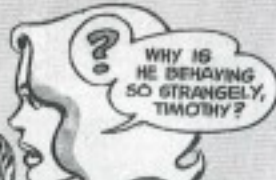


AHH--HERE HE COMES...  
CONNIE--MEET KEVIN, THE STOWAWAY EXPERT!



**MAIN ROTOR HUB**—Oil leaking, level low. Hub assembly, blade grips, pitch horns, and drag braces nicked, gouged, cut.

**STABILIZER BAR, LINKAGE**—Cracks, corrosion on outer tube assembly. Bar damaged.

**TRANSMISSION**—Oil leaks. Sump contaminated with water.

**STABILIZER DAMPERS**—Timing off. Loose hardware on damper arm. Cracked, loose mounting bracket. Broken, missing teeth on splines. Fluid level below FULL mark.

**ROTOR BLADES**—ID plate missing. Dents, cracks, nicks, gouges, corrosion on blades.

**COLLECTIVE LEVERS**—Cracked, corroded, loose.



Sight gage stained. External oil filter by-pass indicated.

**TRANSMISSION COWLING**—Loose, buckled, twisted.

**MAIN DRIVE SHAFT**—Missing lock wire. Nicked, scratched. Grease leakage on couplings. Loose clamps.



**HYDRAULIC SYSTEM**—Damaged stand-off clamps and liners. Connections leaky, loose. Lines chafed, clogged. Red button on hydraulic filter popped. Reservoir fluid level low.



**SWASHPLATE, SCISSORS, SLEEVE DRIVE AND CONNECTING LINKS**—Check slippage marks. Missing lock wire. Swashplate inner ring control lugs cracked.

**MAST**—Corroded.



WHY SO WOULD YOU, LASS-- IF YOU'D JUST SPENT 3 HOURS STOWED AWAY ON A ROTOR BLADE!

