

Issue 316

PS

March  
1979

THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY

County Cork  
Erin

17 Mar 79

Dear Son Timothy—

Herewith please find one Shillelagh!  
As the eldest man child in the Dee  
Clan, it is your responsibility to  
henceforth assume trusteeship of  
the glorious "Dee Shillelagh" now  
that ye have come of age --  
979 years to be exact!

Since this treasure has been  
in our family for 50  
generations, need I remind  
ye that ye must take  
good care of it.

Your Father,  
Pádraig

See Page  
29.





# REPRINTS ANYONE?

The Army is thinking about having PS Magazine articles on some equipment extracted and reprinted as small booklets for use by soldiers.

It would work about like this: All the articles on the 1/4-Ton M151A2, for example, would be pulled out of PS Magazine issues. The information would be checked out and updated. Then, copies would be printed and sent to any Army unit that needs them.

The idea is to help you keep your equipment maintained.

Reprints may be done on other trucks as well as personnel carriers, tanks, artillery, radios, masks, rifles, machine guns, radar and generators.

LIKE TO SEE COLLECTED PS ARTICLES ABOUT YOUR GEAR REPRINTED IN BOOKLET FORM?

IF SO, FILL OUT AND SHOOT OFF THIS CARD... SOONEST!...

HARD TO FIND THAT SPECIAL ARTICLE 'BOUT YOUR EQUIPMENT IN A PAST ISSUE OF PS?

LET US KNOW IF AN INDEX WOULD BE USEFUL!...

... SEND THIS CARD... PRONTO!!

Another thing in the idea stage is a 5-year Index to PS Magazine.

Now, do you need the reprints and Index? Let Bonnie and Connie know with the post card attached. Fill it out and drop it in the mail today.

What you tell Bonnie and Connie will help the Pentagon "wheels" decide on the reprints and the 5-year Index.



THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY

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

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

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

MSG Half-Mast  
PS Magazine  
Lexington, KY  
40511

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FIREPOWER

M16A1  
Rifle . . .

Keep It Clean—Clean It Right

A GOOD RIFLE-  
MAN KEEPS  
HIS M16A1 RIFLE  
CLEAN, SOLDIER!

AYE, CONSTANCE, LASS!...  
TOO TRUE, TOO TRUE.

A L-LEPRE-  
CHAUN?

LOOK  
THIS O'ER,  
LADS!

How you clean your rifle and with  
what separates the pros from the kids.

Example: Loose-fitting cleaning  
patches might slip off as you clean or  
lube the buffer housing. When you  
finish, look in the housing to be sure  
you haven't left anything.

Check  
for  
patches



If you reinstall the buffer assembly  
with the patches in the housing, your  
rifle will have short recoil. It'll take  
some troubleshooting on your part to  
find the cause.

2

BELOW LIES  
PORT ROCKY, SIRE...

EXCELLENT!

PREPARE FOR LANDING...

OPERATION **PM**  
IS ABOUT TO  
BEGIN!

G-GULP!

YOU AIN'T SEEN  
NOTHIN' YET, SID!

GASP!

**BUTT PLATE:** Often overlooked  
by casual cleaners is the drain hole in  
the butt cap screw. When you clean  
your rifle, run a pipe cleaner through  
the drain hole. That lets out the  
moisture that builds up inside the  
stock. In other words, keep it open.  
Otherwise, moisture in the stock can  
corrode the lower receiver parts in the  
stock.

Run a  
pipe  
cleaner  
through  
hole

**KEEP IT CLEAN:** Running a dirty  
patch through a bore is about as useful  
as funneling in sand. Use clean ones.  
If you're short or out, M60 machine gun  
patches cut in fours will do the job just  
fine. Using a bent cleaning rod may  
scar the bore and screw up your  
shooting.

Be sure  
the rod is  
straight

LOOK...  
IT'S  
LANDING...

...ON TH'  
MESA!

IF IT'S BENT,  
STRAIGHTEN IT...  
OR GET ANOTHER  
ONE!

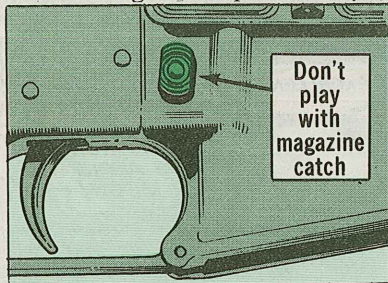
WOW!

3

PS MORE



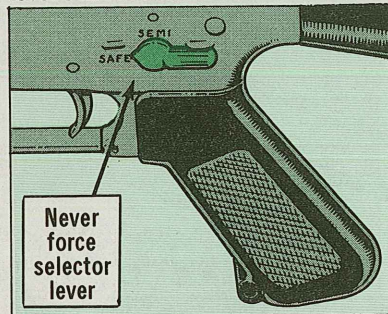
**MAGAZINE CATCH:** When you clean the rifle, or whether you're just killing time, stifle the urge to rotate the magazine catch. It's set right to hold the magazine in place, so if you



rotate the catch, your magazine won't stay in . . . or it'll fall out as you use it.

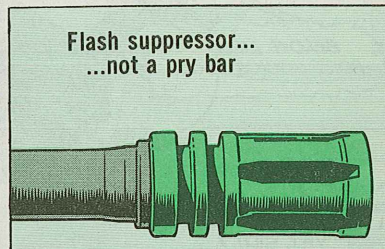
If necessary, it's OK to adjust the catch. To tighten, push it in and turn it clockwise (to the right). To loosen, push it and turn the other way. Remember, though, you're not supposed to take it off.

**SELECTOR LEVER:** If the selector lever's hard to turn never force it. You



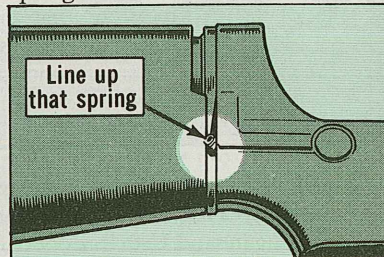
can break it. First, remember that you have to cock the hammer to put the lever on SAFE. If you cocked the hammer and it still won't go, get your armorer to check it out.

**FLASH SUPPRESSOR:** Here's an old one that needs re-telling. The flash suppressor is not and should not be used as a pry bar. Do it and you'll break

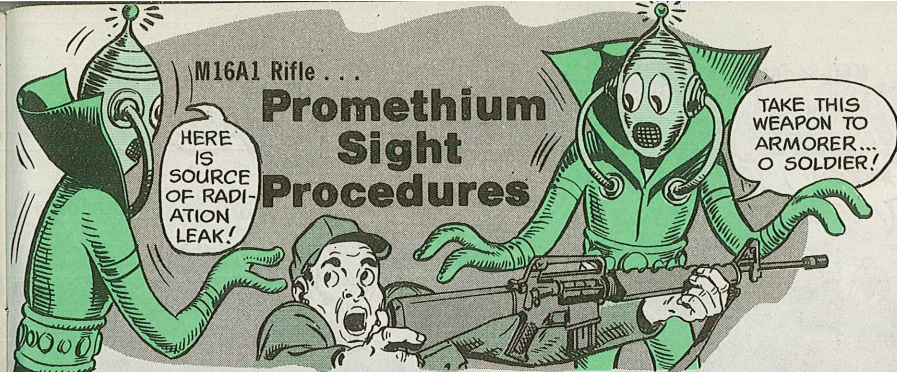


the suppressor. Get enough leverage and you'll shoot a hole in a bent barrel next time you're on the range.

**DETENT SPRINGS:** Umpteenth reminder to armorers on detent springs—



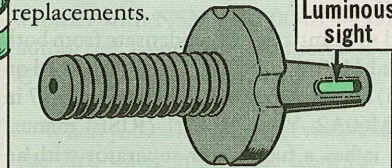
When you install the spring in the lower receiver and slide the buttstock home, be sure the spring goes into the buttstock recess.



Lend an ear, unit armorers.

You have new procedures on safety and installation of M16A1 rifle low light level promethium sights.

DS/GS still installs the initial sight, but under US Army ARRCOM Msg DRSAR-MAG 161959Z Aug 78 armorers now remove damaged promethium sights and install replacements.



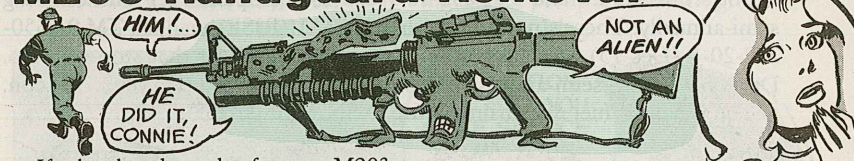
The message was distributed worldwide; it was supported by messages of field commands.

The armorer or local radiological protection officer arranges for disposal of damaged sights as spelled out in AR 755-15 (armorers turn them in to DS/GS).

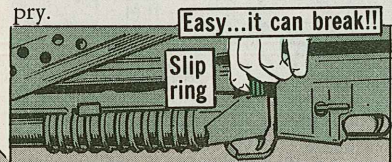
Also, armorers now decontaminate rifles with broken sights. The details are in the ARRCOM message.

Riflemen can get the cleaning and handling scoop on their promethium sights from page 41, TM 9-1005-249-10 (Apr 77).

## M203 Handguard Removal



If the handguard of your M203 grenade launcher gives you a rough time when you try to remove it, don't pry.



That is, do the necessary things like pushing back on the slip ring, lifting up on the handguard and pushing it to the rear. But, if it won't come off, don't try to pry it free. You'll break it.

Try this: Push back on both sides of the slip ring and lift. If that doesn't free it, let your armorer have a go at it.



# PUMP OUT



Watered down fuel's a headache. And you get just that on the M60-series tanks without the automatic dump fuel/water separator.

Water in fuel can cause fuel injector and engine problems.

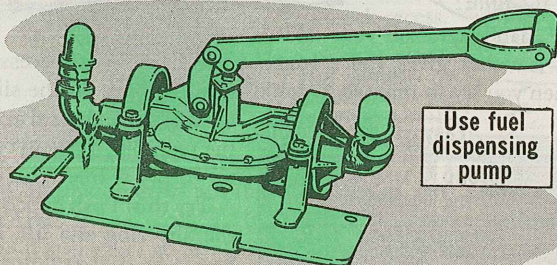
And dirt, sludge and water—condensate—will plug up a new fuel filter pronto.

You've got to get that crud out of there.

During cold weather you're supposed to pump out the condensate from both fuel tanks daily on the M60, M60A1 and M60A2 vehicles. That's the word on page 3-39 in TM 9-2350-215-10 (Feb 65) for the M60/M60A1 and page 3-37 in TM 9-2350-232-10 (Apr 73) for the M60A2. Your M60A1 (RISE) manual doesn't call for daily pumping because it has a fuel/water separator with an automatic water dump.

Both TM-215-20 and TM-232-20-1 call for complete fuel tank draining semi-annually. There's nothing in your M60A1 (RISE) manual, TM 9-2350-257-20-1 (Dec 75) about a scheduled draining. Don't let that stop you, tho. Drain both tanks semi-annually. This change'll be picked up in your TM soon.

You'll need a fuel dispensing pump, NSN 4930-00-735-7745.



# THE FUEL TANK



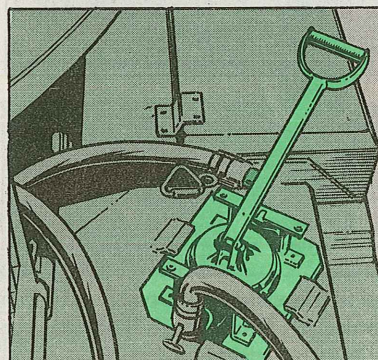
Two fuel hoses come with the dispensing pump. If you ruin one you can get another with NSN 4720-00-679-4952. Sect II, page 64 of CTA 50-970 (Jul 74) authorizes 1 pump per platoon and 1 per maintenance section. Use the same CTA, App A, as the authority for the fuel hose and quick-disconnect coupling.

Here's what to do:

When you pull your Q-service, take an extra 20 minutes or so and pump out the dirt, water and sludge from the fuel tanks.

Pump out the condensate from the tank—about 5 to 10 gallons. Catch the sediments in a bucket, can, barrel—anything. Never pump it out on the ground.

Now go to the right fuel tank and do the same thing.



THIS ACTION  
WILL GET YOU  
MORE SERVICE  
FROM YOUR  
FUEL FILTERS!





## M60A1 Tank Searchlight Parts

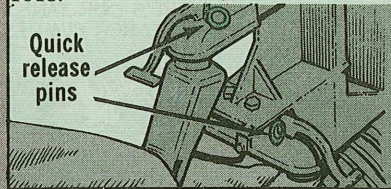
HERE LI'L BALL--  
I WON'T HURT YA--  
HONEST!

GULP!

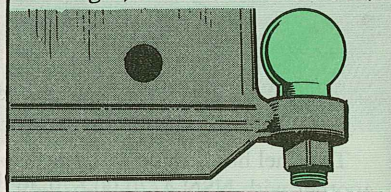
The AN/VSS-1 or -3 searchlight on your M60A1 tank won't work right if one of the pin and chain assemblies or one of the ball sockets is missing.

So how can you order one of these parts?

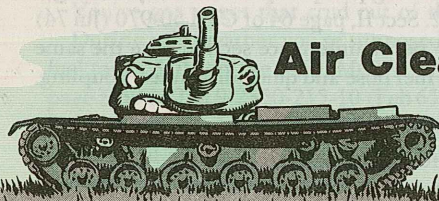
The pin and chain assembly is called Pin: quick release, NSN 5340-00-918-1618.



The ball assembly is Ball: searchlight, NSN 5307-00-845-5729.



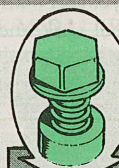
## Air Cleaner Bolts



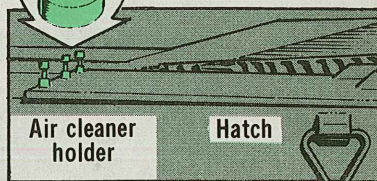
CONNIE...  
HE WON'T  
BUDGE...

'TIL HE GETS  
NEW BOLTS T'  
MATCH HIS NEW  
AIR CLEANER, EH?

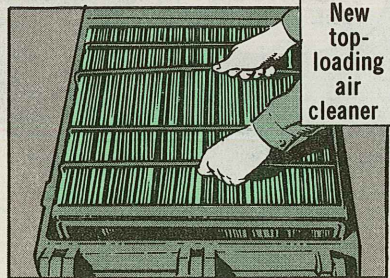
Need securing bolts for the new armored air cleaners on your M60-series tanks? NSN 5305-01-027-5920 gets you the bolt, with built-in washer and spring.



Secure hatch with  
replacement bolt,  
NSN 5305-01-027-5920



It's already in supply so you can order it, even though none of the -20Ps have picked it up yet.



New  
top-  
loading  
air  
cleaner

## Lockout Cylinder Knockout

Some of the crew jocks on M107 and M110 artillery and M578 recovery vehicles have been keeping them going even when most of the lockout cylinders were knocked out.

This puts a heavy strain on the lockout cylinders that are still working and soon ruins them.

So the ESC's have been changed. Your vehicle is now RED if you have a front, rear, or 3 or more intermediate cylinders missing or not serviceable or if any one cylinder leaks.

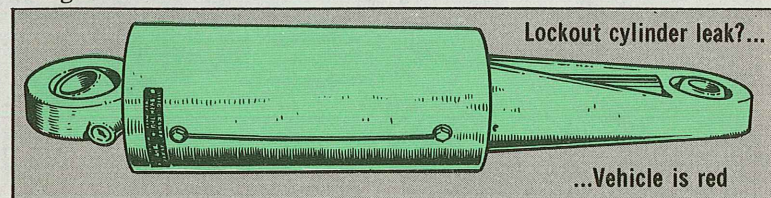
Change your copy of TM 9-2300-216-ESC (for the M107/M110s) or TM 9-2350-238-ESC (for the M578) ...

RATINGS	
AMBER	RED
Condition AMBER if one or two intermediate lockout cylinders missing or unserviceable.	Condition RED if a front, rear, or three or more intermediate cylinders missing or not serviceable or if any one cylinder leaks.

... SO RATINGS  
OF ITEM 5 LOOK  
LIKE THIS!



TARCOM Msg DRSTA-MCB 221130Z Sep 78 is your authority to make the changes.



## Back Issues Available

Looking for some back issues to complete your collection of PS Magazines? No sweat! There are still some available for the asking. Drop a line to Bonnie, PS Magazine, Lexington, KY 40511 and you'll be in business.





# M113/M113A1

## Air Cleaner Story

TAKING CARE OF THE AIR CLEANERS ON YOUR M113 OR M113A1 FAMILY OF VEHICLES IS SOMETIMES CONFUSING!

DON'T WORRY-- I'VE SENT FOR A FILTER VIA OUR STARSHIP SHUTTLE!

≡KLIK≡  
ONE OMNI  
ATMOS-FILTER  
COMING UP--  
≡KLIK≡

For instance, your M113A1 type carrier can have any one of 3 different types of air cleaner elements and either one of 2 different housings.

Your M113 carrier family has only one kind of air cleaner housing and one kind of filter element. No air cleaner part from an M113 will work on an M113A1.

Air cleaner guide:

## M113A1 Type Air Cleaners

1

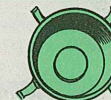
Old type

Complete assembly, head, housing & filter



NSN 2940-00-999-1992

Housing (bucket)  
(Circle indented in bottom)



NSN 2940-00-999-2119

Uses these Filter Elements:

No fins, both ends open



NSN 2940-00-930-2065

No fins, one end sealed  
(not in supply, but you may still have it)

Can no longer be ordered

2

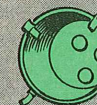
New type

Complete assembly, head, housing & filter



NSN 2940-00-168-2338

Housing (bucket) Three small circles in bottom



NSN 2940-00-103-5797

Uses Filter Element:

Fins at top end; bottom end completely inclosed

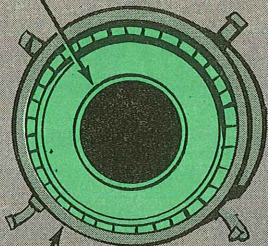


NSN 2940-00-168-2337

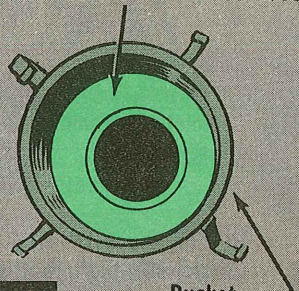
Filter element NSN 2940-00-168-2337 has been in short supply. Try to keep the one you have in shape with frequent cleanings.



Element  
NSN 2940-00-168-2337



Element  
NSN 2940-00-930-2065



Bucket  
NSN 2940-00-103-5797

**Not interchangeable**

Bucket  
NSN 2940-00-999-2119

NSN 2940-00-930-2065 and NSN 2940-00-168-2337 are not interchangeable between the 2 kinds of M113A1 housings (buckets).

Clean the air cleaner element by gently tapping it or by cleaning it with soap and water. Pages 3-28 and 3-29 of TM 9-2300-257-10 (Aug 78) tell you how.

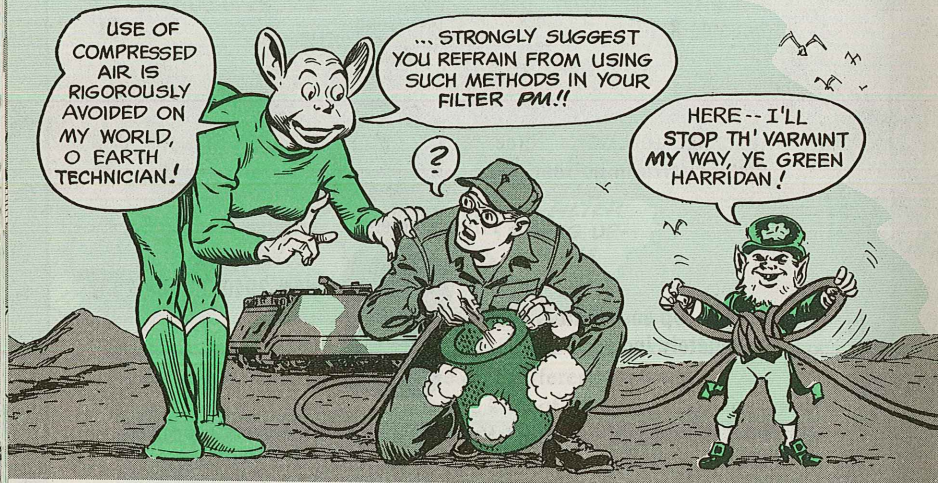
Never use the cleaning-by-compressed-air method at 100 PSI even though it is listed in your -10TM. This has been outlawed but the TM doesn't have the news yet. You can use only 30 PSI for cleaning. Use air gun NSN 4940-00-333-5541. It is in your Common No. 1 and No. 2 shop sets. Wear goggles! Also, never clean the filter element in gasoline or in any other petroleum solvent.

A correctly cleaned filter element can last as long as 5 years.

USE OF  
COMPRESSED  
AIR IS  
RIGOROUSLY  
AVOIDED ON  
MY WORLD,  
O EARTH  
TECHNICIAN!

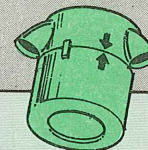
... STRONGLY SUGGEST  
YOU REFRAIN FROM USING  
SUCH METHODS IN YOUR  
FILTER PM!!

HERE -- I'LL  
STOP TH' VARMINT  
MY WAY, YE GREEN  
HARRIDAN!



## M113 TYPE AIR CLEANERS

Complete Assembly  
Head, housing and  
filter element



NSN 2940-00-999-1270

Housing (bucket)  
(If you need it get  
the complete assembly)

No NSN

Uses filter element:  
Smaller than the  
M113A1 filters



NSN 2940-00-679-9716



YOUR TM MAY ALSO LIST  
NSN 2940-00-420-5040,  
FOR THE M113 FILTER ELEMENT,  
BUT IT'S AN OBSOLETE  
NUMBER!

There's no info on the M113-series air cleaners in your TM 9-2300-257-20P (Aug 75). You'll find it in TM 9-2300-224-20P (Aug 72).

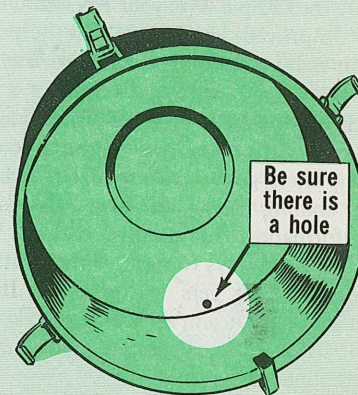
Make sure you attach the housing to the head so that the arrows are pointing at each other.

## M113 & M113A1 Air Buckets

Both M113 and M113A1 air cleaner buckets need to have a hole to let out the water (which will range from about a cupful to a quart) that would otherwise stay in the housing after a rain or a hosing down.

Most M113A1 air cleaner buckets are issued with this hole already made, but many M113 type buckets don't have the hole.

Check out your bucket and if it has no hole your unit mechanic will drill one in for you, with a  $\frac{3}{16}$  th- in bit.



Be sure  
there is  
a hole

When you snap the air cleaner bucket back in place, always make sure the hole is at the lowest possible point. If it is anywhere else, some of the water will stay in the bucket and waterlog your filter element.



THERE!  
COVER IS  
TIGHTLY SHUT!

...ALL  
BOLTS IN  
PLACE AND  
SNUG!

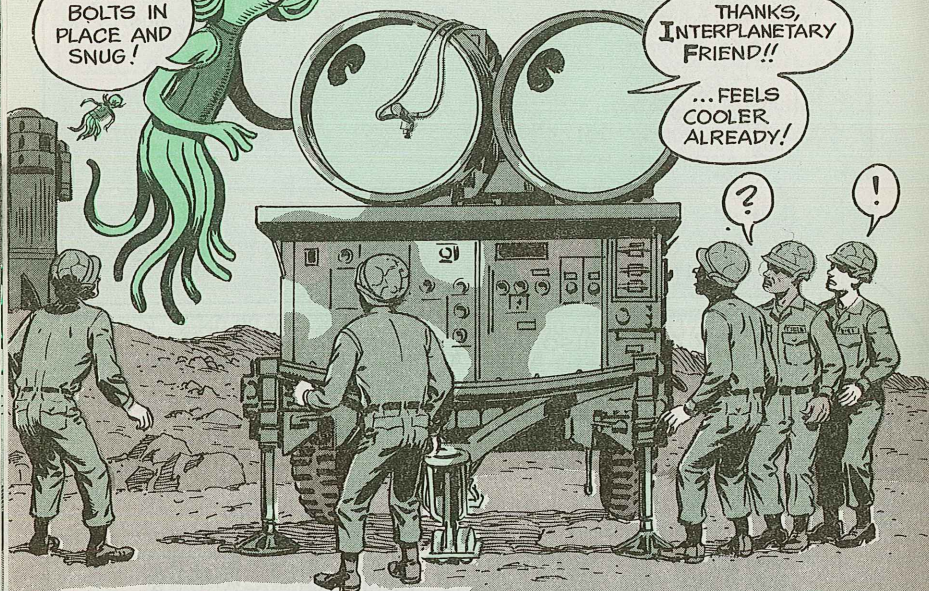
# KEEP A

THANKS,  
INTERPLANETARY  
FRIEND!!

... FEELS  
COOLER  
ALREADY!

?

!



A cool Triple IF in your AN/MPQ-46 Improved HAWK HIPIR helps your radar to lock in on a target. Way to go.

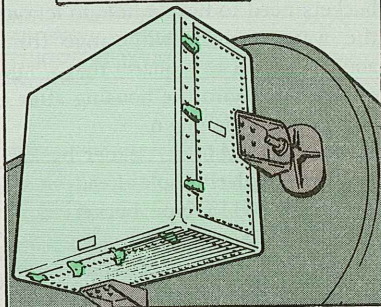
But, let that ol' Triple IF (Triple Stage Intermediate Frequency Amplifier) get overheated from lack of cooling air, and your radar's performance will nosedive. Bad.

Here are ways to turn off the heat:

Cooling air gets to the Triple IF only after sufficient air pressure builds up in compartments of adjoining components.

Keep all doors or covers tightly closed during operation, especially the door on the rear of the radar transmitter antenna.

Keep it shut tight



Missing bolts let air escape. Be sure all bolts are in place and snug before you operate. The bolts on the 2 doors of the head assembly get special notice. There are a lot of 'em, but you

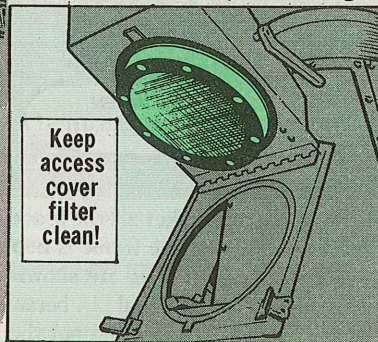
# COOL TRIPLE IF

need every one. And, keep 'em all snug.

Bolt missing?  
Replace it!

You know you've got to make a monthly check and perhaps clean the air intake filter in the access cover of the pedestal base, so you do it, right?

Keep  
access  
cover  
filter  
clean!

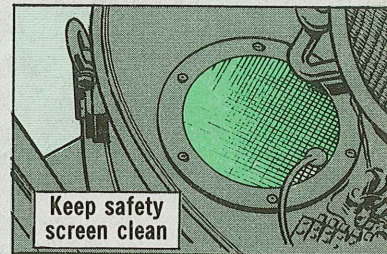


Well, there's a screen in the pedestal, unseen and often forgotten, that's just as important to air flow. If it's not checked or cleaned monthly, it can clog and steal the air from the system.

That little job is the safety screen that sits over the air duct inside the pedestal base. It also sits directly over the fan that pulls in the cooling outside and feeds that air up through the antenna and to the Triple IF.

Clean that screen, ol' buddy, or you'll have more than Triple IF problems.

Keep safety  
screen clean



The idea is, these precautions add up to a cool antenna system and a cool Triple IF . . . which needs cooling because it generates heat. Its circuits are sensitive to that heat. When they get too much, there's a high signal to noise ratio . . . and you've got poor radar performance.

That can mean damage to components and readjustment of circuits.

KEEP  
IT COOL!

GOTCHA,  
BUDDY!





Backing An M167A1? . . .

# USE 4 EYES

GROUND  
MOBILITY

OK--NOW  
STRAIGHT  
BACK!

THANKS  
BUDDY!

?

WHY, EVERY-  
BODY KNOWS THAT  
YOU USE 4 EYES WHEN  
YOU BACK UP A RIG LIKE THIS!

Backing a Gama Goat/M167A1 towed Vulcan combination is a tricky job under any circumstances.

Backing that rig without a ground guide to help you can only lead to grief. In short, you need your eyes and the guide's eyes . . . 4 eyes . . . to keep from mashing the Goat or the Vulcan.

Most common damage: The towed Vulcan jack-knives, the Goat carrier

hits the lifting bracket . . . the bracket breaks or the carriage frame is bent.

Bent carriage frames are showing up at depot for overhaul . . . because drivers tried their luck and not their guides. It gets expensive and it sure shoots holes in operational readiness.

As it says in para 2-8 of TM 9-2320-242-10 (nice big "WARNING"), you use a guide even if you're just backing the Gama Goat.

IF THE TOWED  
VULCAN IS HOOKED  
ON, A GUIDE IS  
EVEN MORE  
ESSENTIAL!

Bumper  
could  
break  
bracket

16

# Diesel SLOBBER

OOPS!  
'SCUSE  
ME!

?

Dear Half-Mast,

Our support says we've got no problem with our multifuel-engine trucks and other diesel-engine rigs when wetness shows up at the exhaust manifold joints. This wetness goes away when our DSU gives the vehicle a good run. They say this proves there's nothing to worry about.

What do you say?

SFC C. F. S.

Dear Sergeant C. F. S.,

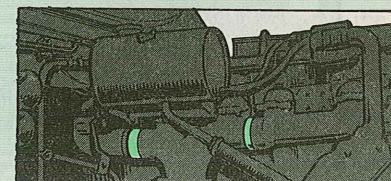
Your support's probably right. That wetness is usually nothing more than "diesel slobber"—unburned fuel and condensation, pretty common when humidity's high and temperature's low.

Before you toss the ball to your support, pull the same test they do. Give your vehicle a good road run. Or, if it's some diesel-engine stationary equipment, run the engine at about half-way between idle and full speed for a few minutes.

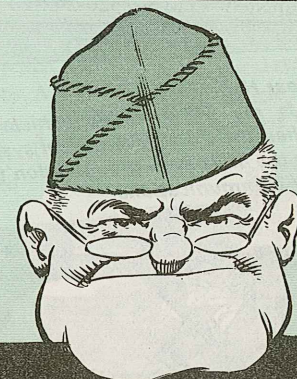
THEN STOP THE ENGINE  
AND LOOK FOR THAT WETNESS!

IF IT'S GONE, NO PROBLEM!

BUT IF IT'S STILL LEAKING OIL,  
GET YOUR SUPPORT TO CHECK  
IT OUT!



Where engine exhaust  
parts fit together is  
where you'll likely  
spot diesel slobber

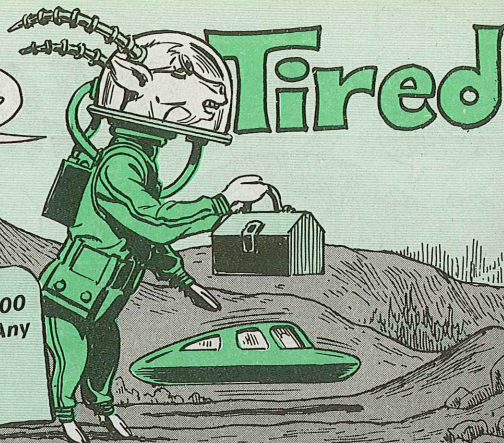


17



GOT YOUR  
CALL, OL'  
CHAP!

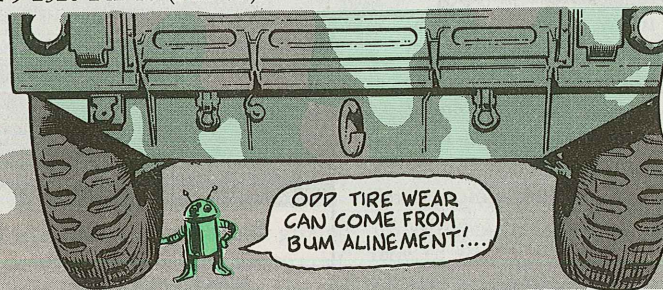
ALWAYS  
HAPPY TO HELP  
MY SPACE  
COUSINS!



Dear Half-Mast,  
We only get about 1,500 to 3,000  
miles on our Gama Goat tires. Any  
idea what's wrong?  
SFC J.L.S.

Dear Sergeant J.L.S.,

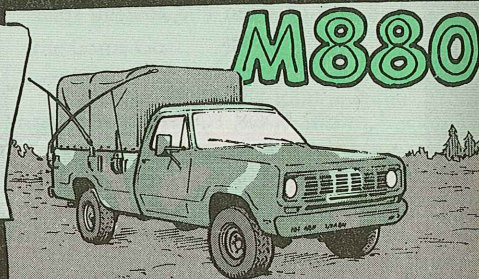
For one thing, the Gama Goat tire's short life could come from bum  
alinement. It's up to the driver to notice odd tire wear when he pulls his  
Preventive Maintenance Checks and Services—Item 3, Table 3-1, page 3-10,  
TM 9-2320-242-10 (Mar 77).



...AND  
A BUM  
ALINEMENT  
CAN CAUSE  
THE GAMA  
GOAT TIRE'S  
SHORT LIFE!

If tire wear's not even, he should have the alinement inspected and  
adjusted—TM 9-2320-242-20 (Sep 76), page 2-247, para 2-164.

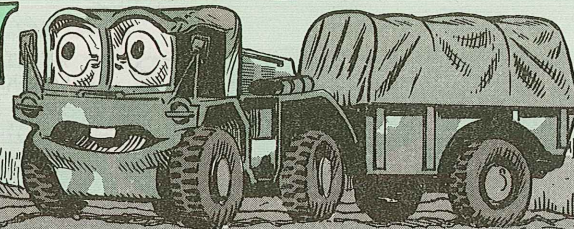
Dear Half-Mast,  
Is my M880-series vehicle NOR  
when the 24-volt electrical system is  
on the blink even though I don't use it  
for communications?  
CW2 T.B.



18

# Gama Goat Tires

YIPPEE!



Tires that're too soft—under-inflated—wear out extra fast, too. The -10 TM  
has the tire pressure poop on page 1-6, para 1-5.

Another problem could be the drivers. If they're running the Goats on hard-  
surfaced roads in 6-wheel drive they'll reduce the life of the tires for sure.  
'Course, it's easy to do if they follow the poop in the -10 manual on page 2-5,  
'cause the shift patterns for both the drive selector and the range selector are  
backward. But they're A-OK on the vehicle shifting instruction plate and in DA  
Pam 750-31 (Nov 70).

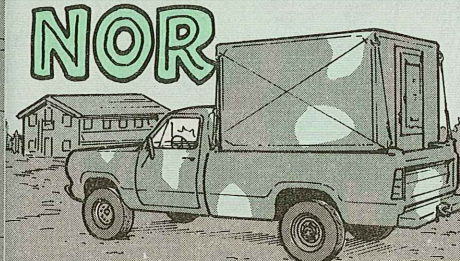
Finally, if everything's being done right, but tires are still giving out too soon,  
fire off some EIR's to the headshed. Give them detailed descriptions of the  
wear pattern on the damaged tires, using TM 9-2610-201-14 (Aug 75) as a  
guide.

THIS TM GIVES  
THE STANDARDS  
AND CRITERIA  
FOR TECHNICAL  
INSPECTION...

...AND  
CLASSIFICATION  
OF TIRES!



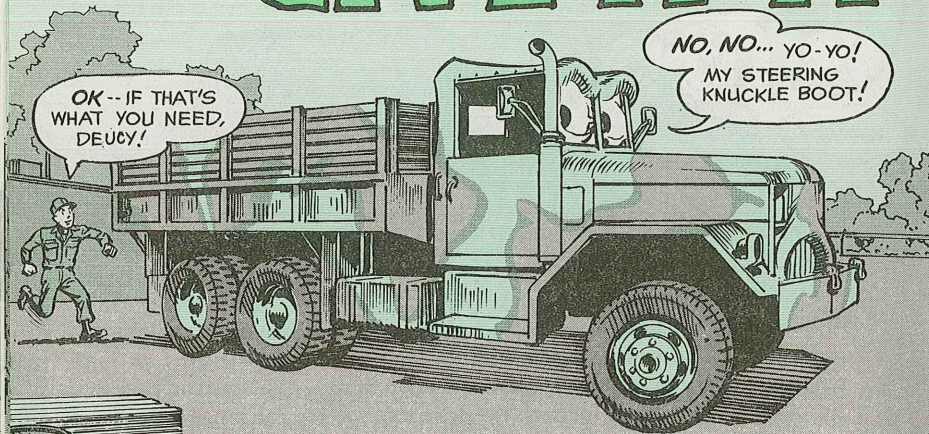
Dear Mr. T. B.,  
No. A bum 24-volt electrical system  
makes your M880-series vehicle NOR  
only if it's used—or intended to be  
used—for communications.



19



# GIVE IT A



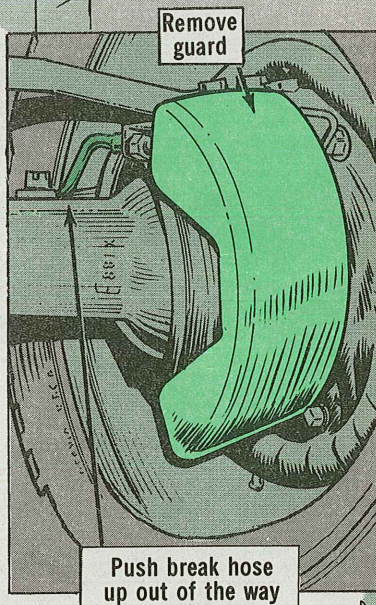
You have to stay on your toes to give that 2½-ton truck a good boot—a steering knuckle boot that is. It's no snap job.

Here're some tips you can add to the instructions in para 169, TM 9-2320-209-20 (Apr 65), and para 2-104, TM 9-2320-209-20-1 (Aug 78):

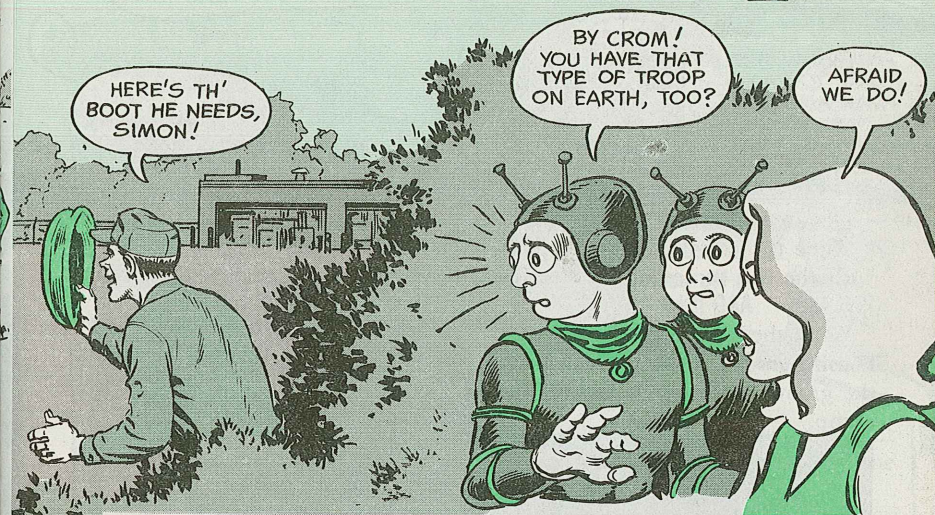
Put trestles from the No. 1 Common Shop Set under the front axle of the truck. Set 'em so you can turn the wheels to get at the clamps. Better yet, make the job easier by pulling the wheels.

Take off the steering knuckle boot guard. Push the brake hose up out of the way.

Remove the boot clamps, cut the boot along the zipper, pull it off and trashcan it.



# GOOD BOOT



The new boot has to go on right and tight. And it has to have a good seal so grease won't ooze out and water can't seep in.

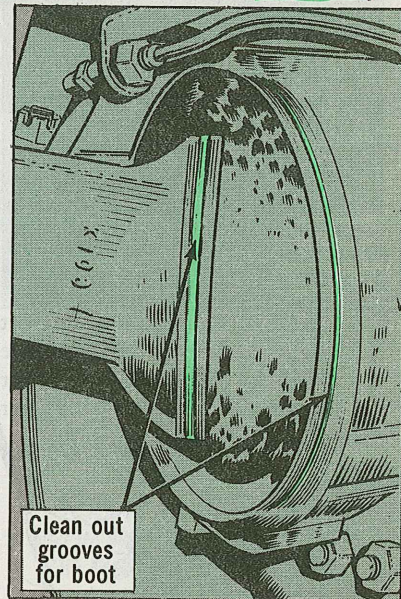
Use NSN 2530-00-741-0883 to get the boot—with cement. If you need more cement, NSN 8040-01-018-2845 gets a quart.

Reuse any good hardware. If your clamps are shot, NSN 5340-00-707-1100 gets the inner (smaller) and NSN 5340-00-707-1099 gets the outer one.

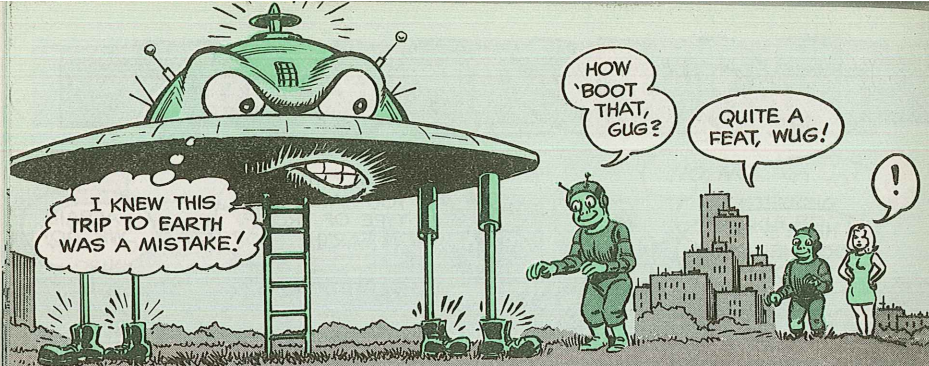
NSN 5305-00-752-1693 is for a clamp screw. For the nut, use NSN 5310-00-707-1097.

Place the boot inside-out over the axle housing with the zipper side away from the axle.

Close the zipper and seal the inside with cement.

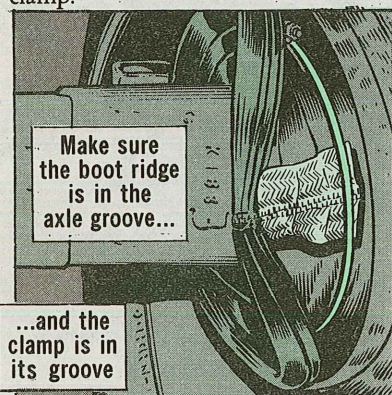






Aline the word TOP on the boot with the top center of the steering knuckle.

Work the boot ridge over the axle housing groove. Set the inner clamp in the groove made for it. Tighten the clamp.

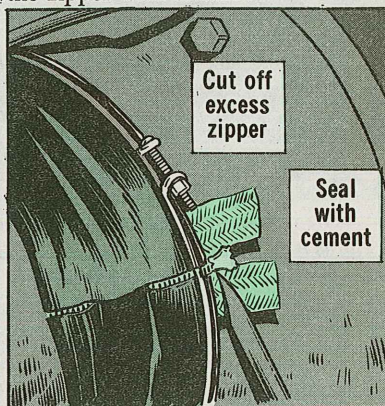


Grab the boot on each side and twist your wrists so the boot'll go right-side out. Work the outer boot ridge over the groove in the knuckle. Fit the outer clamp in its groove. Tighten it.

YOU DESERVE WORSE!

I KNOW!

Lock the zipper with fine wire. Cut off the excess wire. Seal the outside of the zipper with cement.



Put the guard back on and refasten the brake hose.

THE JOB'S DONE-- AND DONE RIGHT!

M796 Bolster Trailer . . .

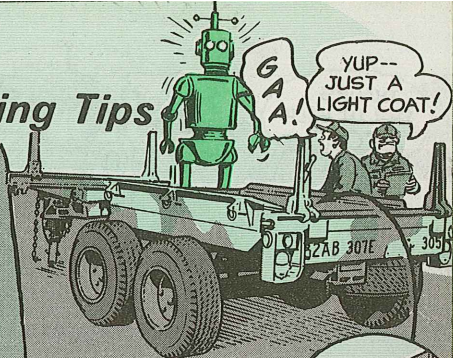
## A Couple o' Coupling Tips

Dear Half-Mast,  
It's bad enough that rust is tearing up the air line couplings at the rear of the reach on our M796 4-ton bolster trailers—the nipple and rings rust solid and can't be taken apart.

But then we find there're no repair parts for these quick disconnects in TM 9-2330-287-14 (Oct 71).

Got any answers?

SGT J.M.W.



Head off rust with GAA

Dear Sergeant J. M. W.,

Yep, got a couple of 'em.

The male part comes under NSN 4730-00-494-3271. The proper female half is not yet available, but you can get by with NSN 4730-00-494-3273. The straight poop will be showing up in a TM change or revision.

Before you put on the new parts, though, head off the rust problem by giving the male nipple a light coat of GAA. Don't worry about the grease hurting the O-rings in the female part of the coupling—they're a special synthetic rubber.

Half-Mast

## M880 NSN Is Bummer

You won't get the right hub dust seal for your M880-series 4x4 1 1/4-ton truck when you order by NSN 5330-00-843-2045. Cross out the NSN on page 2-74, TM 9-2320-266-20P (Feb 78). Until a new NSN comes along, order by the Part Number and FSCM—but ask for hand-processing of your order by specifying "To be processed offline." And add this for justification: "Incorrect part received using NSN 5330-00-843-2045. Do not cross over to NSN."

## Scratch Plastic Coating

Forget about plastic coating compound NSN 8030-00-145-0151 for battery hold-downs and such. It takes too many fancy gizmos—which you don't have—to use it. So knock that NSN out of TM 9-6140-200-14 (Apr 78), pages 3-5 and 3-10, and DA PAM 750-34 (May 78), page 8.

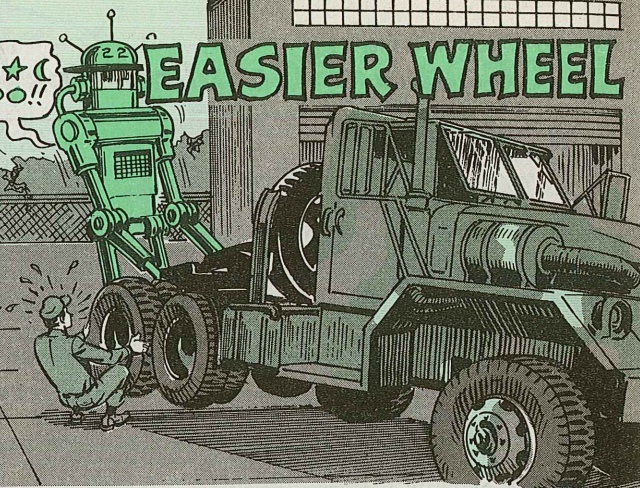
SCRATCH IT FROM PAGE 19 OF PS 300 ALSO!



THANKS  
FER TH' HELP,  
RZO...  
BUT NOW  
HOW DO I  
GET TH'  
WHEEL ON  
TH' STUFS?

△○+☆  
▽○○!!

## EASIER WHEEL

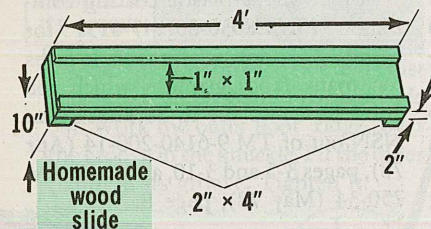


Trying to manhandle those big truck and bus wheels is the pits. It's a real mean job getting 'em off or on a vehicle.

There's a wheel lift truck available with the No. 1 or No. 2 Common Shop Set to make the job easier. But what do you do if you don't have one?

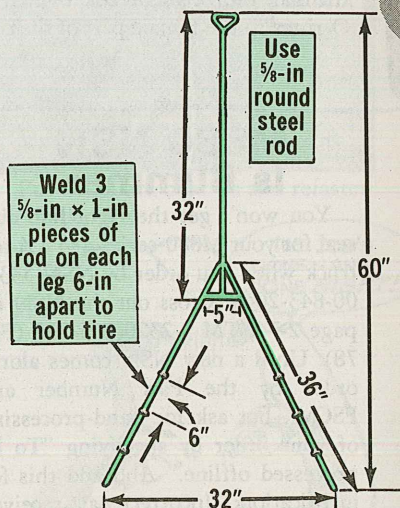
Some outfits make a slide and a lift to handle those big wheels.

Here's a homemade wood slide to remove the wheel—or the duals together.



When you're ready to use the slide, spread some liquid soap, tire lubricant or ethylene glycol on it. This'll make it easier for the wheel to slide.

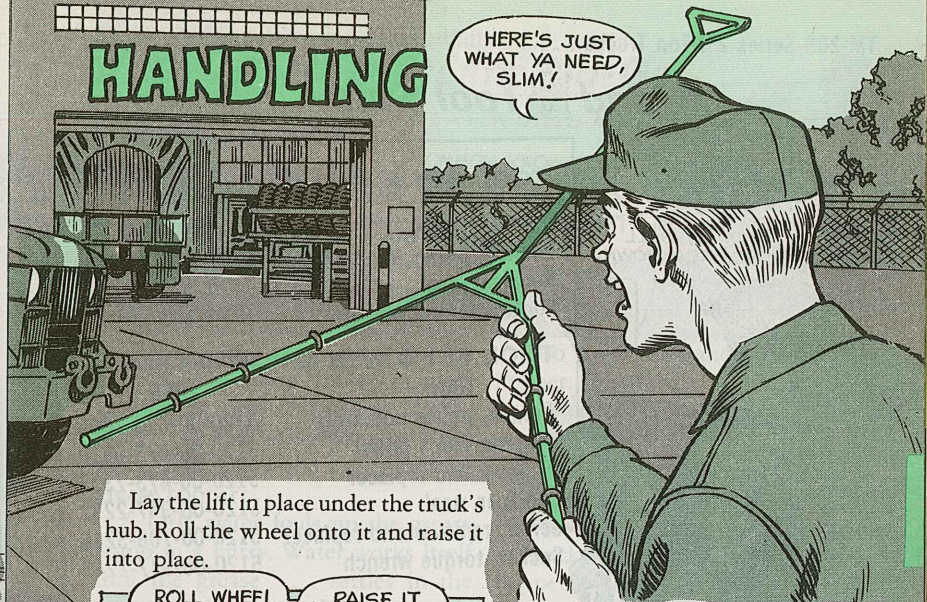
You can make a lift to raise the wheel when you're ready to put it back on the truck. You'll need some  $\frac{3}{8}$ -in



round steel rod, NSN 9510-00-596-2065.

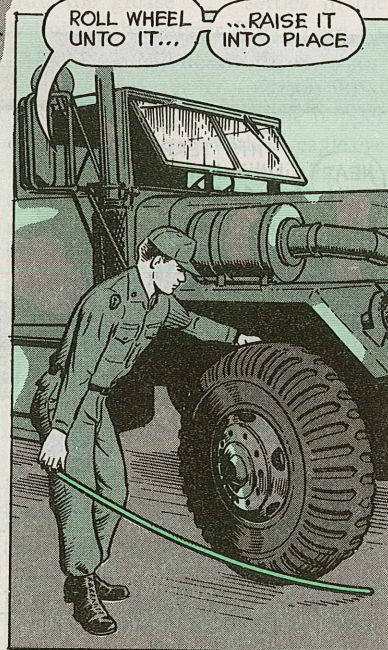
## HANDLING

HERE'S JUST  
WHAT YA NEED,  
SLIM!



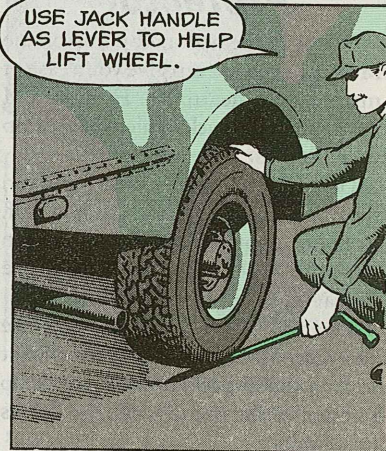
Lay the lift in place under the truck's hub. Roll the wheel onto it and raise it into place.

ROLL WHEEL  
UNTO IT... ...RAISE IT  
INTO PLACE



With the M880-series  $\frac{1}{4}$ -ton trucks you already have a tire lift—your jack handle. Lay the jack handle flat on the ground directly under the hub. Roll the wheel onto it. Use the handle as a lever to help lift the wheel.

USE JACK HANDLE  
AS LEVER TO HELP  
LIFT WHEEL.





## A and B Tool Sets

NEED THE A OR B  
TOOL SET FOR YOUR  
2½-TON VEHICLES?

THEN EYEBALL  
THIS BREAKDOWN...

### TOOL SET A, NSN 4910-00-448-0248

TOOL	NSN
Wrench, pulley adjusting	5120-00-070-7809
Replacer, seal	5120-00-947-2232
Socket, torque wrench	5120-00-947-2243

### TOOL SET B, NSN 4910-00-448-0249

TOOL	NSN
Wrench, pulley adjusting	5120-00-070-7809
Adapter, mech puller	5120-00-473-6919
Remover and replacer	5120-00-473-7372
Replacer, seal	5120-00-947-2232
Screw, remover and replacer	5120-00-708-3216
Socket, torque wrench	5120-00-947-2243

Most of these tools are shown in Figures 349-351  
in TM 9-2320-209-20P (Oct 76).

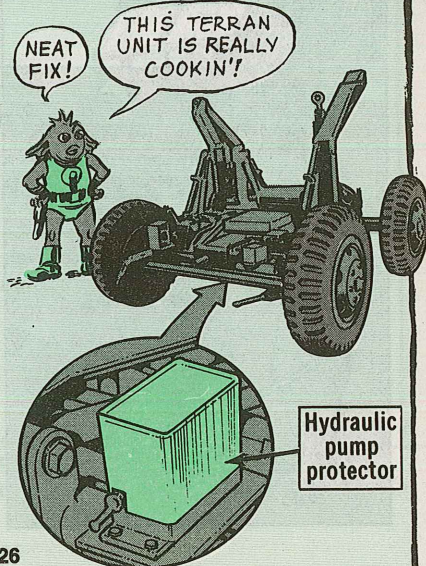
### MUST U-Pack Trailers . . .

## Hydraulic Pump Protector

Water in the hydraulic pump on the M689E1 dolly set can give you a case of maintenance heartburn. Here's a PM tip for your U-pack hauler that'll stop your boilover:

Get a gallon-size cooking oil can from your mess sergeant. Cut it in half. Rout out a notch in the narrow side so the can will slip down over the hydraulic pump bleed lever.

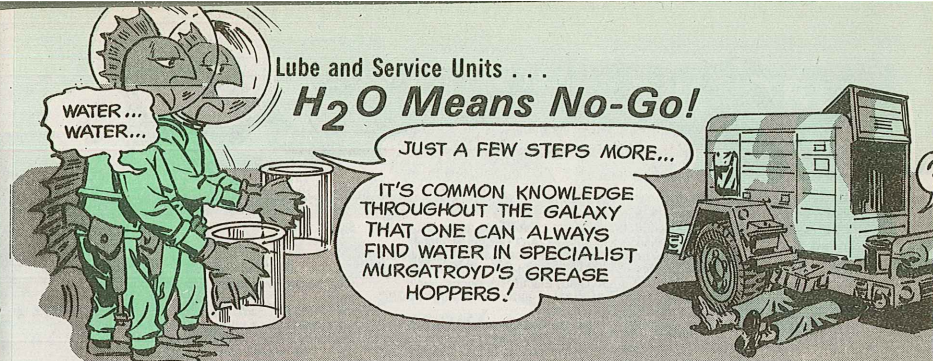
'Course, you'll have to take the protector off every time you use the set to haul the U-pack, but it'll sure keep rain out of the pump when the dolly's on standby.



## H<sub>2</sub>O Means No-Go!

JUST A FEW STEPS MORE...

IT'S COMMON KNOWLEDGE  
THROUGHOUT THE GALAXY  
THAT ONE CAN ALWAYS  
FIND WATER IN SPECIALIST  
MURGATROYD'S GREASE  
HOPPERS!



Water in the reservoirs—hoppers—on your trailer-mounted Lubricating and Servicing Unit—NSN 4930-00-935-4451—is bad news. 'Specially when it gets into the grease hopper.

A little water fouls up the grease pump in a hurry. Water works itself thru the grease . . . settles in the bottom of the hopper. If left there, it's sucked into the grease pump and stops your grease servicing.

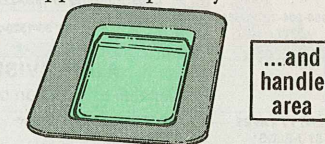
Keeping water out of the hopper compartment starts with an eagle eye PM check on the enclosure lifting ring and gasket. Replace a damaged or missing gasket, or a loose lifting ring.



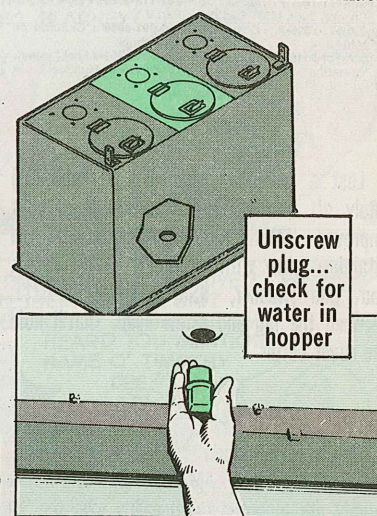
Check the cover gasket, NSN 5330-00-825-1964, on the hopper. Water seeps and drips past a damaged or loose-fitting gasket.



Also check the handle area on the hopper. Keep it dry.

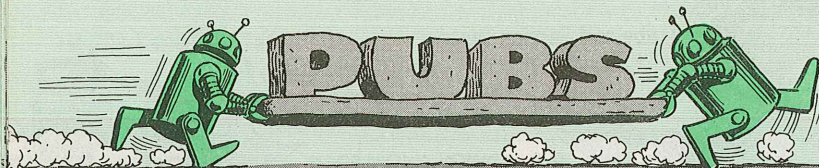


Check for water in the grease hopper by unscrewing the drain plug under the unit. Uncontaminated



grease is too thick to run out . . . but if water's present you could get a minibath.





This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Oct 77), TM's, TB's, etc; DA Pam 310-6 (Jul 78) and Ch 1 (Oct 78), SC's and SM's and DA Pam (C) 310-9 (Nov 76), COM-SEC pubs.

#### TECHNICAL MANUALS

Ch 2, TM 3-4230-213-10 Oct M258 Skin Decon Kit  
Ch 4, TM 5-6115-457-12 Apr Gen Set, DED  
TM 9-1100-204-10 Jul M454 Atomic Projectile

Ch 3, TM 11-3895-207-20 Sep RL-172/G and RL-172A/G Reeling Machine  
Ch 1, TM 11-4940-238-15 Oct AN/ASM-146A and -147A Shelter Mounted Avionics Electronics Shops  
Ch 6, TM 11-5820-695-12 Aug AN/GRC-144 Radio  
Ch 1, TM 11-5820-773-15 Sep AN/TRC-138 Radio Repeater  
Ch 3, TM 11-5895-453-14 Sep AN/TRC-145(V)1, (V)2, (V)3, AN/TRC-145A(V)1, (V)2, (V)3 Radio Terminal Sets  
TM 55-1500-220-PM Sep AH-15 Phased Maint Checklist  
Ch 1, TM 55-1520-227-23-2 Nov CH-47B, CH-47C  
Ch 6, TM 55-1520-228-PMS Oct OH-

58A/C  
TM 1500-2 Sets of Divider Cards  
**MISCELLANEOUS**  
CTA 50-900 Oct Clothing & Individual Ept  
FM 11-05B Jul Radio Operator  
LO 5-2805-256-12 Jul Engine, 1 1/2 HP, Mill Std Mods 1A08-1, -2 and -3  
Ch 1, Pam 310-6 Oct Index of SC's and SM's except types 7, 8, 9  
TB IG 1 Nov IG Inspection Guide  
TB 55-1500-340-20-1 Sep Inspect Prop Mounting Bolts, U-21, RU-21, UV-18, C-12  
TM 11-72E1(2)(JB) Jun Telecom Ctr Operator

#### AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

#### FILM, TV TAPES

TVT 19-51 J-SLIDS  
TF 46-6110 Smoke Warhead for 2.75-in Rocket

#### TEC LESSONS

020-171-1661-F Before Op Checks, Svcs, M551 Part III  
020-171-5308-F Computer, M50A2  
020-171-5318-F Cupola Operation

020-171-5320-F Laser Range-finder  
043-441-5430-F Improved HAWK  
043-441-5435-F Improved HAWK  
202-113-5206-A AN/TSC-76 Part III  
202-113-5208-A AN/TSC-76 Part V  
610-091-6086-J Clutches on 1/2-ton truck  
610-091-6251-J Fuel Systems in M35-Series Multifuel Truck

643-091-5703-F Test Turret Elect Components of M551  
643-091-5708-F Gun Tube Wear  
645-093-7251-A Identif of Ammo  
645-093-7288-F Prep Report of Item Discrepancy (ROID)  
645-093-7293-F Emergency Destruction of Ammo  
645-093-7300-A Loading, Bracing Ammo in MILVAN  
800-101-8403-F Immersion Heater

800-101-8414-J Gasoline Lantern  
946-093-7604-A Demolition Firing Systems  
947-071-0100-F M16A1 Anti-Personnel Mine  
947-071-0181-F M16A1 Anti-Personnel Mine  
947-071-0182-F M16A1 Anti-Personnel Mine  
947-071-0183-F M16A1 Anti-Personnel Mine  
948-071-0151-F Dragon Training Set

### HAWK Protection

Lost a protective cover (PN 9176098-003) lately off the transformer assembly of your Improved HAWK AN/MPQ-46? Replace the retaining screw with screw, PN 10018762-045, and add washer, NSN 5310-00-595-6211, between the lug and screw head. That'll hold the cover better.

### Dust Cover Fix

Those plastic dust covers, NSN 5999-00-892-8123, on your AM-2060 amplifier-power supply are supposed to fit easily over the Set Power and Antenna Control receptacles. If they don't, use scissors or a knife to slit the side wall.

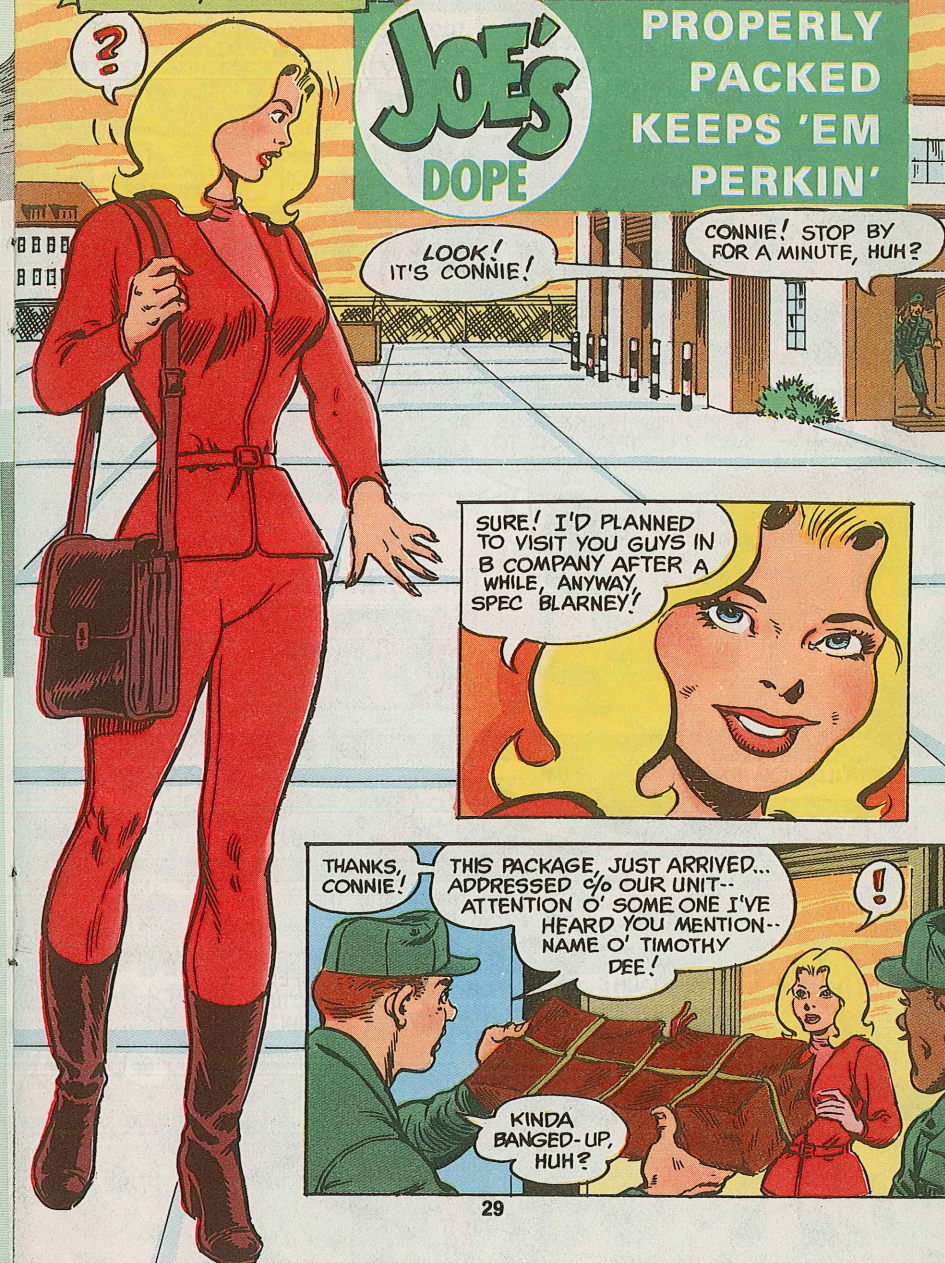
### AN/VSC-3 Cable

If you have trouble connecting your AN/VSC-3 radio teletypewriter's DC Loop No. 1, maybe you've got a short cable. You need the 7-ft W3 cable in TM 11-5815-332-15 (Jan 71). It's NSN 5995-00-252-5849.

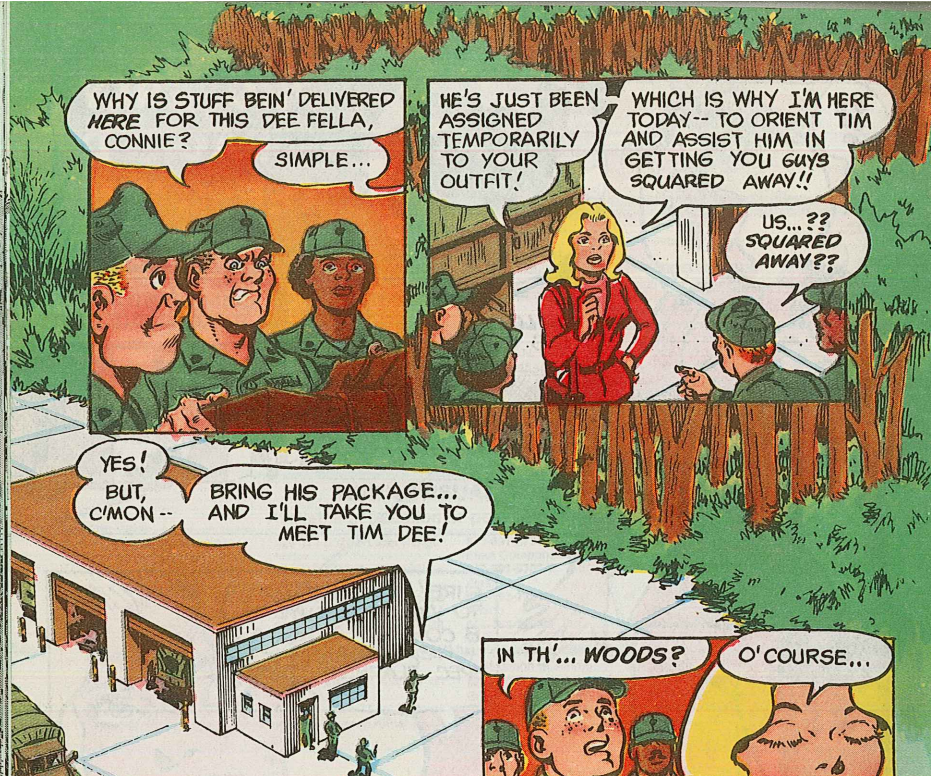
### Cable Markers

Forget that stock number for a cable identification labeling kit on page 27 of PS Magazine 309. The kit will not be available. You can use a single marker, NSN 9905-00-935-7672, if your Vulcan cable markers are lost or damaged. The NSN gets you one each for 10 cents. Die stamp the cable number on the marker.

Fort Rocky - 17 MAR 79...







WHY IS STUFF BEIN' DELIVERED  
HERE FOR THIS DEE FELLA,  
CONNIE?

SIMPLE...

HE'S JUST BEEN  
ASSIGNED  
TEMPORARILY  
TO YOUR  
OUTFIT!

WHICH IS WHY I'M HERE  
TODAY-- TO ORIENT TIM  
AND ASSIST HIM IN  
GETTING YOU GUYS  
SQUARED AWAY!!

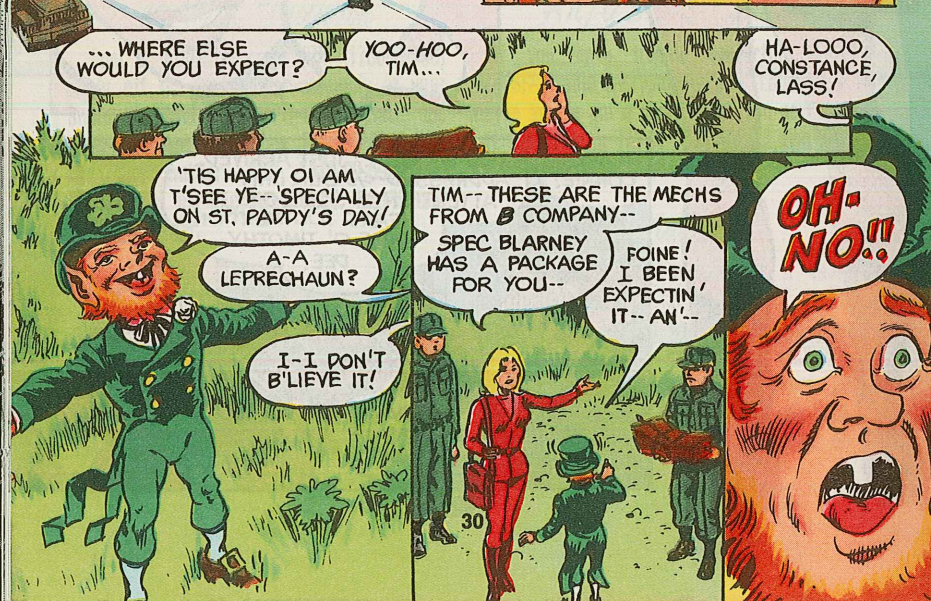
US...??  
SQUARED  
AWAY??

YES!  
BUT,  
C'MON--

BRING HIS PACKAGE...  
AND I'LL TAKE YOU TO  
MEET TIM DEE!

IN TH'... WOODS?

O' COURSE...



... WHERE ELSE  
WOULD YOU EXPECT?

YOO-HOO,  
TIM...

HA-LOOO,  
CONSTANCE,  
LASS!

'TIS HAPPY OI AM  
T'SEE YE-- SPECIALLY  
ON ST. PADDY'S DAY!

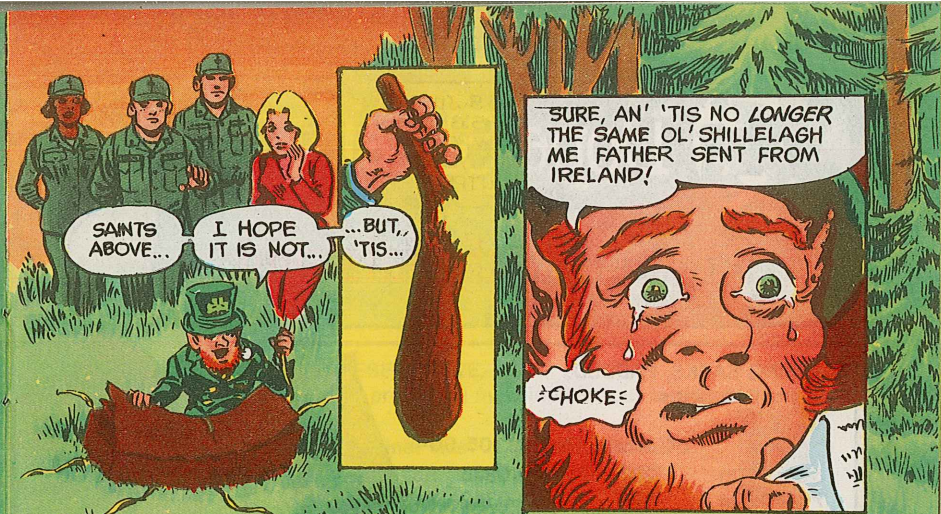
A-A  
LEPRECHAUN?

TIM-- THESE ARE THE MECHS  
FROM B COMPANY--  
SPEC BLARNEY  
HAS A PACKAGE  
FOR YOU--

FOINE!  
I BEEN  
EXPECTIN'  
IT-- AN--

OH-  
NO!!

I-I DON'T  
B' LIEVE IT!



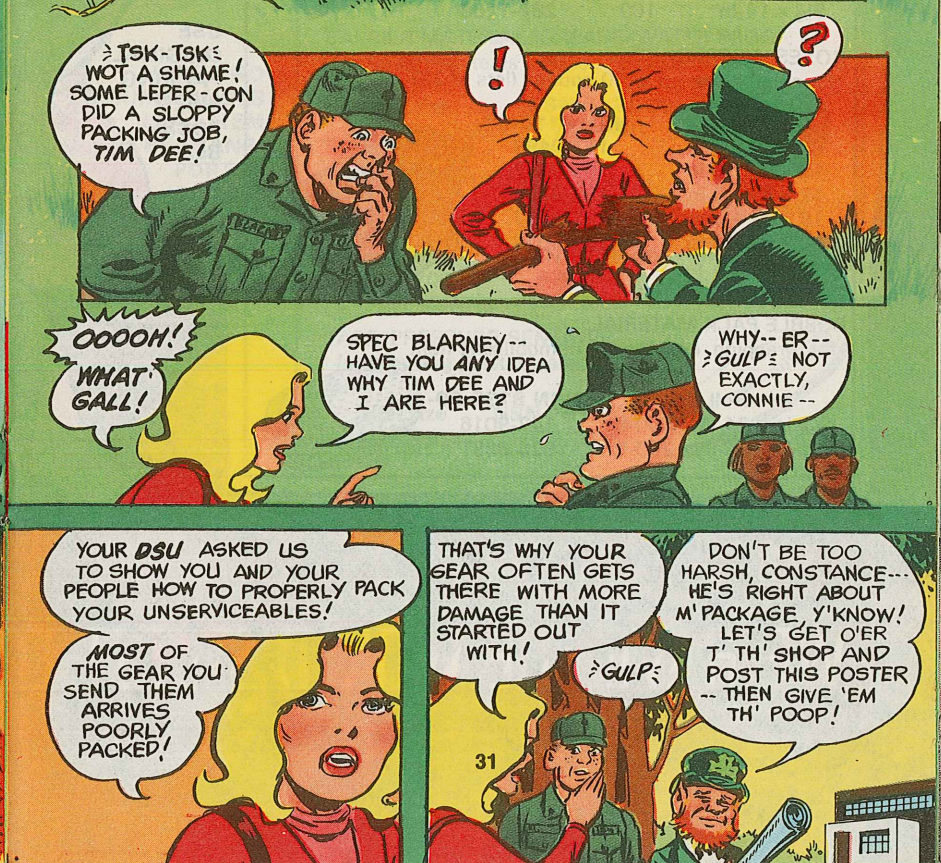
SAINTS  
ABOVE...

I HOPE  
IT IS NOT...

... BUT...  
'TIS...

SURE, AN' 'TIS NO LONGER  
THE SAME OL' SHILLELAGH  
ME FATHER SENT FROM  
IRELAND!

CHOKE



TSK-TSK!  
WOT A SHAME!  
SOME LEPER-CON  
DID A SLOPPY  
PACKING JOB,  
TIM DEE!

OOOOH!  
WHAT  
GALL!

SPEC BLARNEY--  
HAVE YOU ANY IDEA  
WHY TIM DEE AND  
I ARE HERE?

WHY-- ER--  
GULP-- NOT  
EXACTLY,  
CONNIE--

YOUR DSU ASKED US  
TO SHOW YOU AND YOUR  
PEOPLE HOW TO PROPERLY PACK  
YOUR UNSERVICEABLES!

MOST OF  
THE GEAR YOU  
SEND THEM  
ARRIVES  
POORLY  
PACKED!

THAT'S WHY YOUR  
GEAR OFTEN GETS  
THERE WITH MORE  
DAMAGE THAN IT  
STARTED OUT  
WITH!

DON'T BE TOO  
HARSH, CONSTANCE--  
HE'S RIGHT ABOUT  
M' PACKAGE, Y'KNOW!  
LET'S GET O'ER  
T' TH' SHOP AND  
POST THIS POSTER  
-- THEN GIVE 'EM  
TH' POOP!





# Dope Sheet

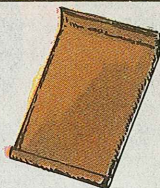
## Packing Materials and

## Supplies You Can Order:

Shipping is as SAFE as YOU make it...  
For properly packed gear can take it!!  
The RULE in packing?  
Take care, NO slacking!!  
MORE damage results if you FAKE it!!

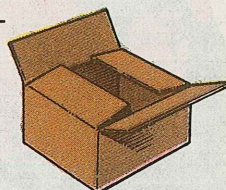
SHIPPING SACKS, PADDED:  
for smallest items

Size	Quantity	NSN 8105-00-
6 x 10-in	250	290-0340
7½ x 12-in	100	290-0342
9½ x 14-in	100	281-1168



BOXES, FIBERBOARD:  
for small items up to 60 pounds (lots of 25)

Size	NSN 8115-00-
8 x 8 x 10-in	183-9499
10 x 8 x 6-in	183-9497
12 x 8 x 8-in	183-9493
16 x 12 x 8-in	183-9487
20 x 8 x 9-in	190-5012



BUBBLE PACK MATERIAL:  
for wrapping, cushioning, immobilizing item

Roll size	NSN 8135-00-
¾-in x 24-in x 500-ft	142-9016
½-in x 24-in x 250-ft	926-8991



USE  
ORIGINAL  
PACKING  
WHEN  
POSSI-  
BLE!

UNDER NO  
CIRCUMSTANCES  
IS AN ITEM  
TO BE TRANS-  
PORTED  
LOOSE!

PRESERVATIVE, P-2:  
for protecting machined ferrous surfaces

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



BARRIER MATERIAL, GREASE/WATER PROOF:  
for wrapping items covered by preservative

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



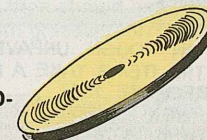
SHROUDING MATERIAL, PLASTIC:  
for protecting skid mounted and palletized items

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



TAPE, PRESSURE-SENSITIVE:  
for securing plastic material

Roll size	NSN 7510-00-
2-in x 60-yd	079-7906



WE HAVE THE WORLD'S BEST EQUIPMENT ... *Take care of it*

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





OK, POSTER'S UP!

SAY, I DIDN'T KNOW ALL THOSE ITEMS WERE AVAILABLE FER US T' ORDER!

WHISSST -- LOOKIT, CONNIE!

JUST WHAT IS THIS, SPEC?

OUR INNOVATION!! GREAT, HUH, CONNIE?

FAST 'N' SIMPLE!

JUST WRAP TH' REPAIRABLE IN "BUBBLE PACK"... PUT IT IN AN' OLD FOOT LOCKER, OR SUCH, ON TOP A MATTRESS IN TH' TRUCK BED--

SIMPLE, ALL RIGHT!

OUR DRIVER THEN QUICKLY

--SO I CAN'T UNDERSTAND WHY SUPPORT'S MAKIN' A FUSS 'BOUT US!

YOU CAN'T, HUH?

D'LIVERS TH' GEAR TO SUPPORT-- NO MUSS, NO FUSS! EFFICIENT, HUH?

ON ROUGH, UNPAVED ROADS, THE ITEMS TAKE A REAL BEATING BECAUSE YOU HAVEN'T TIED THEM DOWN SECURELY!

A RIDE SUCH AS THAT EXPOSES AUTOMOTIVE PARTS, SENSITIVE ELECTRONICS GEAR AND OTHER ITEMS TO GREATER SHOCK THAN THEY CAN TAKE!...

SO ITEMS ARRIVE OUT OF CALIBRATION, WITH BROKEN PARTS OR NEEDING MORE REPAIR THAN ORIGINALLY!

BATTERIES COME IN WITH CRACKED CASES... ITEMS WITH PROTRUDING PARTS ARE BROKEN... MACHINED SURFACES ARE CORRODED... ALL DAMAGED BY POOR PACKING!



ER--I THINK WE'RE BEGINNING TO SEE TH' WHOLE PICTURE-- BUT WOT CAN WE DO ABOUT IT?

FIRST, YOU'LL NEED THESE PUBS...

TM 38-230-1  
TM 38-230-2  
SB 38-100 (Mar 78)  
GSA Catalog

...AND HERE ARE SOME HELPFUL HINTS...

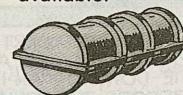
For your smallest items, use padded shipping sacks.



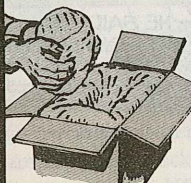
Never transport an item loose!



Item should be packed in original container when available.



Small items up to 60 pounds can be packed in a fiberboard box.



Items over 60 pounds should be packed and blocked in wood boxes and heavy items such as engines, axles, etc., should be secured to skid bases or pallets.

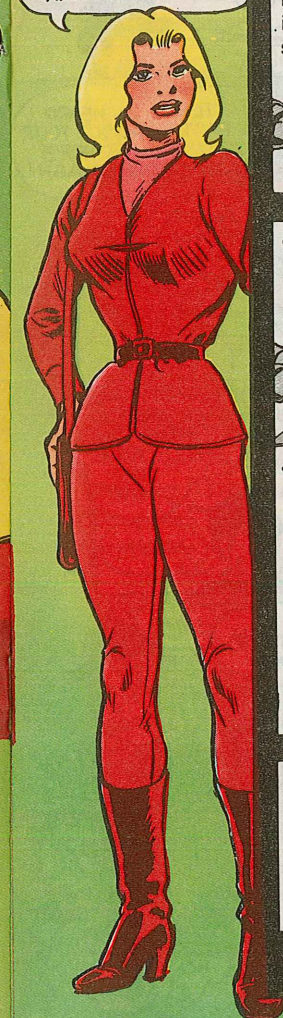
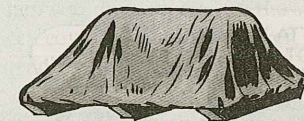


Items should be cushioned by wrapping with a "bubble pack" and immobilized in the fiberboard box with more "bubble pack" material.

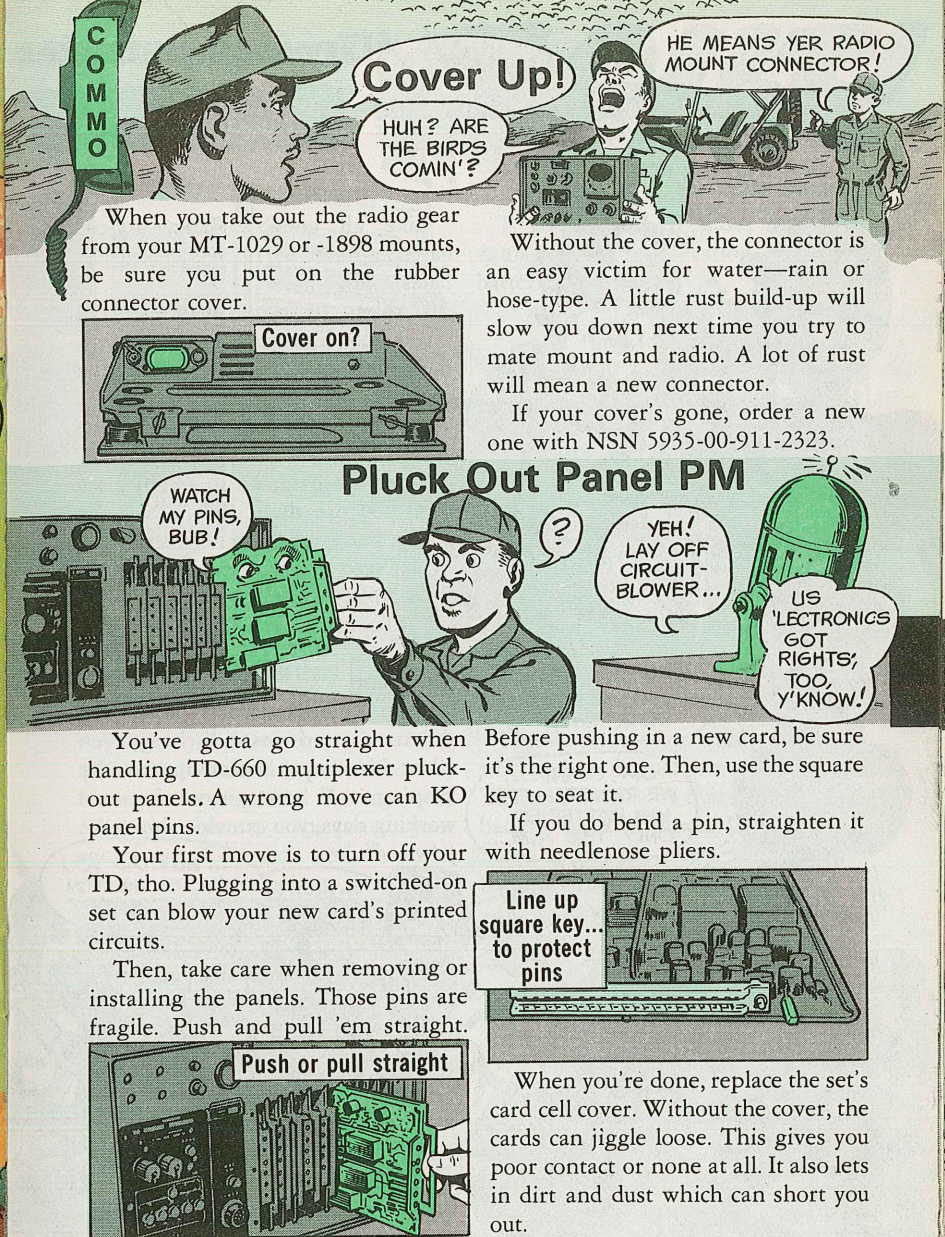
Machined ferrous surfaces of all items require protection of a preservative and then should be wrapped or covered with greaseproof/waterproof barrier.



Unboxed, skid mounted and palletized items require application of a shroud cover for protection from rain, dust and windblown dirt.









# GOOD **PM** DRY-CELL BATTERIES SAVED

# MUSTERING OUT? THEIR CLOUT!

HMMM... NO, YIR NOT DEAD, BEE-4!... BUT...

Like all good soldiers; dry-cell batteries never die... their charge just fades away.

Careless or rough handling can muster out a battery before its time, tho. It takes a double-barreled dose of common sense and PM from you to keep 'em on the line until they fade away naturally.

Store the batteries in a cool place until you use them. The cooler the better, but keep them between 0 and 35°F. Need a refrigerator for cooling? CTA 50-915 (Apr 76) OK's it.

While it's good to keep 'em cool before use, it's vital after you start using 'em.

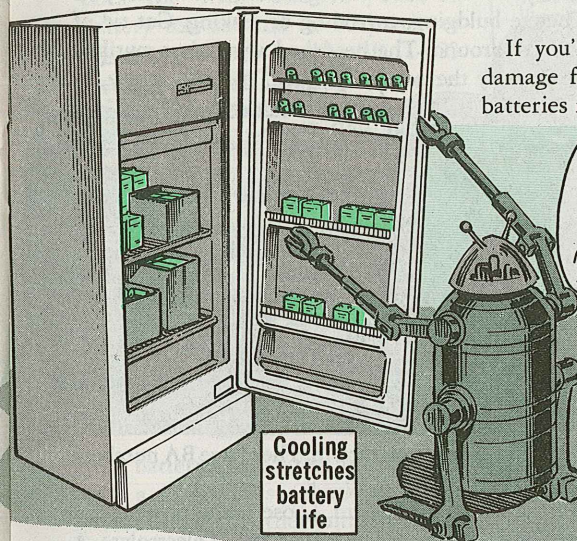
Once the battery starts discharging thru use, it continues to discharge even when it's out of the equipment. By keeping the battery cool between working days, you can slow down the power drain.

YER BATTERIES ARE--MUCH B'FORE THEIR TIME!

ODD, CONNIE... WE REINSTALLED HIS BATTERIES ONLY THIS A.M....

... BUT DID YOU STORE THEM IN A COOL PLACE?  
... RIGHT OUT OF STORAGE!

UULP!

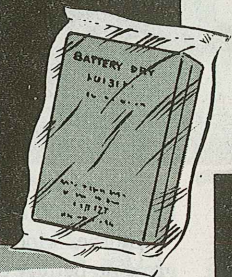


Cooling stretches battery life

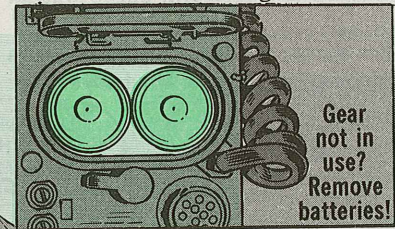
If you're worried about moisture damage from refrigeration, put your batteries in a bag.

YUM! JUST WHAT I NEED FOR A MIDNITE SNACK!

Moisture worries? Bag 'em!



When you're through communicatin' for the day, pull the battery from your equipment. You not only save the battery; you save your equipment. Corrosion sets in if the two are mated for a long time.



Same thing if you're going to another power source—like mounting your man-pack radio on a vehicle. Pull the battery.

Another way to reduce water worries is to defrost your refrigerator. The best time to do that is when your battery stock is down. Use cloth or heavy paper to keep the cool in batteries you take out.

ONE MORE COOL HINT!

ROTATE YER STOCK!

THIS PROMISES A LONG AND USEFUL LIFE FOR EACH BATTERY YE BUY!





If you don't store batteries in a refrigerator, be sure to give your storage place a venting about once a week. The gas from those discharging dry cells can build up in a closed room.

'Course, there's no reason for you to continue storing unusable batteries. You can spot them right off. They're bulging, corroding or leaking. Get rid of them. They're dangerous to have around. The headshed says either mutilate 'em before you toss 'em out, or bury them.



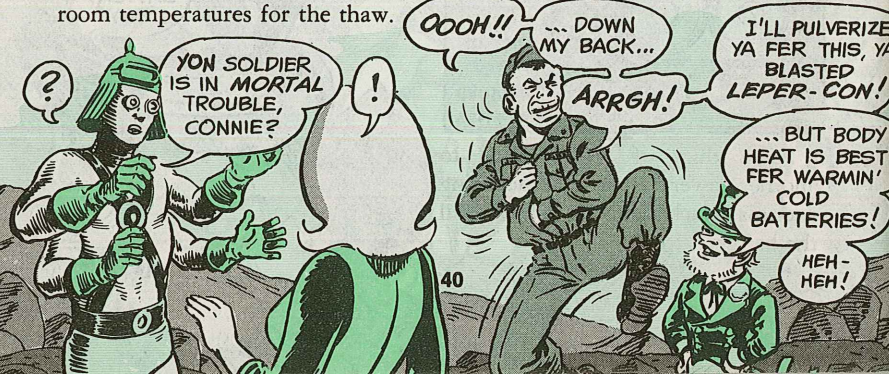
Watch for mercury batteries, tho. Those you turn in. They have BA numbers between 1000 and 1999.

Another kind of leaking isn't always a problem. Loose white powder can grow on battery cases and terminals. It's caused by minor loss of electrolyte. A small amount won't affect battery life much. But, in time, or if moisture's present, it can damage terminals and sap battery strength.

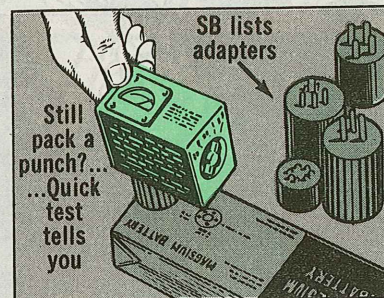
Brush off the powder with a nylon brush. A tooth brush is fine. Lay off wire brushes, tho. Or, wipe the battery clean with a damp paper towel or cloth.

To make sure your batteries work again once you take 'em out of cold storage, let them thaw before returning them to the equipment. Warm 'em up to about 70°.

Hold off on the urge to speed up Mother Nature. It's dangerous playing with that hydrogen gas. No hot plates, heaters or ovens allowed. Use body heat or room temperatures for the thaw.

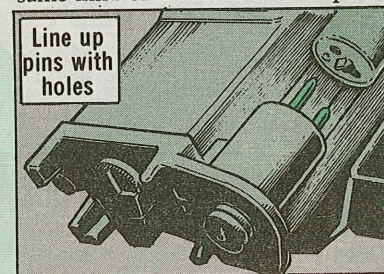


If you've stored them awhile and wonder if they're still good, test 'em. For many of the batteries, one tester does the trick. The AN/PSM-13 battery test set and its adapters are OK'd to company level by SB 11-623 (Jan 69). The SB lists the connectors available and which batteries they test.



If batteries don't test up to snuff with a normal 60-sec check, leave 'em under load for another minute or so. If they still don't measure up, replace 'em.

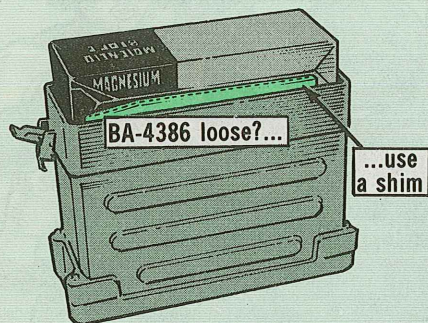
Putting batteries into equipment calls for a soft touch. If the force is with you here, the battery won't be for long. For instance, your AN/PRR-9 radio receiving set has both big and little pins. Its BA-505 battery has the same kind of holes. Line 'em up.



Likewise, go easy on the BA-4386 battery that goes in your AN/PRC-25 and -77 radio sets. Lower it carefully onto the connector pins. A cracked receptacle can cause shorts which could ignite leaking gas.



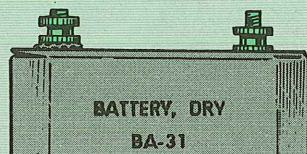
If the BA-4386 won't fit snugly in the battery box, use a cardboard shim to tighten it. Loose batteries can damage connector pins.



Too tight a fit is just as bad. If you don't lift the battery straight out, you can break either the radio set's pins or the battery's receptacle.

If your dry cells are the terminal type, don't overtighten the nuts. Just snug 'em up.

#### Snug up terminals



Now that you've learned about keeping batteries cool, there's another lesson to be learned—how to keep them warm.

SOME BATTERIES YOU PROTECT FROM COLD BY KEEPIN' 'EM INSIDE YOUR CLOTHES!

?

HEY, CONNIE--I'M PART O' BATTERY B--

CAN YA KEEP ME WARM?

I'M A MEMBER OF MY COMPANY BASEBALL TEAM'S BATTERY!

But, other gear's not so lucky. Like your AN/PRC-25 and -77 radio sets. They take a BA-398 battery in cold times. The battery stays inside your clothing for protection. To hook it to your radio set, you need CX-8808/G special purpose electrical cable assembly, NSN 5995-00-901-3647.

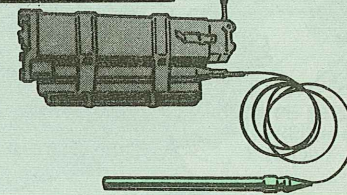


You keep right on using your AN/PRT-4's BA-399 and AN/PRR-9's BA-505 when temperatures drop. So, you protect these batteries by keeping 'em inside your clothes.

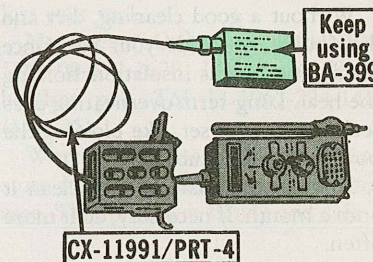
Come cold weather time, some equipment takes different batteries. For instance, your SB-22 and -86 switchboards and TA-43 and TA-312 telephone sets. They both go from BA-30's to cold-loving BA-3030's. It's not too hard to keep these warm if the equipment is sheltered or in tents.

To keep operating, you need connecting cables. CX-11991/PRT-4 (NSN 5995-00-179-8257) gives you transmitting power. Receiving power is carried by CX-11990/PRR-9 (NSN 5995-00-179-8256).

For BA-505 use CX-11990/PRR-9



There's no need to toss out these partly used cold-weather batteries when the temps rise again. Replace 'em only when they can't supply the power you need.



#### CHECK THESE

SB 11-6 (Jan 77)—Shows which equipment gets which batteries and vice versa. It also gives battery consumption data, which should help you decide how many to keep on hand.

SB 11-30 (Apr 77)—Gives storing, ordering and shelf-life info. It also has the technical characteristics of your batteries.



# COOL IT!

TRANSMITTER'S  
OVERHEATING?  
IMPOSSIBLE!  
IT'S BELOW ZERO  
OUT THERE!

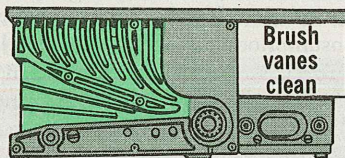
WHEN DID YOU LAST  
CLEAN YOUR COOLING  
SYSTEM, EARTHLING?

Whipping your AN/VRC-12 receiver-transmitter's cooling system into shape means taking a brush to it.

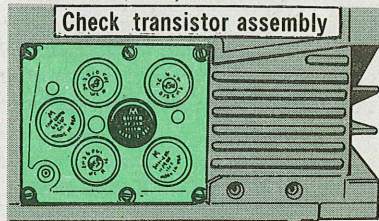
Without a good cleaning, dirt and dust build up inside your set. Once inside, they act as insulation, holding the heat. Long-term overheating does real dirt to your set, like blowing the power amplifier tube.

So, like your manual says, clean it once a month. If necessary, do it more often.

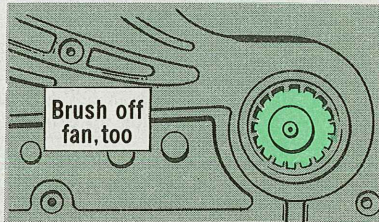
Remove the side and rear panels. Eyeball the heat exchanger vanes. If dirt's really caked on, take a stiff brush to it. Usually, a toothbrush will do the trick.



Once the vanes are clean, move on to the power transistor assembly. Dirt holds heat there, too.



Then, brush off the fins of your blower motor fan. That's one way dirt gets to the vanes in the first place.



Finally, be sure to replace the RT panels.

## Leave It Outside

WHOA, SOLDIER! DON'T YOU  
KNOW THAT THE DE-ICING SCREEN  
ALWAYS STAYS ON THE OUTSIDE?

...DO NOW,  
MACON!

HAH! ANY  
GREEN FEDERATION  
RECRUIT KNOWS  
THAT!

HMMPH!  
JUST BECAUSE  
YER SMALL  
AN' GREEN  
IS NO RAISIN  
FER SICH CONCEIT!

YE KIN BE REPLACED  
BY LEPRECHAUNS,  
Y'KNOW!

Your TA-312/PT telephone's de-icing screen does its best work when it's left out. Left outside the mouthpiece cover, that is.

Some folks think it's too easy to lose out there so they put it inside.

The screen keeps your warm breath from getting in the mouthpiece and creating moisture. By putting the screen inside, you're keeping it from doing its job.

Installed right, it stays put. Just line up the dot on the screen with the

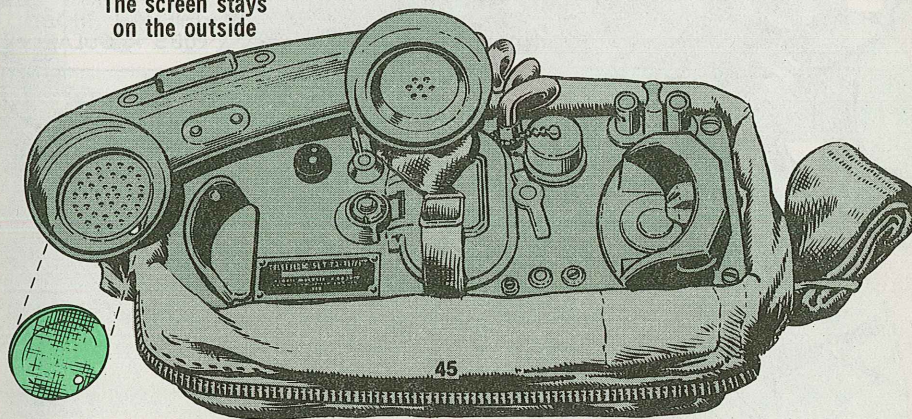
notch on the mouthpiece. Then press evenly around the rim.

Keep sharpies like screwdrivers and knives away from the screen, tho. If that protective layer is broken, you've lost your seal.

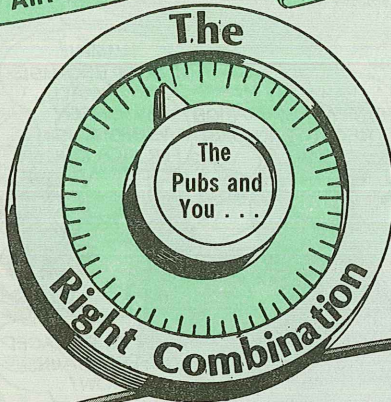
No screen? Order one with NSN 5805-00-392-7628. It's in the H-60 handset pub, TM 11-5965-224-14P (Mar 75).

When you're not using the screen, store it between the set and carrying case. That'll keep it handy and safe.

The screen stays  
on the outside







The best way to stay current on your big Chinook, crew chiefs, is to eyeball the tech pubs regularly. Add a little savvy and you have the right mixture for keeping your bird up to snuff.

SIGN ON WITH US, AND WE'LL USE ALL CURRENT PUBS!

ALL OUR SAVVY WILL BE AT YOUR BECK AND CALL!

AYE!...OL' CHINOOK IS NEGOTIATIN' WITH THEM ALIENS, CONNIE!

...AN WILL MY MECHS EYEBALL THOSE PUBS REGULARLY?

## Check Out Pubs

Take the EIR and Maintenance Digest, for example.

TB 43-0001-2-1 (Oct 78) says that when the forward pylon yoke is in the full down position on a parked CH-47, it contacts a rivet on the pylon deck. The rivet head can damage the yoke beyond allowable repair limits ... can mean sidelining your bird for some time.

WE HAVE SOME CONTACT HERE!

RIGHT!

BLADES HAVE TO BE IN PHASE!

The bird pub is constantly being updated. The latest servicing poop for the landing gear tires and struts is in Change 33 (Dec 77) to the pub.

Another example is the hardware change on the synchronizing drive shaft adapters. The rivets thru the 2 bolts and nuts that attach the coupling plate packs to the steel adapters are now being deleted at overhaul.

To head off damage to the yoke make a phenolic bumper block, according to the Digest.

Protect the yoke

One of the most important pubs on your Chinook is the bird tech manual.



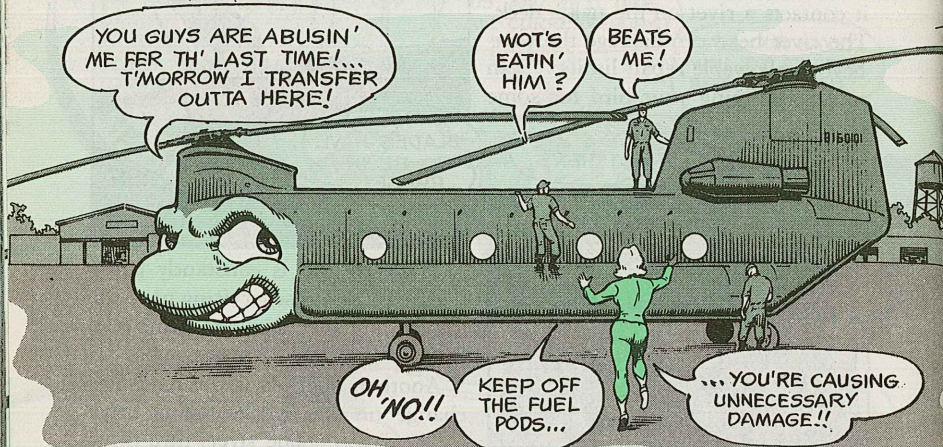
So, when you remove a drive shaft or adapter, never remove more than 1 bolt from between the steel adapter and the coupling pack. The pack is a balanced assembly and using different hardware could throw the whole deal out of whack.



## Savvy Pays Off

The experience you get on the job goes a long way toward keeping your bird out of the repair hangar.

The experienced mech doesn't slide off the tunnel and plant his size 13 brogans on the fuel pods—or walk on 'em either. That gives those pods a real beating and leads to early repair or replacement.

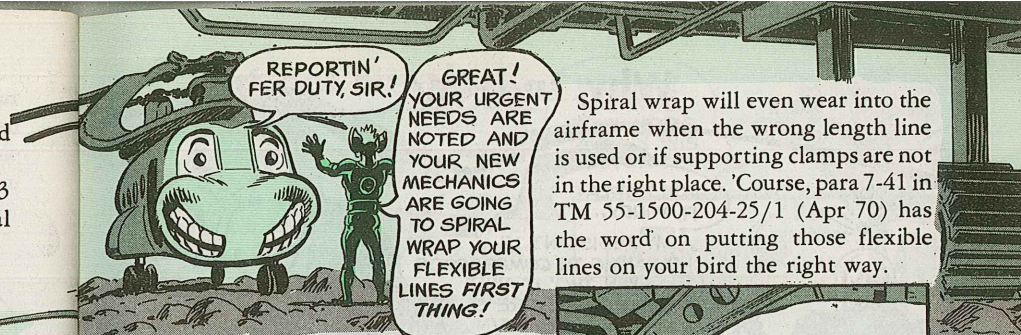
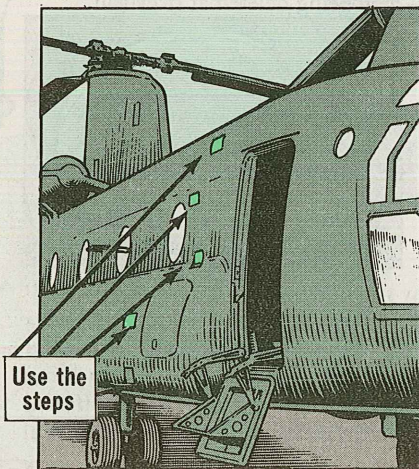


A pro uses the handholds and steps when mounting and dismounting the bird. He also "looks sharp" during inspections to correct equipment defects before an emergency develops.

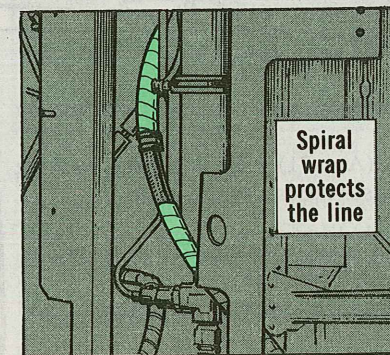
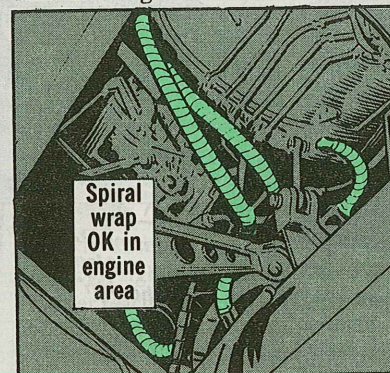
Take the fuel, oil and hydraulic lines. Rotating, twisting, vibrating lines will chafe.

In close quarters lines may need some special protection and this is where you can use your know-how. Focus-in on lines that may be touching, or are about to touch. You must have some line separation in both the dynamic and static mode.

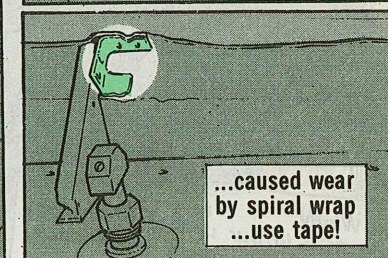
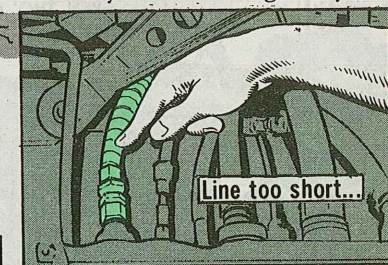
You can use spiral wrap anti-chafe sleeve on lines. But you never want to get carried away by using it all over the place. The wrap is tough. So tough, in fact, that when used on a flexible line it'll chafe thru any hard line that it contacts.



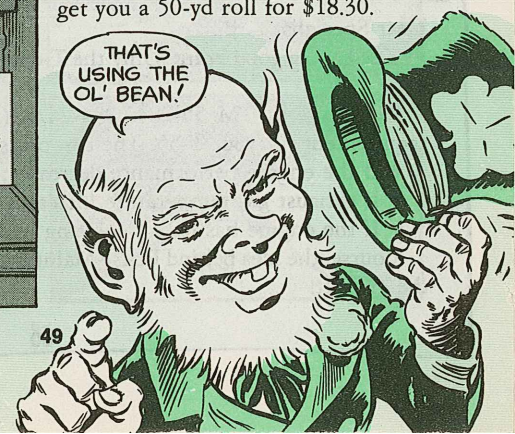
When used on 2 adjacent hard lines that make contact, one or both lines will rupture. So, use the spiral wrap only on flexible lines that may be about to chafe. Use clamps to space hard lines right.



Spiral wrap will even wear into the airframe when the wrong length line is used or if supporting clamps are not in the right place. 'Course, para 7-41 in TM 55-1500-204-25/1 (Apr 70) has the word on putting those flexible lines on your bird the right way.

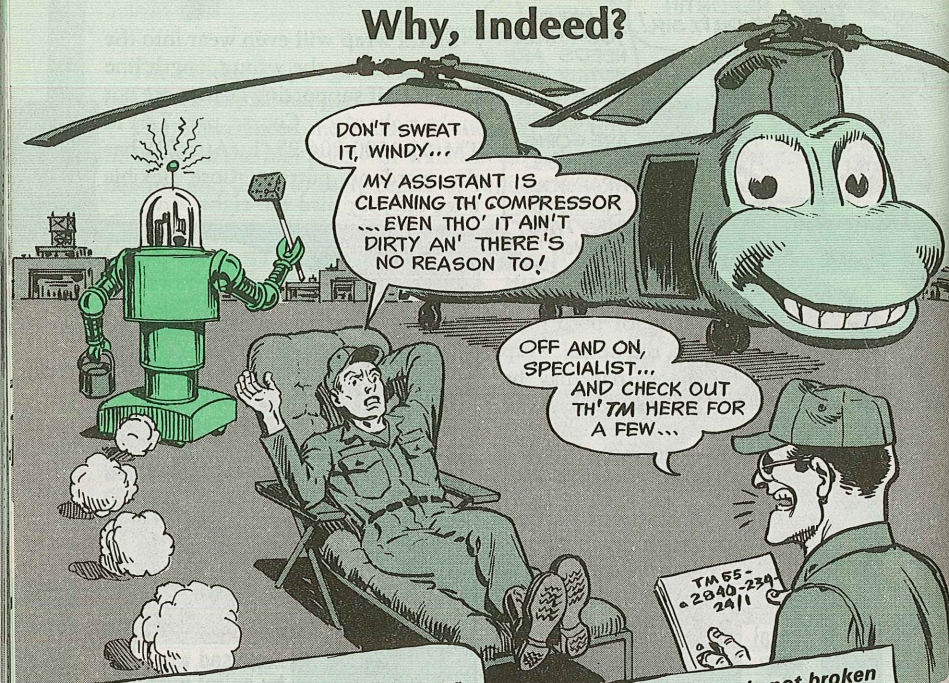


Where the use of spiral wrap may damage the airframe, tho, use anti-chafing tape. Use it to protect lines from sharp-edged metal seams and rivets. NSN 9330-00-664-4893 will get you a 50-yd roll for \$18.30.





## Why, Indeed?



Dear Windy,  
It's SOP in our unit to wash our Chinook T-55 engines after each Phase Maintenance inspection. Even a newly-overhauled engine was written up as "dirty." So, we had to wash the compressor.

I believe that if a part is not broken you shouldn't try to fix it. Also, if an engine is not dirty you shouldn't wash it.  
What say you, Windy?

SP6 L. B.

Dear Specialist L. B.,

You have a good point. Only the T-63 engine has a required 50-hr cleaning cycle.

Para 3-44 in TM 55-2840-234-24/1 (Aug 71) nails down the washing requirement for your T-55. The compressor needs cleaning only:

- If the engine performance decreases;
- If exhaust gas temperature increases steadily during normal operation;
- If the engine has been operating in salt-laden air.

'Course, the idea behind Phase Maintenance is to save time, resources... and the aircraft!

Windy

## Nut not Needed!

Dear Windy,  
TM 55-2840-229 23P (Sep 76), Fig 68, indicates the T53-L-13 engine inlet guide vane actuator feedback tube is connected to the fuel control arm by a washer stackup and cotter pin.

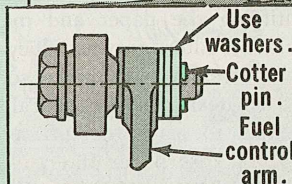
Yet, in the past, all of our Cobras and Hueys have had a nut and cotter pin installed. Replacement engines from the depot still come thru with this setup.

If the nut is torqued, there is a possibility of the inlet guide vane actuator binding at the arm and causing a guide vane actuator failure in either the open or closed position. So, we went by the book and removed the nut.

Are we right, Windy?

SSG E. W. L.

HOO-RAY!  
THEY HAVE  
OUR KIND OF  
NUTS IN THIS  
STAR SYSTEM!



Dear Sergeant E. W. L.,  
Yes, indeed!

There's been some changes made at the depot. The drawings have been clarified to call for use of a nut only on the T53-L-15, -701, and 701A engines.

Windy

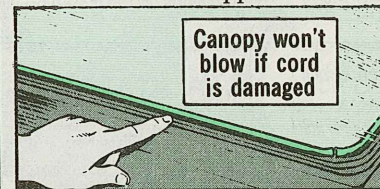


## Be Choosy!



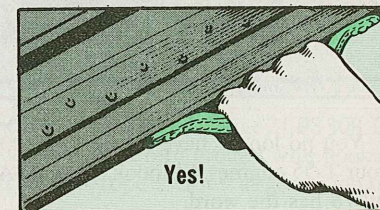
When entering and leaving the Cobra gunship, you're looking for a handhold, right? OK, but be careful!

Never reach for the interconnecting lines of the canopy removal system. You'll stretch the cord, and the canopy won't blow like it's supposed to.



The lines should be re-clamped on your Cobras, except for the production S Model, to eliminate the temptation. That's the word in TSARCOM message DRSTS-MEU 191953Z JUN 78.

Meanwhile, take a second to locate the proper handhold.





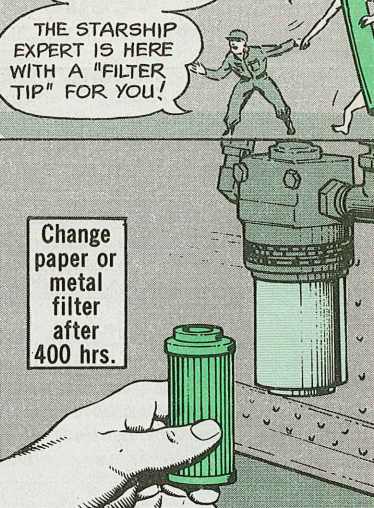
## New Filter Deal



Identifying the paper and metal hydraulic oil filters in your Huey or Cobra is guaranteed to generate some spirited debate because they look alike.

You had to learn the difference because you toss paper filter, NSN 4330-00-442-2484, at 100 hours, while the metal filter, NSN 4330-00-106-6764, is cleaned and reused at 1000 hours.

No more! The head hangar has standardized filter maintenance by putting a 400-hr life on both filters. 'Course, if the red indicator button on the module pops before the retirement interval, replace the filter.



That's the word in TSARCOM Msg DRSTS-MEU 052050Z Apr 78.

## Safety-of-Flight Messages

AH-1-78-18	Maint Advisory AH-1G, AH-1S (MOD), AH-1S (PROD) Tail Rotor Gear Box DRSTS-MEU(2) 201741Z Nov 78
AH-1-78-19	Maint Advisory All AH-1 DRSTS-MEN(2) 202009Z Nov 78
AH-1-78-20	Maint Advisory AH-1S (PROD) Retrofit of New Improved Engine Mount Assy (TRIPOD) DRSTS-MEU(2) 211440Z Nov 78
OH-58-78-24	Maint Advisory OH-58A-78-24, TB 55-1520-228-20-25 DRSTS-MEL(2) 0116120Z Nov 78
CH-47-78-8	Safety Msg—One-Time Inspect CH-47A, B, C for Defective Landing Gear Attachment Bolts, TB 55-1520-241-20-1 DRSTS-MET(2) 201930Z Nov 78
CH-54-78-2	Safety Msg—One-Time Inspect CH-54A, B for Defective Landing Gear Attachment Bolts, TB 55-1520-217-20-12 DRSTS-MET(2) 201945Z Nov 78
OV-1-78-8	Maint Advisory OV-1, RV-1-Series Control No. OV-1-78-8 DRSTS-MEW(2) 131930Z Nov 78
OV-1-78-9	Maint Advisory OV-1, RV-1-Series Control No. OV-1-78-9 DRSTS-MEW(2) 131930Z Nov 78
U-21-78-4	Overhaul Interval Increase U-21, RU-21-Series Engine R-74-700, T-74-702 DRSTS-MEP(2) 141611Z Nov 78

## Hot End Check Out!

You no longer have to pull the 300-hr and 600-hr hot end inspections on your T-55 engines, Chinook types. TSARCOM Msg DRSTS-MEP(2) 231417Z Jul 78 has the word.

## Softness Counts



An aircraft hydraulic line failed recently when a stainless steel identification tag chafed thru the wire braid, downing the bird.

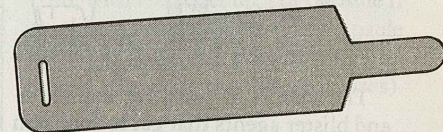
So, give all flexible lines on your aircraft the once-over during the next Phase or Periodic check, bird mechs.

Remove any stainless steel tags and replace 'em with aluminum ones.

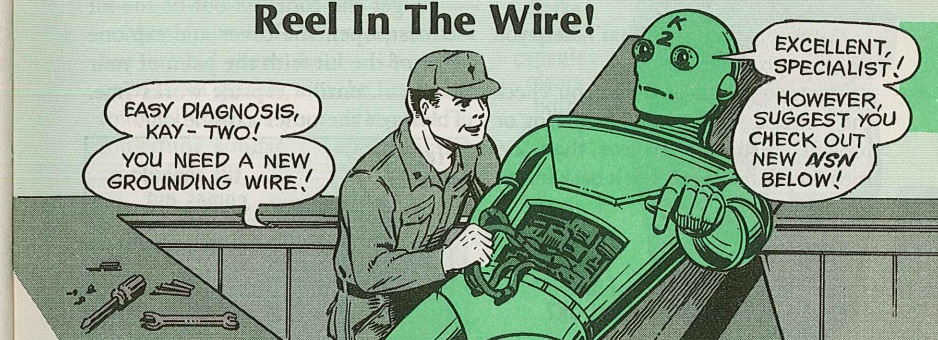
You'll find the info on how to make the aluminum tags for fuel, oil and hydraulic lines in Fig 7-37 of TM 55-

1500-204-25/1 (Apr 70). Add the part number and other line info to the tag by following the poop in Para 7-41 of the pub.

**Replace steel tags with aluminum ones**



## Reel In The Wire!



Forget the wire rope NSN 4010-00-630-4838 you saw on page 21, PS 308. It's too expensive—about 42 bucks per foot—for your bird ground wire hookup. Use NSN 4010-00-222-4474 instead. This wire rope does just as good a job and costs a lot less—about 7 cents a foot.



# COMBAT SUPPORT

OH, NO! ENEMY USING CHEMICAL AGENTS!

## SKIN DECON

QUICK, MEN! BREAK OUT DECON KITS!

OH, NO! MY CAPSULES ARE STUCK!

## IN A HURRY

GULP!! TH' AMPOULE IS CRACKED!

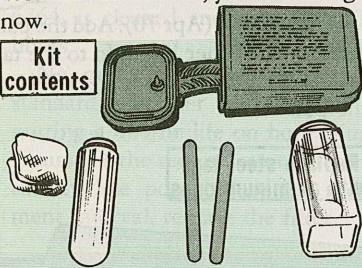
GOOD THING THIS IS ONLY A SURPRISE READINESS TEST!

WHO'S IN CHARGE O' THIS OUTRIT'S DECON PM?

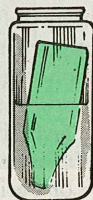
When you need your M258 skin decontamination kit, you need it right now.

If the ampoule in Capsule II is broken, turn it in.

### Kit contents



**Capsule II inner ampoule broken? Replace it!**



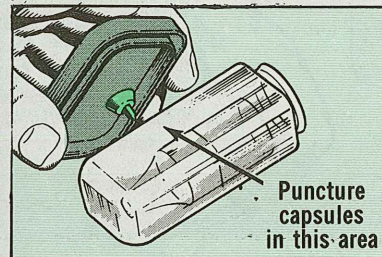
(Note to supply types: Don't store the kits where the temperature goes above 110°F. Keep them away from steam pipes. The kit contents swell and the troops can't get 'em out.)

To get the contents out of the kit soonest, open the cover and tap one edge of the kit with the palm of your hand . . . until a capsule works free. Then, get the other capsule out.



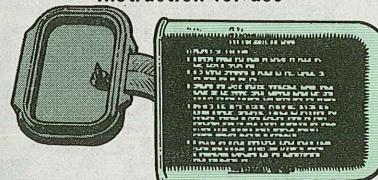
Some capsules really fit snug, and fingertips can't hack it. And, if you're wearing gloves, the palm tap is a must.

To puncture Capsules I or II with the cover spike, punch a hole in their sides at least an inch from the bottom. That's the softest part of the capsules. Getting through the thick top or bottom takes time.



Most Capsule II ampoules have a line around them about midway. To open them quickly, aim the line at the rounded edge of your rifle stock or something similar . . . and break the ampoule.

### Instruction for use



If the ampoule has no line, hit it about midway to break it.

Get familiar with the instructions on the kit case.

If you use a training kit, or if you take the capsules out of yours, be careful when you put the capsules back in.

If you reverse the capsules, you can punch a hole in them with the cover spike.

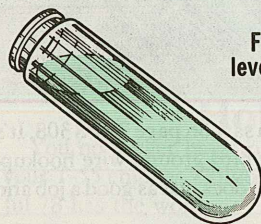
So, with the cover up, put Capsule II on the right-hand side. The capsule should fit snug on 3 sides. If it's loose, turn it (the sides are different sizes).

**Spike between capsules clears both**



**Put capsule II on the right**

If you've got any doubts, eyeball that offset cover spike. When the capsules are right, the spike clears them when you lower the cover.



**Fluid level OK?**



# UP with the BIG TOP!

Dear Sergeant Sparks,  
We're having a circus trying to get  
NSN's for the Small, Medium, and  
Large General Purpose tents. TM 10-  
Large General Purpose tents. TM 10-  
8340-211-23P (Jan 72) is confusing.  
Can you help?

B. J. M.

Dear B.J.M.,

Sure thing. You used to get these  
tents only by ordering their com-  
ponents. Not so anymore. You can  
now get the whole tent with a single  
NSN.

TH' OLD MAN WANTED  
T'SEE HOW A TYPICAL NON-COM  
WOULD LOOK IN A GALACTIC  
UNIFORM-- CASE WE JOIN TH'  
FEDERATED PLANETS!

HA-  
KOF,  
HA!

SHADDAP,  
YOU MANGY  
LEPER-CON!

HMMMP!

GRMMP!

HERE ARE THE  
MOST COMMONLY  
USED TENTS AND  
THEIR PARTS...



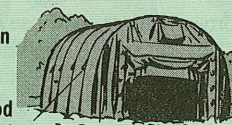
## NOMENCLATURE

## NSN 8340-00- QTY

TENT, GP SMALL COMPLETE 470-2335 1  
c/o Tent, GP, Small w/cover 753-6570 1  
Pin, 9-in, al 261-9749 29  
Pole, 8' 6" to 10' 6" 753-6574 1  
Pole, 3 to 5 to 7-ft 753-6575 8  
Liner 262-3698 1



TENT, GP, MEDIUM, COMPLETE 482-3963 1  
c/o Tent, GP Medium w/cover 543-7787 1  
Pole, 17-ft 188-8400 1  
Pole, 10-ft, 3-in 227-1400 2  
Pole, 5-ft, 8-in 188-8405 10  
Pole, 6-ft, 2-in 188-8406 4  
Pin, 16-in, wood 261-9750 48  
Pin, 24-in, wood 261-9751 28  
Liner, 262-2402 1



TENT, GP, LARGE COMPLETE 470-2342 1  
c/o Tent, GP Large w/cover 285-5596 1  
Pole, 12-ft, 3-in 188-8411 4  
Pole, 5-ft, 8-in 188-8405 12  
Pole, 6-ft, 2-in 188-8406 4  
Pin, 16-in, wood 261-9750 68  
Pin, 24-in, wood 261-9751 32  
Liner 285-5033 1



TENT, KITCHEN, FLYPROOF, COMPLETE 470-2341 1  
c/o Tent, Kitchen, flyproof w/cover 257-2560 1  
Pole, 12-ft, 3-in 188-8411 2  
Pole, 11-ft, 10-in 188-8396 1  
Pole, 9-ft 082-2167 5  
Pole, 7-ft 188-8407 1  
Pole, 6-ft, 2-in 188-8406 16  
Pole, 5-ft, 1 1/2-in 188-8392 1  
Pin, 24-in, wood 261-9751 31  
Pin, 16-in, wood 261-9750 32



## NOMENCLATURE NSN 8340-00-QTY

Tent, w/cover 782-3425 1  
Frame, tent end section 234-4708 1  
Expandable section 234-4712 1  
Pin, al, 9-in 261-9749 18  
Pin, S, 12-in 823-7451 6  
Pin, wood, 16-in 261-9750 10

"Tent, Frame  
type, expandable,  
lightweight"

IS STILL NOT  
AVAILABLE AS A  
COMPLETE UNIT,  
GET IT WITH THESE  
COMPONENTS...

HA!  
HA!

'TIS  
GLAD  
OI AM  
OI'M NOT  
A  
NON-  
COM!





OK!  
WHO'S  
HIDING THE  
SYSTEM  
DD FORM  
314'S?



# A SYSTEM for SYSTEMS

Feel like you're in a game of hide and seek when you're trying to find your system DD 314's in a visible file?

Take a look at how you fill out the bottom—or top!—of those forms. TM 38-750 leaves system DD 314 headings up to you. So you should be filling the heading out in a way that's easiest for you to spot and use.

TAKE A LOOK AT  
THESE METHODS...

YOU CAN ADOPT ONE--  
OR MAKE UP YOUR OWN--  
AND GET IT COVERED IN  
SOP SO EVERYBODY'S  
TOGETHER...

REGISTRATION NUMBER	ADMINISTRATION NO.	NOMENCLATURE	MODEL	ASSIGNED TO
HA-R		Radio Set JRP54174	AN/VRC-47	Co B 7th BN 49th INF
FORMAN U.S. ARMY				

YOU HAVE A SYSTEM MADE  
UP OF A TRUCK WITH A  
MOUNTED RADIO...

SO YOU HAVE A VEHICLE  
SYSTEM WITH A RADIO SUBSYSTEM.

YEP-- BUT TH' RADIO IS NOT  
LISTED IN APPENDIX C OF  
TM 38-750, BUT THE TRUCK IS.

REGISTRATION NUMBER	ADMINISTRATION NO.	NOMENCLATURE	MODEL	ASSIGNED TO
NB7842	HA	Truck ¼ Ton HBX60833	M151A1	Co B 7th BN 49th INF

YOU CAN  
MAKE YOUR  
SYSTEM  
CARD  
EXACTLY  
LIKE THE  
SYSTEM'S  
MAJOR  
ITEM...

... IN THIS  
CASE, THE  
VEHICLE!

REGISTRATION NUMBER	ADMINISTRATION NO.	NOMENCLATURE	MODEL	ASSIGNED TO
NB7842	HA	Truck ¼ Ton HBX60833	M151A1	Co B 7th BN 49th INF

OR YOU CAN MAKE YOUR  
SYSTEM CARD EXACTLY  
LIKE THE SYSTEM'S  
MAJOR ITEM...

ONLY ADD THE  
WORD, SYSTEM!

REGISTRATION NUMBER	ADMINISTRATION NO.	NOMENCLATURE	MODEL	ASSIGNED TO
NB7842	HA	Truck ¼ Ton HBX60833 System	M151A1	Co B 7th BN 49th INF

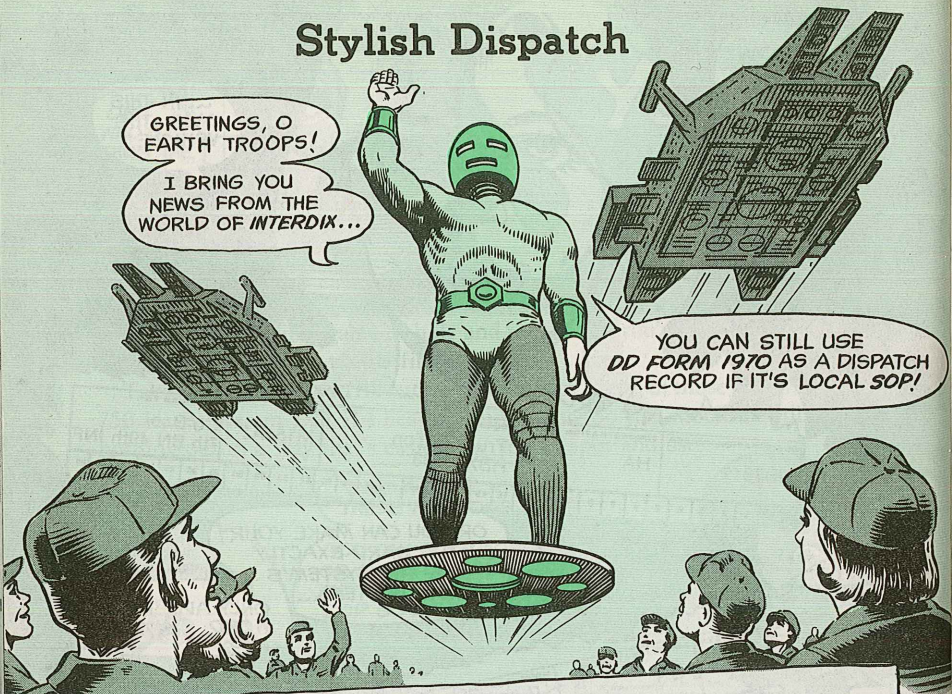
OR YOU CAN PUT A SHORT  
VERSION OF BOTH SYSTEM  
COMPONENTS ON THE CARD--  
WITH OR WITHOUT, FOR EXAMPLE,  
THE ECC AND LIN ON  
BOTH!

REGISTRATION NUMBER	ADMINISTRATION NO.	NOMENCLATURE	MODEL	ASSIGNED TO
NB7842	HA HA-R	Truck ¼ Ton Radio Set	M151A1 AN/VRC-47	Co B 7th BN 49th INF

THIS LAST  
METHOD WILL ONLY  
WORK ON SIMPLE  
SYSTEMS,  
THOUGH!



## Stylish Dispatch



Dear Half-Mast,  
Can the DD Form 1970 be used for daily dispatching of equipment under the new dispatch packet procedures in Change 2 to TM 38-750? I have been told that the DA Form 2408-1 supersedes the DD Form 1970.  
SP5 M. A. S.

Dear Specialist M. A. S.,

The DA Form 2408-1 is now the normal dispatch form. But the DD Form 1970 is still available if you need it.

For example, some situations and equipment—like hazardous cargo vehicles or petroleum issue trucks—may need a more complete record of travel than the DA Form 2408-1 gives you.

But if you use a DD Form 1970 to dispatch equipment with an X in the DA Form 2408-1 column of Appendix E, you still transfer fuel, mileage and other needed info to the DA Form 2408-1.

You may also use the DD Form 1970 when you dispatch equipment with no X in the DA Form 2408-1 column of Appendix E.

So, if the situation or your local command SOP requires it, the DD Form 1970 can still be used as a dispatch record.

*Half-Mast*

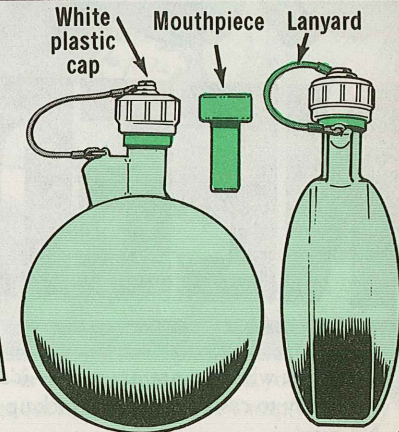
## Cold Climate Canteen Parts



Insulated, steel, cold climate water canteens NSN 8465-00-753-6489 cost about 45 bucks per. "Freeze!" before you toss one for a missing part.

Here're the numbers for replacement parts. The RIC is S9T.

ITEM	NSN 8465-01-
Cap, white plastic	057-5057
Lanyard, Nylon OD	057-5112
Mouthpiece, synthetic rubber	057-5113



## Hi, Ho, the LO

Hi, Ho, to grease a truck you go...to follow the LO...as DA Poster 750-24 reminds you. Tack up the poster, and don't guess about lube points. Get it with a DA Form 17 to Baltimore Pubs Center.

## CHASSIS GREASING IS NO GUESS



FOLLOW THE LO—  
GET ALL FITTINGS



# The CLOUT you NEED

It's not who you are anymore—it's whether you can prove it. Just try to cash a check—or pick up your laundry—without some sort of ID. No way!

That goes for repair parts and supplies at supply support shops like your DS Maintenance Company, Quick Supply Store or Self-Service Supply Center, too.

You must not only identify yourself with a picture ID card but you must also be listed on a DA Form 1687—Notice of Delegation of Authority—Receipt of Supplies.

One DA Form 1687—signed by you and your CO—is filed at each support store where your unit shops. You put both your name and initials on the form kept at each place.

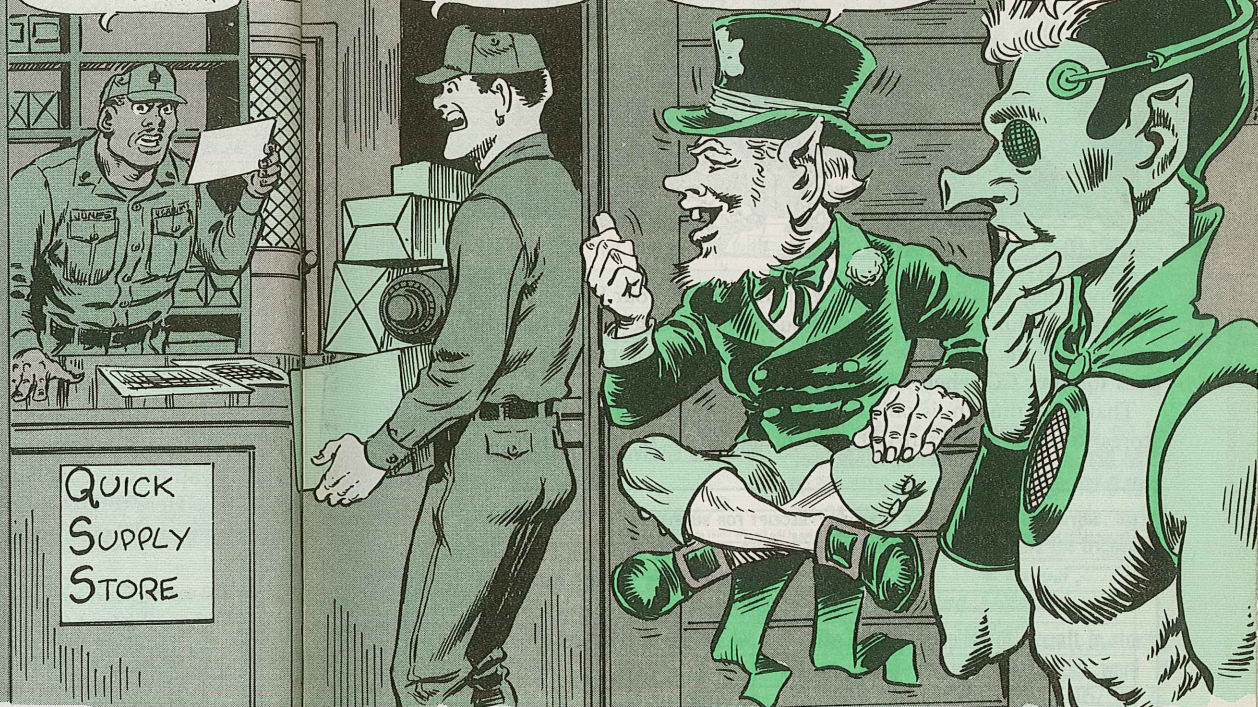
Your signature and initials on the form OK's you to pick up items for delivery to your motor pool, shop or office.

HIRAM GRANT!  
WE GOT NO HIRAM GRANT  
LISTED HERE... JUST SHERIDAN  
AND MCCLELLAN!

HEY!!  
I REPLACED  
MCCLELLAN OVER  
A MONTH AGO!

IF HE AIN'T SIGNED OFF  
ON A DA 1687, SHAWGUM..  
HE AIN'T GETTIN' SUPPLIES  
FROM ANY SUPPORT SHOP!

HMMM...  
PRIMITIVE BUT  
EFFECTIVE,  
TIM DEE!



Natch, the DA 1687—like all forms—is not good forever. You, your CO—or anyone listed on the form—may transfer out to Fort Boonie or Camp Wellaway at any time.

When your CO goes, new 1687's with your new CO's signature must be filed at each support store.

The new forms list the names, signatures and initials of the folks your new CO trusts to pick up items—even if nobody changes but the CO.

If you go, your CO may just ask each store to drop your name and signature from the 1687's already on file—but only if the forms list other names besides yours and your CO's—and only if that's in line with local SOP.

If not, new 1687's must be filed. The new forms drop your name and signature while adding to or just relisting the names, signatures and initials of people who pick up and deliver parts and supplies for the unit.



WHEN YOU SIGN THE FORMS YOU ALSO DATE 'EM!

THE DATE YOU CHOOSE DEPENDS ON WHERE YOU ARE IN YOUR ARMY CAREER!

Depending on which is earlier, you enter either your ETS or PCS date (if the date falls within the next year). You enter the date a year from now if you know—or think you know—you won't ETS or PCS during the year. The same goes for your CO when he/she signs the forms.

That date, though, is only a reminder. It reminds the folks at the support stores to check with your CO on that date to see if the DA 1687's still good.

NOTICE OF DELEGATION OF AUTHORITY - RECEIPT FOR SUPPLIES				DATE 1 July 78	
For use of this form, see AR 711-16; the proponent agency is the Office of the Deputy Chief of Staff for Logistics					
AUTHORIZED REPRESENTATIVE(S)					
ORGANIZATION 11th AVN BN		STATION Fort Sill, OK 73503			
LAST NAME—FIRST NAME—MIDDLE INITIAL	SVC NO/SSAN	AUTHORITY REQ REC	SIGNATURE AND INITIALS		
Mertz, Fred A. 10-4-79	420-86-9173	X X	Fred A. Mertz FAM		
Harper, Sam C. 2-14-79	542-34-8132	X	Sam C. Harper SCit		
Tyler, George T. 4-23-79	608-26-6127	X	George T. Tyler GAT		
AUTHORIZATION BY RESPONSIBLE SUPPLY OFFICER OR ACCOUNTABLE OFFICER					
THE UNDERSIGNED HEREBY <input checked="" type="checkbox"/> DELEGATES TO <input type="checkbox"/> WITHDRAWS FROM THE PERSON(S) LISTED ABOVE, WHOSE SIGNATURE(S) APPEAR(S) ABOVE, THE AUTHORITY TO SIGN:					
For repair parts					
REMARKS					
I ASSUME FULL RESPONSIBILITY					
ORGANIZATION 11th AVN BN	GRADE CPT	ACCOUNT NUMBER BAHCC	SIGNATURE		
LAST NAME—FIRST NAME—MIDDLE INITIAL (Print) Hampton, Wade B. 12-18-79	Wade B. Hampton WBT				

DA FORM 1687 1 DEC 57 REPLACES EDITION OF 1 APR 56 GPO: 1969-343-1-344

The dates remind support to check to see if the form's still good

You and your CO sign and initial the form each time someone's added or dropped

## Connie's Mini Minis

CONNIE-- I GOT A MAINTENANCE PROBLEM!

LOST YOUR HEAD, EH?

### Generator Cover

Need a terminal cover for the Leece-Neve Model 3002AC vehicle generator (alternator) NSN 2920-00-909-2483? You can get one with NSN 2920-00-059-4892.

### Worth a Look

If your specialty is maintaining aircraft tires and inner tubes, you'll find some good poop in the new TM 55-2620-200-24 (Aug 78). It supplements the info in individual bird pubs.

### Hot M102 Howitzer?

You could have a real "hot" M102 105-MM howitzer if a wheel spindle is cracked and ready to break. Metal fatigue could be setting in. Get your piece scheduled in to support for a spindle metal check.

### M167A1 Pipe Plug Tape

Oops! We slipped a digit on the NSN for pipe plug anti-seizing tape in that M167A1 Vulcan article on page 28 of PS 312. The correct NSN is 8030-00-889-3534.

### Get Clipped

Belt clip missing from your TA-1/PT telephone set? Turn it in. The clip, NSN 5340-00-064-5426, is item 13 on page 13 of TM 11-5805-243-34P (Jan 77). DS replaces it.

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-657-003/5

### AN/PRS-4 Batteries

You can track down stock numbers for your AN/PRS-4 mine detector batteries in SB 11-6 (Jun 77). The BA-15A is NSN 6135-00-120-1025, and your BA-51 is NSN 6135-00-120-1005. In temps below freezing, substitute BA-3051's (NSN 6135-00-935-2582) for BA-51's.

### M203 Trigger Pin

You can get the trigger retaining pin for your M203 grenade launcher with NSN 5315-00-237-1896. Lot it down in your TM 9-1010-221-24 (Mar 72). You also need pin, spring, NSN 5315-00-282-3642, to hold the trigger pin.

### Sampling Optional

The 30-day sampling of aircraft in storage is no longer required. That's the word in TSARCOM Msg DRSTS-QEP(2) 171405Z Oct 78. TB 43-0106 (Jul 78) is being updated to provide optional component sampling to guard unprotected birds from water contamination.

### Accept No Substitute!

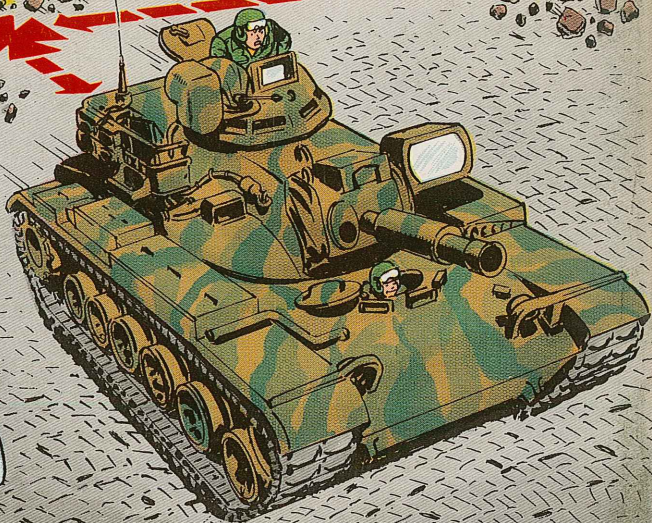
The generators on some U-8 and RU-8 bird engines have come loose in flight and damaged the generator mounting studs. It seems plain nuts were used on the studs instead of self-locking nuts, NSN 5310-00-982-4908. Nuff said?

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

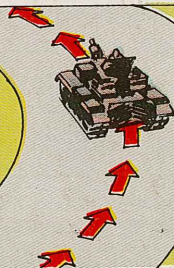


**SAVE  
TRACKS  
+ PADS**

**A PIVOT TURN  
RIPS  
UP MORE RUBBER  
THAN A DAY'S  
ROAD MARCH**



**TURN IN  
LONG,  
SMOOTH  
CURVES**



Avoid this  
scene...

