

Is Your Sling OK?



A NORMAL AIRCRAFT RECOVERY LOOKS LIKE THIS.

AN AIRCRAFT WITH A BAD ATTITUDE LOOKS LIKE THIS.

HEY, IF YOU WERE GETTING HAULED AROUND LIKE THIS, YOU'D HAVE A BAD ATTITUDE, TOO!

MAKE SURE YOU GET RID OF BAD SLINGS OR YOU'LL HAVE A BAD ATTITUDE.

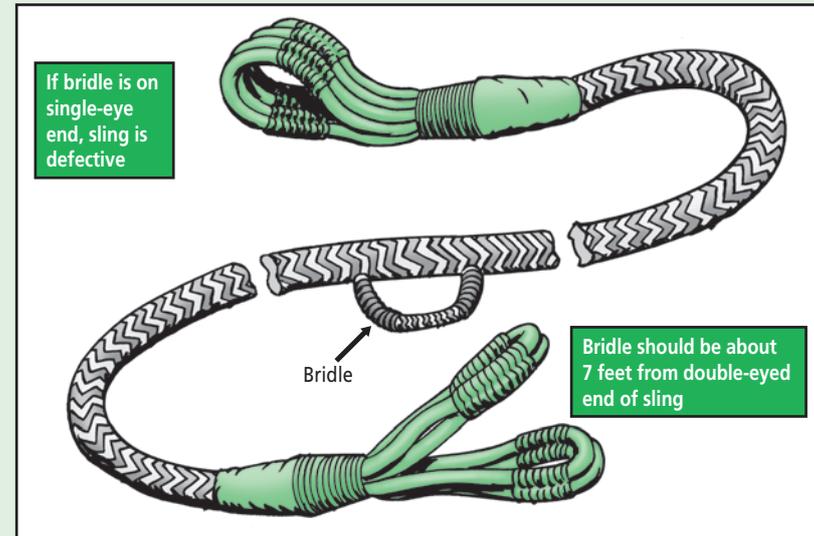


If you have the unit maintenance aerial recovery kit (UMARK), there could be a manufacturing defect in the slings, NSN 3940-01-538-5218, P/N 94H520-2.

Users sometimes refer to this sling as the 30-ft heavyweight black/white sling with bridle.

All units that have a UMARK kit need to identify, inspect, and purge all defective slings from their kits **now!**

The problem with the sling is that the bridle was placed at the wrong end of the sling by the manufacturer. The sling has two distinct ends. On the "single-eyed" end, you have one eyelet. On the "double-eyed" end, you have two eyelets. The bridle of a correctly manufactured sling should be approximately seven feet from the double-eyed end. If the bridle is in **any other** location on the sling, it is defective.



When rigging an aircraft for recovery, the double-eye end of the sling is **ALWAYS** placed on the side of/pointing to the aircraft being recovered. If a defective sling is used, it will cause a severe nose down attitude of the aircraft being recovered and can cause further damage to the aircraft when it is set down upon completion of the recovery.

If you have a defective sling, check out General Aviation Safety Action Message (GEN-11-ASAM-01) for inspection criteria and how to get a replacement sling.



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