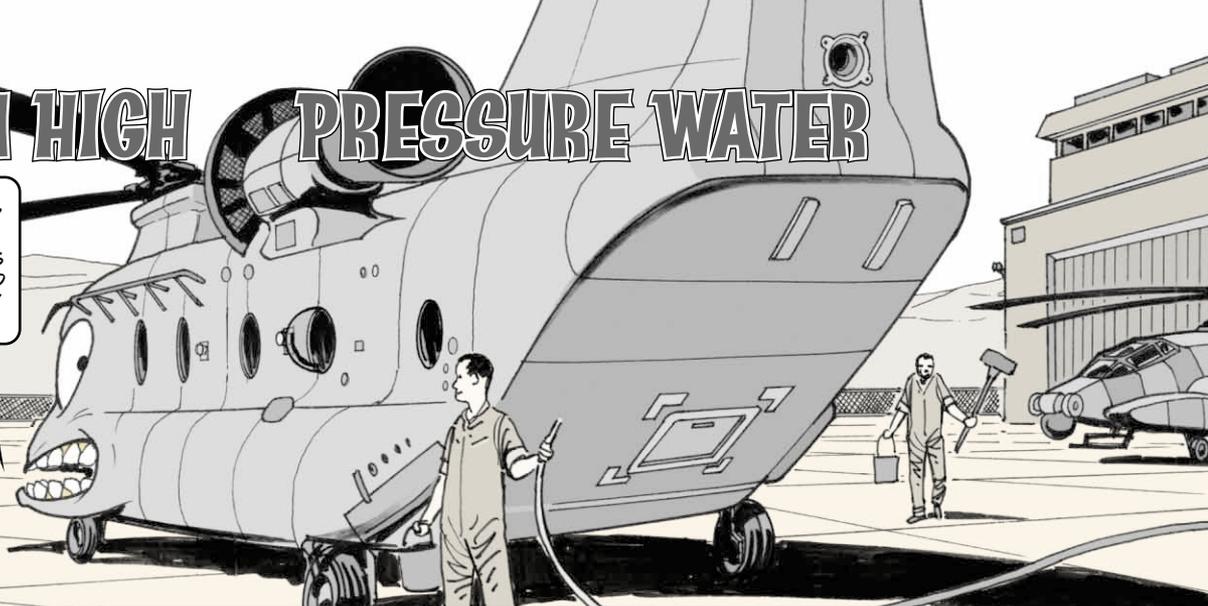


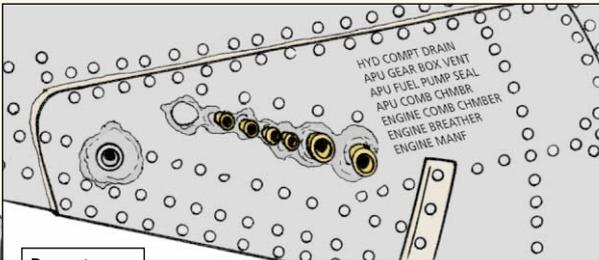
# TURN DOWN HIGH PRESSURE WATER

GOOD WORK FELLAS! A LITTLE **ELBOW GREASE** AND **LOW PRESSURE WATER** GETS THE JOB DONE **RIGHT** AND DOESN'T CONTAMINATE MY FUEL AND OIL!



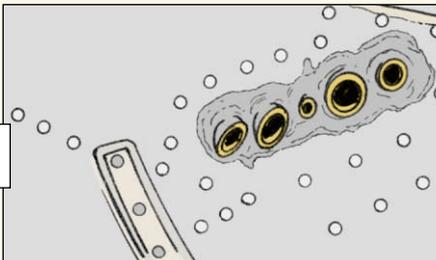
**MECHANICS, DON'T WASH YOUR CHINOOK WITH HIGH PRESSURE WATER TO BLOW AWAY GRIT, GRIME AND DIRT.**

High-powered water may get your bird clean as a whistle, but it can damage the skin or knock off antennas. When the next washing comes up, don't blast water into the drain holes at the rear of the aircraft near the cargo door. That contaminates fuel and hydraulic, engine and transmission oil.



Do not direct water at drain holes on right side...

...or left side

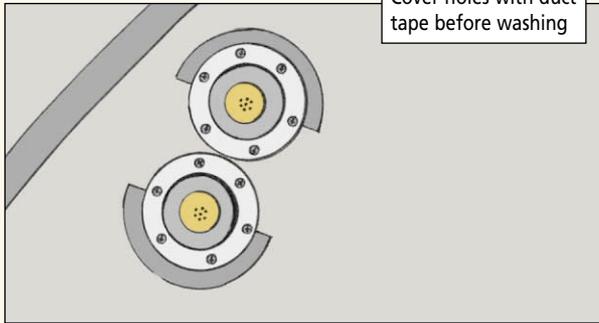


High pressure water can also damage the finish, and wash grease out of lubricated parts. So turn down the pressure on your washers and use a nozzle that doesn't blast water.

If that's not bad enough, directing water at your bird's pitot-static system sideslip ports, static ports and tubes will cause moisture problems in the lines. That can lead to bad readings on flight instruments like your airspeed indicator and the vertical speed indicator.

**TURN DOWN THE WATER PRESSURE AND USE A LITTLE ELBOW GREASE TO WASH AWAY THE CRUD.**

Cover holes with duct tape before washing



Then your electrician has to drain and purge the pitot-static system like it says in Task 8-25 and 8-26 of TM 55-1520-240-23-7 to get the moisture out of the lines.

