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, Acc-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 exhause 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

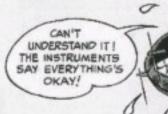
All birds—smooth-flow turbos or sweet trip recips—vibrate something fierce-like. Glass instrument covers come unglued and skitter around a bit. An of 'pro crewchief or mechanic checks 'em daily to see if they're OK. If they're not, he follows the guidelines in Chap 7 of the -10 Operator's Manual for 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 ALINED



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 exceleration.

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

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

DECORATE THE
DIAL WITH PAINT
OR PRESSURESENSITIVE TAPE!
HERE'RE THE
NUMBERS YOU
NEED TO GET
'EM!

EITHER

FSH (PAINT) COLOR FSN (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 Hine 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!

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