



You say the engine in your bird is kickin' up a fuss and you're thinking an engine change is in order?

Hold one, mechs! There is a better way—troubleshooting. Sure, it'll take time to find the cause of an engine problem. The name of the game is "patience."

Chapter 4 of each engine pub has the word on discovering, isolating and correcting a problem. Those words of wisdom lead you on a step-by-step process to correct the problem, without removing the engine from a bird.

A lot of engines show up at depot with faults that can be corrected in the field. For example, one T-53 arrived with only the threads of a mounting bolt hole in the housing stripped.

Course, your support can put in an insert to hold the bolt, nice as you please.



Often depot types need only to replace an accessory, like the fuel

control, to turn an engine around and send it back to you.

Get reacquainted with those troubleshooting charts when the engine acts up.



PROTECT PARTS

When engines, transmissions and other components do have to go for overhaul, give 'em all the protection

RUSTED MAST



you can. Unprotected parts show up at depot with rust so deep that machining and replating can't restore them to service.

Cover all openings, right away.



To prevent parts from rusting, coat bare metal portions with a light coating of grease and wrap them in barrier paper. Plastic wrap and covers will also give added protection.

ADD SOME PLASTIC PROTECTION . . .



AND USE COVERS



Send a part in the right shipping container, rather than a makeshift deal. The part can then be bolted down securely to prevent damage during shipment. Humidity is also controlled in the container to head off rust.

USE . . .



THE RIGHT . . .



CONTAINER



Keep your shipping containers up-to-snuff by eyeballing a copy of TB 55-8100-200-24 (Dec 76). You can replace missing hardware from the parts list in that pub.

Use of specific component covers is vital. Take a CH-47 transmission, for example. The cover (with lifting eye) not only keeps out dirt and moisture, it extends into the planetary gear train to hold the gears in position . . . prevents damage during shipment.



transmission, for example, protects that costly part from dirt and moisture.

By the way, Chinook mechs, when installing a transmission, leave the cover in place until you get that baby seated. A sharp tilt, with the cover off, will allow the gears to move out of

It can be weeks, even months, before the parts you send to overhaul are processed. During that time bird components need the best protection you can give 'em.