

OH-58D...

# BARRIER FILTERS SAVE ENGINES AND DOLLARS



WITH ALL THIS FLYIN' AROUND, HOW 'BOUT CHANGIN' MY CLOGGED ENGINE BARRIER FILTERS.

COMING RIGHT UP! WE GOT SOME EXTRAS IN THE HANGER.

I'LL CLEAN OUT THE REST OF THE EBF FILTRATION SYSTEM BEFORE WE INSTALL THE REPLACEMENT FILTERS.



**M**echanics, your new Kiowa Warrior engine barrier filters will prevent FOD from entering the engine if they're kept clean.

As long as air flows unrestricted through the new EBF filtration system, the filters will prevent compressor erosion and subsequent engine failure and replacement. That's what will happen if unfiltered air and all that it brings with it is sucked into the engine.

### Cleaning Tips Not in TM

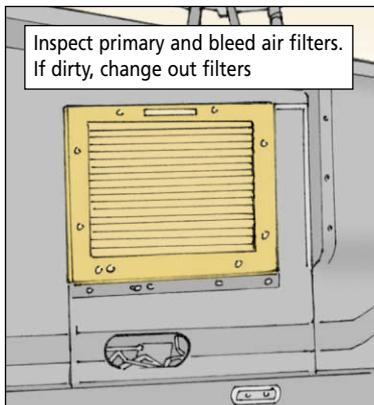
MWO 1-1520-248-50-15, installed the new filters. Here are some lessons learned to keep the filters clean as a whistle.

The maximum service life of the filters is determined by the environmental conditions you're flying in. So take one or more of the spare set of filters with you to the field for each aircraft. Sandy and dusty flying conditions clog the filters much quicker and require more cleaning and changing of the filters.

To get more hours out of the filters before cleaning or changing, "shake out, not hammer out," the heavy accumulation of dust and dirt. Use extreme care, though, and don't shake them too hard or you'll damage the filter and its frame.

Plans for a unit-made device to shake out the filters is available along with EBF maintenance procedures. The info is contained in a new manufacturer's commercial manual. For a copy, contact Ray Hensley (256) 955-7441 or email

[Raymond.Hensley@redstone.army.mil](mailto:Raymond.Hensley@redstone.army.mil)



Cleaning dirty filters in the field can be a difficult process. So always have the spares on hand when you need to change out a filter. Clean the dirty filters when you have the time and facilities to do it properly.

Dirty filters require lots of low pressure water to completely flush out contaminants. Too little water won't clean the filters properly.

While washing the filters, do not allow contaminated water with filter oil and cleaning solvent to run onto the ground. To dispose of contaminated water, check with your local environmental folks for guidance.

Along with the water, use only the approved cleaning solvent and the filter oil supplied with the MWO kit. If you need more, NSN 6850-01-486-7201 brings the cleaning solvent and NSN 4330-01-486-7174 brings the filter oil. After washing, allow the filters to thoroughly dry before you re-oil them and place them back on the aircraft.

If you need a new engine filter assembly, order NSN 2945-01-488-6576. NSN 2945-01-488-6577 brings the bleed air filter assembly.

