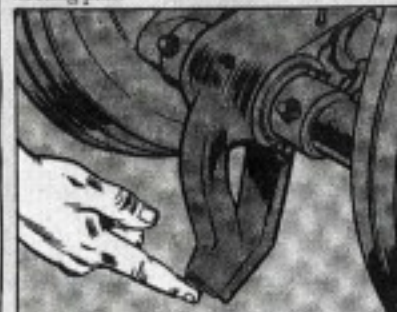


To avoid this type of revolting development you can bottom out the release pin against the flange of the axle support. Just add 2 or 3 washers under the head



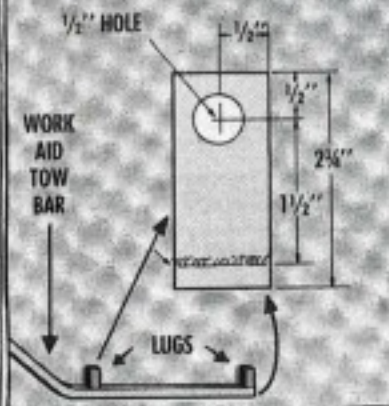
of the release pin . . . no more bent connecting pins.



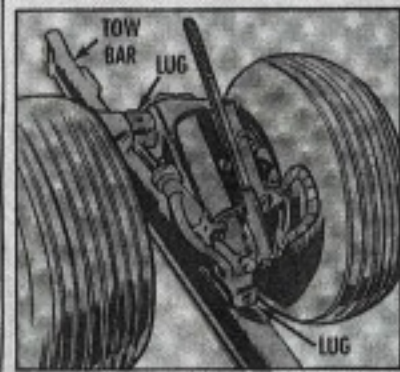
To make sure you have good pin engagement always replace worn skid eye bolts.



Course, a good way to move your wheels around the flight line is to make the work-aid tow bar shown in Fig 4-28 of TM 55-1520-210-20 (Sep 71). Just connect the wheels and pull or push 'em, easy as you please.



You can even adapt the work aid to your standard tow bar by using only the lifting lugs. Weld the lugs to each extension of the tow bar, near the end. You can then pull the wheels in pairs.



GIVE PM—GREAT GIFT!

Ground support equipment needs preventive maintenance. That goes double for the wheels that are used regularly.

Every 6 months shoot the works with grease, MIL-G-25537. NSN 9150-00-721-8581 will get you a 1-lb can. Follow the lube chart in your Huey -20 TM.

While you're at it, give the wheels a good going over:



IF AT RECAPPING POINT, CHANGE 'EM

You should have 45 PSI air pressure in the tires. If the tires are cut or worn to the recapping point, change 'em.

Check operation of the hydraulic pump by moving the handle. You can replace a



shot pump. Just follow the poop in the Huey pub.

Look for loose hose connections and make with the wrenches, if necessary.



LOOSE HOSE CONNECTIONS? TIGHTEN 'EM

Yessir-e-e-e, it takes a heap of TLC to keep those wheels operating. Do your part... OK?