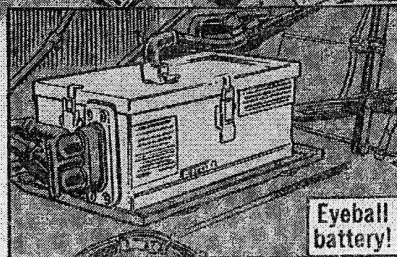




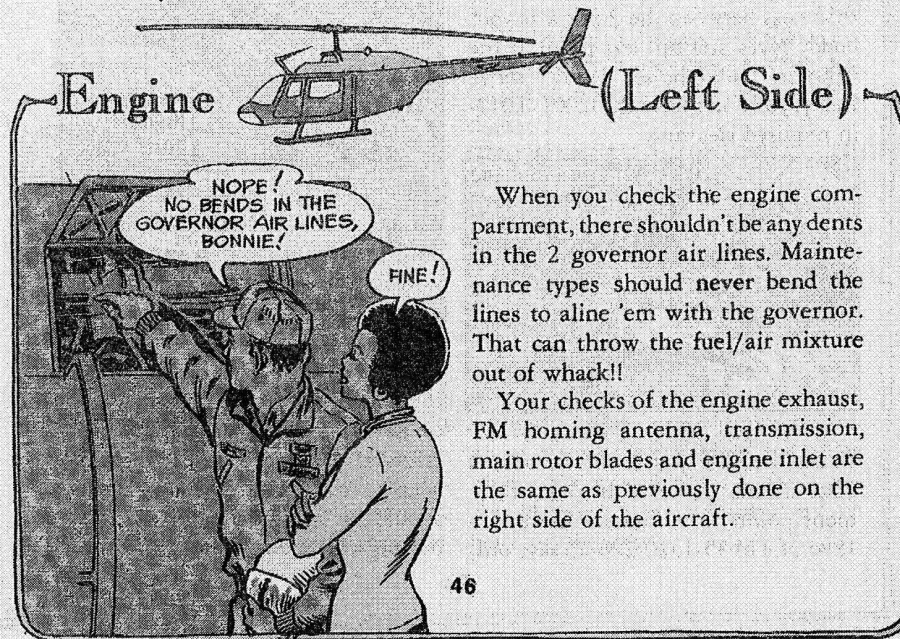
When you check the oil level in the sight gage, open up the oil tank compartment for a look-see. Plant your mitts on the oil cooler lines and blower for a security check.

When you open up the avionics compartment, use your flashlight to check the slippage mark on the tailboom attaching bolts.

Eyeball the battery for any overflow of electrolyte.

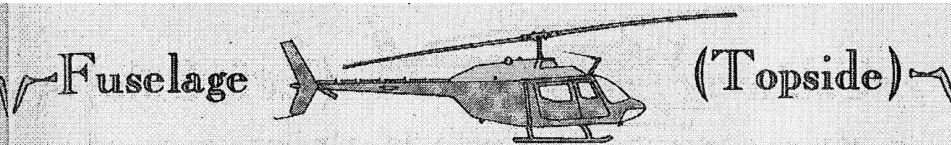


Never put any cargo in the avionics compartment...could short out the works!!



When you check the engine compartment, there shouldn't be any dents in the 2 governor air lines. Maintenance types should never bend the lines to align 'em with the governor. That can throw the fuel/air mixture out of whack!!

Your checks of the engine exhaust, FM homing antenna, transmission, main rotor blades and engine inlet are the same as previously done on the right side of the aircraft.

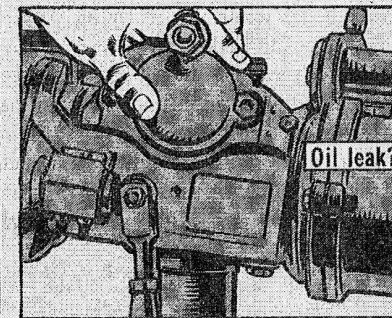


Be sure there is no FOD potential in the engine oil cooler exhaust, engine exhaust stacks and the transmission oil cooler exhaust.

slippage marks. If you spot an oil leak between the pillow block and trunnion, the seal has to be replaced.



The filler cap on the hydraulic reservoir must have a nylon hinge pin...no metal allowed! The idea is—should the cap accidentally open—the flexible pin will prevent the cover from jamming the flight controls.



Look at the main rotor split cones while you're topside. They can be Murphied!

For proper blade balance, observe that the bolts and grips have the same serial number. That's the word in Para 5-87 of the maintenance pub.



Make a "feel" test on the transmission oil filler cap.

When you're checking the main rotor system, eyeball the pillow block

Check the hydraulic servos and flight controls for security and operation. If the hydraulic filter pop-out button is extended, push that little rascal back and write it up in the log book. If the red button is extended on the next pre-flight, the filter element has to be cleaned and inspected for serviceability.

Focus on the torque tube. Make sure there are no bends or dents because a damaged tube will prevent freedom of movement. During installation, the tube has to be shimmed to provide a 0.003-0.020-in clearance between the bracket bearing and tube, according to Para 4-97 of the maintenance pub.

