

# The Woes of Sand and Water Mixed

WHOA! DON'T GO YET! WHEN YOU FINISH LOOKING FOR SAND IN MY NOSE, GO TOP SIDE AND CHECK FOR SAND IN MY FAN.

I GOTCHA COVERED! I'M GONNA CHECK FOR SAND EVERYWHERE!!

**SAND!** IF IT'S NOT IN **ONE PLACE**, IT'S IN **ANOTHER**.

MECHANICS, YOU KNOW **EVERY** NOOK AND CRANNY OF YOUR BLACK HAWK IS A RESTING PLACE FOR **SAND**.



That's why pre-flight inspections in the desert are doubly important before washing your bird. Get all the sand out first by using a brush or vacuum, then wash. Here's why:

A sand and water mixture turns to a mud-like substance that hardens when it dries.

Say you fail to vacuum or brush out settled sand at the bottom of the vaneaxial oil cooler fan. Then you wash the bird.

You could face a fan imbalance in the drive shaft, which leads to bearing failure or worse.

So wash your bird only after you've removed all hidden sand from small places.



In sandy environments, get the sand out before washing

## PRC-90 Radio Test Set

Having problems finding a test set for the AN/PRC-90 radio? You need the TS-248 test set. It's covered by TM 11-6625-3203-12, *Operator's Aviation Unit and Intermediate Maintenance Manual for Radio Test Set TS-24B* (NSN 6625-01-128-8588). The TM is included on EM 0181.