

Another point to ponder. Never put a jack on the engine deck to raise the engine during a mount or bearing change or you'll crush the honeycomb, for real.

Save the deck. Use the engine hoist.

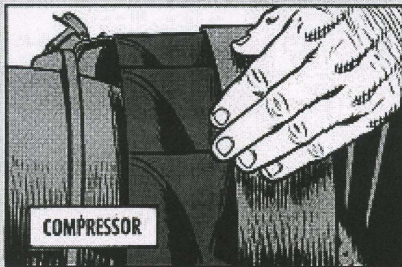
Pull PM on the decks by checking for bonding separation. Early repairs save moola.

Tap the bonded areas every few inches with a key. A bonding void will give you a dull, soft click sound. A sharp, hard sound means the honeycomb is OK.

USE COVERS

The T-53 engine filter separator-and-screen does a first-rate job of preventing FOD in flight. Working on the bird with those parts off is something else again.

Sure, the parts come off on an engine cleaning, for example. But leave the separator and screen in place if at all possible so dropped hardware won't get sucked into the compressor.



Also, keep track of your tools so you don't leave 'em behind.

If the engine has to be run with the upper half of the separator off be sure you take the collector boxes and sponges out of the lower half, or the engine will swallow them (ugh!!).

Eye the lower half of the separator for safety wire, cotter pins and the like when you put the separator back together.

When you do work over the engine on the rotor head and transmission, with the separator off, play it cool. Take time to get a suitable cover over the engine inlet so no clipped safety wire or other debris lands in the engine.

Support ships an engine to you with an inlet cover that'll do the job.

To head off FOD after maintenance is completed eye the engine inlet area. A little prepping will keep your baby at her best.

