



"Let George Do It"

During a UH-1 or AH-1 pre-flight, some pilots grab the tail rotor drive shaft between the gear boxes and make with the muscle. It's not necessary!



Their idea of using upward pressure on the shaft is to see if the helical spring and spacer used in the 90-degree gear box quill is "present 'n' accounted for."

Without the spring and spacer, the upper coupling clamp could hit the gear box studs and that could spell real trouble.

It's the mech who checks for proper spring action, tho, when greasing the shaft couplings or changing the gear box.

To head off spirited debates, and unnecessary writeups, mechs make the check.