

# BLADE SPINDLE DROOP STOP NUT TOOL



Dear Sergeant Blade,

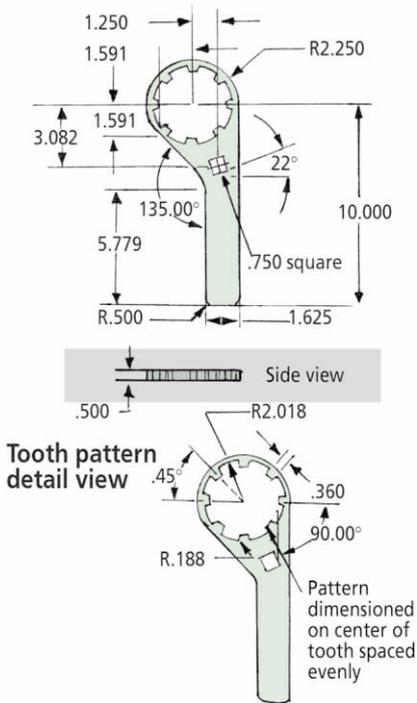
We have problems performing maintenance on the Black Hawk main rotor blade spindle droop stop nut, NSN 5310-01-102-8858. With 570 to 630 lb-in of torque, it's one tough cookie to remove and install.

The initial setup tool list for the spindle in TM 1-1520-237-23-3 does not list an adequate tool with enough grip to get the droop nut off the spindle.

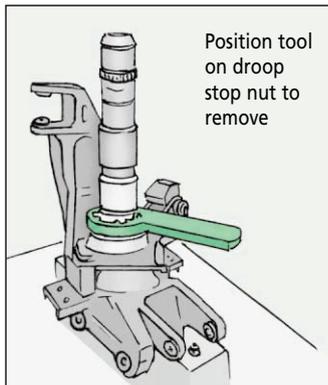
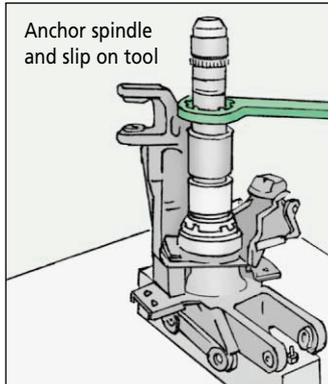
A spanner wrench, which we often use to remove or install the nut, slips off. The wrench is also used to torque the nut, but it can give a wrong torque setting. Most mechanics usually end up with busted knuckles and a damaged aluminum droop stop nut.

We've solved the problem with a tool made of flat rolled steel, NSN 9510-00-231-2091, that has teeth and a centered square hole for a torque wrench or a breaker bar for easy droop stop nut removal and installation.

We make the tool like so:



After we've removed the spindle like the TM says in Para 5-4-5 and clamped it down for disassembly, we use the tool to remove or install the droop stop nut following the TM procedures.



SGT Andres Chamorro Jr. MAARNG (AASF)

**GOOD WORK!**  
ANOTHER SMART IDEA FROM A SMART MECHANIC THAT'LL SAVE TIME, AND MONEY, AS WELL AS PREVENT INJURIES.

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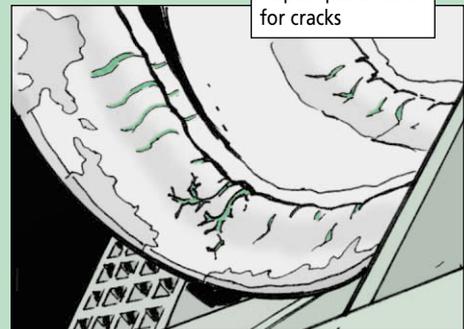


# BLOWIN' IN THE WIND



Mechanics, you can't see the wind but you sure feel it when it's blowing. And wind or rotor wash can do a number on loose Apache APU access doors and drive shaft panel doors.

Panel doors left open and not tied down will flail around in high wind and can crack the door's ribbing.



When performing inspections in high winds, make sure the panel doors are tied off with 550 cord, NSN 4020-00-240-2146 or lock wire so they won't bounce around.