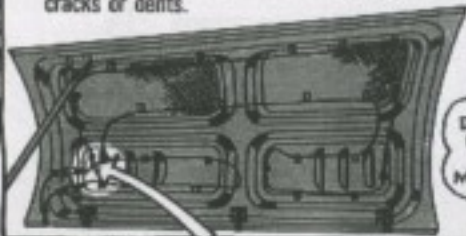


THE ENGINE

EYE THE FIRE DETECTOR WIRE TO BE SURE IT'S SECURE.

ENGINE COWLING, FAIRING — Secure, no cracks or dents.



DON'T RACE Y'R MOTOR!

A loose wire could snag on the lineal actuator, or another engine part, and short out the fire warning system.

ENGINE INTAKE SCREEN — Should be clean, with no obstructions, no loose or missing fasteners. Gaps between screen sections should not be wider than the mesh width.



ENGINE INLET HOUSING AIR DUCTS, GUIDE VANES, COMPRESSOR BLADES, ANTI-ICING PROBE — Eyeball all areas for oil streaks, foreign object damage.

ENGINE OIL TANK — Tank supporting straps and pads tight? Oil lines leaky, damaged?

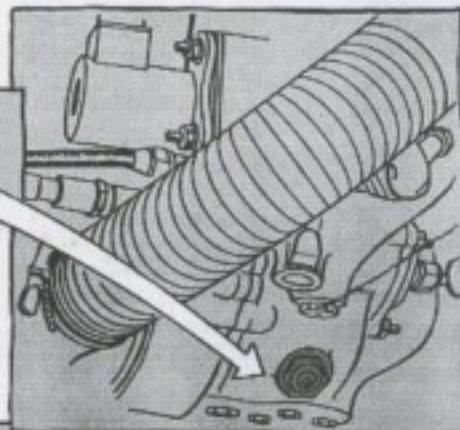


ENGINE ACCESSORIES, CONNECTIONS — Eye for damage, security.



ENGINE ACCESSORY DRIVE GEAR BOX — Check the chip detector plug with a continuity tester or take the plug out and have a look-see for metal chips.

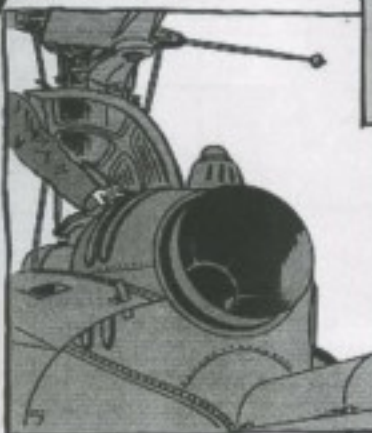
Remember that the presence of particles may, or may not, mean that a gear box is shot. Para 7-3 and 7-4, plus Fig 7-2 of the maintenance pub will clue you on chip identification and the action you should take.



ENGINE COMBUSTION CHAMBER, HOUSING, EXHAUST DIFFUSER, SUPPORT CONE, FIRESHIELD, TAILPIPE — Cracks, dents, burned and buckled metal.

Be sure you never circle any tailpipe defects with a lead pencil. If you do, the next time the engine is runup the carbon in the lead you left behind will act like a cutting torch and the circled piece will drop right out of the tailpipe . . . what a revoltin' development!!!

... YOU COULD IDENTIFY A DAMAGED AREA (ON THE DA FORM 2408-15) LIKE THIS...



ENGINE MOUNTS — Eye for cracks and other damage, secure.

ENGINE COMPRESSOR HOUSING — Damaged?



tailpipe crack at 2 o'clock

MORE