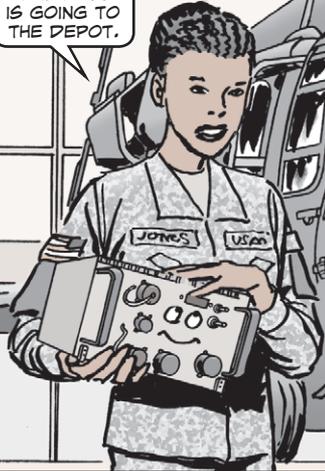


Haste Makes WASTE

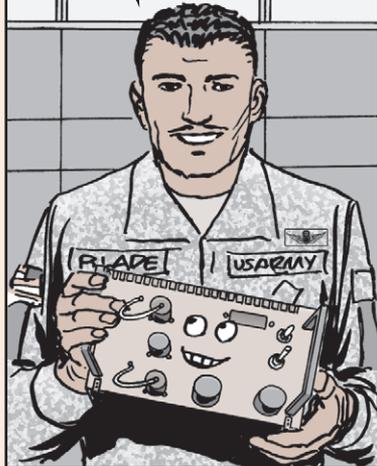
THIS AFCC IS GOING TO THE DEPOT.



NOT SO FAST!

IF IT DOESN'T SAY "REPLACE COMPUTER", IT'S USUALLY A FALSE PULL!

MECHANICS, THE BLACK HAWK AUTOMATIC FLIGHT CONTROL COMPUTERS (AFCCS) ARE A LOT BETTER THAN YOU THINK.



When troubleshooting a fault that includes a message of "computer good," don't be too quick to remove the AFCC. Most likely, the AFCC is **not** the problem.

Too many mechanics are confused by the fault tree of TM 11-1520-237-23 as they try to isolate the actual fault.

The problem is, when the fault tree identifies the AFCC as the problem, mechanics then have reduced confidence in the "computer good" message. So they treat the "computer good" message as a computer fault.

Most people then remove the AFCC, and ship it to depot for repair. When the depot tests it, they find the AFCC is fully operational as the "computer good" message indicated. It should never have been removed from the aircraft.

Many mechanics call this a false pull. False pulls degrade Black Hawk performance and put a strain on the supply system. If false pulls go unchecked in the supply system, replacement AFCCs become hard to get.

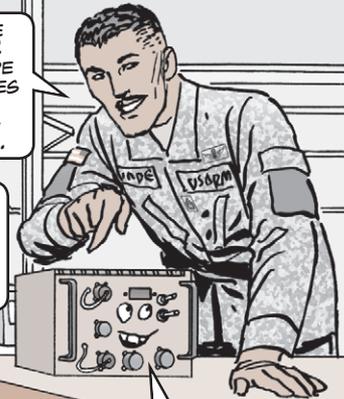
Mechanics, if the AFCC displays "computer good" along with a fault code, you must investigate the fault and **not** assume the AFCC is faulty. The only time you remove the AFCC without performing TM troubleshooting is when the BIT test displays a fault with a message that states "replace computer".

When there is a problem with the AFCC, don't turn in one AFCC for another until you have identified the actual fault. Rushing to replace an AFCC as the quick fix can actually increase aircraft downtime.

ELIMINATE ALL AFCC FAULT CODE POSSIBILITIES WHEN TROUBLESHOOTING.

IF THE COMPUTER SAYS IT'S GOOD, IT'S USUALLY GOOD.

AS A TWIST ON AN OLE' SAYING GOES, IF IT AIN'T BROKE, DON'T REPLACE IT!

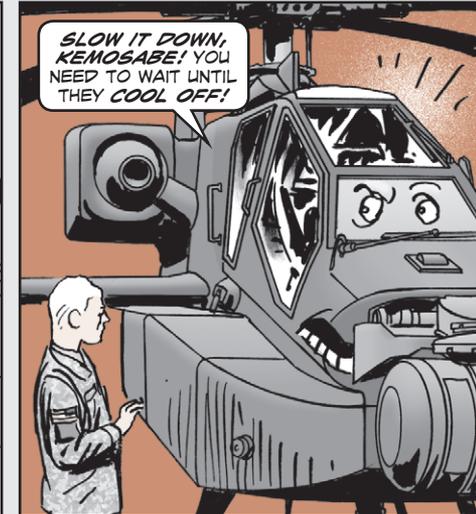


DON'T RUSH GEARBOX SERVICING

TIME TO CHECK YOUR GEARBOXES.



SLOW IT DOWN, KEMOSABE! YOU NEED TO WAIT UNTIL THEY COOL OFF!



DON'T RUSH THE AFTER OPERATION SERVICING OF YOUR AH-64'S TAIL ROTOR, INTERMEDIATE AND NOSE GEARBOXES!

PS MORE