

# DON'T CHECK OIL COLD



**M**echanics, don't get in a hurry when it's time to do pre-flight inspections.

For example, don't check your Chinook's engine oil level indicator when your bird is cold. Warm up cold engines first before checking the gauge. That's because cold oil drains back into the gearbox and won't give you an accurate reading.

Never add oil before running the engines first. If you do, you'll overfill the engines with oil. Then, look out! The excess oil will blow out through the engine oil breather line onto the flight line and leave a slick mess for you to clean up.

Perform your daily engine inspections like it says in TM 1-1520-240-PMD to keep 'em running smoothly.

To avoid adding too much oil and creating a slippery situation, service your engine oil system like it says in Task 1-74 of TM 55-2840-252-23-1 on helicopters with T55-L-712 engines. With helicopters that have T55-GA-714A engines installed, use the info in TM 1-2840-265-23&P, EM 0186, to check engine oil level. It's Task 1-33 in the paper version.

