

It took some doin' but the battle against foreign object damage is being won.

First, there was the sand and dust separator that corralled dirt in the air and kept it from causing erosion of the engine compressor blades.

Now, along comes a screen that goes outside of the separator on the UH-1B, C, D, H and AH-1G models to keep out nuts, bolts, cotter pins, safety wire, dzus fasteners and other large objects.

Screen Kit, P/N 1-010-680-01, FSN 1560-167-8113 is the screen you want. And Ch 1 (16 Aug 68) to MWO 55-1520-210-30/17 and Ch 5 (4 Sep 68) to MWO 55-1520-211-30/35 on installation of the particle separator puts it on most models. An MWO to put the screen on the HueyCobra is in the mill.

You get a maximum power loss of 1 per cent, but it makes your engine safe from FOD about 99 per cent of the time.

It's that 1 per cent possibility you crewchiefs and mechanics want to keep in mind.



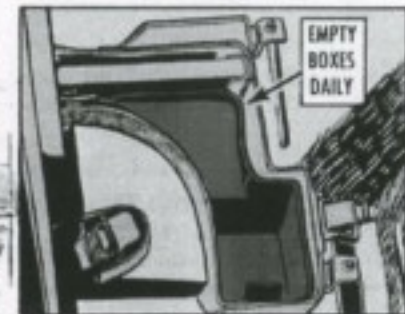
GET SCREEN FOR T-53 ENGINE

FSN 1560-167-8113



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If you don't empty the boxes regularly the dirt will build up and the whole shebang will unload right into the engine... doesn't make for a healthy (cough! cough! cough!) engine.



The PMI checksheets call for cleaning the separator. But if the dust is really flying where you are it's a right-smart idea to clean it more often.

Like—empty the dirt out of the boxes on the Daily.

The separator does a first-rate job of trapping sand and dirt to eliminate erosion of the engine compressor blades. Blade erosion reduces efficiency—robs an engine of power.

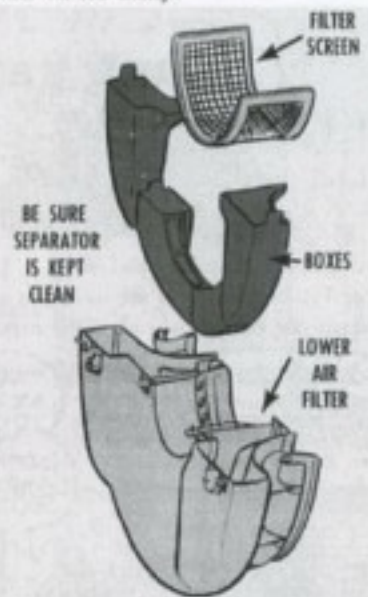
The engine screen takes over where the screen leaves off to get rid of large objects.

But what about hardware— even tools—left behind after maintenance is pulled with the separator and screen off? That's the rub.

When you pull line maintenance try these PM tips to help prevent engine FOD.

KEEP SEPARATOR CLEAN

Remember that during the dry season dirt in the separator is going to build up fast. Before you know it you've got several inches collected in the box assemblies.



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