

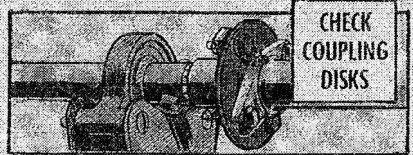


AIR MOBILITY
KIOWA
 (OH-58A)
UP-DATE

Gather 'round, Kiowa mechs and avionics types. With some book learnin' and a lot of OJT you can keep your baby up-to-snuff. Here are some pitfalls to avoid when you pull maintenance.

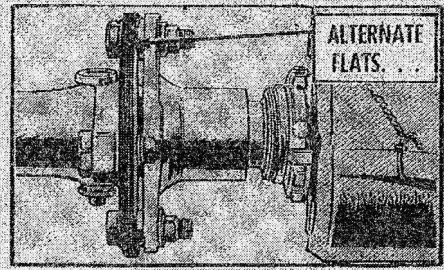
COUPLINGS OK?

When you remove any sections of the tail rotor drive shaft, focus in on the coupling disks, for real.

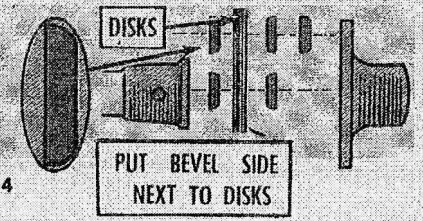


Eyeball the disks for cracks, wear or damage. Never mix used and new disks together. If a disk is shot, replace all the disks. Once the disk assembly has been "running" on your baby, never change the stack-up. Changing the sequence or reversing

the indexing flats will make the assembly useless. You'll have to make up another assembly with new disks. The grain of each disk runs parallel to the indexing flats. So, when you put together a new stack, alternate the indexing flats to get alternate grain direction.



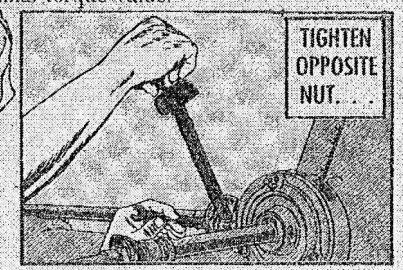
Watch your step when you install the bolts, washer and nuts. The washers you put next to the disks must be located with the bevel (curved) side next to the disks.



Otherwise, the flat side of the washer will give you stress points . . . crack the disks. Your bird will be laid up for repairs.

And, when you make with the 50-70 inch-pounds on the disk bolt nuts, alternate use of the torque wrench.

Tighten one nut to 20 inch-pounds, then go 180 degrees and tighten the opposite nut the same amount. Repeat this deal while increasing the torque on each go around in 15 inch-pound increments to the final torque value.



Otherwise, some of the disks will bulge, and you won't get the 0.005-in limit you're allowed between disks.

