

Kiowa
Warrior...

STOP FOREIGN OBJECT DAMAGE!

MAINTENANCE IS *IMPORTANT*,
BUT STOPPING *FOD* IS *VITAL*.

USE THIS COVER EVERY TIME
YOU REMOVE THE COWLING.

IF YOU DON'T,
YOUR KIOWA'S
ENGINE MIGHT BE
LOST TO FOD LIKE
THIS POOR GUY'S!

FOD
LEFT ME
NNC!



Dear Sergeant Blade,

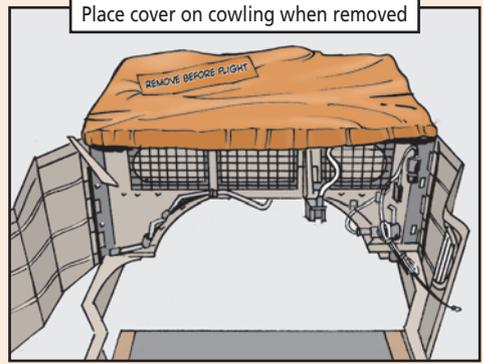
When we perform maintenance on our Kiowa Warrior, the air induction cowling gets removed for access to the engine. The cowling has open crevices and other places where nuts, bolts, and screws could fall in and become lodged in the cowling. When the cowling is reinstalled and the aircraft is started, those small parts work loose and are sucked into the engine. That always spells disaster!

Something as small as a tiny washer can cause a perfectly good engine to be lost to FOD.

We've come up with a FOD cover to place over the aft opening of the air induction cowling to keep small parts from falling into the cowling. The cover will be added to Task 4-2-1 of TM 1-1520-248-23 in the next change to the TM.

We make the cover from red 18-oz, embossed Tri-Lam vinyl 1000 Denier Polyester Taffeta. Using the diagram and the dimensions below, anyone can make one.

Place cover on cowling when removed



The cover is 28.125 inches wide at the top by 31 inches wide at the bottom by 15.75 inches high. The flange should be 1.5 inches high with a 0.125-in bungee cord (optional) around the perimeter. We also sew on a REMOVE BEFORE FLIGHT streamer

There is no NSN for the vinyl material so we had to contact the manufacturer to order some at 1-800-327-1830. The cover can be made from other material, but it should be water-proof or water-resistant.

Steven Gatto
Kevin Garner
ACLC & AFS
Sunrise, FL

Dear Mr. Gatto and Mr. Garner,
Great job! Looks like the FOD issue with the "Rotor" Blade
"Rotor" Blade

OH-58D...

EASY ON THE DOOR

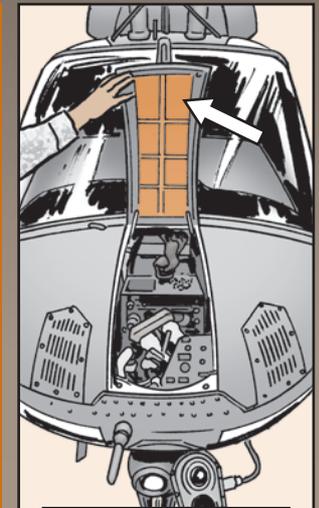


CREW CHIEFS,
AVOIDING AIRFRAME
REPAIRS ON YOUR
KIOWA WARRIOR IS
SIMPLE... GO EASY
WHEN OPENING
AIRCRAFT DOORS
AND COMPARTMENTS
DURING PRE-FLIGHT
INSPECTIONS.

On the next pre-flight inspection, don't shove the battery access compartment door too far back because that'll break the lanyard and bracket.

Forcing the door back too far means you'll be telling the airframe repairer the bad news about the extra work you just created. And that means unnecessary aircraft downtime for repairs.

Remember, some parts of your aircraft are not made for rough handling and cannot take a licking and keep on ticking.



Do not force door too far!