

FOOD



HERE'S AN ENGINE SAVER...

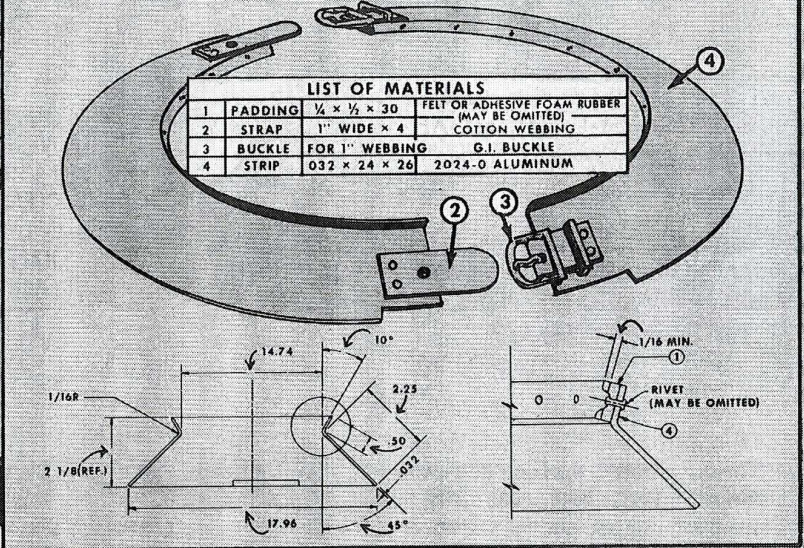
... WITH THE HEAD SHED'S BLESSING!

Dear Editor,
 The T-53 engine in the Huey is protected from foreign object damage in flight by the inlet screen and particle separator. The danger is still present, tho, when pulling maintenance with the engine inlet protection removed.
 So, we made up an inexpensive protective cover that can easily be made in any sheet metal shop for use in the field. The felt insulating material shown may be omitted. Foam rubber with an adhesive backing can also be used in place of the felt and rivets.
 The beauty about this cover is that it's made in 2 pieces. Just remove the upper part of the particle separator for short shaft maintenance, for example, and add one half of the cover. Then remove the bottom half of the separator and add the other half of the cover before removing the shaft.
 With both halves buckled together safety wire, nuts, bolts, pencils, pens, eyeglasses and dirt can't enter the inlet . . . saves engines.
 CPT James T. Shaw
 Corpus Christi
 Army Depot

(Ed Note—Right on. The head shed—AVSCOM—recommends use of the cover at the organizational maintenance level. Support units should use shield, NSN 1730-00-780-4406, listed in TM 55-1520-210-34P (Dec 72.)

STOPPER

PLANS FOR T-53 ENGINE COVER



5 YEARS FOR BAR TUBE

The stabilizer bar tube on your UH-1D/H has a retirement interval of 5 years—not 1200 hours, Huey types.
 The calendar deal is called for in Chap 3, Sec IV, of TM 55-1520-219-20 (Jun 72) on the UH-1B. Look for a change to the UH-1D/H pub.

