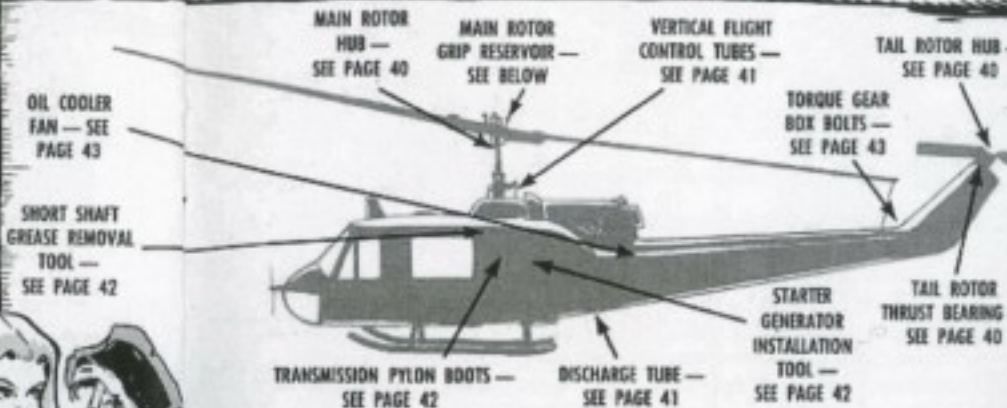


NO SHORTCUTS, PLEASE!



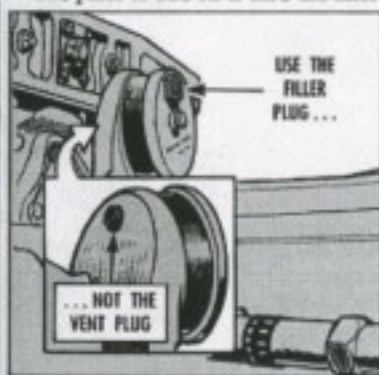
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USE FILLER HOLE

Take the main rotor blade grip reservoir, for example.

The place to add oil is thru the filler



hole, just like the lube chart in the organizational maintenance pub shows.

Would you believe some types don't

take the time to cut the safety, remove the filler plug, add oil and re-safety the plug?

Instead, they take out the vent plug which doesn't get safetied, add oil and put the plug back.

Sure it works. But an over-torque on the vent plug will strip it out. When that happens the whole main rotor hub has to come off the bird to replace the plate that forms the inner oil cover of the reservoir. That means 40 hours or so of extra work for DS and the loss of the bird to your unit.

Should the filler plug get stripped you can replace the outer oil cover of the reservoir all by yourself in 10 minutes flat.

Never touch the vent plug. Always fill the reservoir thru the filler hole.

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