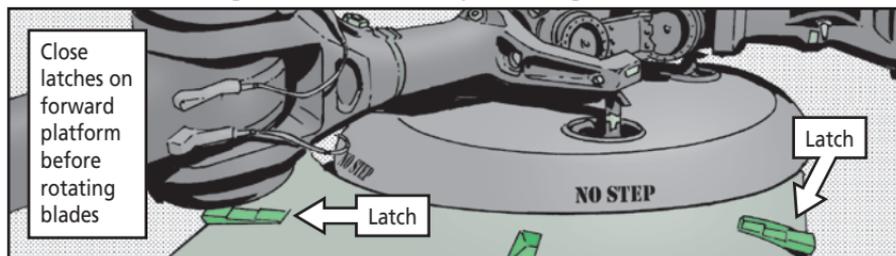


The anti-collision light can be seen with night vision goggles (NVG) and can be switched between NVG-capable and normal operation. The normal mode is used around airfields without NVG operations and switches to NVG when the situation requires it. Replacing a broken light will take a \$3,000 bite out of your unit's pocket.

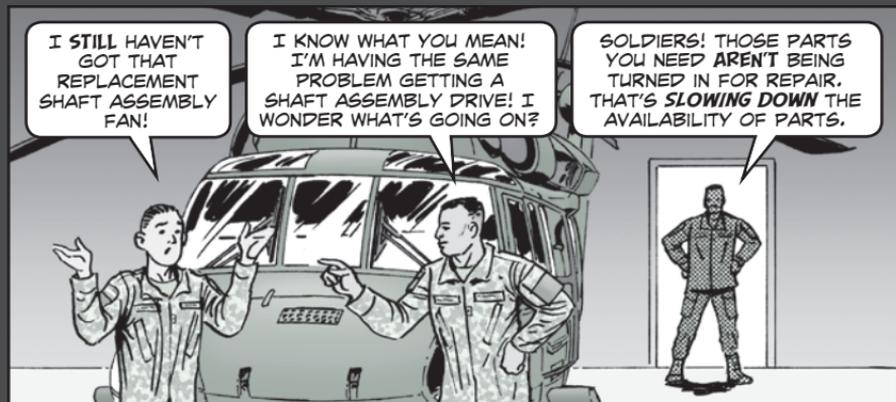
On the other end of the aircraft, the forward rotor's blade cuff can smash into the forward maintenance platform latches if they are left open.



Save yourself unnecessary maintenance repairs. Always check the clearance of the forward and aft rotors before the flight controls are moved from the centered position during maintenance. Never rotate the blades until the controls are centered.

PS END

UH/HH-60A/L/M...



## RETURN CRITICAL ASSETS FOR REPAIR

**M**echanics, maintenance and overhaul programs only work if you send in unserviceable parts for repair.

If you have an unserviceable shaft assembly fan, NSN 1615-01-158-9517, or a shaft assembly drive, NSN 1615-01-158-9522, turn it in ASAP. The need for these items is critical. If units don't turn them in, they won't be in the supply system when needed.

So turn in those unserviceable parts without delay. If you do your part, the supply system can, too.