



GOOD--TO THE LAST OUNCE

WOT EVER YOU GOT DOLL I'M FOR IT... BY THE WAY... IS IT GOOD FOR SCOOPIN' OUT GREASE?

Dear Editor,

It's surprising how much grease can get thrown away in "empty" cans. No matter what we used to scoop grease with, we never could get it all out of the can. Then we hit upon the idea of making this simple unpainted aluminum scraper for use in the one-pound cans of aircraft grease. This little gem did such a clean job we soon had a demand for it from mechanics in other units. So we made up some more scrapers and passed them around.

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(Ed Note—Good going. Just be sure the scraper is thoroughly cleaned after use to prevent contamination of one grease with another. No doubt a similar tool could be made to fit just about any size grease can that comes across the pike!)



A CONTROL CABLE ROD END THAT ROTATES WITH ANOTHER SURFACE TAKES A CASTELLATED NUT AND COTTER PIN, A SELF-LOCKING NUT COULD WORK OFF

USE THE



Most air-types know that a castellated nut takes a cotter pin. They also know that a self-locking nut doesn't take the place of a castellated nut. But not Private Murphy.

He's been spotted putting self-locking nuts on flight controls, where there ought to be castellated nuts and cotter pins.

You'd think he'd know, for example, a control cable rod end that rotates with

RIGHT NUT



A ROD END WITH A BEARING IN IT TAKES A SELF-LOCKING NUT-THE BEARING TAKES THE STRESS, NOT THE NUT.



another surface takes a castellated nut and cotter pin. A self-locking nut could work off.

He should also know that a rod end with a bearing in it takes a self-locking nut. That's because the bearing takes the stress—not the nut.

If you spot Murphy tell him to check his parts manual, will ya? That's the only way to tell which nut goes where.