

TRANSMISSION,

TRANSMISSION, CONNECTIONS
Secure? Oil visible in sight glass.

(NOTE: If the sight glass is badly stained or cracked you could be getting false oil level readings. Change it.)

Pylon support links cracked?

PARTICLE SEPARATOR—Cracked, filter elements clogged. Mounting screws and nut plates loose. Ejector opening clogged. Eyeball Chap 5 in the bird pub for damage limits.

ENGINE AIR INLET—Clear?

EJECTOR CLOGGED?

MAIN DRIVE SHAFT COUPLINGS—Nicks, scratches, leaking grease. Chap 7 in the Kiowa pub has the damage limits.

CYCLIC, COLLECTIVE CONTROLS—Bolts, nuts, cotter pins in place?

ALWAYS ACCOUNT FOR YOUR TOOLS--

PREVENT FOD!

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PYLON

TRANSMISSION COWLING—Cracks, tears, punctures. Hinges and fittings worn, broken. Windows scratched, cracked.

(NOTE: Window damage that prevents visual inspection of the Inlet plenum or lets in air or dirt is a no-no.)

HYDRAULIC COMPONENTS—Secure? Excessive leakage? Table 6-1 in the Kiowa pub has all the allowable leakage limits.

Reservoir need servicing? Collective actuator bellcrank cover—Flipper in place? Flipper to cover bond OK?

FUEL CONTROL (N1), POWER TURBINE GOVERNOR (N2) RIGGING—Unbutton the insulation blanket at the rear of the cabin. Rigging secure with all nuts and cotter pins in place? Controls operate freely?

HYDRAULIC FILTERS—Both red buttons popped, indicating possible hydraulic fluid stoppage.

(NOTE: Those buttons can pop out due to low temperature, pressure surges and too much vibration. So, reset the buttons. If they're extended on your next Daily, clean and inspect the element. You may need a new element.)

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