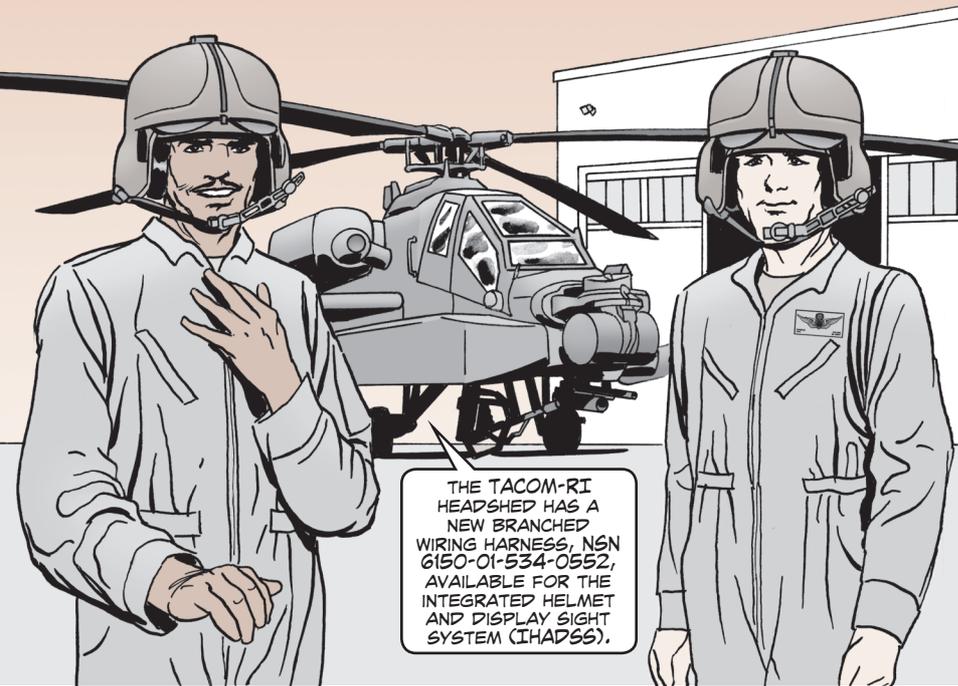


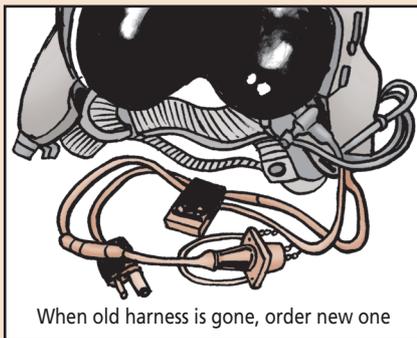
ALSE...

# Heads Up On IHADSS



This new harness will replace the legacy branched wiring harness, NSN 6150-01-186-8601, by attrition. Continue to request the legacy harness. When stocks are depleted, you will automatically receive the new harness.

When you receive the new harness, you will need assembly/disassembly procedures for it. They are not listed in TM 9-1270-233-23&P or TM 1-1520-Longbow/Apache.



So, eyeball TACOM MAM 09-002, *Helmet Unit, Branched Wiring Harness*, for the disassembly and assembly procedures. The MAM also lists materials and parts.

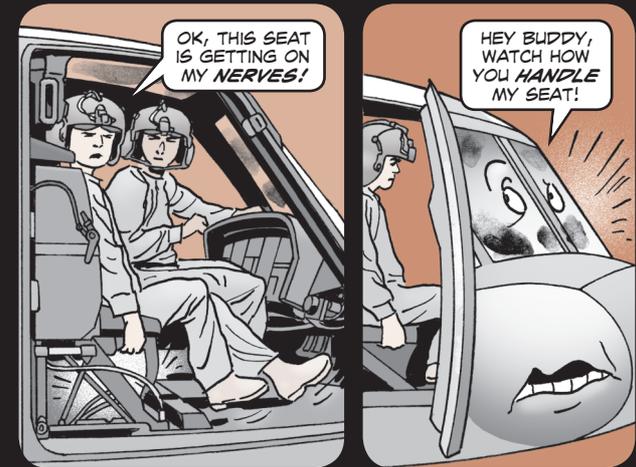
The instructions, figures and call-outs for this are also posted on the Air Warrior web site: <https://airwarrior.redstone.army.mil>

The new wiring harness info includes procedures for replacing defective parts. Replacing the harness is a field-level repair and can be tested with the helmet operational level tester (HOLT), NSN 4931-01-534-1228. Check out the manufacturer's user's guide that comes with the shipment.

ALSE repairers should use care when installing the sensor alignment scope on aircraft with the new wiring. That's because the electronic component assembly has less clearance around the sensor scope mounting nut-plate. Over-tightening the sensor scope screw could damage the circuit card housing and the card.

UH-60 Series...

## Lift and Shift



Your Black Hawk pilot and co-pilot seats are not designed to allow the full force of your body weight to free fall into the seat.

When adjusting the seat it is a good practice to sit in the seat normally. Then move your body around and lift your body to adjust the seat.

Plopping into the seat, or slamming onto or bouncing on the seat to force adjustment can break or bend the vertical bracket under the seat. If that happens, your bird is NMC and the mission never gets off the ground.

