



YOU HEARD HIM,
CHECK THAT MAIN
FUEL LINE!

STEPPED ON FUEL LINE

A ruptured hose spells trouble any time, and 'specially if it's the main fuel line!

A loose clamp, poor hose routing, bum nut torque, or careless hose hookup during replacement and the line goes on the fritz.

F'instance, when Spec Careless connected the aft end of the main fuel line to the fuel flow divider inlet on his UH-1D T53-L-13 power plant, he let the elbow turn while tightening the B nut. The fuel line played footsie with mormon clamp on the combustion chamber. In-flight vibration did the rest.

No one caught the chafed line deal until 2d PMI!

Inspection means looking, feeling and tugging. It's a dirty-hands, by-the-book type of PM that pays off. Would you believe safer aircraft, saved skins?

Need a hint on your next PMD? Broken strands, squashed, frayed or twisted lines' or hose are first-class danger signs. A twisted line is shorter so you'll get a lousy fit and extra stress on fitting, plus a restricted fuel flow.

