

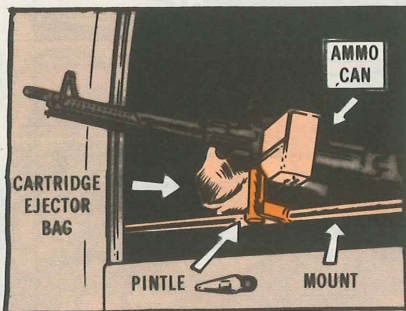
**M23, M24, M41...
BE YOUR OWN
INSPECTOR -**

**HIGH
FLYING**

M60D

**"SHOT
GUNS"**

Good PM includes an overall eagle-eye look at your M60D 7.62-MM machinegun, ejected cartridge bag, ammo cans and mount assemblies for corroded, damaged components.



You're also looking for loose, missing, damaged nuts, bolts, screws, safeties.

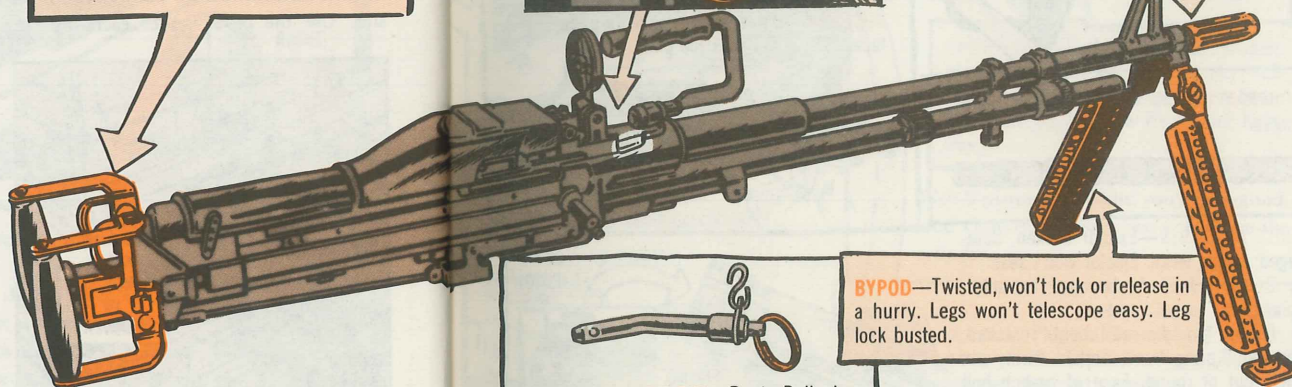
Don't overlook the ID, CAUTION, and Instruction plates, podner. They have to be in the right spot, on tight—and readable.

Here're some baddies you want to check 'tween missions or before your Delta or Hotel model Huey (UH-1 D,H) or Chinook (CH-47) lifts off on an ASH and trash caper. If you find a fault, fix it—or call for DS help pronto.

GRIP, TRIGGER ASSEMBLY—Damaged, corroded, loose. Helical springs weak, broken, missing. Damaged sear pin. Housing cracked; rivets loose. Missing or wrong kind of sear pin safety. (You have to use corrosion resisting steel safety wire, Knucklebusters. Nothing else!) Damaged sear link nut, link and spring. Threads busted, worn. Operation sticky, rough. Safety must work. Rubber coating gummy; loose bond.

BARREL LOCK LEVER—Loose, or binding. Won't hold barrel tight.

BARREL ASSEMBLY—Dirty, bent, corroded, rusty, damaged; too oily in bore and chamber. Foreign objects land-to-land; powder-fouled. Cracked, loose barrel socket. Suppressor pin loose; not staked. Loose flash suppressor.



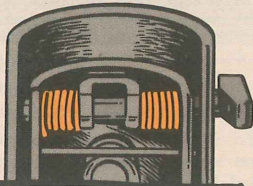
BYPD—Twisted, won't lock or release in a hurry. Legs won't telescope easy. Leg lock busted.

QUICK RELEASE PIN—Bent. Pull ring missing, broken. Pin retaining lugs stuck, missing.

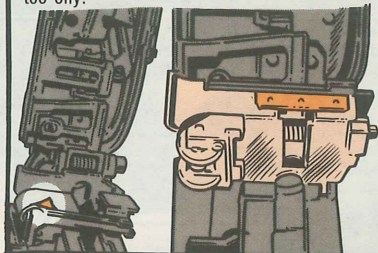
HEY, "SHOTGUNNERS!"
CHECK ALL THESE ITEMS.
YOUR TRIGGER FINGER
WILL THANK YOU
FOR IT.

COVER—Hinge cover, latch pins crooked, damaged. Parts missing. Broken latch or weak springs. Cartridge guides burred, marred, bent, damaged. Too much oil on cartridge roller.

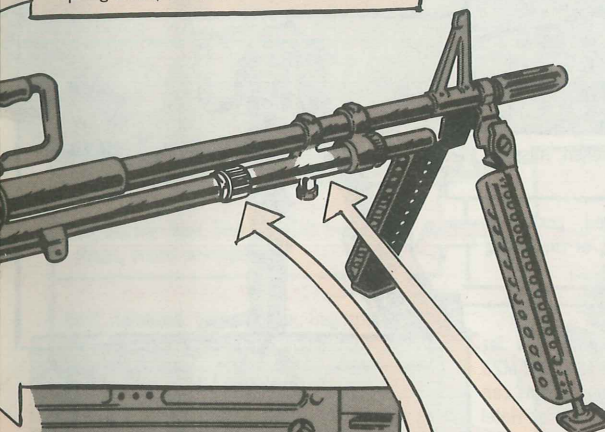
Feed pawl damaged.
Latch lever shaft won't turn easy.



CARTRIDGE TRAY—Belt holding pawl spring weak. Welds cracked, broken. Dirty, too oily.



REAR SIGHT—Loose, bent, broken. Helical spring weak, broken.



RECEIVER—Damaged, dirty. Sliding surfaces of receiver rails too oily.



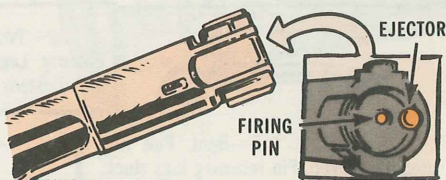
OPERATING ROD SPRING—Weak, damaged.



BOLT ASSEMBLY—Ejector broken, damaged; spring weak. Ejector won't seat.

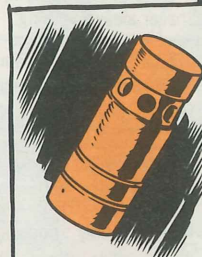
Broken, chipped, damaged extractor, plunger.

Firing pin burred, bent, cracked, broken. Spring weak, broken. Firing pin hole out of round. Face of breech bolt pitted.

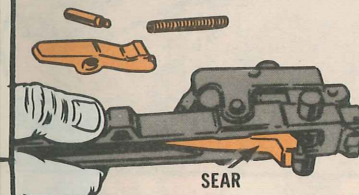


REMEMBER...
DON'T GUESS ON
YOUR PM CHECK
WITH YOUR PUBS.
GOT THAT?

GAS PISTON—Carbon-caked gas cylinder; plug safety missing. (Is Murphy still 'round? That gas piston can go in bass-ackwards, so be sure it's in the right way.)



SEAR, SAFETY HOUSING—Missing, broken parts. Spring weak, missing. Sear burred, broken. Damaged, missing sear plunger, spring. Bushing corroded.



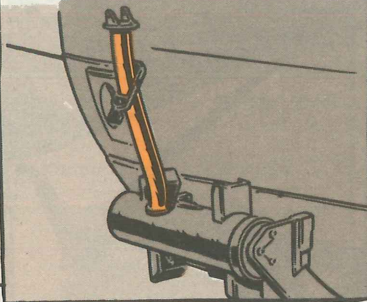
TIP: If piston is in right, you'll get a good, loud clunking noise when you shake the cylinder.

GAS CYLINDER—Nut loose; threads stripped. Plug safety missing, or the wrong kind. Extension loose; threads stripped. Gas port clogged.



MOUNT ASSEMBLIES

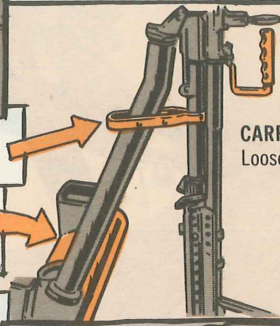
M23 (UH-1D,H)—Pintle dirty, damaged, bent, rusty, won't turn easy. Missing, broken cotter pins. Mounting beam twisted, loose. Ball bearings damaged, rusty, unlubed, missing. (You need 12 of 'em!)



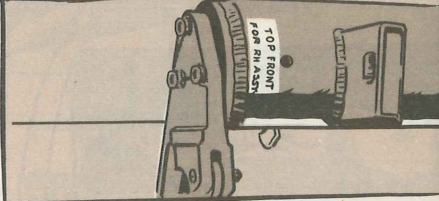
Traversing lock bent, broken, missing. Spacer sleeve missing.

Tube assembly damaged, corroded, loose. Safety wire missing, or the wrong kind.

(Hold one, 45Juliet type. Watch for Murphy riding double with you. This M23 tube assembly and mounting beams can go on either side of your Delta or Hotel model. But w-a-t-c-h for the stamp on the tube assembly that tells you which end goes up front!)



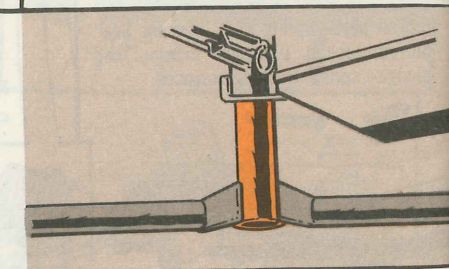
CARRYING HANDLE—
Loose, broken, cracked.



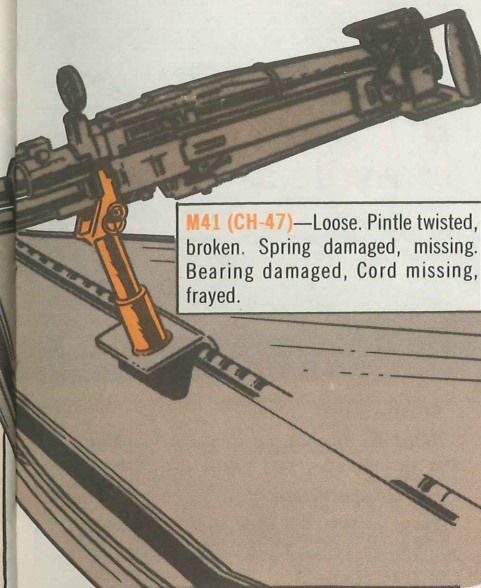
M24 (CH-47)—Loose. Ball bearings rusty, unlubed, missing. Shock assembly cord broken, frayed, missing. Cracked, twisted pintle; not staked.

(If swaging sleeve, cable safety pin, or quick release pin is damaged or missing call DS before the pilot pulls pitch! Same check goes for M41 subsystem.)

Mount subassemblies twisted, bent; welds broken.



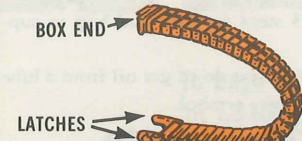
M41 (CH-47)—Loose. Pintle twisted, broken. Spring damaged, missing. Bearing damaged, Cord missing, frayed.



CHUTE BRACE ASSEMBLY (M23)—Spring sprung, broken. Nuts missing, threads stripped. Clamp retainer spring damaged.



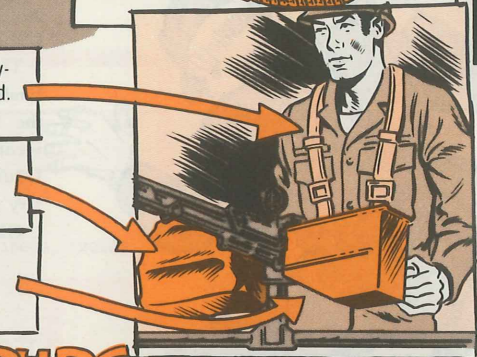
FLEXIBLE CHUTE (M23)—Damaged, bent, kinked. Latches broken. Box end fitting damaged.



AIRCRAFT SAFETY HARNESS—Cut, frayed; buckles bent. Seams 'n' stitches ripped. Rings, snaps damaged.

EJECTION CONTROL BAG (M24)—Frame bent, damaged, broken, loose. Bag ripped, torn—'specially the seams. Zipper zapped.

AMMO CAN (M24)—Loose, damaged. Spring weak, broken; cotter pin, rivet missing. Plunger bent, dirty, corroded.



PUBS

HOMework IN THESE PUBS
WILL HEAD OFF
TROUBLE AT THE
PASS.

