



An Armybird pilot uses his aircraft instruments to stay within operating limits—or to tell him if a drawstring situation is developing. Trouble starts when some maintenance birdkeepers get careless about marking instruments.

If instrument marks are off just a wee bit, Ace-of-the-Base Aviator can operate his bird in the danger zone without knowing it—until it's too late.

Suppose he's Hueybirding in his Delta Darling to make life worth living for a dozen grunts. If the exhaust gas temperature (EGT) gage marking is off as little as one tick mark, his engine would be operating 20°C above the 640°C safe limit.

His bird's engine gets hotter'n a firecracker and perhaps... kerpow! If the lad makes his pad he's had a red face—and the bird gets a red X condition that calls for a hot-end inspection ASAP.

INSTRUMENT MARKINGS...

SEEING'S BELIEVING



Pilots—for a healthy engine that won't let you down keep the exhaust temp on your UH-1D within the limits marked off on the dial.

RED... 640-degrees C. 760-degrees C is the maximum for starting and acceleration.

YELLOW... 620-degrees C to 640-degrees C, for a maximum of 30 minutes.

GREEN... 390-degrees C to 620-degrees C, for continuous operation.



All birds—smooth-flow turbos or sweet trip recipis—vibrate something fierce-like. Glass instrument covers come unglued and skitter around a bit. An ol' pro crewchief or mechanic checks 'em daily to see if they're OK. If they're not, he follows the guidelines in Chap 7 of the -10 Operator's Manual for the correct instrument markings—no messing with guessing—and then eyeballs the stick 'em-on poop in TM 55-6600-200-20 (July 63).

First choice is to paint on the markings with lacquer, Fed Specs TT-L-32;

alternate method is to use pressure sensitive tape. These paint stock numbers will get you a quart of the bright stuff, and the tape numbers get you 72 yards of 1/2-in wide sticky stuff.



A TICK MARK'S IMPORTANT...

BE SURE THE RANGES ARE MARKED RIGHT... AND THE MATCH-UP MARKS ARE ALIGNED

EITHER DECORATE THE DIAL WITH PAINT OR PRESSURE-SENSITIVE TAPE! HERE'RE THE NUMBERS YOU NEED TO GET 'EM!

FSH (PAINT)	COLOR	FSH (TAPE)
8010-221-2775	Yellow	7510-550-7125
8010-251-6503	Red	7510-550-7126
8010-257-5377	White	7510-550-7127
8010-257-5375	Green	7510-550-7129
8010-663-3036	Blue	7510-634-3267

Don't forget to keep an eye on operating limit marks and those painted match-up marks that let you know before you go that your bird's instrument markings are sharp, man, s-h-a-r-p!