

DEPARTMENT OF THE ARMY TECHNICAL MANUAL

ORGANIZATIONAL MAINTENANCE MANUAL INCLUDING REPAIR PARTS AND SPECIAL TOOLS LISTS MISCELLANEOUS EXTERNAL AIR TRANSPORT ITEMS

Headquarters, Department of the Army, Washington, D. C.
26 September 1969

WARNING PRECAUTIONARY DATA

Personnel performing instructions involving operations, procedures, and practices which are included or implied in this technical manual shall observe the following instructions. Disregard of these warnings can cause serious injury or death.

AFTER-USE RECEIPT (para. 2-2). External air transport slings or sling sets turned in for disposal will not be reissued.

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This copy is a reprint which includes current pages from Changes 1 through 3.

CHANGE
NO. 3

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D. C., 15 September 1993

Organizational Maintenance Manual
Including Repair Parts and Special Tools Lists
MISCELLANEOUS EXTERNAL AIR TRANSPORT ITEMS

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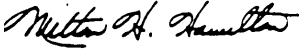
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CHAPTER 1 INTRODUCTION

Section I. GENERAL

1-1. SCOPE.

This maintenance manual is published for use by personnel responsible for performing organizational maintenance on miscellaneous external air transport items. Included in this manual is Appendix A which lists applicable reference material pertinent to this manual and Appendix B which contains the Maintenance Allocation Chart (MAC). Also included is Appendix C which is the Repair Parts and Special Tools List.

1-2. MAINTENANCE FORMS AND RECORDS.

Department of the Army forms and records used for equipment maintenance will be those prescribed by DA PAM 738-751.

1-3. REPORTING OF ERRORS.

The reporting of errors omissions, and recommendations for improving this publication by the individual user is encouraged. Reports should be submitted on DA Form 2028, Recommended Changes to Publications, and forwarded directly to: Commander, U.S. Army Aviation and Troop Command, ATTN: AMSAT-I-MP, 4300 Goodfellow Blvd., St. Louis, MO 63120-1798. A reply will be furnished to you.

1-4. DESTRUCTION TO PREVENT ENEMY USE.

For instructions applicable to the destruction of miscellaneous external air transport items in danger of imminent capture by an enemy, refer to TM 750-244-1-1.

Section II. DESCRIPTION AND DATA

1-5. DESCRIPTION.

The 15,000-pound-capacity multiple-leg sling (fig. 1-1) is designed for use in external air transport of supplies and equipment by helicopter. The multiple-leg sling consists of a web ring (1), 4 nylon sling legs (5), and 4 chain legs. The web ring is used for

connecting the sling to a lifting point. The nylon sling legs connect to the web ring on one end and to the chain legs on the opposite end. The chain legs form the load attaching end of the multiple-leg sling.

1-6. TABULATED DATA.

Data pertinent to the 15,000-pound-capacity multiple-leg sling is as follows:

Legend for Figure 1-1:

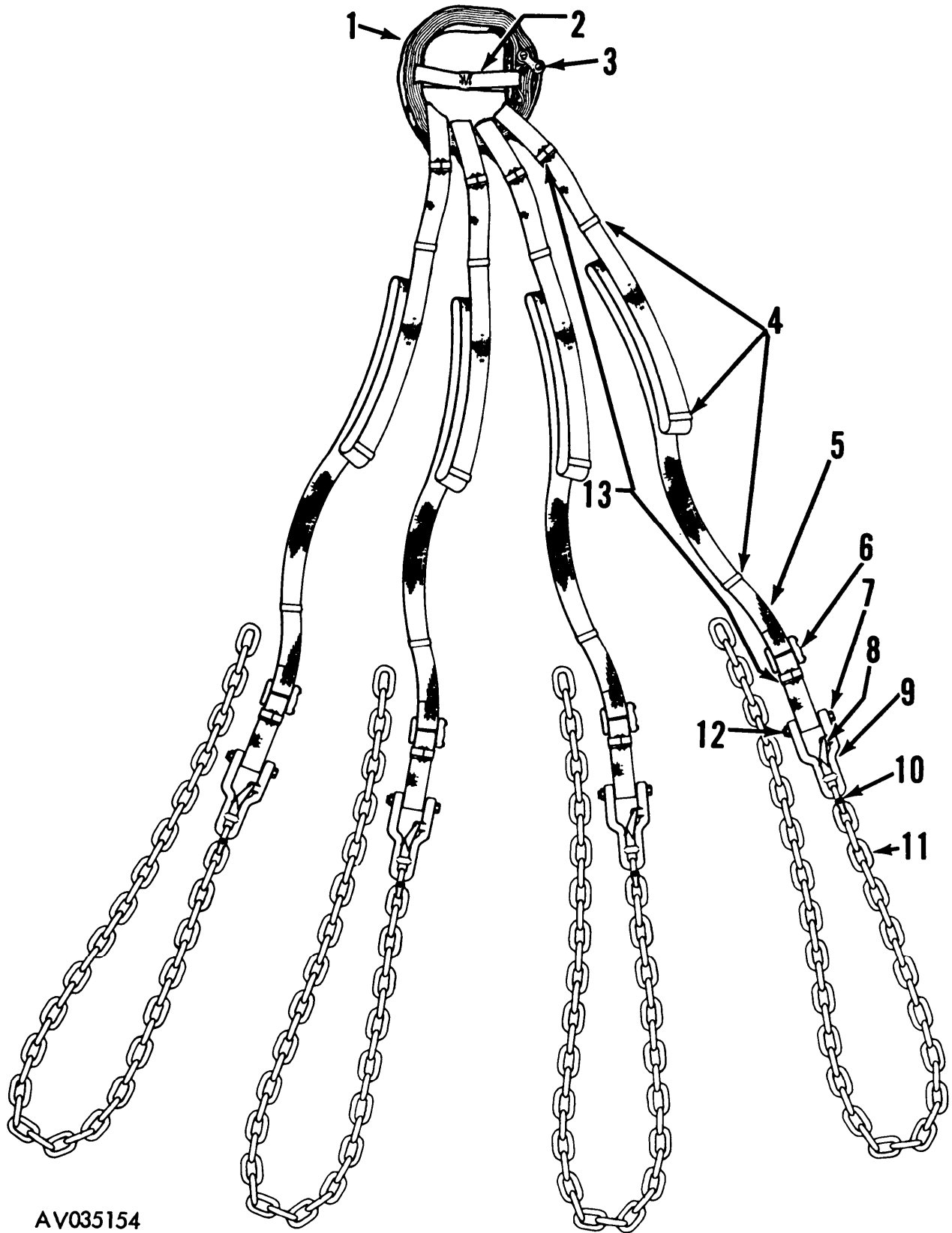
- | | |
|---------------------|--------------------------|
| 1. Web ring | 7. Four-inch bolt |
| 2. Retainer strap | 8. Grab link keeper |
| 3. Connector link | 9. Grab link |
| 4. Fixed web keeper | 10. Hammerlock |
| 5. Nylon sling leg | 11. Chain |
| 6. Connector link | 12. 3/4-inch locking nut |
| | 13. Sliding web keeper |

a. Capacity.

Maximum	15,000 pounds
---------	---------------

b. Measurements and Weight.

Total length of each leg	261 3/4 inches
Length of nylon sling leg	180 inches
Length of chain leg	80 inches
Web ring outside diameter	12 inches
Gross weight of sling and components	85 pounds



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Figure 1-1. The 15,000-pound-capacity Multiple-Leg Sling.

CHAPTER 2 MAINTENANCE INSTRUCTIONS

Section I. SERVICE UPON RECEIPT OF MATERIAL

2-1. INITIAL RECEIPT.

a. General. Upon initial receipt of miscellaneous external air transport items from a designated supply source, an inspection must be conducted by the using activity before the items are placed in service. Each component will be inspected as outlined in paragraph 2-4. After the inspection, the items may be stored or prepared for use in air transporting supplies and equipment in accordance with applicable TM 55-450 series manuals.

b. Storage. External air transport items selected for storage shall be placed in a dry storage area in such a manner as to prevent rust, corrosion, or damage which may be inflicted by contact with sharp or abrasive objects.

c. Marking. Each chain leg set will be stamped in one-inch lettering with the date on which the set is placed in use by the using unit. This stamped date will be used in determining the interval of inspection performed by parachute rigger personnel. The marking will be located near the first keeper on both ends of each chain leg sling and on an accessible area of the web ring. The date marking will be made with either orange-yellow parachute marking ink, FSN 7510-634-6853, or strata-blue parachute marking ink, FSN 7510-286-5362.

2-2. AFTER-USE RECEIPT.

a. General. Miscellaneous external air transport items will be inspected after each use by following procedures in paragraph 2-4. Damage or defects will be reported in accordance with TM 38-750 and TB 750-126. Unserviceable external air transport sling metal components, sliding web keepers and previously used serviceable sling assemblies that are excess property

will be disposed of in accordance with DOD 4160.21-M and AR 755-2. Unserviceable webbing components of external air transport slings, except the sliding web keepers, shall be destroyed. However, prior to destruction of sling webbing, all metal components and sliding web keepers shall be cannibalized. Only the serviceable metal components and sliding web keepers are to be retained for further use in completing a replacement sling assembly upon acquisition of serviceable webbing components.

b. Service Life. External air transport slings (FSC 1670) do not have a prescribed service life. The length of time a sling may remain serviceable shall depend on the results of required inspections to be performed in accordance with paragraph 2-4.

c. Cleaning.

(1) *Webbing items.* Remove from webbing items all dirt, dust, or mud by dry brushing with a soft-bristle brush. Grease or oil will be removed by spot cleaning with dry cleaning solvent (tetrachloroethylene), FSN 6850-264-9038, and by rubbing with a soft-bristle brush or a clean cloth. If webbing items have become wet during use, they shall be thoroughly dried before further use or storage. Drying shall be accomplished by suspending or elevating wet webbing items in a well-ventilated room or in a heated drying room. Drying time may be reduced by the use of fans. When heat is used, it should never exceed 200°F and must not be applied for more than three consecutive hours.

(2) *Metal items.* Remove from metal items all grease oil, rust, corrosion, acid, or foreign matter by wiping items with a cloth, by use of fine emery cloth, or by use of compressed air from an air hose. File all burrs and sharp edges smooth.

Section II. PREVENTIVE MAINTENANCE CHECKS AND SERVICES

2-3. GENERAL.

Miscellaneous external air transport items shall be inspected at prescribed intervals to determine serviceability. The two types of inspections to be performed are routine and technical/rigger, each of which is defined in paragraph 2-4. All defects discovered during inspection and the corrective action taken will be recorded on appropriate forms in accordance with TM 38-750 and TB 750-126 at the earliest possible

opportunity. At any time the serviceability of an external air transport sling is questioned, the sling shall be removed from service and inspected by a qualified parachute rigger (MOS 43E). If after completion of the inspection, the sling is considered serviceable, the parachute rigger will circle the area in question using parachute marking ink. This marking shall validate the serviceability of the sling. Slings that are determined to be unserviceable shall be disposed of according to procedures in paragraph 2-2.

2-4. SERVICES.

This paragraph contains a tabulated listing (table 2-1) of preventive maintenance checks and services which will be performed by designated user personnel and qualified parachute rigger personnel (MOS 43 E). Items in table 2-1 are listed consecutively. Types and in-

tervals of inspection are as follows:

a. *Routine-Type Inspection.* The routine-type inspection will be performed before and after the equipment is used. This type of inspection is to be accomplished by personnel so directed by the using activity commander.

Table 2-1. Preventive Maintenance Checks and Services

Key: INTERVALS OF INSPECTION
 X - Before use
 Y - After use
 Z - Six Months

INTERVAL AND SEQUENCE NO.			ITEM TO BE INSPECTED	PROCEDURES (INSPECT FOR)	PARA. REF.
X	Y	Z			
1	1	1	Sling, multiple leg, 15,000 lb. cap.	Dirt, rust corrosion, foreign material, rough edges, defective material, missing parts, inspection date markings.	2-1, 2-2, 2-3
2	2	2	Web ring	Cuts, frays, signs of abrasion or wear, oil, rust at points of contact with metal parts, presence of nylon buffer, broken or loose stitching, inspection date marking.	2-2
3	3	3	Connector link	Rust, corrosion, rough edges, missing screws	2-2
4	4	4	Sling leg	Cuts, frays, signs of abrasion or wear, oil, rust at points of contact with metal parts, broken or loose stitching, inspection date marking, presence of cotton buffers, web keepers.	2-2, 2-3
5	5	5	Grab link assembly	Dirt, rust, corrosion, rough edges, foreign material, operation of keeper fitting, availability of nut and bolt.	2-2
6	6	6	Hammerlock	Dirt, rust, corrosion, rough edges, foreign material, availability of center pin, bent center pin, operation and seating of center pin. Bushing available.	2-2
7	7	7	Chain	Rust, corrosion, dirt foreign material, rough edges, cracked or worn links.	2-2
8	8	8	Sliding web keeper	Cuts, frays, signs of abrasion or wear, broken or loose stitching, oil, rust at points of contact with locking forks, bent or broken locking forks.	2-2

b. Technical/Rigger-Type Inspection. A parachute rigger is no longer required to inspect the 15,000-pound nylon slingset. The unit can conduct its own inspection.

Section III. REPAIR PROCEDURES

2-5. FIFTEEN-THOUSAND-POUND-CAPACITY MULTIPLE-LEG SLING

a. Disassembly.

(1) Using a flat-tip screwdriver, remove two screws from the end of the web ring connector link (3, fig. 1-1) and separate the end bar from the connector link.

(2) Lift the end of the web ring (1) horn the outside link of the connector link and pull the loose end through the loops four times at the top of the nylon sling legs.

(3) Slip the 11-inch-long retainer strap off the unrolled web ring.

(4) Remove the connector link from the unrolled web ring.

(5) At the top and bottom end of each sling leg (5), remove the Wing web keeper (13) as follows

(a) Insert a screw driver or other suitable aid under the locking forks of the keeper (A, fig. 2- 1) to stiffen the area under the locking forks.

(b) Using a pair of pliers on each end of the locking forks (B), crimp the locking forks together and simultaneously push both ends of the forks toward the center of the keeper until the forks disengage horn the locking fork end frames.

(c) Remove the screwdriver or other stiffening aid from under the keeper locking forks.

(d) Remove the locking forks from the web keeper loops (C), and futher remove the sliding web keeper horn the sling leg (D).

NOTE

Upon disassembly of the two sliding web keepers horn a sling leg, the keepers should be separated as the web keepers are not interchangeable. However, the metal locking forks may be interchanged, as required.

(6) On the bottom end of each nylon sling leg (5, fig 1-1), remove the connector link screws, using a flat-tip screwdriver, and remove the connetor lInk (6).

(7) Using two open-end adjustable wrenches or other suitable tools, remove the 4-inch-long, 3/4-inch-diameter bolt (7), spacer, and nut (12) horn the top of the grab link assembly and slide the nylon sling leg (5) out of the grab link (9).

(8) Lay the grab link assembly fiat so the wit of the hammerlock (10) is Positioned on end.

(9) Using a punch and mallet, remove the center pin from the hammerlock and lay center pin and center bushing to one side.

(10) Manually pull the hammerlock apart.

(11) Disconnect the grab Link assembly and chain leg from the hammerlock.

b. Repair. Clean webbing and metal parts as outlined in paragraph 2-2c.

c. Replacement. Cannibalize metal items and sliding web keepers from unserviceable slings. Replace webbing items with serviceable link items horn stock.

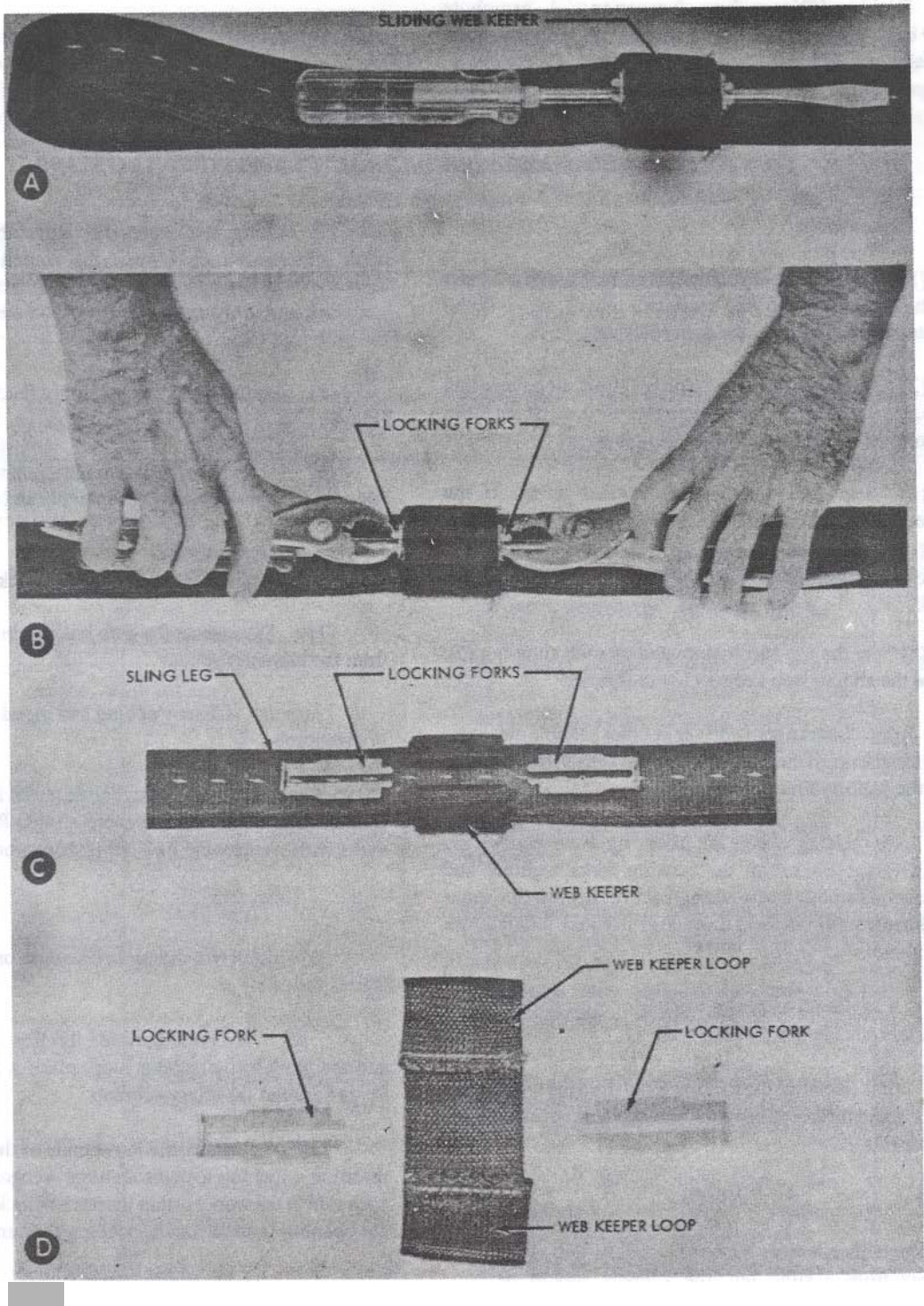
d. Assembly.

(1) Install two sliding web keepers on each of the sling legs as follows:

(a) At a point between the first fixed web keeper and the sling top attaching loop, place a 5-inch-long web keeper around the sling webbing.

(b) Connect the loose ends of the web keeper by inserting a locking fork through the web keeper loops from each side of the web. Futher insert each locking fork end into the opening in the opposite locking fork end frame.

(c) Using a pair of long-nose pliers, crimp one end of the locking forks and simultaneously, manually squeeze the locking fork ends toward the center of the keeper until the forks lock in position.



A. Stiffening aid positioned.

C. Locking forks removed from web keeper.

B. Crimping the locking forks.

D. Sliding web keeper removed.

Figure 2-1. Removing a Sling Leg Sliding Web Keeper, Typical.

(d) Place a 6 1/4-inch-long web keeper around the sling webbing at a point 2 inches below the connector link lower attaching loop at the bottom of the sling.

(e) Install the locking forks in the bottom sliding web keeper using procedures in (b) and (c) above.

(2) Position an end link of the chain leg on one end of the hammerlock.

(3) Slip the other half of the hammerlock through the narrow end of the grab link.

(4) Join the two parts of the hammerlock together (fig. 2-1A).

(5) Place the center bushing in the middle of the hammerlock.

(6) Insert the center pin in one side of the hammerlock and gently tap with a mallet while insuring that the pin passes through the center bushing and the opposite side of the hammerlock.

(7) Insert spacer into the nylon web loop located below the bottom sliding web keeper (fig. 2-2).

(8) Position the bottom loop and spacer between the top fork of the grab link. Insure that the spacer is aligned with the bolt holes in the top of the grab link.

(9) Insert the 4-inch-long bolt through one side of the grab link, through the spacer, and through the opposite side of the grab link.

(10) Attach the 3/4-inch lock nut to the threaded end of the bolt and tighten, using two open-end adjustable wrenches or other suitable tools, until a minimum of one and a half threads are showing between the end of the bolt and the lock nut (fig. 2-3).

(11) Attach the remaining two bottom loose ends of the nylon sling leg to a connector link (fig. 2-3).

(12) Fasten the end of the connector link with two metal screws, using a flat-tip screwdriver.

(13) Assemble each of the remaining three sling legs for the sling assembly using procedures (1) through (12) above.

(14) Position the tops of the four nylon slings adjacent to each other.

CAUTION

Upon completion of web ring assembly, insure that the web ring connector link is positioned to the extreme right side of the web ring to avoid inadvertent contact with a helicopter cargo hook.

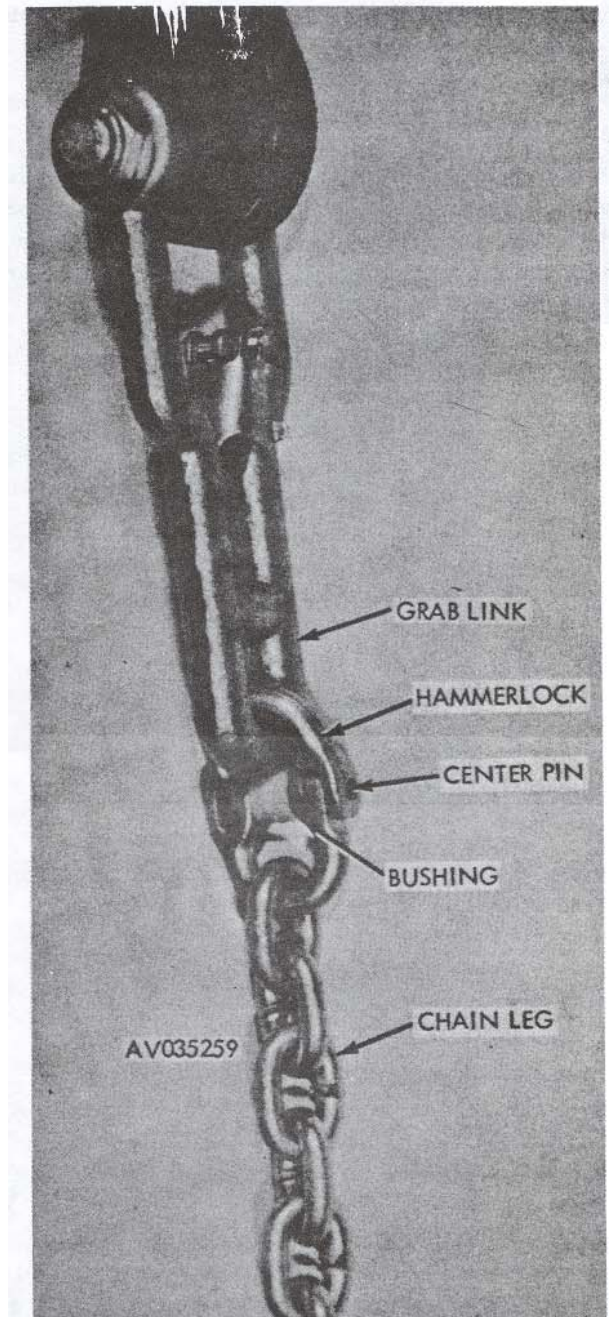


Figure 2-1A. Hammerlock Installed Between Chain Leg and Crab Link Assembly.

(15) Place a connector link at the top and to the right of the four nylon sling loops (fig. 2-4).

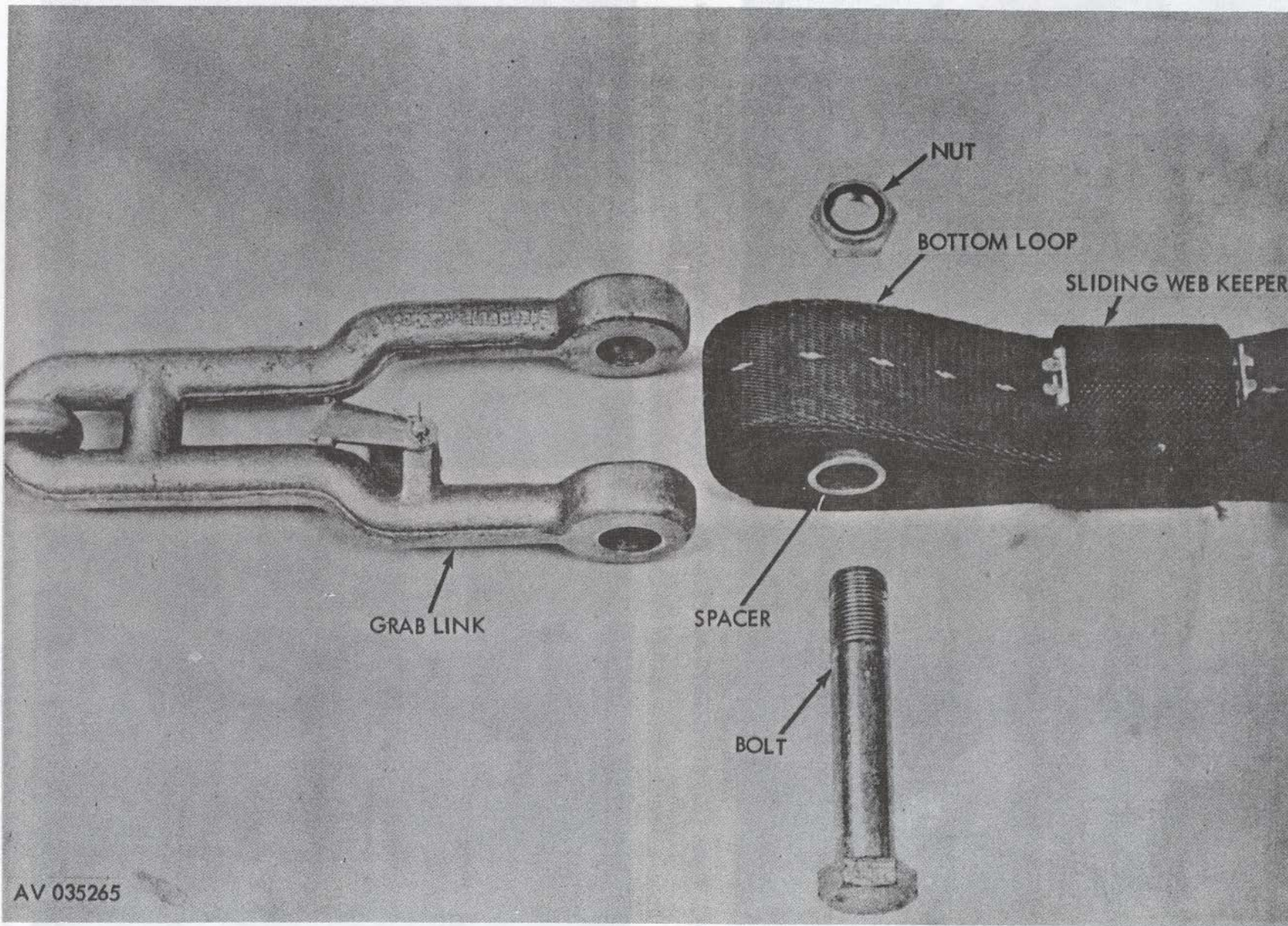
(16) Determine which end of the unrolled web ring has the nylon buffer sewn on it. Place the end loop with the sewn nylon buffer on one leg of the connector link and insure that the sewn buffer faces inward. Insert the 7-inch-loose end of the sewn buffer through one loop of the retainer strap as indicated in figure 2-4.

(17) Working in a counterclockwise direction, thread the opposite end of the web ring through one loop of the retainer strap, through the cotton buffer loops at the top of the four nylon legs, through the second loop of the retainer strap and between the legs of the connector link (fig. 2-5).

(18) Insert 4 inches of the loose nylon webbing indicated in (16) above clockwise into the two right nylon sling loops, and manually adjust the web ring to tighten the web ring diameter.

(19) With the end of the web ring indicated in (17) above, continue passing the loose end through the nylon sling loops until four cycles have been completed and three turns of the web ring are situated between the legs of the connector link. Position the second web ring loop onto the outside of the connector link.

(20) Place end on connector link and secure end with two screws, using a flat-tip screwdriver (fig. 2-6).



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Figure 2-2. Attaching Nylon Sling Leg to Grab Link.

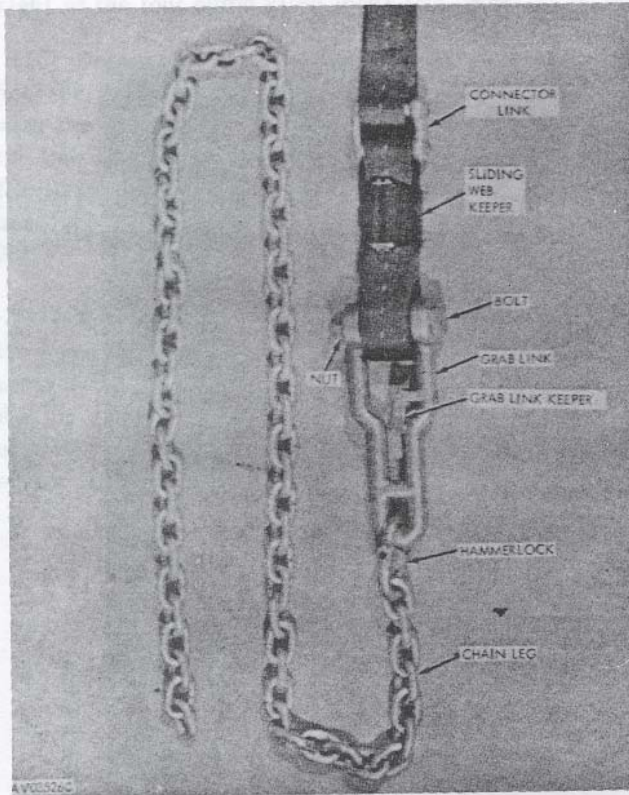


Figure 2-3. Nylon Sling Leg Connected to Chain Leg Assembly.

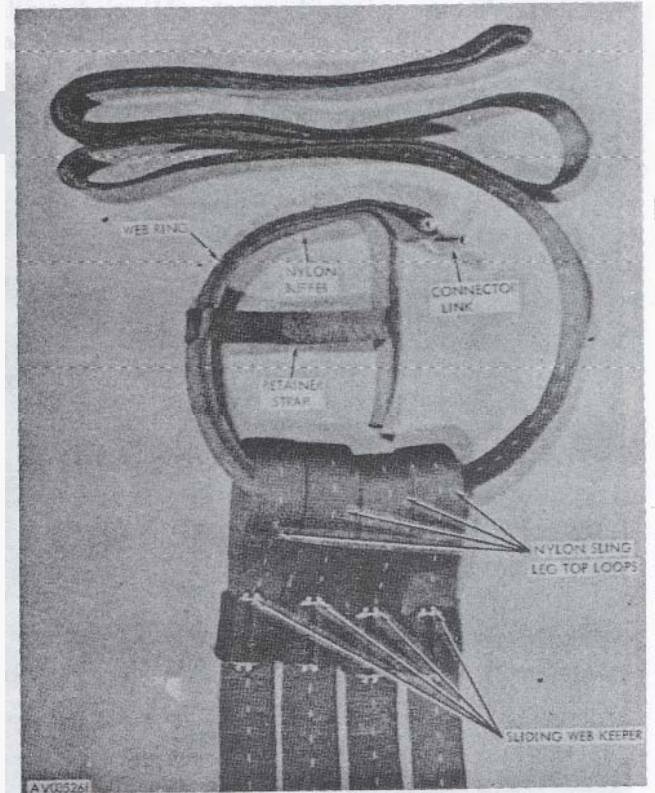


Figure 2-4. Installing the Web Ring at Top of Multiple-Leg Sling.

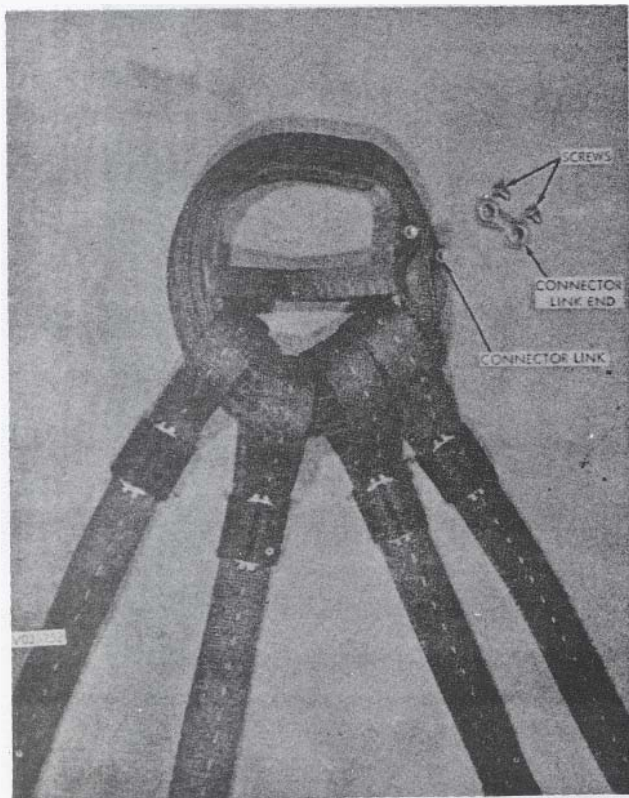


Figure 2-5. Winding of Web Ring Completed and End Loop Installed on Connector Link.

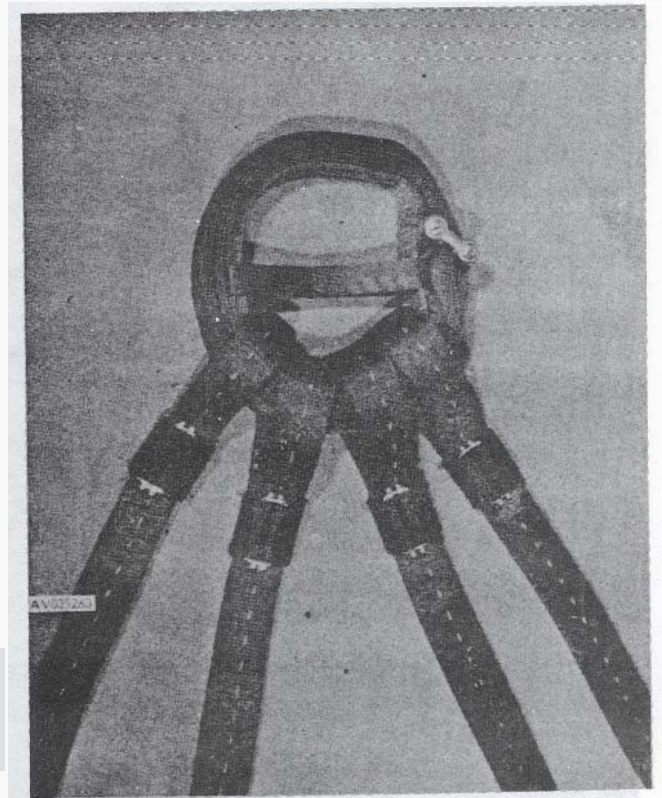


Figure 2-6. Installation of Web Ring Completed.

APPENDIX A REFERENCES

A-1 MAINTENANCE OF SUPPLIES AND EQUIPMENT

AR 750-5 Organization, Policies, and Responsibilities for Maintenance Operations

A-2. PUBLICATION INDEX

DA PAM 25-30 Consolidated Index of Army Publications and Blank Forms

DA PAM 310-7 US Army Equipment index of Modification Work Orders

DA PAM 738-751 Army Maintenance Management System-Aviation (TAMMS-A)

A-3. DISPOSAL

AR 755-2 Disposal of Excess, Surplus, Foreign Excess, Captured, and Unwanted Material

DOD Manual 4160, 21-M Defense Disposal Manual

A-4. LOGISTICS AND STORAGE

AR 5545 Military Standard Transportation and Movement Procedures (MILSTAW)

AR 700-15 preservation, Packaging, Packing, and Marking of Items of Supply

TM 1-1500-204-23 (Series) General Aircraft Maintenance Manual

TM 743-200-1 Storage and Materials Handling

A-5. PROPER-ACCOUNTABILITY

AR 735-11 Accounting for Lost, Damaged, and Destroyed Property

A-6. OTHER PUBLICATIONS

TM 750-244-1-1 Procedures for the Destruction of Air Delivered Equipment to Prevent Enemy Use

TM 55450-12 Air Transport of Supplies and Equipment: Helicopter External Loads for Sling, Nylon and Chain, Multiple Leg (15,000-Pound Capacity), FSN 1670-902-3080

APPENDIX B MAINTENANCE ALLOCATION CHART

Section I. INTRODUCTION

B-1. GENERAL.

This appendix contains explanations of all maintenance and repair functions authorized the various categories of maintenance. The maintenance allocation chart assigns authorized maintenance functions to the lowest maintenance category based on skills available, time required, tools and test equipment authorized.

B-2. MAINTENANCE FUNCTIONS.

Maintenance functions will be limited to and defined as follows:

a. Inspect. To determine serviceability of an item by comparing the physical, mechanical, and electrical characteristics with established standards.

b. Test. To verify serviceability and to detect electrical or mechanical failure by use of test equipment.

c. Service. To clean, to preserve, to change, and to add fuel, lubricants, cooling agents, and air. If it is desired that elements, such as painting and lubricating, be defined separately, they may be so listed.

d. Adjust. To rectify to the extent necessary to bring into proper operating *range*.

e. Align. To adjust specified variable elements of an item to bring to optimum performance.

f. Calibrate. To determine the corrections to be made in the readings of instruments or test equipment used in precise measurement. Consists of the comparison of two instruments, one of which is a certified standard of known accuracy, to detect and adjust any discrepancy in the accuracy of the instrument being compared with the certified standard.

g. Install. To set up for use in an operational environment such as an emplacement, site, or vehicle.

h. Replace. To replace unserviceable items with serviceable assemblies, subassemblies, or parts.

i. Repair. To restore an item to serviceable condition through correction of material damage a a specified failure.

j. Overhaul. To restore an item to completely serviceable condition as prescribed by maintenance standards in technical publications for each item of equipment.

k. Rebuild. To restore equipment as nearly as possible to new condition in accordance with original manufacturing standards.

l. Symbols. The upper case letter placed in the appropriate column indicates the lowest category at which that particular maintenance function is to be performed.

B-3. EXPLANATION OF FORMAT.

Purpose and use of the format are as follows:

a. Column 1 - Group Number. Column 1 lists group number, the purpose of which is to identify components, assemblies, subassemblies, and modules with the next higher assembly.

b. Column 2 - Functional Group. Column 2 lists the noun names of components, assemblies, subassemblies, and modules on which maintenance is authorized.

c. Column 3 - Maintenance Functions. Column 3 is divided into subcolumns to indicate the maintenance functions authorized for the components, assemblies, and subassemblies. Each maintenance function which is indicated for the entire assembly is applicable to all major components, and each function indicated for the major component is applicable to all items of the component, except that the term "replace" applies only to the assembly, component, or item beside which it appears.

d. Use of Symbols. The symbols used to indicate the five categories of maintenance authorized for Army material are as follows:

- (1) C - Operator or crew
- (2) O - Organizational maintenance
- (3) F - Direct support maintenance
- (4) H - General support maintenance
- (5) D - Depot maintenance

e. Column 4 - Tools and Equipment. This column will be used to specify, by code, those tools and test

equipment required to perform the designated function.

f. Column 5 - Remarks. The remarks column will

list specified maintenance functions, cross-references, and instruction pertinent to the operation being performed.

**MAINTENANCE ALLOCATION CHART
FOR
MISCELLANEOUS EXTERNAL AIR TRANSPORT ITEMS
(AR 310-3)**

(1) GROUP NO	(2) FUNCTIONAL GROUP	(3) MAINTENANCE FUNCTION										(4) TOOLS AND EQUIPMENT	(5) REMARKS		
		INSPECT	TEST	SERVICE	ADJUST	ALIGN	CALIBRATE	INSTALL	REPLACE	REPAIR	OVERHAUL			REBUILD	
01	Sling, Multiple-Leg, 15,000-Pound Capacity	0		0					0						
	Web ring								0						
	Connector link								0						
	Sling, leg								0						
	Connector link								0						
	Grab link assembly								0						
	Hammerlock								0						
	Chain								0						
	Sliding web keeper								0						

APPENDIX C REPAIR PARTS AND SPECIAL TOOLS LISTS

(Current as of 25 June 1970)

Section I. INTRODUCTION

C-1. SCOPE.

This appendix lists the repair parts required for the performance of organizational maintenance of the Miscellaneous External Air Transport Items.

X2

cured or stocked. The requirement for such items will be filled by use of the next higher assembly or component.

Applies to repair parts which are not stocked. The indicated maintenance category requiring such repair parts will attempt to obtain same through cannibalization. Where such repair parts are not obtainable through cannibalization, requirements will be requisitioned, with accompanying justification, through normal supply channels.

C-2. GENERAL.

This Repair Parts and Special Tools Listing is divided into the following sections:

a. Prescribed Load Allowance (PLA) - Section II. A composite listing of the repair parts and special tools having quantitative allowances for initial stockage at the organizational level.

b. Repair Parts - Section III. A list of repair parts authorized for the performance of maintenance at the organizational level.

c. Special Tools - Section IV. A list of special tools authorized for the performance of maintenance at the organizational level.

d. Federal Stock Number and Reference Number Index - Section V. A list of Federal stock numbers in ascending numerical sequence followed by a list of reference numbers in ascending alpha-numerical sequence, cross-referenced to group number.

(2) *Maintenance code.* Indicates the lowest category of maintenance authorized to install the listed item. The maintenance level code is:

CODE	EXPLANATION
O	Organizational maintenance

(3) *Recoverability code.* Indicates whether un-serviceable items should be returned for recovery or salvage. Items not coded are expendable. Recoverability code is:

CODE	EXPLANATION
R	Applies to repair parts and assemblies which are economically repairable at DSU and GSU activities and are normally furnished by supply on an exchange basis.

C-3. EXPLANATION OF COLUMNS.

The following provides an explanation of columns in the tabular lists in Sections II, III, and IV:

a. Source, Maintenance, and Recoverability Codes:

(1) *Source code.* Indicates the selection status and source for the listed item. Source codes are:

CODE	EXPLANATION
P	Applies to repair parts which are stocked in or supplied from GSA/DSA, or Army supply systems and authorized for use at indicated maintenance categories.
M	Applies to repair parts which are not procured or stocked, but are to be manufactured in indicated maintenance levels.
X1	Applies to repair parts which are not pro-

b. Federal Stock Number. Indicates the Federal stock number assigned to the item and will be used for requisitioning purposes,

c. Description. Indicates the Federal item name and any additional description of the item required. The description column contains the following subcolumns.

(1) *Reference number and manufacturer's code.* Indicates a part number or other reference number for the listed item followed by the applicable five-digit Federal supply code for manufacturers in parentheses.

(2) *Usable on code.* Indicates an alpha coding to reflect the application of the listed item to the

specific manufacturer's model designation.

d. Unit of Measure (U/M). A two-character alphabetic abbreviation indicating the amount or quantity of the item upon which the allowances are based (e.g., FT, EA, PR).

e. Quantity Incorporated in Unit. Indicates the quantity of the item used in the assembly. A "V" appearing in this column in lieu of a quantity indicates that a definite quantity cannot be indicated.

f. Fifteen-Day Organizational Maintenance Allowance.

(1) The allowance column is divided into four subcolumns. Indicated in each subcolumn, opposite the first appearance of each item, is the total quantity of items authorized for the number of equipments supported. Subsequent appearances of the same item will have the letters "REF" in the allowance column. Items authorized for use as required but not for initial stockage are identified with an asterisk in the allowance column.

(2) The quantitative allowances for organizational level of maintenance represents an initial prescribed load for a 15-day period for the number of equipments supported. Units and organizations authorized additional prescribed loads will multiply the number of prescribed loads, authorized by the quantity of repair parts reflected in the density column applicable to the number of items supported, to obtain the total quantity of repair parts authorized.

(3) Organizational units providing maintenance for more than 100 of these equipments shall determine the

total quantity of parts required by converting the equipment quantity to a decimal factor by placing a decimal point before the next to last digit of the number to indicate hundredths, and multiplying the decimal factor by the parts quantity authorized in the 51-100 allowance subcolumn. Example: authorized allowance for 51-100 equipments is 40; for 150 equipments, multiply 40 by 1.50 or 60 parts required.

(4) Subsequent changes to allowances will be limited as follows: No change in the range of item is authorized. If additional items are considered necessary, recommendation should be forwarded to U. S. Army Aviation Systems Command for exception of revision to the allowance list. Revisions to the range of items authorized will be made by the U. S. Army Aviation Systems Command based upon engineering experience, demand data, or TAERS information.

g. Illustration. This column is divided as follows:

(1) *Figure number.* Indicates the figure number of the illustration in which the item is shown.

(2) *Item number:* Indicates the callout number to reference the item in the illustration.

4. FEDERAL SUPPLY CODES FOR MANUFACTURERS.

CODE	MANUFACTURER
96906	Military Standards Promulgated by Standardization Division Directorate of Logistic Services, DSA
99879	Aeroquip Cap., Aircraft Division Elbecco Plant, 1130 Maynard Rd. Jackson, Michigan

By Order of the Secretary of the Army:

Official:

KENNETH G. WICKHAM,
Major General, United States Army,
The Adjutant General.

W. C. WESTMORELAND,
General, *United States Army,*
Chief of Staff.

DISTRIBUTION:	MDW (2)	5-54G (3)	6-347G (3)
Active Army:	Armies (5)	5-58G (3)	6-385E (3)
ACSI (2)	Div (5)	5-64G (3)	6-386E (3)
ACSFOR (5)	USAC (3)	5-577E (3)	6-386G (3)
DCSLOG (5)	USMA (2)	5-101E (3)	6-405E (3)
DCSOPS (3)	Svc Colleges (2)	5-101G (3)	6-406E (3)
DCSPER (2)	Br Svc Sch (2) Except	5-111G (3)	6-407E (3)
COA (2)	USATSCH (50)	5-112E (3)	6-407G (3)
CNGB (3)	USAAVNS (10)	5-112G (3)	6-409E (3)
CORC (2)	USAAVNS (10)	5-114D (3)	6-409G (3)
CRD (2)	USAQMS (25)	5-114G (3)	6-467G (3)
CINFO (1)	USAOC&S (25)	5-116E (3)	6-469G (3)
TIG (1)	USAAMS (25)	5-116G (3)	10-337G (3)
CMH (1)	USAAES (30)	5-117E (3)	10-407G (3)
CAR (3)	USAIS (25)	5-117G (3)	10-417E (3)
CofEngrs (3)	USAAVLABS (3)	5-118E (3)	10-417G (3)
USAM13 (2)	NLAB (5)	5-118G (3)	55-16F (3)
USAAESWBD (5)	USMMC (10)	5-124E (3)	55-16G (3)
USAAVNC (5)	MTMTS (2)	5-195G (3)	55-17F (3)
USAAVNTBD (3)	USA Gen Equip Test Actv (2)	5-196G (3)	55-18F (3)
USCONARC (5)	Units Organized under	5-198G (3)	55-18G (3)
OS Maj Cored (5)	The Following TOE's	5-570G (3)	55-27G (3)
LOGCOMD (5)	1-37D (3)	6-115G (3)	55-28G (3)
USACDC (5)	1-77E (3)	6-116G (3)	55-47D (3)
USACDCARTYA (5)	1-77G (3)	6-117G (3)	55-67F (3)
USACDCEA (2)	1-78G (3)	6-155E (3)	55-67G (3)
USACDCTA (5)	1-258G (3)	6-156E (3)	55-87E (3)
USACDCIA (5)	1-259G (3)	6-157E (3)	55-87G (3)
USACDCAVNA (5)	1-307E (3)	6-157G (3)	55-88E (3)
USAMC (5)	1-307G (3)	6-185E (3)	55-88G (3)
USAWECOM (5)	5-35E (3)	6-186E (3)	55-89E (3)
USAMUCOM (2)	5-36E (3)	6-186G (3)	55-97E (3)
USAAVNCOM (5)	5-36G (3)	6-201G (3)	55-111D (3)
USAMECOM (5)	5-37E (3)	6-215F (3)	55-111G (3)
USATECOM (5)	5-37G (3)	6-216F (3)	55-112G (3)
USAECOM (3)	5-38G (3)	6-216G (3)	55-116E (3)
USAMICOM (1)	5-52E (3)	6-217F (3)	55-116G (3)
USATACOM (3)	5-52G (3)	6-217G (3)	55-540G (3)
USSTRICOM (5)	5-54D (3)	6-300E (3)	57-100F (3)
Instl (2)		6-346G (3)	

NG: State AG (3) Div. 1, Brig 1

USAR: Same as Active Army except allowance is one (1) copy for each unit.

For explanation of abbreviations used, see AR 320-50.

RECOMMENDED CHANGES TO EQUIPMENT TECHNICAL PUBLICATIONS



THEN...JOT DOWN THE DOPE ABOUT IT ON THIS FORM. CAREFULLY TEAR IT OUT, FOLD IT AND DROP IT IN THE MAIL.

SOMETHING WRONG WITH PUBLICATION

FROM: (PRINT YOUR UNIT'S COMPLETE ADDRESS)

DATE SENT

PUBLICATION NUMBER

PUBLICATION DATE

PUBLICATION TITLE

BE EXACT PIN-POINT WHERE IT IS

PAGE NO.

PARA-GRAPH

FIGURE NO.

TABLE NO.

IN THIS SPACE, TELL WHAT IS WRONG AND WHAT SHOULD BE DONE ABOUT IT.

TEAR ALONG PERFORATED LINE

PRINTED NAME, GRADE OR TITLE AND TELEPHONE NUMBER

SIGN HERE

The Metric System and Equivalents

Linear Measure

1 centimeter = 10 millimeters = .39 inch
 1 decimeter = 10 centimeters = 3.94 inches
 1 meter = 10 decimeters = 39.37 inches
 1 dekameter = 10 meters = 32.8 feet
 1 hectometer = 10 dekameters = 328.08 feet
 1 kilometer = 10 hectometers = 3,280.8 feet

Weights

1 centigram = 10 milligrams = .15 grain
 1 decigram = 10 centigrams = 1.54 grains
 1 gram = 10 decigrams = .035 ounce
 1 dekagram = 10 grams = .35 ounce
 1 hectogram = 10 dekagrams = 3.52 ounces
 1 kilogram = 10 hectograms = 2.2 pounds
 1 quintal = 100 kilograms = 220.46 pounds
 1 metric ton = 10 quintals = 1.1 short tons

Liquid Measure

1 centiliter = 10 milliliters = .34 fl. ounce
 1 deciliter = 10 centiliters = 3.38 fl. ounces
 1 liter = 10 deciliters = 33.81 fl. ounces
 1 dekaliter = 10 liters = 2.64 gallons
 1 hectoliter = 10 dekaliters = 26.42 gallons
 1 kiloliter = 10 hectoliters = 264.18 gallons

Square Measure

1 sq. centimeter = 100 sq. millimeters = .155 sq. inch
 1 sq. decimeter = 100 sq. centimeters = 15.5 sq. inches
 1 sq. meter (centare) = 100 sq. decimeters = 10.76 sq. feet
 1 sq. dekameter (are) = 100 sq. meters = 1,076.4 sq. feet
 1 sq. hectometer (hectare) = 100 sq. dekameters = 2.47 acres
 1 sq. kilometer = 100 sq. hectometers = .386 sq. mile

Cubic Measure

1 cu. centimeter = 1000 cu. millimeters = .06 cu. inch
 1 cu. decimeter = 1000 cu. centimeters = 61.02 cu. inches
 1 cu. meter = 1000 cu. decimeters = 35.31 cu. feet

Approximate Conversion Factors

To change	To	Multiply by	To change	To	Multiply by
inches	centimeters	2.540	ounce-inches	newton-meters	.007062
feet	meters	.305	centimeters	inches	.394
yards	meters	.914	meters	feet	3.280
miles	kilometers	1.609	meters	yards	1.094
square inches	square centimeters	6.451	kilometers	miles	.621
square feet	square meters	.093	square centimeters	square inches	.155
square yards	square meters	.836	square meters	square feet	10.764
square miles	square kilometers	2.590	square meters	square yards	1.196
acres	square hectometers	.405	square kilometers	square miles	.386
cubic feet	cubic meters	.028	square hectometers	acres	2.471
cubic yards	cubic meters	.765	cubic meters	cubic feet	35.315
fluid ounces	milliliters	29.573	cubic meters	cubic yards	1.308
pints	liters	.473	milliliters	fluid ounces	.034
quarts	liters	.946	liters	pints	2.113
gallons	liters	3.785	liters	quarts	1.057
ounces	grams	28.349	liters	gallons	.264
pounds	kilograms	.454	grams	ounces	.035
short tons	metric tons	.907	kilograms	pounds	2.205
pound-feet	newton-meters	1.356	metric tons	short tons	1.102
pound-inches	newton-meters	.11296			

Temperature (Exact)

°F Fahrenheit temperature 5/9 (after subtracting 32) Celsius temperature °C

PIN: 022274-003