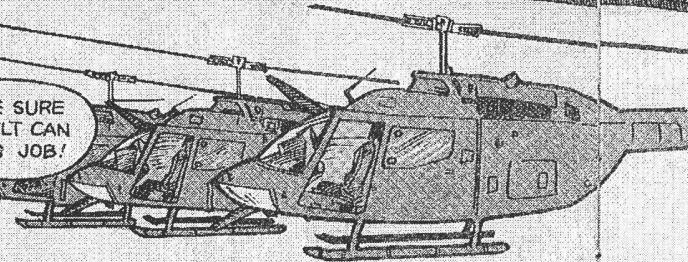


OH-58 Have You Belted Your Bird?



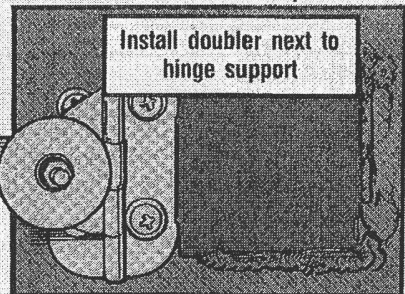
MAKE SURE THE BELT CAN DO ITS JOB!



The combined seat panel and bulkhead attachments for the Kiowa's lap belts give the pilot and co-pilot an extra safety margin in a crash. They'll lose that edge if those belts aren't properly installed.

A coming change to TM 55-1520-228-23 will make it easier for you maintenance types to do the job right. Meanwhile, here's the lowdown:

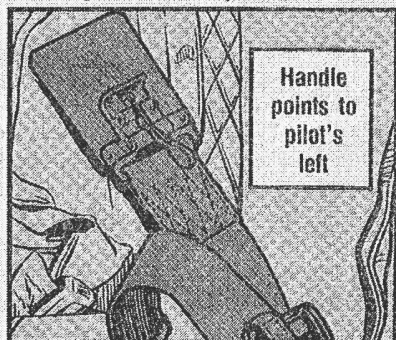
—Install 4 doublers on the seat panel, one next to each hinge support. Use .040-in x 2-in x 2-in aluminum alloy, NSN 9535-00-084-4551, for each doubler. Bond them into place with



Install doubler next to hinge support

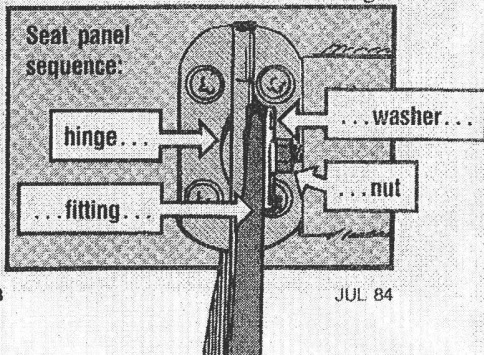
adhesive, NSN 8040-00-016-8662. The doublers keep the ends of the bolts from scratching the seat.

—Position the lap belt so the release handle points to the pilot's left.



Handle points to pilot's left

—Attach one belt fitting to each seat panel hinge support. Be sure to put the hardware in the right order—hinge, fitting, washer, nut. The nut should be closest to the doubler. That arrange-



Seat panel sequence:

hinge...

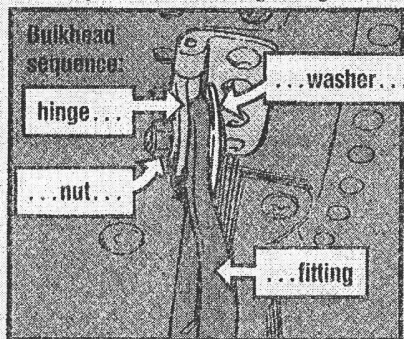
... fitting...

... washer...

... nut

ment gives the belt the strength it needs to hold fast under stress.

—The other belt fitting goes to the bulkhead support. The hardware goes this way: washer, fitting, hinge, nut.



Bulkhead sequence:

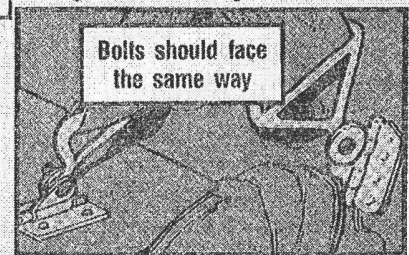
hinge...

... nut...

... washer...

... fitting

The bulkhead assembly bolts face the same way as the seat panel bolts. If you put them the wrong way around, the armor panel will bind on the nut and cause the panel hinge to loosen. Proper installation will keep that hinge—and the crew member—in one piece during a hard landing.



Bolts should face the same way