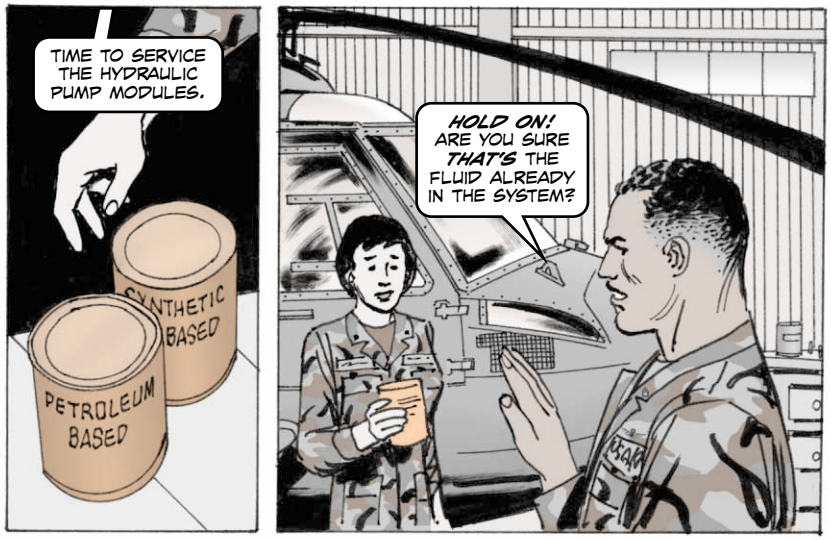
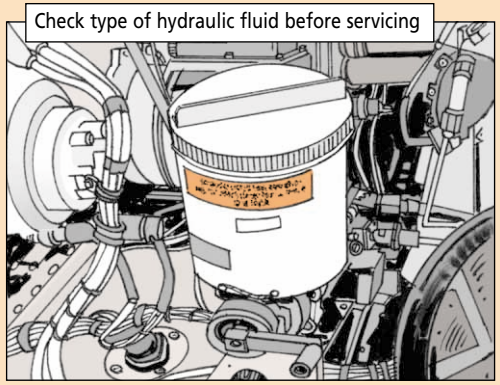
GRAB THE RIGHT TYPE OF HYDRAULIC FLUID



Mechanics, good judgment comes from experience. Unfortunately, experience usually comes from bad judgment.

When it's time to service your bird's hydraulic pump modules with fluid, like it says in Para 1-3-8 of TM 1-1520-237-23-1, use good judgment. Make sure you know what type of fluid is in your bird's system **before** adding any fluid.



Always use the correct fluid listed in Appendix D, on Page D-14 of TM 1-1520-237-23-9.

For example, if the temperature is below -29°F, always add the petroleum-based fluid to the reservoir and eyeball the reservoir window. When operating at temperatures above -29°F, always add the synthetic fluid.

The problem is that some cans stored in your hangar cabinet look similar, depending on which brand you use. If you have the petroleum based fluid in your bird and you mistakenly mix in the synthetic fluid, that could cause hydraulic system problems.

When synthetic hydraulic fluids contaminate petroleum based fluids and are exposed to certain operating temperatures, carbon deposits form. Additive dropout results when synthetic and petroleum lubricants have been mixed.

Then you have to drain the entire hydraulic system and add the right fluid, depending on the outside temperatures.

When you finish servicing the hydraulic pumps, make sure the selector valve handle is in the capped OFF position. Otherwise, when the pilot starts the bird, the hydraulic system will drain the pump and overflow the reservoirs.