

AIR
MOBILITY

MUCH TOO POTENT

THE ESCALATING PUSH



To get a look at the T-53 engine compressor blades during your inspections, you mechs just naturally push on the inlet guide vane actuator linkage arm.

The hand pressure is transmitted to the actuator lever which opens up the inlet guide vanes. You can then see if there're any oil streaks or foreign object damage on the compressor blades.

No sweat . . . or is there?

Pushing on the linkage arm over a period of time will actually bend the actuator lever. Remember, the actuator is filled with fuel. The principle of hydraulics being what it is, something has to give.

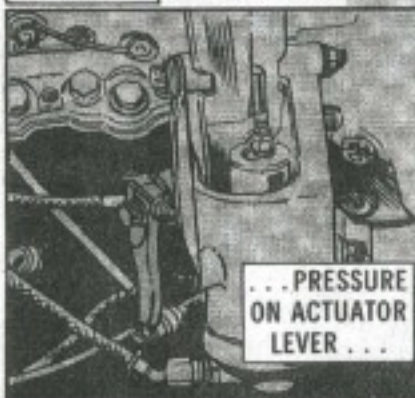
Course, a bent lever means your engine won't get optimum power. The vanes can't open up all the way, messing up the fuel/air ratio. High exhaust gas temperature, low torque and high N1 speed is the result.

To head off an actuator replacement, just disconnect the 2 fuel lines to relieve the pressure.

Then—push on the linkage arm to open up the inlet guide vanes, and reconnect the lines.



DISCONNECT
2 LINES,
THEN . . .



. . . PRESSURE
ON ACTUATOR
LEVER . . .



. . . OPENS INLET
GUIDE VANES FOR
EYEBALL TOUR