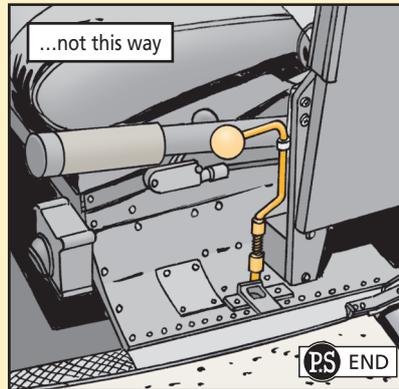
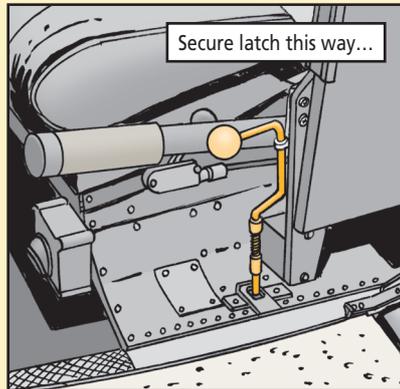


When flying, the last thing you want is the latch handle knob getting in the way of the collective and blocking its movement while you're in control of the bird.

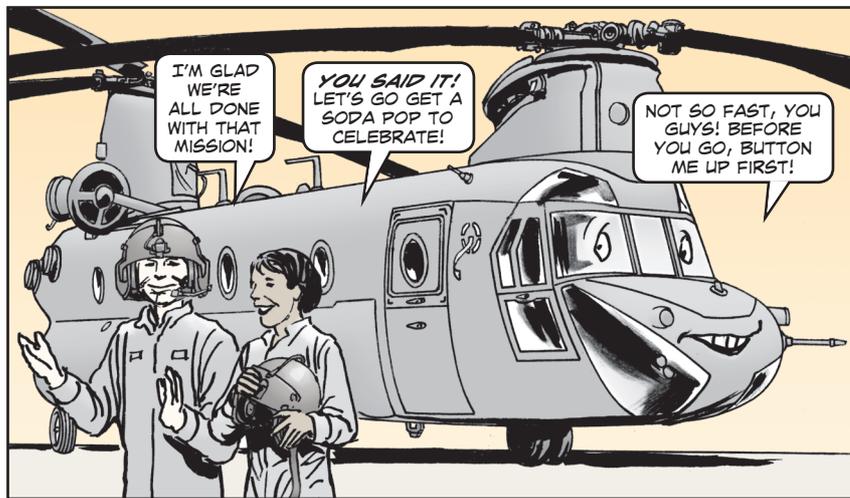
When closing the armor panel, make sure the latch rests **in** the stop and not **behind** the stop. The behind the stop position puts the latch handle knob flush against the collective and that's a no no.

Keep the latch out of the way of the collective at all times, and do not shove the armor latch past the armor stop.



CH-47D/F...

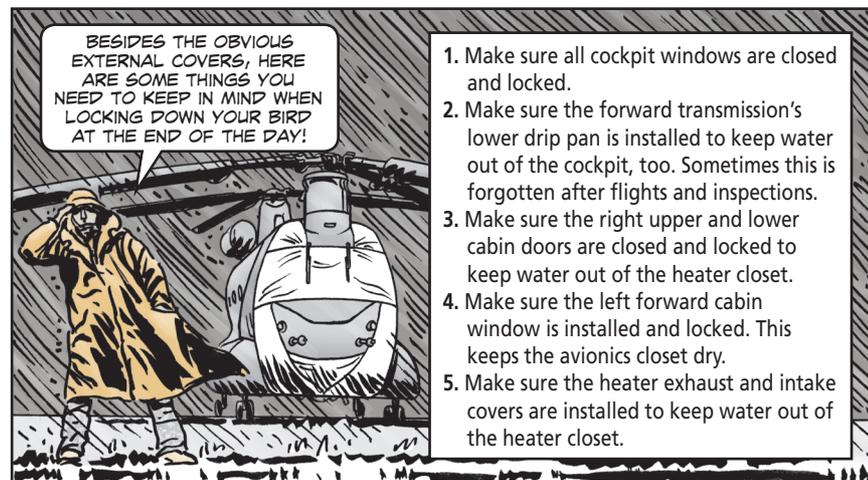
# Close Up Shop



When the mission is over, don't go home until your bird is buttoned up and its required covers are in place.

In areas where pop-up rain showers can happen at the drop of a hat, an uncovered bird is like a bucket waiting to collect rain.

With all the new electronics and avionics in the Chinook, (especially the new F model), flight and ground crews need to take the necessary steps after post flight inspection to keep rain water out.



THE CHINOOK F MODEL WITH ALL ITS NEW AVIONICS IS A GREAT IMPROVEMENT...

BUT TO KEEP EVERYTHING MISSION CAPABLE, PUT THE BIRD TO BED THE RIGHT WAY AND LEAVE NOTHING UNDONE.

