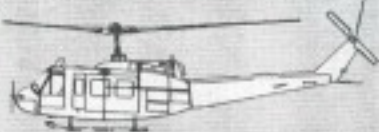


POWER TO
TH' BIRDMEN,
SERZ I!!



POWER ON CHECKS



BATTERY—24 volts?

PERSONNEL RESCUE HOIST—Safety missing. Hoist sluggish, jams. Guillotine switch guard broken, safety missing. Oil level low during hoist operation. Rollers and pulleys damaged, binding. Cable winds erratically. Hook pin missing. Cable storage drum wobbly during operation. Broken strands on cable. Electrical wiring broken. Safety harness cut, frayed.

CARGO HOOK—Does not release electrically.

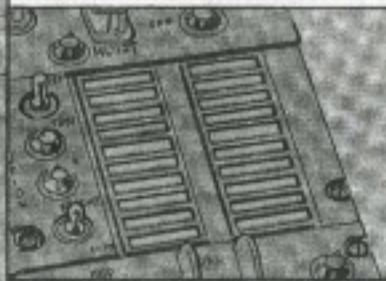
PITOT HEATER—Does not work.

MAIN FUEL FILTER (FUEL PUMPS ON)—Clogged, leaking. Water contamination in filter drain sample. Lines leaking.

REMEMBER...
YOUR *PM* INCLUDES
THE COCKPIT CHECK!



CAUTION PANEL LIGHTS—Fail to light when switch is moved to TEST. Switch does not reset after test.



INTERIOR LIGHTS—Lens cracked, broken, missing. Bulbs burned out.



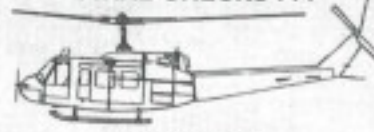
50

* Preventive Maintenance
or
Pretty Maid

... AND FER
TH' WINDUP...



FINAL CHECKS . . .



AVIONICS

TM 11-1520-210-20 and -1 are the pubs your avionics types use when inspecting, checking and testing this equipment in the D and H model Hueys.

ARMAMENT

Appendix A-1, TM 55-1520-210-10 and -20, lists TM 9-series pubs the armorers use to cover your bird's firepower kits for a fast-breaking mission.

FORMS, RECORDS

eyeball the log book DA Forms 2408-12, -13, -14, and -18. If the bird has been up today, check the flight record for the pilot's write-up on the -13. Transfer the correct pilot's flight time from the -12 to the -13.

AND REMEMBER...
SASH OFF
THE DAILY!



THAT EXTRA WORD

Before you head for the sky, give any passengers that extra little word about keeping their hands and feet away from flight controls . . . about buckling down with safety belts, shoulder harnesses, and using emergency exits.

EXTERIOR LIGHTS—Lens or bulbs broken, cracked, missing. Mounting, wire loose. Paint-covered. Search light or landing light loose, does not work.



FUEL QUANTITY INDICATOR—Needle fails to drop and return to correct fuel indication when inverters are ON and test switch is pressed and released.

ENGINE CONTROLS—Bind through full range. Idle stop release broken. Governor RPM actuator does not work.

ENGINE—Check for binding noise. Pull circuit breakers before rotating engine. Rotate with starter for 40 seconds or less.



COMBUSTION CHAMBER—Clogged drain valve, tube. Fuel draining visible while engine's operating. No fuel draining overboard during engine coastdown or shutdown.

51

PS END