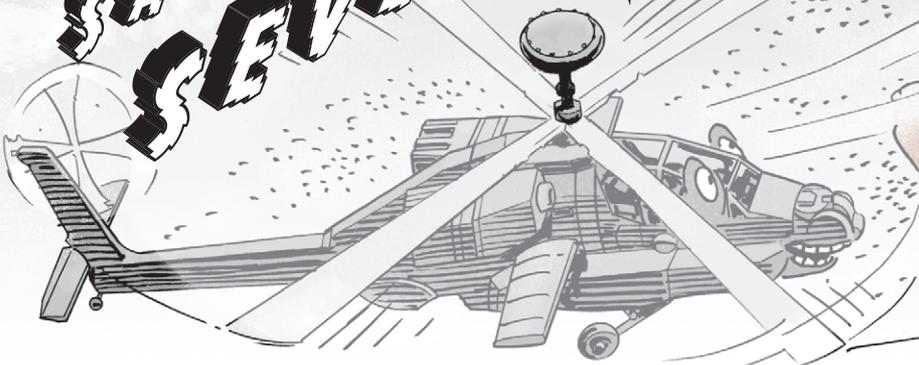


THE SANDBOX SEVEN

I THINK THE SANDMAN WANTS TO PUT ME TO SLEEP... PERMANENTLY!



READ THE FOLLOWING TIPS TO STAY ON TOP OF SAND PROBLEMS.

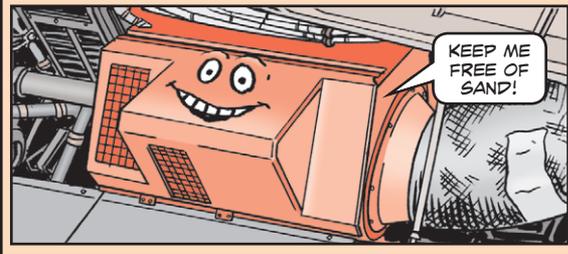
1. The F and F Boys: Fans and Filters

If an aircraft cooling fan doesn't turn, it won't cool. Sand can be super fine and can clog a fan faster than you can blink an eye. So build a house around your bird.

A few grains caught in the wrong place and a fire will soon happen.

The newer filters stop sand in the desert better. They work so well that you'll have to do PMCS more often on the filters than the TM requires. That's because they clog faster. For example, cleaning engine inlet filters more than once a day is a must.

Otherwise, a clogged filter means no air flow and your bird could be on the ground for a while.

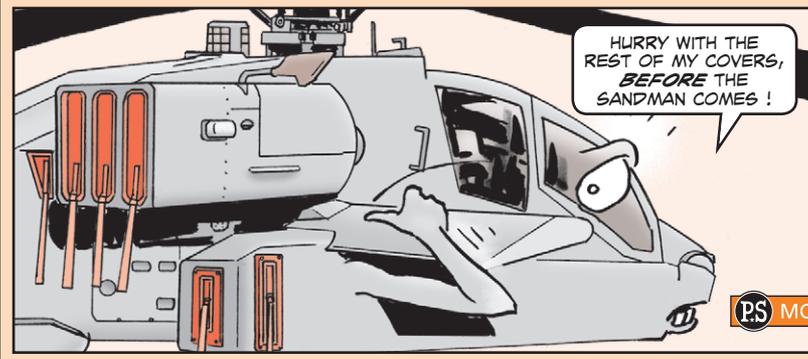


2. The Big Coverup

All aircraft have flyaway items. They're better known as covers. Covers are to sand what an umbrella is to rain. With an umbrella, you stay dry. Without one, you get drenched. With covers installed, your aircraft stops sand just like an umbrella stops rain.

Use all approved covers in the desert. If you don't have 'em, order 'em. Or get your canvas shop to make some. And make sure you have "Remove Before Flight" streamers attached. Get a new streamer with NSN 8345-00-673-9992.

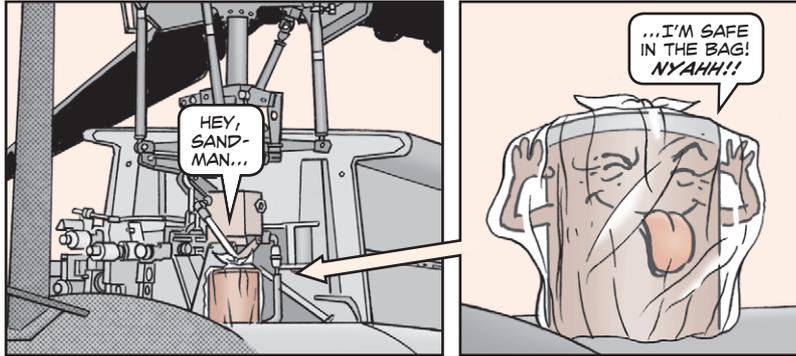
Install windshield covers tight. Even a small opening will let sand get between the cover and the windshield. If sand gets in, your cover basically becomes a big piece of sandpaper that will grind sand into your windshield.



3. It's In the Bag

As soon as you've popped the top on a can of oil or hydraulic fluid, sand zooms in. The solution is to stick the can or bottle in a plastic bag along with an opener. Seal the bag, then open the container.

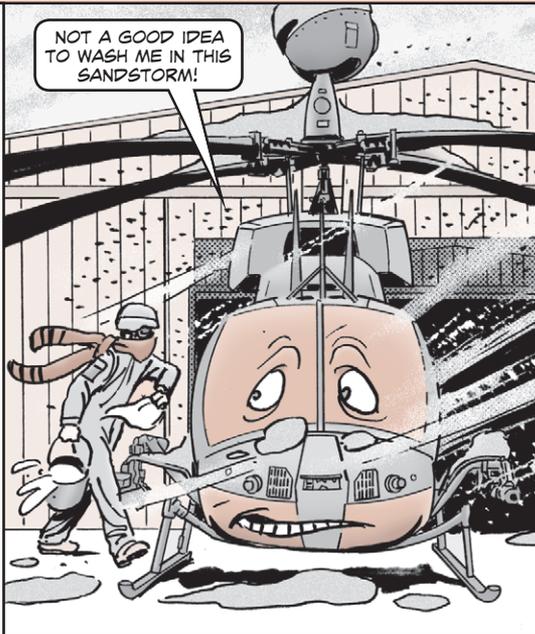
Remove the bag at the fluid add point on your aircraft. Make sure the area around the add point has been wiped clean. Shelter the area with your body as you add the fluid.



4. To Bathe or Not to Bathe

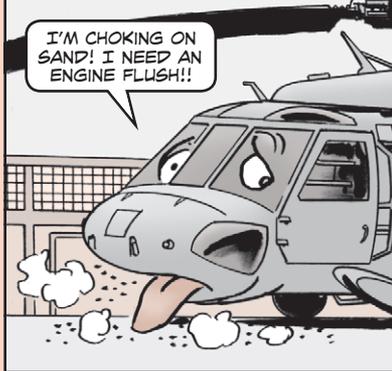
Giving your birds a bath in the desert is a call you make based on desert conditions. Your aircraft will need washing, but remember that adding water to sand and dust makes mud.

Bathe your birds when blowing sand is at a minimum. Wipe them down before you hit them with water. A sand and water mix will foul up transmissions, gearboxes, and electrical connectors. Remember, any water—clean or dirty—will foul up these items when washing.



5. Flush the Sand

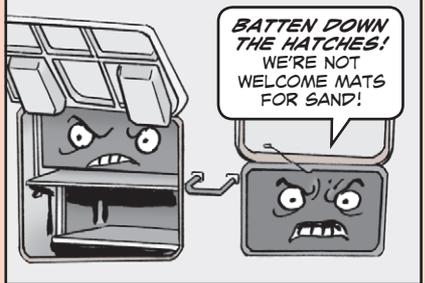
Do engine flushes by the book and more often in the desert. Frequent engine washes help the engine last longer and run more efficiently.



6. Easy Access

Your aircraft's access doors have the welcome mat out for sand and dust.

Even when closed, access doors just can't seal out all the fine penetrating sand. So check all door seals and replace if needed. 'Course, clean out any sand you find in any compartment.



7. It's Always Batteries

No matter what the conditions, battery compartments always fill up with sand. No matter what kind of batteries you have on your bird they will need frequent checks and clean-ups.

Make sure any changes in your maintenance procedures or intervals have the commanders approval. Keep in mind, though, that maintenance by the book and by schedule is just a part of maintenance in the desert. Checking and rechecking your aircraft frequently is a full-time job.



SO KEEP THE SANDBOX SEVEN IN MIND WHEN DOING AIRCRAFT MAINTENANCE.

YOUR BIRDS WILL THANK YOU FOR IT!