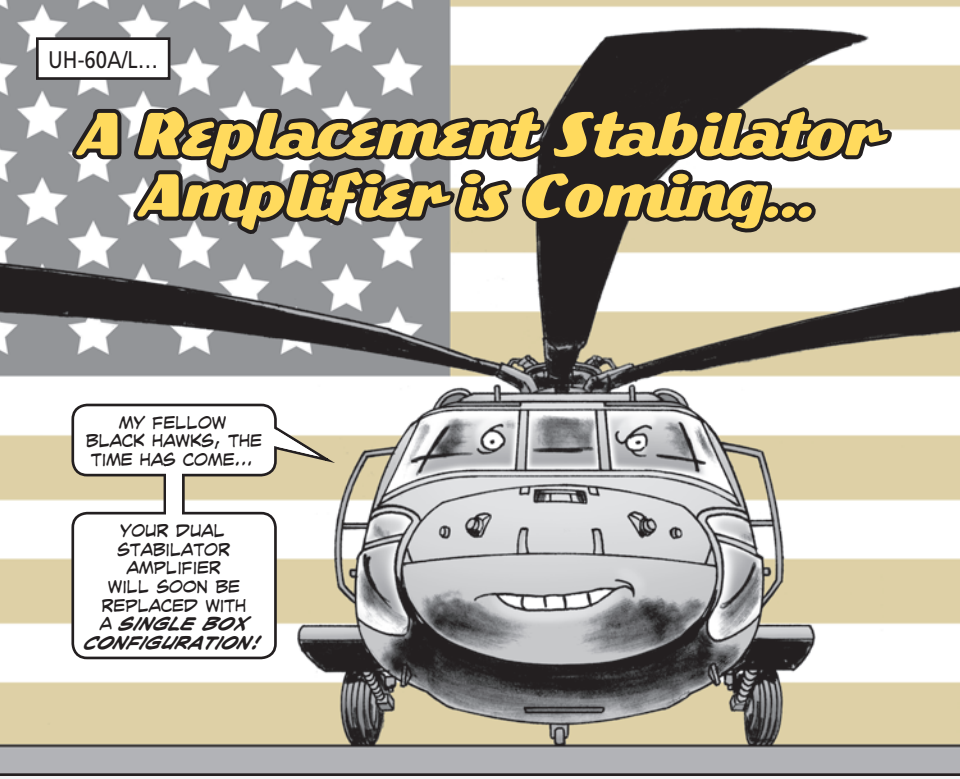


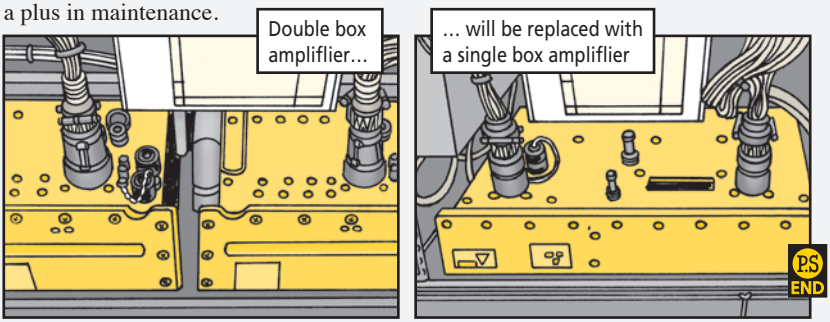
Pilots and mechanics, the current 25-year-old dual stabilator amplifiers have outlived their usefulness on the Black Hawk.

Because of serious high maintenance issues like frequent rate gyroscope and flex circuit replacement, a single-box configuration dual stabilator controller (DSC), NSN 5996-01-547-3452, will replace both legacy stabilator amplifiers, NSN 5895-01-316-2743, on each UH-60A/L.

The new equipment is said to be improved, more reliable and less expensive. The DSC comes with built-in-test (BIT) capability. It also eases the maintenance burden by eliminating the need for the complicated TS-3920 test set for stabilator system troubleshooting. In addition to identifying problems internal to the DSC, the BIT capability can identify problems with other LRUs that interfere with the stabilator system, such as the actuators, lateral accelerometer, and airspeed sensors.

The DSC also has a parameter display mode and enables stabilator rigging to be performed in a simplified fashion from the DSC controls. Furthermore, the DSC features modern electronics and solid state gyroscope which result in a replacement that is lighter, consumes less power, and will fail far less frequently that the legacy stabilator amplifiers.

The improved maintenance features and modern electronics will increase fleet readiness and improve mission performance. Reducing aircraft downtime is always a plus in maintenance.



The Chinook airframe has recessed handholds and footholds to help you reach the top of the aircraft for necessary maintenance.

You must be cautious, especially in cold or hot weather, when you're climbing while wearing gloves.

Make sure your gloves don't snag or get caught when you insert your gloved hand into the recessed handhold. Make sure the glove comes out along with your hand as you reach for the next handhold.

A slip of the hand or losing your grip can cause you to fall. So take your time when heading topside.