

For a thorough cleaning job wash mud from the plastic boxes and foam insert by using clean cold water. Shake off the excess water. Let the boxes air-dry or wipe them with a clean cloth.

Clean out any sand or water from the well of the lower air filter. Wipe the well with a clean cloth. If the filters are in place be sure you don't puncture the screen.

Take out the filters and shake out any loose dirt. If they're really dirty, wash them in clean water and scrub with a soft-bristle brush. Shake off the excess water. Let 'em air-dry or use a cloth for drying.

That's all it takes to keep your separator sparkling clean, man.

#### COUNT YOUR TOOLS

When you mount your bird leave the tool box on the ground—or in the



troop compartment in bad weather. It's hard to keep track of the tools you use .if you lug the tool box up to the engine

deck or to the roof and work directly out of it.

Take out only the tools you need and count 'em. Then go to work on your baby.

#### SEARCH OUT DROPPED, LOOSE HARDWARE

While you're making with the wrenches keep track of the hardware—nut, bolts, washers, cotter pins, safety wire.



If you drop a part in the engine inlet area, like under the separator which doesn't have the new screen, dig—dig—dig, man! Go in there and find it or the stage will be set for engine FOD.

Loose cowling and inspection plate fasteners are a real problem. If one little dzus fastener comes out and hits the fan, C-A-R-U-N-C-H!! It's umpteen hours of down-time and much moola for an engine change. During inspections of the engine inlet area be sure those fasteners are secure.

Wind up your maintenance by counting the tools as you put them back into the tool box.

