

“YOU BE THE



JUDGE!”

When inspecting the numerous rotating, spinning, turning parts on aircraft, your guide is the wear limits given in the bird maintenance pubs.

A manual may even mention a more detailed inspection—which may, or may not, be needed.

Take the Huey tail rotor drive shaft clamps. Steel clamps may be checked by magnetic particle inspection—aluminum clamps by the fluorescent penetrant method.

Does this mean such a detailed check is routinely needed, say, every 500 hours when you repack the couplings? Nosir-e-e-e!

Check the drive shaft clamps for nicks, gouges and scratches. A scratch

can sometimes clue you that the clamp is cracked.

So, a thorough look might be in order. You make the decision.



Fact is, any time you suspect hidden damage on a bird part, make the scientific check.

IT'S THE
PROFESSIONAL
APPROACH!