

I SEE YOU CUT YOUR HAND! LEMME GET YOU A BANDAGE FROM THIS AIRCRAFT FIRST AID KIT!

HOLD ON! THESE AIRCRAFT FIRST AID KITS ARE NOT FOR CASUAL USE!

AND IF YOU DO USE ONE, YOU'LL HAVE TO TURN IT IN TO ALSE FOR RE-PACKING, RE-SEALING AND RE-TAGGING!

FIRST AID KITS ARE NOT FOR DAILY USE



Mechanics, during everyday maintenance, it's quick and easy to break open aircraft first aid kits to take care of minor cuts and injuries.

Problem is, your aircraft first aid kits aren't meant for casual use. They are needed for emergencies during missions.

If the aircraft first aid kits do get used, always return them to the Aviation Life Support Equipment (ALSE) shop for re-packing, re-sealing and re-tagging. First aid kits with broken seals shouldn't be left on aircraft. You don't want them missing items you'll need in an emergency.

Also, AR 95-1, *Flight Regulations*, says that each aircraft must carry the right number of kits for the number of occupants. Each kit must have a yellow DD Form 1574 tag annotated with the kit's next inspection due date and a seal that must be inspected as part of pre-flight. Breaking those seals to use the kits should be avoided when you're not on a mission.

If the seal is broken or the tag has expired, take the kit to your ALSE tech and have it inspected, then re-packed and re-sealed. When you get the kit back make sure you look at the next inspection due date. You'll also need to update your DA Form 2408-18, *Equipment Inspection List*, to reflect the new inspection date.

Course, when you pre-flight your aircraft, make sure your kits have not been opened. If they have been, you may not be able to fly until the kit gets inspected and replaced with a new one.

Remember, your aircraft first aid kits are for mission emergencies. The first aid kits posted in the shops and around the hangar area are meant for routine nicks and cuts.

Use shop and hangar kits for first aid, not aircraft kits!

