You'll find the info on the blower in TM 5-4450-200-15 (Aug 63). And for spare parts, kits, etc. for both the tent and blower look in TM 10-8340-201-24P (Apr 63).



The time to be most careful is when you're putting your tent up, taking it down, repairing it and storing it—just about all the time, is all.

The vinyl-coated nylon the tent's made of will take a lot of air pressure, but it's a real sissy when it comes up against anything sharp. So protect it all you can.

Never drag it on rough ground, like gravel or the edge of the concrete pad. And never walk on it during erection and repair operations. The only time it's safe to walk on it is when it's placed on a flat surface that's free of stones and other stuff that might damage the fabric, and this, only when required during repair operations.


When you're joining the two halves, it's smart for two guys to pull together and line up the halves ahead of the man pulling the zipper. This'll put less stress on the slide fastener scoops and webbing.

Remove the "bump through" door before folding the shelter. This will prevent damaging the stiffener ring in the door. When boxing the tent for shipment, place the door on top of the folded tent.

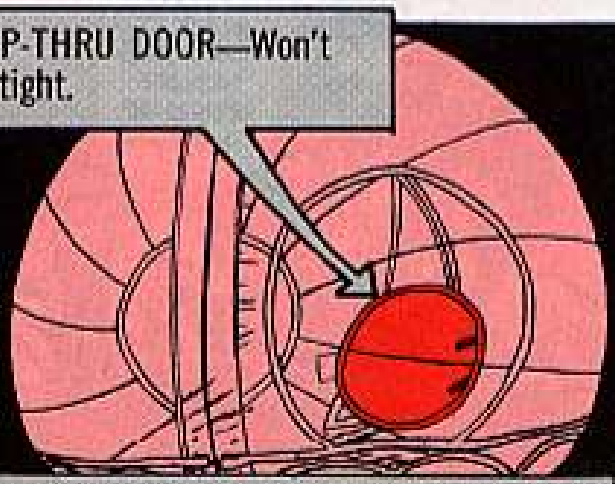
Don't fold the tent for storage or shipment when it's wet. And be sure to keep the anchors and hardware separate when folding the shelter. Otherwise you might get stuff in there that'd rip the fabric.



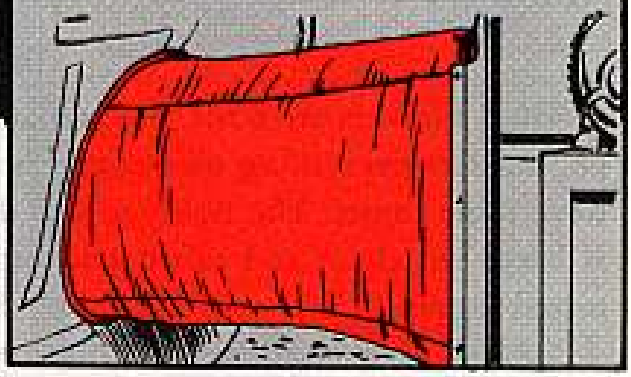
MORE

After the tent's up, waltz around the inside and look at these:

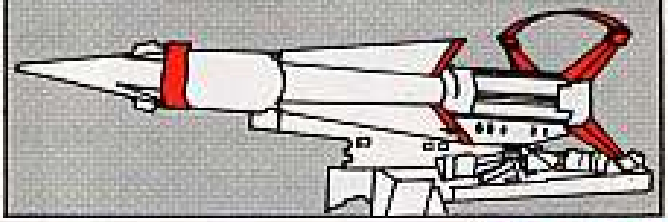
BUMP-THRU DOOR—Won't seal tight.



AIR DUCT SLEEVE—Not lined up right, not open all the way, extra sleeve material between tent and blower flange.
(If you find any extra sleeve material there, pull it inside the tent and smooth out the opening. This'll let the full amount of air in from the blower.) Have your support reposition the blower if necessary to get the sleeve straightened out.

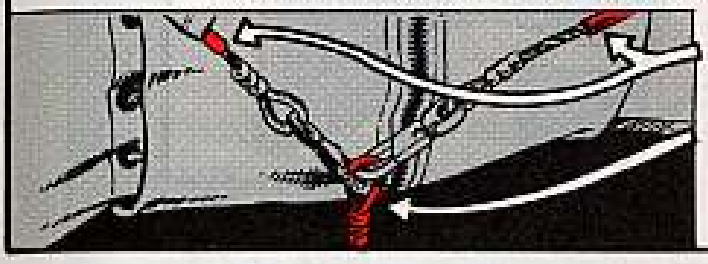


COVERS (and frame arch assembly) (Booster fin, elevon and probe)—Missing, damaged, not on right.



## OUTSIDE

Now hike around the outside of the tent and check these:



CATENARY CABLES—Loose, cut, broken; channels torn.
ANCHORS—Not secured right. (If the anchors are not tight, there'll be too much strain on the fabric and lines.)

### CLEANING AND REPAIRING

Grease, oil and dirt can ruin your tent fabric, so keep it clean. To get dirt off, use a soft brush or cloth or mop and either clear or soapy water. Then rinse it with clear water.


Oil and grease are tougher to handle, natch. Kerosene or 140-degree flash dry cleaning solvent, FSN 6850-637-6135, will do the trick for cleaning, but check with your CO before using this stuff. When you use kerosene or dry cleaning solvent, make sure it's in a well ventilated area. And whatever you do, NEVER use methyl ethyl ketone for any cleaning except for patching, hear!

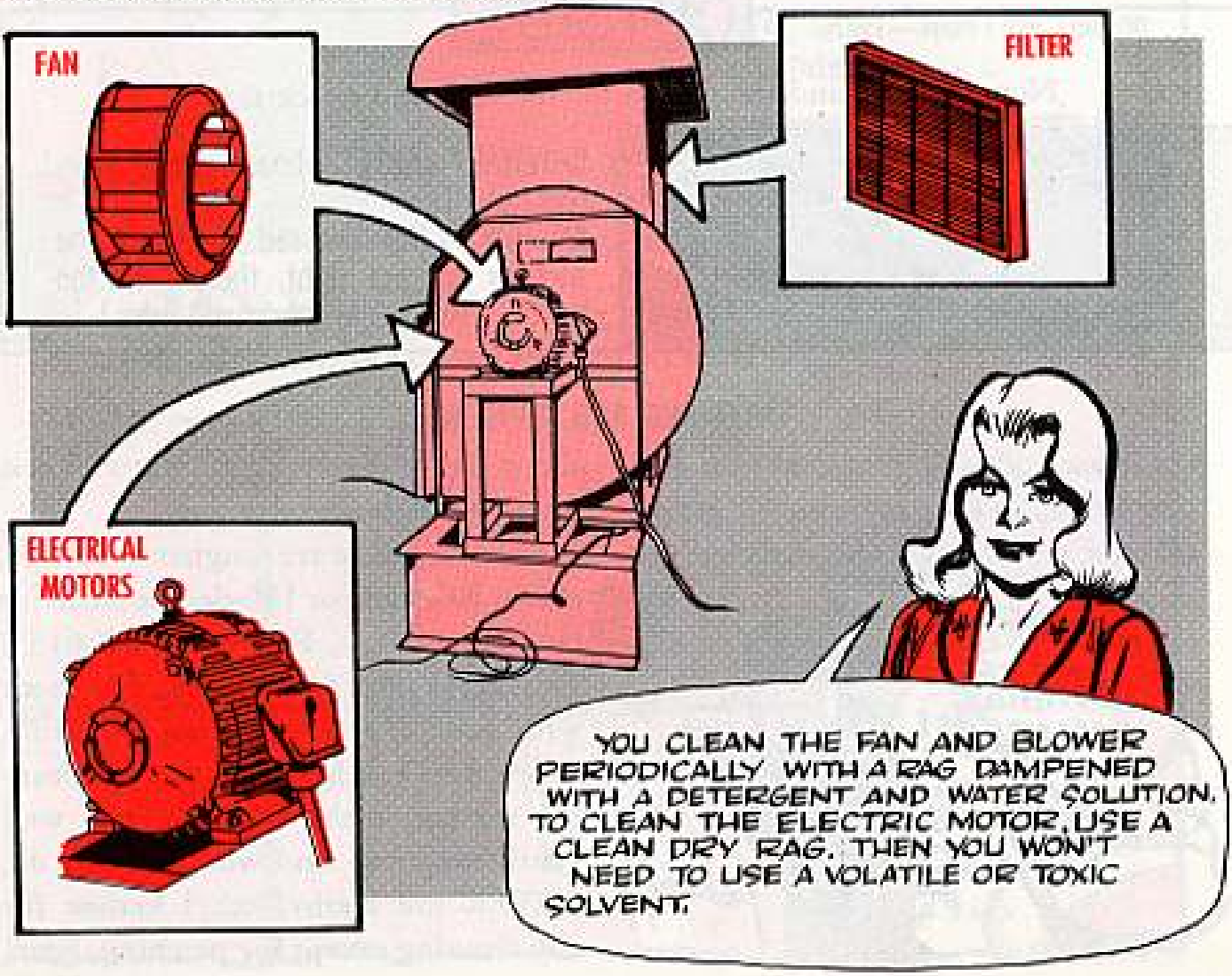
A repair kit is authorized each battery (Repair Kit, tentage, Nike-Hercules, Air Supported, FSN 8340-753-6178). The kit contains patching materials. You'll find patching instructions in TM 10-8340-201-25.

The important thing to remember in any repair job is that you have to get the area clean—and put the patches on the underside of the fabric, first, and then on the other side last.


## THE BLOWER

These blowers are built to go on and on, but like everything man-made they have some limits. The best you can do is keep 'em clean and lubed and protected against bad weather. TM 5-4450-200-15 is chock full of dope on care and cautions. Be sure to read the safety hints inside the front cover. These babies can give you a permanent burn by electrical shock if you don't watch out.

The important spots to check are the fan, filter and the electric motor.



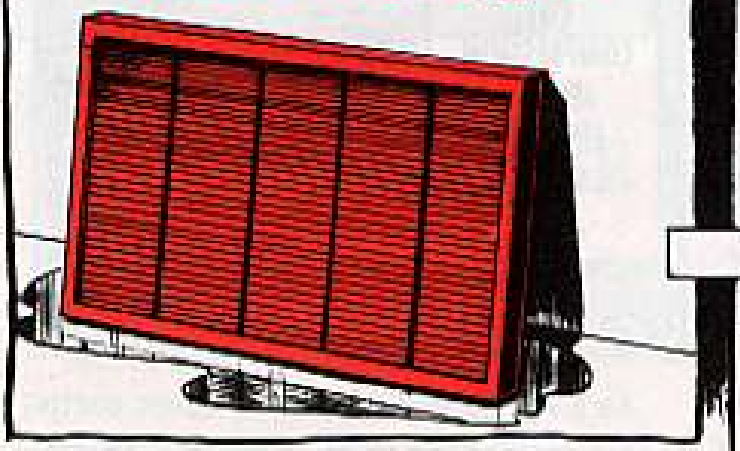
Check the filters often, and take action as soon as you see it's needed. Don't wait till the air flow slows down because of the dirt. By then it's too late.

## HERE'S A 4-STEP CURE FOR DIRTY FILTERS

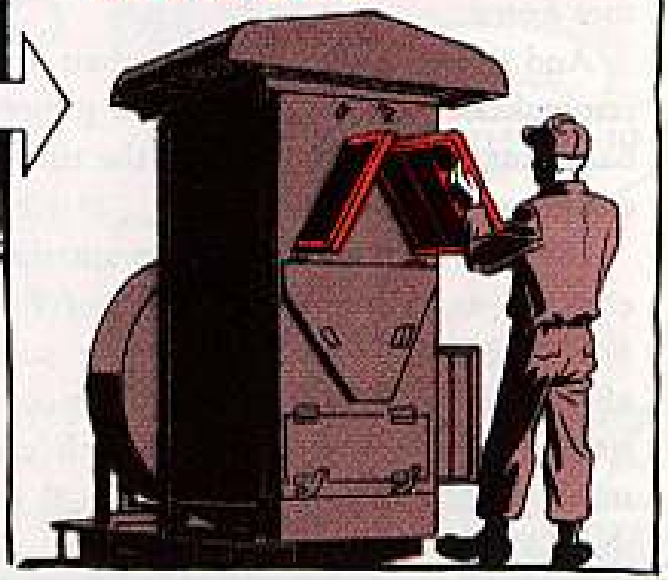
1. Rap the filter dirty-side down on the floor or any hard surface to get rid of the heavy dirt.

2. Then use a regular garden hose to flush the filter down from the dirty side toward the clean side. You can use cold water for this, but warm water'll do a better job.

3. Let the filter drain and dry good.



4. Install the two dry filters that are stored in the drying rack on the side of the plenum chamber. Place the washed filters in the drying rack for use next time you have to use the filter.



Keep your ears tuned for unusual noises like excess vibration and the blower wheel rubbing against the blower. And keep your sniffer tilted for the smell of over-heating. If you catch anything wrong on either of these, stop the blower quick and get your mechanic on the ball.

You also want to make sure the centrifugal fan is well protected from the weather. When the fan's not being used, keep it covered with a tarp.

Another thing, if you're expecting freezing and sub-freezing temperatures make sure to remove the air filter from the blower. This will keep blowing snow, sleet, fog and freezing rain from clogging it. A heavy fog will freeze in the filter.

## REMEMBER THIS:

These air-supported tents "mother" valuable babies. Any time you neglect the tent you run the risk of wasting Uncle's dough—or worse yet—fouling up a critical mission. So, on the ball, eh, Dad?



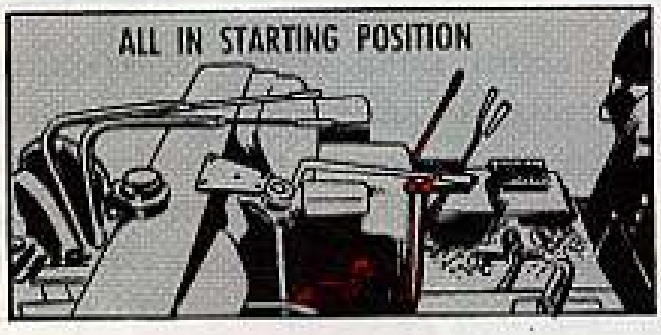
END

# DIESELS ARE DIFFERENT

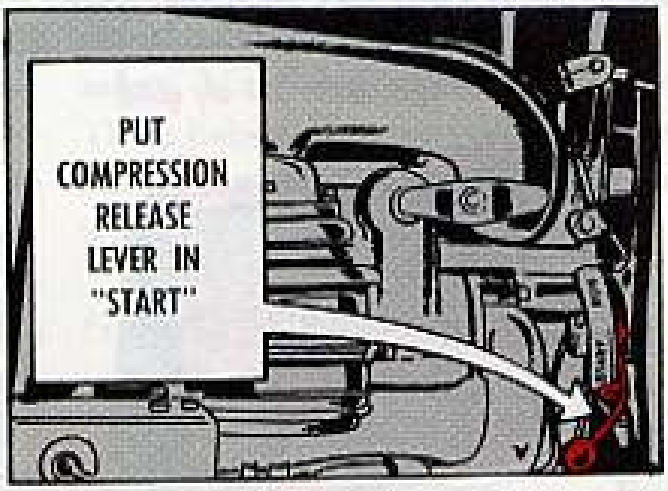

That flick of the switch you use to start and stop your favorite hot-rod definitely won't do when you're starting and stopping a Cat D-8 or D-8 9A-series tractor . . . as all you hep operators know.

And there's a lot more to it than just remembering that you've got a piggyback starting engine to help the diesel engine get going.

Before you try to start the starting engine—as spelled out in Fig 9 of TM 5-2410-204-10 (Jun 62)—make sure all the diesel engine and tractor controls are in starting position. Check 'em step by step like it says in Fig 8 of the TM.

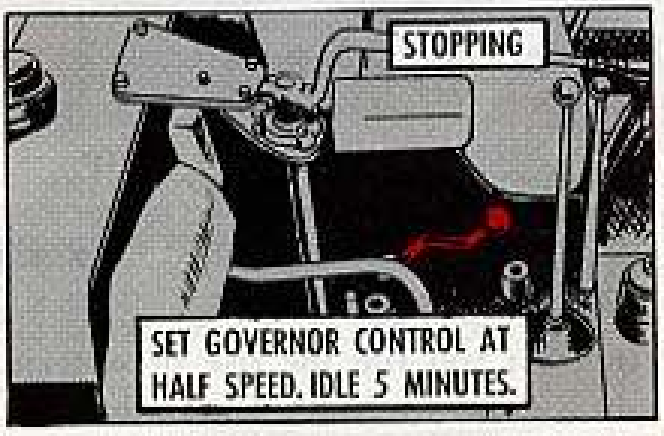



Pay special attention to the compression release lever on the diesel. This you shift to START before firing up the starting engine. That'll release compression on all cylinders so the engine'll turn over easier.




As soon as the starting engine turns the diesel at normal cranking speed, follow thru with steps in Fig 10 of the TM. Shift the compression release lever to RUN. Compression heat will warm the diesel's combustion chamber and make the fuel fire easier.

Then open the diesel engine throttle (governor-control lever) to ¼ to ½ the governed speed. After the diesel starts you shut down the starting engine.

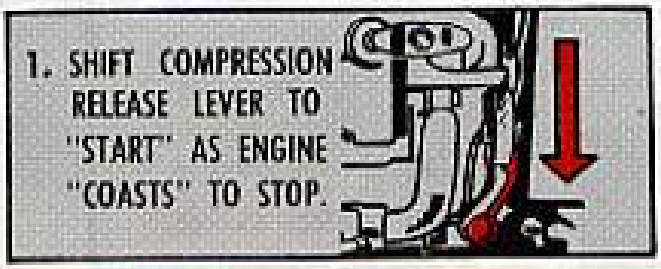


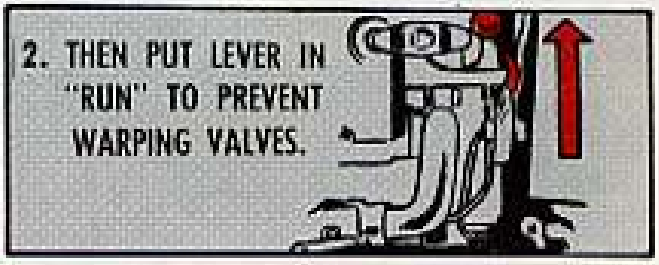
Take it easy, too, when you're stopping by the numbers as spelled out in Fig 11 of the TM.

After you've allowed the diesel engine to idle five minutes at half speed with engine clutch engaged, shift the throttle control to the closed position.

Then as the engine slows down, shift the compression release lever to START. This'll help the engine to "coast" nice and easy to a stop.

Once it stops, tho, shift the compression release lever back to RUN. If you don't, the hot valves may warp as they cool down. Then you'll lose compression 'cause they won't seat tight.




WITH YOUR PU286A/G . . .

# WONDER NO MORE

Confused?

Got doubts?

How much oil does the crankcase of your 5-KW PU286A/G generator hold?

No sweat. It's 3½ quarts . . . including 10 oz. in the oil filter.

A look-see at TM 11-6115-204-10 (11 Sep 59) will back this up.

That's right. If the operating instructions plate on your rig says otherwise . . . it's wrong.

Go by the TM.


# GO WITH THE LO

***Dear Half-Mast,***

***When should we change the oil in our Waukesha 6-NKDBS-EU1 150-KW generators?***

***We've been changing the oil on these rigs at "Q" service or 100 hours of operation, whichever comes first. However, sometimes we only have as much as 20 hours of operation on them by the time "Q" service is due.***

***Sgt J. M. K.***

Dear Sergeant J. M. K.,

Let's go back to the old, old story—follow the lube order. LO 5-6115-303-15, covering your Waukesha, says, "Change oil at 100 hours of operation." That's what you do.

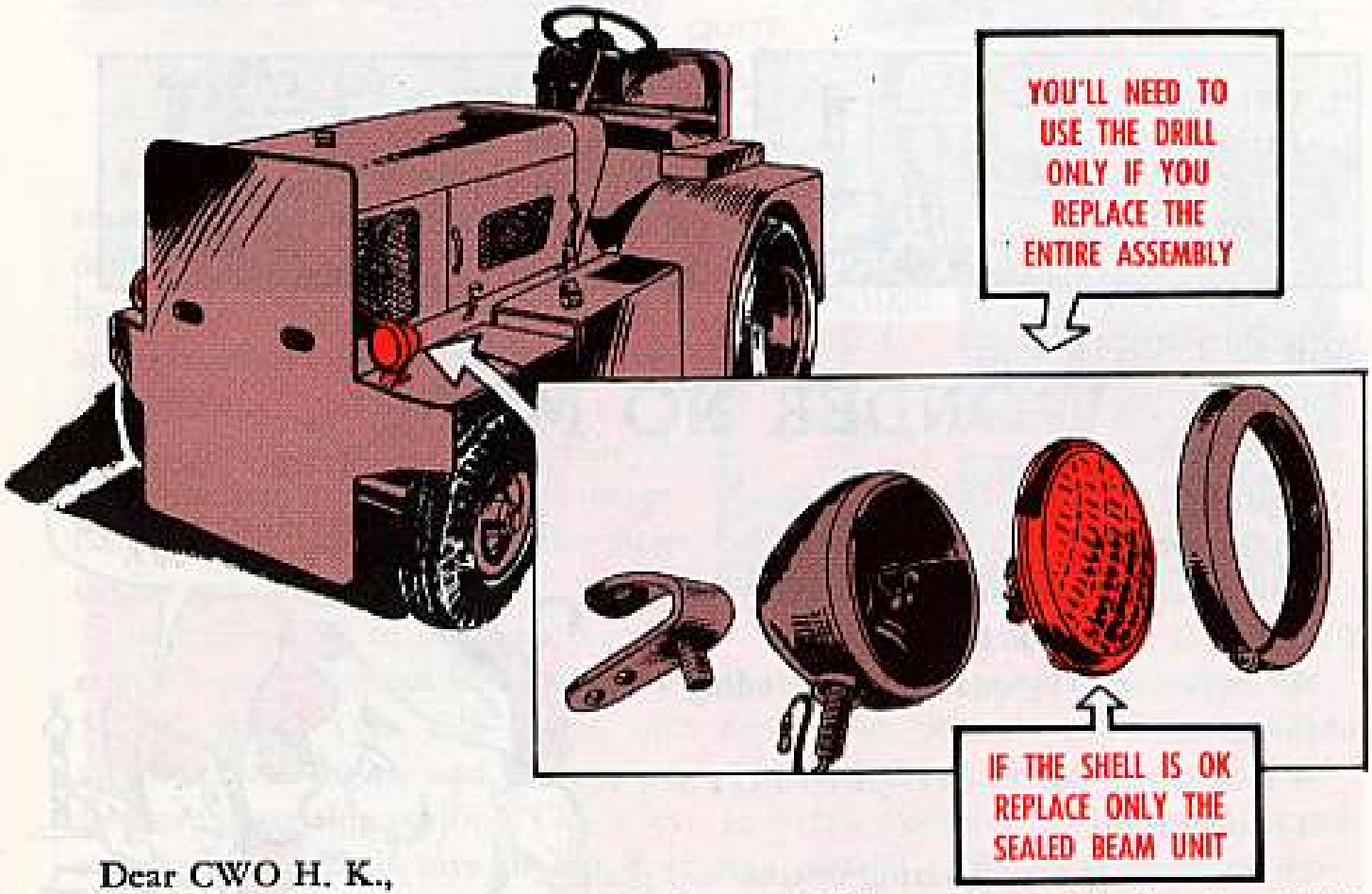
# IS THIS DRILL NECESSARY?

***Dear Half-Mast,***

***The new headlight assembly and sealed beam lamp listed on page 29 of TM 10-3930-407-20P (Apr 61) for the Minneapolis-Moline MT 40 tractor, MHE 172, don't fit.***

***Is this a mix-up in the equipment or do we drill a hole and install it?***

**CWO H. K.**




Dear CWO H. K.,

Hold the drill for just a sec! It depends on whether you need the entire headlamp assembly or just a new sealed-beam lamp.

If the headlamp assembly (shell) that came with your MHE 172 tractor is still OK, you replace the sealed beam unit with Lamp Unit, headlight, FSN 6220-726-9108 listed in the -20P. This should fit as-is.

Once the headlamp shell is shot, tho, you'll need to use Headlight, w/ bracket, sealed beam, 12v, FSN 6220-774-4704. (This assembly includes the sealed beamed unit.) And to install this new standard replacement assembly you'll need to drill a 7/16-in hole in the fender for the bracket and a 7/16-in hole in the bracket to run the headlight wire thru. These holes are necesary because of small differences in the design of the replacement assembly.

After this switcheroo, you'll use Lamp, incandescent, FSN 6240-605-1223, listed in the -20P, when you need to replace the sealed beam unit.

So, drill if you must, but not till you hafta. See?

*Half-Mast*

# MARKING DUFFEL BAGS

Hold that paint! You say you're about to re-stencil your John Henry on your duffel bag because you're trying to follow AR 746-10 (3 Apr 64)! That AR does apply if you don't already have your name on your duffel bag. But if it's already there—but not in the location called for in the AR—then it's up to your local commander to decide if it has to be remarked in a new area.

# DRILLING ELECTRICALLY?

Anytime you have need to pick up a ¼-in electrical drill, look it over real close.

There's one out under FSN 5130-293-1386 (Speedway, Model 1251S Thor Speed Drill), which is unsafe. Its ventilating slots are too wide. Your pinkies could accidentally tangle with the motor's cooling fan.

Turn-in any defective drills you've got for replacement, toot sweet. The manufacturer is correcting the problem, and all the bad drills should be out of service soon.

# PLUG THE DUST OUT

You been dishing out oil in dusty and desert areas . . . like from a 55-gallon drum or whatever? Good, but don't forget to replace the bung in the drum hole when you're not giving with the oil. That dust is always around. In desert areas, 'specially, you might not even see it . . . but it's there. And sand and dust sure can contaminate oil quick-like.

# SHOOT THE HOT POOP TO THE PUBS PEOPLE


Got something on your chest?

If it's about an Army publication you can get it off real quick with the brand new DA Form 2028 (1 Apr 64).

The new Form 2028, "Recommended Changes to DA Publications," sports a new title and is designed to make it easier for you to use on different types of pubs.

You use the front (Part I) for recommending changes to Repair Parts and Special Tool Lists and SM's and SC's.

You use the back (Part II) for putting down the changes you'd like to see in TM's, MWO's, LO's, SB's and TB's.

**And, to make your life simple, you make up only ONE *(count it . . . 1)* copy of the DA Form 2028.**

For the most part, you send the form directly to the address listed in the pub you want to change. But since there've been a lot of changes made in the pubs setup in the last few years, think twice about the address you use. For example, you no longer send anything to Raritan Arsenal, Metuchen, N. J.

If you're in doubt as to where it should go, send the 2028 to the address listed in Appendix II of your TM 38-750. Find the equipment category number in Appendix III and then send your 2028 to the address given for the equipment category. Remember, you only do this for the addresses that're obsolete.

You fill out all blanks possible on the 2028. Don't leave blank spaces when you have the info at your fingertips.

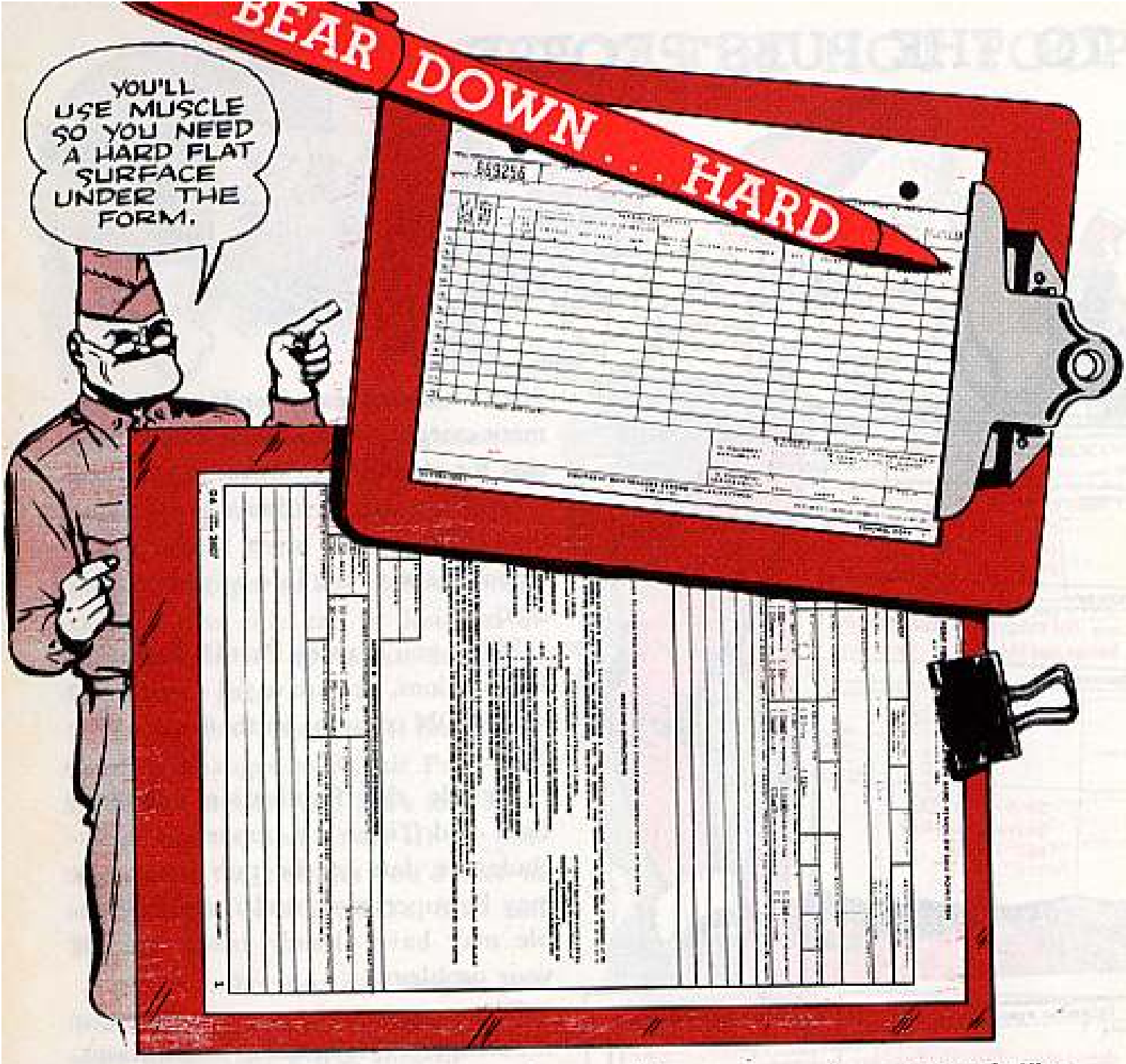
When you're using Part II, Technical Publications, be sure to fill out the TO and FROM columns on the front of the form.

Include the Publication Number, Date and Title. It's important to include the date of the pub because it may be superseded, and the pubs people may have already taken care of your problem.

There may not be enough space for the complete title of many publications, but be sure you identify the equipment.

Use the REMARKS space if you have a general recommendation or suggestion for pubs. That is, if you have something that would apply to pubs in general and not just one particular pub. You can also use that space if you've run out of space in some of the other blocks. Be sure to tell which block is being continued to the REMARKS space.

It's a good idea to go back and double check the form before you mail it.




That's right—bear down hard when you fill out your equipment records like DA Forms 2408-3, 2407 and any that have built-in carbons. Use a sharp pencil or ballpoint pen.

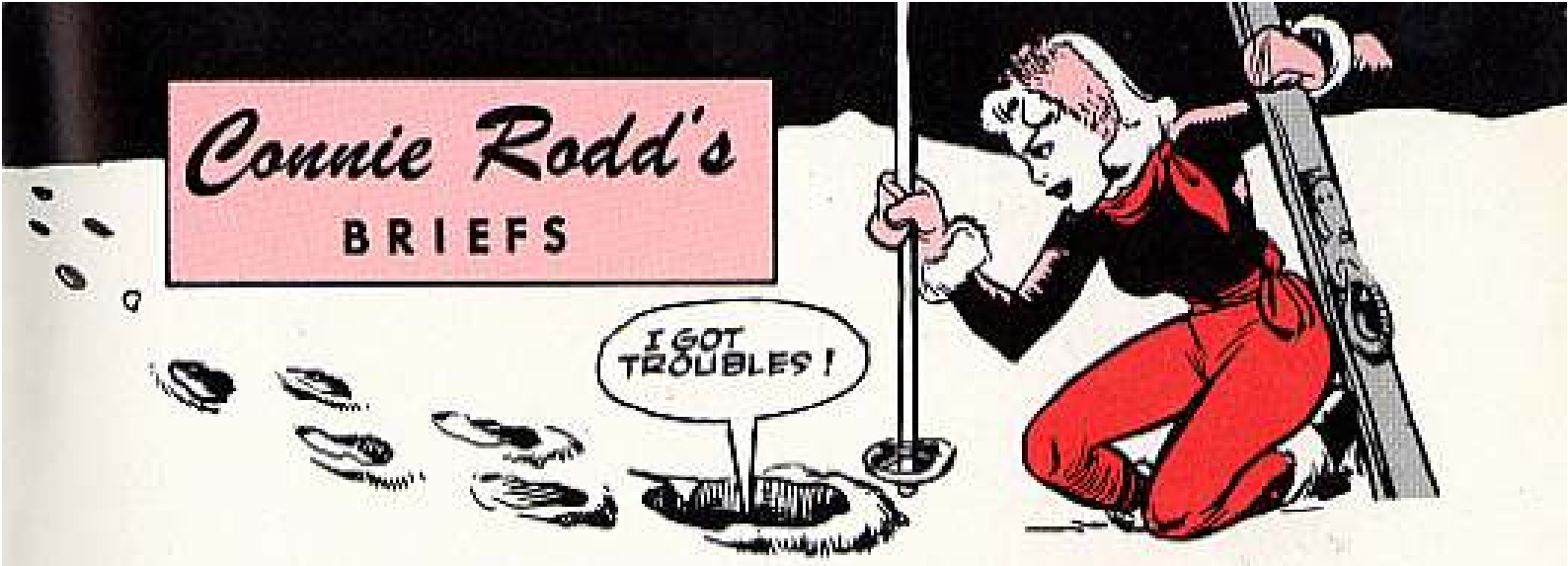
You've got to use a little muscle. And if you're going to use muscle, you need a hard, flat surface under the form.

Say you're where there's no flat, smooth, hard surface—then you need a clip board . . . like the one GSA has in stock—Clip Board File, 9 x 12½ in, FSN 7520-281-5918. It's big enough to hold DA Form 2407.

Till you get a clip board, cut a piece of sheet metal the same size as the form or a little bigger if you want to add a clip.

Any message important enough to write has got to be sharp and clear. So lay those forms flat on a smooth, hard surface and bear down on a sharp pencil or ballpoint so all copies can be read.

# Connie Rodd's BRIEFS




## NEED A KNOB?

You'd better take note if you're needing Knob, Flame Valve Stem, FSN 7310-379-2523, for your M1937 field range. It's listed in TM 10-7310-201-25P (Mar 63). The FSN has been changed to 5355-379-2523 and assigned to Single Manager, DISC.

## A COUPLE ON YOUR M17 MASK

1. Some new M17 field protective masks are shipped with strips of plastic covering the inlet valves. The plastic merely protects the bag the mask is shipped in.

It can fool you, tho, cause it looks so natural there. But, don't hesitate—it's to come off as soon's you spot it. Otherwise your mask won't function at all. Just gently peel it off and throw it away.

2. Remember, hot water and a brush are too rough for cleaning your mask. Warm soapy water (100-125°F) and a clean cloth or sponge will do the job OK.

## FALCONRY & FALCONERS

For checking out the new men on your Hawk team (and for keeping the older ones sure-and-ready) take a look at DA training circular, TC 44-10 (Jan 64). It's a training guide for making good fire-control crewmen.

## AIRLIFT

Got a Davey MC2A compressor but no Army pubs for same? That figures 'cause there are none yet. Instead, you requisition Air Force Technical Orders 34Y1-87-21, 34Y1-87-23, and 34Y1-87-24 direct from: CO, Mobile Air Force Area, ATTN: MONSC Technical Div., Brookley Air Force Base, Alabama. Roger, and out.

## THE TM IS RIGHT

The TM is right when it comes to the oil in the hydraulic system of your MHE 183 6000-lb forklift truck. TM 10-3930-232-10 (Jan 64) page 22 says to use OE 10. So, in spite of anything else you may have seen or heard, stick to the TM info for this lubing chore.

## HERE'S A HOT ONE

Ungrounded capacitors, even little ones, can retain enough juice to knock you off your bar stool—or whatever you may be sitting on or leaning against when you grab it. Even a slight tickle from a "hot" capacitor might throw you off balance enough for you to injure yourself or damage equipment. Safest bet is to ground all capacitors before you work on 'em or take 'em out of equipment. And remember: the bigger the capacitor, the harder it can hit you.

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


GIVE YOUR EQUIPMENT A PRESENT EVERY DAY OF THE YEAR... PM IS NOT A ONE-TIME DEAL.
GO CHASE A MOOSE, HUH!?
TAKE A JUMP, WILL YA!
%-*@!! AND HO, HO, HO.
FEH!
WAIT UNTIL YA SEE TH' DUTY ROSTER TONIGHT!
HOW ABOUT SAYIN' THAT BEHIND THE BARRACKS, SHORT-ROUND!
TM'S ARE GREAT FOR GETTING THE JOB DONE RIGHT. RIGHT?
Connie Rodd
XXXXXXX