

CH-47D...

HERE'S
SOMETHING
YOU NEED TO
REMEMBER,
AND **NEVER**
FORGET,
CHINOOK CREW
MEMBERS.

Pressure on Shut-off Valve

Remember to complete the primary and secondary checks before single point refueling of a Chinook's FWD, MAIN and AFT fuel tanks. They are spelled out in Task 1-51 of TM 55-1520-240-23-1.

Forget these checks, which means you don't check the position of the ALL TEST float switch on the fuel cell shut off panel before refueling, and you could damage the shutoff valve.

If the ALL TEST float switch was left in the FLOW position during a previous refueling, remember to flip it back to the PRI OFF position before pressure refueling.

If the ALL TEST switch is left in the FLOW position while the fuel tanker hose is hooked to the aircraft and the nozzle lever is opened to allow fuel flow, the flow won't stop within the required 4 seconds, like the TM says.

And, if you exceed 55 psi, you could end up with a fuel spill to clean up.

So think about the next soldier who'll be refueling your bird. He or she will appreciate it if you flip the ALL TEST float switch from FLOW back to PRI OFF after refueling is done.

Course, always refer to the refuel station overhead panel instructions to keep you straight. When all the left- and right-hand, AFT, FWD and MAIN fuel tanks reach the desired fuel levels, don't forget to set all the refuel valve switches back to the PRI OFF position.

