



SAFETY NOTICE NO: MS-909-SN-1

DATE/REV: 1 Feb 2022 REV 0

ATTENTION: OWNERS / OPERATORS OF MODEL 909 CARGO HOOK
INSTALLED ON UH-60 HELICOPTERS.

SUBJECT: PROPER USE OF THE COCKPIT MANUAL RELEASE

DESCRIPTION:

Feedback from the field and testing has shown a potential condition where the Cargo Hook Load beam may not fully lock after the cockpit Manual Release control is pulled and the cockpit Manual Release control is not reset.

It is important to understand that the Suspension Assembly was not designed to use the Cargo Hook Load Beam to reset the cockpit Manual Release control.

During initial installation of the manual release cable, the B nut (figure 1) capping the manual release cable housing directly under the release handle can be tightened to increase friction on the manual release. This allows the operator to adjust the release friction based on their own preference.

When the B nut is loose (low friction) the handle will generally retract due to gravity. When B nut is adjusted to add resistance, the handle will not retract with gravity and must be manually returned to the retracted or reset position prior to resetting the hook load beam.

If after a cockpit Manual Release use, the operator fails to reset the cockpit control (figure 1) prior to resetting the load beam **and** sufficient friction has been adjusted into the cockpit control to prevent the handle from resetting with gravity, a condition may be present where the Load Beam is prevented by the cockpit control from returning to the locked position. This can be clearly visualized as the cockpit control was left in the “release” position therefore the Cargo Hook will also be in the “release” position.

MITIGATING ACTIONS REQUIRED:

The following procedure should be used, in the specified order, any time the manual cockpit control is utilized:

1. Cockpit Manual Release control- Pull to release external load
2. Cockpit Manual Release control – Push down fully to reset
3. Cargo Hook –Relatch Load Beam and ensure Cargo Hook Manual Release Knob (Located on the right side of the Cargo Hook, figure 2) is fully rotated in the clockwise direction.



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Note: If the cockpit Manual Release B nut is adjusted to increase or decrease friction after initial installation, Manual Release rigging should be checked per MSI-MNL020 dated June 11, 2018 or later revision (available at mechspecialties.com). This entails ensuring the manual release cable ball end has a minimum of .050" gap from the release arm with the cockpit control and the hook in the reset and locked positions.

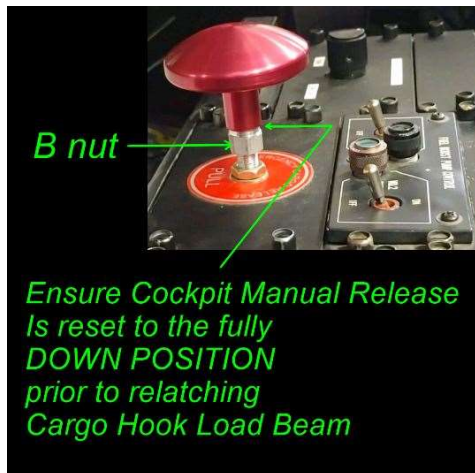


FIGURE 1



FIGURE 2

The Rotorcraft Flight Manual and maintenance documents will be revised to more clearly reflect the above procedures.

For any questions regarding this Safety Notice, please contact:

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