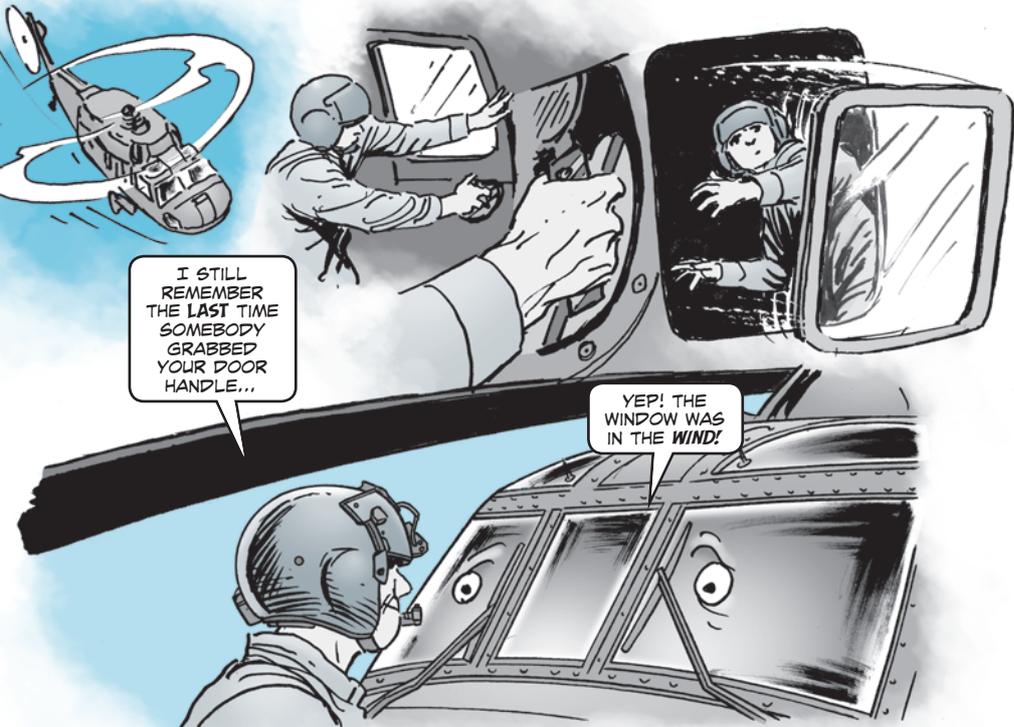


# Now You See it, Now You Don't!

BEFORE WE FLY, I'VE GOT TO MAKE SURE YOU HAVE SECURE DOOR WINDOWS.

YEAH, THAT'S A GOOD IDEA.



I STILL REMEMBER THE LAST TIME SOMEBODY GRABBED YOUR DOOR HANDLE...

YEP! THE WINDOW WAS IN THE WIND!



MECHANICS, WHAT'S UP WITH THOSE MISSING BLACK HAWK CARGO DOOR WINDOWS?

I'LL TELL YOU.

THE CARGO DOOR WINDOWS ARE BEING INADVERTENTLY JETTISONED DURING FLIGHT.

It's easy to grab a handle to balance yourself. Unfortunately, what happens is the troop/cargo door window jettison handles are usually what are grabbed when the aircraft is in flight. Then Bam! The window is in the wind.

If you want to avoid losing windows in flight, inspect your aircraft now. Make sure you check the door for security and the webbing strap like it says in the PMD before you fly. The webbing strap is mandatory.

To inspect and maintain the troop/cargo door jettison handle strap for the UH-60A/L, follow WP 0264 00 like it says in TM 1-1520-237-23-1. For the M-model aircraft, follow WP 0282 00 like it says in TM 1-1520-280-23-5. You can't afford to be unaware of what the TMs require you to do.

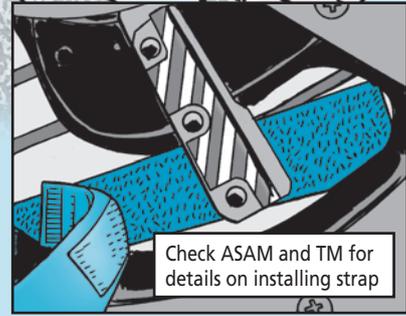
If you need a replacement strap, order one with NSN 5340-01-501-7504. In the interim, install breakaway safety wire like it says in aviation safety action message, H-60-09-ASAM-11, until all TMs are updated.



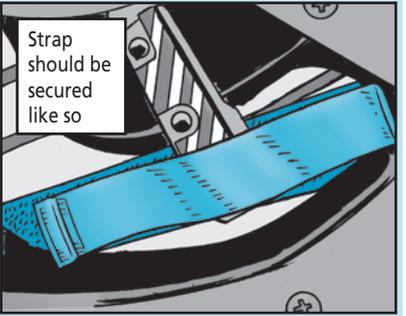
INSTALL STRAP LIKE SO...



If your door handle is unsecured, it's a no-go



Check ASAM and TM for details on installing strap



Strap should be secured like so

The accidental loss of windows and subsequent aircraft damage over the years have run up a tab of \$348,000. That's a lot of greenbacks for not doing maintenance and inspections by the book.

Take your TMs seriously. Read them because your life and aircraft are at stake.