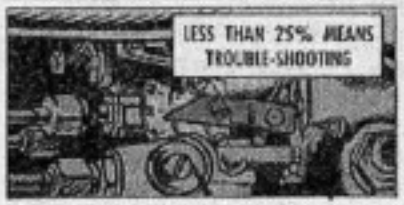
Bird PM means pulling inspections, checks, and counter-checks. This is specially true when rigging the gas producer (N1) fuel control on the Kiowa.

With the pilot's collective twist grip at ground idle, the reading on the gas producer N1 tach should be 62-63 per cent and the position pointer lever on

the gas producer quadrant should be at 30 per cent.

That's ideal . . . like a date with Connie!

But suppose the lever on the gas pro-



ducer fuel control points to 25 per cent or less (more'n 1/16 inch) off dead center. You're metering fuel with the cutoff valve and that ain't according to Hoyle.

First thing you know, the nylon tip on the cutoff valve flutters like a puppy-lover's heartbeat and will fail to seat properly. Your bird winds up with an after drip into the combustion chamber. Any extra JP-4 in the fuel burner spells t-r-o-u-b-l-e!

Make the lever come to the 30 per cent mark by adjusting the rod ends of the adjusting tube. Now the fuel cutoff valve and the metering valve are in the correct position for ground idle fuel schedule.

The ONLY way to adjust N1 speed with the level at the 30 per cent mark and twist grip set at ground idle, is with the idle speed adjustment screw — a job for GS who will check out for restricted or dirty inlet, compressor FOD, excessive bleed air leakage or clogged fuel manifold or proper control rigging.

Adjustments spelled out in para 5-178g of TM 55-1520-228-20 (Jul 69) only make sure that the lever hits the top and bottom stops when a pilot twists his collective grip from max power to shutdown.

So, p-l-e-e-s-e don't you try to marry the 30 per cent lever setting with an off-beat N1 tach reading.

Your Kiowa has built-in tolerances in the fuel control system. With twist grip at ground idle, your K-bird can operate with the N1 tach reading anything from 62 to 63 per cent gas producer turbine RPM.

Your PMD, PMP inspection of the throttle pointer's proper position at ground idle will go a long way in getting you back to The World safely.