



You give your Hueybird's tail rotor drive shaft—and all the hardware, that keeps it from coming unglued—an eagle eye looksee and shimmy every day, right?

Outstanding!

Any damage or loosey-goosey movement in the flexible coupling's hanger bearing gets a quick doublecheck.

Look for a half-greased coupling job or for a half-seated seal in the female coupling groove.

A flex coupling saddled with either of these goofs means a Huey with a burned tail—tail rotor drive shaft bearing, that is ... soon!

It's easy to tell if there's no grease in the bearing. You'll get a clickity-click—coupling slack—noise when you give the drive shaft a couple of twists on the Daily.

A smacky mouth sound means grease in the coupling.

A 20-min inspection of each coupling before you install it, or when you pull the acceptance check on an overhauled bird, makes good sense.

You'll find all the how-to PM goodies in Chap 7 of the Dash 20 manuals, bird-mechs. Have a go at it!

