

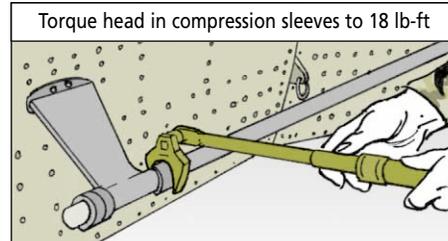
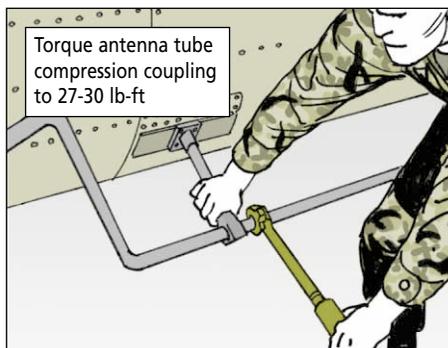
Too Loose Is Not Right



Mechanics, when MWO 1-1520-237-50-76 installed the AN/ARC-220 high frequency radio antenna, it told you that the mast compression sleeves and coupling nuts needed only a snug tightening with an adjustable wrench, NSN 5120-00-264-3796, or equivalent.

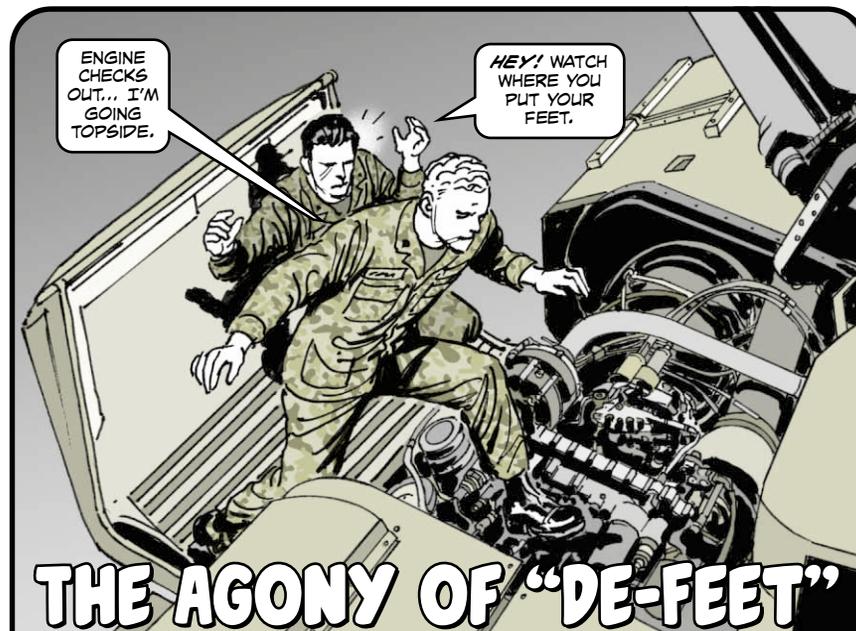
Well, snug won't cut the mustard because that's not tight enough. Right now, do a torque check of the compression coupling nuts to make sure they're 27-30 lb-ft. Then check that the lead-in and shorting mast compression sleeves are 18 lb-ft. When the torquing is complete, inspect the sealing compound, NSN 8030-00-009-5023, around the edges of the supports and add more as required.

Aircraft vibration after the antenna is installed can work the nuts loose and corrosion can develop if water gets into the antenna. This can cause transmit degradation, tune fail, and burn damage to the RF cable and the power amplifier coupler.



'Course, always make sure you're not within 3 feet of the high-powered antenna when the pilot or crew chief is self-testing the radio or transmitting. The farther away you are from the antenna, the better off you'll be. Stand too close too long and the high frequencies can cause heating of the body. Touching the antenna while the radio is transmitting can burn or electrocute you.

Make a note until the torque changes are updated in TM 11-1520-37-23-3 and MWO 1-1520-237-50-76.



THE AGONY OF "DE-FEET"

Mechanics, defeat is what you'll feel every time "de feet" step on and break Black Hawk engine parts while doing rotor head maintenance.

Your bird's work platform and step areas are a good place for big feet, so keep them there.

The engine temperature bulb, the engine alternator connector, and the engine starter speed sensor wiring are the victims when you step on them to get to the rotor head.

For example, stepping on the engine starter speed sensor can damage the internal connections. Then the starter will not sense the engine speed and won't shut off after the engine gets up to speed. The pilot has to manually shut off the starter in the throttle quadrant. And you'll suffer the wrath of the AVIM electrician for an unnecessary broken starter switch.

Remember, "de feet" can break connectors and wires, bust lines and make your bird NMC. Use the authorized step zones.