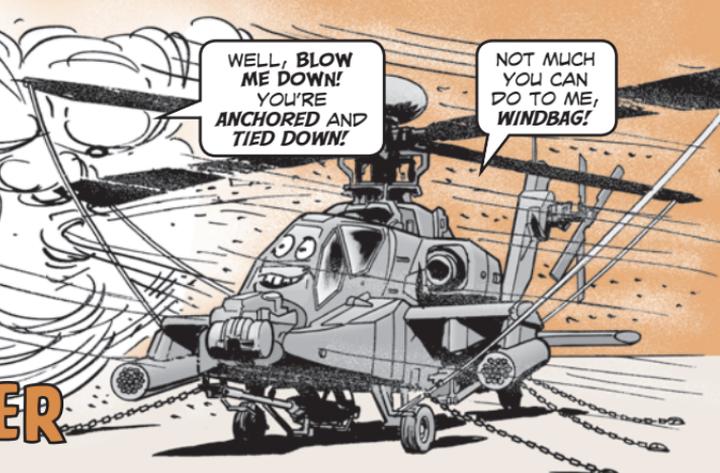


All Aircraft...

CHAIN GANG CHATTER

WELL, BLOW ME DOWN!
YOU'RE ANCHORED AND TIED DOWN!

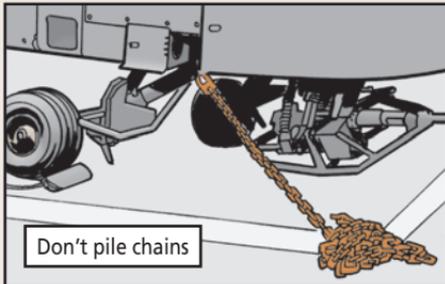
NOT MUCH YOU CAN DO TO ME, WINDBAG!



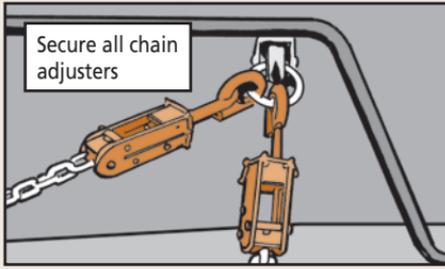
Crews, your aircraft tie-down chains, NSN 1670-00-516-8405, need as much PM as your bird if you're going to keep your birds anchored.

If you treat chains like a pile of junk, that's what they'll become. And if a heavy windstorm blows up like it did at Ft Hood in 1989, your bird could be tossed like a chef salad if there are weak links in the chain.

When you're not using the chains, don't pile them up. Instead, stretch them out to prevent dirt buildup and to let them dry quicker. Chains left in piles rust faster, especially in rainy weather as water and dirt easily collect in the chain pile. Then you'll have all the right ingredients for corrosion. Check and clean corrosion from chains like the tie-down TM says.



Frequently rotating the tie-down chains you're using extends their life and use. Make sure the chain adjuster lock mechanisms operate properly. Chains that don't fit properly or are not adjusted right will not provide the right resistance to strong winds. When you're not using the adjusters, store them in a safe place to prevent damage from vehicles.



For all tie-down and mooring information, eyeball your bird's -23 TM and TM 1-1500-250-23, *Aviation Unit and Aviation Intermediate Maintenance for General Tie-Down and Mooring On All Series Army Model AH-64, UH-60, CH-47, UH-1, AH-1 and OH-58 Helicopters*. If there are conflicts between your aircraft's pub and the tie-down manual, the tie-down TM takes precedence. Always use polyester rope. NSN 4020-01-318-5428 gets 3/8-in rope, while NSN 4020-01-028-3843 gets 1/2-in rope.