

Another thing while we're talking about the drive shaft—be sure you have the excess lock wire at the quick disconnect (No. 4 shaft) cut off and the remaining tail bent away from the shaft. Otherwise, movement of the rotor cable with the lock wire sticking out can scratch the drive shaft for real. It doesn't take much to ruin the shaft—



you're only allowed a 0.002 inch scratch . . . Chapter 2, Section VI, page 6-3, of your maintenance manual.

So-o-o . . . next time you pull out your TM 55-1520-207-20 for a periodic, take out your magnifying glass and go over your bird with a fine-tooth comb. Finding problems before they become serious could save a life . . . maybe your own!