



AIR MOBILITY

USE YOUR PREFLIGHT CHECKLISTS, PLUS . . .

PILOT PRIDE — BEFORE THE RIDE

BATTERIES...CHECK?
LIGHTS...CHECK?
TONSILS...CHECK?
EYES...CHECK?
ASHTRAY...CLEAN?
CHECK?

CHECK 'N' DOUBLE CHECK.

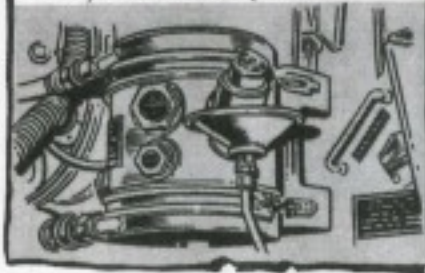
OK...OK...
HOW ABOUT CHECKING MY BIRTHMARKS.

A Pitch Puller is a professional breed o' cat. He preflights his UH-1D/H bird c-a-r-e-f-u-l-l-y before takeoff.

Are you a pro?

Take a look at the log book DA Forms 2408-12, -13, -14, and -18. Could be trouble aloft if a flight control, radio or engine problem develops from a fault that wasn't corrected.

Check all fuel and oil levels. If service is called for, the bird can be serviced while you finish the inspection.



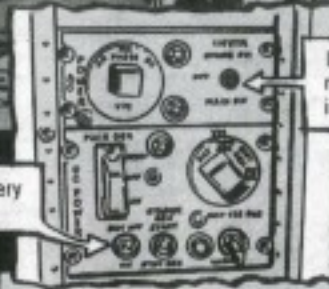
GETTING DOWN TO IT

A heap o' safeties, wires, connections, mounts, rivets, screws, pins and lines hold your bird together, feed it and keep it in the air.

So, doublecheck all of 'em on your inspection. Be sure they are present, on tight, and will do the job. Same goes for cowlings and doors.

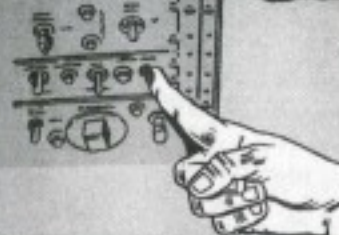


BATTERY—Switch loose. Flip battery ON and OFF for operation test.

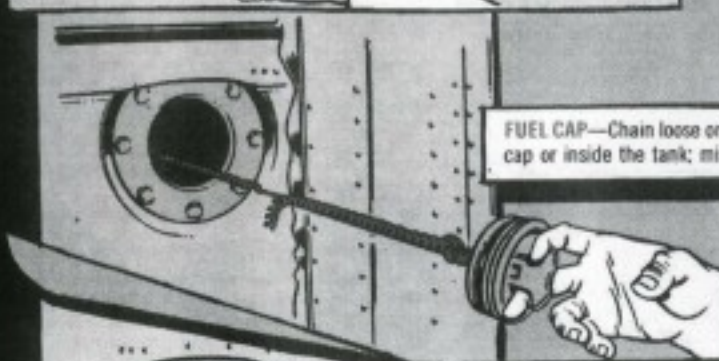


INVERTER—Flip it ON. Fuel gage reading should match fuel quantity in tank.

LIGHTS—Check 'em all for operation. Then, turn 'em OFF.



FUEL CAP—Chain loose or broken at cap or inside the tank; missing.



Turn fuel tank cap aft—hinge forward. Then, if latch doesn't snap snugly into the cap and the cargo door is slammed open, the latch is pushed down—not ripped off.

