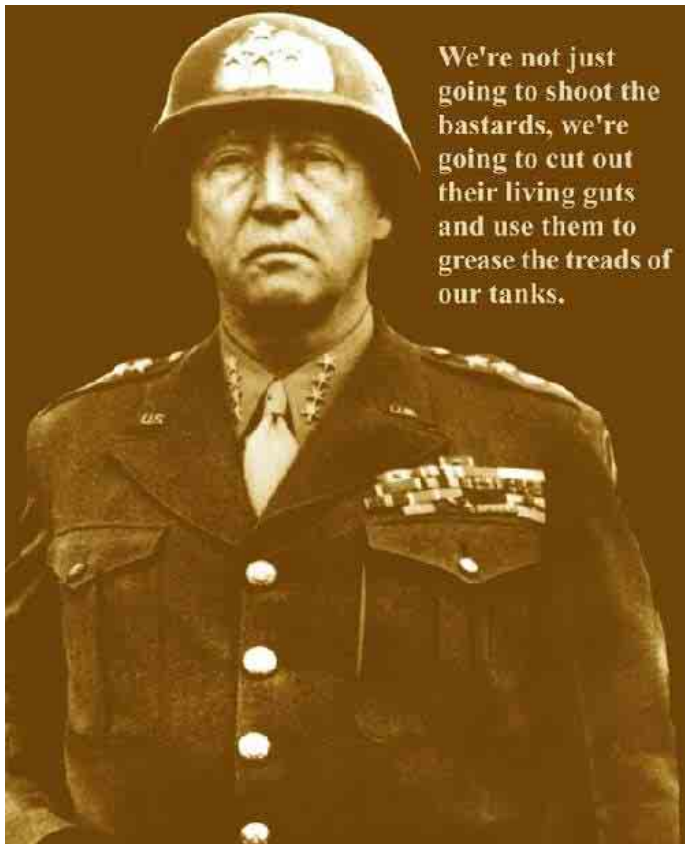




# PATTON'S MAXIMS FOR LEADERSHIP



We're not just going to shoot the bastards, we're going to cut out their living guts and use them to grease the treads of our tanks.

**"I REREAD FREEMAN'S NORMAN CONQUEST, PAYING ATTENTION TO THE ROADS USED BY WILLIAM THE CONQUEROR DURING HIS OPERATIONS IN NORMANDY AND BRITTANY. THE ROADS USED IN THOSE DAYS HAD TO BE ON GROUND WHICH WAS ALWAYS PRACTICAL"**

**General George S. Patton Jr.**  
(1885 -1945)



***In modern \*war, the first things a retreating enemy will destroy are roads and railways. By knowing what type of ground is practical for use as temporary or impromptu roads, troops can maneuver more easily. By knowing the history of a \*\*battleground, a commander can save a lot of time when it's necessary to bypass damaged roads instead of having to repair them. In short, use what you know works—stick to the basics. Don't reinvent the wheel, experiment, or try unproved theories. It only wastes valuable time you don't have and causes problems. Any good football coach will tell you that a team can never win if they don't know the basics of the game. Elaborate and flamboyant plays are useless if your team can't master the fundamentals of blocking and tackling.***

*\* Firefighting*

*\*\* A previous or similar aircraft incident / accident*

## CLASSIC CRASH TRUCKS OF YESTERYEAR

By Mark A. Redman

ARFF Vehicle Historian / Contributing Editor



This truck for the United States Navy was an experimental unit that was built for evaluation in 1952. Based on a Walter Tractor Truck all wheel drive chassis, with bodywork and firefighting systems installed by Maxim Motors, this one of a kind crash truck was powered by a 175 hp engine. It had a pair of 500 gpm pumps that were each powered by a 140 hp industrial engine. It had a 1250 gallon water tank and was also equipped with 80 gallons of foam concentrate. An interesting feature of this truck is the location of the Cardox foam turrets on the front fenders. They were obviously remote-controlled and the raise, lower, and swivel functions were controlled by three battery operated electric motors. Another interesting feature of this rig was the crew chief's position on the 'bridge' atop the truck that was located behind safety glass. This truck was operated by Navy firefighters at the Naval Research Lab and it is unknown just how long it was in service.

*Original Maxim factory photograph from the Mark A. Redman Collection*