

50-Carat Advice for .50-cal

LISTEN UP TO THESE TIPS ON KEEPING YOUR OH-58'S GUN FIRING ON TARGET!

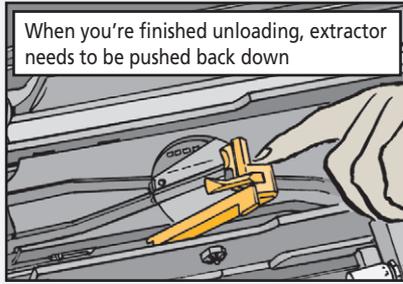
BRATTABRA

Dear Editor,

While maintaining the .50-cal machine guns for our unit's Kiowa Warriors, we've come up with a few tips to keep the guns up and firing:

- Make sure everyone knows what needs to be done with the extractor while unloading the .50-cal. To unload, the extractor must be flipped up. But after you're finished unloading, you must put the extractor back down before you pull back the bolt to clear the weapon. Otherwise, the bolt will jam and possibly be damaged. Then the extractor itself will no longer go up and down and your gun is out of action.

When you're finished unloading, extractor needs to be pushed back down



- Check the inside of the flash suppressor for corrosion. The flash suppressor can become so corroded that it can break loose and fly off during firing. If you spot any corrosion, clean it off with a wire brush. Prevent corrosion by giving the flash suppressor a light coat of MIL-PRF-32033 when you clean and lube the rest of the .50-cal. If you spot cracks in the flash suppressor, get it replaced. It's in no shape for firing.

Get MIL-PRF-32033 with NSN 9150-00-458-0075. It replaces VV-L-800, which is obsolete.

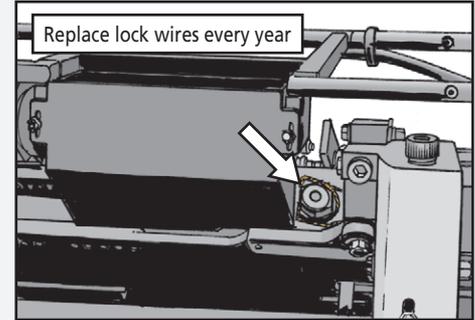
- Replace the lock wires for the gun's bolts every year. Some Soldiers thought that wasn't necessary as long as the .50-cal passed its gaging. **Not true!** We had bolts actually fall off during firing because they weren't lock wired securely. That can lead to jamming and gun damage.

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Check inside flash suppressor for corrosion

Clean out corrosion with a wire brush

Replace lock wires every year



Editor's note: Those are high caliber tips, Sergeants. Thanks for sharing your experience.

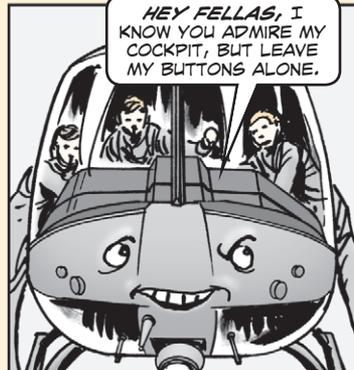
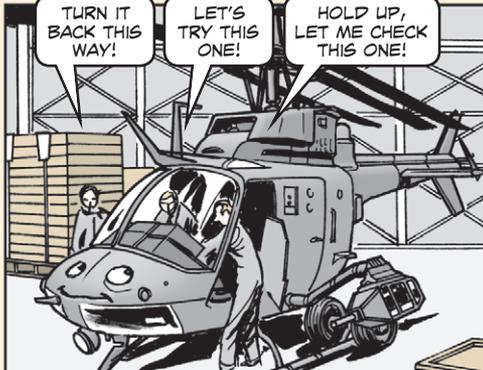
As the Knob Turns

TURN IT BACK THIS WAY!

LET'S TRY THIS ONE!

HOLD UP, LET ME CHECK THIS ONE!

HEY FELLAS, I KNOW YOU ADMIRE MY COCKPIT, BUT LEAVE MY BUTTONS ALONE.



Playing with knobs and buttons is fascinating. We turn 'em, pull 'em, push 'em and press 'em.

For the Kiowa Warrior, the standby altimeter button is not a button to play with. In fact, whether the aircraft is running or not, go easy on all the cockpit knobs, switches and buttons.

The standby altimeter measures air pressure to let you know how far your bird is above sea level.

Fumbling around with the standby altimeter button or turning it roughly can easily strip its gears. Even turning it too fast while adjusting the settings can strip the gears. If that happens, the altimeter will display incorrect readings on the multi-functional display (MFD) panel. That could cause uncomfortable ground contact!

Damage the altimeter button and you'll be ordering a new altimeter, NSN 5841-01-374-6039. And, until it comes in, you won't be flying anywhere. Your bird will be grounded!

Go easy on altimeter button

