

FUEL NOZZLE, LINES—  
Tight? No leaks?



OIL TANK — Tight? Lines  
leaking? Oil at an accept-  
able level?



HALP!

During an engine change tag the oil supply and return lines at the aft bulkhead. The lines are identical and can be hooked up wrong. High engine oil temperature during run-up will clue the pilot that the lines are crossed and the engine has to be shut-down, pronto.

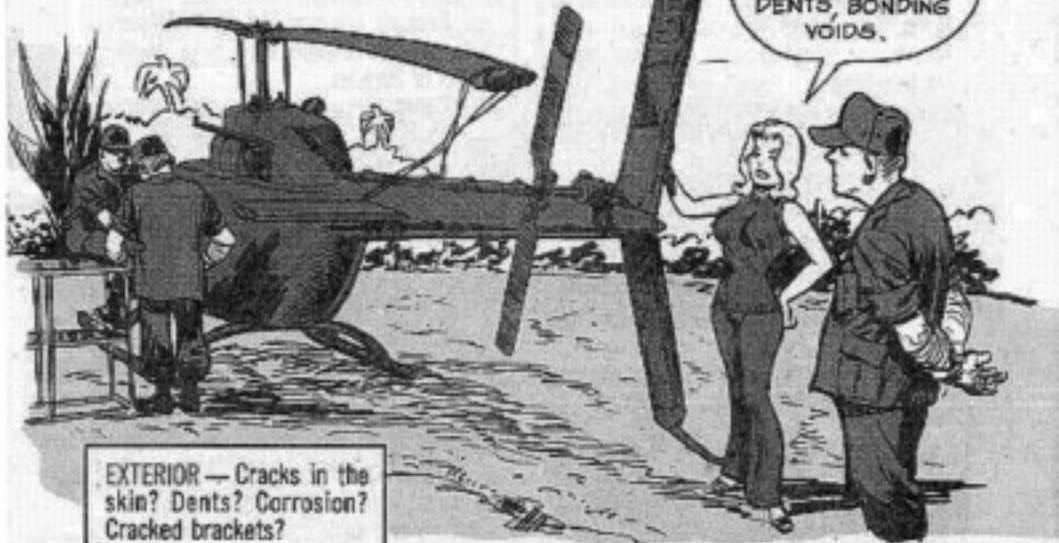
To prevent a Murphy, color code the inlet and outlet lines.

OIL COOLER  
BLOWER, DRIVE  
SHAFT BEARINGS  
—Check for  
cracks, security,  
evidence of over-  
heating and  
excessive grease  
leakage.



### TAIL BOOM

CHECK ALL  
THE TAIL SURFACES  
FOR CRACKS,  
DENTS, BONDING  
VOIDS.



EXTERIOR — Cracks in the  
skin? Dents? Corrosion?  
Cracked brackets?