

LOH TURBINE ENGINE COMPRESSORS...

CLEAN IS MEAN!



AIR MOBILITY



On a scoot and shoot mission the Pitch Puller needs all the power his engine will put out.

The particle separators on your Kiowa (OH-58A) and Cayuse (OH-6A) keep engine innards about 98 percent big-hunks-o-gunk-free. Outstanding!

But that 2 percent of dust that slips past the separators will give your bird intestinal clutteritus. It won't take long for this micro-dust build-up to give her the Monday morning blahs—unless you clean the engine.

Clean engines digest JP-4 easier. Every ounce of power is wrung outta the fuel, and sends your bird zipping along.

Cleaning the compressor blades when engine performance falls off faster'n usual, or exhaust gas temp increases steadily, or when the engine gets contaminated with exhaust residue (soda ash) is good PM.

It takes more'n a hit-or-miss job with a brush or rag to clean the compressor blades. Your best bet is to use the right cleaner and follow the TM cleaning poop to the letter. This ain't the time to "bottom out" on PM, brother!

Using the wrong compressor cleaner in certain birds will soften the compressor cases, and that means a trip to your maintenance back-up unit.



GO THE TM WAY ON CLEANING COMPRESSOR BLADES