Button Pushing

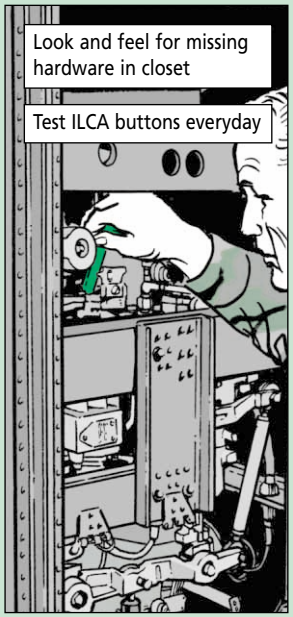
The flight control closet is a tight area, but not doing the integrated lower control actuator (ILCA) jam simulation test prior to the first flight of each day puts your bird at risk. Get in there and get at it!

Test the red jam sensor indicator buttons and make sure they pop out. Do it like it says in task 7-104.1 of TM 55-1520-240-23-6.

In operation, the red jam sensor indicator buttons pop automatically when there's a problem with the ICLA. The jam simulator buttons are hard to get at.

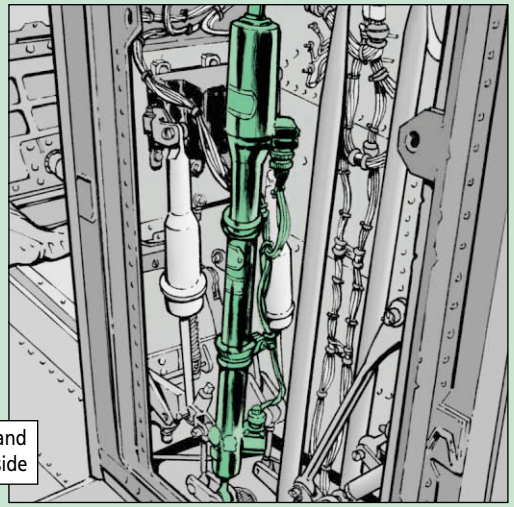
The tool to use to press down on the plunger should not be a screwdriver, hard metal or sharp tool. They can cause the plunger and seals of the jam simulation buttons to mushroom out of their close tolerance, making them stick. If the ILCA jam simulation buttons get damaged and can't be reset, AVIM has to replace the entire actuator assembly.

So don't use unauthorized tools. Instead, press the buttons—all eight of them—with a tool made of wood or a soft metal—like aluminum or brass—that has a flattened surface on one end. If the red buttons pop out, then you're good to go and can reset 'em and forget 'em until the next flight.



Mop Up Problems

During your daily inspections of the flight control closet, always wipe off hydraulic fluid from all the components. It's OK for the ILCA manifold to leak some per task 7-7 of TM 55-1520-240-23-6. But if the manifold is not wiped off, hydraulic fluid can build up and drip down on the DASH actuator. Fluid can get into the DASH internal motors and burn them out.

Check the cannon plugs of the DASH and the control position transducers in the closet for fluid runoff. Wipe up excess hydraulic fluid to avoid uncontrolled lockups and advanced flight control system faults.

To ensure uneventful flights, and erratic pitch attitude, check out TB 1-1520-240-20-107 for the details.