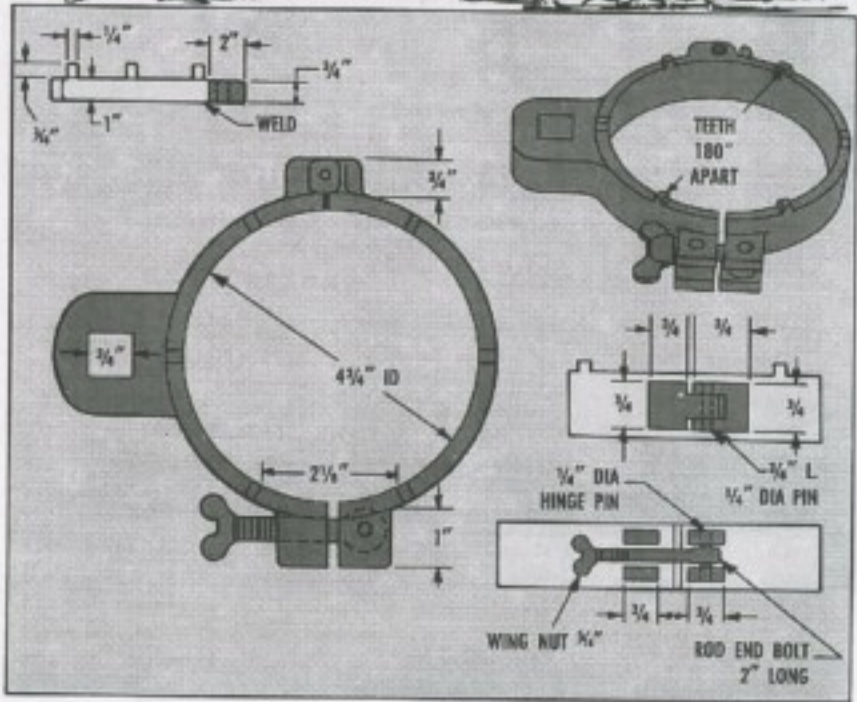


AIR MOBILITY

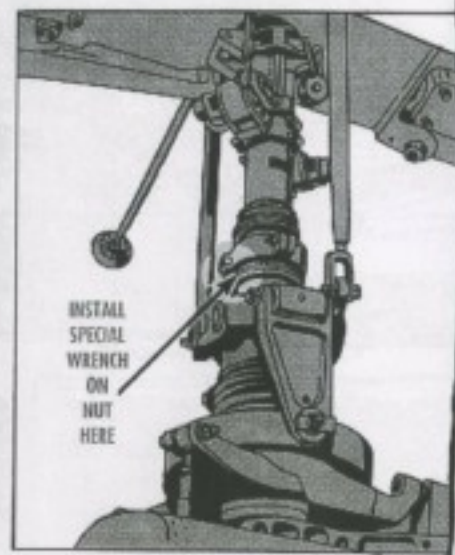
LATCH ONTO

Dear Windy,
 We had a rough time trying to torque the collective friction nut on the Huey (UH-1C) 540 rotor system using the standard spanner wrench. It slipped off, damaged other parts and could have injured a mechanic.
 Well—after a little figuring we came up with this jim-dandy wrench latches in place around the entire nut so that it won't slip off. In addition, one man can do the torquing which is normally a two-man operation. It works like a charm.

Frank Rose and Donald Engle
 Ft Ord, California



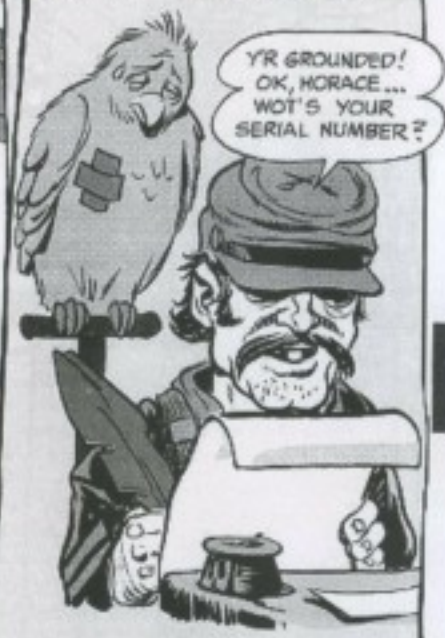
THIS WRENCH



THIS PROVES ONCE AGAIN THAT WHEN BETTER MOUSE TRAPS ARE MADE, AIRCRAFT MECHANICS WILL MAKE THEM. THIS TOOL IS AN IMPROVEMENT ON THE ONE SUGGESTED IN PG 165, PAGE 38. GOOD SHOW!



GO ONE STEP FURTHER



Wha 'hoppin?
 That's what the engineer-types at AVCOM want to find out when you fire off an EIR on an engine component. To help them come up with the answer, which can lead to improved equipment, they need more poop in the remarks column, block 35 of the DA Form 2407. Namely—when you list the serial number of the failed part, also include the engine serial number. Also, be sure that you list the aircraft serial number in block 2—if available.