

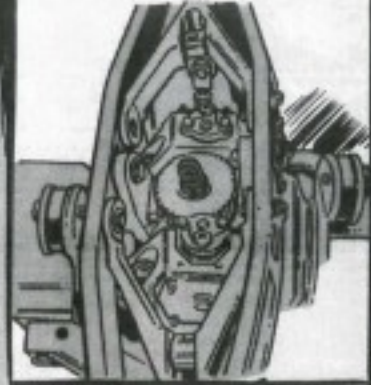
CABIN TOP

CHECK, CHECK.

PIT TO

I'M STILL LOOKING!

MAIN ROTOR SYSTEM—Retaining lock—Jesus nut—safety missing.



PITCH CHANGE LINKS—Too much bearing wear?
Check for lateral play in mixing lever by placing finger between mixing lever and stab bar.
Grab a drag brace, place finger in pitch change links to check for excessive vertical play.

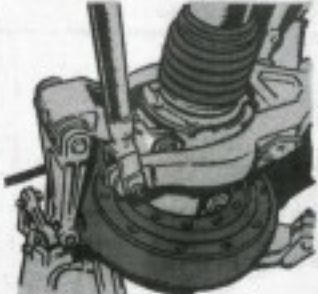


Eyeball split cones for movement. It's OK if they butt together. Cracks in mast. Movement in drive link scissors bearing not allowed.



In or out play on trunnions not permitted.

DUST BOOT—Cut, ripped, torn.



SWASHPLATE—Up or down movement not allowed. Too much lateral movement?

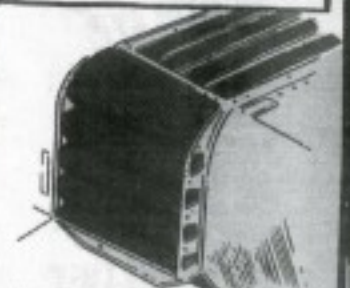
BLADE GRIP, PILLOW BLOCK, DAMPERS—Oil levels low.



COLLECTIVE SLEEVE ASSEMBLY—Too much lateral play on collective sleeve.



TRANSMISSION—Leaks; housing cracked; mounts loose; oil low, cap missing; access doors won't lock.



INLET SCREENS—Dirty, gunk-filled. Maxi-size holes in screen.



SHORT SHAFT—Loose. Too much oil in transmission area.



Slippage marks on transmission mount bolts missing. Check with unit SOP.

