

**INTERMEDIATE (42°) GEARBOX**—Loose. Cover won't fit snugly. Low oil level. Oil leaks. Stained, cracked, broken sight gage glass.



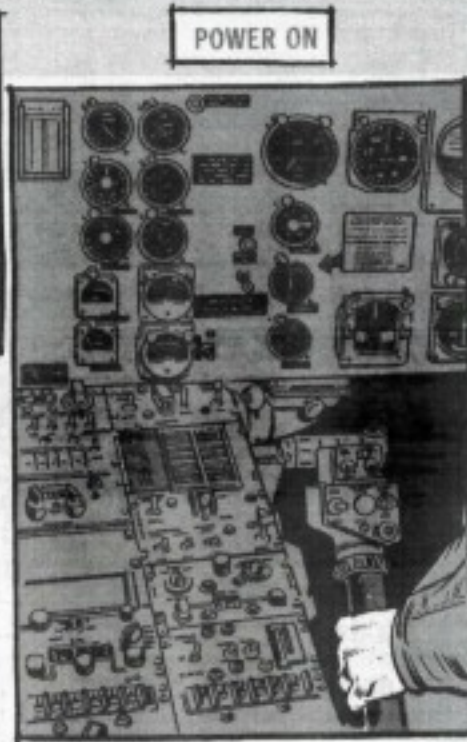
**TAIL ROTOR (90°) GEARBOX**—Same as for 42° gearbox, PLUS ... ripped, torn dust boot. Check the spring-loaded oil reservoir caps at 42° and 90° gearboxes. (Caps will fit either oil reservoir, but the 42° gearbox gets the non-vented "black dot" cap, the 90° gearbox gets the vented "white dot" job.) Cap chains broken, missing. Aft battery vent tubes slanted opening facing in same direction. Lift bar out.



**TAIL ROTOR BLADE AND HUB ASSEMBLY**—Dents, cracks in blade. Blades installed in wrong direction. Binding tail rotor. Missing cotter pin. Pitch change links safeties, blade grip safeties missing. Tail rotor controls dirty. Broken wires in cable.

### LUBRICATION

All items lubed by-the-book. Check lube chart in TM 55-1520-210-20 (Sep 71).



### POWER ON



**CARGO HOOK**—Electrical release won't work.

**PERSONNEL RESCUE HOIST**—Jams. Sluggish. Guillotine switch guard broken. Safety missing. Oil level low during the hoist operation. Damaged, binding rollers and pulleys. Cable storage drum wobbles during operation. Erratic cable winding. Hook pin missing. Too loose.



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**PITOT HEATER**—Doesn't work.



**CAUTION PANEL**—Defective wiring. Fails to light when test switch is flipped ON. After test make sure you reset switch.

**INTERIOR LIGHTS**—Broken, cracked, missing lens, bulbs for dome or map reading.

**EXTERIOR LIGHTS**—Broken, cracked, missing lens, bulbs. Loose mounting, wires. Paint-covered. Loose landing or search light. Not in stowed position, if day-light mission. Be sure it works if part of mission will be in darkness.

**FUEL QUANTITY INDICATOR**—Doesn't match up with the feel test at the tank. Needle doesn't drop and return to correct fuel indication when inverters are ON.

**ENGINE CONTROLS**—Binds thru full range. Idle stop release zapped.

**ENGINE**—Pull circuit breakers before rotating engine. Rotate with starter for 40 seconds. No more. No binding allowed.

**COMBUSTION CHAMBER**—Clogged drain valve, tube. Fuel draining visible while engine's operating. No fuel draining overboard during engine coastdown or shutdown.



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**MAIN FUEL FILTER**—Clogged, leaking. Water contamination in drain sample.

**SEPARATOR OVERBOARD VENT**—Spotty air stream flow during engine operation or before shutdown.



### AVIONICS

TM 11-1520-210-20 (Jul 70) is the book to follow when inspecting, checking and testing electronic equipment in the Delta and Hotel model Hueys.

### ARMAMENT

Appendix A-1, TM 55-1520-210-10 and -20 lists TM 9-series pubs for your bird's firepower kits for a shoot 'n' scoot mission.

### DOUBLECHECK DUTIES

Any bolt or nut you can hand-turn is suspect. Just be sure that you double-check any that's not supposed to turn.

Make one more check of the baggage compartment for oily rags, grease, guns, oil cans, and tools. Anything that could cause a short or fire has to go.

Congratulations! Your Daily inspection has been by-the-book.

### PASS THE WORD

Before you head into the wild blue, tho, clue the passengers about using safety belts and shoulder harnesses—keeping feet and hands off flight controls ... getting into and out of your whirlybird when the rotor blades are turning.

IPS END