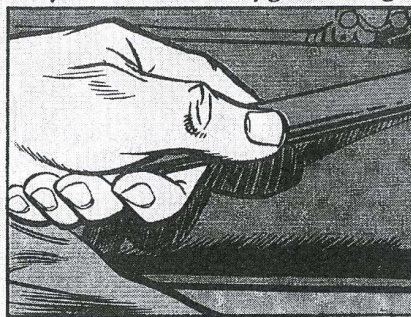


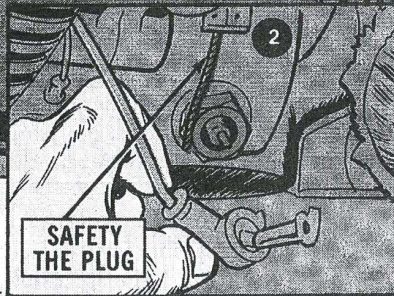
How important is using a torque wrench on aircraft parts? Just about the most important of all maintenance chores!

For example, you crewchiefs and your engine shop buddies can come to grief on the simple replacement of a T-53 engine chip detector plug in the Huey or Cobra. That baby gets the "big

An uncalibrated arm on a socket wrench handle, tho, means you'll go beyond that figure and strip out the threads in the accessory drive gear box. What follows is pure mayhem.



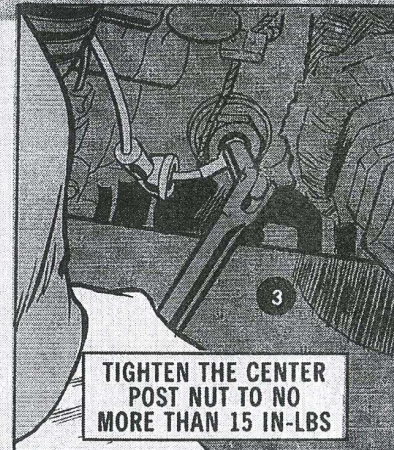
THE RIGHT WAY—TORQUE PLUG



SAFETY THE PLUG

look" frequently.

'Course, TM 55-2840-229-24 (Apr 71), page 11-11, item 32, shows that the plug gets torqued to 90-100 lb-in.



TIGHTEN THE CENTER POST NUT TO NO MORE THAN 15 IN-LBS

The engine has to be removed from the bird. After all, you can't tap the gear box for an insert and let the chips fall where they may—into the engine oil system!!

You never can tell if metal from the stripped threads got by the oil filter and into the oil cooler, either. To be on the safe side, the oil cooler in the bird

should be cleaned and the whole system checked.

Meanwhile, back in the engine shop, the accessory gear box comes off and is tapped for a new chip detector plug insert. 'Course, only so many inserts can be used. When the shop runs out of oversizes, due to several over-torques, a new accessory gear box is needed.

Finally, when you get the engine back in the bird an engine installation check is required.

Add up all the extra sweat and elbow grease and the picture becomes clear.

