

For want of a cotter pin the nut was lost.
For want of a nut the aircraft was lost.
For want of an aircraft the battle . . .
but hold on!!!
All is not lost— when you put your
bird in the safety triangle by using
the right nut, a torque wrench
and the right cotter pin.

TRIANGLE OF SAFETY

No one part of
the triangle is more
important than the
other but the most
overlooked is the
torque wrench. Even
if a cotter pin is
left out by mistake,
the nut has a better
chance of staying
put until the next
Daily, if it's tight-
ened right.

This goes
double for
nuts that
don't take
cotter pins.

TORQUE ALL NUTS
All nuts have a torque value. Oh,
you don't usually see it given in the text
of your maintenance pubs. Torquing
a nut is such a routine operation that
all the torque values are put into a con-
venient table in the manual.
The trouble with a routine opera-
tion, like putting on a nut, is that a

FOLLOW THE SPECIAL TORQUES

'Course there's always an exception
to a standard torque. This is a torque
value put on a nut by the manufacturer
and is given right in the text of the
maintenance operation.

Let's take a frinstance. Say you're
changing the main rotor hub and blade
on a Huey (UH-1A, B).

The Caution on Page 8-15, Chapter
2, of TM 55-1520-211-20 (9 Apr 65)

CAUTION

All three bolts passing through the pitch
link (Item 3, figure 8-3) are high tensile
close tolerance bolts. Install with a mini-
mum of two steel washers under the head
and two steel washers under the high
castle nut and torque 80 to 100 inch-pounds.

says that you torque the pitch-link bolt
nuts to a special value of 80-100 inch-
pounds on the A Model.

You'll also notice that you should
pull a special torque inspection of the
newly-installed nut after the first 10
hours of operation. That's because this
nut and bolt combination has a ten-
dency to lose initial torque.

When you're changing the main rotor hub and blade on
the B Model according to the poop on Page 8-15 of
TM 55-1520-211-20, you'll notice that there's no spe-
cial torque value on the pitch-link bolt nuts. So you
use the standard torque table in the maintenance
pub for this larger-size bolt and nut combination.

USE THE TORQUE TABLE

You don't have to eye a nut with a
magnifying glass or guess the
part number and size. One
foolproof method is to
check the parts pub,
TM 55-1520-211-20P
(24 Aug 65). This step
pays dividends by giving
you the right nut . . . beats
forced landings caused by use
of the wrong one.

BE SURE
YOUR BIRD'S
IN HERE.