TM 55-1520-247-CL

TECHNICAL MANUAL

# OPERATOR AND CREWMEMBER CHECKLIST ARMY MODELS EH-1H/X HELICOPTERS

HEADQUARTERS
DEPARTMENT OF THE ARMY
5 NOVEMBER 1983

**URGENT**

**TM 55-1520-247-CL**
**C2**

CHANGE
NO. 2

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 2 August 1988

Operator and Crewmember Checklist

ARMY MODELS EH-1H/X HELICOPTERS

TM 55-1520-247-CL, 5 November 1983, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

| Remove pages | Insert pages |
|---|---|
| E-11 and E-12 | E-11 and E-12 |

2. Retain these sheets in front of manual for reference purposes.

**URGENT**

**By Order of the Secretary of the Army:**

**CARL E. VUONO,**
*General, United States Army*
*Chief of Staff*

**Official:**

**R. L. DILWORTH**
*Brigadier General, United States Army*
*The Adjutant General*

DISTRIBUTION:
To be distributed in accordance with DA Form 12-31, -10 & CL Requirements for UH-1D/H Helicopter, Utility, EH-1H Helicopter, Electronic Countermeasure, and EH-1X Helicopter, Countermeasure & Intercept.

**URGENT**

**TM 55-1520-247-CL**
**C 1**

CHANGE
NO. 1

HEADQUARTERS
DEPARTMTENT OF THE ARMY
WASHINGTON, D.C., 5 July 1984

Operator and Crewmember Checklist

ARMY MODELS EH-1H/X HELICOPTERS

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| Remove pages | Insert pages |
|---|---|
| E-17/E-18 | E-17/E-18 |

2. Retain these sheets in front of manual for reference purposes.

**NOTE**

Laminated pages will be provided in next normal change.

**URGENT**

**By Order of the Secretary of the Army:**

**JOHN A. WICKHAM, JR.**
*General, United States Army*
*Chief of Staff*

**Official:**

**ROBERT M. JOYCE**
*Major General, United States Army*
*The Adjutant General*

DISTRIBUTION:
To be distributed in accordance with DA Form 12-31, CL Requirements for UH-1D/H, EH-1H aircraft.

## GENERAL INFORMATION AND SCOPE

**SCOPE.** This checklist contains the operator's and crewmember's checks to be accomplished during normal and emergency operations.

**GENERAL INFORMATION.** The checklist consists of three parts: normal procedures, emergency procedures, and performance data. Normal procedures consist of the procedures required for normal flight. Emergency procedures are subdivided into 10 classifications as follows: engine, rotor, fire, fuel, electrical (Elect), hydraulic (Hyd), landing and ditching (Ldg/Dtch), flight controls (Fit Con), bailout or ejection (Bailout) (Eject), and mission equipment (Msn/Eqpt.), as applicable Performance data consists of performance checks.

**NOTE**

**This checklist does not replace the amplified version of the procedures in the operator's manual (TM 55-1520-247-10), but is a condensed version of each procedure.**

Normal Procedures Pages. The contents of the normal procedures of this manual are a condensation of the amplified checklist appearing in the normal procedures or crew duties portion of the applicable operator's manual.

Emergency Procedures Pages. The requirements in this section of the condensed checklist (CL) are identical to those for the normal procedures, except that the information is drawn from the amplified checks in the emergency procedures portion of the operator's manual. The emergency requirements are subdivided into the 10 classifications listed above.

Symbols Preceding Numbered Steps.

* -- Indicates performance of steps is mandatory for all "Thru Flights".

N -- Means performance of step is mandatory for "Night Flights".

★ -- Indicates a detailed procedure for this step is included in the Performance Checks section, located at the back of the checklist.

I -- Indicates mandatory check for "Instrument Flights".

O -- Indicates if installed

Immediate action emergency items are underlined.

## REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS

You can help improve this manual. If you find any mistakes or if you know of a way to improve the procedures, please let us know. Mall your letter, DA Form 2028 (Recommended Changes to Publications and Blank Forms) or DA Form 2028-2 located in the back of the applicable Aircraft Operator's Manual direct to Commander, US Army Troop Support and Aviation Materiel Readiness Command, ATTN. DRSTSD-MPSD, 4300 Goodfellow Blvd., St Louis, MO 63120. A reply will be furnished to you**.**

**WARNING**

**Do not preflight until armament systems are safe.**

**BEFORE EXTERIOR CHECK.**

1. Publications - Check.

*2. Ignition keylock switch - ON.

3. AC circuit breakers - Check in.

4. Mission avionics switches and circuit breakers - Set.

5. BAT switch - ON. Check voltage.

6. Lights - ON. Check, then off.

*7. Fuel - Check quantity Caps secure.

8. Fuel sample - Check.

9. BAT switch - OFF.

*10. Helicopter covers, locking devices, tiedowns, and grounding cables - Removed and secured.

**EXTERIOR CHECK.**

**AREA 1.**

*1. Main rotor blade - Check.

2. Fuselage - Check.

**AREA 2.**

1. Fuselage - Check

2. Engine compartment - Check Cowling secure.

O 3. M-130 Chaff dispenser - Check

**AREA 3.**

1. Tailboom - Check.

* 2. Main rotor blade - Check, tiedown removed.

*3. Tail rotor - Check

**AREA 4.**

*1. Tail rotor gearboxes (90 and 42 degrees) - Check.

2. Tailboom - Check.

3. Engine exhaust - Check

4. Oil cooling fan and heater compartments - Check.

O 5. M-130 Flare/chaff dispenser - Check.

**AREA 5.**

1. Engine compartment - Check, cowling secure.

*2. Hydraulic fluid sight gage - Check.

*3. Fuselage - Check.

**AREA 6.**

*1. Main rotor system - Check.

2. Transmission area - Check.

**INTERIOR CHECK - CABIN.**

*1. Transmission oil level - Check.

*2. Cabin area - Check.

3. Crew briefing - Complete as required.

**BEFORE STARTING ENGINE.**

★ *1. Overhead switches and circuit breakers - Set.

*2. Ground power unit - Connect for GPU start.

3. FIRE warning indicator light - Test.

4. Press to test caution/warning lights - Check as required.

5. Flight instruments - Check and set as required.

6. Systems instruments - Check.

7. COMPASS switch - As required.

★ *8. Pedestal switches - Set.

9. Flight controls - Check.

10. Altimeters - Set.

**★*STARTING ENGINE.**

1. Rotor blades - Check.

2. Engine - Start.

3. Engine and transmission oil pressures - Check.

4. GPU - Disconnect.

**ENGINE RUNUP.**

*1. Avionics - On - Check as required.

*2. E STARTER GEN switch - STBY GEN.

*3. EB X START/CONVERTER switch - CONVERTER.

*4. Systems - Check.

a. Engine.

b. Transmission.

*5. RPM - 6600.

*6. Mission switches - Set.

7. Electrical systems - Check.

8. Health Indicator Tests (HIT) check - Perform as required.

***HOVER/TAXI CHECK.**

1. Flight controls - Check

2. Engine and transmission instruments - Check.

3. Flight instruments - Check.

4. Power - Check.

*** BEFORE TAKEOFF.**

1. RPM - 6600.
2. Systems - Check.
3. Avionics - As required.
4. Crew and mission equipment - Check.

**BEFORE LANDING.**

1. Crew and mission equipment - Check.
2. MISSION ANTENNAS switch - RETRACT.

**AFTER LANDING.**

1. Landing light - As required.
2. Avionics - As required.

**ENGINE SHUTDOWN.**

1 Throttle - Engine Idle for two minutes.

2 FORCE TRIM switch - ON.

3. Mission switches - Set.

**NOTE**

**Steps 4 through 10 are for the last flight of the day.**

4. PILOT HTR - Check, then OFF.

5. BLEED AIR switch - ON; Check, then OFF.

*6. EB X DE ICE switch ON, Check, then OFF.

7. INVTR switch - OFF, then STBY.

8. AC voltmeter - Check 1 12 to 1 18 volts.

9. E MAIN GEN switch OFF. Check DC voltage.

10. E NON-ESS BUS - Check.

11. E STARTER GEN switch - START.

12. EB X START/CONVERTER switch - START.

13. Throttle OFF.

14. Pedestal switches - Off.

15. Overhead switches and circuit breakers -Set

16. Ignition lock switch - Remove key as required

**BEFORE LEAVING THE HELICOPTER.**

1. Walk-around - Complete.
2. Mission equipment - Secure.
3. Complete DA Forms 2408-12 and -13.
4. Secure helicopter.

**ENGINE.**

**FLOODED ENGINE.**

1. Ignition keylock switch - OFF.
2. FUEL switch - OFF.
3. Throttle - Off.

Prior to attempting another start, wait 3 minutes

1. Ignition key lock switch - ON.
2. FUEL switch - ON.
3. Throttle - Set for start.

**EMERGENCY START.**

1. Throttle - Off.

2. GOV switch - EMER.

3. Starter switch - Press.

4. Throttle - Open slowly to the engine idle position as N1 passes through 8 percent.

5. Starter switch - Release at 40 percent N1.

6. Throttle - Open slowly to 80 percent N1, then decrease slowly to engine idle.

7. GOV switch - AUTO as N1 decreases from 80 percent to engine idle.

**ENGINE FAILURE - LOW ALTITUDE/LOW AIRSPEED.**

1. Collective pitch - Adjust.

2. GOV switch - EMER.

3. Throttle - Adjust.

If engine power Is not regained.

4. Mission antennas emergency retract switch - Press.

5. Land.

**ENGINE FAILURE - TAKEOFF.**

Refer to ENGINE FAILURE - LOW ALTITUDE/LOW AIRSPEED.

**ENGINE FAILURE - CRUISE.**

1. Collective pitch - Down.
2. Mission antennas emergency retract switch - Press.
3. Land.

**ENGINE RESTART - DURING FLIGHT.**

1. Throttle - Off.
2. E STARTER GEN EB X START/CONVERTER switch - START.
3. GOV switch - EMER.
4. Attempt start.
5. Land as soon as possible

**ENGINE COMPRESSOR STALL.**

1. Reduce power.
2. DE-ICE switch - OFF.
3. BLEED AIR switch - OFF.
4. Land as soon as possible.

**PARTIAL POWER.**

**Droop Compensator Failure.**

1. Collective pitch - Down.
2. Throttle - Engine idle.
3. GOV switch - EMER.
4. Throttle - Open.
5. Land as soon as possible.

**Governor Control Failure.**

1. Throttle - Engine idle.
2. GOV switch - EMER.
3. Throttle - Open.
4. Land as soon as possible.

**ENGINE OVERSPEED.**

1. Collective pitch - Increase.
2. Throttle - Reduce.

If reduction of throttle does not reduce rpm as required:

3. GOV switch - EMER.
4. Throttle - Adjust.
5. Land as soon as possible.

**ENGINE UNDERSPEED.**

**Engine Underspeed - Low Altitude/Low Airspeed.**

1. Collective pitch - Adjust as required.
2. GOV switch - EMER.
3. Throttle - Adjust as required.
4. Land as soon as possible.

**Engine Underspeed - Cruise.**

1. Collective pitch - Down.
2. N1 - Check.
3. Throttle - Engine Idle.
4. GOV switch - EMER.
5. Throttle - Open.
6. Land as soon as possible.

**ENGINE CHIP DET CAUTION LIGHT ILLUMINATION.**

Land as soon as possible.

**ENGINE OIL - HOT OR LOW PRESSURE.**

Land as soon as possible.

**ENGINE INLET FILTER CLOGGED/ENGINE INLET AIR CAUTION LIGHT ILLUMINATION.**

Land as soon as possible.

**ROTORS, TRANSMISSIONS, AND DRIVE SYSTEMS.**

**MAIN DRIVESHAFT/CLUTCH FAILURE.**

**Inflight**

1 Collective pitch - Adjust.

2. Throttle - Off.

3. Mission antennas emergency retract switch - Press.

4. Land.

**On the Ground.**

1. Throttle - Off.

2. Complete shutdown.

**CLUTCH FAILS TO DISENGAGE.**

1. Throttle - Open.

2. Land as soon as possible.

**MAIN ROTOR SYSTEM MALFUNCTION.**

1. Land as soon as possible.
2. Throttle - off as soon as the helicopter is on the ground.
3. FUEL switch - OFF.
4. BAT switch OFF.

**TRANSMISSION OIL - HOT OR LOW PRESSURE.**

Land as soon as possible.

**CHIP DETECTORS.**

Land as soon as possible.

**FIRE.**

**ENGINE FIRE.**

**Hot Start - Emergency Shutdown.**

1. Starter switch - Press.
2. Throttle - Off.
3. FUEL switch, - OFF.

**FUSELAGE FIRE - GROUND.**

1. Throttle - Off.
2. FUEL switch - OFF.
3. BAT switch - OFF.
4. Clear the helicopter.

**FUSELAGE FIRE - FLIGHT.**

1. Land as soon as possible.
2. Throttle - Off as soon as the helicopter is on the ground.
3. FUEL switch - OFF.
4. BAT switch - OFF.
5. Clear the helicopter.

**ENGINE FIRE - FLIGHT.**

**Low Altitude.**

1. Land as soon as possible.
2. Throttle - Off as soon as the helicopter is on the ground.
3. FUEL switch - OFF.
4. BAT switch - OFF.
5. Clear the helicopter.

**Cruise Altitude.**

1. Collective pitch - Down, autorotate.
2. Mission antennas emergency retract switch - Press.
3. Throttle - Off.
4. FUEL switch - OFF.
5. BAT switch - OFF.
6. Land.
7. Clear the helicopter.

**ELECTRICAL FIRE.**

**Electrical Fire - Flight.**

1. BAT switch - OFF.
2. E STARTER GEN EB X START/CONVERTER switch - START.
3. E MAIN GEN EB X GEN switch OFF.
4. MISSION POWER switch - OFF.
5. E MISSION INVTR switch - MISSION INVTR.
6. Land as soon as possible.
7. Engine shutdown.

**Electrical Fire - Flight Continued.**

1. Complete steps 1 through 5 above.

2. Circuit breakers - Out.

As each of the following steps are accomplished, check for indications of the source of the fire.

3. E MAIN GEN EB X GEN switch - ON.

4. E STARTER GEN switch - STBY GEN.

5. EB X START/CONVERTER switch - CONVERTER.

6. BAT switch - ON.

7. Circuit breakers - In one at a time in the priority required, GEN & BUS RESET first. When malfunctioning circuit is identified, pull the applicable circuit breaker out.

**Electrical Fire - Ground.**

1. Throttle - Off.

2. FUEL switch - OFF.

3. BAT switch - OFF.

4. E STARTER GEN EB X START/CONVERTER switch - START.

5. E MAIN GEN EB X GEN switch - OFF.

6. Clear the helicopter.

**SMOKE AND FUME ELIMINATION.**

Doors, windows, and vents - Open.

**FUEL SYSTEM.**

**FUEL BOOST CAUTION LIGHT ILLUMINATED.**

**a. One Boost Pump.** If the fuel pressure gage indicates a drop in pressure and/or one FUEL BOOST caution light illuminates:

Land as soon as practicable.

**b. Two Boost Pumps.** If the fuel pressure gage indicates zero pressure and/or both FUEL BOOST caution lights illuminate, proceed as follows:

1. FUEL switch - Check ON.
2. Descend to a pressure altitude of 4600 feet or less if possible.
3. Land as soon as practicable.

No attempt should be made to troubleshoot the system while in flight.

**FUEL FILTER CAUTION LIGHT ILLUMINATED.**

Land as soon as possible.

**ENGINE FUEL PUMP CAUTION LIGHT ILLUMINATED.**

Land as soon as possible.

**THROTTLE FAILURE - EMERGENCY SHUTDOWN.**

Fuel switch - OFF.

**ELECTRICAL.**

**OVERHEATED BATTERY.**

1. BAT switch - OFF.

2. Land as soon as possible. If condition is corrected, flight may be resumed with battery switch OFF.

3. Engine shutdown.

   a. Rapid - If battery Is In forward location.

      (1) Throttle - Off.

      (2) FUEL switch - OFF.

   b. Normal - If battery is in aft location, perform a normal shutdown.

4. Clear the helicopter.

**SPARE CAUTION LIGHT ILLUMINATION.**

Land as soon as possible.

**MASTER CAUTION LIGHT ILLUMINATION.**

Land as soon as possible.

**E GENERATOR MALFUNCTION.**

1. MISSION POWER switch - OFF.
2. MISSION INVTR switch - MISSION INVTR
3. MAIN GEN & BUS RESET circuit breaker - In.
4. MAIN GEN switch - RESET then ON.

If the generator is not restored or if it goes off the line again.

5. MAIN GEN switch - OFF.

**EB X ALTERNATOR MALFUNCTION.**

1 MISSION POWER switch – OFF

2. START/CONVERTER switch START

3 ALT switch - OFF. RESET then ON

If the alternator is not restored on if it goes of the line again

4. ALT switch OFF.

If the alternator is restored.

5. START/CONVERTER switch CONVERTER.

**HYDRAULIC.**

**HYDRAULIC POWER FAILURE.**

1. Airspeed - Adjust.
2. HYD CONT circuit breaker - Out; check for restoration of hydraulic power.
3. HYD CONT circuit breaker - In, if hydraulic power is not restored.
4. HYD CONT switch - OFF.
5. Mission antennas emergency retract switch - Press.
6. Land as soon as practicable.

**CONTROL STIFFNESS.**

1. HYD CONT switch - OFF then ON. Check for normal flight control movements.
2. HYD CONT switch - OFF if cycling the switch fails to restore controls.
3. Mission antennas emergency retract switch - Press.
4. Land as soon as possible.

**CYCLIC HARDOVER.**

On the ground - HYD CONT switch ON.

1. HYD CONT switch - OFF.
2. Complete a normal engine shutdown.

On the ground - HYD CONT switch OFF.

1. HYD CONT switch - ON.
2. Complete a normal engine shutdown.

In flight - HYD CONT switch ON.

1. HYD CONT switch - OFF then ON.
2. Land as soon as practicable.

If malfunction is not corrected:

3. HYD CONT switch - OFF.
4. Mission antennas emergency retract switch - Press.
5. Land as soon as practicable.

In flight - HYD CONT switch OFF.

1. HYD CONT switch - ON.
2. Mission antennas emergency retract switch - Press.
3. Land as soon as practicable.

**LANDING AND DITCHING.**

**DITCHING - POWER ON.**

1. Mission antennas emergency retract switch - Press.
2. Cockpit doors - Jettison.
3. Cabin doors - Open.
4. Crew (except pilot) - Exit.
5. Hover a safe distance away from personnel.
6. Throttle - Close and execute an auto-rotation.
7. Pilot - Exit.

**DITCHING - POWER OFF.**

1. Cockpit doors - Jettison.
2. Cabin doors - Open.
3. Land.
4. Crew - Exit.

**FLIGHT CONTROLS.**

**MAST BUMPING.**

1. Reduce severity of maneuver.
2. Land as soon as possible.

**COLLECTIVE BOUNCE.**

1. Relax pressure.
2. Make a significant pitch application.
3. Increase collective pitch friction.
4. Land as soon as practicable.

**FLIGHT CONTROL MALFUNCTIONS.**

1. Land as soon as possible.
2. Throttle off.
3. FUEL switches OFF.
4. BAT switch OFF.

**LIGHTNING STRIKE.**

Land as soon as possible.

**BEFORE STARTING ENGINE.**

★ *1. Overhead switches and circuit breakers - Set as follows:

a. DC circuit breakers - In, except for FWD RETR ANT CONT and AFT RETR ANT CONT.

b. DOME LT switch - As required.

c. PITOT HTR switch - OFF.

*d. EXT LTS switches - Set as follows:

(1) ANTI COLL switch - ON.

(2) POSITION lights switches - As required; STEADY/FLASH for night, OFF for day.

e. WIPERS switch - OFF.

f. CABIN HEATING switches - OFF.

g. E MISSION AC PWR switches - Set as follows:

(1) GND PWR/STBY GEN switch - GND PWR.

(2) MISSION INVTR switch-MISSION INVTR.

h. INST LTG switches - As required.

i. AC POWER switches - Set as follows:

(1) PHASE switch - AC.

(2) EB X MALT switch -ON.

*(3) INVTR switch - MAIN.

DC POWER switches - Set as follows:

(1) MAIN GEN switch - ON and cover down.

(2) VM selector - ESS BUS.

(3) NON-ESS BUS switch - MANUAL ON.

(4) E STARTER GEN switch-START.

(5) EB X START/CONVERTER switch - START.

(6) BAT switch - ON.

**NOTE**

**The copilot attitude indicator must be caged and held momentarily as the BAT switch is turned on and inverter power is applied.**

★ *8. Pedestal switches -- Set as follows:

a. Avionics equipment - OFF; set as desired.

b. MISSION POWER switch - OFF.

c. External stores jettison handle-Check safetIed.

d. GOV switch - AUTO.

e. DE-ICE switch - OFF.

*f. FUEL switch - ON.

g Caution panel lights - TEST and RESET.

h. HYD CONT switch - ON.

i. FORCE TRIM switch - ON.

j. CHIP DET switch - BOTH.

## ★ *STARTING ENGINE.

1. Rotor blades - Check clear and untied.

2. Engine - Start.

**a. Throttle -** Set for start. Check full travel and return to engine idle stop. Check operation of the engine idle stop, then close the throttle; position the throttle as near as possible (on decrease side)to the engine idle stop.

**b. Start switch -** Press and hold; start time. Note DC voltmeter indication. A minimum of 24 volts should Id be indicated on the DC voltmeter before attempting start. Battery starts can be made when voltages less than 24 volts are indicated, provided the voltage does not drop below 14 volts when cranking through 10 percent N1 speed.

**c. Main rotor -** Check that the main rotor is turning as N1 reaches 15 percent. If the rotor is not turning, abort the start.

**d. Start switch -** Release at 40percent N 1 or after 40 seconds, whichever occurs first. Refer to chapter 5 for starter limitations.

**e. Throttle -** Slowly advance past the engine idle stop to the engine idle position. Manually check the engine idle stop by attempting to close the throttle.

f. N1 - 68 to 72 percent - Hold a very slight pressure against the engine idle stop during the check. A slight rise in N1 may be anticipated after releasing pressure on throttle.

3. Engine and transmission oil pressures - Check.

4. GPU - Disconnect.

**By Order of the Secretary of the Army:**

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★ U.S. G.P.O. 1983-764-120/31

# The Metric System and Equivalents

## *Linear Measure*

1 Centimeter = 10 millimeters = .32 inch
1 decimeter =10 centimeters = 3.94 inches
1 meter = 10 decimeters = 39.27 inches
1 dekameter = 10 meters = 32.8 feet.
1 hectometer - 10 dekameters = 328.08 feet
1 kilometer = 10 hectometers = 3,280.8 feet

## *Weights*

1 centigram = 10 milligrams = .15 grain
1 decigram = 10 centigrams = 1.54 grams
1 gram = 10 decigrams = .035 ounce
1 dekagram = 10 grams = .35 ounce
1 hectogram = 10 dekagrams = 3.52 ounces
1 kilogram = 10 hectograms = 2.2 pounds
1 quintal = 100 kilograms = 220.46 pounds
1 metric ton = 10 quintals = 1.1 short tons

## *Liquid Measure*

1 centiliter = 10 milliliters = .34 fl. ounce
1 deciliter = 10 centiliters = 3.38 fl. Ounces
1 liter = 10 deciliters = 33.81 fl. Ounces
1 dekaliter =10 liters = 2.64 gallons
1 hectoliter = 10 dekaliters = 26.42 gallons
1 kiloliter = 10 hecotliters = 264.18 gallons

RECOMMENDED CHANGES TO EQUIPMENT TECHNICAL PUBLICATIONS

THEN...JOT DOWN THE DOPE ABOUT IT ON THIS FORM. CAREFULLY TEAR IT OUT, FOLD IT AND DROP IT IN THE MAIL.

## SOMETHING WRONG WITH PUBLICATION

FROM: (PRINT YOUR UNIT'S COMPLETE ADDRESS)

DATE SENT

| PUBLICATION NUMBER | PUBLICATION DATE | PUBLICATION TITLE |
|---|---|---|
| | | |

BE EXACT PIN-POINT WHERE IT IS

| PAGE NO. | PARA-GRAPH | FIGURE NO. | TABLE NO. |
|---|---|---|---|
| | | | |

IN THIS SPACE, TELL WHAT IS WRONG AND WHAT SHOULD BE DONE ABOUT IT.

| PRINTED NAME, GRADE OR TITLE AND TELEPHONE NUMBER | SIGN HERE |
|---|---|
| | |

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PREVIOUS EDITIONS ARE OBSOLETE.

P.S.--IF YOUR OUTFIT WANTS TO KNOW ABOUT YOUR RECOMMENDATION MAKE A CARBON COPY OF THIS AND GIVE IT TO YOUR HEADQUARTERS.

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