

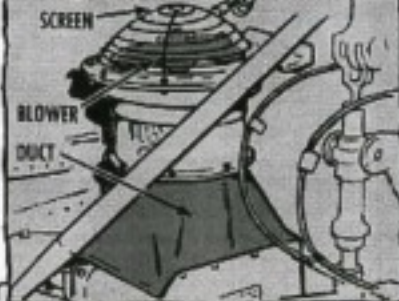
CENTER FUSELAGE



EXTERNAL POWER RECEPTACLE—Check access door and caution light switch for security and general condition.



OIL COOLER, DUCT, BLOWER, SCREEN, BLEED AIR LINE, SUPPORT STRUCTURE—Look for obstructions, damage, loose nuts, broken screen or other damage.

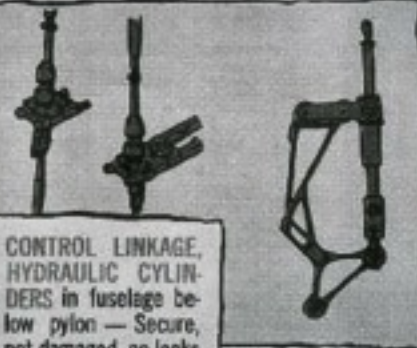


CARGO SUSPENSION ASSEMBLY—Secure. Eye manual release. Check non-swiveling type by hand—rotational play indicates a broken shear pin.



DON'T TURN YOUR BACK ON ANY OF THESE!!

FUEL TANKS—Test for water and dirt by taking a sample at the sump drains. Push in on draincocks and use a sampling jar and water detector kit, FSN 6540-892-2264. See TM 10-1101 (28 Jul 65) on reading your sample. Check fuel supply lines for loose connections and leakage.



CONTROL LINKAGE, HYDRAULIC CYLINDERS in fuselage below pylon—Secure, not damaged, no leaks from cylinders and connecting lines.

EXTERNAL STORES—Secure. (when installed).



THE PYLON



MAIN ROTOR HUB—Pillow block reservoir oil level (completely full). Grip reservoir oil level (half-full). Hub, blade grips, pitch horns, drag braces, main rotor blades—secure, undamaged.

STABILIZER BAR—Undamaged, connecting linkage secure.

STABILIZER DAMPERS—Fluid level (full). See para 8-33 of maintenance pub for filling poop.

TRANSMISSION COWLING—Cracks? Dents? Hinges and fittings worn, damaged?

HYDRAULIC SYSTEM COMPONENTS—Check lines for security, damage, leaks. Reservoir fluid level should read full.



MAIN (input) DRIVE SHAFT COUPLINGS—Grease leak? Clamps tight?



TRANSMISSION CONNECTIONS—Look for damage and oil leaks. Check the sump for water contamination and oil level (full).



SWASHPLATE, SCISSORS, SLEEVE—Check for damage. All connecting linkage should be secure.

COLLECTIVE LEVER HALVES—Secure connections.