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SERVICE NEWS

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SEALANTS



A SERVICE PUBLICATION OF
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Vol. 14, No. 4, October-December 1987

CONTENTS

- 2 **Focal Point**
 M. M. Hodnett
 Director
 Product Support
- 3 **Sealing Materials for
 Hercules Aircraft**
- 5 **Fighting Antenna Corrosion**
 New sealing procedures save time,
 improve protection.

Cover: A brand new C-130H belonging to the Sultanate of Oman tries out its wings near the Lockheed plant in Marietta, Georgia.

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Focal Point

MAKING SURE IT REALLY FLIES



M.M. Hodnett

We at Lockheed often think of today's Hercules aircraft as the tangible result of a long series of good ideas. What is truly special is how well these ideas work in the real world. There probably has never been a better example of what can happen when inspired concepts and the right kind of technological know-how come together to create a product that really works. The Hercules is one idea that can literally get off the ground and fly.

And how it can fly! Since the first production model Hercules rolled off the assembly line in 1955, over 1800 of these aircraft have been built, and they now serve the airlift needs of more than 50 countries. Outwardly, the aircraft may not appear to have undergone any drastic changes in the past thirty-odd years, but on the inside, new technology is constantly replacing the old.

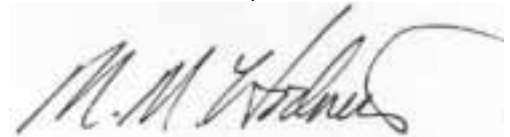
Like every good idea, the Hercules is an evolving creation: an already smart aircraft that keeps getting smarter.

In our product support services, we are dedicated to being as dynamic and responsive as the Hercules aircraft itself. Our job to make sure that more than just ideas take flight. We help train our customers to fly the Hercules, and to maintain it. We supply spares, data systems, and equipment for ground support, and we provide repair services.

We have experts on duty around the clock at the Lockheed facility in Marietta and worldwide, ready to provide our customers with up-to-the-minute information and assistance. To document our products, we provide continually updated technical publications, as well as a wide range of other services.

At Lockheed, we want to be sure that our customers receive the best value in the industry for every investment in our products and services. To achieve this, we make certain that the most inspired and best-built airlifter in the world is also the best supported.

Sincerely,



M.M. Hodnette
 Director of Product Support

PRODUCT SUPPORT

LOCKHEED AERONAUTICAL SYSTEMS COMPANY
 GEORGIA DIVISION, MARIETTA, GA. 30063

M.M. HODNETT DIRECTOR

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SEALING MATERIALS FOR HERCULES AIRCRAFT

by M. G. Billias, Staff Engineer
Materials and Processes Engineering

There are several different kinds and types of sealants used on the Hercules aircraft. The list includes silicones, fluorosilicones, polyurethanes, polyacrylates, and polysulfides. Each sealant is compounded to have certain desirable properties and is used on the aircraft where these properties are needed.

The great majority of the sealants used on the Hercules aircraft are, however, of the polysulfide type. Polysulfide materials have long been in general use as sealants throughout the aircraft industry. They are dependable, easy to use, readily available, and relatively inexpensive.

Most of the sealants used during initial manufacture of the Hercules will last the life of the aircraft. They will never have to be repaired or replaced. Others, of course, are subjected to chemical or thermal degradation or weathering and may require repair or rework.

Work with sealants in the field usually involves (1) the fuel tanks and leak repair, (2) environmental sealing in connection with structural repairs, and (3) occasionally, repair of windshields.

Only the sealants designated in the T.O.s should be used in making these repairs. For example, MIL-S-8802 sealants should be used in making fuel tank repairs, while the MIL-S-81733 sealants should be used in faying surface sealing and wet-fastener installation in making structural repairs.

Most repairs on the aircraft can be made with the appropriate polysulfide sealing material. The following information concerns the polysulfide sealants, although other types of polymers respond in a similar manner with regard to heat curing.

A two-part polysulfide sealant cures by mixing the catalyst (or curing agent) with base material. The curing mechanism is tailored by the manufacturer to provide a cure time and related pot life or application time that ranges widely from product to product. This can be from a short pot life of 15 minutes and a tack-free cure of six hours to a long pot life for a material that remains mastic (fluid) for 168 hours and requires 21 days for a tack-free cure.

The curing process is a chemical reaction and, like most chemical reactions, is affected by heat. Elevated temperatures speed up the reaction, while lower temperatures slow it down. Cure rates are also affected by humidity; the higher the humidity, the faster the reaction.

A manufacturing and field repair sealant should, ideally, have unlimited pot life, remain mastic until all assembly or repair operations are completed, and then cure immediately. Since the ideal sealant does not exist, it is necessary to use the chemical "facts of life" to enhance the capabilities of the sealants that are available.

Freeze-mixed sealants can be stored up to 30 days with no significant loss of application time. All that is required is to quick-thaw the material and it is ready for normal use.

A good rule of thumb is that for every 15-degree F rise in temperature above the standard test condition temperature of 77 degrees F, the application and cure time is reduced by one half. For example, a sealant that has a tack-free time of 48 hours at 75 degrees F would cure tack-free in three hours if cured at 135 degrees F. These calculations are made assuming that the humidity is approximately 50 percent.

A sealant used during assembly operations must have a long pot life and consequently a long cure time. Because of the manufacturing or shop environment, the excess or "squeeze-out" of wet sealant can become contaminated with dirt or metal chips. Various techniques have been tried in an effort to reduce this problem, but none have been satisfactory.

Recently a new material, called a tack-free accelerator, has been developed. It reduces the tack-free time up to 85 percent. This material forms a cured surface on the sealant that prevents dirt and metal chips from sticking to the sealant. The material is very effective in accomplishing this purpose.

SEALANTS USED IN MANUFACTURE AND REPAIR

MATERIAL TYPE	GENERAL PURPOSE	SPECIFICATION	VENDOR/PRODUCT
Fluorosilicone	Fuel and oil resistant High temp. resistant	—	Dow Corning RTV 730
Silicone	High temp. aerodynamic smooth-windshield sealant	—	Dow Corning 93-006-6 93-006-1
	Firewall sealant	AMS3374	General Electric RTV 133
Polysulfides	Fuel and oil resistant	MIL-S-8802	Q.P.L.
	Corrosion inhibiting	MIL-S-81733	Q.P.L.
	Hole filling compounds	—	Products Research Co. ProSeal 567 PR205 Goal Chemical Co. GC4106
	Low density-pressure sealing	—	Goal Chemical Co. GC401 Products Research Co. PR1223
	Electrically conductive	—	Goal Chemical Co. GC4109
	Corrosion inhibiting/ electrically conductive		Products Research Co. ProSeal 872
	Potting compounds	MIL-S-8516	Q.P.L.
	Aerodynamic smoother	MIL-S-38226	Products Research Co. ProSeal 895
	Low adhesion sealant	MIL-S-8784	Q.P.L.
	Low adhesion/ corrosion inhibiting	—	Products Research Co. PR1403G
	Honeycomb sandwich sealant (epoxy-polysulfide)	MIL-S-834232	Goal Chemical Co. GC91
Polyacrylates	Heat resistant sealant	—	Products Research Co. PR810
	Firewall sea ant	MIL-S-38249	Products Research Co. Proseal 700 Goal Chemical Co. GC1900
Polyurethans	Smoothing and tairing	MIL-C-83982	B.F. Goodrich Co. PL 410

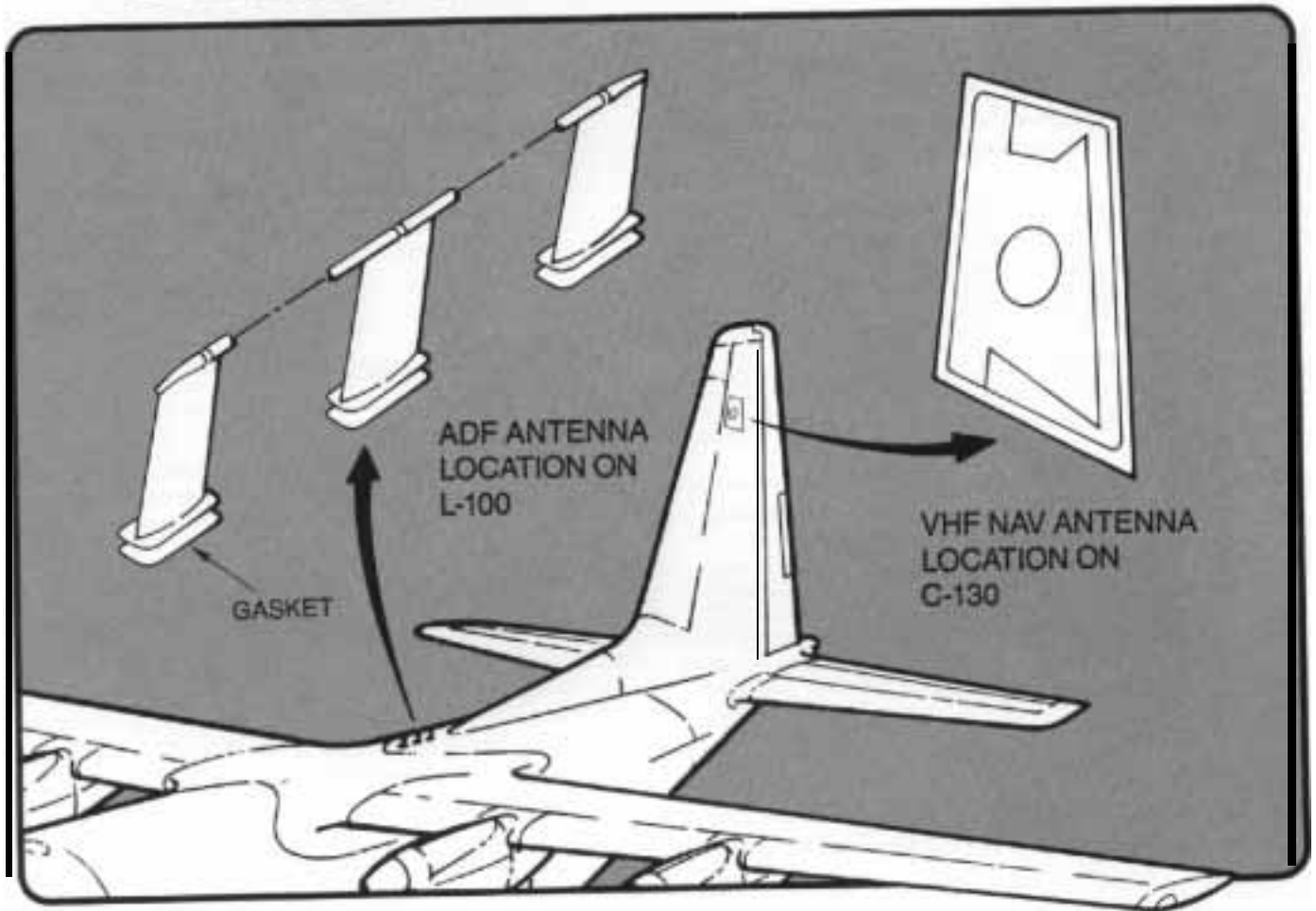
The name of this product is Proseal 815, manufactured by Products Research Corporation. It is effective on polysulfide sealants only. Proseal 815 should be very useful in field repairs. It is supplied in an aerosol container and only a light spray over the "wet" sealant is necessary. If the structure or sealant is to be subsequently painted, or if the repairs are inside a fuel tank, the overspray should be solvent-cleaned prior to application of the paint or top coat.

It is important that the function of the tack-free time accelerator not be misunderstood. The accelerator cures only the surface of the sealant. Only elevated temperature and humidity are effective in accelerating the cure of the applied sealant throughout.

The table above lists the various types of sealants used on the Hercules, the suppliers, and the product identity. If your work on the Hercules brings you into contact with sealants and sealing materials, this information should be useful to you.

**SERVICE
NEWS**

Fighting Antenna CORROSION



by **E. J. Smith**, Materials and Processes Engineer, Senior
D. G. Wetzel, Field Service Representative

Antennas on the Hercules aircraft should be inspected periodically for corrosion. These inspections require that the antennas be removed and then reinstalled. Because of the location of some of the antennas—such as the two VHF NAV antennas on the C-130—and the number of fasteners holding them in place, the removal procedure can be tedious and time-consuming.

It is important to understand what causes corrosion at the antenna and adjacent surfaces in the first place. Whenever surface panels or antennas are removed from the aircraft, it is not uncommon to find corrosion at the mating surfaces.

Antennas and surrounding areas, such as the Omega mounting assembly, are always highly corrosion-prone. The frame that attaches an antenna to the structure of the aircraft is normally aluminum. The bonding strips on the antenna panel itself may be of brass or copper or a similar conductive material. When moisture is trapped between mating surfaces of galvanically incompatible materials such as copper and aluminum, the corrosion process begins.

An antenna such as the ADF sense antenna usually has a rubber gasket installed between the antenna and the aircraft fuselage skin panel. However, unless the antenna is properly sealed, water and washrack chemicals can get between the gasket and panel and cause corrosion of the panel.

An improved procedure for installing and resealing antennas could help exclude moisture and thus inhibit the corrosion processes. In this article we will examine such a procedure.

Engineering drawings and specifications normally require that antenna mating surfaces and fasteners be free of insulating finishes to provide for electrical conductivity. To prevent moisture intrusion and the inevitable corrosion that follows, while at the same time maintaining electrical continuity, Lockheed Engineering recommends that antennas be removed and installed as follows:

1. Remove the antennas. Using a cloth wet with a solution of one part Turco AIR-TEC21 (MIL-C-87936, Type I) or B&B-2020 Plus (MIL-C-43616, Class I) or equivalent aircraft surface cleaning compound and 10 parts tap water, clean the aircraft and antenna mating surfaces. Wet another cloth with clean tap water and wipe the surface free of soil and soap solution. Dry the surface with yet another cloth.
2. Visually inspect the aircraft and antenna mating surfaces for corrosion products, pitting, exfoliation, and other discontinuities.
3. Remove corrosion per procedures in the applicable maintenance manuals. Blend out all pits and roughness to conform with the requirements of prescribed corrosion control guidelines.
4. Using a depth gage, determine if the allowable removal limits have been exceeded. If the metal removed exceeds the allowable limits, repair in accordance with applicable procedures in the structural repair manual.
5. Using fresh cloths and O-T-620 trichloroethane or TT-N-95 aliphatic naphtha, clean the mating surfaces of the aircraft and antenna.
6. Apply Ram Chemicals Plastilease 843 parting agent (or equivalent) to the antenna mating surface and allow to dry. Apply to antenna only.

7. Apply Goal Chemical CC-4109 or Coast Pro-Seal 872 (or equivalent) electrically conductive sealant to the mating surfaces of the aircraft and antenna. Use an adequate amount of sealant to ensure complete coverage leaving no voids.
8. Dip attaching screws in Ram Chemicals Plastilease 843 (or equivalent) parting agent and allow screws to dry.
9. Install screws wet with CC-4109 or Pro-Seal 872.
10. Within the pot life of the sealant, clean off excess sealant from around the antenna edge and from around fasteners with cloths and O-T-620 trichloroethane or TT-N-95 aliphatic naphtha. Allow the sealant to cure tack-free before proceeding.
11. Prime all gaps and voids around the antenna with PL 106 primer and then fill with B. F. Goodrich Industrial Products PL 410 B2 (MIL-S-83982) fluid-resistant sealant. (Note that this is a two-part system which requires that primer be applied before the sealant.)
12. When the sealant is tack-free, apply the appropriate finish system over the sealant, screw heads, and exposed metal adjacent to the antenna.

When the above instructions are followed, the major cause of corrosion-moisture will be eliminated. Less work will be required when replacing or inspecting the antennas.

Lockheed Engineering is recommending this procedure for incorporation in the appropriate technical manuals. We believe that the new procedure will help prolong the life of the antennas and the attaching structure of the aircraft, as well as make possible an increased interval between inspections.

The logo for SERVICE NEWS, with the word "SERVICE" in a larger, bold, sans-serif font above the word "NEWS" in a smaller, bold, sans-serif font. The text is white with a slight shadow effect.

INDEX by SUBJECT-

VOL. I, NO. 1 through VOL. 14, NO. 4

1974-1987

AIRFRAME

	Issue	Page
ADJUSTING LANDING LIGHTS	VOL. 8, NO. 3 JUL-SEP '81	11
AFT CARGO DOOR UNLOCK BINDING	VOL. 8, NO. 3 JUL-SEP '81	8
AIRFRAME A Brief Discussion of C-130H and L-100-30 Airframe Features	VOL. 6, NO. 4 OCT-DEC '79	7
THE AN/ART-31 RADIO COMPARTMENT DOOR Making It Secure	VOL. 8, NO. 4 OCT-DEC '81	10
ANOTHER GREASE—GREAT IMPROVEMENT Use of MIL-G-81322 Avoids Paint Damage	VOL. 7, NO. 3 JUL-SEP '80	19
CARGO FLOOR SHORING Protecting the Floor From Damage	VOL. 6, NO. 2 APR-JUN '79	18
CARGO RAMP RIGGING	VOL. 4, NO. 1 JAN-MAR '77	3
CARGO RAMP RIGGING CHECKS Making Sure the Cargo Ramp Is Properly Rigged	VOL. 12, NO. 1 JAN-MAR '85	3
CLIP-LOCKING TURNBUCKLES	VOL. 12, NO. 4 OCT-DEC '85	6
CONTROLLING RUDDER THRUST BEARING WEAR	VOL. 10, NO. 3 JUL-SEP '83	3
CREW DOOR RIGGING	VOL. 6, NO. 3 JUL-SEP '79	3
CREW ENTRANCE DOOR CABLE Adding a Support Cable to the Crew Entrance Door	VOL. 4, NO. 3 JUL-SEP '77	17
DELAMINATION OF WHEEL WELL DOORS	VOL. 2, NO. 4 OCT-DEC '75	15
DIMENSIONS C-130H and L-100-30 External Dimensions	VOL. 6, NO. 4 OCT-DEC '79	5

AIRFRAME (cont)

	Issue	Page
EXTENDING AIRCRAFT SERVICE LIFE THROUGH CORROSION CONTROL	VOL. 14, NO. 2 APR-JUN '87	3
FACT SHEET Basic Data on the C-130H and L-100-30 at a Glance	VOL. 6, NO. 4 OCT-DEC '79	6
FIGHTING ANTENNA CORROSION New Sealing Procedures Save Time, Improve Protection	VOL. 14, NO. 4 OCT-DEC '87	7
FLIGHT CONTROL CABLE TENSION REGULATORS Description and Operation of Cable Tension Regulators	VOL. 3, NO. 3 JUL-SEP '76	14
THE HERCULES AIRCRAFT: A STUDY IN EVOLVING MATERIALS AND PROCESSES TECHNOLOGY	VOL. 8, NO. 3 JUL-SEP '81	3
HERCULES CREW ENTRANCE DOOR OPEN WARNING SWITCH ADJUSTMENT	VOL. 2, NO. 1 JAN-MAR '75	13
IMPROVED TRUSS MOUNT CLAMPS Updated Clamps Help Prevent Corrosion	VOL. 14, NO. 2 APR-JUN '87	15
INFLIGHT VACUUM CLEANER SYSTEM Pressurization Powers an Ingenious Cleaner	VOL. 12, NO. 4 OCT-DEC '85	12
IS THERE WATER IN YOUR DORSAL? Adding Drains Can Prevent Water Entrapment	VOL. 13, NO. 4 OCT-DEC '86	8
KEEP A TIGHT SHIP Care and Handling of Pressurization Seals	VOL. 6, NO. 2 APR-JUN '79	3

AIRFRAME (cont)

	Issue	Page
KEEPING THE FRONT BEAM CLEAN Preventing Corrosion in the Leading Edge Area	VOL. 10, NO. 4 OCT-DEC '83	11
LIFE RAFT VENT VALVE POSITIONING	VOL. 10, NO. 2 APR-JUN '83	10
LIFE RAFTS	VOL. 6, NO. 1 JAN-MAR '79	3
NOSE JACK PAD NUT PLATES Part Numbers	VOL. 7, NO. 1 JAN-MAR '80	13
NUTS, BOLTS, AND SCREWS	VOL. 2, NO. 3 JUL-SEP '75	3
PRECIPITATION STATIC DISSIPATION Causes and Solutions for Precipitation Static	VOL. 4, NO. 3 JUL-SEP '77	20
PREVENTING MOISTURE ENTRAPMENT IN THE HORIZONTAL STABILIZER	VOL. 14, NO. 3 JUL-SEP '87	12
A QUICK FIX FOR A HANGING DOOR A Simple Remedy for Cargo Door Inflight Operation Problems	VOL. 12, NO. 2 APR-JUN '85	13
RAMP ACTUATOR DAMAGE Reversing a Bolt Can Prevent It	VOL. 8, NO. 1 JAN-MAR '81	14
SCOVILL FASTENERS How They Work, and How to Use Them	VOL. 7, NO. 2 APR-JUN '80	15
SEALING MATERIALS FOR HERCULES AIRCRAFT	VOL. 14, NO. 4 OCT-DEC '87	3
STATIC GROUND ASSEMBLIES Deleted From Landing Gear	VOL. 4, NO. 3 JUL-SEP '77	21
TORQ-SET SCREWS AND TOOLS Torq-Set Fasteners and Tools Described and Illustrated	VOL. 3, NO. 4 OCT-DEC '76	11
UPDATE ON HERCULES NOSE RADOME COATINGS Improved Methods for Refinishing Radomes	VOL. 14, NO. 3 JUL-SEP '87	3
UPPER COWLING HINGE LUBRICATION Installing Grease Fittings to Lubricate Engine Cowling Hinge Pins	VOL. 4, NO. 4 OCT-DEC '77	15

AIRFRAME (cont)

	Issue	Page
UPPER NACELLE AND WING DRY BAY PLUMBING Keeping the Drain Lines Clear	VOL. 7, NO. 1 JAN-MAR '80	4
WARPED CREW DOORS	VOL. 5, NO. 3 JUL-SEP '79	14

ELECTRICAL AND AVIONICS

	Issue	Page
AC BUS POWER-OFF INDICATOR RELAY A New Relay Offers Improved Performance	VOL. 13, NO. 2 APR-JUN '86	11
AC VOLTAGE REGULATORS Matching of Generator and Voltage Regulator	VOL. 4, NO. 4 OCT-DEC '77	16
APQ-122 RADAR Basic Description and Operation	VOL. 4, NO. 4 OCT-DEC '77	3
THE BENDIX PPI-1P WEATHERVISION RADAR INDICATOR Description and Operation	VOL. 7, NO. 1 JAN-MAR '80	6
BOOST PUMP ELECTRICAL CONNECTOR For the Hydraulic Suction Boost Pump	VOL. 4, NO. 4 OCT-DEC '77	18
CHECKING AND ADJUSTING B-123J HARTMAN CONTACTORS	VOL. 11, NO. 1 JAN-MAR '84	3
CIRCUIT BREAKERS How They Protect Your Airplane	VOL. 8, NO. 4 OCT-DEC '81	12
ELECTRICAL SYSTEM An Introduction to C-130H and L-100-30 Electrical Systems	VOL. 5, NO. 4 OCT-DEC '79	22
THE HANDLING OF GYROS Protecting Gyros During Shipment	VOL. 5, NO. 1 JAN-MAR '79	14
HERCULES WIRE IDENTIFICATION Including a Cross-Reference Chart	VOL. 1, NO. 2 APR-JUN '74	9
HF ANTENNA WIRE BREAKAGE Preventing Corrosion Keeps Antennas on the Job	VOL. 10, NO. 3 JUL-SEP '83	14

ELECTRICAL AND AVIONICS (cont)

	Issue	Page
NEW ICE DETECTORS Description, Operation, and Maintenance of Solid-State Units	VOL. 8, NO. 1 JAN-MAR '81	17
NICAD (NICKEL-CADMIUM) BATTERIES Don't Leave "Well Enough" Alone	VOL. 1, NO. 4 OCT-DEC '74	10
PROTECTING UHF AND VHF ANTENNAS A Simple Way to Prevent Erosion Damage	VOL. 10, NO. 2 APR-JUN '83	15
TERMINAL LUGS: STACKING THEM SAFELY Making Safe Connections When Securing Terminal Lugs	VOL. 10, NO. 4 OCT-DEC '83	6
TROUBLESHOOTING APQ-122 RADAR	VOL. 5, NO. 2 APR-JUN '78	3

ENGINES AND PROPELLERS

	Issue	Page
BETA SCHEDULE CHECKS: THE TWO-DEGREE SOLUTION	VOL. 14, NO. 3 JUL-SEP '87	15
CONSERVING TURBINE LIFE A Practical Guide to Extending Engine Turbine Service Life	VOL. 14, NO. 1 JAN-MAR '87	3
CONTROLLING T-56 ENGINE STARTING TEMPERATURE TD Null Orifice Valve Adjustment a Key Factor	VOL. 13, NO. 1 JAN-MAR '86	8
CRACKED PROPELLER DOME SHELL	VOL. 3, NO. 2 APR-JUN '76	14
ENGINE COMPRESSOR WASHING Regular Cleaning Helps Maintain Performance	VOL. 13, NO. 4 OCT-DEC '86	3
ENGINE CONTROL VIBRATION What Causes It, and How to Cure It	VOL. 13, NO. 3 JUL-SEP '86	13
THE EXTERNAL SCAVENGE OIL FILTER Checklist for Oil Venting and Differential Pressure Symptoms	VOL. 2, NO. 2 APR-JUN '75	7

ENGINES AND PROPELLERS (cont)

	Issue	Page
A GUIDE TO PROPELLER BLADE CARE	VOL. 9, NO. 1 JAN-MAR '82	3
HERCULES ENGINE TACHOMETER SYSTEM	VOL. 1, NO. 1 JAN-MAR '74	8
HERCULES POWER PLANT RIGGING	VOL. 5, NO. 1 JAN-MAR '78	3
HERCULES PROPELLER CONTROL OIL LEVEL CHECK Using the Atmospheric Sump Dipstick	VOL. 1, NO. 2 APR-JUN '74	3
HINTS FOR MAINTAINING THERMOCOUPLES	VOL. 9, NO. 3 JUL-SEP '82	6
HOW TO RELEASE A LOCKED PROPELLER BRAKE Proven Techniques to Release a Balky Prop Brake	VOL. 12, NO. 4 OCT-DEC '85	8
MORE ABOUT RIG PINS Additional Data on Power Plant Rigging	VOL. 5, NO. 2 APR-JUN '78	35
OIL PRESSURE TRANSMITTER VENT LINE ON JETSTAR ENGINES	VOL. 4, NO. 1 JAN-MAR '77	22
POWER PLANT, PROPELLERS, AND THE APU On the C-130H and L-100-30	VOL. 6, NO. 4 OCT-DEC '79	12
PRESERVATION OF T-56 ENGINES	VOL. 2, NO. 4 OCT-DEC '75	9
PROPELLER VALVE HOUSING INSTALLATION	VOL. 2, NO. 2 APR-JUN '75	19
SECONDARY FUEL PUMP PRESSURE LIGHT FLICKER What Causes it and How to Correct It	VOL. 8, NO. 4 OCT-DEC '81	16
SOLID-STATE OIL QUANTITY TRANSMITTERS How They Work, and How to Interpret the Indications	VOL. 12, NO. 2 APR-JUN '85	8
SOLID-STATE OIL TEMPERATURE CONTROL THERMOSTATS Oil Cooling System Operation Reflects Thermostat Changes	VOL. 10, NO. 3 JUL-SEP '83	10
STARTING FOR A LONGER ENGINE LIFE Understanding Engine Starting Events	VOL. 2, NO. 2 APR-JUN '75	3

ENGINES AND PROPELLERS (cont)

	Issue	Page
THERMOCOUPLES AND TIT Turbine Inlet Temperature Indicating System Operation	VOL. 9, NO. 3 JUL-SEP '82	3
TROUBLESHOOTING ENGINE START PROBLEMS	VOL. 4, NO. 1 JAN-MAR '77	23
TROUBLESHOOTING RPM FLUCTUATION Finding the Causes of Prop-Induced RPM Fluctuation	VOL. 8, NO. 2 APR-JUN '81	3
TURBINE TEMPERATURE TROUBLESHOOTING Detecting Abnormal Temperature Conditions	VOL. 1, NO. 4 OCT-DEC '74	3
USING THE ATMOSPHERIC DIPSTICK Good Filling Techniques Prevent Lip Seal Damage	VOL. 13, NO. 4 OCT-DEC '86	13
USING THE TACH GENERATOR TEST FOR AN AUTO-TAC	VOL. 4, NO. 3 JUL-SEP '77	17
WHERE DID THE OIL GO? Troubleshooting Engine Oil Losses	VOL. 2, NO. 3 JUL-SEP '75	14

FUEL SYSTEM

	Issue	Page
CHEMICAL CONTROL OF FUEL TANK INFESTATION	VOL. 10, NO. 3 JUL-SEP '83	6
CONTROLLING MICROBIAL GROWTH In Aircraft Fuel Tanks	VOL. 2, NO. 2 APR-JUN '75	10
FUEL SYSTEM An Introduction to C-130H and L-100-30 Fuel Systems	VOL. 6, NO. 4 OCT-DEC '79	9
HERCULES FUEL QUANTITY INDICATING SYSTEM	VOL. 1, NO. 3 JUL-SEP '74	2
HERCULES FUEL VENT SYSTEM Keep Obstructions Out	VOL. 1, NO. 1 JAN-MAR '74	14
LEAKY FASTENERS A Guide to Fuel Tank Fastener Leak Repair	VOL. 4, NO. 2 APR-JUN '77	3

FUEL SYSTEM (cont)

	Issue	Page
LOCATING LEAKS In Auxiliary Fuel Tanks by Color	VOL. 2, NO. 2 APR-JUN '75	14
MAINTENANCE OF INTEGRAL FUEL TANKS	VOL. 9, NO. 4 OCT-DEC '82	3
MATERIALS FOR FUEL TANK MAINTENANCE A Helpful List of Materials, Stock Numbers, and Vendors	VOL. 8, NO. 2 APR-JUN '81	11
NEW FUEL QUANTITY INDICATING SYSTEM Updated Fuel Gages Reflect Digital Technology	VOL. 13, NO. 3 JUL-SEP '86	3
NEW FUEL QUANTITY PROBES	VOL. 4, NO. 1 JAN-MAR '77	22
OVERBOARD FUEL VENTING The Chief Causes of Inadvertent Fuel Venting	VOL. 7, NO. 2 APR-JUN '80	3
RECLAIMING FUEL COMPENSATOR UNITS Some Units Damaged by Moisture Can Be Restored	VOL. 5, NO. 3 JUL-SEP '78	14
REPAIR OF RUBBER COVERING ON INFLIGHT REFUELING HOSES	VOL. 4, NO. 2 APR-JUN '77	15
SOLDERING FUEL QUANTITY INDICATING SYSTEM CONNECTIONS	VOL. 8, NO. 2 APR-JUN '81	18
UPPER REFUELING TUBE INSTALLATION A Special Tool Can Simplify the Procedure	VOL. 8, NO. 2 APR-JUN '81	16

HYDRAULICS

	Issue	Page
AFT CARGO DOOR ACTUATOR MODIFICATION	VOL. 10, NO. 2 APR-JUN '83	9
DON'T SLAM THE DOOR	VOL. 4, NO. 1 JAN-MAR '77	17
ENGINE-DRIVEN HYDRAULIC PUMPS: A BRIEF HISTORY	VOL. 10, NO. 2 APR-JUN '83	3
FLARELESS FITTINGS	VOL. 1, NO. 1 JAN-MAR '74	3

HYDRAULICS (cont)

	Issue	Page
HERCULES FLAP SYSTEM A Brief Description of the Hercules Flap System	VOL. 4, NO. 1 JAN-MAR '77	18
HERCULES FLAP SYSTEM A Review of the Major Components and System Operation	VOL. 12, NO. 3 JUL-MAR '74	18
HOW TO BLEED A HERCULES HYDRAULIC PUMP--AND KEEP IT CLEAN	VOL. 1, NO. 2 APR-JUN '74	11
HYDRAULIC FLUID INTERCHANGE BETWEEN SYSTEMS Accumulator Trouble Can Cause Fluid Interchange	VOL. 3, NO. 3 JUL-SEP '76	16
HYDRAULIC FLUID TRANSFER An Update on Fluid Transfer Between Systems	VOL. 9, NO. 2 APR-JUN '82	11
HYDRAULIC PRESSURE DROP Pressure Changes During Flight Control and Landing Gear Movements	VOL. 5, NO. 3 JUL-SEP '79	15
THE HYDRAULIC SYSTEMS An Introduction to the C-130H and L-100-30 Hydraulic Systems	VOL. 6, NO. 4 OCT-DEC '79	19
INTERCONNECT VALVE POSITIONING PROCEDURE	VOL. 2, NO. 4 OCT-DEC '75	10
MEET THE "H" FITTING A New Approach to Hydraulic Fitting Repair	VOL. 10, NO. 1 JAN-MAR '83	13
NEW CHECK VALVE For Hercules Hydraulic Pump Pressure Lines	VOL. 4, NO. 2 APR-JUN '77	15
NEW FILTER ELEMENTS For Hercules Hydraulic Systems	VOL. 2, NO. 1 JAN-MAR '75	14
NEW HYDRAULIC PUMP Limits Temperature	VOL. 2, NO. 3 JUL-SEP '75	12
O-RINGS An Updated Compilation of O-Ring Data	VOL. 11, NO. 3 JUL-SEP '84	3
OPENING THE HERCULES RAMP Using the Auxiliary System Hand Pump	VOL. 1, NO. 4 OCT-DEC '74	6
PREFORMED PACKINGS	VOL. 3, NO. 1 JAN-MAR '76	3

HYDRAULICS (cont)

	Issue	Page
PRESSURE INDICATOR LAG	VOL. 2, NO. 4 OCT-DEC '75	12
SEALS FOR HERCULES PURULATOR HYDRAULIC FILTERS A Chart Listing the Seals Required to Service Hydraulic Filters	VOL. 3, NO. 3 JUL-SEP '76	13
SERVICING HERCULES HYDRAULIC FILTERS	VOL. 3, NO. 1 JAN-MAR '76	15
TWO DIFFERENT HERCULES ENGINE-DRIVEN HYDRAULIC PUMPS	VOL. 1, NO. 3 JUL-SEP '74	15
VERY HIGH PRESSURE HYDRAULICS--IT'S HERE Systems With 8000 PSI, Nonflammable Fluid Begin Tests	VOL. 12, NO. 3 JUL-SEP '85	14

LANDING GEAR

	Issue	Page
ACCEPT NO SUBSTITUTES An Unauthorized Valve Could Spell Trouble	VOL. 14, NO. 3 JUL-SEP '87	10
AIRCRAFT WHEEL INSPECTION Inspection of Critical Areas	VOL. 5, NO. 1 JAN-MAR '78	23
BRAKE PISTON INSULATOR INSPECTION GUIDELINES	VOL. 13, NO. 1 JAN-MAR '86	7
HERCULES HIGH-ENERGY BRAKES Single Disk Versus Multidisk	VOL. 2, NO. 1 JAN-MAR '75	10
HERCULES MLG BALLSCREW LUBE Side Lubrication Fitting Modified	VOL. 4, NO. 4 OCT-DEC '77	17
HOT BRAKES Causes of Overheated Brakes	VOL. 4, NO. 3 JUL-SEP '77	18
JETSTAR NOSE STEERING SYSTEM	VOL. 1, NO. 1 JAN-MAR '74	8
KEEP UP THE PRESSURE IN JETSTAR TIRES Precautions and Recommendations for Inflating JetStar Tires	VOL. 3, NO. 2 APR-JUN '76	15

LANDING GEAR (cont)

	Issue	Page
KEEPING THE PRESSURE ON Continuously Applied Gear Up Pressure: Here's Why	VOL. 10, NO. 1 JAN-MAR '83	6
LOST LOCKING SCREW Means MLG Trouble	VOL. 8, NO. 1 JAN-MAR '79	13
MAIN LANDING GEAR FRICTION WASHER SPLASH GUARD	VOL. 12, NO. 3 JUL-SEP '85	22
MARK II ANTI-SKID Description, Operation, and Troubleshooting	VOL. 8, NO. 1 JAN-MAR '81	3
MLG BRAKE APPLICATION AFTER LOSS OF HYDRAULIC PRESSURE	VOL. 11, NO. 2 APR-JUN '84	7
MLG MANUAL GEARBOX Techniques for Proper Operation of the Manual Gearbox	VOL. 7, NO. 3 JUL-SEP '80	10
MLG RUB Solving MLG Contact Problems	VOL. 13, NO. 1 JAN-MAR '86	3
MLG TRACK SHOE CLEARANCES A New Tool Simplifies Adjustments	VOL. 6, NO. 1 JAN-MAR '79	10
MLG TRACK WEAR GAGE BLOCKS These Gage Blocks Can Identify Worn MLG Tracks	VOL. 14, NO. 2 APR-JUN '87	12
MLG UPPER SHOE ASSEMBLY MODIFICATIONS Design Changes Give Shoe Facings Longer Life	VOL. 6, NO. 3 JUL-SEP '79	16
NEW ALLOY For JetStar Landing Gear Shock Struts	VOL. 2, NO. 1 JAN-MAR '75	12
NEW PIN AND BUSHING FOR MLG SHELF BRACKET	VOL. 11, NO. 2 APR-JUN '84	11
NOSE LANDING GEAR SHIMMY The Causes of NLG Shimmy, and How to Correct Them	VOL. 12, NO. 4 OCT-DEC '85	3
NOSE LANDING GEAR SWITCH ADJUSTMENTS	VOL. 5, NO. 3 JUL-SEP '78	13
NOSE WHEEL SHIMMY And What to Do About It	VOL. 3, NO. 1 JAN-MAR '76	18
SAFETY WIRE FOR HERCULES MLG TORQUE TUBE YOKE ASSEMBLY	VOL. 3, NO. 4 OCT-DEC '76	15
SHOCK STRUT SERVICING	VOL. 7, NO. 3 JUL-SEP '80	13

LANDING GEAR (cont)

	Issue	Page
STEEL CYLINDERS FOR THE JETSTAR MLG ACTUATORS You Can Install These Preferred Spares	VOL. 1, NO. 2 APR-JUN '74	12
THINNER SERRATED PLATES For Hercules Main Landing Gear	VOL. 4, NO. 3 JUL-SEP '77	21
TIPS FOR MLG INSPECTION, MAINTENANCE, AND EMERGENCY ACTION	VOL. 9, NO. 3 JUL-SEP '82	13
TIRES Operation, Maintenance, and Handling Tips	VOL. 4, NO. 3 JUL-SEP '77	3
TORQUE STRUT BOLT Preferred Spare Now Available	VOL. 7, NO. 2 APR-JUN '80	19
UNDERSTANDING STRUTS An In-Depth Look at the Landing Gear System	VOL. 13, NO. 2 APR-JUN '86	3
UPPER BUMPER STOP REPAIR PROCEDURE Restoring Jammed Ring Spring Assemblies to Service	VOL. 10, NO. 2 APR-JUN '83	12

OPERATIONS

	Issue	Page
DESERT OPERATIONS Protecting Your Aircraft in an Arid Environment	VOL. 7, NO. 4 OCT-DEC '80	3
FLIGHT LINE OBSTACLE COURSE Caution During Taxiing or Towing	VOL. 2, NO. 1 JAN-MAR '75	3
HERCULES FLIGHT TRAINING CENTER The Best in Hercules Aircrew Training	VOL. 12, NO. 2 APR-JUN '85	3
HERCULES GROUND HANDLING Tips on Towing, Parking, Mooring, and Jacking the Hercules	VOL. 3, NO. 3 JUL-SEP '76	3
HERCULES TOWBAR SHEAR BOLTS An Explanation of Shear Bolt Function	VOL. 4, NO. 3 JUL-SEP '77	22

OPERATIONS (cont)

	Issue	Page
HOW TO MOVE AN INCOMPLETE HERCULES	VOL. 2, NO. 1 JAN-MAR '75	4
KC-130R FLIGHT SIMULATOR A Brief Description	VOL. 4, NO. 4 OCT-DEC '77	19

PNEUMATICS AND ENVIRONMENTAL

	Issue	Page
THE A/C TEMPERATURE CONTROL SYSTEM CHECKOUT	VOL. 5, NO. 4 OCT-DEC '78	11
AIR TURBINE MOTOR Description, Operation, and Troubleshooting	VOL. 7, NO. 4 OCT-DEC '80	11
BENDIX STARTERS Description, and Hints on Installation and Operation	VOL. 5, NO. 4 OCT-DEC '78	3
FIRST AID FOR THE HERCULES TEMPERATURE CONTROL SYSTEM	VOL. 3, NO. 3 JUL-SEP '76	23
THE FORGOTTEN SCREENS Cleaning the Screens in the Air Conditioning System	VOL. 2, NO. 4 OCT-DEC '75	14
HERCULES AIR CONDITIONING A Basic Description of the Hercules Air Conditioning System	VOL. 3, NO. 2 APR-JUN '76	2
HERCULES LIQUID OXYGEN SYSTEM Major Components, Servicing, and Safety Tips	VOL. 5, NO. 3 JUL-SEP '78	3
HERCULES NEW AIR CONDITIONING UNITS Changes to the Hercules Air Conditioning System	VOL. 3, NO. 3 JUL-SEP '76	16
HERKY'S NEW APU Operation and Description of the New APU for the Hercules	VOL. 3, NO. 4 OCT-DEC '76	3
HOW JETSTARS KEEP THEIR COOL	VOL. 1, NO. 3 JUL-SEP '74	20
HOW THE 1867th FCS LICKED A TURBINE PROBLEM	VOL. 1, NO. 3 JUL-SEP '74	23

PNEUMATICS AND ENVIRONMENTAL (cont)

	Issue	Page
NEW HEAT EXCHANGERS FOR THE HERCULES AIRCRAFT Improved Heat Exchangers Lower Maintenance Costs	VOL. 10, NO. 4 OCT-DEC '83	3
OIL FUMES IN THE AIR CONDITIONING SYSTEM Smog Prevention—Inside Your Aircraft	VOL. 13, NO. 2 APR-JUN '86	10
OXYGEN SAFETY	VOL. 1, NO. 1 JAN-MAR '74	10
PNEUMATIC SYSTEMS An Introduction to the C-130H and L-100-30 Pneumatic Systems	VOL. 6, NO. 4 OCT-DEC '79	15
POLYTETRAFLUOROETHYLENE (TEFLON) Lining for Oxygen Servicing Hoses	VOL. 2, NO. 1 JAN-MAR '75	9
SOLID-STATE COMPONENTS For Hercules Air Conditioning Systems	VOL. 5, NO. 3 JUL-SEP '78	12
SPARE NUTS FOR V-BAND COUPLINGS Size and Part Number Designations for V-Band Coupling Nuts	VOL. 4, NO. 4 OCT-DEC '77	18
STARTER CONTROL VALVE ADJUSTMENT Rise Rate Increase Protects Starter Components	VOL. 13, NO. 1 JAN-MAR '86	9
STARTER OIL LEAK DETECTION A Special Dye Helps Pinpoint Leak Sources	VOL. 9, NO. 2 APR-JUN '82	10
STARTER SERVICING	VOL. 3, NO. 4 OCT-DEC '76	11
TROUBLESHOOTING AIR CONDITIONING SYSTEM TEMPERATURE CONTROL SENSORS	VOL. 12, NO. 4 OCT-DEC '85	13
TROUBLESHOOTING PRESSURIZATION PROBLEMS	VOL. 8, NO. 4 OCT-DEC '81	3

TOOLS AND GROUND SUPPORT EQUIPMENT

	Issue	Page
APU HOIST ASSEMBLY MODIFICATION	VOL. 11, NO. 1 JAN-MAR '84	14

**TOOLS AND
GROUND SUPPORT EQUIPMENT
(cont)**

	Issue	Page
AUTOMATIC PRECISION CALIBRATION SYSTEM A Better Way to Calibrate Test Equipment	VOL. 13, NO. 3 JUL-SEP '86	11
ENGINE INSTRUMENT TEST SET A Better Way to Test Engine Instruments	VOL. 13, NO. 2 APR-JUN '86	14
ENGINE PERFORMANCE CALCULATOR KIT A Better Way to Check Engine Performance	VOL. 12, NO. 2 APR-JUN '85	7
A FLEXIBLE FIBER-OPTIC BORESCOPE	VOL. 8, NO. 4 OCT-DEC '81	11
GAGING SAFETY BY THE THREAD Use the Right Fasteners for Hoist Safety	VOL. 13, NO. 4 OCT-DEC '86	11
A HANDY NOSE LANDING GEAR RIGGING TOOL	VOL. 6, NO. 1 JAN-MAR '79	9
IMPROVING THE GENERAL PURPOSE SLING ASSEMBLY	VOL. 11, NO. 2 APR-JUN '84	13
INSTALLATION TOOL--WING LEADING EDGE HINGE PIN	VOL. 4, NO. 2 APR-JUN '77	14
LOCKHEED INTRODUCES AVWASH A Clean Aircraft in Less Time, at Lower Cost	VOL. 12, NO. 2 APR-JUN '85	11
MLG TRACK SHOE SHOP AID A Helpful Tool for Track Shoe Maintenance	VOL. 7, NO. 4 OCT-DEC '80	16
NEW FCS-105/C-12 SIMULATION TEST SET	VOL. 11, NO. 2 APR-JUN '84	9
NEW LOCKHEED-DESIGNED SYNCHROPHASER TEST SETS	VOL. 12, NO. 3 JUL-SEP '85	15
PROP REMOVAL AND INSTALLATION AID A Modified Stand Can Speed the Work	VOL. 10, NO. 4 OCT-DEC '83	15
A QUICK WAY TO DRAIN HERCULES AUX TANKS	VOL. 1, NO. 2 APR-JUN '74	6
SMP-515-E, ILLUSTRATED TOOL AND EQUIPMENT MANUAL A Catalog of Special Tools and Support Equipment	VOL. 11, NO. 4 OCT-DEC '84	14
TESTING THE GTF-6 TEST SET Making Sure It's Safe to Use	VOL. 8, NO. 1 JAN-MAR '81	16

**TOOLS AND
GROUND SUPPORT EQUIPMENT
(cont)**

	Issue	Page
TOOLS FOR PANELOCS	VOL. 7, NO. 2 APR-JUN '80	17
TROOP SEAT INSTALLATION TOOL New Tool Facilitates Installation	VOL. 8, NO. 1 JAN-MAR '81	13
TURNBUCKLE TOOLS	VOL. 1, NO. 4 OCT-DEC '74	5
WASHING THE HERCULES A Clean Airplane Lasts Longer	VOL. 2, NO. 4 OCT-DEC '75	3
WINDSHIELD WIPER ALIGNMENT TOOL	VOL. 1, NO. 4 OCT-DEC '74	9

MISCELLANEOUS

	Issue	Page
THE AMAZING HERCULES Airlifter for Today and Tomorrow	VOL. 5, NO. 2 APR-JUN '78	23
ARRS Aerospace Rescue and Recovery Service	VOL. 6, NO. 2 APR-JUN '79	14
AUSTRALIA CELEBRATES 25 YEARS WITH THE C-130	VOL. 11, NO. 1 JAN-MAR '84	17
C-130 DERIVATIVES (1982) A Listing of C-130 Derivatives in Chart Form	VOL. 9, NO. 3 JUL-SEP '82	7
C-130 TECHNICAL PUBLICATIONS A Key Part of Your Hercules Program	VOL. 7, NO. 3 JUL-SEP '80	3
C-130Hs FOR JAPAN	VOL. 11, NO. 2 APR-JUN '84	15
A DISTINGUISHED PAST Milestones in 25 Years of Hercules Aircraft Production	VOL. 6, NO. 3 JUL-SEP '79	19
EMERGENCY SERVICES Full Service Product Support	VOL. 6, NO. 2 APR-JUN '79	22
FIRE ON THE FLIGHT DECK! A Maintenance "Solution" Falls Victim to Murphy's Law	VOL. 10, NO. 1 JAN-MAR '83	3

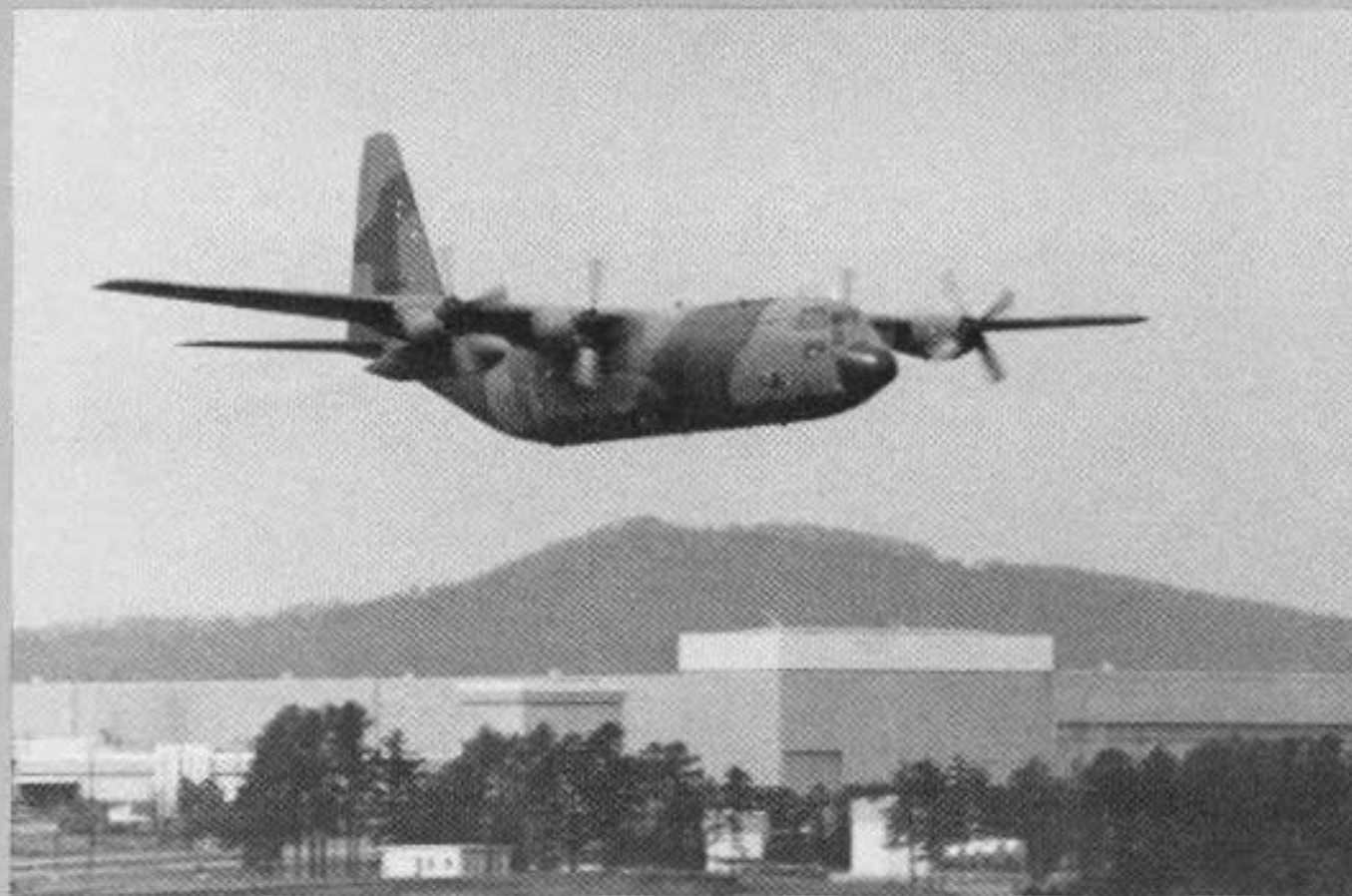
MISCELLANEOUS (cont)

	Issue	Page
FIRST FLIGHT OF MODIFIED JETSTAR	VOL. 2, NO. 2 APR-JUN '75	23
HTTB—THE HIGH TECHNOLOGY TEST BED Lockheed's Unique, Flying Laboratory Enters Service	VOL. 12, NO. 3 JUL-SEP '85	3
AN INTRODUCTION TO NONDESTRUCTIVE EVALUATION	VOL. 11, NO. 2 APR-JUN '84	3
JETSTAR II Advance Data on New Configuration	VOL. 2, NO. 2 APR-JUN '75	20
LIQUID PENETRANT EVALUATION A Quick and Reliable NDE Technique	VOL. 11, NO. 4 OCT-DEC '84	3
LOCKHEED AIRCRAFT SERIAL NUMBERS Identifies Production Sequence Only	VOL. 2, NO. 2 APR-JUN '75	19

MISCELLANEOUS (cont)

	Issue	Page
LUBRICANTS FOR HERCULES AIRCRAFT A Helpful List of Lubricants and Distributors	VOL. 9, NO. 2 APR-JUN '82	3
MEET THE HERCULES The Advanced C-130H and the L-100-30	VOL. 5, NO. 4 OCT-DEC '79	3
NEW AIRCRAFT STATUS DESIGNATIONS	VOL. 5, NO. 2 APR-JUN '78	35
A PROMISING FUTURE New Derivatives for the 1980s and Beyond	VOL. 6, NO. 3 JUL-SEP '79	22
THE STANDARDIZED LOGISTICS MANAGEMENT SYSTEM A Better Way to Maintain High Technology Products	VOL. 1, NO. 2 APR-JUN '74	7

SERVICE NEWS





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SYSTEMS COMPANY
GEORGIA DIVISION

INDEX 1974-1987

AIRFRAME

LANDING GEAR

ELECTRICAL AND AVIONICS

OPERATIONS

ENGINES AND PROPELLERS

**PNEUMATICS AND
ENVIRONMENTAL**

FUEL SYSTEM

**TOOLS AND
GROUND SUPPORT EQUIPMENT**

HYDRAULICS

MISCELLANEOUS