

## CABIN (CONT.)

**ANTI-TORQUE PEDALS**—Move freely without any obstruction?

**COMPASS CORRECTION CARD** — Smearing with oil, grease, not correct not readable.

**CYCLIC CONTROL** — Moves freely?

**COLLECTIVE, THROTTLE** — Moves freely thru range? Throttle binding?

**INSTRUMENTS**—Glass dirty, loose, cracked. Range markings not in accordance with TM 55-1520-228-10 (Sep 72).

## LANDING GEAR

**LANDING GEAR**—Excessive spread.

CASE OF EXCESSIVE SPREAD!

HERE THEY COME --AND I CAN'T GET BACK IN MY BURROW!

(NOTE: Eyeball your baby from a distance to see if she's sitting pretty. Chap 4 of the bird organizational maintenance pub has detailed inspection poop if your chopper has dropped in for a hard landing. Move in close to see that the nut plates are not cracked, the gear is securely attached to the fuselage and the tubes are not corroded, or cracked.

## TRANSMISSION, PYLON

**PILLOW BLOCK**—Retention bolts corroded, slippage marks not aligned.

**MAIN ROTOR BLADES**—Scratches? Nicks? Dents? Cracks? Erosion of the leading edge and evidence of bond failures? See Chap 8 of the Kiowa pub for other inspection info.

**BOOT**—Cut, loose

**MAIN ROTOR HUB**—Nicks, scratches, gouges beyond the limits given in Fig 8-2 in TM 55-1520-228-20. Latch loose, blade retaining bolts loose, corroded. Retaining nut damaged, lock loose.

**MAST**—Loose. Visible areas nicked, scratched, corroded. See Chap 7 in the OH-58A pub for damage limits.

**RESERVOIRS**—Sight glass on grip and pillow block reservoirs nicked, scratched. Reservoirs leak.

**SWASHPLATE, LEVER, SLEEVE, CONNECTING LINKS**—Grease leakage at swashplate seals? Swashplate and support free to operate? This is no place for misplaced tools or other foreign objects. Look sharp!

**GRIP**—Seals leaking.

(NOTE: Seal replacement is required if, after a grip has been properly serviced, there is no oil visible in the reservoir sight glass when the chopper has not been operated for 24-hrs.)

(NOTE: Replace shot packings and seals to stop leaks. Change the sight glass if you have trouble reading the oil level.)