

PEE-YOO!  
SOMETHING  
STINKS!

I WOULDN'T  
STINK IF YOU'D  
WASH MY LINER  
AND TPL!

## KEEP YOUR HELMET CLEAN

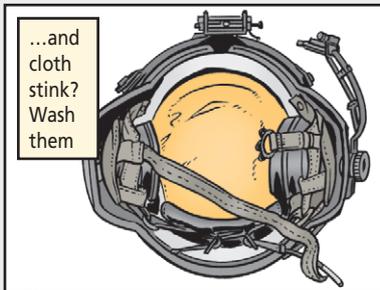
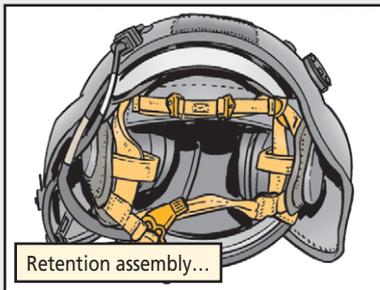
**A**ircrew, it's not the ALSE tech's job to be your personal aircrew integrated helmet system (AIHS) cleaner.

When your helmet starts smelling like a rotten sneaker, that means it's overdue for operator cleaning. Good PM starts with cleaning your helmet like it says in IETM, EM 0250 TM 1-1680-377-13&P.

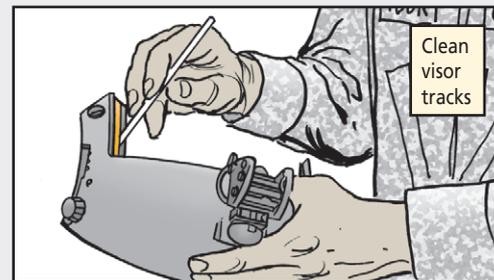
A buildup of sweat, body and hair oil, dirt and grease in the chin strap, the thermal plastic liner (TPL), NSN 8515-01-395-0001, the retention assembly cloth, NSN 8415-01-394-8023, and the earcups doesn't make for a pleasant smell. That's right, your helmet stinks from a lack of cleaning.

To clean your TPL cover like EM 0205 TM 1-1680-377-13&P says, you'll need to cut the thread holding the TPL in the cover. You can hand or machine wash the cover on gentle cycle using liquid detergent, NSN 7930-00-282-9699. Make sure you re-stitch the cover and replace the two-sided tape when you're finished.

Some crews clean their TPL and cover in the shower using their favorite shampoo. After lathering your hair, take your TPL and cover and rub it over your soapy head. Then rinse both your head and cover. You may look funny but it's quick and easy. And since you don't separate the cloth cover from the plastic TPL, there's no need to restitch the cover back to the TPL. Either method you use is good but remember not to tumble dry the TPL. Always air dry your TPL.



While you're getting rid of that rotten sneaker smell, grab a cotton swab and clean out of the visor tracks, too. You can also use low-pressure air to blow out gunk and sand. The visor can get stuck when dirt and sand get in the track. NSN 8515-01-017-2177 gets you a box of 1000 swabs.



UH-60 Series/  
CH-47D...

## A STICKY SITUATION



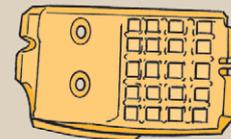
**P**ilots and copilots, sand is often the culprit for aircraft avionic problems because it gets into everything.

Do your Black Hawk or Chinook a favor and make sure you have the plastic cover, NSN 7045-01-459-8528, installed on the AN/ASN-128B doppler control head to protect the keys from sand invasion.

Your avionics shop will remove the face plate, install the plastic cover and put everything back together.

Sticking keys mean you won't be able to plot courses or know your position. Cover yourself and use the cover.

Order this cover for control head



Use cover to stop sticking keys

