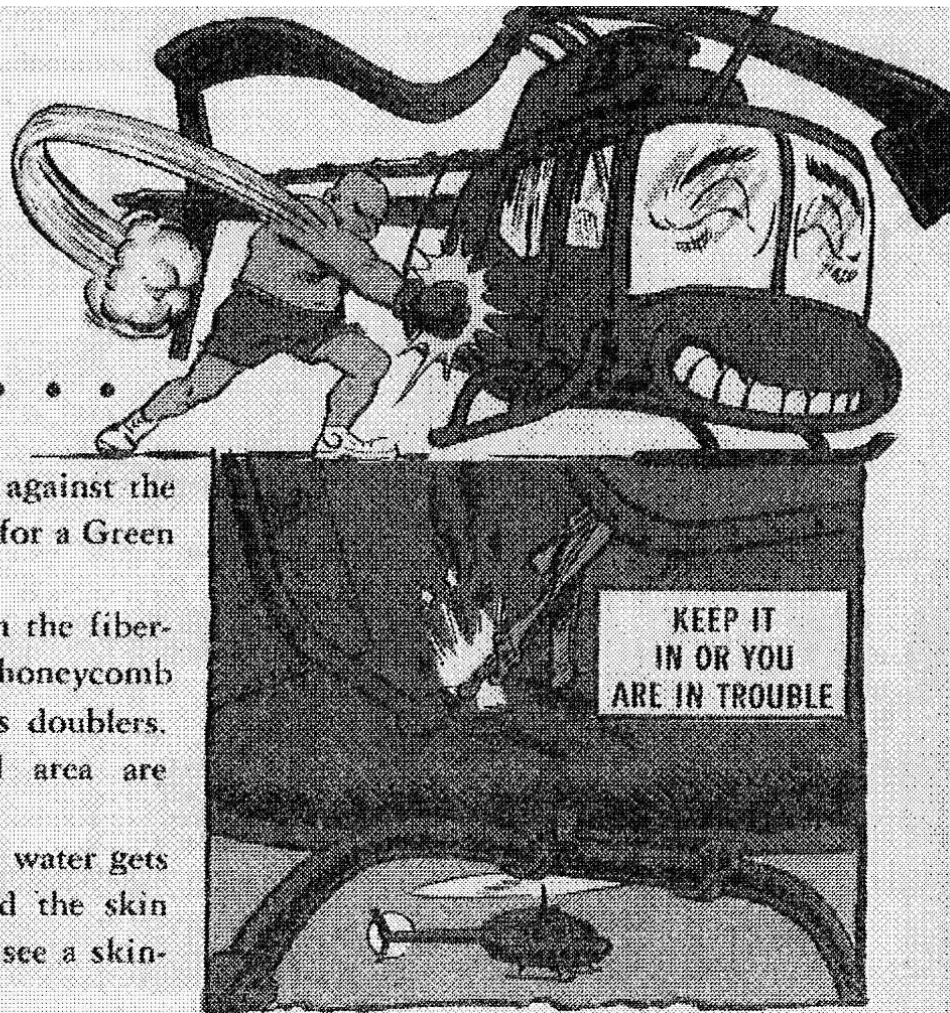


ONE . . . TWO . . . BUCKLE YOUR . . .



A loose safety belt beating against the OH-58 cabin is a hard lesson for a Green Machine birdmech.

The buckle knocks holes in the fiberglass cabin damaging the honeycomb core, aluminum and fiberglass doublers. Punctures in this structural area are really hitting below the belt!

Once the skin is punctured, water gets inside, the core corrodes, and the skin comes unglued. Did you ever see a skinned Kiowabird?

So-o-o-o, your daily preventive maintenance check calls for eyeballing and tugging the safety belt for security. Sequence 2.9, TM 55-1520-228-20PMD (Nov71) means making sure the safety belt's bolted to the cabin floor.

Why not go one step further. When your flight is a doors-off deal, buckle the safety belts and cinch 'em tight in the seats.

Adding this check could save red-Xing your bird, downtime, and a bunch of repair dollars.

Follow the patch-up and repair poop in chap 4 of the maintenance Dash 20 anytime your inspection uncovers a hole in the bird's skin.