



SANTA SENT HIS ELVES TO INSTRUCT MY MECHS IN GOOD COUPLING AM...

LUBE, THE FIRST COUPLING... HERE AT THE TRANSMISSION...

...GREAT CHRISTMAS GIFT, HUH, CONNIE?

... THEN LUBE SECOND COUPLING AT THE NO. 1 HANGER BEARING...

LUBE ALL COUPLINGS EVERY 600-HOURS OR ANNUALLY... WHICH-EVER COMES FIRST!

To Keep 'em Flying...

Lube the



Couplings!

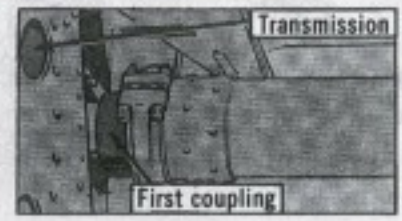
The tail rotor drive shafts on your Huey turn at high RPM's, generating friction and heat. Without grease in the couplings, overheating and seizure of the drive train will result in loss of tail rotor control.

Happens...if a coupling gets overlooked!

For example, the Number 1 hanger bearing—under the engine tail pipe—is not the first coupling in the system. You have to back up to the transmission and lube the quill coupling, which

is actually the first coupling in the drive train.

Then, you proceed along the drive train to lube the flexible couplings and the other quill couplings at the gear boxes,



Sure, the quill coupling at the transmission is mighty difficult to reach. Fact is, it takes 2 mechs to remove the clamps. But it only takes one weak link in the drive shaft chain to down a bird!

No Solvent, Please!

When you remove the hanger assembly for the lube chore—during a Phase inspection—never wash, spray or clean the bearing or coupling with solvent. Use a clean, dry cloth on the parts. Solvent will leave a film and the grease won't cling to the coupling splines.

