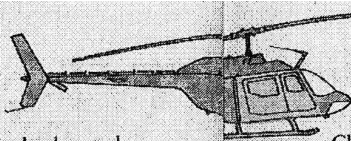


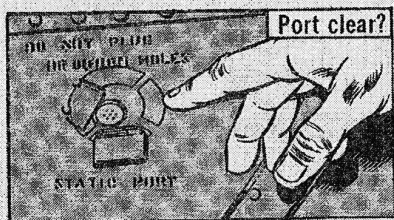
Cabin



(Right Side)

If you're about to haul equipment or supplies, the cargo platform must be installed to protect the rear floor from punctures.

Observe the static port to make sure it's not plugged with dirt.

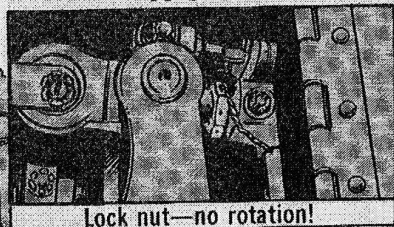


The crew door, landing gear and passenger seat belts should be secure and undamaged.

Inspect the tag on the first aid kit to make sure the last inspection was within 24 months. The fire extinguisher test is due every 6 months.

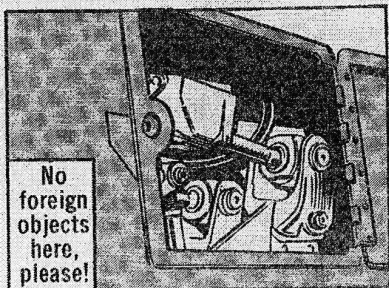
Focus on the hydraulic reservoir, servos and flight controls. There should be no leaks and the reservoir fluid level should be OK. The maintenance pub has the leakage limits.

Here's where you get a chance to use some preventive maintenance savvy, right out of the maintenance manual. Eyeball the hydraulic servo actuator. Any rotation of the lock nut in either direction, as indicated by non-alignment of the slippage marks on the lock

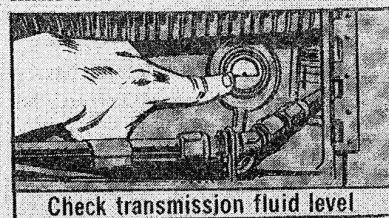


nut, means the servo cylinder has to be replaced. The bird can't be flown because this is a red X condition.

Make a finger test at the actuator cover assembly. There should be no foreign material that would restrict full travel of the controls.



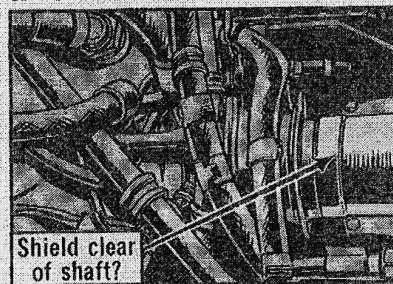
During your transmission check, make sure the fluid level is OK.



USE GREAT CARE WHEN CHECKING YOUR FM ANTENNA! MUSCLE POWER CAN LOOSEN IT... GROUND YOUR BIRD!

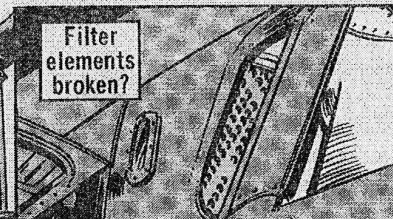
GOTCHA, BONNIE!

Check the main drive shaft for grease leakage, discoloration, deterioration and clearance between the fire shield and shaft.



Be sure the oil cooler ducting is secure.

Inspection of the particle separator at the engine inlet can generate some lively discussions among mechanics. If



you spot damage to the particle separator, Para 4-46 in TM 55-1520-228-23 has the PM word. For example, separators with 25 or more damaged 2-piece filter elements must be repaired. Separators with 25 or more damaged one-piece elements have to be replaced.

Home in on the FM antenna. Use only finger pressure when checking it for attachment to the fuselage. Muscle power here leads to a loose antenna that'll keep your bird on the ground.

As you pull your Daily, glance around at the general condition of the bird's skin. A black, powdery ring around rivets means they're working. Some sheet metal repair is in order during scheduled maintenance, so write 'em up.



When you check the drain lines and vents on your trusty steed, never grab the battery drain line. A battery boil-



over could leave an acid deposit, giving you some "hot" fingers!

SAY, BONNIE, WHAT'S TH' SCOOP ON PARTICLE SEPARATOR FILTER ELEMENTS?

DO WE REPAIR OR REPLACE 'EM?