

OH-58A Preventive Maintenance Daily...

Before pulling the PMD on your aircraft, let your fingers do the walking—thru the maintenance manual.

Sure, you crew chiefs follow the checklist. If you get down to the nitty-gritty of "why" complete inspections are needed, tho, any bird will perform as advertised.

KNOW Your Bird!

HERE ARE THE HIGHLIGHTS OF PULLING THE DAILY...

THEY'RE COMING IN, BONNIE!

WOW! BONNIE!

HEY-- LOOK WHO'S HERE, JERRY!

I HOPE SHE'S GOT TIME TO GIVE US TH' LATEST AM POOP!



Cockpit

Eyeball the DA Form 2408-12, -13, -14 and -18. For example, you certainly want to know about any uncorrected faults listed on the -14. They may affect the mission at hand. Also, glance over the DD Form 1896 fuel card and DD Form 365F on weight and balance to make sure the info is current. AR 750-31 has the word on what pubs should be on board.

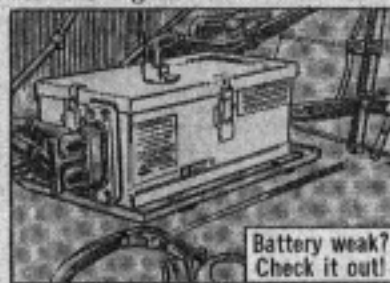
Start off on the right foot with an up-to-date checklist. Use TM 55-1520-228-PMD (Aug 80).

When you turn on the battery switch and get a low fuel reading—after you observe a full tank—hold one! Either you have a faulty gage or the battery is weak. Signal a tech inspector (TI) because it's important

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Checks

to determine the cause. A weak battery that delays ignition can give you a hot start that will damage the innards of the T-63 engine.



While making your interior checks, hang onto the door. High winds or rotor wash from other choppers will flex those babies backwards and crack

the frame. Door repairs don't come cheap!



Eyeball the safety belts, making sure they're not left hanging in the slipstream to batter your bird's thin skin.

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