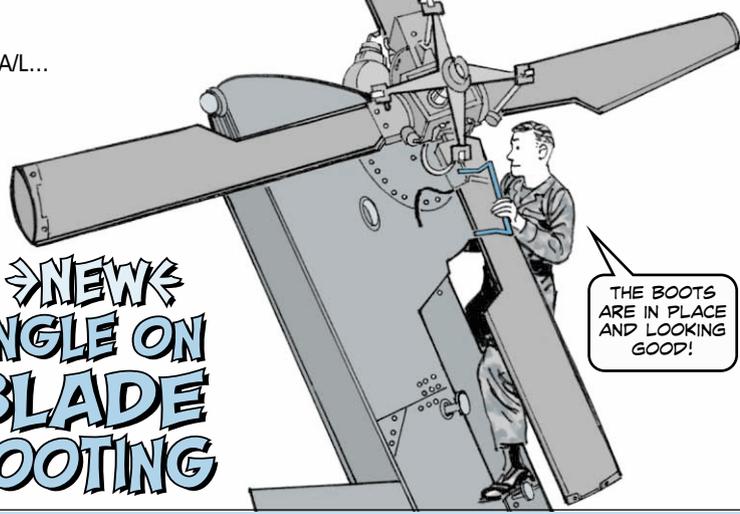


A NEW ANGLE ON BLADE BOOTING



THE BOOTS ARE IN PLACE AND LOOKING GOOD!



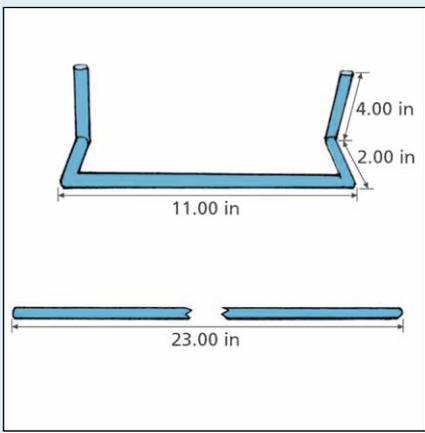
THIS IS A GREAT IMPROVEMENT ON THE TOOL LISTED IN THE TM.

IT'LL PREVENT DAMAGE TO THE ROTOR BLADE.

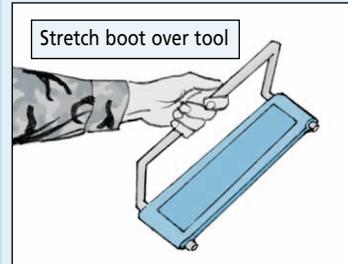
Squeezing your foot into an old boot can be a tough job. Removing or installing a tail rotor boot on a Black Hawk tail rotor can be a tough job, too, with the current boot tool.

The current tool scrapes and scars the blade as you slide the boot down the blade. Modifying the tool shown on Page H-327 of TM 1-1520-237-23-11 to add clearance between the blade and the boot tool is an easy way to avoid tail rotor blade damage.

To make the modified tool, you need a 23-in piece of 3/8-in rolled steel rod. Measure six inches from each end and bend the rod 90°. Measure four inches from each end and bend 90° as shown in the illustration to the right.



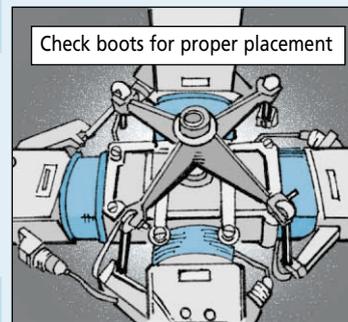
To install the rubber boot on the new tool, just slip it over the 4-in sections of the tool. Follow the procedures in Para 5-4-42 and slide the tail rotor boot down the blade to its position and remove the tool.



Stretch boot over tool



Slide boot down tail rotor blade into place, then remove tool



Check boots for proper placement

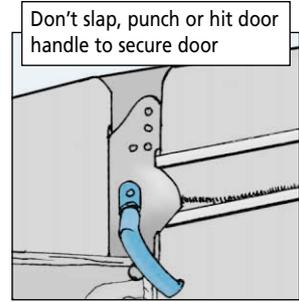


CLOSE COCKPIT DOORS CORRECTLY

Pilots, crew chiefs, maintenance personnel, and flight crews, listen up! Closing Black Hawk cockpit doors wrong causes cracks around the door and handle mechanism.

The proper way to close cockpit doors is to grasp the handle and slightly push it to make the door lock.

If you've been locking the door handle latches from the inside by slapping or punching the door handle latch mechanism, then **Stop!** Slapping, punching or otherwise hitting the door handle from the inside to lock or secure the cockpit doors causes cracks or holes.



Don't slap, punch or hit door handle to secure door

Once a crack is too big, the door is considered unserviceable. Then your bird is NMC until the door is replaced or repaired.

Slapping, punching or hitting may be a quick and easy way to follow the DOOR SECURE step in the TM checklist, but it's not good for the cockpit doors.