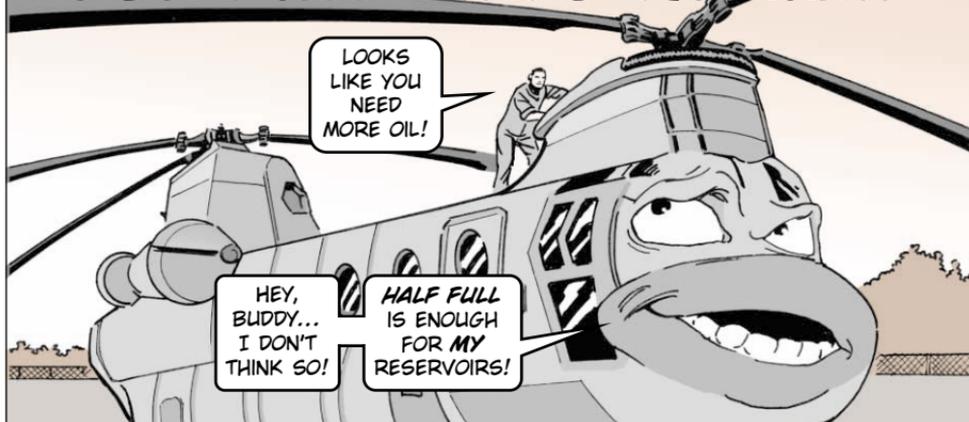


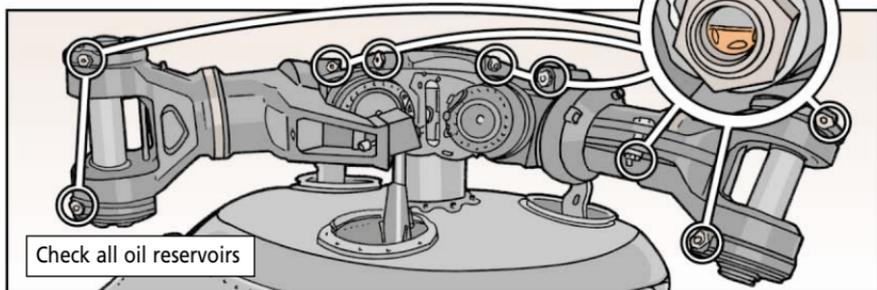
# DON'T FILL 'EM TO THE BRIM



Filling a morning coffee cup to the brim is most mechanics' recipe for a perfect start to the day.

But filling the forward and aft rotor head oil reservoirs to the brim on a Chinook is a recipe for ruining the rest of that day, mechanics.

If the oil reservoirs are low and need oil, fill 'em no more than half full.



When aircraft broil in the summer heat on the flight line, oil heats up and expands. If it has no place to expand, it will blow out rotor head seals. Then oil gets on the rotor blades and on top of your aircraft. That makes the aircraft dangerously slippery for anyone walking or working there.

When you service the oil reservoirs on the hub oil tank, the pitch bearing oil tank, or the vertical hinge pin oil tank, rotate the blades. That levels off the oil in the sight indicators so you can get a correct reading before you start filling reservoirs. Then fill the reservoirs until the level reaches only halfway on the sight glass. That's the word in Tasks 1-55 to 1-57 of TM 55-1520- 240-23.