



Sooner or later every pitchpuller pilot lays on a troop airlift mission.

You can save maintenance downtime, expensive repair parts and bruised birds and birdmen if your preflight briefing includes some words of wisdom on:

**USING SEAT BELTS AND SHOULDER HARNESSSES.** An aluminum or honeycomb fuselage takes a fierce beating from a flapping, banging seat belt.



**STORING LOOSE EQUIPMENT.** A duffle bag plopped down on a copilot's collective stick brings the pilot's pucker level up to the red line, quick!



Rifles, helmets or soft drink cans that jam cables and controls really put the pilot in a bind, too.



**KEEPING HANDS AND FEET OFF FLIGHT CONTROLS.** A heavy hand reaching for a handhold and grabbing a flight control lever will give you a real lift! And letdown.

Switches, dials and commo connections are troop-magnets, too.

**NO SMOKING DURING TAKEOFFS AND LANDINGS.** Choppers don't have a NO SMOKING light to flash, so be sure the troops know when to douse those butts.

**STAYING CLEAR OF ROTOR BLADES.** Those blades get chewed up real good when they hit rifle barrels, helmets, backpacked or jeep-mounted antennas. And what they do to troops . . . !



**UNNECESSARY MOVEMENT WHILE AIRBORNE.** Troops moving from one side to the other in the bird's troop compartment cause a shift in C.G. Enough sometimes for a permanent "TILT!"



'Course, you make the troops "take 10" outside your bird during fueling and ammo handling operations.



**INSTRUCTIONS FOR DISCHARGING CARGO.** Your mission's not completed until all passengers and cargo are safely off-loaded. Tossing equipment, ropes, lines or gear into rotor blades is guaranteed to stop or strangle a helicopter every time.