



THE
PREVENTIVE
MAINTENANCE
MONTHLY

SERGEANT'S TIME TRAINING SUPPORT

Lakota Aircraft: Pre-Flight a Must

An Easy Outline for Sergeant's Time Training

(Note to Sergeants: Here's an easy training outline you can follow any time your unit has a free minute.

A problem & solution format is provided below, with visuals if you scroll down. Use this outline or add more info as you see fit. Make it yours & make it matter! –*PS Magazine*)

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To assist with this training, use the following article on the PS Magazine website:

<https://www.psmagazine.army.mil/News/Article/2659073/uh-72a-pre-flying-lakota-protects-airframe/>

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Problem: Not securing the Lakota aircraft hydraulic crest cowlings prior to flight can damage the rotor blades.

Solution: You must preflight the Lakota and make sure the hydraulic crest cowlings are secure.

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Problem: Are there any tips or suggestions during preflight?

Solution: Follow these tips or suggestions.

- The pilot in command (PC) ensures aircraft preflight is completed by following the RFM and ATM. The PC is the final approval authority for operating the aircraft.
- Don't get distracted during preflight. If you run into maintenance problems during preflight, have the issue corrected immediately, then preflight the area again.
- Walk around as a crew, not just one person. Have one rated crew member (RCM) (pilots) walk clockwise and the other RCM counterclockwise prior to getting into the aircraft. And if there's a non-rated crewmember (NCM) (crew chief), have the NCM do a walk around as well. The more sets of eyes, the better the chance of finding a problem. Also, if it's dark, use an unfiltered lens during the walk around.
- If crews split up the preflight, sit down as a crew and go over the complete preflight checklist to ensure the aircraft was visually checked and all required inspections were completed based on the RFM.