

## FUSELAGE - FULL AFT

NAV LIGHT—It's not a handhold! Make sure it's riveted on tight. Lens cracked, broken, missing.

FM ANTENNA — Mount damaged, cracked.

PITCH CHANGE LINKS—Damaged, bent; bearings centered.

STINGER COVER—Damaged, loose.

STINGER—Dented, bent, paint missing. This could be telltale sign of a hard landing.

DUST BOOT—Ripped, torn.

TAIL ROTOR — Blades dented, cracked; bond separation. Installed backwards. Blade hits vertical fin. Binds. Cotter pins missing.

## AFT FUSELAGE - RIGHT SIDE

TAIL ROTOR GEARBOXES—Leaks, cracked. Oil levels down. Spring loaded caps at wrong gearboxes.

They'll fit either oil reservoir, but the 42" gearbox gets the non-vented job; 90" gearbox gets the vented one.

ANTENNA—Loose, cracked.  
SYNCHRONIZED ELEVATOR—Same as for left side.

AFT FUSELAGE—Skin gouged, buckled, ripped; rivets missing.

FUSELAGE—AFT OF CABIN, RIGHT SIDE

BATTERY VENT TUBES — Slanted sides should not face in same direction.

DOOR STOP—Missing, bent.

OIL COOLING FAN, COMPARTMENT—Rigid connecting link missing. Tail rotor servo bolt just below "T" connection won't turn.

If your bird is heaterless, double-check the area for rags, tools, clothing. Keep it clean, man!

Pinpoint your eyes where the fuselage and tail boom join. Any wrinkles on the skin might be a clue to a hard landing.

If battery is not installed, circuit breakers should be pulled.

OIL COOLER FAN — Loose. Screen mount damaged.

Same same sharp inspection of doors, skids, lights as on left side.