

HUEY DROP IN ...



WAIT TILL I GET MY HANDS ON THE MAINTENANCE CREW!!

Sloppy maintenance of the ground handling wheels and skid eyebolts on your Hueys and HueyCobras can mean big trouble. Like maybe the wheels do a split from the skids! Ever see a commander blow his cool because of pre-flight mission abort?

CHECK SKIDS

Do a double take on those eyebolts during your next inspection.

Pay extra attention for wear 'n' tear on the inner facings—where the wheel assembly hooks on. If eyebolts are chipped, worn, bent, cracked... replace 'em pronto, FSN 5306-883-4462, P/N 204-050-143-3 works at either spot, and for \$6.70 it's a bargain.



BULLSEYE THE WHEELS



Zero-in on the wheels, wherever they may be. Check the wheel mounting pins. Be sure they're straight. More'n likely you'll find the fixed mounting pin in CONNIE RODD condition. It's that spring-loaded pin that gets a real eyeball to eyebolt exam.

Replace either pin if it's cracked, chipped, broken, bent.

Test the front pin for grease-easy, in-out action. Crud or rust could keep it from seating good. If so, you'll have a short eyebolt insertion... a shorter trip on the wheels.

Never forget the spring. If it feels like it's lost some of the old zip and doesn't snap back in a hurry when it's finger-tested, change it. A set of bogie wheels has to haul more 'n one bird, and that spring gets maxi-action.

WHEELS SNUG?

When you attach the wheels, check the space between the pump cradle assembly and the forward eyebolt. They should be real close. Add washers as necessary—on front or rear pins, for t-i-g-h-t fit. Too much space here and the pin'll be jarred out of the eyebolt by a hard knock. You'll spend extra hours replacing the rivets in your Huey's busted belly.

You've got double trouble if your bird bristles with armanent subsystems. An uncalled-for hard Huey letdown... and you've milked the fangs of your Congkiller.

