



HOWYA DOIN' UP THERE CHIEF?

PYLON AREA

**MAIN ROTOR**—Empty pillow block and grip oil reservoirs. These pillow block reservoirs can be put on upside down. Watch for this Murphy and for oil leakage and contamination. Nicks, gouges, cuts on hub assembly, blade grips, pitch horns, drag braces.



**STABILIZER BAR**—Damaged. Cracks, corrosion on outer tube assembly. Any cracks here and you call in support.



**ROTOR BLADES**—Dents, gouges, holes, deterioration. Top or bottom safeties missing.

**STABILIZER DAMPERS**—Fluid level short of FULL mark. Timing off. Loose hardware on damper arm. Cracked, loose mounting bracket. Broken, missing teeth on splines.

**SWASHPLATE, SCISSORS AND SLEEVE**—Damaged. Missing safeties. Cracks in control lugs on swashplate inner ring. Swashplate trunnions loose. Loose load transfer plates, excessive play on drive link to scissors.



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**TRANSMISSION COWLING**—Latch buckled, twisted.

**COWLING AND FAIRING**—Loose, damaged, buckled, zapped latches.

**HYDRAULIC SYSTEM**—Leaky, loose connections. Chafed or clogged lines. Damaged stand-off clamps and teflon liners. Dirty hydraulic pistons. Blade grip oil not level with bolthead. Can't see the red button on hydraulic filter.



**TRANSMISSION**—Cracks in housing. Lines chafing housing. Connections damaged. Oil leaks. Dirty, blurred sight gage glass. Slippage marks on transmission housing bolts missing.

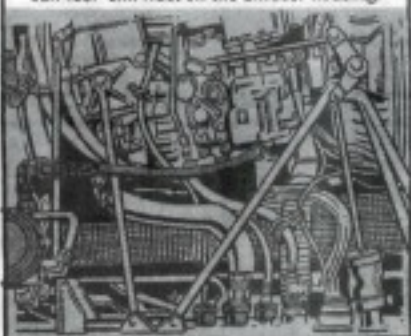


**MAIN DRIVE SHAFT**—Nicked, scratched. Grease leakage on couplings. Loose clamps. Bolt heads rotate backwards. Missing safeties. Wrong washer stack-up.



ENGINE AREA

**POWER PLANT**—Loose, leaky fuel filter. Loose engine mounts, connections. Twisted or chafed fuel filter lines. Not all pins on quick disconnects sticking out where you can feel 'em. Rust on the diffuser housing.



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