

Huey, Cobra . . .

Watch Out for the Wheels!



Ground-handling wheels for Hueys and Cobras have been around so long, all the bugs have been worked out, right?

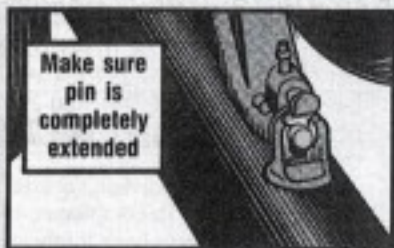
Wrong-o! Birds and their crews still get nasty surprises from wheels that accidentally depart the skid.

Tender loving care and regular PM will keep those wheels where they belong.

Make sure the wheels face the right way when you're mounting them. That sounds really basic—but some Murphys still manage to do it backwards.

Remember, the fixed pin goes into the rear eyebolt and the spring-loaded pin in the forward eyebolt.

Get that front support pin fully engaged in the eyebolt! Use your finger to make sure the pin is all the way extended. Otherwise, those wheels will go flying. That's bad news for a Cobra's rocket pod—or the unlucky mech jacking up the wheels.



The ground wheels' hydraulic pump wasn't designed to lift or lower a loaded chopper's weight. So before extending or lowering the wheels, get a couple of buddies to push down on the tail boom, taking the load off the wheel assemblies. You'll save unnecessary wear and tear on the pump seals.



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When lowering the wheels, release the hydraulic pressure s-l-o-w-l-y.

Remember, attach and pump both sets of ground-handling wheels at one time. Don't put extra strain on your bird, the wheels and your buddies by attaching and extending the wheels on one side, then the other.

Go easy with the wheels when you move them from place to place. Don't bounce them around. That can put them into the repair shop fast!

Eyeball your bird's eyebolts, NSN 5306-00-883-4462. If they're chipped, worn, bent or cracked, replace them.



Make regular maintenance checks to keep those wheels rolling. Every 6 months, shoot the works with grease, aircraft, general purpose. NSN 9150-00-944-8953 gets a pound can. Follow the lube chart in the bird TM.

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Pamper that hydraulic pump. Give it a good going over. You can replace a pooped pump or repair it.



Test the tires. If they're cut or worn to the recapping point, order new ones. Inflate the tires to 50 PSI.

If your unit identifies wheels, use a stencil and paint. Metal stamping, especially on the wheel rim or hub, will lead to cracks in the wheel.



Take a good look at the rest of the wheel assembly. Tighten loose hose connections. Replace any wheel-mounting pin that's cracked, chipped, broken or bent.

Test the spring-loaded front pin for easy in-out action. Crud or rust could keep it from seating properly.

Remember the spring. If it feels like it's lost some of its zip when you finger-test it, change it.

Do your part, and those ground-handling wheels will keep on rolling along!

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