



DEPARTMENT OF THE ARMY  
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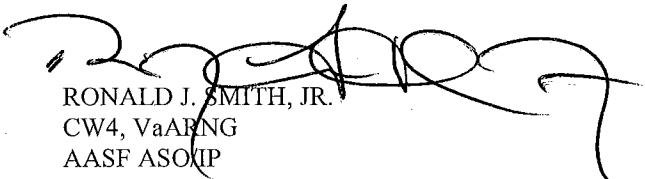
MEMORANDUM FOR RECORD

SUBJECT: UH-60 Emergency Egress Procedures and Fuel Shut Off Location

1. The following information is provided to assist fire fighters and emergency medical personnel in locating emergency fuel shut off, flight crew egress locations, as well as information pertaining to fuel type, amount, and battery location.
2. The UH-60 is a medium lift dual engine helicopter designed to operate from prepared and unprepared landing areas. The fuel type for the UH-60 is JP-4, JP-8, or Jet A with a total capacity of 360 gallons.
3. The throttles for the UH-60 consist of two power control levers located on the upper/overhead console between the pilot and co-pilot seats. When the aircraft is in operation, the power control levers are fully open in the FLY detent / forward position. To shut off the power control levers, the levers need to be grabbed and pulled downward while holding down the push to release thumb switches (one on each power control lever). The push to release thumb switches are held when moving the power control levers off to prevent the levers stopping in the idle position.
4. Fuel system selector levers are located on the upper/overhead console next to the power control levers between the pilot and co-pilot seats. Pulling the fuel system selector levers full aft will shut off the fuel supply to the aircraft engine.
5. The UH-60 has two engine emergency off T-handles used to fight engine fires. These emergency T-handles are located on the upper/overhead console in front of the fuel system selector levers between the pilot and co-pilot seats. Pulling the engine emergency off T-handles full aft will shut off the fuel supply to the aircraft engines by pulling the fuel system selectors off. Additionally, the T-handles will provide fire fighting capabilities to the aircraft by an electrical logic module providing electrical power to actuate the fire extinguisher switch.
5. The UH-60 battery location is located behind the co-pilot's seat (left side of the aircraft) underneath a battery box cover. The battery is a 28 volt sealed lead acid battery (SLAB) type with a twist to turn as a quick disconnect.
6. Aircraft consists of four doors for entry and exits. Doors are of bonded sheet metal with acrylic plastic windows. The pilot/co-pilot doors may be jettisoned by means of an emergency handle. The cabin doors have windows that can be jettisoned by means of an emergency handle.
7. Approaching or exiting the aircraft should be completed by the left or right sides of the aircraft. This is due to possible problems occurring with the main rotor blades drooping downward providing only 4 feet of clearance upon a level surface. Always avoid the aircraft tail rotor!

4 Encls

1. Fig 2-3 (4 pages)
2. Fig 2-7 (Sheet 1 of 2)
3. Fig 2-13
4. Fig 2-8 (Sheet 1 of 3)

  
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# UH-60L Black Hawk

## I. Approaching or Exiting Aircraft:

### A. Blades turning (functioning properly)

1. main rotor shaft has 3 degrees of forward tilt
2. blades will flap leaving 7 to 9 feet clearance at forward most section decreased or increased by terrain
3. be aware of the wind it will induce flapping
4. exit to right rear or left rear for greatest rotor clearance
5. *always avoid tail rotor*, approximately 6 feet clearance increased or decreased by terrain

### B. Blades turning (not functioning properly) i.e. droop stops don't come in

1. main rotor blades may droop leaving only 4 feet clearance increased or decreased by terrain
2. rotor blades may contact aft fuselage
3. be aware of the wind it will induce flapping
4. exit to right rear or left rear for greatest rotor clearance
5. *always avoid tail rotor*

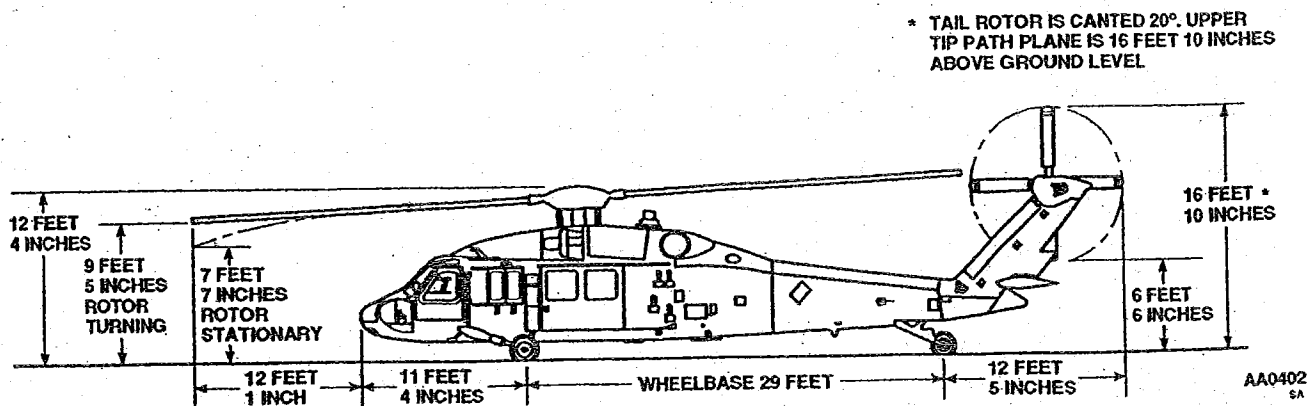


Figure 2-3. Turning Radius and Clearance

## **II. Emergency shutdown procedures for engines**

### **A. Two main engines**

#### **Steps:**

1. Engine Power Control lever(s) OFF
2. Engine Fuel System selector(s) OFF
3. Fuel Boost Pump Control switch(es) OFF

### **B. One Auxiliary Power Plant (APU)**

#### **Steps:**

1. Fuel Pump switch – Off
2. APU Control Switch – Off

## **III. Fire fighting emergency procedures**

### **A. Main Engine / Fuselage Fire On Ground**

#### **Steps**

1. Engine Power Control levers Off
1. Engine Emergency Off handle Pull if applicable
2. Fire Extgh switch Main / Reserve, as required

### **B. APU Compartment Fire**

#### **Steps:**

1. APU fire T-handle Pull
2. Fire Extgh switch – Main / Reserve as required

**FYI:** There is a Crash-Actuated System as part of the fire extinguisher system that will automatically fire both fire extinguishing containers into both engine compartments upon impact of a crash of 10 Gs or more.

IV. Emergency Exits: Emergency exit release handles are yellow and black striped.

- A. Two pilot doors / cockpit doors (doors swing outward are hinged and have a latch handle)
  - 1. (cockpit door jettison system)
    - a. pull handle marked **EMERGENCY EXIT PULL** to the rear
    - b. from inside, kick lower forward corner to jettison
  - 2. (cockpit door window jettison system)
    - a. pull window emergency strap inward
    - b. windows remove to the inside
  
- B. Two troop/cargo -cabin- doors two windows per door (doors slide, have single action door latches, and will latch in fully open or locked position)
  - 1. (cabin door window jettison system)
    - a. pull lever marked **EMERGENCY EXIT PULL AFT (left side)** or **EMERGENCY EXIT PULL FWD (right side)**
    - c. move handle in the direction of arrow to release windows
    - d. remove windows to the outside
  
- C. Two crew chief / gunner windows (windows slide are hatch windows split vertically into two panels, spring loaded security latch and dead bolt lock only useable from the inside, latch bar to secure window open)
  - 1. not considered an emergency exit by the operators manual
  - 2. must be in the opened position to move machinegun and/or mount outward for pilot seat release
  
- D. Operation of machinegun pintle-mount
  - 1. Attached with quick release pin
  - 2. To rotate lift T-handle on rear of mount and rotate
  - 3. pintle-mount must be positioned out of the gunner window for the pilot seats to recline

V. **Operation of pilot and copilot seat adjustments and emergency levers.**

A. **Seat Adjustments**

1. Vertical seat height lever on right front of seat bucket
  - a. spring loaded to locked position when released
  - b. springs are installed to counterbalance the weight of the seat
  - c. **DO NOT RELEASE UNLESS SOMEONE IS SITTING IN THE SEAT**
  - d. Spring preload could be as high as 150 pounds, with no one in the seat it will spring to highest position
2. Forward and Rear adjustment lever on left front of seat bucket
  - a. spring loaded to locked position when released

B. **Seat emergency levers**

1. Emergency tilt levers on each side of seat support frame
  - a. allows seat to tilt back into cabin
  - b. seat *must* be in full down and aft position
  - c. push in on tilt handle
  - d. pull seat top rearward
2. Emergency vertical release lever on upper center back of seat
  - a. allows seat to drop to lowest adjustment point
  - b. pull right on seat lever
  - c.

C. **Seat belts**

1. shoulder harness, seat belt, crotch strap
2. common buckle assemble
3. single point release (lift lever or rotary release)
4. lift lever or turn rotary release and straps release simultaneously

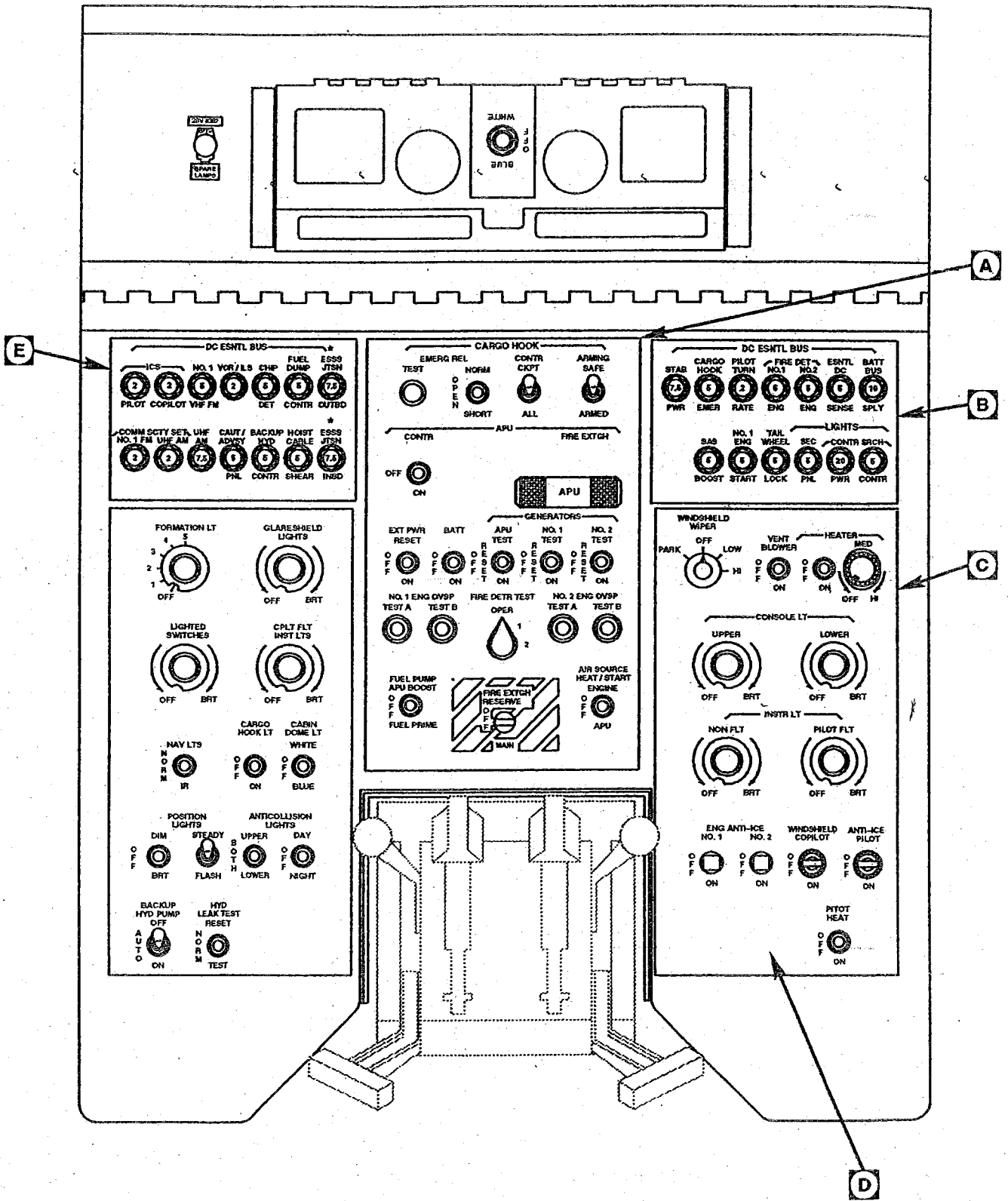


Figure 2-7. Upper Console (Sheet 1 of 2)

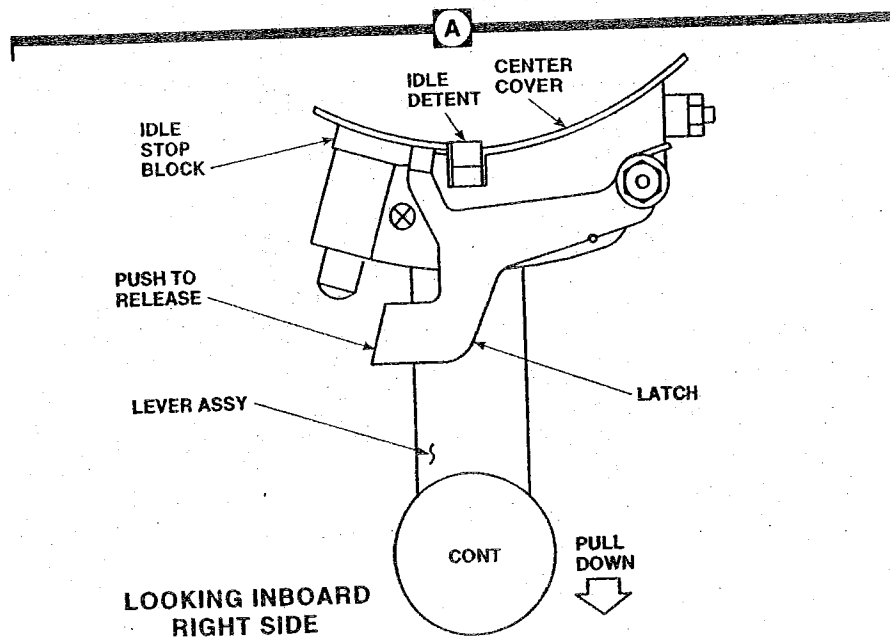
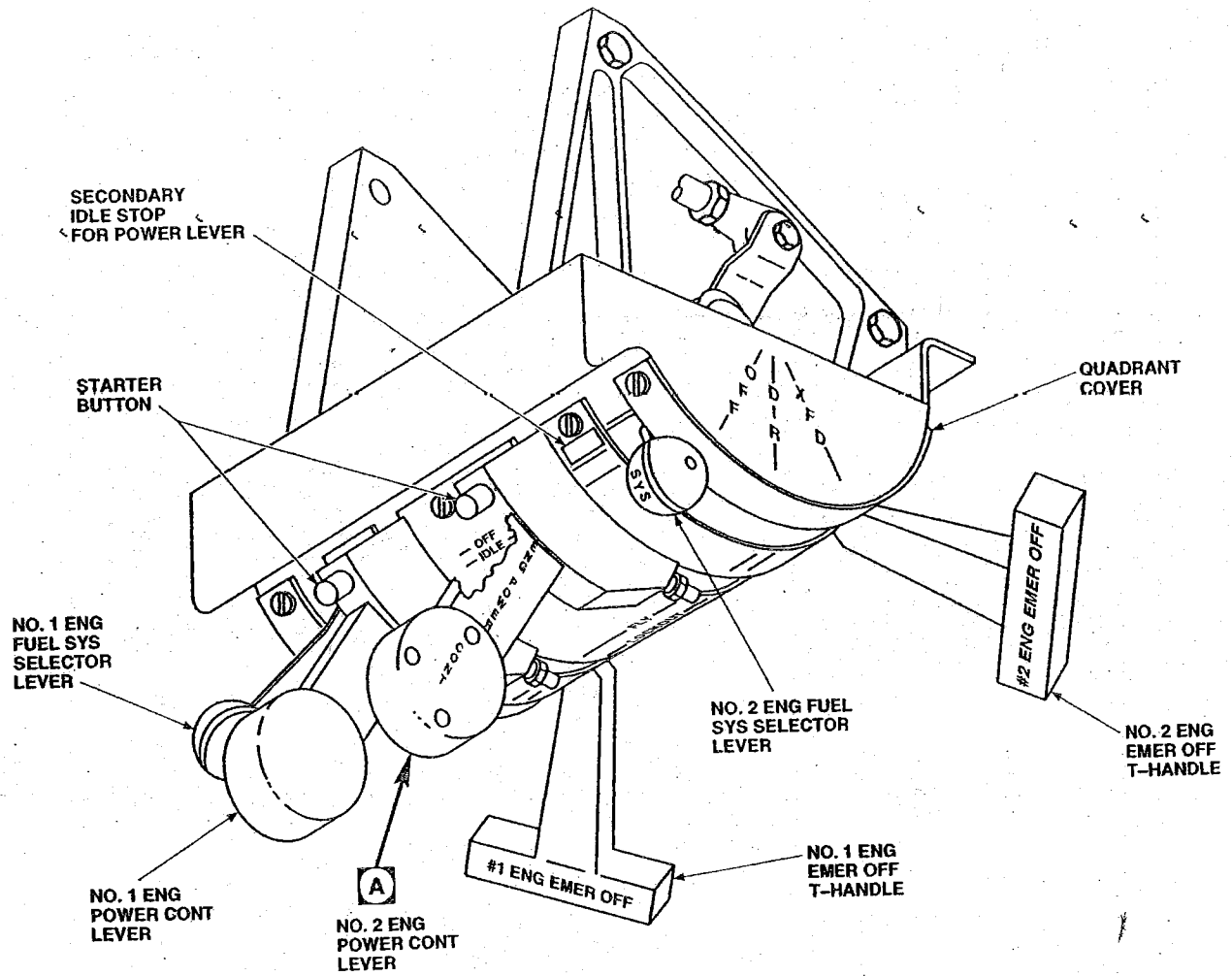


Figure 2-13. Engine Control Quadrant

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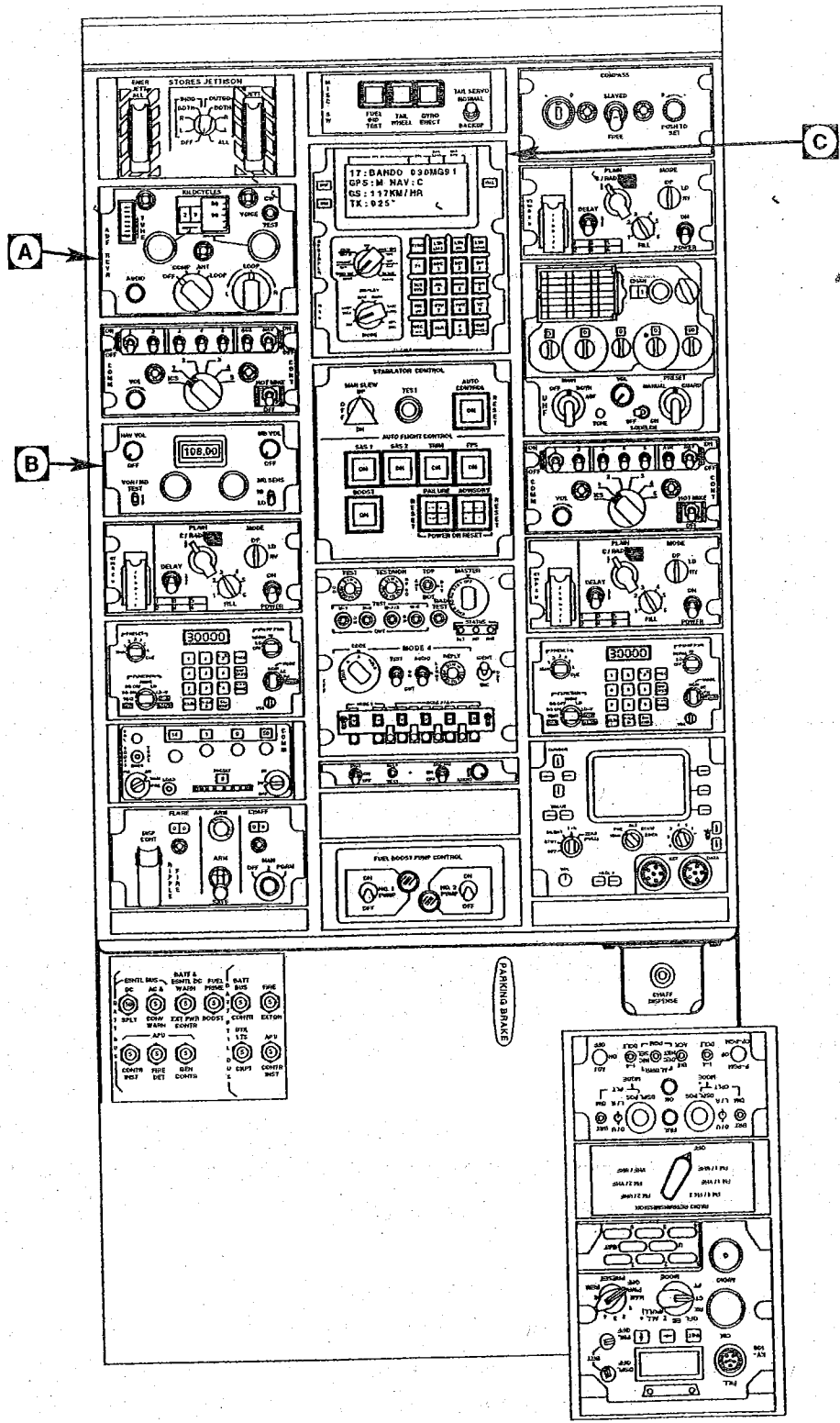


Figure 2-8. Lower Console (Sheet 1 of 3)

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