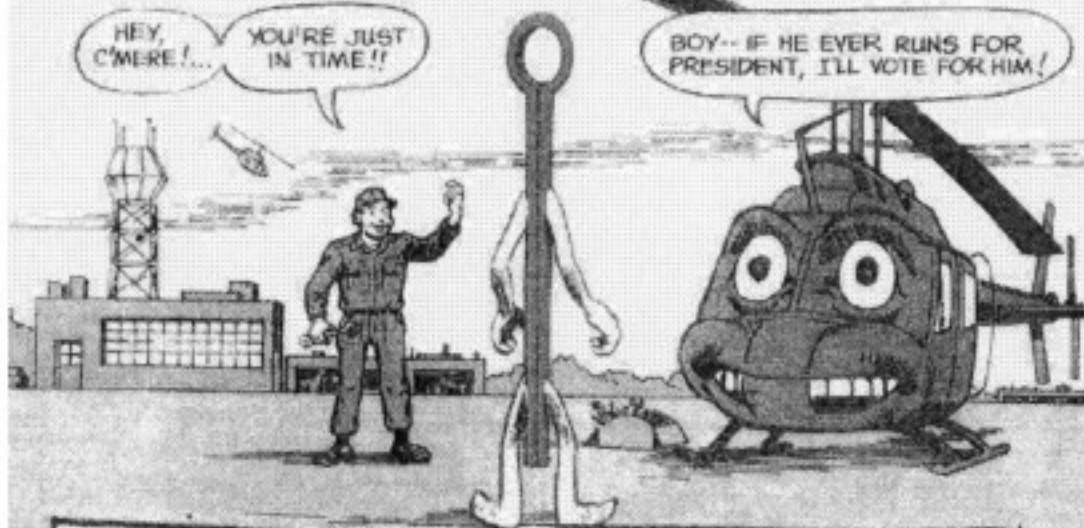


Cotter Pin Saves Thin Skin

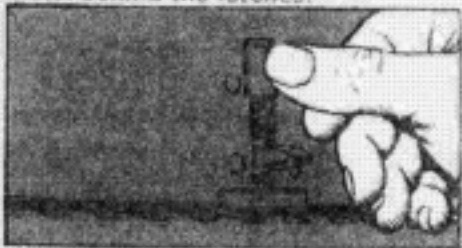


Dear Editor,

For want of a cotter pin the aircraft wasn't lost—but the sheet metal sure took a beating!

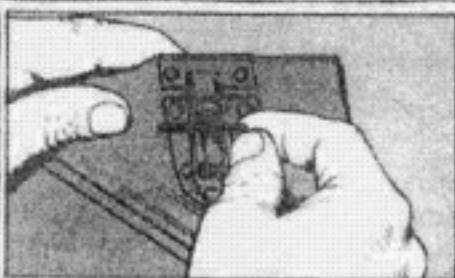
Talkin' about the OH-58 engine cowl side panel and the transmission oil level access door.

When you flip the latches the spring action is strong enough to tear the thin metal behind the latches.



Sure, it's SOP to catch the latches with your fingers. But busy crew chiefs don't always have the time to spare.

Now, it just so happens, there's a set of holes in the back of the spring-loaded latches. The holes are large enough to take a 1/16-in diameter cotter pin. NSN 5315-00-828-8190



Open the panels and close the latches, before inserting the cotter pin. If the cotter pin is put in the latch when it's in the unlatched position, the spring will be damaged when you attempt to close the latch.

The cotter pin now takes the blow... no more torn metal.

WO1 David R. Brown
Ft. Knox, KY

(Ed Note—Good show! The head hangar recommends the fix to cut down on sheet-metal repair.)