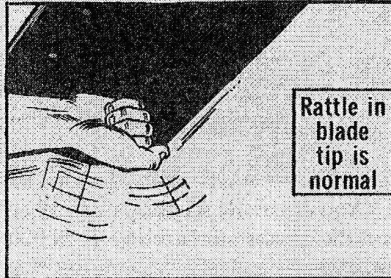


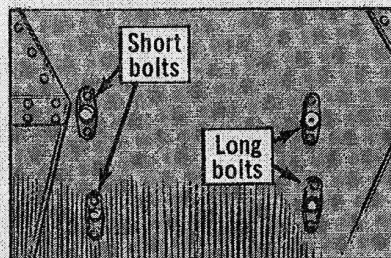
Tail Boom (Right Side) Cont.

When you inspect the main rotor blades, a rattle in the blade tip is normal. The noise is caused by movement of the tip weights.



When the screws or weights at the inboard part of the blade are loose, tho, you have a different situation. The screws are bonded in place during manufacture. You're not allowed to tighten them, so Para 5-86g in the maintenance pub says the blade has to be replaced.

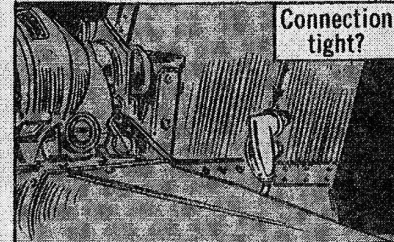
If your aircraft has the tail boom that has not been modified to use nuts and bolts for attachment of the vertical fin, only bolts and nut plates hold that baby. Two forward (long) bolts and 2 aft (short) bolts are used.



Have a look-see at the lower aft bolt because it could bottom out on the ballast weight, meaning the vertical fin is not secure. If that's the case, add

an additional thin washer next to the recess washer.

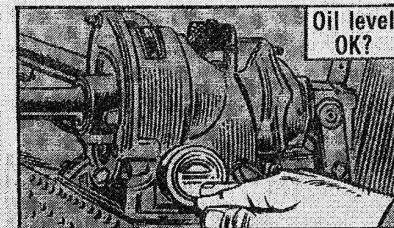
'Course, the antenna connections on the vertical fin also have to be tight.



If the tail skid is extremely loose, the bird may have had a hard landing. Give the tail boom the once-over for skin wrinkling, which might indicate structural damage.

When you check the tail-rotor gear box, moisture in the sight glass—due to condensation—is OK. If the oil has a "milky" appearance, tho, call for a TI.

By the way, if the gear-box filler-cap spring doesn't give you a snug fit, spread it. If the spring is sprung, tho, change it.



'Course, the gear box is magnesium while the tail boom is aluminum. You know what happens when dissimilar metals meet—corrosion! So you should spot a strip of protective tape between the two.

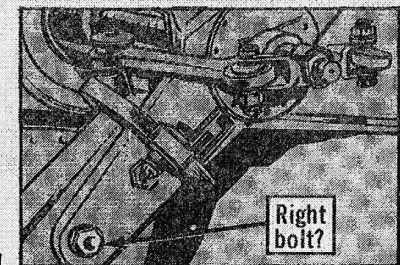
Tail Boom (Left Side)



You don't want metal-to-metal contact between the tail-rotor pitch horn and yoke, either. Take the cellophane from a pack of butts and insert one thickness between the 2 parts as your buddy gives you full left pedal. If the 0.001-in cellophane won't move freely, you don't have the 0.001-0.012-in required clearance.



When you look at the tail-rotor blades, be sure you have the correct bolts at the outboard blades attachment points. The Caution in Para 5-188d of TM 55-1520-228-23 says only



NAS 1306-31 thru -36 bolts are authorized. The NAS 676 titanium bolts originally used won't hold up with the current self-locking nuts...the bolt threads go to pot!

Inspect the blades for cracks. Give the left side of the tail boom the same eagle-eye treatment you used on the right side of your bird. Working rivets and chipped paint might not keep your bird on the ground but they should be written up for correction during scheduled maintenance.