UH-1A, B, C, D, & H

NORMAL
AND
EMERGENCY PROCEDURES

JANUARY 1968

NOTE: For amplification of all checks, consult the appropriate Operator's Handbook.

PREFLIGHT

COCKPIT PROCEDURE

STARTING PROCEDURE

RUNUP PROCEDURE

PRETAKEOFF AND LANDING

SHUTDOWN PROCEDURE

EMERGENCY OPERATING PROCEDURES

IMPORTANT INFORMATION

FLIP CHART LEGEND

(I) - Indicates check required for instrument flights only.

(N) - Indicates check required for night flights only.

* - Indicates check required if item is installed in aircraft.

NORMAL OPERATING PROCEDURES

BEFORE EXTERIOR CHECK

1. Check DA Form 2408.

2. Check Battery - Off.

(N)3. Searchlight, Landing Light, and Nav Light - Battery ON, check lights; battery OFF. (UH-1A - Non-essential bus must be used to check lights.)

4. Visually Check Fuel - Secure cap.

EXTERIOR CHECK - FUSELAGE FRONT

1. Rotor Blade - Visually check condition.

2. Cabin Top - Check ventilators.

3. Radio Compartment - Check security of all equipment. (UH-1D and H, Check battery if armor seats not installed.)

4. Radio Compartment Door - Secured.

*5. FM Antennas - Check security and condition.

6. Pitot Tube - Remove cover and check.

7. Cabin Lower Area - Check all glass.

*8. Cargo Suspension Mirror - Covered and secured. Uncovered and adjusted if cargo operations are anticipated.

9. Landing and Search Lights - Stowed.

FUSELAGE - LEFT SIDE

*1. Pitot-Static Port - Free of obstructions.

2. Navigation Light - Condition and security.

3. Entrance Doors - Condition and operation.

4. Landing Gear - Condition, handling wheels removed.

5. Cargo Suspension Cable - Check centering cables and springs. Check hook if use is anticipated.

FUSELAGE - AFT CABIN LEFT SIDE

1. Engine and Transmission Deck - Check for fuel and oil leaks; secure cowling.

2. Electrical Compartment - Check condition, circuit breakers in, and battery connected.

NOTE: Turn battery and main fuel ON before accomplishing checks 3 through 8, then OFF before continuing checks.

3. Defueling Valve - Drain (UH-1A, B, and C).

4. Fuel Filter - Drain and check.

5. Fuel Tank Sump - Drain (UH-1A, B, and C).

6. Right and Left Pumps and Sumps - Drain (UH-1D and H).

*7. Governor Control Drain - Check.

8. Boost Pump Drain - Drain (UH-1A, B, and C).

*9. Aux Fuel Tank Filter and Sump - Drain.

10. Access Doors - Secure for flight.

AFT FUSELAGE - LEFT SIDE

1. Tail Rotor Drive Shaft Coupling - Check position, security; shut access door.

2. Tail Rotor Cable and Pulley - Check.

3. Aft Fuselage - Check general condition.

4. Synchronized Elevator - Condition.

5. Antenna - Condition and security.

6. Main Rotor Blade - Untie, check, and ROTATE 90° TO FUSELAGE.

FUSELAGE - FULL AFT

1. Aft Fuselage Extension Covers - Secure.

2. Tail Rotor - Check condition and free movement on flapping axis.

3. Tail Skid - Condition and security.

4. Navigation Light - Condition and security.

*5. Aft FM Antenna - Condition and security.

AFT FUSELAGE - RIGHT SIDE

1. Tail Rotor Gearboxes (90° and 42°) - Condition, oil level, and security.

2. Antenna - Condition and security.

3. Synchronized Elevator - Condition.

4. Aft Fuselage - Condition.

5. Tail Rotor Cable and Pulley - Check.

FUSELAGE - AFT OF CABIN RIGHT SIDE

1. Engine and Transmission Cowling - Secure.

2. Oil Cooling Fan Compartment - Check.

3. Baggage Compartment - Check UH-1B, C, D, and H.

4. Accumulator Pressure Gauge - (UH-1C). Visually check for pressure in green arc.

5. Heater Installation - Check (UH-1A).

6. Oil Fillercap - Check oil level.

7. Transmission Oil Sight Gauge - Check oil level (UH-1A, B, and C).

8. Hydraulic Fluid - Check level (UH-1B and C).

9. Access Doors - Secured for flight.

10. Hydraulic Fluid (UH-1D and H) - Check level.

FUSELAGE - CABIN RIGHT SIDE

1. Navigation Light - Condition and security.

2. Entrance Doors - Condition and security.

3. Landing Gear - Condition, ground-handling wheels removed.

*4. Pitot-Static Port - Free of obstructions.

CABIN TOP

1. Main Rotor System - Check condition, cleanliness, and security; visually check level of damper fluid, blade grip, and pillow block.

2. Transmission and Hydraulic Filler cap - Secure.

3. Short Shaft - Condition and security.

4. Engine Air Intake - Clean and free from obstruction.

5. Antennas - Condition and security.

6. Anticollision Light - Security and condition.

7. Engine and Transmission Cowling - Secured.

8. Cabin Top Ventilators - Unobstructed.

INTERIOR CHECK - CARGO COMPARTMENT

(N)1. Battery Switch - ON.

(N)2. Dome Lights - Check operation.

3. Fire Extinguisher - Check for charge and security.

4. Cargo - Check for proper loading and tiedown.

5. Passenger Seats - Check security.

6. First Aid Kits - Complete and secure.

7. Hydraulic Fluid (UH-1A, some B's, and some D's) - Check level.

8. Transmission Sight Gauge - Check (UH-1D and H).

9. Electrical Outlets - Check condition.

10. Crewmember Radio Panel - Check operation.

11. Rotor Blade Tiedown, Pitot Tube Cover, and Tailpipe Cover - Stowed.

(N)12. Dome Lights - OFF.

(N)13. Battery - OFF.

BEFORE STARTING ENGINE

1. Entrance Doors - Secured for flight.

2. Seat and Pedals - Adjust.

3. Seat Belt and Shoulder Harness - Fasten and tighten.

4. Shoulder Harness Lock - Check operation and leave unlocked.

*5. Cyclic, Collective, and Throttle Friction - OFF.

6. Cyclic, Collective Pitch, and Pedals - Check full travel, center cyclic and pedals. Place collective pitch full down. (UH-1C - Boost needed to check cyclic and collective.)

7. Landing Light and Searchlight - OFF.

8. A.C. Circuit Breakers - IN.

9. All Radio Equipment - OFF; set on desired frequencies.

10. Governor - AUTO.

*11. De-ice/Hot-Air Valve - OFF.

*12. Int Aux Fuel Boost Pump - OFF.

13. Low Rpm Audio - OFF.

14. Main Fuel - OFF.

*15. Start Fuel - OFF.

*16. Oil Valve - OPEN.

17. Hydraulic Control Switch - ON. (UH-1C spring-loaded to both.)

18. Force Trim - ON.

*19. Chip Detector Switch - Spring-loaded to BOTH.

20. Compass Slaving - IN or MAG.

21. Accumulator Switch - OFF (UH-1C).

22. Instruments - Check static indication, slippage marks, and operating range limits markings.

23. Turn-and-Slip Indicator - Check race full of fluid.

24. Marker Beacon - OFF.

25. Clock - Wound and running.

26. Magnetic Compass - Check full of fluid and deviation card.

27. VSI - Check for zero reading.

28. Heading Indicator - Check RMI selector switch in ADF position, calibration card posted.

29. Altimeters - Set to field elevation.

30. Airspeed Indicator - Zero airspeed.

31. Free-Air Temp Gauge - Check reading and condition.

32. Start Generator Switch - START.

33. Nonessential Bus - NORMAL ON.

34. VM Selector Switch - BAT ((check 24 volts on D.C. voltmeter), then to Main Gen if APU start).

35. Main Generator Switch - ON and cover down.

36. A.C. Phase Selector - A.C. phase.

37. Inverter Switch - OFF.

38. Instrument Lights - OFF. (Set as desired for night flights.)

39. D.C. Circuit Breakers - IN, except for armament and special equipment.

40. Pitot Heat - OFF.

41. Dome Light - OFF (except for night flight).

42. Navigation Lights - OFF (ON for night flights as desired).

43. Anticollision Light - OFF.

44. Windshield Wipers - OFF.

45. Cargo Release Switch - OFF (SAFE UH-1A).

46. Cabin Heat Control Panel - Heater and bleed air - OFF.

STARTING ENGINE

1. Battery Switch - OFF. (ON for battery start.)

2. Copilot's Attitude Indicator - Cage (for APU start only).

3. Inverter Switch - SPARE. (OFF for battery start.)

4. Fire Detector Light - TEST (15 seconds maximum).

5. Rpm Warning Light - ON.

6. Fuel Filter and Cargo Release Light - Press to test.

7. Fuel Gauge Test Switch - If APU start, depress until fuel quantity gauge drops approximately 200 pounds, then release and check that gauge returns to original indication.

   CAUTION: During a battery start, a minimum of 24 volts should be indicated on the D.C. voltmeter before attempting start. However, a battery start can be made when voltages less than 24 volts are indicated, provided the indicated battery voltage does not drop below 14 volts with the starter energized.

8. Caution Panel Warning Lights - TEST and RESET master caution light.

9. Main Fuel Switch - ON. Check fuel pressure.

*10. Start Fuel - ON.

*11. Fuel Boost Pump (UH-1A) - ON.

12. Governor RPM INC-DEC Switch - DEC for 10 seconds.

13. Throttle - Check full travel and return to FLIGHT IDLE; check operation of engine idle stop, then move throttle to FULL CLOSED; position the throttle as near as possible (ON DECREASE SIDE) of the engine idle stop.

(N)14. Dome Light - OFF.

15. Fireguard - POSTED.

16. Rotor Blades - Clear and untied - verbally announce "CLEAR."

17. Starter Switch (Trigger) - PULL and HOLD; start time; use installed timing device.

CAUTION: Limit starter energize time to 40 seconds. If engine does not start, a 3-minute cooling period is required before beginning another starting cycle. Only three 40-second starting attempts are permissible in any 1-hour period.

18. Starter Switch and Start-Fuel Switch - Start-fuel switch OFF at 400° EGT (if installed). Release starter switch at 40% gas producer rpm or after 40 seconds, whichever occurs first.

CAUTION: During starting, the maximum allowable EGT is 760°. If the EGT exceeds 760°, or 650° (L-13, 675°) for more than 5 seconds, an entry in DA Form 2408-13 is required. If, during starting, it becomes apparent that EGT will exceed 650° (L-13, 675°C), abort the start as follows: throttle off, fuel systems off; continue to motor the starter until EGT decreases below 650°C.

19. Copilot's Attitude Indicator - Cage (Battery Start).

20. Inverter Switch (Battery Start) - To SPARE.

21. Throttle - Slowly advance to FLIGHT IDLE position. Manually check flight idle stop by attempting to roll throttle off.

22. Engine Oil Pressure - 20 to 60 psi; check indication for a rise, and state "in the green." (25 to 75 psi - UH-1H)

23. Transmission Oil Pressure - 40 psi minimum with main rotor speed above 230 rpm.

    CAUTION: If no engine or transmission oil pressure is evident at this time, shut engine down immediately and investigate the cause.

24. Gas Producer - 58% to 62% (UH-1A); 56% to 58% (UH-1B, C, and D); 70% to 72% (UH-1H).

(N)25. All Interior Lights - As desired.

26. Auxiliary Power Unit (APU Start) - Disconnect.

    CAUTION: Check external power disconnected prior to turning battery switch on.

27. Battery Switch (APU Start) - ON.

28. Fuel Gauge Test Switch (Battery Start) - Depress until fuel quantity gauge drops approximately 200 pounds, then release and check that gauge returns to original indication.

ENGINE RUNUP

1. Force Trim Switch - Check in ON position; depress release button on cyclic stick to insure proper function; place switch in OFF position and check all controls for freedom of movement and tip-path plane for correlation with cyclic movement.

2. Hydraulic Control Switch - Place in OFF position, check controls for freedom of movement, insure that the collective pitch control is FULL DOWN; then place the switch in the ON position and position the force trim switch ON. (C model - Check controls with system No. 1 ON. All controls should be normal except antitorque pedals should be stiff. Check on BOTH - All controls should be normal.)

3. ICS and Radios - ON, as desired.

4. Helmet - On.

5. Fuel System and De-ice - (UH-1D). Fuel tank sump pump circuit breaker OUT; set cabin heat bleed air selector to position No. 2 (ON, if applicable), De-ice - ON. Note EGT increase; fuel pressure remains within green arc - (5 psi minimum), fuel tank sump pump

circuit breaker IN, air selector OFF, De-ice - OFF. Note fuel pressure returns to normal and EGT decreases.

6. Fuel Boost Pump (UH-1A) - Switch to OFF for 30 seconds, then ON. Check fuel pressure indication.

   NOTE: If fuel boost pump switch is not installed, perform check with circuit breaker.

7. Fuel Pump Check (UH-1B and C) - Left fuel boost circuit breaker OUT; check pressure gauge for indication of 12 to 16 psi and caution light ON; then pull right fuel boost circuit breaker OUT and check caution light ON; leave both circuit breakers out for at least 10 seconds, checking for a fuel pressure indication of "zero" and continued normal engine operation; left fuel boost circuit breaker IN and caution light OUT, check for 12 to 16 psi pressure indication; right fuel boost circuit breaker IN and caution light OUT.

8. Pitot Heat Switch - ON; note loadmeter increase, then OFF.

9. A.C. Phase Selector - Check all phases for reading of 115V±3V. Leave in B.C. phase.

10. Inverter Switch - To OFF position; check for caution light indication; switch to MAIN; check caution light OFF.

11. A.C. Phase Selector - Check all phases for reading of 115V±3V; leave in A.C. PHASE position.

12. Voltmeter Selector Switch - Check all positions for indication of 28.5 to 29.0 volts; leave in NONESSENTIAL BUS position.

13. Main Generator - To OFF position; check caution light indication.

14. Starter Generator - To STANDBY position. Main generator loadmeter should indicate "zero" and standby generator loadmeter should indicate a load.

15. Nonessential Bus Switch - Check voltmeter indication of "zero" with nonessential bus switch in NORMAL ON position; nonessential bus switch to MANUAL ON, recheck voltmeter reading; switch to NORMAL ON position.

16. Voltmeter Selector Switch - Check all positions for indication of 27.5 to 28.0 volts; leave in MAIN GEN position.

17. Main Generator - ON and guard closed.

18. Throttle - Slowly increase to FULL OPEN. Engine rpm (N_2) should stabilize at 6000±50 rpm for UH-1B, C, D, and H; 5800±50 for UH-1A. Throttle friction as desired.

19. All Engine and Transmission Instruments - Check for proper indication.

*20. De-ice/Hot-Air Valve (UH-1A, B, C) - ON, note EGT increase; OFF, note EGT decrease.

21. Low Rpm Audio Switch - Audio.

22. Governor RPM INC-DEC Switch - Actuate through full range (6000±50 rpm to 6700±50 rpm for UH-1B, C, D, and H; 5800 to 6700±50 for UH-1A). Set rpm at 6600 for UH-1 B, C, D, and H; 6400 for UH-1A. During governor INC-DEC check, observe low rpm audio and warning light OFF at 295 rotor rpm, ±10 rpm.

(I)23. Communication and Navigation Radios - Perform complete operational check of all radios and position to ON, as desired; set course selectors as desired.

24. Weather and Hover-Taxi Instructions - Contact tower or ground control for weather and hover-taxi instructions, if applicable.

25. Clock - Set.

(I)26. Altimeter - Determine K-factor.

(I)27. Attitude Indicators - Set as desired.

(I)28. Heading Indicator - Indicates + and -.

(I)29. MAG Compass - Corresponds with heading indicator.

30. Anticollision Light - ON.

31. Forced Trim Switch - As desired for flight.

32. Collective Pitch Friction - Check; set as desired.

HOVER TO TAKEOFF

(I)1. Turn Needle, Heading Indicator, and Magnetic Compass Indicates a Turn to Right - Left.

(I)2. VSI, Altimeter - Indicates climb, descent.

(I)3. Attitude Indicator - Indicates nose high, nose low, bank left-right.

(I)4. Airspeed Indicator - Note indication.

(I)5. Turn-and-Slip Indicator - Ball free in race.

(I)6. Engine and Transmission Instruments - In green.

(I)7. Engine Rpm - As desired.

(I)8. Torque - Note psi for hover.

PRIOR TO TAKEOFF

(I)1. Attitude Indicators - Recheck.

(I)2. Index over takeoff heading - Set heading.

(I)3. Outside Air Temp - Recheck.

(I)4. Pitot Heat - On if necessary.

PRETAKEOFF AND PRELANDING CHECKS

1. Immediately prior to takeoff, the following checks will be accomplished by the student and announced orally:

   a. Rpm.

   b. Fuel quantity.

   c. Instruments.

   d. Caution lights.

   e. Low rpm audio warning switch - AUDIO.

2. On downwind or prior to landing if no downwind is established, the following prelanding checks will be accomplished by the student and announced orally:

   a. Rpm.

   b. Fuel quantity.

   c. Instruments.

   d. Caution lights.

   e. Low Rpm Audio Warning Switch - Audio.

ENGINE SHUTDOWN

1. Collective Pitch - FULL DOWN.
2. Governor RPM INC-DEC Switch - Decrease to lowest rpm.
3. Throttle - Reduce to flight idle. Check N_1 speed at 58% to 62%, UH-1A; 56% to 58%, UH-1B, C, and D; 70% to 72%, UH-1H.
4. Low Rpm Audio - OFF after checking operation.
5. Forced Trim - ON.
6. Starter-Generator Switch - START position.
7. Anticollision Light - OFF.

(N)8. Navigation Lights - FLASHING.

9. Exhaust Gas Temp - Allow to stabilize (minimum of 1 minute).
10. Throttle - FULL OFF.

*11. Fuel Boost Pump (UH-1A) - OFF.

12. Main Fuel Switch - OFF.
13. Radios and ICS - OFF.

14. All Electrical Switches - OFF, except main generator and battery.

(N)15. Navigation Lights - OFF, after rotor is tied down.

16. Battery - OFF, after engine tachometer reads "zero" (except at night, then OFF after Nav lights are turned OFF).

17. Main Rotor Blades - Tie down.

18. Conduct a thorough walk-around inspection of the aircraft. (Check oil levels and check for visible leaks.)

19. Complete DA Form 2408, parts 12 and 13.

EMERGENCY OPERATING PROCEDURES

EMERGENCY STARTING PROCEDURES

CAUTION

If normal starting procedures result in an aborted start due to it becoming apparent that EGT will exceed 650°C (L-13, 675°C), proceed as for a normal start except as follows:

1. Throttle Closed.

2. Engine Fuel Control/Governor Switch - EMERgency.

3. Energize starter, start clock (start-fuel flow and ignition occur simultaneously).

   NOTE: Check D.C. voltmeter; if voltage drops below 14 volts, abort start. (Battery Start Only)

4. When N_1 speed passes through 8%, open throttle slowly and advance to FLIGHT IDLE position as start progresses.

   NOTE: Monitor EGT to avoid exceeding maximum allowable limits.

5. Release starter switch at 40% N_1 or after 40 seconds, whichever occurs first.

NOTE: When operating in emergency fuel control mode, always advance and retard throttle slowly and monitor EGT in order to avoid overtemp or flameout.

6. When N_1 speed is stabilized with the throttle in FLIGHT IDLE position, advance throttle if necessary to obtain a minimum N_1 speed of 50%.

7. Engine Fuel Control/Governor Switch - AUTOmatic.

ENGINE FUEL CONTROL SYSTEM MALFUNCTIONS

WARNING

Malfunction or failure of the engine fuel control system will be evident by a gain or loss of operating N_2 engine rpm. In the event of control system malfunction or failure, proceed as follows:

Gain of engine (N_2 rpm.

1. Simultaneously increase collective while rolling off twist-grip throttle until desired engine (N_2) operating rpm is established.

2. Proceed with flight, maintaining desired engine (N_2) operating rpm by combining coordination of twist-grip movement with collective pitch movement. (Rotor flap No. 8)

Loss of engine (N_2) rpm.

1. Collective pitch stick - DOWN to maintain rotor rpm.

2. Throttle - Retard throttle.

3. Governor Switch - EMERGENCY position.

4. Throttle - Advance slowly and firmly to obtain engine operating rpm.

CAUTION: When operating on the emergency fuel system, the throttle must be manually adjusted to maintain engine rpm. Throttle movement will be performed at a slow rate to minimize the possibility of flameout or compressor stall.

HYDRAULIC POWER FAILURE

WARNING

1. Hyd Control Circuit Breaker - Check IN.

2. Hyd Control Switch - ON. (OFF if power not restored.)

3. Airspeed - Adjust as desired to obtain most comfortable movement level (approximately 60 to 70 knots).

4. Make shallow approach and running type landing as soon as possible.

INLET GUIDE ACTUATOR FAILURE (UH-1H)

WARNING

If failure of the Inlet Guide Actuator occurs, the pilot will notice an instantaneous rapid rise in EGT. By reducing collective pitch, the EGT can be maintained in the green arc; however, this will result in the engine producing a MAXIMUM of 500 SHP.

1. Fuel - JP-4.

2. Oil - 7808.

3. For APU Start - 650 to 800 amps needed. Jeeps with cable not enough amps. (If possible, use an APU start.)

4. Maximum forward speed -

   105 knots indicated (UH-1A).
   120 knots indicated (UH-1B, D, and H).
   140 knots indicated (UH-1C).

5. Horsepower ratings -

   L-1 engine - UH-1A:
   860 hp @ 6400 rpm - Takeoff.
   770 hp @ 6200-6400 rpm - Continuous operation.

   L-5 engine - UH-1B:
   960 hp @ 6600 rpm - Takeoff.
   825 hp @ 6400-6600 rpm - Continuous operation.

   L-9 engine - UH-1B, C, and D:
   1100 hp @ 6600 rpm - Takeoff.
   900 hp @ 6400 rpm - Continuous operation.

L-11 engine - UH-1B, C, and D:
1100 hp @ 6600 rpm - Takeoff.
900 hp @ 6400-6600 rpm - Continuous operation.

L-13 engine - UH-1H
1475 hp @ 59°F @ 6600 rpm
1100 hp @ 104°F @ 6600 rpm

6. Fuel reserve of 20 minutes after fuel warning light comes on. If boost pump failure light is on and low-level fuel warning light comes on, there will be enough fuel for 5 minutes of flight at cruise power. This applicable to UH-1B. (Service Engine Memo No. 169 Bell Helicopter.)

7. Minimum rate of descent in autorotation is attained using 55-60 knots at 300 to 310 rotor rpm.

8. Maximum gliding distance in autorotation is obtained at airspeed of approximately 80 knots at 300 to 310 rotor rpm for UH-1A and B; 85 knots at 300 to 310 rotor rpm for UH-1D and UH-1H, and 95 knots at 295 rotor rpm for UH-1C.

9. An engine overspeed of 7180 rpm (UH-1A, B, C, D, and H) for more than 1 second requires a writeup.

10. NOTE: An APU will be used for all starts, if practicable.

11. CAUTION: Forward C.G. hang with pilot and copilot, 4 troops in rear and 1 in med. seat (UH-1A).

12. CAUTION: Only 3 each, 40-second starts per hour.

13. WARNING: EGT should not exceed the following limits for continuous operation:

L-1 engine	- 570°C.
L-5 engine	- 588°C.
L-9/11 engine	- 621°C.
L-13 engine	- 625°C.

14. NOTE: (UH-1B, C, D, and H) Normally compressor stall becomes a problem only at low, ambient temperatures. When operating at low temperatures, the pilot should remember not to make rapid applications of power. In addition, the bleed-air heater control should be in the OFF position during takeoff. When operating at power settings in excess of 85% N_1, the heater control is restricted to position "2." (Rotor flap No. 20)

15. Rpm High - Low limit warning system (if installed).

a. Combination light and audio warning (low warning) for rotor rpm of 295 (±10) or below, or engine rpm of 6000 (±200) or below, or both.

b. Caution Light Only (high warning) for rotor rpm of 339 (±5) or above.

16. PROCEDURE IN CASE OF ACCIDENT, INCIDENT, OR FORCED LANDING

a. Report by radio to RAPCON or Control Tower, or to Base Field Operations by phone (Cairns, Phone 2222; Hunter, Phone ____) the following:

(1) Type, number, and condition of aircraft.

(2) Location.

(3) Number and extent of injuries.

(4) Brief description of accident/forced landing.

(5) Personnel and equipment required at scene of accident.

b. Solo students will attempt to first contact a dual aircraft if radio is operational.

c. After engine shutdown, place T-shirt over pilot's compartment and secure the aircraft. On two-bladed helicopters, place the rotor blades perpendicular to the fuselage.

d. Uninjured personnel will remain with aircraft until released by maintenance representative or investigation team.

e. Notify flight commander or immediate supervisor.

f. Take a flight physical, if required.

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