

AUGUST '68						
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

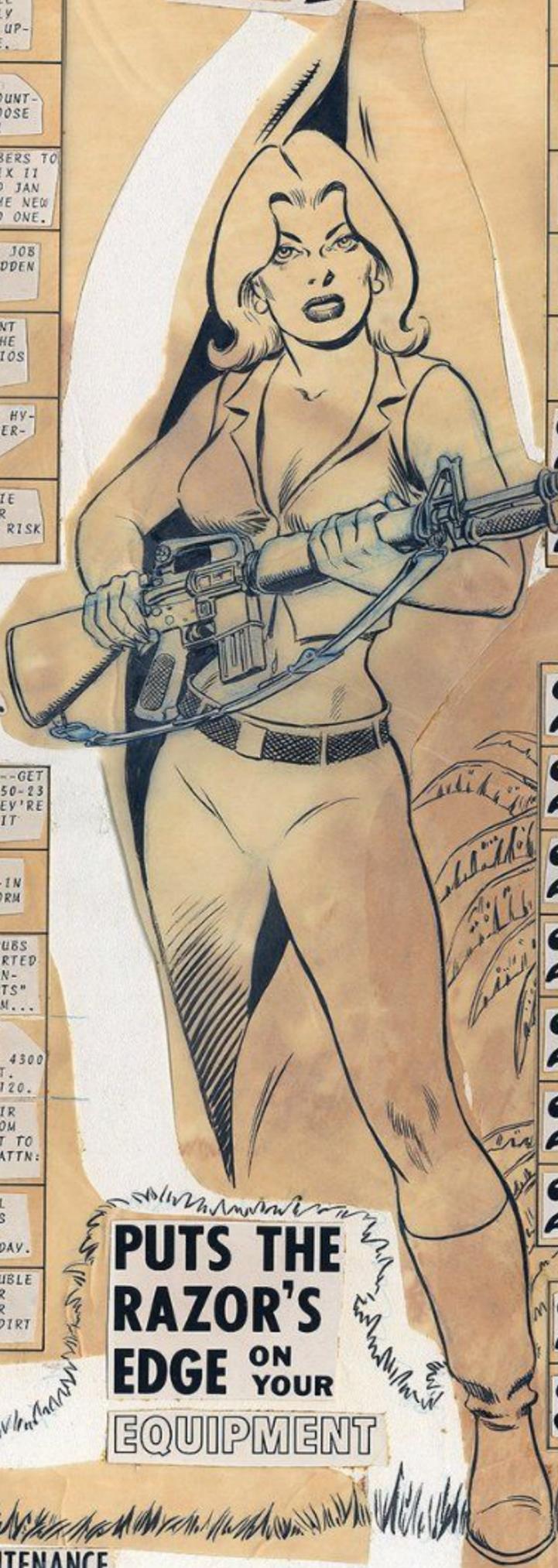
# SEPTEMBER '68

OCTOBER '68						
	1	2	3	4	5	
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

## P★M

<b>1</b>	<b>SUN</b> (245)	LETTING REPAIRABLE ITEMS PILE UP ONLY CAUSES SHORTAGES UP-AND-DOWN THE LINE.
<b>2</b>	<b>MON</b> (246)	2½-TON MULTIFUEL TRUCK'S ENGINE MOUNTING BOLTS WORK LOOSE --KEEP 'EM TIGHT!
<b>3</b>	<b>TUE</b> (247)	OLD LINE ITEM NUMBERS TO NEW ARE IN APPENDIX II FROM SB 700-20 DTD JAN 67. IT'S NOT IN THE NEW SB'S. SAVE THE OLD ONE.
<b>4</b>	<b>WED</b> (248)	NEVER PULL A LUBE JOB WITHOUT AN LO--HIDDEN GREASE POINTS ARE EASILY MISSED.
<b>5</b>	<b>THU</b> (249)	REMEMBER--THE FRONT PANEL GUARDS ON THE VRC-12 SERIES RADIOS ARE NOT LIFTING HANDLES.
<b>6</b>	<b>FRI</b> (250)	NEVER, NEVER FILL HYDRAULIC FLUID RESERVOIRS FROM OPEN LEFT-OVER CANS.
<b>7</b>	<b>SAT</b> (251)	EXPERIENCED "BOONIE RATS" WOULD RATHER SWITCH TO PM THAN RISK LOSING A FIGHT.

<b>15</b>	<b>SUN</b> (259)	WE HAD THE WORLD'S BEST EQUIPMENT--UNTIL SOME GUY...
<b>16</b>	<b>MON</b> (260)	...LEFT A WRENCH WHERE IT GOT SUCKED INTO HIS HELICOPTER'S TURBINE ENGINE...
<b>17</b>	<b>TUE</b> (261)	...NEVER CHECKED HIS TRUCK'S BATTERY ELECTROLYTE TO SEE IF IT WAS ABOVE THE PLATES...
<b>18</b>	<b>WED</b> (262)	...OVERLOADED AND COWBOYED HIS TRUCKS; NEVER DROVE BY THE RPM LIMITS...
<b>19</b>	<b>THU</b> (263)	...FORGOT TO DRAIN HIS MULTIFUEL'S FUEL FILTER, OR CHECK ITS OIL LEVEL...
<b>20</b>	<b>FRI</b> (264)	...TRIED TO SQUEEZE MORE OUT OF A GENERATOR--LOADED IT DOWN DOUBLE ITS OUTPUT, IGNORED ITS OIL LEVEL...
<b>21</b>	<b>SAT</b> (265)	...LET DIRT BUILD UP IN HIS ENGINE'S AIR FILTERS. YOUR SALVAGE HEAP IS LOADED WITH THIS GUY'S HANDWORK.



<b>8</b>	<b>SUN</b> (252)	MULTIFUEL TRUCKERS--GET A COPY OF DA CIR 750-23 (OCT 67) BEFORE THEY'RE TOSSED OUT. KEEP IT WITH YOUR TM.
<b>9</b>	<b>MON</b> (253)	MWO INDEX (DA PAM 310-7) IS A WRITE-IN ITEM ON YOUR DA FORM 12-4.
<b>10</b>	<b>TUE</b> (254)	ORDER COMMERCIAL PUBS FOR USAMECOM SUPPORTED EQUIPMENT LIKE "NON-STOCKED REPAIR PARTS" ...REQUISITION FROM...
<b>11</b>	<b>WED</b> (255)	U.S. ARMY MOBILITY EQUIPMENT COMMAND, ATTN: AMSME STD-L, 4300 GOODFELLOW BLVD, ST. LOUIS, MISSOURI 63120.
<b>12</b>	<b>THU</b> (256)	...AND SEND YOUR EIR (2407'S) ON USAMECOM SUPPORTED EQUIPMENT TO THE SAME ADDRESS, ATTN: AMSME-MAO-6.
<b>13</b>	<b>FRI</b> (257)	AIRCRAFT ENGINE OIL SAMPLES ARE USELESS UNLESS SENT IN FOR ANALYSIS THE SAME DAY.
<b>14</b>	<b>SAT</b> (258)	M16A1 RIFLEMEN--DOUBLE CHECK THE EXTRACTOR EVERY DAY; LOOK FOR CHIPPED EDGES AND DIRT UNDER THE CLAW.

<b>22</b>	<b>SUN</b> (266)	M60 MACHINE GUNNERS: NO TRIGGER SQUEEZING --PULL BACK QUICK-LIKE AND LET GO FAST. THIS SAVES THE SEAR.
<b>23</b>	<b>MON</b> (267)	...AFTER FIRING ABOUT 1000 ROUNDS IN QUICK BURSTS OF 150-200 ROUNDS --SWITCH BARRELS; THIS PREVENTS STOPPAGES.
<b>24</b>	<b>TUE</b> (268)	...WHEN LOADING, USE THE "SAFETY ON, COVER OPEN" METHOD ONLY.
<b>25</b>	<b>WED</b> (269)	...AFTER CLEANING THAT GAS PISTON INSTALL IT WITH THE HEAD FACING THE REAR--AWAY FROM THE MUZZLE.
<b>26</b>	<b>THU</b> (270)	...WHEN CLEANING WITH BORE CLEANER, KEEP THE GAS CYLINDER UP; THIS'LL REDUCE CARBON BUILD-UP AND EVENTUAL NO-FIRE.
<b>27</b>	<b>FRI</b> (271)	...NEVER LET THE BOLT FLY FORWARD WHEN THE BARREL'S OUT.
<b>28</b>	<b>SAT</b> (272)	...KEEP THE PISTON AND INSIDE OF THE GAS CYLINDER DRY--OIL AND HEAT ADD UP TO LOTS OF CARBON AND NO-FIRE.
<b>29</b>	<b>SUN</b> (273)	VRC-12 SERIES RADIOS--PACK THOSE DEFECTIVE MODULES SO THEY'LL ARRIVE FOR REPAIR "WHOLE"--NOT JUNK.
<b>30</b>	<b>MON</b> (274)	TRACK AND WHEELED VEHICLES--ALWAYS IDLE AT ABOUT 1000 RPM; NEVER AT LOW IDLE (700 AND BELOW).

**PUTS THE RAZOR'S EDGE ON YOUR EQUIPMENT**

\*PREVENTIVE MAINTENANCE



COLOR SAMPLE  
S-13  
Capico

CAPICO  
TUNNEY  
RED