

QUALIFICATIONS FOR AVIATORS WIFE/AND OR GIRL

1. You must be equipped with twin magnetoes with sensitive points, firmly in position, aerodynamically smooth in appearance.
2. You must allow me to use a Feeler, to check the points at any time. Vibrations must be transmitted immediately to all parts of fuselage.
3. You will have a neat, trim, streamlined fuselage, and built for endurance.
4. During the Pre-flight inspection, all cowling must be removed so that the parts may be examined.
5. The cockpit will be warm and snug at all times.
6. I will be the only pilot to enter the cockpit, day or night.
7. At no time will a visitor be permitted to check your magnetoes, or make a test flight.
8. You will be allowed a few days out of each month for periodic inspection, cleaning, repair of parts and reconditioning.
9. At no time during flights will you expect me to wear a flight suit.
10. I shall be notified as far in advance as possible when periodic inspections are to be held.
11. I shall be notified at once after completion of the overhaul, so I can make a complete inspection and Test Flight.
12. There will be no loosening of the joystick socket, and tail surfaces must respond the slightest movement of the stick. Flying restrictions will be eliminated.
13. The tail surface must be kept clean. It will be washed daily with a special solution for maximum aerodynamic efficiency.
14. The engine at no time should be cold, it must be kept warm and pressure up prior to each flight.
15. The equipment will always be prepared for Test Flight or Scramble.
16. Exhaust gasses should not pass over the manifold during flight.
17. Each flight must be thrilling, exciting and different, and must conform to standards, insuring completion of the mission.
18. You will notify me anytime a new supply of lubrication is needed, in as much as you will be expected to assist me in entering the cockpit.

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19. The fur trimming will be kept cleaned around the cockpit.
20. After each flight the engine will be allowed to cool for a minimum of five minutes, this will prevent hot starts or rapid engagements on subsequent flights.
21. In the event of Flame Out during flights, provisions for an Air Start will be made.
22. At the end of each flight, the rotor will be cleaned and properly stored.
23. REMEMBER ALWAYS-----It is not the size of the rotor that makes the difference, but the RPM that counts!

I have READ and UNDERSTAND, and WILL COMPLY with the above.

SIGNED _____