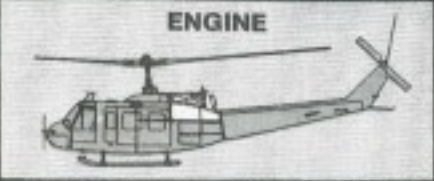


BEWARE!!  
THIS IS REAL  
**FOD**  
TERRITORY!



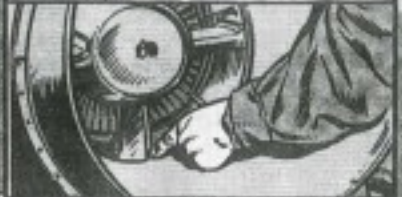
ENGINE

EVERYTHING  
PROPERLY SNUG  
AND TIGHT!

DON'T LET YIR  
BIRD BE CALLED  
A LOOSE-GOOSE!

COWLING, FAIRING—Loose,  
fasteners missing.

SECOND STAGE TURBINE  
BLADES—Cracked, burned, dented,  
missing blades.



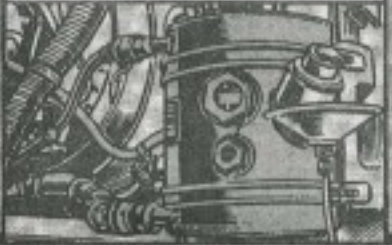
ENGINE COMBUSTION CHAMBER  
HOUSING, EXHAUST DIFFUSER,  
SUPPORT CONE, FIRESHIELD,  
TAILPIPE—Cracked, dented,  
buckled.

ENGINE COMPRESSOR HOUSING—  
Cracked, corroded, scratched, loose.

EXTERIOR AIR INLET SCREEN—  
Grass, debris present.

INLET HOUSING, AIR DUCTS, INLET  
GUIDE VANES, COMPRESSOR  
BLADES—Oil streaks. Blades erod-  
ed.

ENGINE OIL TANK—Lines and  
connections chafed, leaky, twisted,  
otherwise damaged. Sight glasses  
blurred, discolored. Oil level down.  
Tank loose.



ENGINE ACCESSORIES,  
CONNECTIONS—Loose.

FUEL CONTROL POWER LEVER—  
Binding, partial travel.

FLOW DIVIDER (UH-1H ONLY)—  
Leaking, loose.

ENGINE OIL CHIP DETECTOR (NOT  
WIRED TO COCKPIT CAUTION  
LIGHT)—Not working.

MAIN AND STARTING FUEL  
MANIFOLDS—Missing safety. Loose,  
leaky.

ELECTRICAL CABLE ASSEMBLY,  
IGNITION COIL AND LEAD—Exhaust  
thermocouple assembly. Chafed,  
cracked, loose.

ENGINE MOUNTS — Cracked,  
scratched, loose. Engine deck dirty,  
bulged, cracked, pitted.

NON-SELF PURGING PARTICLE  
SEPARATOR—Intake screen loose,  
excessive gaps. Foam and metal  
filters dirty.

SELF-PURGING PARTICLE  
SEPARATOR—Screen broken.  
Fasteners missing. Discharge tube  
connections loose.

BETTER WATCH HIM,  
CONNIE! HE'S A  
**LEPRE-CON**  
ARTIST!

YEH-- WE SUSPECT  
HE'S FULL OF **BLARNEY!**

IPS MORE

