



**Rx** PLUG PM

Careful reading of Chaps 5, 7, and 12 of your PM doctor's manual, TM 55-1520-228-20 (Oct 70) is prescribed.

Use correct tools for surgery, i.e., to remove and replace plugs.



Be sure to back off the nut on electrical lead before pressing the detector in, turning counterclockwise, removing. This'll save breaking wires, terminals.

Inspect plugs for stripped or damaged threads, bayonet pins. Clean T/R plugs with P-D 680; transmission plugs with lint-free cloth.

Eyeball terminals c-a-r-e-f-u-l-l-y. Make sure they're not bent or grounded out.

Any time you're examining your bird in a chip detector plug area and accidentally bump one, or drop a tool on it, check it out from A to Z before sign-off on the worksheet.

Every electric magnetic chip detector plug on your OH-58A needs TLC, Knucklebusters.

Date on 'em and they'll respond to the treatment with Code 6 service. Otherwise, your bird will have a terminal case of downtimeitus.



It's the itty-bitty gremlins — fuzz on plugs, broken or loose wires and terminals, rough handling — that make chip detector doctoring nitty-gritty stuff.

F'instance, a Kiowa crew spent boocoo hours diagnosing the symptoms causing the T/R CHIP DET caution light to blink ala haywire.

Naturally the blinking light was reason enough for Peter Pilot to set his bird down PDQ. He thought there were foreign particles in the tail-rotor-gear box.

The crew chief cleaned the plug. Run-up . . . take off . . . another blinking light . . . set down. This time the plug was replaced. Another run-up,

takeoff. No sweat . . . complete recovery.

Final diagnosis: Mishandled plug.

Somewhere, some time the magnetic chip detector plug had been dropped, maybe stepped on, and the point nicked.

