

kickin' up a fuss and you're thinking an send it back to you. engine change is in order?

way-troubleshooting. Sure, it'll take engine acts up. 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, 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

You say the engine in your bird is control, to turn an engine around and

Get reacquainted with those Hold one, mechs! There is a better troubleshooting charts when the EYEBALL



PROTECT PARTS

When engines, transmissions and without removing the engine from a other components do have to go for overhaul, give 'em all the protection

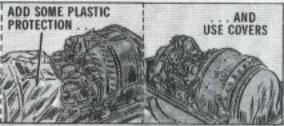


you can. Unprotected parts show up at depot with rust so deep that machining and replating can't restore them to

Cover all openings, right away.



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



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.



parts list in that pub.

Use of specific component covers is can't be corrected in the field. vital. Take a CH-47 transmission, for not only keeps out dirt and moisture, it locally. A wood cover for the OH-58 extends into the planetary gear train to hold the gears in position . . . prevents damage during shipment.



By the way, Chinook mechs, when will allow the gears to move out of you can give 'em.

Keep your shipping containers up-position. Then, the main rotor mast to-snuff by eyeballing a copy of TB 55- won't move all the way into the 8100-200-24 (Dec 76). You can transmission. Attempting to draw the replace missing hardware from the mast down with the stud nuts won't work, either. A gear misalinement

There are no special covers for example. The cover (with lifting eye) some components. So, make 'em up



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

It can be weeks, even months, installing a transmission, leave the before the parts you send to overhaul cover in place until you get that baby are processed. During that time bird seated. A sharp tilt, with the cover off, components need the best protection