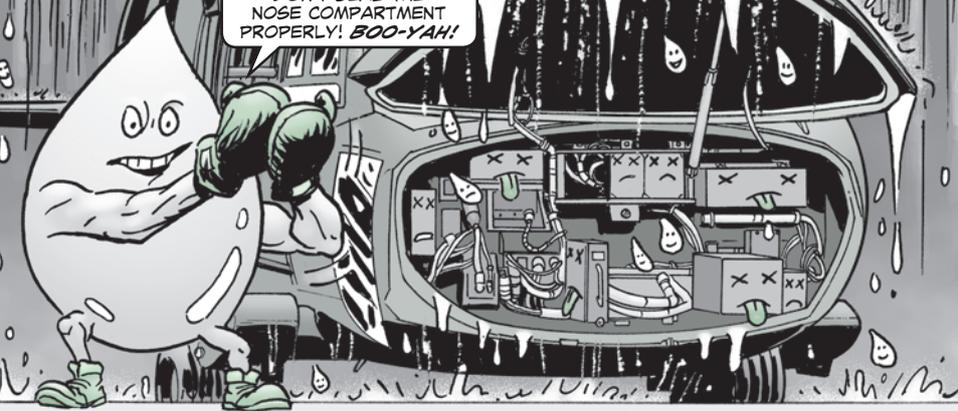


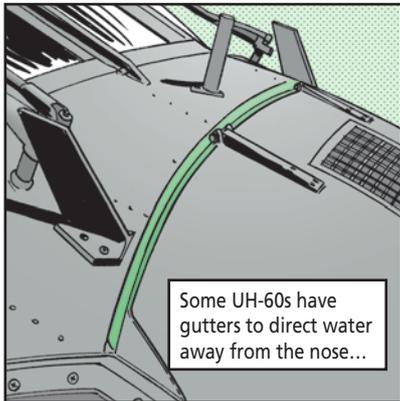
UH-60A...

Water KOs Avionics

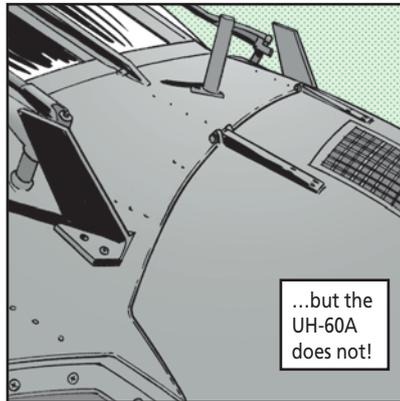
THIS IS WHAT HAPPENS WHEN YOU DON'T SEAL THE NOSE COMPARTMENT PROPERLY! BOO-YAH!



Mechanics, the A-model Black Hawk doesn't have a gutter. So water from rain and washing that gets into the nose compartment through a worn nose door can't get back out. That means damage to avionic components.



Some UH-60s have gutters to direct water away from the nose...



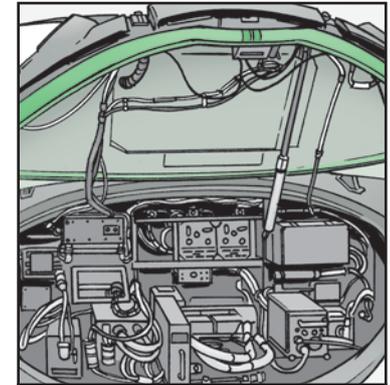
...but the UH-60A does not!

Always make sure you have a good seal in place. If you don't, the attitude & heading reference unit (AHRU), NSN 6605-01-503-5284, and other avionic components are vulnerable to water damage. The AHRU controls the cockpit attitude indicator gauge. If standing water seeps into the AHRU, the gauge is kaput. If that happens, you won't get a correct heading for your bird.

If you're working on an A-model Black Hawk, eyeball the seal around the nose door to make sure it's secure and not worn, cracked, cut or deteriorated. Inspect the seal as part of the nose door inspection daily like it says in TM 1-1520-237-PMD, then **thoroughly** inspect it every 40 hours like it says in TM 1-1520-237-PMS. Replace a bad seal with NSN 5330-01-114-2342.

If you see standing water after rain showers or washing the bird, wipe it up quickly.

So make sure your UH-60A has a good rubber seal around the nose door and keep the compartment dry.



Make sure door seal is in good condition

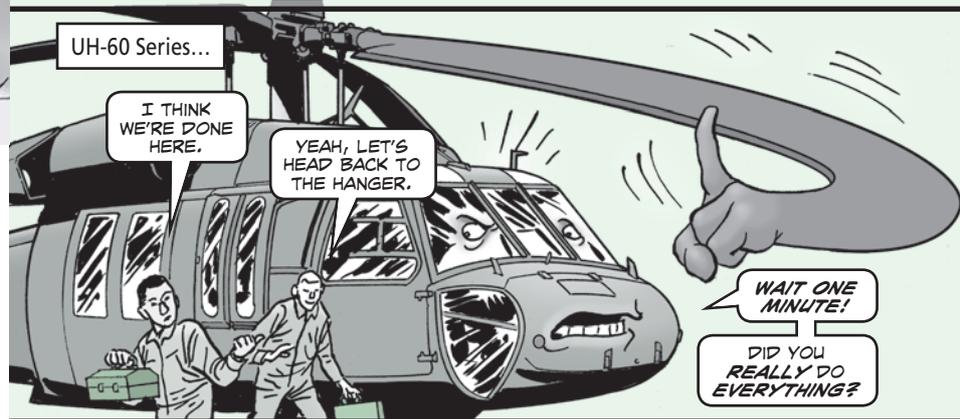
UH-60 Series...

I THINK WE'RE DONE HERE.

YEAH, LET'S HEAD BACK TO THE HANGER.

WAIT ONE MINUTE!

DID YOU REALLY DO EVERYTHING?



Maintenance is NOT a Dash to the Finish

Crew Chiefs, rushing through Black Hawk pre-flight inspections causes problems in the long run.

Take your time and follow the TM pre-flight procedures step-by-step.

For example, if you get a fault during stabilator checks in auto mode, don't rush through the task. You must follow the troubleshooting procedures to check the stabilator amplifier in the tail cone. Sometimes the gyros in the stabilator burn up and troubleshooting helps locate the problem.

In a rush, some just remove the component and hand it over to the aviation support company (ASC) to fix the problem. Before turning any component in to ASC, troubleshoot it thoroughly. If you can't find the problem, then give it to ASC.

If your troubleshooting fixes the problem, make sure you do the follow-on maintenance like it says in TM 11-1520-237-23 to avoid similar problems later.