

ENGINE



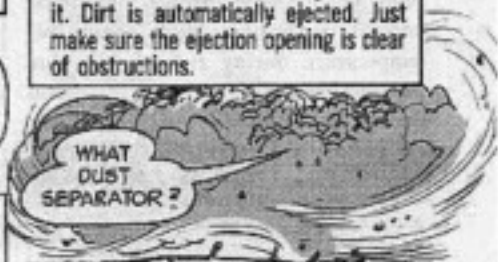
THE LAST THING HE'LL DO WHEN HE FINISHES IS MAKE SURE HE DIDN'T LEAVE ANY TOOLS BEHIND.

COWLING, FORWARD AND AFT FAIRING
— Cracks? Dents? Fasteners in place?



HOW'S THIS FOR A SUBSTITUTE FAIRING FASTENER?

SAND, DUST SEPARATOR — Damaged? No need to take out this baby to clean it. Dirt is automatically ejected. Just make sure the ejection opening is clear of obstructions.



WHAT DUST SEPARATOR?

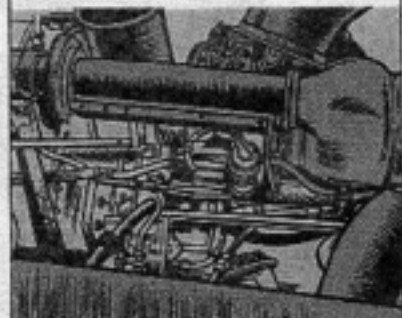
ENGINE ACCESSORIES, CONNECTIONS — Eye the power and accessory gearbox, especially in the stress areas, such as mounting flanges and accessory pads. No cracks are allowed. If any accessory is leaking oil, the seal has to be changed.



ENGINE MOUNTS — Inspect the mounts for security and look for cracks in welds.



ENGINE COMBUSTION CHAMBER — Eye the housing, turbine support, exhaust collector and tailpipes for cracks, dents, burns or buckles.



ELECTRICAL CABLE — Eye the cable, exciter, leads and ignition plug for damage and security.