

**INTAKE SCREEN OR FILTER**—Grass, leaves and other FO. Damaged, loose or missing fasteners. Filter material shifted. Gap between screen sections too wide.

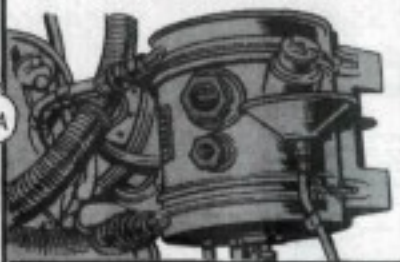


Your bird works best with a clean engine so keep sand and dust separator filters in top shape.



**ENGINE COMPRESSOR**—Loose.

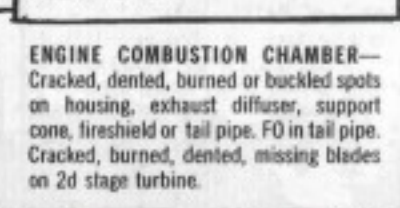
**ENGINE OIL TANK**—Loose, oil level down. Leaky, twisted, chafed, damaged lines, connections. Blurred sight glasses.



**CHIP DETECTOR PLUG**—Gouged, nicked, burred, fuzz-covered. Goofed-up threads, wires.



**ENGINE ACCESSORIES**—Damaged, loose connections, parts.

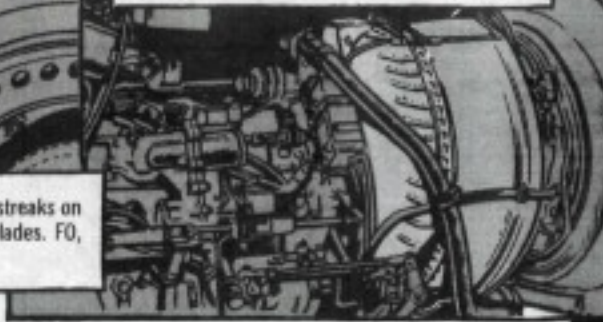


**ENGINE COMBUSTION CHAMBER**—Cracked, dented, burned or buckled spots on housing, exhaust diffuser, support cone, fire shield or tail pipe. FO in tail pipe. Cracked, burned, dented, missing blades on 2d stage turbine.

**INLET HOUSING, AIR DUCTS, INLET GUIDE VANES, COMPRESSOR BLADES**—Gunk-covered or damaged blades. Deformed inlet screen. Torn seals and gaskets. Loose or missing rivets, loose adhesive. Metal surfaces scratched, damaged.



**ENGINE INLET HOUSING**—Oil streaks on guide vanes and compressor blades. FO, ice or crud in anti-icing probe.



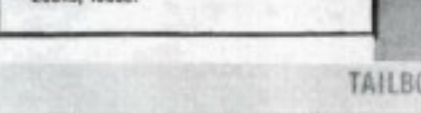
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**ENGINE MOUNTS**—Cracked, damaged, bent, scratched, loose. Cracks in attaching brackets, fittings, loose bolts. Engine mount deck dirty, holes, bulges, cracks.

**VARIABLE INLET GUIDE VANE ASSEMBLY**—FOD or other damage.

**ELECTRICAL CABLE ASSEMBLY, IGNITION COIL AND LEAD, EXHAUST THERMOCOUPLE ASSEMBLY**—Loose, cracked, chafed, rubbing.

**MAIN AND STARTING FUEL MANIFOLDS**—Leaks, loose.



**FLOW DIVIDER ASSEMBLY**—Leaks, damaged, loose.

**FUEL CONTROL**—Power lever has sticky movement. Bearing wear, roughness.



### TAILBOOM AREA

**TAILBOOM EXTERIOR**—Gouged, ripped, torn. Elevators, antenna mount and tail skid loose, buckled.

**TAILBOOM ATTACHING BOLTS**—Missing slippage marks. Any rats or snakes lurking about?



**TAIL ROTOR DRIVE SHAFT**—Coupling out of line, loose. More'n one drive shaft weight missing. If so, be sure there's a stamp saying the shaft was made that way. Missing slippage marks on bolts. Grease leaking on drive shaft coupling. Loose, missing, drive shaft access cover fasteners. Won't lock tight. Binding, damaged cover.

SOME BEARINGS NEED LUBE, SOME DON'T. ARE YOUR BIRD'S TAIL ROTOR DRIVE SHAFT BEARINGS MARKED SO YOU CAN TELL?

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