BY ORDER OF THE SECRETARY OF THE AIR FORCE

AFMAN11-2UH-1NV3CL-1
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Flying Operations

UH-1N CREW BRIEFING GUIDES/CHECKLISTS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This checklist compliments AFMAN 11-2UH-1NV3, *UH-1N Helicopter Operations Procedures*, and is applicable to all subordinate flying units that operate the UH-1N aircraft. Aircrew will use the abbreviated checklists during mission planning and execution. Submit recommendations for improvements to this publication to HQ AFGSC/A3T using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. MAJCOMs may supplement this publication with additional briefing guides or checklists. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and disposed in accordance with (IAW) the

Air Force Records Disposition Schedule which is located in the Air Force Records Information Management System.

SUMMARY OF CHANGES

This document has been completely rewritten and must be thoroughly reviewed. Major changes include (1) created a General Aircrew Briefing for non-mission sorties; (2) reorganized publication for ease of use; (3) incorporated operational environment, air traffic control, and wingman contingencies for all phases of flight and increased objective/terminal area detail in accordance with AFSAS recommendations; (4) modified Post Flight Aircrew Debriefing to incorporate AFTTP 3-3.IPE guidance; (5) amended Alternate Insertion/Extraction Briefing to include AFSAS recommendations; (6) updated instrument checklists and briefings to include TCTO -771 and T.O 1H-1(U)N-1 checklist changes; (7) amended Instrument Departure/Approach briefings to include cold weather corrections; (8) replaced Tactical Ingress and Post Egress Checklists with FENCE Check; (9) added Fast Rope and Rappel/Rope Ladder Pre-Deployment Checklists; (11) expanded AIE Preflight Guide; (11) added Airdrop Checklist in accordance with AFSAS recommendations and Paradrop Preflight Guide.

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AIRCREW BRIEFINGS

GENERAL AIRCREW BRIEFING

This briefing is designed for single ship, non-mission flight operations. Briefing format is a guide and there is no requirement for items to be briefed in sequence. Additional topics not covered in this guide may also be briefed. Use Specialized Briefings or Checklists when applicable.

1. **Time Hack**
2. **Roll Call**
3. **Classification**
4. **Mission**
   a. Sortie objective(s)
   b. Training objective(s)
   c. Desired learning objectives
   d. Sequence of events
5. **Flight Planning**
   a. Weather
      (1) Takeoff, en route, destination
      (2) Sun/moon data
   b. NOTAM, FCIF, Go/No-Go, Special Interest Items
   c. Aircraft number, call sign, spare, parking plan
   d. Fuel load, mission capable fuel, bingo fuel
   e. Aircraft configuration
      (1) Passengers/MEP
   f. Weight and balance, performance data (TOLD)
   g. Timeline
      (1) Seats, takeoff, land, duration
   h. Bump plan/abort criteria
6. **Route of Flight/Hazards to Flight**
   a. Departure, description of route, arrival
   b. Altitude and airspeed
   c. Hazards
      (1) Obstructions
      (2) Mid-air collision avoidance

i. High density areas, sUAS, etc.

(3) Bird Hazard

d. Inadvertent IMC (MSA)

7. Equipment

a. Flight publications, charts, EFB

b. Aircrew flight equipment

(1) LPU/SEA bottle

c. Personal equipment

d. Special mission requirements

e. Classified material/COMSEC

8. Crew Duties and Responsibilities

a. Primary duties

b. Changing control of aircraft

c. Emergencies

d. Scanning

e. Inadvertent IMC

f. Anti-hijacking

9. Additional Briefing Items

a. Applicable specialized briefing(s)

b. Risk assessment

c. Topics of the day

10. Questions

11. Update Time/Location

MISSION BRIEFING

This briefing guide is intended for mission flight events (e.g., unprepared landing area, low-level, formation, NVG, etc.). Briefing format is a guide and there is no requirement for items to be briefed in sequence. Additional topics not covered in this guide may also be briefed. Use Specialized Briefings or Checklists when applicable.

1. **Time Hack**
2. **Roll Call**
3. **Classification**
4. **Mission Introduction**
   a. Mission objective(s)
   b. Training objective(s)
   c. Desired learning objectives
   d. Mission overview/sequence of events
   e. Smart packs, kneeboard cards, frag card
5. **Flight Planning**
   a. Weather
      (1) Takeoff, en route, destination
      (2) Sun/moon data
   b. NOTAM, FCIF, Go/No-Go, Special Interest Items
   c. Aircraft number(s), call sign(s), spare, parking plan
   d. Fuel load, mission capable fuel, bingo fuel
   e. Aircraft and load configuration
      (1) Special mission equipment (AIE devices, weapons/ordnance, CBRNE, VIP kit)
      (2) Passengers/MEP
   f. Weight and balance, performance data (TOLD), energy maneuverability (EM) data
   g. Timeline
      (1) Seats, communication check-in, takeoff, land, duration
   h. Bump plan/abort criteria
   i. Training rules
   j. Contracts
6. **Pre-Departure**
   a. Communications check-in

b. Transponder/IFF configuration
c. Aircraft lighting
d. Start/taxi time, taxi route
e. Lineup/positions
f. Goggle up procedures

7. Departure

a. Communications procedures
b. Type of takeoff
   (1) Airspeed and rate of climb
   (2) Abort plan
c. Type of formation
d. Power check

NOTE: Brief each en route segment and objective/terminal area plan in chronological order. For successive legs/phases, only the items that have changed need be briefed.

8. En Route

a. Description of route
b. Hazards
   (1) Obstructions
   (2) Mid-air collision avoidance
      i. High density areas, sUAS, etc.
   (3) Bird hazard
c. Altitude and airspeed
d. Navigation settings/responsibilities
e. Communications/lighting
f. Formation procedures
   (1) Type of formation and spacing
   (2) Rejoin procedures
   (3) Lead changes
g. Evasive tactics

9. Terminal Operations

a. Objective/TOT
b. Communications procedures/authentication methods
   (1) Ground force frequency/call sign
c. Description of objective
d. Features (elevation, size, slope, suitability, lighting)

e. Hazards (obstacles, wind considerations/limitations, etc.)
f. Performance data
g. Approaches and landings
    (1) Terminal area game plan/landing zone options
    (2) Type of formation and spacing
    (3) Aircraft configuration and lighting
    (4) Landing areas
    (5) Type of landing (airland, AIE – hover height)
h. Sequence of events
i. Go-around procedures
j. Egress

10. Contingencies
a. IMC lost wingman (MSA)
b. VMC blind
c. Abort criteria
    (1) Weather
    (2) Minimum force requirements
    (3) Minimum mission equipment
d. Lost/degraded communications

11. Recovery
a. Arrival/landing procedures
b. Description of airfield/landing area
c. Communications
d. Taxi/parking plan
e. Refuel plan
f. Other items
    (1) Aircraft security
    (2) Storage of classified equipment and weapons

12. Equipment
a. Flight publications, charts, EFB
b. Aircrew flight equipment
    (1) NVGs
    (2) Personal weapons
    (3) LPU/SEA bottle
    (4) ACDE
c. Personal equipment
d. Special mission requirements

e. Classified material/COMSEC

13. Crew Duties and Responsibilities

a. Primary duties
b. Changing control of aircraft
c. Emergencies actions/intentions
   (1) Takeoff
   (2) En route
   (3) Terminal area
   (4) Recovery
   (5) NVG malfunction
   (6) Crash landing/ditching (land/water)
d. Scanning
e. Inadvertent IMC
f. Anti-hijacking

14. Additional Briefing Items

a. Applicable specialized briefing(s)
b. Risk assessment
c. Topics of the day

15. Questions

16. Update Time/Location

ALERT/STANDBY BRIEFING

Use this briefing for assumption of an alert period. Conduct an update briefing addressing applicable changes every 24 hours or upon a change of conditions. At a minimum, the asterisk (*) items will be updated or verified current.

1. **Alert/Standby Period**
    a. *Situation/intelligence
    b. Alert type
    c. *Mission status
    d. *Crew location
    e. Flight planning
        (1) *Weather
            i. Takeoff, en route, destination
            ii. Sun/moon data
        (2) *NOTAM, FCIF, Go/No-Go, Special Interest Items
        (3) Aircraft numbers, call signs, spare, parking plan
        (4) Fuel load, mission capable fuel, bingo fuel
        (5) Aircraft and load configuration
        (6) Weight and Balance
        (7) *Performance data (TOLD)
            i. Departure, terminal area, destination, allowable load
    f. *Risk assessment
2. **Response Time**
3. **Notification Procedures**
4. **Launch/Scramble Procedures**

POST FLIGHT AIRCREW DEBRIEFING

1. **Roll Call**
2. **Classification**
3. **Mission Objectives**
4. **Training Objectives**
5. **Desired Learning Objectives**
6. **Mission Accomplishments**
   a. Flight discipline/effectiveness
7. **Mission Reconstruction**
   a. Safety of flight issues, unscheduled knock-it-offs or terminates
   b. Reconstruct major events
      (1) Critical analysis, debrief focal points, or learning points
      (2) Identify contributing factors
8. **Lessons Learned**
9. **Comments/Questions**

SPECIALIZED BRIEFINGS

TRANSITION/EMERGENCY PROCEDURES BRIEFING

1. **Transition/EP Area**
2. **Traffic Pattern**
   a. Direction
   b. Altitudes and airspeeds
3. **Transition Maneuvers**
   a. Parameters
   b. Calls
4. **Practice Emergency Procedures**
   a. Actual vs. simulated emergency intentions
   b. Entry into simulated emergency conditions
   c. Expected crewmember calls

ALTERNATE INSERTION/EXTRACTION BRIEFING

1. **Device(s) to Be Used**
2. **Site Description/Hazards**
3. **Power Available/Required**
4. **Sequence of Events**
   a. Intended Hover Height
   b. Load/CG
5. **Protective Equipment**
6. **Communications (Air to Ground)**
   a. Frequency
   b. Hand signals
7. **Emergency Procedures**
   a. Aircraft malfunctions
   b. Hoist malfunctions
      (1) Power loss
      (2) Oscillations/pendulum
      (3) Cable cut procedures
   c. AIE malfunctions
      (1) Emergency procedures for hung rappeller/climber
   d. Intercom failure
8. **Crew Duties**

Table 1. HOIST OPERATOR HAND SIGNALS

ACTION	*MEANING*
Open palm of hand indicating direction	Aircraft movement
Index finger in a circling movement overhead; point in the direction of flight	Survivor in and Secure, Ready for Takeoff; Go-Around
Clenched fist	Stop Aircraft; Cable Movement; Hold Hover
Clenched fist with thumb pointing up or down	Hoist Cable Up / Down
Clenched fist held horizontally with thumb pointing left or right	Hoist Boom Left / Right
Fingers extended, joined moving and chopping motion against the opposite wrist	Cut Cable
Two fingers extended moving lower arm forward and backward at head height	Hoist Power Switch in Opposite Position

SEARCH BRIEFING

1. **Objective**
   a. Number of survivors/description/medical condition
   b. Specialized aircraft equipment required
2. **Search Area**
3. **On-Scene SAR Forces/On-Scene Commander (OSC)**
   a. Establish contact with OSC; if none, accomplish OSC duties
4. **Communications** (with SAR forces and controlling agencies)
5. **Weather** (en route/on scene/recovery)
6. **Search Pattern, Track Spacing, Altitude/Airspeed**
7. **Power Available/Power Required (SEAS)**
8. **Bingo Fuel/Refueling Options**
9. **Actions Upon Sighting Objective**
10. **Recovery Location/Medical Facilities**

ORDNANCE DELIVERY BRIEFING

1. **Range/Mission Number/Range Time**
2. **Range Clearing Procedures**
3. **Range Restrictions and Laser Procedures**
4. **Arming Procedures**
5. **Patterns**
   a. Altitude/airspeed
   b. Fields of fire
6. **Communications**
   a. Air-to-air/air-to-ground
   b. Interplane
7. **Weapons Malfunctions**
   a. Hot gun procedures/routing
   b. De-arming location
8. **Smoke Deployment**
9. **Range Exiting Procedures**
10. **Safety Considerations**

AIRDROP BRIEFING

1. **Type of Drop**
2. **Drop Zone**
   a. Markings
   b. TOT
   c. Visual signals
3. **Air-to-Ground Communications**
   a. Radio/intercom
   b. Hand signals
4. **Drop Procedures**
   a. Altitude/airspeed
   b. Track
   c. Drop order
   d. Door procedures
5. **Crew Coordination**
6. **Emergency Procedures**
   a. Hung jumper/bundle
   b. Inadvertent chute deployment
7. **Post Deployment Procedures**

CARGO SLING BRIEFING

1. **Load Description**
2. **Sling Length/Hover Height**
3. **Power Available/Power Required**
4. **Cargo Hook Arming/De-Arming**
5. **Hand Signals**
6. **Hookup**
   a. Grounding
   b. Eye protection
   c. External lighting
7. **En Route Airspeed and Altitude**
8. **Destination**
9. **Release**
10. **Emergency Actions**
11. **Safety Considerations**

IN-FLIGHT BRIEFINGS / CHECKLISTS

NOTE: Unless otherwise noted, in-flight briefings and checklists are not required to be completed Challenge – Response.

NAVIGATION EQUIPMENT CHECK

TACAN SELF-TEST

NOTE: If no station is receivable (ground or aircraft), verify OFF indications on CDI and bearing pointer(s).

1. **TACAN Function Switch** – T/R (Allow 90 seconds for warmup)
2. **EHSI OBS Switch** – As required
3. **EHSI NAV Source** – TCN1
4. **CDI** – Set 180°
5. **Depress Test Button and Observe:**
   a. Indicator light for 1 second
   b. Red X over CDI scale for 7 seconds
   c. For next 15 seconds:
      (1) OFF flag disappears,
      (2) DME 0.0 +/- 0.5 NM
      (3) Bearing pointer 180 +/- 3°
      (4) CDI centered +/- half dot
      (5) TO-FROM indicator displays TO
   d. DME and course displayed in upper left corner of EHSI and with bearing pointer(s)

NOTE: If indicator light stays on – system failure.

VOR/TACAN GROUND CHECKPOINT TEST

1. **Tune and Identify**
2. **EHSI OBS Switch** – As required
3. **EHSI NAV Source** – NAV1/TCN1 as required
4. **DME** – 1/2 NM or 3% error, whichever is greater
5. **Bearing Pointer** – Points to station (+/- 4° error from known checkpoint)
6. **CDI** – Check centered, right, and left (+/- 4° error from known checkpoint)
7. **TO-FROM Indicator Ambiguity** – Check

INSTRUMENT DEPARTURE BRIEFING

To be accomplished in aircraft; if briefed elsewhere, re-brief any changes in aircraft prior to departure.

1. **ATIS/Airport Information**
   a. Cold weather corrections as required
2. **Navigation/Communication Radio Settings**
3. **Departure Clearance/Restrictions**
4. **Hazardous Terrain/Obstacles**
5. **Emergency Intentions**
6. **Emergency Return Approach**
   a. Type of approach
   b. DA/MDA
   c. Inbound course
   d. Emergency safe/sector altitude

INSTRUMENT APPROACH BRIEFING

1. **ATIS/Airport Information**
   a. Cold weather corrections as required
2. **Type of Approach**
3. **Weather Required for the Approach**
4. **Navigation/Communication Radio Settings**
   a. Primary radios, GPS, HTAWS control panel, EHSI
5. **Heading and Attitude Systems**
6. **Altimeter** (Barometric/Radar)
7. **Initial Approach Fix**
   a. Procedure turn/holding entry
8. **Final Approach Fix/Final Approach Course**
   a. FAF arrival procedures
9. **DA/MDA/Descent Plan**
   a. CFDA, DDA
10. **Missed Approach Point, Intentions, Climbout Instructions**
11. **Minimum Safe Altitudes** (Minimum Sector/Emergency Safe)
12. **Airfield Review** (Alignment, lights, obstacles, elevation)
13. **Crew Duties**
14. **Lost Communications Intentions**
15. **Backup Approach**
16. **Before Landing Checklist**

NOTE: When accomplishing successive approaches, only the items that have changed are required to be briefed.

FENCE IN/OUT CHECKLIST

F – Firepower/Fuel – Check weapons/fuel computations

E – Emitters – (Lighting, IFF) as required

N – Navigation Equipment – Set, as required

C – Communications – Set, as required

E – Electronic Systems – (HTAWS, TACAN, radar altimeter) as required

NOTE: See AFTTPs for expanded information. The FENCE check is normally initiated and performed by the pilot not flying.

SMOKE/FLARE DROP CHECKLIST

1. **Gunners Belt** – On
2. **Gloves** – On
3. **Cargo Door** – Open
4. **Smoke/Flare Device** – Prepared
5. **"SMOKE/FLARE DROP CHECKLIST COMPLETED" (FE)**

FAST ROPE PRE-DEPLOYMENT CHECKLIST

1. **Gunners Belt** – On
2. **Fast Rope** – Attached
3. **Cargo Door** – Open and secured
4. **Hinged Panel Door** – Unlocked (if installed)
5. **Gantry Arm** – Extended
6. **"FAST ROPE CHECKLIST COMPLETED" (FE)**

RAPPEL/ROPE LADDER PRE-DEPLOYMENT CHECKLIST

1. **Gunners Belt** – On
2. **Anchor Cable** – Checked
3. **Snap Links/Carabineers** – Attached
4. **AIE Device** – Positioned for deployment
5. **"(RAPPEL/ROPE LADDER) CHECKLIST COMPLETED" (FE)**

AIRDROP CHECKLIST

1. **Passengers** – "SEATED AND SECURED" (FE/JM)
2. **Roll Call** –Complete
3. **Crew** – Briefed
4. **"UNFASTEN SEAT BELTS" (AC)** (1,000 feet AGL)
5. **Safety Checks** – "COMPLETE" (JM)
6. **Drop Notification** – Complete
7. **Ground Drop Clearance** – Received
8. **"CLEAR TO JUMP" (AC)**
9. **"JUMPERS AWAY" (FE)**
10. **Static Lines** – Retrieved

CARGO SLING PRE-PICKUP CHECKLIST

1. **Power Available/Power Required** – Compute/Confirmed
2. **Cargo Release Switch** – "ARMED" (P/CP)
3. **Anti-Collision Lights** – As required
4. **Radar Altimeter** – As required
5. **"CARGO SLING CHECKLIST COMPLETED" (FE)**

WARNING: Ensure ground hookup person is clear of the load prior to putting tension on the load.

NOTE: The flight engineer will advise the pilot when "LOAD HOOKED" and "LOAD RELEASED".

AIE PREFLIGHT GUIDE

The following information was extracted from T.O. 00-25-245, *Testing and Inspection for Personnel Safety and Rescue Equipment*. Refer to T.O. 00-25-245 for expanded information and post flight requirements.

FOREST PENETRATOR

1. Inspection/weight-check label – Check for current date
2. Condition – Check the following items:
    a. Damaged parts (broken, bent, deformed, or cracked). Bent seats, broken springs, bent bolts, etc., can be replaced with new parts. If main body of assembly is damaged, condemn complete assembly without replacement of parts
    b. Missing parts, bolts, nuts, cotter pins, springs and straps.
    c. Flotation Collar. Secure as required
    d. Seats and hooks for freedom of movement to all positions, and proper latching and unlatching
    e. Corrosion
    f. Document any discrepancies in AFTO Form 781A

RESCUE STROP

1. Weight-check date current
2. Inspect fabric for cuts, deterioration, and abrasions
3. Inspect seams for proper adhesion and stitching
4. Inspect retainer straps for security of attachment and wear
5. Inspect all hardware for security of attachment, corrosion, damage, wear, and if applicable, ease of operation

RESCUE BASKET (LIFE SAVING SYSTEMS 490-SERIES)

Follow manufacturer recommendations for maintenance, inspection and testing.

RESCUE LITTER ASSEMBLY (STOKES LITTER)

The following Stokes Litters are approved for use:
402 MEDEVAC one piece, confined area
404 MEDEVAC II one piece
406 MEDEVAC IIA break-apart
406-TI MEDEVAC IIA TI Titanium break-apart

A 5000-pound locking carabiner will be used to attach the Stokes sling assembly to the hoist hook.

If any of the following conditions are noted, repair or replace prior to placing in service:

1. Inspect stokes litter for general condition.
2. Inspect all metal for cracks, indents, corrosion and security of attachment.
3. Inspect all welds for cracks and security of attachment.
4. Inspect snow skids for general condition (if applicable).
5. Inspect suspension bed webbing for cuts, tears, stains, fraying and security of attachment.
6. Inspect quick release fittings for ease of operation, sharp edges and corrosion.
7. Inspect all straps for cuts, tears, stains, fraying and security of attachment.
8. Inspect lift rings for deformity or cracks.
9. Inspect all stitching for fraying and security of attachment.
10. Inspect all webbing for cuts, tears, fraying and grease contamination.
11. Inspect carabiners for proper gate alignment, ease of operation, cracks and corrosion.
12. Inspect carabiner gate pin hinge for deformity/security of attachment.
13. Inspect for reflective tape on rescue litter and carabiners.
    a. Red reflective tape (2 places, 1-1/2 x 1/2-inch) at upper attachment points (as required).
    b. White reflective tape (2 places, 1-1/2 x 1/2-inch (NSN 01-078-8660) at lower attachment points (as required).

14. Inspect entire flotation assembly for general condition, cleanliness, cuts, tears, fraying and for presence of oil, fuel, grease or chemical contamination.
15. Inspect lift cable sets for one crimp, identified by 1/2-inch wide compression on swaging sleeves and defects such as kinks, broken wire strands, corrosion.

RANDON TECH ROPE LADDER (H-1 ELPD800PD-1)

WARNING

If any nicks or excessive fraying to the point of broken strands are found, do not use the rope ladder for live operations, as serious injury or death may result. See Figures 5-7 and 5-8 in T.O. 00-25-245.

The following indicate obsolete equipment and should not be used for live operations; serious injury or death may result:

- Corrosion on the rivet-washer connection points (should be stainless-stainless).
- Rope ladder fabric with shiny appearance (similar to a vehicle seat belt).
- Detacher housings without beveled or rounded edges

CAUTION

When preparing the rope ladder for night operations, do not use duct tape on the nylon fabric. Duct tape residue hinders the post flight fabric cleansing, and hides potential problem areas. (e.g. use rubber bands, plastic zip ties).

During inspection, dragging the rope ladder on concrete should be kept to a minimum to reduce abrasion and maintain normal service life.

1. Ensure detacher serial numbers match rope ladder.
2. Inspect detacher device fasteners for loosening and failure.
3. Inspect detacher pip pin for proper spring/operation.
4. Inspect carabineers for corrosion and proper operation.
5. Inspect wheeled rungs/fasteners for loosening and failure.

6. Inspect main ladder straps for dry-rot, holes, nicks and excessive fraying.
    a. Ensure both sides of the rope ladder are visually inspected.
    b. Detachers are "powder-coated", there is no need to oil parts.
    c. Small amounts of hydraulic fluid are allowed on the fabric.
    d. Ensure the ladder is cleaned after use.
7. Inspect ladder rungs for damaged tubes or grip tape.
8. Inspect rung rivet-washer points for corrosion, cracks or stretched fabric.
9. Ensure no twists exist with main ladder straps.
10. Fold or roll the ladder into the stowed position on the cabin floor.

ANCHOR CABLE

Anchor cable will be inspected once per flight/sortie regardless of the number of iterations performed.

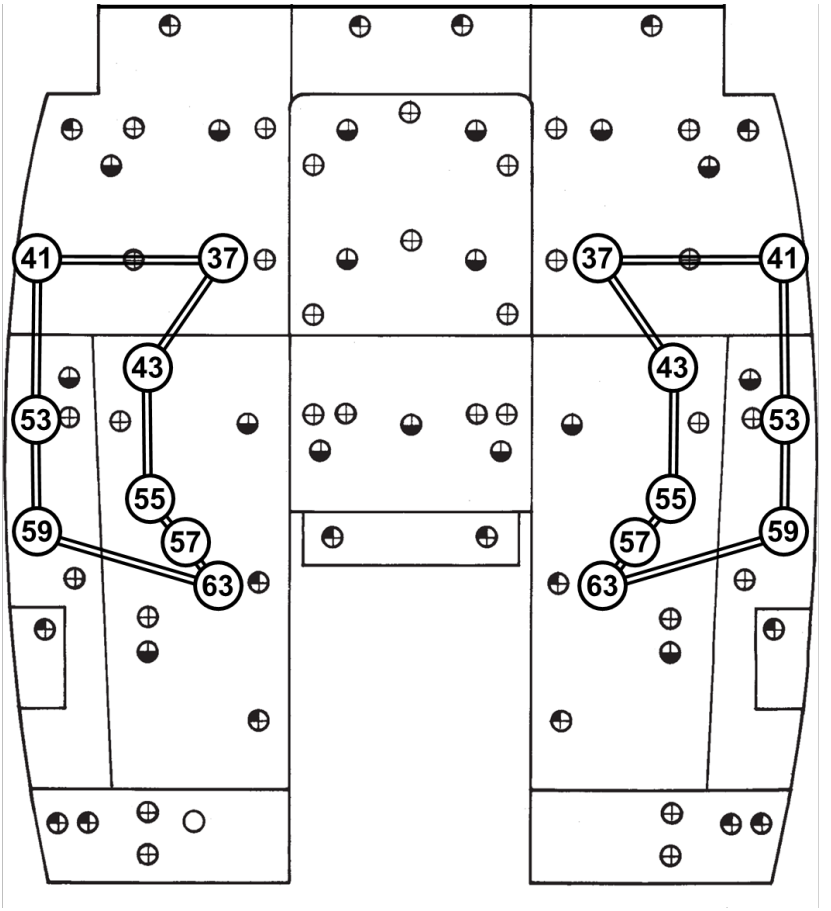
1. Preflight/Postflight
    a. Inspection/weight-check label – Check for current date.

NOTE: Label inspection is not required for postflight.

    b. Check cable to ensure an unpainted gap does not exist between paint mark(s) and swaged fittings/sleeves. Evidence of gap indicates cable slippage.
    c. Check steel bolt, locking nut, and safety pin.
    d. Check cable fork assembly and eye terminal ends. Ensure the date of initial manufacture and weight tested capacity (2500 lbs) are permanently stamped/etched on the forked end.

2. Installation
   a. Rope ladder (Figure 1)
      (1) Left hand installation (right side deployment), route the cable through rings 37, 41, 53, 59, 63, 57, 55, 43.
      (2) Right hand installation (left side deployment), route the cable through rings 38, 42, 54, 60, 64, 58, 56, 44.
      (3) Ensure bolt is installed with the nut facing up.

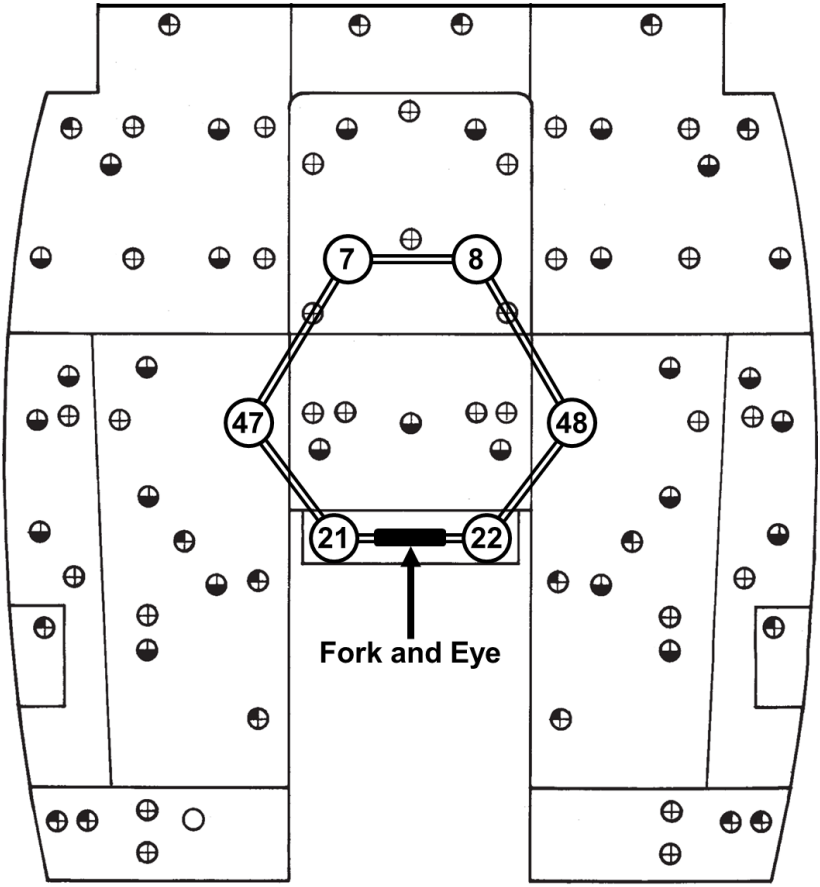
Figure 1: Rope Ladder Anchor Cable Installation



b. Rappel (Figure 2)

(1) Route the cable through rings 21, 47, 7, 8, 48, 22. The "fork" and "eye" end should be against the transmission bulkhead

Figure 2: Rappel Anchor Cable Installation



FAST ROPE

1. Check the woven loop on the mount end for excessive wear or chemical contamination.
2. Check the rope along its entire length for fraying, cuts and chemical contamination. Inspect for any cut, chafe, or nicks that affect the integrity of the rope.
3. Do not use a rope that is severely frayed (light fraying on the rope from normal use does not weaken the rope).
4. Do not use a rope when any single strand is cut halfway through.
5. Inspect the rope for contamination of acid, alkaline compounds, saltwater, fire extinguisher solutions or petroleum-based solvents. Changes in color caused by chemicals are usually blotchy and have an unusual odor. Although used ropes gradually change color, such changes do not indicate a decrease in strength unless the change is due to contact with strong chemicals. Changes occurring because of use are usually uniform throughout the length of the rope.
6. Make necessary inspection entries on the appropriate form.

PARADROP PREFLIGHT GUIDE

The following information was extracted from T.O. 1H-1(U)N-1, *Flight Manual USAF Series UH-1N Helicopter*. Refer to T.O. 1H-1(U)N-1 for expanded information and preflight requirements.

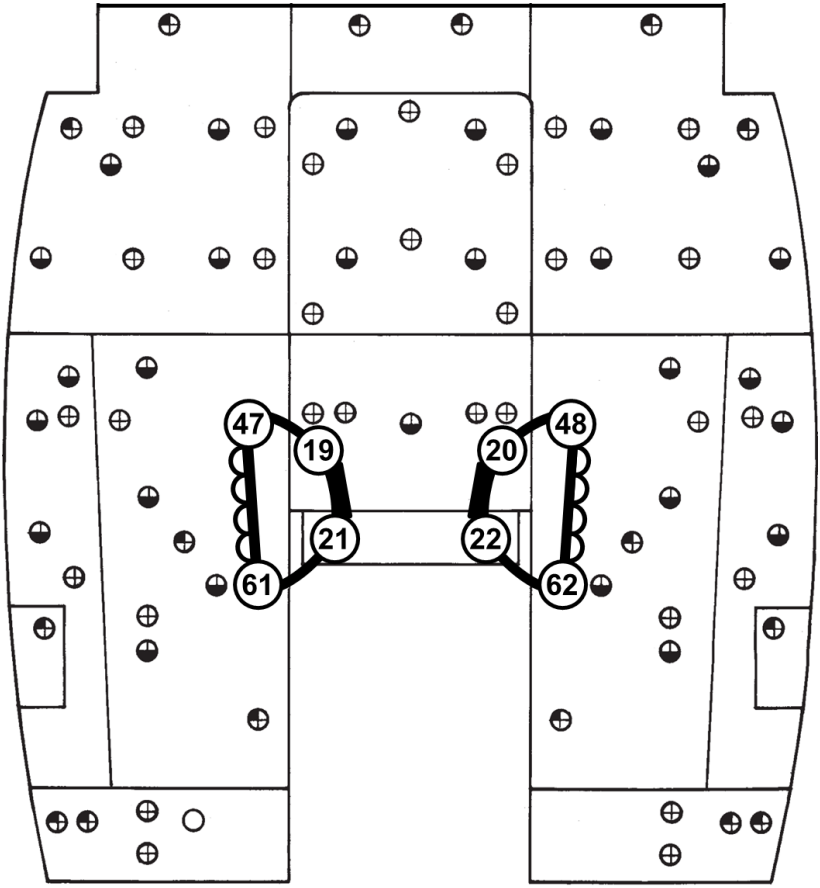
EXPEDIENT ANCHOR LINE INSTALLATION

1. The expedient anchor line system consists of a Type XXVI nylon webbing anchor line cable assembly with four D-rings (TM 10-1670-262-12&P).
   a. Type XXVI nylon webbing must be used with Type X cotton or Type VIII Nylon buffers on the D-rings.
   b. Installation (Figure 3). The strap must be routed so the friction adapter and free running end meet facing the center of the floor.
      (1) Left door: route the free running end through rings 19, 21, 47 and 61.
      (2) Right door: route the free running end through rings 20, 22, 48, 62.
   c. Secure the free running end to the friction adapter, then roll and secure to the strap using Type IV cloth-backed adhesive tape.

NOTE: When using Type VII nylon as buffers, inspect every two lifts to ensure they are free of burns or abrasions.

NOTE: Snap links or carabineers will not be used.

Figure 3: Paradrop Expedient Anchor Line Installation



PARADROP PREFLIGHT INSPECTION

Before emplaning, the JM and the pilot, or pilot's representative, will jointly inspect the aircraft to determine the following:

1. All protruding objects near the cargo compartment doors are removed or taped.
   a. The lower right and left aft edges of both cargo compartment doors are padded and taped.
   b. Ground-handling wheel mounts on the landing skid and gun mounts aft of the forward cross tube are padded and taped.
   c. If installed, skid shoe bands will be padded and taped. Remove bear paws if installed.
2. For static lime operations: the expedient anchor line system is secure, serviceable, and properly installed.
3. A safety belt is available for each jumper. Approved restraint devices may be used in place of safety belts for the jump master.
4. A headset is available for the jump master.