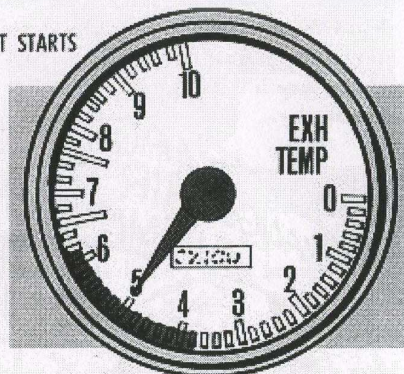


One of the big maintenance problems is caused by hot starts.

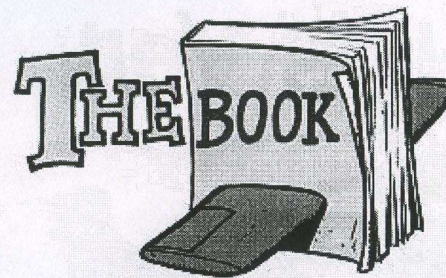
So, when you crank 'er over be sure you eyeball the exhaust gas temperature gage. If you get an uneven or intermittent acceleration with a rapid rise in EGT avoid the hot start by shutting down the engine rightoff and check for the reason.



AVOID HOT STARTS



KEEP YOUR ENGINE IN THE GREEN



DA Form 2408-13. After three of these starts a hot-end inspection is needed.

But if you exceed an EGT of 650 degrees C for more than 5 seconds one time on the T53-L-11 or L-13 engine, the hot-end gets the big look.

The main reason for parking your Huey facing into the wind is to permit a greater flow of air into the T-53 engine and to prevent the wind from blowing hot exhaust gases back into the tail pipe, causing a rise in EGT and a hot start.

Hot starts can also be caused by an obstruction—rags, paper, grass—in the air inlet . . . your walk-around check is mighty important.

Other causes of hot starts are a low battery (when you press the starter trigger and the voltage drops below 14 volts stop the start and have the battery recharged or replaced), starting fuel solenoid valve fails to shut off, or the fuel control is faulty. By-the-book starting procedures are a must.

During your start or acceleration the maximum allowable EGT is 760 degrees C. If you go beyond this temp one time a hot-end inspection is needed.

If the EGT goes about 620 degrees C for more than 5 seconds on the T53-L-5, L-9 or L-9A engines you've got a hot start that has to be recorded on the

