

# TECH TIPS

## GUIDE LINES FOR QUESTIONING OF TECHNICAL ADVISORS

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*Eds Notes: Bob has drawn up some guidelines that will facilitate communication between the inquirer and the advisor.*

1. When writing a letter of inquiry to T.A.s make an effort to write or print legibly so that the T.A. does not lose time trying to decipher any illegible words in your letter.

2. Be specific, and do not ask vague (multi-intepretable) perplexed questions which are not to the point. (A good T.A. would have to, more so than not, write an entire page or more of response to such a question, just to be sure that the correct (intended) aspect of the question is adequately answered. Also, it is distressing for a T.A. to realize that a good deal of the included information in his response may be unneeded by the inquisitor (inquirer). This is one of the main reason that some letters just never get answered. They just require too much time to be set aside in order to give a complete reply, which a good T.A. prefers to do.)

3. Keep the quantity of questions per letters to a minimum. If your letters contains more than three questions, then please make note of which are the most immediately important to you. (It is difficult to find the time to completely answer long letters. That is the main reason why some inquirers never get replies to their letters. Long letters tend to get put aside until sufficient time is available to answer them completely but, it seems that the needed time never arrives.)

4. If your letter contains more than one question, number each one and make a copy of your letter for your own future reference. (This will spare the T.A. from the task of having to structure his letter of corresponding replies in a form which would be necessary in order to remind you of what each of your exact questions were.)

5. Give the T.A. some indication as to the extent of your knowledge concerning the subject matter which you are inquiring about. Whether you are slightly familiar or know absolutely nothing about it, or, you are an experienced motorcycle mechanic or a technician in a related field, etc., let the T.A. know. (This will prevent the T.A. from possibly 'talking over your head' with technical jargon and abbreviations, etc., which you may not properly understand. Or conversely, prevent the T.A. from 'talking down' to you with what would be superfluous explanation if indeed you do understand such related terminology etc., and concurrently, spare him from needlessly spending the extra time and effort that is involved in order to fully explain things in layman's terms which would be needed only for individuals who are unfamiliar with the associated terminologies pertaining to the subject of their inquiries.)

6. It is usually a good idea to include a self-stamped-self-addressed-envelope with your letter of inquiry to most T.A.s. (However, I myself prefer a quarter.)

7. If you should decide that you would like to converse with a T.A. via a long distance telephone call, then, so as to avoid the probability of catching him off guard, it is always a good idea to send him advance notice of your subject matter which is to be discoursed upon, and if possible, some definite times at which he may expect your call. (This should allow the T.A. some time to get all his thoughts together and/or organize some notes on the subject matter in question. Therefore by giving the T.A. this chance to preview your topic(s) and prepare for your phone call, he will be able to help you much better and make practical use of the time spent on long distance telephone calls.

Adherence to these guide lines will make life much nicer for the T.A.s as question answering will be considerably less trying and less time consuming for them.

Conversely, of course, strict following of these guide lines may make it a bit harder for inquisitors to make in-

quiries to the T.A.s. But it must be realized that it is not a one on one situation, as the number of inquisitors vastly exceeds the number of advisors, and it can be next to impossible for a T.A. to find the time it takes to answer the fateful spurts of inquiries which often coincidentally seem to arrive in the mail simultaneously. So anything an inquisitor can do to make it easier for a T.A. is not only considerate and well appreciated, but quite likely beneficial for the inquisitor and possibly others as well.

## COMMENTS ON AIRCRAFT OIL

A recent issue of FLYING magazine had an article about a new aviation oil, Phillips X/C. Phillips designed this oil especially for the requirements of aircraft engines: air-cooled, highly stressed, operated near peak power for extended periods of time, and expected to work in extreme temperatures and widely varied altitudes. Climbing out of the Majave desert, over the mountains and landing in Denver, for example.

Phillips X/C comes in plastic bottles with a resealable top. Not the sort of thing Sierra Clubbers like, but the top makes it easy to pur in oil without a funnel and you don't have to "use it or lose it". If you need a half-quart on a long trip, you can save it. X/C is available at many small plane type airports, or maybe if you have a sharp motorcycle dealer around you can talk him into stocking it. Since the requirements or plain engines sounds just like the sort of thing expected from a bike, it makes sense to use this instead of oil designed for automotive use.

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