

TAIL BOOM CON'T

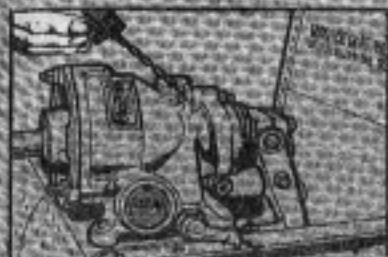
TAIL ROTOR BLADE — Cracked. (Eyeball the blade 7 inches outboard from the butt end of the blade and about 1.5 inch aft of the leading edge. Any crack means the blade has to be replaced.)

THAT 'BOUT WRAPS IT UP, TROOPS ... KEEP 'EM FLYING!

TAIL ROTOR HUB, BLADE ASSEMBLY — Secure? Scratches? Nicks? Dents? Burrs? Cracks?

MINE'S A-OK!

TAIL ROTOR CONTROLS — Attachment bolts loose



TAIL ROTOR GEAR BOX — Loose. Oil level low. Vent plugged. Sight glass cracked, stained.

POWER ON CHECKS

Turn on the battery, Kiowa mechs. Test the warning and caution panel lights, the interior and instrument panel lights, and the exterior lights, to see that they work.



Once you complete your inspection and take the corrective actions necessary, service the bird with oil and fuel and your bird is ready for the wild blue. Go ahead and sign off the Daily on the DA Form 2408-13.

TAIL ROTOR DRIVE SHAFT — Bearings overheating, leaking grease. Banded fittings loose. Splined adapters do not move freely. (You don't have to wipe grease from the seal because it's probably contaminated, and you wouldn't want to force dirty grease into the bearings.)

YOU'RE READY, BABY!

PS END