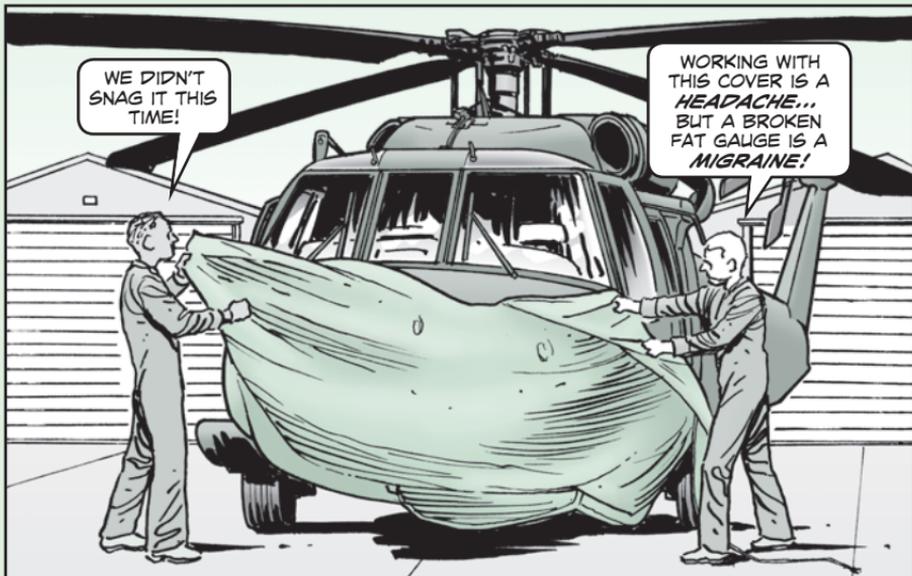


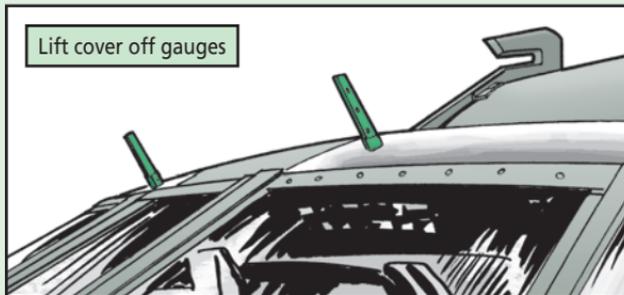
# AIRCRAFT NOSE COVER



**M**echanics, putting on and taking off the Black Hawk nose cover is not that simple.

Pay attention to the free air temperature (FAT) gauges when removing or installing the cover. Make sure the slots in the cover fit over the gauges.

You'll need to lift the cover high enough to clear the gauges as you remove the cover. And you'll have to clear the gauges again when you put the cover on. Either way, eyeball the FAT gauges so the cover won't snag.



If the cover does snag, don't yank the cover loose from the FAT gauges. If you rip the cover loose, you can also rip off the FAT gauges and crack or break the pilot and copilot overhead windshields.

That's not good because your bird will be out of commission until new windshields come in and avionic repairs are made to the FAT gauges.

So go easy when removing and installing the cover around the FAT gauges. You can avoid unnecessary downtime and repairs.