

HUEY PM POINTERS . . .

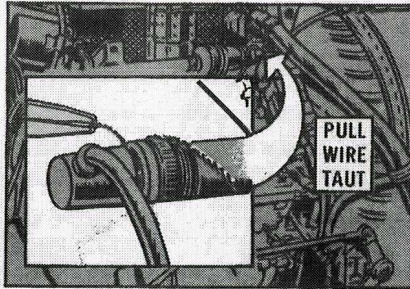
Easy does it, birdmen, when stringing lock wire thru cannon plugs on your aircraft. Using muscle with the pliers can bust out the lock wire holes in small, soft-metal type plugs. No problem with the large, hard metal plugs.

Use 0.020-in diameter wire when the hole is 0.045 inch or less. Use 0.032-in diameter wire when the hole is more than 0.045 inch.

Focus in on the Huey T-53 engine ignition harness, for real.

Thread the lock wire thru the soft metal plug and twist 'er just short of the anchoring point.

Then—pull the wire taut with pliers and complete the safety.



Never yank on the wire or you'll break the lock wire hole in the cannon plug and that could be bad news.

There're 2 holes in the plug but if both are shot you're going to have to take off

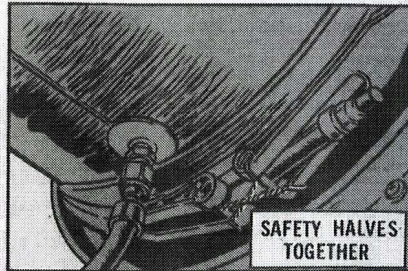
the ignition harness to have another hole drilled in the plug.

That means grounding the bird and a lot of sweat and elbow grease removing and installing the harness . . . in real close quarters.

### SAFETY TAILPIPE

Any time you install the tailpipe on your T-53 make sure the V-band clamp is properly seated according to the poop in para 5-16e(3) of TM 55-1520-210-20 (Sep 71).

If the clamp is not seated, stress on the clamp bolt, caused by metal expansion during operation, can snap the bolt.



Just in case—safety both halves of the clamp together using the bolt body as an anchoring point. The bolt is not drilled so the all-metal, self-locking bolt nut is not safetied. Just torque the nut to 100-130 inch-pounds.

Check the torque on the clamp nut after the initial ground run or test flight.