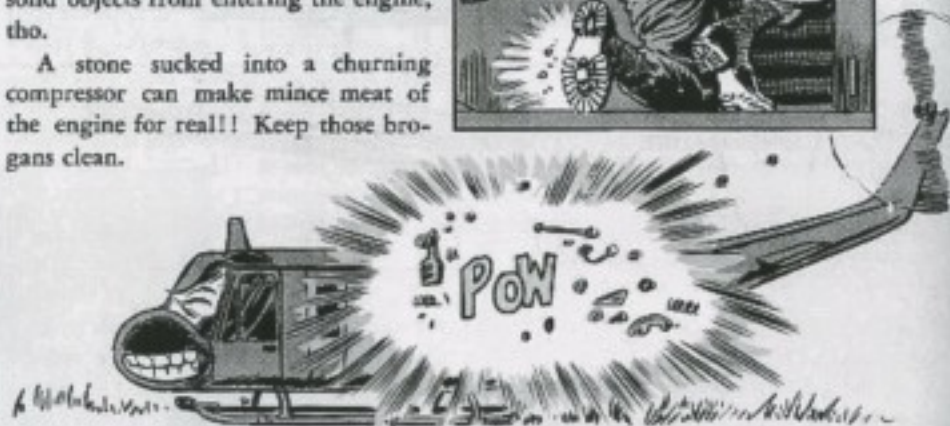


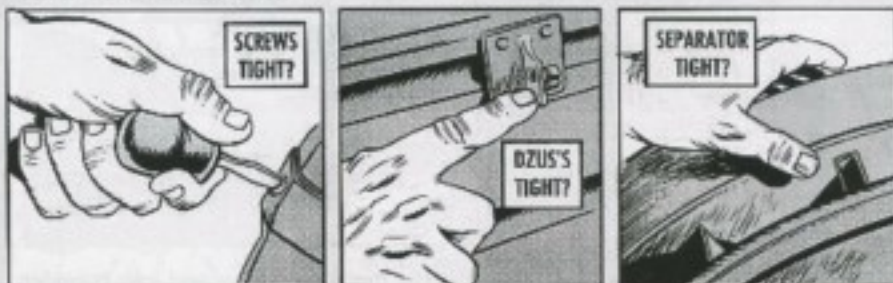
Before you mount your charge, eye the soles of your jungle boots. Stones get wedged between the cleats and can fall into the engine inlet area.

Sure, the sand and dust separator reduces erosion of the compressor blades and housing. It won't keep solid objects from entering the engine, tho.

A stone sucked into a churning compressor can make mince meat of the engine for real!! Keep those bro-gans clean.



Look over all areas, especially forward and above the engine inlet for material that can ruin the engine.



See that all nuts, bolts, screws, washers, dzus fasteners and latches on the sand and dust separator are tight.

After you pull maintenance remember that good housekeeping helps prevent FOD.

To stop safety wire, cotter pins and other hardware from going into the separator during rotor head and engine inlet maintenance, cover the separator. Canvas or even a large towel will do the trick.

Before you remove the covering, police-up the area. Remember that rags and tools left behind will also KO an engine.