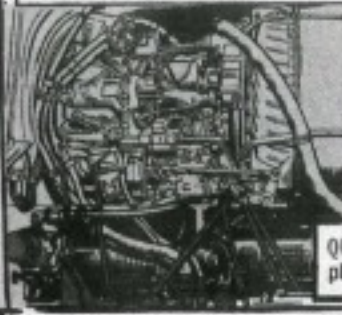


FUSELAGE—AFT CABIN,
LEFT SIDE

DROOP CAN—Opening too large.

DIFFUSER—Leaks, cracked.



BATTERY AND MAIN FUEL SWITCHES—Gotta have power to drain fuel and check for water contamination at fuel filter and sump drains.

Leaks at fuel filter.

ENGINE TRANSMISSION—Tripod, linear actuator, throttle linkage control loose, chafed, binding.

QUICK DISCONNECTS—Loose; pins playing hide 'n' seek.

FUEL FILTER—Loose; line twisted, chafed, damaged.

ENGINE OIL FILTER—Negative safety.

ELECTRICAL COMPARTMENT—Radio and slave gyro loose, damaged. Ground wire missing.

DESICCANT—Miscolored.

Check your bird's baggage compartment for oily rags, grease guns, oil cans, tools. Anything that could cause a short or fire has to go!



AFT ELECTRICAL COMPARTMENT—Circuit breakers stuck. TIP: Once in awhile, make sure they'll pop out—in case of fire.



APU RECEPTACLE—Door open. ACCESS DOORS—Damaged, fasteners missing.

FUEL FILTER—Drain clogged, loose, damaged. RIGHT, LEFT FUEL PUMPS, SUMPS—Lines clogged.



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AFT FUSELAGE—LEFT SIDE

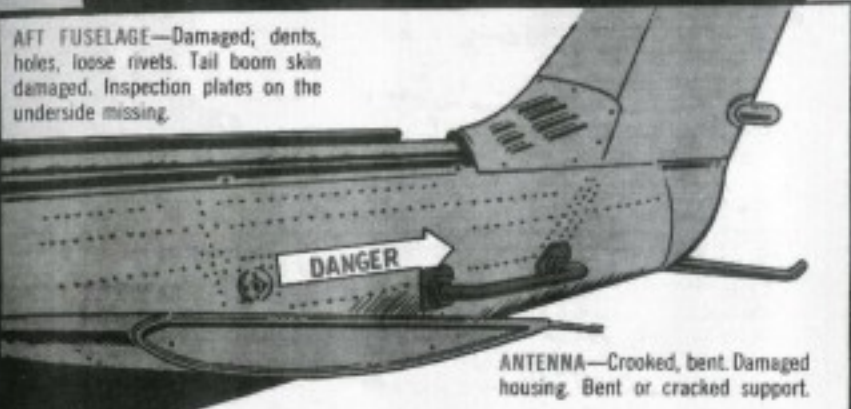
VERY INTERESTING.

TAIL ROTOR DRIVE SHAFT COUPLING—Out of position; loose. Tail rotor drive shaft bolt heads turn clockwise. Drive shaft weights missing! If so, be sure there's a stamp saying shaft was made that way. Could be the shaft was reworked by a depot.

Slippage marks on nuts missing. Drive shaft access door Dzus fasteners crooked, missing.



AFT FUSELAGE—Damaged; dents, holes, loose rivets. Tail boom skin damaged. Inspection plates on the underside missing.



ANTENNA—Crooked, bent. Damaged housing. Bent or cracked support.

SYNCHRONIZED ELEVATOR—Too loose. Missing rubber guard on trailing edge—corner.

MAIN ROTOR BLADES—Close eyeball treatment called for here. Tied down.

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