



# HUEY

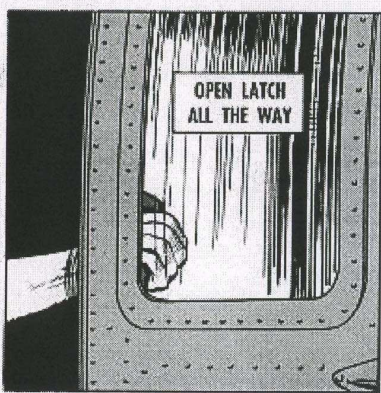
ROTATE THE SLIDER

You're going to get normal wear on bird parts and the cargo doors are no exception. It's PM to the rescue.

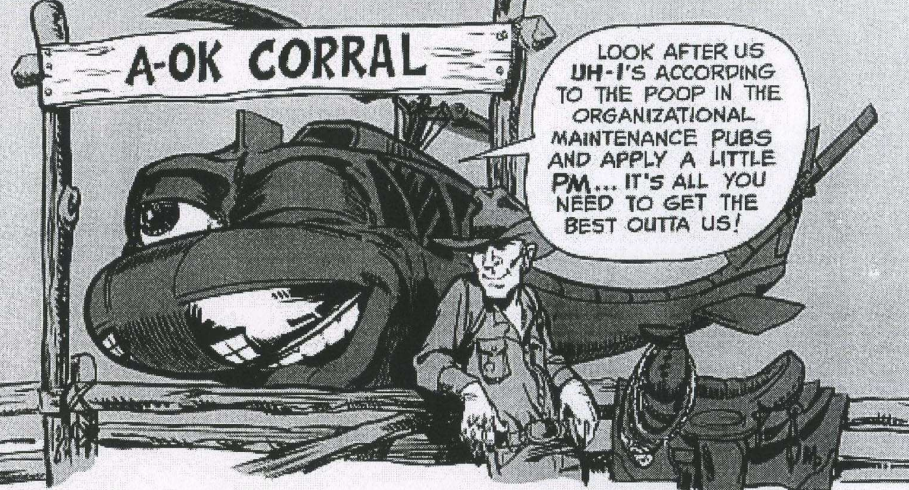
When the slider insert wears to a point where you're about to get metal-to-metal contact between the slider and the door track it's time for a switch.

Unlock the cargo door by going all the way with the latch handle. The latch pins have to be out of the receptacle or they'll wear a groove in the door frame.

Remove the door stops in the door tracks at the aft end of the fuselage.



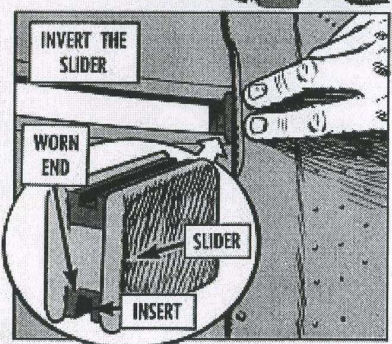
# PM ROUND-UP



Move the door aft to expose the slider. The bottom part of the insert rides on the lower track and wears—the top part just acts as a guide and doesn't wear.

When you see that the unworn insert is in good condition, rotate the slider 180 degrees so you wear the other insert.

Move the door forward, put the door stops back and you've saved yourself a part replacement.



## SEE MILES AND MILES

Looking thru scratched plexiglass can drive a pilot to distraction. Flying formation or maneuvering close to the ground calls for the best visibility a pilot can get, lest some bird parts get bent up.

So, whenever you want to adjust the pilot's door window never reach for the handle without first loosening the window stop...scratches the plastic something fierce!!

