

# KEEP 'EM ROLLING

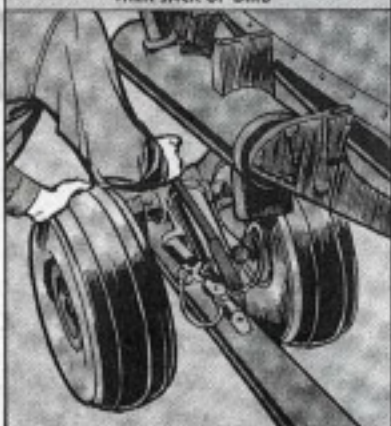
WHO'S HE?  
SAYS HE'S A LEPRE-CONNIE... ER 'SUMPIN'...

... MUST BE A RELATIVE OF CONNIE'S!

IF YE FOLLOW TH' GOOD POOP BELOW LADS... I WAGER YE KN FLY LIKE ME!

UNITED STATES ARMY

LOWER TAIL BOOM THEN JACK UP BIRD



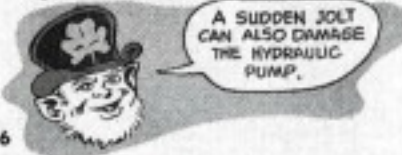
Keeping several pairs of ground-handling wheels on hand, instead of in the repair shop, will save a lot of scrounging when you want to tote your Huey or Cobra, bird men.

Those wheels get a lot of use . . . even some abuse! You've gotta use 'em with tender lovin' care and keep 'em in shape with top-notch PM.

## NICE 'N' EASY

When you jack up your birds, take some of the load off the wheels by pulling down on the tail boom. Otherwise, you could blow seals in the hydraulic ram assembly. A Cobra loaded with a weapons subsystem for example, really puts a strain on those babies.

When removing the wheels, release the air pressure slowly.



A SUDDEN JOLT CAN ALSO DAMAGE THE HYDRAULIC PUMP.

Never get rough with those wheels when moving them from one bird to another. Some guys bounce 'em from vehi-



EASY ON THE WHEELS

cles. That can put them in the repair shop, for real. Here's why:

There are 3 pins in the front of the wheel assembly that have to be in good shape or you won't get full engagement in the chopper skid eyebolts . . . you could drop the whole shebang!

If the wheel frame hits the concrete the support pin can bottom out, but not the release pin. So, the connecting pin gets bent. Result—the support pin doesn't extend all the way and you won't get full engagement in the skid eyebolts.



RELEASE PIN DOES NOT BOTTOM OUT

