

ENGINE

COMBUSTION CHAMBER HOUSING, TURBINE SUPPORT, EXHAUST COLLECTOR, TAILPIPE—Cracked, dented, buckled.



ACCESSORIES, CONNECTIONS — Tight? Lines worn, chafing?



COWLING, FAIRING—Cracked, dented. Fasteners and latches broken.



ELECTRICAL CABLE, EXCITER, LEADS, IGNITOR PLUG—Broken cable strands, ignitor plug loose.



OIL TANK—Loose in mount, oil lines leaking, missing identification tape on lines. Tank not serviced.

(NOTE: If your crew chiefs have any doubt about the oil tank sight gage, open up the tank and make the finger test.)



FUEL NOZZLE, LINES—Lines loose, leaking.



N1 LINKAGE — Controls binding, chafing.



OIL COOLER BLOWER, DRIVE SHAFT BEARINGS—Cracks in the blower impeller, housing loose, air intake dirty, drain hole plugged.

(NOTE: If there is no drain hole in the bottom of the blower your baby needs one to get rid of trapped moisture. Drill a 0.188 to 0.194-in diameter hole at the bottom center of the shroud, 0.250-inch forward of the aft edge.)

IN BLOWER

FORWARD TAIL ROTOR DRIVE SHAFT—Moves freely in splined adapters?



MOUNTS—Loose, cracked. Cotter pins missing.



HOW'S THE BOY BIT GOING, SARGE?

NO SWEAT--ER--
ULP!
I MEAN--

HE'S GOING GREAT, CONNIE!