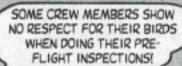
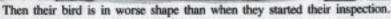
Reflections on Inspections



STEP WHERE THEY SHOULDN'T STEP AND GRAB WHAT THEY SHOULDN'T GRAB TO SEE WHAT THEY SHOULD SEE!



Crew members should take the time to pull up a maintenance stand or ladder to climb up top. But some grab the tail-



boom navigation light to pull themselves up onto the stinger. Neither the light nor

the stinger are made to support a person's weight, so the components or the airframe or both are damaged-rivets come loose and sheet metal tears.

To check the sight gage of the tail rotor gearbox, some pilots and crew chiefs grab the driveshaft—or even the roller chain—as they swing around from the left side to the right side.

That eventually warps driveshaft couplings' grease seals.

The point is, crew members, take it easy on your birds when you do preflights, or any kind of inspection for that



matter. Step and grab only in places designed to support your full weight. And use maintenance platforms to get nose to nose with components high up.

