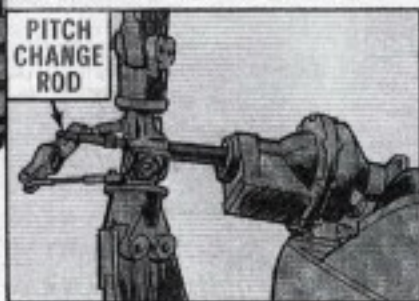


Any mech worth his salt won't work on aircraft without using torque wrenches on all hardware.

He knows that overtightening hardware in the low torque range is a problem. It's hard to use too much muscle in the high torque ranges.



Focus-in on the Huey tail rotor installation, for example.

The slim nut that holds the bearings in place has only a few threads. So, when a mech "guesses" the 60-85 lbs-in torque and doesn't use a torque wrench on the socket there is a good chance of stripping the nut.

Even worse, an overtorque stretches the threads on the pitch change rod so both parts have to be replaced. That's no way to get a bird back in the blue on schedule.

'Course, you wouldn't pull a boner like that, right?

Not when the torque wrenches are only a few steps away in the tool crib!!

