

# TAIL BOOM (CONT.)

TAIL ROTOR CONTROLS—Loose

HIYA, TROOPERS--  
SORRY I WAS  
DELAYED...

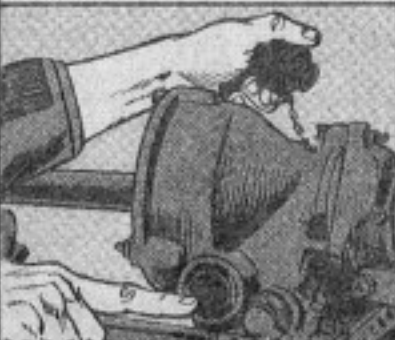
BIG DEAL  
WINDY--  
WE'RE  
THROUGH  
NOW!

TAIL ROTOR DRIVE SHAFT, BEARINGS  
— Scratches on shaft? Bearing over-  
heating, as indicated by metal discolora-  
tion? Bonded fitting secure? Splined  
adapters move freely?  
Slippage marks aligned?

TAIL LIGHT  
EXTENSION —  
Loose, cracked

(NOTE: It's mighty important! Slippage is a good indication of an impending bearing failure. Change the bearing when the marks don't align. If you hot shots spot grease coming from a bearing it's not cause for changing the bearing. The excess is usually the result of over-packing during manufacture. Never wash or spray the bearing or hanger with any type of solution during your inspection. Use a clean cloth or towel to clean the assembly.)

TAIL ROTOR GEAR BOX—Loose, cracked.  
Seal leaking. Oil level low, vent plugged.  
Sight glass cracked, stained so you can't  
read the oil level



(NOTE: Remove the filler cap and look for water in the oil. If the oil looks dirty or milky there's water in it. Drain and flush the gear box. For leaking seals—the total static or dynamic input drive quill leakage can't exceed 2 drops per minute. Total gear box leakage at all places can't exceed 6 drops per minute.)

VERTICAL STABILIZER, TAIL SKID, AN-  
TENNA LEADS—Mounting bolts and nut  
plates loose. Vertical fin cracked, dented.  
Rivets loose



(NOTE: You can easily spot a loose rivet, knucklebusters. The rivet works in place and produces residue, due to friction, which shows up as a dark stain around the rivet. Get loose rivets replaced.)

# POWER CHECKS



PITOT HEATER—Heats tube?



WARNING, CAUTION PANEL LIGHTS—  
Operate?



INTERIOR LIGHTS—Working?



EXTERIOR LIGHTS—Operating?



That's the way to pull a complete Daily on your Baby, knucklebusters... sign-off. There are no lube chores. Just service the bird with oil and fuel and you're ready for the wild blue.

END