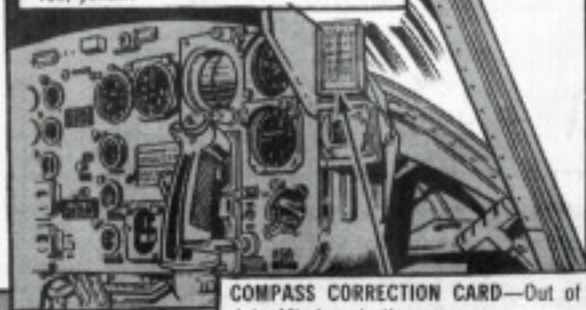


**INSTRUMENTS**—Scratched, blurred sight glass. Missing slippage marks, loose. Unreadable operating range marks—green, red, yellow.

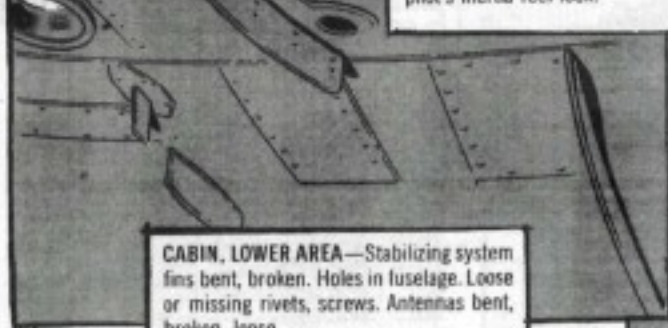


**COMPASS CORRECTION CARD**—Out of date. Missing plastic cover.

**ARMORED SEAT**—Safety missing. Only .020 copper wire is authorized! Loose sliding armor bracket. Broken cable on pilot's inertia reel lock.



**CABIN, LOWER AREA**—Stabilizing system fins bent, broken. Holes in fuselage. Loose or missing rivets, screws. Antennas bent, broken, loose.



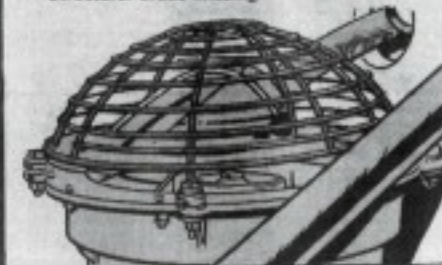
**FUEL TANK SUMP DRAINS**—Chafed, cracked, dented fuel lines. Dirt-clogged drains. Damaged, leaking fuel lines.



**EXTERNAL POWER RECEPTACLE**—Door loose. Damaged, loose caution light switch.



**OIL COOLER**—Gunk in duct, blower, screen and bleed air lines. Fan dirty; cracked blades or mount. Check 8 rubber grommets in the mount for A1 condition. Structural brace missing.



**CONTROL LINKAGE AND HYDRAULIC CYLINDERS**—Missing bolt and nut safeties. Leaks from cylinders and lines. Cracks in transmission dampers. Broken mounts.



**CARGO SUSPENSION ASSEMBLY**—Loose. Manual release jams. Check it! If your bird has a non-swiveling cargo suspension, the hook shouldn't turn. If it does, you've got a broken shear pin.



**EXTERNAL STORES**—Loose rack. Missing nuts, bolts, safeties. Chafed, broken electrical lines. Dirty connections.

If you have a hook mission, pull electrical and manual checks. You don't want a hangup here. Note: it takes a heavy hand for the manual check!

“AHHHH! THAT HIT THE SPOT!”

“OPEN WIDE... LIL' BUDDY.”

“NO WAY!”

“THIS KIND?”

“OOPS! BAD FUEL LINE!”