

THE COLD HARD FACTS

WINTER'S BLAST IS A NIGHTMARE FOR YOU AND YOUR AIRCRAFT!

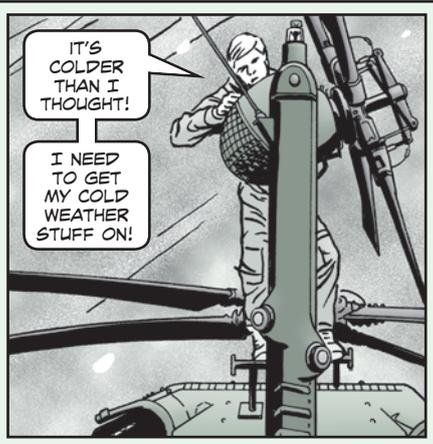
Plan, prepare and train for cold weather operations before the cold weather arrives! Review your unit's SOP for cold weather ops! Perform PMCS on your cold weather aircraft ground support equipment. Never forget to keep your cold weather clothing clean and serviceable. POL contaminated and dirty clothing will not protect you from the cold.

For general aircraft cold weather information, refer to Chapter 10 of TM 1-1500-204-23-1.

For Black Hawks (UH/HH-60A/L), you can find additional cold weather information in WP 1796 00 of TM 1-1520-237-23-12. For the M-model, check out your cold weather information in WP 1601 00 of TM 1-1520-280-23-12.

Here are some tips to help you win the cold, icy battle.

Tip One. When the mercury dips and a freeze kicks up, there is a two-step dance you should do. Plan your job out before you step out on the flight line and dress like a 5-minute maintenance job will take an hour. Bundle up and wear gloves. If you don't dress like you're going to Alaska, you'll rush the job, pull poor maintenance and risk exposure. Winter clothing may be bulky, but it allows you more time to do the job right while keeping warm. If you're shivering from the cold, maintenance won't get done the right way.



Tip Two. Cover your aircraft like your TMs tell you and you'll win the cold war against Mr. Freeze. If you can't cover the whole bird, at least cover up engine inlets, exhaust openings, and pitot tubes. For Black Hawk covers, check out WP 1729 00 of TM 1-1520-237-23-12. And for the UH/HH-60M, check out WP 1539 00 of TM 1-1520-280-23-12.

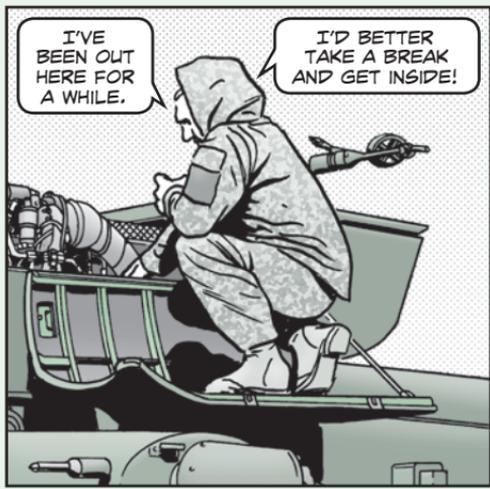


Tip Three. Warm the enclosed area and the aircraft with a portable duct type heater. Pre-heating a cold aircraft brings frozen metal and seals back to shape. It also warms cold lubricants and hydraulic fluids. Pre-heating aircraft reduces the strain on engines and transmissions and improves engine start-up too.

Keep a fire extinguisher handy when you're using a portable duct-type heater and keep the heater away from fuel and oil drains, vents and supply tanks and tentage. Avoid directly heating plastic and plexi-glass windshields and windows because heat can damage them.



Tip Four. Resist the urge to use shortcuts. Don't become a cold weather casualty. Be careful not to expose skin directly to a bitter cold aircraft, POL, or tools. They can cause frostbite. If Mr. Freeze gets to you, break your maintenance task into small portions or use the buddy system where one mechanic works while the other warms up in a shelter. Make sure you are extremely careful when climbing on to or walking on top of snow or frost covered aircraft because you could slip and fall off the aircraft!



Tip Five. Always ground your aircraft. To beef up your knowledge on grounding, check out Page 2-11, in FM 10-67-1.



All Aircraft...

NEED FUEL HANDLER COVERALLS?



Fuel handlers, if you're looking for camouflage coveralls, don't hold your breath.

Camouflage coveralls are still in development. They won't be fielded for a while.

Fuel handler's coveralls, are available in tan. Here are the NSNs and sizes.

NSN 8415-01-548-	Size
5961	X-small
5967	Small
5966	Medium
5969	Large
5971	X-large
5973	XX-large