

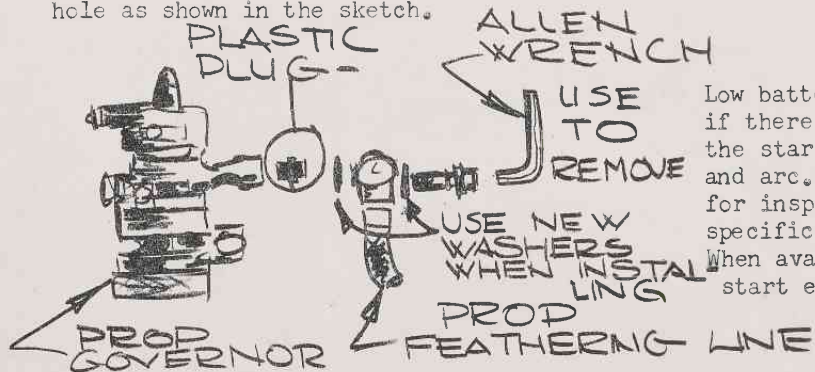
PLUG THOSE HOLES

When an instrument or an accessory is removed from an airplane, the line which was formerly attached to the unit should be plugged and holes in the unit should also be plugged. Use the plugs from the new unit. If the new unit does not have plugs, they are available in Stores and should be inserted in units which are turned into Stores. Aeroquip lines should be plugged when removed from an aircraft and after being tested.



PROPELLER GOVERNOR

In order to standardize on methods of removing propeller governor oil line attachments, leave both fittings on the end of the feathering line and plug the hole as shown in the sketch.



TIRE RECORDS

How are our tires doing? We would like to know, so we are going to keep closer track of them. You can help by writing the serial number of the tire on the Exchange Part Tag right under the serial number of the wheel assembly. If the serial number is difficult to read, rub it with chalk. This will make the letters stand out.

YNI 8342

THOMPSON I-50

TYPICAL MARKING ON NEW TIRE & RETREAD - BE SURE TO GET ALL THE NUMBERS!!

SERIAL NUMBERS

There seems to be some confusion between serial numbers and PAI numbers on units which are removed and tagged. In order to avoid confusion, please enter both the serial number and the PAI number on the Exchange Part Tag.

BATTERY CARE

Low batteries cause trouble. For one thing, if there is not enough voltage to hold the starter relay closed, it will chatter and arc. The pre-flight sheet has a space for inspection of the battery. Enter the specific gravity reading in this space. When available, always use battery cart to start engines.