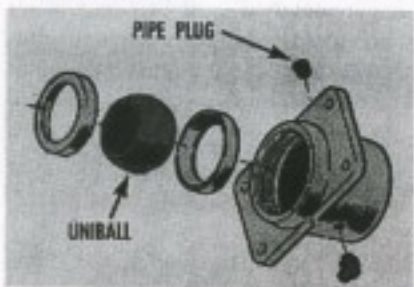


# PM-ING UNIBALL BEARING



It's professional teamwork that makes for successful ASH or trash flights. An Old Pro mechanic who gets his bird PM ready gives Old Pro pilot a bird that can hang it out a mite longer . . . and get home safe.

When a less-than-professional Huey-mec doesn't follow TM PM pointers he puts Peter Pilot in a pickle. Like maybe he does a poor-purge job during 3rd PE on the Huey's cyclic hydraulic cylinder uniball bearing.

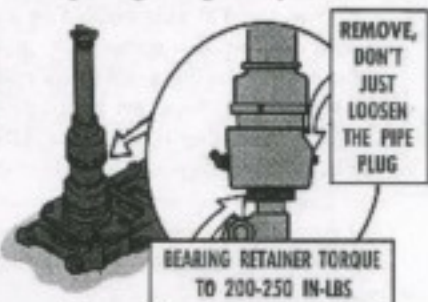


No matter how skillful the pilot is, he'll need more muscle than a jolly green giant to fly and control his bird. And the force feedback from those 2 windmilling maxi-size knife blades will leave him aching and shaking for sure!

An Old Pro birdmec keeps that uniball bearing in A-1 shape by removing — not just loosening — the pipe plug

when he purges the bearing. He shoots in GAP until new grease squirts out the pipe hole.

Follow the poop in para 6-74, TM 55-1520-210-20 (May 69) careful-like after pulling the grease job. The nut



assembly and bearing retaining nut must be on the TM torque mark to give the pilot smooth cyclic control. Not too tight, not too loose.

Any extra hydraulic fluid on the power cylinder calls for an all-parts check for damage, corrosion, pitting, distorted threads. Fluid and GAP do the split bit every time, so if hydraulic fluid gets into the uniball area, a bearing purge might be all the PM required. But do it right.

Yup, professional pilot-mechanic PM teamwork will bring the birds back to roost.