


Cabin (Left Side)



Make the checks that are similar to the ones you performed on the right side of the bird.

Make sure the seat belts are looped thru the seat and back cushions, and secured with nylon cord safety ties. You don't want those babies sailing into the rotor blades when you're flying with the doors removed.

Rotor blade tiedowns, pitot tube covers, engine inlet and outlet covers—all loose equipment—should be secured.

Secure the seat belt and shoulder harness if the left seat is not to be used. That'll keep them from jamming the collective.

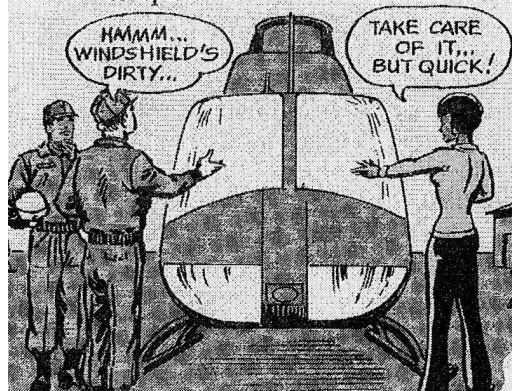
Plant your derriere in the seat and check the cyclic, collective and pedals for freedom of movement.

Be sure you take a fuel sample to check for contamination.



Up Front

"Clean" is the way the windshield should be in your chopper as you complete the items on the checklist.



Yessir-e-e-e, crew chiefs, it pays to "bone up" on the aircraft you inspect.

KNOWING YOUR EQUIPMENT WILL REDUCE THOSE "MOMENTS OF STARK TERROR" IN AN OTHERWISE "PIECE-OF-CAKE" MISSION.

