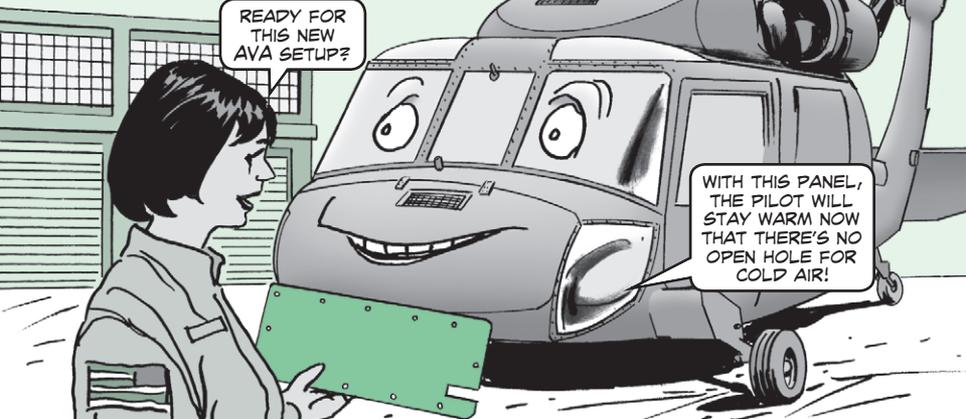


# AVIATION VIBRATION ANALYZER HOOKUP



READY FOR THIS NEW AVA SETUP?

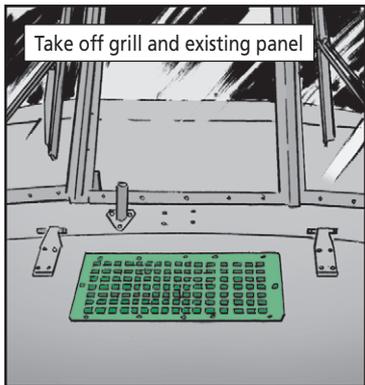
Dear Sergeant Blade,

When using the aviation vibration analyzer test set, NSN 6625-01-282-3746, for Black Hawk main rotor blade track and balance, the avionics access door ventilation cover, NSN 1560-01-095-7573, must be removed to allow routing for the universal tracking device (UTD) cable. Then we hook up the wire that runs from the AVA to the UTD mounted on the nose.

When it's cold the missing panel allows air into the bird and the pilot freezes while performing the rotor track and balance test.

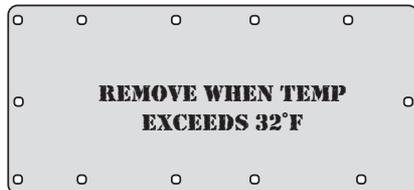
We've come up with an access cover fix that works better and prevents cold air from entering the bird so the pilot stays warm.

We take the cover, NSN 1560-01-095-7573, and have our shop locally fabricate another cover for use only in cold weather with the AVA kit.



Take off grill and existing panel

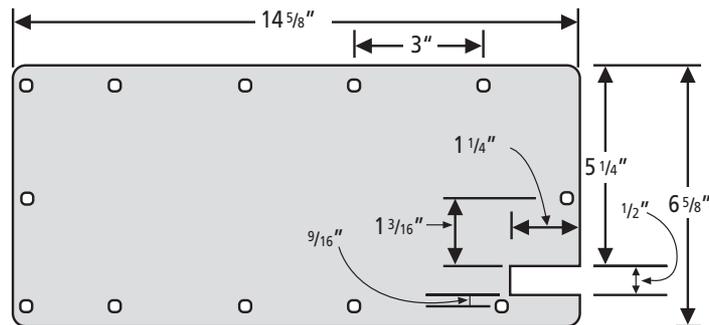
Existing panel removed



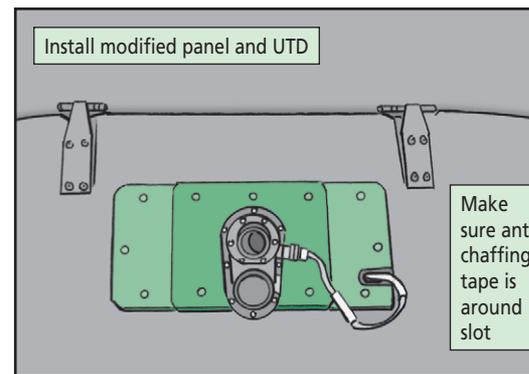
**REMOVE WHEN TEMP  
EXCEEDS 32°F**

Here's what we use:

- Metal, type 2024-T3 aluminum. The thickness should be 0.040 inches.
- Make the modified panel as shown in the diagram.



Use anti-chafing trim, NSN 9390-00-290-8047 or NSN 9390-00-247-7282, around the cut slot to prevent chafing of the AVA cord when it's inserted through the slot. Another choice is rubber, NSN 5330-00-834-7382, and rubber sealing compound, NSN 8030-00-174-2597.



Then we're ready for testing. Remove the access plate and install the modified plate. Hook up the AVA and route the cable through the slot.

After the test, we just reinstall the original access plate and we're done.

SGT Matt Hogsett  
WWARNG AASF No. 2



THANKS, SERGEANT HOGSETT. THIS SOLUTION KEEPS THE COLD AIR OUT SO THE PILOT CAN WORK WITHOUT OLD MAN WINTER INTERFERING!