

# Letters

## You're Not Supposed to Be Part of a Circuit! *Mech/Crossfeed*, Summer 2004

We have ordered the multi-meter leads discussed in the Good, Bad and Ugly and Crossfeed section. After one week's use, they are starting to show signs of wear. The plastic case is stiff and not flexible, and the tips are easily bent. They don't hold up too well. I'm going to visit the local manufacturer to tell them about my concerns. So far, the troops aren't using the safety wire any more, but I can tell they don't like these new test probes, either. Thanks again. The articles are now on the safety board.



—Warrant Officer Mark Riddle, ACE HMH-466

*I hope you have good luck with your visit to the vendor. If they have a better product, please let Mech know. The danger of using safety wire on the lead ends of the multi-meter isn't worth the risk of shock or electrocution. Using the right tool for the job is best, even if the tool's quality isn't the best.—Ed.*

## A Simple Ride in the Desert *Mech*, Spring 2006

I just read AT2 Dobbs' story, and, like several other experienced riders sitting here with me in the Ready Room, I'm dumbfounded that this letter made it into your usually great magazine.

Having put 25,000 miles on my 2001 Aprilia Falco, I'm quite familiar with the level of power a modern sport



bike has. Hitting an animal is unlikely to have caused the situation mentioned. It's more likely that this petty officer had been practicing wheelies or "stunting," lost control, and crashed, damaging his friend's bike.

—East Coast E-2 Squadron

*We didn't want to question the validity of his claim; rather, we wanted to tell the readers about the good decision Petty Officer Dobbs made to wear the right clothing and PPE. The Shoe helmet and riding clothes kept him from more serious injuries. Mech's comment about the size of the rabbit let the readers know that we weren't sure of the actual events. Those details are best left for Petty Officer Dobbs and his friend. It's important to note that AT2 Dobbs has appeared in the BZ section on several occasions.—Ed.*

## Old Maintainer

I have submitted an article for an upcoming issue of *Mech* magazine about the earliest maintainer on record, Mr. Charles Taylor. I hope you enjoy reading it and will find some way to use it. Thank you very much for this opportunity, and let's keep 'em flying!

—AD2 Gary McGraw, USNR/VR-56

*Charles Taylor was the mechanic who worked with Orville and Wilbur Wright, and was one of the unsung heroes of early aviation. May 24th is his birthday, and the Professional Aviation Maintenance Association (PAMA) had sought for years to make it the National Aviation Maintenance Technician Day. Mr. Taylor got long overdue recognition during the 108th Congress in 2004 when House Resolution 568 was passed, and May 24th is set aside to honor Mr. Taylor for his contributions to aviation, maintenance and engineering design, and service to his country. For more information, see Petty Officer McGraw's story about Mr. Taylor and the links that bring the history of his life into view on our website at [www.safetycenter.navy.mil/media/gallery/nostalgia/default.htm](http://www.safetycenter.navy.mil/media/gallery/nostalgia/default.htm).—Ed.*