

"ALL PRESENT AND..."

Dear Windy,

We have a question on aircraft hardware.
How many screws can be missing from structural and non-structural panels for a chopper to be serviceable, Windy?

SP6 W.J.T. III

G!!... I AIN'T THE ONLY ONE AROUND HERE WITH SOMETHIN' MISSING!

BUT, SIR... ONLY A COUPLA NUTS WERE MISSING DURING DAILY INSPECTION!

Dear Specialist W.J.T. III,
None!

But read on...

The airworthiness of any bird is based on the fact that it's complete. So—all missing screws, rivets, bolts, nuts, cotter pins, safety wire, seals and gaskets should be replaced when you find them missing or damaged.

Aircraft manuals are written in this "positive" manner. If there is an allowance for leaving out hardware, or installing it in a special way, the pub will spell it out.

Your bird will lose hardware because of vibration and wear, though, and you mechs should use good judgment in getting hardware replaced.

Hardware missing from a structural panel would have to be replaced right now. In other cases you might defer the chore until you pull scheduled maintenance.

SOMETIMES IT'S EASIER TO REPLACE HARDWARE ON THE SPOT RATHER THAN CARRY THE FAULT FORWARD ON THE DA FORM 2408-13.