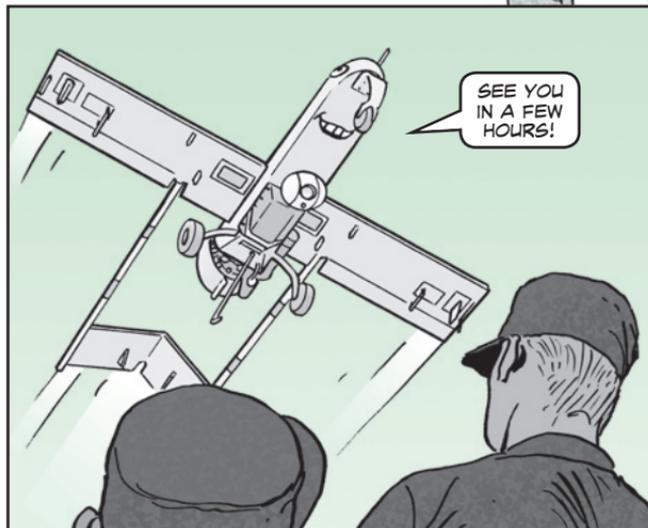


Shadow Unmanned Aircraft System...



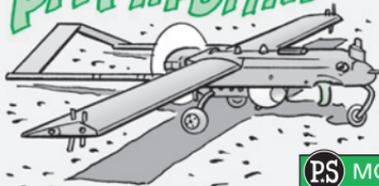
Shadow Soars with PM

THE SHADOW UNMANNED AIRCRAFT SYSTEM WILL SOAR THROUGH ITS ASSIGNMENTS IF YOU DO YOUR PM DUTY.

OTHERWISE, THE SHADOW MAY NOT MAKE IT OFF THE GROUND.

DO YOUR DUTY WITH THESE TIPS...

PFFT. PUTT. PFFT



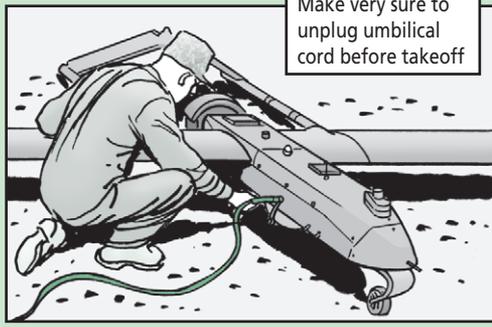
Carry the preflight checklist and use it. There are more than 50 different checks you need to make on the Shadow before it takes off. No matter how many times you've gone through the checklist, don't trust your memory to remember them all. It's too easy to forget to check something like torque specs or safety wire that could prove fatal in flight. Use the checklist to ensure you don't miss anything.



Check the oil. That's the most important of those 50 checks. The Shadow uses oil during flight and will often need oil before it flies again. Without enough oil, the Shadow may not make it back on its flight.



Remember the umbilical cord. It needs to be connected to power the Shadow for startup. But often in the hurry to launch, the umbilical cord is not disconnected after the Shadow engine is running. When the Shadow takes off, its umbilical cord connector is ripped out. So double check that the cord is disconnected before you send the Shadow down the runway.

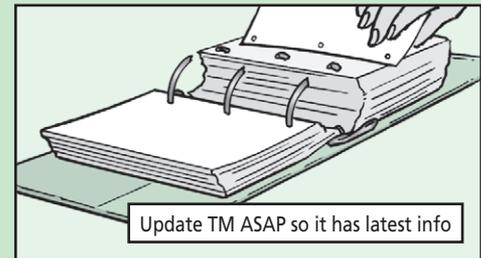


Communicate. The operator and maintainer need to communicate as they prepare for launch, especially since the operator is doing his job remotely, away from the plane. As the operator and maintainer go through their separate preflight checklists, they need to tell each other what they're doing. What is especially important is that the operator verifies with the maintainer that the Shadow is at full throttle for takeoff. If it's at idle, that won't be much of a takeoff.

Keep up with ELAS (Enhanced Logbook Automation System). If you don't carefully record in the ELAS logbook items like what components were replaced or what failures occurred during flight, your maintainer doesn't find out and problems don't get checked out. Also, if inaccurate flight hours are recorded, scheduled maintenance won't be scheduled on time.



Update TM and preflight checklist. When you receive emails or other notices with changes to the TMs or checklist, make sure those changes are entered. The improvements those changes represent won't do any good if they're not entered in the TM and checklist.



Make friends with your field service rep. He's the best friend you and your Shadow can have. It's his job to help you, so let him.

