


GROUND ROD HOOK-UP . . .

SAFE OR SHOCKING?



HE F'GOT TO HOOK UP AGAIN!

Each Army bird in the shop for repairs—or getting the avgas treatment—should have a direct-cable-to-ground-rod connection to channel static electricity to the ground. If you have terminals hooked-up piggy-back you're in for a shock!

Every time you clip one terminal to another, effective grounding action decreases for all. Now suppose a mechanic unhooks the terminal that's clipped directly to the ground rod and forgets to hook the others back. Oh no! Oh yes! Z-z-z-i-t! or V-o-o-m! You get stung, or burned . . . but good. So never use a piggy-back hook-up system to ground your birds.

Barc, frayed lead-in wires are not good ground material, so never clip a terminal to them. If you need more ground rod cable lead-ins, how 'bout

welding 4 engine bonding straps, FSN 1560-629-4593, to the ground rod. These 4 direct cable-to-ground-rod connections are enough to meet most unit all-birds-at-once maintenance/fueling needs.

You can't prevent static electricity build-up, but you can make it harmless with by-the-book—TM 10-1101 (Jul 65)—bonding and grounding procedures.

